

# The Drip Line



The next meeting of the Pike's Peak Corvair Club will be August 15, 9:30 a.m. at Valley Hi Golf Course, 610 S. Chelton Road, Colorado Springs—plan to arrive early if you wish to eat before / during the meeting.

Come On,  
Like us on Facebook!



Official Newsletter of the



Founded in 1977



<b>In this issue:</b>		<i><b>On The Cover:</b> The beautiful hood of Chris Kimberly's 1964 convertible in Cripple Creek. Mike Piper won the Sponsor's Award, and Tony and Diane Lawler won People's Choice with their Rampy. Much more about this show will be in the next Drip Line</i>
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**PRESIDENT'S GLOVEBOX**

By John Green  
PPCC President

Hello Corvair Family,

I hope you have been enjoying the nice weather and getting to drive your cars around.



There are a lot of events coming up. We will have been at the Cripple Creek show this weekend, as you read this. Soon to come are a couple of airport shows in August. Then we have the Concours in September. Tri-state follows quickly in October. Hopefully we will see you at least at one of those events if not more. There will be photos and articles coming from all of those. As always, look at the calendar of events later in The Drip Line for more information on these and other upcoming events.

We, as a club, need to make sure we have a lot of participation by members for all things. We are in need of someone, or many, to volunteer to get SeeMore around. The Feasel's helped when we first got SeeMore. Then Tony has been making sure it gets around for a couple years. Tony has to work on Sundays and would like to bring his own vehicles to shows that aren't on Sundays. If a member hasn't been bringing their Corvair to events, maybe you can help bring SeeMore (we will reimburse mileage). We are also in need of storing SeeMore somewhere soon as the Feasel's lot is getting cleared out of vehicles. It would be too bad if we have to pay storage somewhere and deal with getting it in and out of a lot whenever we need it.

As with every year at the Christmas party, any of the board positions are available if you are interested. Unfortunately we rarely have different members stepping up to help. So, the same few "get" to continue "volunteering". At least one position will be open for sure next year that I know of right now. Mary Ellen has been asking for someone else to step up as secretary with no response. She has indicated that this is her last year. By CORSA club guidelines, we do have to have the minutes out to the club each month, whether by news letter or email. Please be thinking about whether you can help in at least that one area. The secretary position is very important for the whole club. So, think "How can I help" the club, now and in the future.

Meeting and event attendance also seems to be also shrinking. Of course, some say that club members are aging out, but that doesn't really seem to be the whole reason. It seems to be the same 15 or so members that end up at events and helping out. If there is a reason you might not be attending gatherings, please contact me or any board member. We can't know there is a problem if you don't share.

So, I'm asking "How can I help" you be more involved? Please let me know.

Hope to see you soon, somewhere, sometime,

Keep Vairing,

John

# THE POWER OF COMMUNITY

Submitted by  
Kathy Green

We often hear the word ‘community’ in news reports, when talking about small (or large) towns, groups of people, ants, fish, bacteria (wait, not those)...but what does it really mean? The Oxford Dictionary defines community as: ‘1. a group of people living in the same place or having a particular characteristic in common,’ or ‘2. a feeling of fellowship with others, as a result of sharing common attitudes, interests, and goals.’

PPCC is a community, sharing interest in those little air cooled lovelies. But it’s more than that. PPCC is people who can and will help when needed, friends to laugh and cry with, and individuals who will bend over backward to make your day. That’s what we are and need to continue to strive to be.

I’d like to share a story of ‘community’ with you. My father owned a Rampside when I was a very small child. When John and I started talking about getting a Corvair, his first question was ‘are you going to get a pickup?’. He LOVED that truck!



Fast forward to 2021. Dad and mom have been living in a retirement community, and have spent most of the past 16 months only going out for appointments. Dad’s 91st birthday was July 10, and we wanted to make it special, but how?

Enter Tony and Diane Lawler and their beautiful rampside pickup (if you haven’t seen the ‘rust bucket’ - Diane’s name, not mine, lol—it’s spectacular!). At the Castle Rock Cruise In show we were talking about how excited my dad would be when he saw the pictures of the final product. And, our friends (community) Tony and Diane asked if he would like to see it! The short version of the story is YES!!! Our wonderful friends took a day out of their very busy schedules and drove to Longmont to surprise my dad for his birthday!

While he didn’t feel well enough to take a ride, his face lit up when he saw a truck that looked very much like the one he had when I was small.

We are a community—never forget there are those in PPCC who will bend over backward to make someone’s day. Thanks Tony and Diane for being those people to us!!



## Upcoming Meetings

**Sunday, August 15, PPCC Club Meeting:** 9:30 a.m. Valley Hi Golf Club, 610 S. Chelton Road, Colorado Springs (also available via Zoom).

**Sunday, September 19, PPCC Club Meeting:** 9:30 a.m. Valley Hi Golf Club, 610 S. Chelton Road, Colorado Springs (and on Zoom)

**Sunday, October 17, PPCC Club Meeting:** 9:30 a.m. Location TBD.

**MEETING MINUTES- July 18, 2021**  
**Valley Hi Golf Club and via Zoom**

Submitted By  
Mary Ellen Feasel, PPCC Secretary

9:42 am-Call to order by John Green. Eleven present at Valley High, one via zoom.

Minutes of last months meeting approved.

Copies of the Treasurer’s report are available upon request. A donation of \$35 was made to the SeeMore fund by Ken Schiffner after winning the RMC 50/50 drawing.

Mail-Invite from the Glenn Miller Birthplace Museum in Clarinda, IA for our club to take a road trip to their museum.

Also an invite for a car show on Sat., September 25 "Cruisin' into Fall" in Rocky Ford that benefits Tri-County Family Car Center, Inc. Mary Ellen has the registration form or more info at [www.tricountyfamilycenter.org](http://www.tricountyfamilycenter.org).

Information also arrived for Aug. 21 event Keystone Place @ LegacyRidge in Westminister. Mary Ellen also mentioned upcoming car show information she shared to the FB page.

Membership-new roster has been published. Membership is asked to verify their information on the roster. If corrections to individuals info. is needed, let Randy know.

SeeMore is not going to the Concours or Air Show. Alternate storage is needed for SeeMore and the trailer. Also an alternate driver for SeeMore is needed.

Tri-State-Oct. 15-17 in Albuquerque. Please register so they know who is coming.

Concours-one Corvair is register. August 1 is deadline for your name in the program book, deadline to register for the show is August 18. Mike Dawson is the 2nd club judge. Have 12 spots for Corvairs.

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**MEETING MINUTES- July 18, 2021**

**Valley Hi Golf Club and via Zoom**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Cripple Creek is August 24. Parking the cars at 8 am, show is at 9 am.

Rocky Mountain Airport show in Broomfield. Move in is at 7am. Waiting for other times. Have reserved spaces for CCCC members.

Airport Show in Centennial on August 22. Cars for show should arrive by 11 am. Show is noon to 2. Must pay to attend Museum. Lunch trucks will be there, also can eat at local restaurant.

Next meeting will be at Valley High.

**New Business**

Upcoming possible national convention in Denver area discussed. RMC response to participating is 50/50. Ken is heading it up the discussion. 2024 would be the year. Still time to decide. Rick would like PPCC to take the lead. There will be some support from CORSA, but don't know the level, locals will need to do the preliminary arrangements. Survey to both clubs member to see who would like to participate. Unsure if we will have the manpower to put on the event. The boards of RMC and PPCC have to be on the same page. Need more info before the clubs can make a decision. Boards will meet to discuss. The matter is still in the talking stages. Need a checklist of what needs to be done.

2500 followers on Facebook.

From the membership-Doug Vinton's car is for sale.

Allen Amrine has a '63 van with windows for sale.

Rick Beets has heavy duty springs available.

50/50 raffle. Rick won and donated his half to SeeMore fund.

Adjourned 10:35 am.

**TECH TIP: THE IMPORTANCE OF RECORD KEEPING**Submitted By  
Steve Goodman

How many of us have a small notebook or similar in the glove box with milage history of that car. Included are oil changes/repairs including tune-ups/ battery/wheel bearing service (both front and rear) and every other part replaced right down to tires and wiper blades and bulbs? Also every fuel stop?



I have cars come here on both sides of that question. Some know to the day and milage when oil/ filter was last done as well as other service BUT there are also some who *think* the oil was changed a year or two ago. Usually those owners don't put many miles on their cars so it isn't a case of tons of miles on the oil but it is easy to lose track too.

If the tank is filled every time and milage noted; that record can be helpful deciding when the next tuneup is needed too. Noticing a drop in miles per gallon is a good indication of spark plug life 'on the edge'. Sudden difficulty in starting is also a good reason to check for last tune up and maybe age of battery. Lastly noticing a gap in fueling dates will indicate that the car took a long nap so carbs may need attention and fresh fuel needed. Today's gasoline seems to have short shelf life. One more comment about filling the tank each time is because a full tank has less chance of corrosion and leakage of filler neck noses than a tank left near empty. (of course in a perfect world you are exercising your Corvair every couple weeks or at least some miles once a month).

Now let's go deeper into keeping 'papers' of your Corvair or other collector cars. Having a file or maybe a box of past paperwork of the car can be interesting to share with others or just dig out on a cold winter night and look back through everything for the memories.

A copy of title from previous owner and maybe service records from past owners is nice to have and will work in your favor if/when you decide to sell the car. Perspective buyers always are impressed with knowing the past history of what they are interested in. From a personal note I often have had Corvairs come in the shop that I had lost track of and then suddenly it pops back up. The new owner discovers history of the car from me.

Let's add some more to that box now. How about the glove box owners manual? Each year was different but having one is just one more 'history' piece. Have you saved the past registrations and insurance cards? How about those of us who went through the emission testing here on the front range? We got a copy of emission test

**TECH TIP: THE IMPORTANCE OF RECORD KEEPING**

Submitted By  
Steve Goodman

for our records and supposedly always kept in a safe place similar to the "do not remove" tag from your mattress.



Lastly magazines from 'back in the day' of your particular car including introduction of each new model/year etc. The car magazines in the 60s had articles about Corvairs in almost every issue from 1959 to 1970. Comparisons between the compact cars were common for each year and in a different magazine every month. ALSO any copy of the COMMUNIQUE or local club newsletter that featured your car PLUS snap shots from long ago when pictures were printed on paper of your car in club events.

Now all that is needed is a place to keep the box. Enjoy your Corvair.

**PPCC NEEDS YOU!!**

Submitted By  
The SeeMore Committee

Tony Lawler has done a great job transporting SeeMore to multiple events the past couple of years (and before that, Dave Feasel handled many of the towing duties). MANY THANKS TO TONY and DAVE. This often means that Tony's own beautiful Corvairs don't make it to events without jumping through multiple hoops to get them there. In addition, there are events scheduled on days when Tony has to work.

PPCC and the SeeMore committee are seeking volunteers to serve as backup drivers for Tony. Ideally these volunteers would have a vehicle capable of pulling SeeMore in it's trailer to events (mileage to and from events will be reimbursed). However, if you're willing and have experience towing a trailer, PPCC could potentially rent a vehicle to be used in towing SeeMore.

In addition, Dave and Mary Ellen Feasel have provided a 'home' to SeeMore since it came back to PPCC. It's time someone else step up. If you have space to store SeeMore in it's trailer over the winter, please let us know.

If you would be willing to step up to help with either of these service opportunities, please contact Ken Schiffner.



## CORSA MEMBERSHIP OFFER

### CORSA MEMBERSHIP

Some exciting news. Members of your chapter who are interested in joining CORSA will want to take advantage of this new limited time offer. \*CORSA is now offering 12-Month Virtual Memberships for just \$25\*\* instead of the usual price of \$37\*. Come and "take a test drive with CORSA" by signing up for a 12-Month Virtual Membership.

Virtual Membership provides on-line access to the CORSA Communique magazine, member-only events, technical information and more- all for about \$2 a month! It's a great deal for everyone- \*new and existing\* members.

What's a "Virtual Membership?" you may ask? The only difference is that Full Members of CORSA receive copies of the CORSA Communique magazine both online and through US Postal, whereas Virtual Members get online access only. Everything else is the same.

Here are the details:

- Price: \$25 for twelve months instead of the usual \$37.
- Eligibility: All new and existing CORSA members.
- Offer Period: Now to December 31, 2021.
- Effective date for new members: Membership will begin on the date payment is received- register on line.
- Effective date for existing members. Existing membership will be extended twelve months beginning on the day after membership would otherwise expire.

Important information about the offer:

- One-Time Only: Offer good for 1 sign up or renewal. Individuals can take advantage of the offer one time only. Renewals at this price for one year only.
- Corvair Basics Book: No matter which level of membership is chosen, brand new CORSA members ordinarily receive a free copy of the Corvair Basics book. However, due to the expense, we cannot extend this to persons opting for the \$25 offer.
- Attention Full Members: Full Members who apply for any level of Virtual Membership (including the \$25 offer) will immediately stop receiving copies of the CORSA Communique magazine in the mail. (This has always been the case but we mention it here to make sure there is no misunderstanding).
- No Refunds to Facilitate Transition: We cannot issue refunds of dues paid by Full Members to facilitate transitions from Full to any level of Virtual Membership (including the Offer).
- Offer is only good during this time period. No refunds for prior purchase of membership.

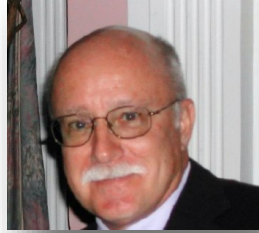




## BANTER: SPRITZ VS. SHEAR

Submitted By  
Ken Schiffner, Member at Large

When it comes to distributing fuel into an internal combustion engine, the popular choices are “spritz” (fuel injection spray) or “shear”, (carburation). With spritz, the fuel is pressurized using a pump and is then sprayed into the intake manifold (or cylinder) while with shear, the intake air is accelerated to “shear” the fuel into combustible vapors and droplets.



With the Corvair engine, either method has shown to be effective.

Recently, at a recent event our own Garrie Fox entertained listeners about the interesting (and effective) spritz installation on one of his Corvairs. The conversion from shear to spritz is one of the ones that Milt Binion conceived and was described in depth in the first nine pages of the CORSA Technical Guide (Performance Section) and other articles. The configuration essentially adapted the fuel injection system from a 1979 Datsun 280ZX car (non-turbo) whose engine was of similar displacement as the Corvair. Seems straight forward however certain basics that relate to fuel injection or carburation must be followed.



### Spritz Set Up, Binion Style

Basic conundrum: Combustion is “*mass*” related (lbs./lb. kg/kg. etc.) but air flow through the engine is “*volume*” related (cubic inches, cubic feet, etc.). The “*mass*” part is dictated by the combustion process. To combust gasoline a certain ratio of the mass of the fuel to air must be maintained otherwise inefficient release of the fuel energy can

occur. In an internal combustion engine, every rotation on the crankshaft moves a specific amount of air or air/fuel mixture (assuming the piston rings are doing their sealing job). In effect, the engine is a positive displacement air pumping device. Spritz or shear designs deal with this conundrum in different ways but seek the same result, proper, controlled combustion.

Carburetors don’t really meter the mass; they primarily meter the volume. A fixed diameter venturi throat is used that provides the boundaries of the gas velocity used to do the fuel shearing. From the volume and the speed at which that volume passes through the carburetor, the *fuel mass* is metered using fixed orifice “jets” to *approximate* the proper ratio of air to fuel under varying engine operating conditions. Compromises result since the characteristics of the air entering the carburetor vary with the ambient conditions and the engine demand. Fuel injection, in contrast, meters and controls the air/fuel mass by first carefully determining the various parameters that define the mass of both the fuel and air entering the engine. The air pressure, density, and temperature define the air mass. The fuel rate and pressure determine the fuel mass rate. A computer is used to adjust the fuel rate to the defined air mass rate.

Purely mechanical fuel injection systems do not rely on a “feedback” loop that monitors the combustion products (oxygen as a surrogate) whereas electronic fuel injections systems do incorporate the feedback aspect. The oxygen quantity in the exhaust tells the computer whether the combustion process is being conducted at a point of controlled emissions. With mechanical fuel injection, monitoring the intake air mass flow rate versus a regulated fuel pressure and flow is considered close enough.

The Binion type system predated the expansion of fuel injection controls to use oxygen sensing feedback. Oxygen sensing could be added “for

**SPRITZ VS. SHEAR**Submitted By  
Ken Schiffner

California cars" but was deemed impractical at the time for a Corvair engine. The close proximity of the exhaust to the engine, the "boxer" layout of the engine and other factors complicate the addition of oxygen sensing. Garrie's engine thus is not equipped with such feedback signals.

What the engine uses is a combination of engine inlet sensors that measure the intake air temperature, flow and pressure from which the computer calculates the real-time air flow mass. (The air flow sensor is shown at the top right portion of the photo). Another sensor monitors the throttle position and the computer varies the "ON" duration of the injectors for conditions requiring richer mixtures. The fuel pressure is regulated by a pressure control valve. The fuel injectors are in effect solenoid valves (on/off) that are mounted in the intake manifolds and given an engine rpm signal from the coil, all six (6) injectors are electrically triggered simultaneously based upon engine rpm. The stabilized fuel pressure affects the spritz amount and spray pattern for the injectors. The injectors are not individually timed thus when "open" all of the injectors (should if identical) demonstrate the same spray pattern and droplet size.

Given the injector locations, the cylinders get identical fuel mass flow rates. Given the intake air measurement for pressure (altitude) and temperature, the air mass rate (with the help of the computer) is known. Well controlled "spritz" provides more efficient combustion than less accurately controlled "shear".

Many thanks to Garrie for showing one of his "spritz" modified Corvairs!

**Additional note:** *There is an interesting video shared by Matt Nall via Virtual Vairs, from a gentleman who makes a clear carburetor and then films it in operation with a High-Speed Camera. If you'd like to see this process, the video is available at <https://www.youtube.com/watch?v=toVfvRhWbj8>*

**5 REASONS**Submitted By  
Kathy Green

I recently saw this article thought it was interesting and wanted to share. The original article is available at: [5 reasons not to buy a classic car | ClassicCars.com Journal](#)

**5 Reasons Not to Buy a Classic Car**

*By Andy Reid, The Journal, Classic Cars.com, February 16 2016*

**Gorgeous Classic cars can complicate your life.**

The classic car market is hotter than ever and, as a result, many people are looking at classic cars as a great way to invest their money. While that might seem like a great idea, there are also many potential pitfalls of classic car ownership, and just as many reasons for not buying a classic car.

We went through our list and broke it down into five reasons not to buy a classic car:

**1. A friend of mine said I should buy a classic car.**

Say you have a modern Porsche 911 or Dodge Challenger and your friends think you should buy an old one to go with it. You envision yourself as part of the hardcore, cool-guy crew. This is a dangerous mindset, especially if you've come to expect such things as satellite navigation, Bluetooth connectivity and a good, working A/C, which are nice-ties generally not available on classic cars. And remember, a classic car will be less reliable and require more maintenance than its modern equivalent.

You should only buy a classic car because you want a classic car, not to be part of the cool crowd. We really aren't as cool as we think we are.

## 5 REASONS NOT TO BUY A CLASSIC CAR

### **2. I have been thinking of buying a classic car but I do not like working on mechanical things.**

Not having experience with working on old cars is not a prerequisite, but you should be willing to learn about making some mechanical repairs. No matter how many mechanics you hire, at some point you are going to have to fix something yourself. Classic car people tend to forget that they spend a considerable amount of time fixing things, often more time that they spend actually driving their classics. They forget this because they enjoy the process of working on and sorting out the issues that come up with their old cars. Even the best of classics break from time to time. Ideally, you should consider this tinkering to be part of the fun of the classic car experience. If not, think twice about making a classic car purchase.

### **3. I can afford a classic car but it needs to be perfect because I have just enough money to buy the car.**

No classic car is perfect. We are not aware of a single person who has bought any classic car that did not require some amount of money to be spent on it immediately. It is best to budget somewhere between \$1,500-\$5,000 for maintenance in addition to the price you're paying for any new classic car purchase, the added cost dependent on the price level of the classic. However, if you're buying a classic Ferrari, most experts say to budget as much as \$20,000 more. If you cannot afford to pay for the inevitable initial repairs, then you are going to have trouble with classic car ownership from the start.

### **4. Classic cars make a great investment and I like a sure thing.**

There are no sure investments, with the possibly exception of the big-time fine-art world. The classic car market has its ups and downs just like every other market. Buying a car only as an investment is a big mistake. Old cars take care and attention, making them very different from other appreciating assets. Buy a classic car only if you really love and want that car, and only buy a make and model that you love and not purely because you foresee upside potential. Then, no matter what happens with classic car market values, you will still have that car you always wanted.

### **5. I want to buy a car on TV at an auction, like the big shots.**

This has got to be the worst reason to buy a classic car, and every year more people buy cars because they want to be seen on television winning a bidding war. This behavior always astounds us, but we have heard so many people boast about having the opportunity to pay too much for a car on TV. If you want to be on TV that badly, figure out another way, possibly by starting a cooking show or applying for a spot on Survivor or Shark Tank.

**If you still decide to a buy a classic car**, take a look at these guidelines and make sure none of them apply to you, in which case you probably should decide not to buy.

Always buy a classic car that you love because you want to own it and to drive it, and you should have a terrific experience.

## DID THE CHEVY VEGA DEVELOP FROM THE CORVAIR?

As published at

<https://www.hemmings.com/stories/2021/05/26/did-the-chevrolet-vega-develop-out-of-stalled-plans-for-a-third-generation-corvair>

### Did the Chevrolet Vega develop out of stalled plans for a third-generation Corvair?

*Ask a Hemmings Editor*

By Daniel Strohl on May 26th, 2021 at 8:15 am



*1971 Chevrolet Vega 2300 Hatchback Coupe. GM Media photo.*

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Despite a few commonalities (Ed Cole, aluminum-intensive engines, and maybe a nut and bolt here and there), the Chevrolet Corvair and the Chevrolet Vega were two separate and distinct vehicles. Even though GM employed both in its efforts to push back the tide of imports and to compete in the compact class and one followed more or less right after the other, it's even difficult to say the two shared a predecessor-successor relationship. But could the development of the latter have actually stemmed from the last vestiges of the former?

It's an interesting question, apparently one that H-body fans have often pondered, as David Kelly recently posited in a comment:

## DID THE CHEVY VEGA DEVELOP FROM THE CORVAIR?

*If Chevy had only put the turbo Corvair drivetrain in (the Vega) as they had originally planned it would have been something.*

We followed up with David, who attributed his comment to two sources. First, he cited the louvers stamped into the decklids of the coupes and on the rear quarters of the station wagons - louvers that he and other Vega fans have occasionally attributed to canceled plans for a rear-engine Vega.



Indeed, the first-generation Corvair coupe and sedan had a louvered decklid, the Corvair station wagon had louvers on its quarter panels, and the second-generation Corvair had openings punched into the panel between the backlite and the decklid. Even the Greenbrier and the other Corvan variants had inlets breaking up their long swaths of sheetmetal.



When it debuted for the 1971 model year, the Vega also had openings stamped into its rear end. The hatchback had them on the hatch aft of the glass, the notchback had them on the decklid, and the wagon had them pretty much where the Corvair wagon had them.

But there's a few holes to poke in this theory that the Vega's poked holes were intended for an air-cooled rear-engine setup. First, how would an engine air inlet have even worked on the hatchback? Second, were the vents actually vestiges of an air-cooled, rear-engine design, that would have meant Chevrolet got as far as tooling up the sheetmetal for a vehicle with that layout, yet none of the Vega's sheetmetal has the proportions for a rear-engine vehicle (not to mention the near-impossibility of making such severe changes as engine location so late in a car's development process within GM).

## DID THE CHEVY VEGA DEVELOP FROM THE CORVAIR?

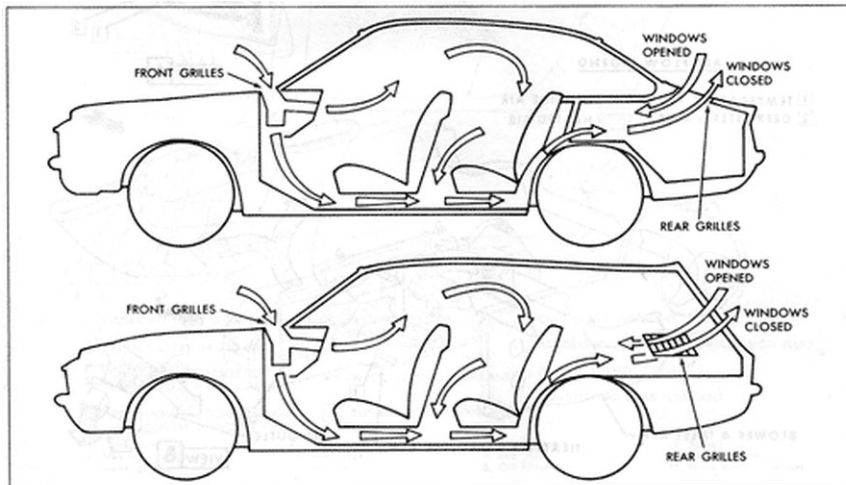


Fig. 2—Air Vent Outlet Grilles

Third, the theory completely ignores that those vents do have a purpose. They were part of the Vega's flow-through ventilation system. Similar vents for the same purpose appeared on 1971 Chevrolet Impalas and full-size cars.

Don Homuth, our resident Corvair expert who has also owned a few Vegas, said that some people do occasionally make the connection between Corvair and Vega due to the aluminum engine blocks in both cars. But as he noted, the Corvair engine "was never intended to be used in any other GM vehicle. It had essentially no parts interchangeability and there was no Vega configuration that would/could have used it."

Don gave us "a definitive no" to answer the question, but David also cited an intriguing second source: [Bob Spinello's Vega history](#), in which Spinello claims that the "earliest Vega proposals dating from 1967 featured a rear engine, which was shelved for fear of association with the troubled Corvair."



XP-887. GM Media image.

## DID THE CHEVY VEGA DEVELOP FROM THE CORVAIR?

Pretty much every history of the Vega's development begins with GM chairman James Roche's announcement of the XP-887 small-car project in October 1968. By that time, as John DeLorean noted in "[On a Clear Day You Can See General Motors](#)," Ed Cole, who was working on his own small-car project using the corporate engineering and design staffs, got GM to approve his project over small-car projects that Chevrolet and Pontiac divisional staff were working on (possibly John Sawruk's mid-engine radial-engine design for Pontiac?).

*The new mini-car was Cole's baby, and it was to be given to Chevrolet to sell. When Roche announced the car, his information came from statistical abstractions. Not one prototype had been built or tested.*

It could very well be that Cole, who was behind the development of the Corvair, initially proposed a similar layout for the pending small-car project. Spinello's history offers no further detail, but if we look at what GM was doing with the Corvair circa 1967, we might find a little more detail.



*Versions of XP-849.*

True, by that time GM's brass had killed off the Corvair - not because of anything Ralph Nader had written, but because it couldn't compete on a cost-effective basis against the Ford Mustang. Chevrolet could wring greater profit from the Nova and Camaro and would thus focus its efforts on those cars. But as noted in an April 1982 issue of *Special Interest Autos*, Corvair development actually did continue after the summer 1965 decision to axe the Corvair.



*Versions of XP-873.*

## DID THE CHEVY VEGA DEVELOP FROM THE CORVAIR?

That development continued in the form of three XP cars: XP-849, XP-873, and XP-892. The first, also known as Corvair II and the 197x Corvair, continued to use a rear-engine layout in combination with a fastback body style; first proposed in May 1965, its development continued until June of 1967. The second, a front-engine fastback, was positioned against Volkswagen's sportier vehicles; its development lasted from January 1967 through August 1967. The third, definitely rear-engine and possibly to be powered by a Chevy II 153-cu.in. four-cylinder engine (not the Iron Duke), had a development lifespan of March 1968 through June 1968 and probably gave us the earliest glimpse at the colonnade body style of the Seventies.



*Versions of XP-892.*

We've noted before that GM's XP numbers generally progressed chronologically, but often skipped around, so the fact that the XP-887 Vega development project falls right among those three third-generation Corvair proposals doesn't necessarily indicate their development overlapped. The timelines, however, do indicate that all three were under development either while Cole was working on his small-car proposal or while GM staff under Jim Musser were developing the XP-887 Vega.

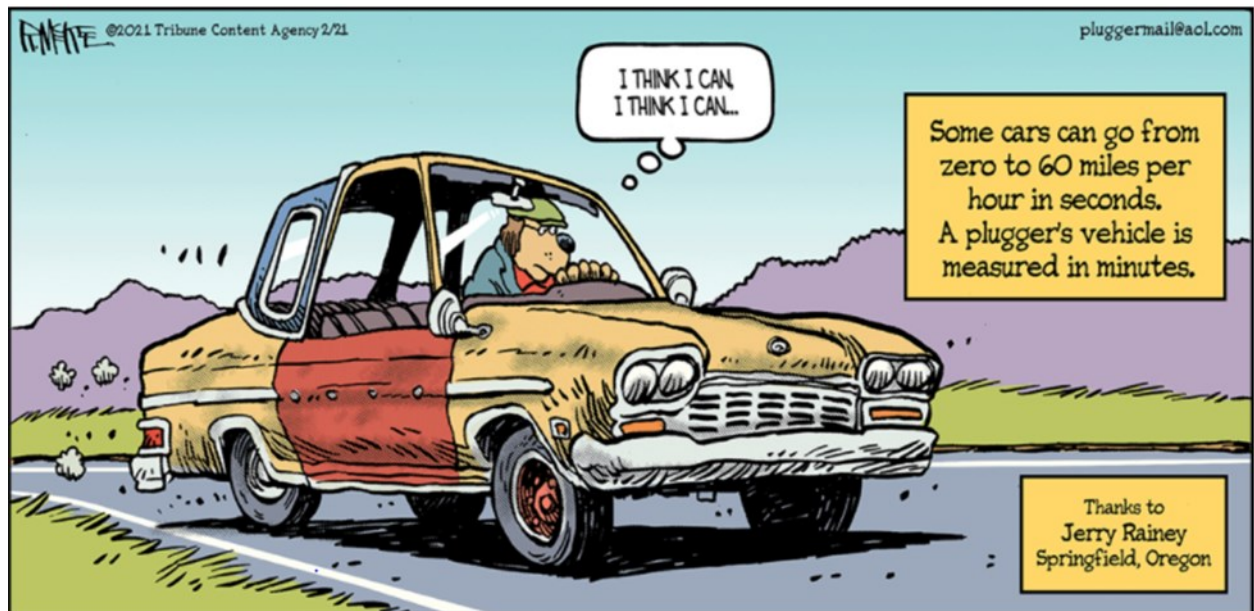
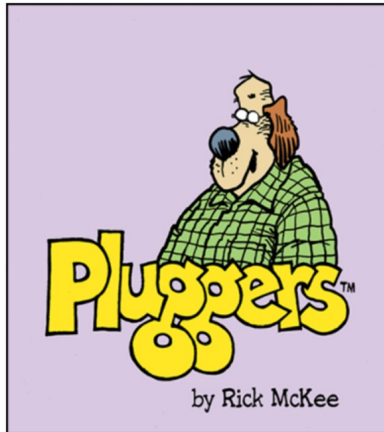
Still not a smoking gun, of course. In a corporation as large as GM, dozens if not hundreds of projects go on simultaneously and in parallel. Even if there were a connection, it doesn't tell us exactly how any of those third-generation Corvair proposals became the Vega. It's possible Cole had a hand in one of those XP projects or used one as his inspiration for the XP-887, but without further proof, we can't definitively make that connection.





DRIP QUIPS

As printed in The Denver Post Sunday, February 21, 2021



If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eek', please send your submission to [karmknecht@msn.com](mailto:karmknecht@msn.com), attention: Drip Quips.

## 2021 PPCC Activities Calendar

All club events will be noted on the Club's interactive calendar, located on our website, <https://pikespeakcorvaairclub.wixsite.com/ppcc/calendar>. It is our sincere hope that 2021 provides more opportunities to get our cars out in the public eye. As events are scheduled, you will be notified, and the activities calendar will be updated.

- C**     **Saturday, August 7, CCCC Rocky Mountain Airport Car Show and Swap Meet:** 8:00—2:00, Rocky Mountain Metro Airport, 11755 Airport way, Broomfield, Colorado 80021. Information available [here](#)
- M**     **Sunday, August 15, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Course, 610 S. Chelton Road, Colorado Springs, CO and via Zoom. Arrive early if you'd like to eat breakfast before / during the meeting.
- C**     **Saturday, August 21, Holy Rollers Car Show:** 9:00—2:00, Broomfield, Colorado. Registration form and additional information available [here](#)
- C/A**   **Sunday, August 22, Wheels & Wings Show and Lunch, Centennial, CO:** This show will have a variety of vintage cars and airplanes. All Corvairs will be on the apron at the air field. Plan to arrive at 11:00 to get in place, and then the show runs until 2:00 pm. Lunch arrangements have been made at The Perfect Landing Restaurant or you can choose to eat at a food truck which will also be there. Museum tour from 12:00—2:00, lunch at Perfect Landing Restaurant, 2:00. (If you arrive for lunch before 2:00 earlier, just mention 'Corvair Club'.)
- C/A**   **Friday—Sunday, August 27-29, Hot Rod Rock & Rumble:** Pikes Peak International Raceway—Fountain, Colorado. Information available [here](#)
- C**     **Saturday, August 28, 12:00—4:00, First Annual Car and Motorcycle Show, St. Lukes United Methodist Church :** St. Luke's United Methodist Church, 8817 S. Broadway, Highlands Ranch, CO 80129. Registration and details available [here](#). See flier at the end of The Drip Line.
- C**     **Saturday, September 11, Woodland Park.** More information available soon [here](#).
- C**     **Sunday, September 12, 38th Annual Colorado Concours d'Elegance & Exotic Sports Car Show:** Arapahoe Community College. Registration and detailed information on this fund raiser event are available [here](#). Please contact John Green if interested in showing your car. We have a limited number of spaces.
- M**     **Sunday, September 19, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Course, 610 S. Chelton Road, Colorado Springs, CO and via Zoom. Arrive early if you'd like to eat breakfast before / during the meeting.
- C**     **Saturday, September 25: "The Crusin' Into Fall" Harvest Festival,** 10:00—5:00, Arkansas Valley Fair Grounds, 800 N 9th St, Rocky Ford, CO. This show will benefit Tri-County Family Care Center, Inc. Entry is \$20 per car. Detailed contact information is available [here](#).
- M**     **Sunday, October 17, PPCC Club Meeting:** 9:30 a.m., location TBA.

**Key: M—Meeting; C—Car Show; A—Activity**

## 2021 PPCC Activities Calendar

- C/A Friday—Sunday, October 15-17, Tri-State Meet:** Corvairs of New Mexico is pleased to welcome all Corvair enthusiasts to the annual meet on October 15-17, 2021, sponsored by Corvairs New Mexico, Rocky Mountain Corsa and Pikes Peak Corvair Clubs. Every year we get together to celebrate the unique automobile that is the Corvair. We show our cars, meet new people, renew acquaintances, exchange tips, and have fun. We have been planning this event for over a year and hope everyone who attends will enjoy the meet itself, as well as the many attractions Albuquerque has to offer. Registration, Schedule and detailed information available [here](#)
  
- C/A Friday—Sunday, October 22-24, 2021 Fan Belt Toss:** This event is in the planning stages and is scheduled for OCT 22-24 in Palm Springs. Hopefully, we will be seeing more info on this soon. Vintage Corsa of Orange County, CA is taking the lead on the planning with other SoCal clubs pitching in to help in assigned areas of the Toss.
  
- M Sunday, November 21, PPCC Club Meeting:** 9:30 a.m., location TBA.
  
- M Sunday, December 19, PPCC Club Meeting:** 9:30 a.m., location TBA.

**Recurring Local Events:**

**Stocker’s Car Shows:** 10:30—1:00 every second Saturday of the month, June 12, July 10, August 14, September 11 weather permitting. Event is held at the Havana Grill Authentic Cuban Cuisine, 2165 Academy Place, Colorado Springs (the east side of Academy between Maizeland and Constitution.) Watch the Stocker’s Facebook page for updated information [here](#)

**Second Saturdays of the Month, Year-Round, 12pm–3pm: “Littleton Cruise”,** 1500 W Littleton Blvd, Littleton, CO. Hot rods and muscle cars. Convertibles and hard tops. Oversized tires and custom-painted flames. Join us year round as we cruise Littleton Boulevard every second Saturday of the month at the Woodlawn Shopping Center located in the heart of Littleton, Colorado. For more info on the cruise, check out their website [here](#)

**Key: M—Meeting; C—Car Show; A—Activity**



## Corvair Partners & Local Businesses Which PPCC Members Have Frequented with Positive Results

With so many new members joining the Club, we felt it might be a good time to (re)educate folks on where they can obtain reliable parts and service for their Corvairs, both near and far.

Here are just a few of the companies our members have had good luck with in the past.

*NOTE: These are only recommendations only, as we do not solicit sponsors for the Club, or the newsletter. So, do your own research as well.*



**REAR-ENGINE SPECIALISTS, INC.**  
16010 W. 5th Ave. Unit 12  
Golden, Colo. 80401

Steve Goodman

(303) 278-4889      Fax (303) 936-7420  
email: rearengine.steve@att.net  
website: www.rearenginespecialists.com

Serving all of your Corvair mechanical needs for more than 51 years, Steve can make whatever is wrong with your Corvair right again. Locally owned and operated!

**Clark's  
Corvair  
Parts, Inc.**




---

400 Mohawk Trail (Rte. 2), Shelburne Falls, Ma. 01370  
**413-625-9776**

Joan & Cal Clark      14,000 Item Catalog **\$6.00**  
Mail or Phone Order Only      Many Reproduced Parts

Clarks Corvair Parts - Nuff said!!

**Blast-Tech, Inc.**  
"Automotive Paint Removal Specialist"



Plastic Media (Bead Blast)  
Baking Soda  
Various types of Sand

In-house blasting of Steel, Aluminum, Fiberglass, Glass, Wood, etc.

**Gary Nardi**  
(303) 806-9992      3775 So. Kalamath St.  
Fax (303) 806-9985      Englewood, CO 80110

If you need your Corvair blasted, or just need the paint or rust removed from parts, Blast-Tech provides a great service for a fair price. Locally owned and operated!!

◆◆◆◆ **PLATTE AVENUE** ◆◆◆◆  
**TIRE  
AND  
AUTOMOTIVE  
SERVICE**

Over 30 Years Experience





PLATTETIRE.COM      2701 E. PLATTE  
(719) 633-8799      COLORADO SPRINGS, CO 80909

An old school alignment shop with all of the Corvair specs, early and late. Ask for Dave! Locally owned and operated!



**RIAN SNOWBARGER**  
OWNER  
719-419-8826  
SnowGlass.net  
SnowAutoGlass@gmail.com  
20430 Indie Dr. Monument, CO 80132

FREE MOBILE SERVICE

Recommended by members who were pleased with the service and quality of the glass. Fair price for a new windshield. Located in Monument for those coming from the North or the South. Locally owned and operated!

**TAIN'T PAINT**  
"Specializing in Electro-Static  
Applied Custom Powder Coating"

3368 ADOBE COURT  
COLORADO SPRINGS, CO 80907



**ROGER NEWMAN**



800-733-8374      719-447-9552

Yes, I'm sure they get lots comments on the name, but they do quality powder coating at a reasonable price.

Locally owned and operated!

**PPCC  
Admin**

**Monthly Meetings:** The PPCC meets at 9:30am on the 3<sup>rd</sup> Sunday of each month at various locations within the Colorado Springs area. Check the Club’s website for the most current meet-up info.

**Membership & Dues:** PPCC dues are \$25 per year, payable each January for the coming year. Membership in CORSA is encouraged, but is not a prerequisite for membership in the PPCC. Please refer to the Club’s website below to obtain a copy of the current membership application and guidance for submission. Checks for dues should be made payable to “PPCC” and mailed to: PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935. <http://www.corvair.org/chapters/chapter809>

**Editorial Contributions:** Please send your stories, suggestions, recipes, jokes, and/or photos directly to karmknecht@msn.com, or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for electronic submission of documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to The Drip Line is the 24th of the month for the next month’s publication.

**Pikes Peak Corvair Club Contacts**

President	John Green	720/291/2452	j.n.green1 at outlook.com	Board
Vice President	Jerry Peevyhouse	303/319/0741	Kpvhouse53 at msn.com	Board
Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlrj at comcast.net	Board
Past President	Mike Piper		Mapiper3 at comcast.net	Board
Member at Large	Ken Schifftner		Kschifftner48 at gmail.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schifftner		Kschifftner48 at gmail.com	
Facebook Admins	Patricia Fox		patl80820 at gmail.com,	
Web Master	Randy Karl		karlrj at comcast.net	

**NEWSLETTER:** The Drip Line is currently a monthly publication of the Pikes Peak Corvair Club (PPCC), a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and the PPCC. Articles can be reprinted in any CORSA Chapter publication, as a service to CORSA members, provided credit to the author, and this Newsletter, is clearly stated. **The Drip Line** may use material from many sources and may not give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive, and enjoy our CORVAIRS! Any pictures obtained from the internet are listed under the creative commons license.

**BUSINESS CORRESPONDENCE:** All correspondence to the Pikes Peak Corvair Club, or its officers, should be mailed to: Pikes Peak Corvair Club P.O. BOX 15034, Colorado Springs, CO 80935.

*Aug 7th 2021* *8am-2pm*



**ROCKY MOUNTAIN  
CAR SHOW, SWAP MEET**

*Hosted by*  
**Rocky Mountain Metro Airport**  
11755 Airport Way Broomfield, CO

**Car Show - War Birds Flybys  
Displays - Food - Entertainment & More**

Rides For Sale In The Historic 1943 BEEHCRAFT SNB-5 (UC-45J)  
*"So Noran Beauty"*





\$10 Per Car For The Show - \$5 Per Adult Spectator. (Cash Only)  
This is a fund raiser for the Collector Car Council of Colorado.  
For more information, please visit [www.collectorcouncil.com](http://www.collectorcouncil.com) or see us on facebook



KNIGHTS OF COLUMBUS COUNCIL #10961 PRESENTS

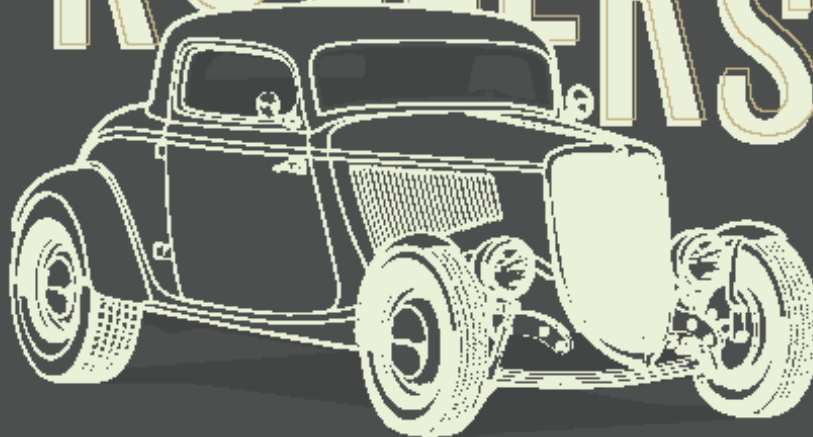


CHARITY  
CARSHOW

5TH ANNUAL

# HOLY ROLLERS

ALL  
PROCEEDS  
BENEFIT  
THE SOCIETY  
OF ST. VINCENT  
DE PAUL



**AUGUST 21, 2021** 9AM - 2PM | ON GRASS IN SOUTH MIDWAY PARK  
BROOMFIELD, COLORADO

PRE-REGISTER AT: [HOLYROLLERSCARSHOW.COM](http://HOLYROLLERSCARSHOW.COM) | FOR MORE SHOW INFORMATION, EMAIL  
\$25 IN ADVANCE • \$30 DAY OF SHOW | [HOLYROLLERSCARSHOW@GMAIL.COM](mailto:HOLYROLLERSCARSHOW@GMAIL.COM)

175+ CARS | 30 AWARDS | DOOR PRIZES EVERY 30 MINS.  
ALL YEARS & MAKES WELCOME • CLASSIC CARS • TRUCKS • MOTORCYCLES  
STOCK • MODIFIED • CUSTOMS • RAT RODS • SURVIVORS • MODERN CLASSICS  
FAMILY FUN • FOOD & DRINK • MUSIC • DOOR PRIZES



A Local Non-Profit

**Wes & Patty Stuart**

**303-582-5697**

[carshowstogo@gmail.com](mailto:carshowstogo@gmail.com)

We were asked to put on a show for the residents at  
**KEYSTONE PLACE AT LEGACY RIDGE**  
**August 21<sup>st</sup> 2:00pm – 4:00pm**

HOWEVER, there are rules because of COVID-19.  
This facility is 100% vaccinated!

Rules are, if you can show you have been vaccinated you won't have to wear a mask. If you are not vaccinated you will have to show you have had a negative COVID test within 7 days of the show and you must wear a mask.

**WE MUST HAVE COMMITMENT BY AUGUST 18<sup>TH</sup> by calling:**  
**(303) 416-4883**

We need car owners to show up around 1:30pm to register for the  
**PEOPLE'S CHOICE AWARDS**  
and park their cars. There will be music and our volunteers will take photos of the residents with their favorite car. We will count votes around 3:00pm and announce winners and present  
**1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place trophies.**

**NO ENTRY FEE!!**

We give owners \$5.00 CASH for showing their cars!  
Thank you for your consideration.

IF YOU WANT TO BE GREAT IN GOD'S KINGDOM, LEARN TO BE A SERVANT OF ALL.

**KEYSTONE PLACE AT LEGACY RIDGE**  
**11180 IRVING DRIVE**  
**WESTMINSTER, CO 80031**  
**\_(303) 416-4883**



KNIGHTS OF COLUMBUS COUNCIL #10961



# REGISTRATION FORM

HOLY ROLLERS CAR SHOW | 08.21.2021

NAME:

ADDRESS:

CITY:  STATE:  ZIP:

PHONE:  E-MAIL:

VEHICLE TYPE / CLASS:

YEAR:  MAKE:  MODEL:

T-SHIRT SIZE: S  M  L  XL  2XL

\$25 PRE-REGISTRATION  \$30 DAY-OF-SHOW REGISTRATION

ADD MEAL TICKET: BREAKFAST BURRITO-\$3  HAMBURGER/HOTDOG-\$5

TOTAL ENCLOSED: \$

**MAKE CHECKS PAYABLE TO: ST. VINCENT DE PAUL/HOLY ROLLERS**

MAIL CHECKS AND REGISTRATION FORMS TO:

**SVDP/HOLY ROLLERS**  
C/O JEFF GRAHAM  
14150 DORAL COURT  
BROOMFIELD, COLORADO 80023

LIABILITY WAIVER: I hereby declare that I release, indemnify, defend, and hold harmless the Holy Rollers Car Show, Nativity of Our Lord Parish, and Knights of Columbus Council #10961 from any liability, damage, injury, losses, or claims, personal or otherwise, that might be incurred or arise out of or in connection with this show. I also affirm that my vehicle(s) and/or my possessions are fully covered by all necessary property damage insurance. I also agree to abide by the regulations of the show.

SIGNATURE (REQUIRED):  DATE:

September 11, 2001

*To those who lost their lives .....  
and those who gave theirs  
to save others.*

We remember

30th Annual

**CRUISE**  
ABOVE  
THE  
CLOUDS

Woodland Park  
Colorado

September 11, 2021

38TH ANNUAL

# COLORADO CONCOURS D'ELEGANCE

& EXOTIC SPORTS CAR SHOW

SUNDAY SEPTEMBER 12, 2021 9AM-3PM

ARAPAHOE COMMUNITY COLLEGE 5900 S SANTA FE DR, LITTLETON, CO 80120

## SPONSORS/VENDORS

ENTER YOUR VEHICLE(S) ♦ VOLUNTEER

# 10,000+ ATTENDEES

SIGN UP TODAY AT  
[COLORADOCONCOURS.ORG](http://COLORADOCONCOURS.ORG)



denver life  
PHOTO BY



500+ BREATHTAKING CARS, LIVE JAZZ, FOOD & FAMILY FUN!  
TICKETS: \$10 EACH, CHILDREN 12 & UNDER FREE  
ALL POLICE, FIRE & MILITARY PERSONNEL FREE WITH OFFICIAL ID



ABILITY  
CONNECTION  
COLORADO

*Because Inclusion Matters!*

BENEFITING  
CREATIVE OPTIONS FOR EARLY CHILDHOOD EDUCATION  
A PROGRAM OF ABILITY CONNECTION COLORADO  
[AbilityConnectionColorado.org](http://AbilityConnectionColorado.org)

CAR AND MOTORCYCLE SHOW



**Car and Motorcycle Show at St. Luke's UMC**  
**Saturday, August 28 from noon – 4:00pm**

Admission is Free! Vote for your favorite!

1st and 2nd place Trophies for multiple categories

Sponsorships and Sponsor tables available – contact Dr. James Ramsey 720-884-6811 or [email jam@stluke.org](mailto:jam@stluke.org) for more details.

Featured entertainment – Minnie of Swing & the Kool Cats Rock Band

Registration is \$30 per car or motorcycle plus \$1 handling fee




---

Your first name:

Your last name:

Your address (street, city, state, & zip):

Your phone:

Your email:

---

**Vehicle Category:**

- Motorcycle
- Street Rod (Customized vehicle based on original vehicle manufactured before 1950)
- Street Machine (Customized vehicle based on original vehicle manufactured from 1950)
- Original Intent (Any year car manufactured prior to 1980 and intended to be primarily original)
- Late Model (Any car manufactured from 1981)

For more information contact [Jam Ramsey](mailto:jam@stluke.org).

For help with this web page, send email [here](mailto:jam@stluke.org).

To print out previously purchased tickets, click [here](#).

St. Luke's UMC

1/2

# 1st Annual "Cruisin' Into Fall" Harvest Festival!

## & "Keep Kids Safe Fair"

### Sponsored By

### Tri-County Family Care Center

### Saturday, September 25, 2021



Arkansas Valley Fairgrounds  
800 N 9<sup>th</sup> St  
Rocky Ford, CO 81067  
10:00 am-5:00 pm

*Motorcycles Lowrider Paddle Bikes* **"Got Wheels?" Show**  
**Cars, Trucks, Art & Unusual Vehicles**

Cantaloupe Catapult Contest!



**MUSIC! KIDS GAMES, ENTERTAINMENT**  
RF Chamber Breakfast 7-10 am in the 4-H Building

**Good Day Disc Golf**

**BEER GARDEN, HORSESHOE & DISC GOLF TOURNEYS**

**VILLAGE INN PIE EATING CONTEST**

Farmer's Market

**50/50 CASH POT Raffle**

Cruise into Fall safely by visiting the **SAFETY BOOTHS!**

This is a fundraiser for Tri-County Family Care Center  
For more information, or to register for events, contact

TCFCC at 512 1/2 N Main Street Rocky Ford 719.254.7776 sarah.tricountyfcc@gmail.com

Albuquerque, New Mexico

Car Show  
Hot Air Balloon Rides  
Awards  
Raffles



Guest Speaker:  
Astronaut Harrison  
"Jack" Schmitt

# CORVAIR 2021 TRI-STATE October 15-17, 2021



<http://tristatecorvairs.com>

Marriott Pyramid Hotel (505) 321-3333

Mention "Corvair Tri-State" for special rate.

## WIN A CORVAIR! *...and support the Corvair Preservation Foundation and the Corvair Museum!*

This is a great opportunity to get behind the wheel of a Concours-quality 1961 Corvair Monza Coupe...and for only a \$10 raffle ticket investment! But of course, the more raffle tickets you buy the better your chances are of winning.

And if you happen to be in the area, and you want to see the raffle car in person, drop by the Corvair Museum at 10041 Palm Road - a.k.a. Route 66 - in Glenarm, Illinois, just a few short miles south of Springfield.

The raffle runs through June 4, 2022 with the drawing taking place on June 5, 2022. You don't need to be present for the drawing.

To buy tickets, go to the CORSA / CPF website at [www.corvair.org](http://www.corvair.org) or call Paul Bergstrom at (630) 403-5010.

### The Raffle Car:

- 1961 Corvair Monza Sport Coupe.
- 102 horsepower 4 speed.
- Car is basically all new. It was built over the past 3 years.
- All mechanical parts are NOS or Clark's repro.
- This is a concours-quality car. Scored 94+ points in May 2021.
- Ready to drive and show!

