

The DRIP LINE

Pikes Peak Corvair Club

The Drip Line



**The Next Meeting of the Pikes Peak Corvair Club is
Sunday, December 18th @ 1:00pm at the
Edelweiss Restaurant, Colorado Springs, CO**

Official Newsletter of the

Like us on Facebook!



Volume 39, Number 11



Founded in 1977



Chapter 809

December 2016

The DRIP LINE

President's Corner	2
Oct PPCC Meeting Minutes	3
Nov PPCC Meeting Minutes.....	4
Christmas Party Info.....	6 & 7
2017 PPCC Officer Nominations ...	12
2017 Dues Announcement.....	18
Help Wanted: Newsletter Editor	19
Upcoming Meeting Info	20
2016 Activities Calendar	20
PPCC Admin and Contacts	21

Pikes Peak Corvair Club

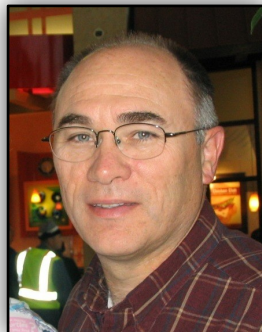
On The Cover: John & Kathy Green, along with Coda, enjoy an early Christmas present, a very clean Lakewood!! The Greens traveled out to Arizona last month to check out the car, and after some negotiations, they bought it and had it delivered back to Castle Rock. Since it was an Arizona car, the heating system is incomplete, so they'll be working to put that back together so they can enjoy it over the winter here in Colorado. Congratulations on adding another wagon to the PPCC fleet!!

PRESIDENT'S CORNER

By Randy Karl
Club President

Greetings,

In November, we received several nominations for president and vice president and will be voting in December. I want to say thank you to Mary Ellen, Wayne and Allan for agreeing to continue on as our Secretary, Treasurer and Member at Large and for their support throughout the past year.



Since this will be my last input to the Drip Line as President, I also want to thank everyone for their support over these last two years, and a special thanks to Ed for all he does along with his outstanding efforts building and distributing the Newsletter, to Kelina for keeping our website running smoothly, and to Patricia for maintaining the Facebook page. I believe our social media is a big part of what sets our club above the rest.

As the year is coming to an end, we have done many things together you all can be proud of; 2016 Tri-State, Best CORSA Newsletter, Outstanding CORSA Website,

Fall Drives, numerous car shows, to name a few. We've shared interesting stories and traveling adventures together. We've gained a few new members and unfortunately, we've lost a few.

But through it all, we have stuck together and I will do all I can to help the new President and VP carry the club into 2017 and beyond. However, I am sorry to say I will miss the Christmas party this year. Sara has an engagement with the AKC in Orlando and we will be spending a couple of days at Disney World. That's a trip that's hard to pass up.

I hope everyone has a happy holiday season and we'll see you all next Year.

Drive Safe,

Randy



MEETING MINUTES - 10/16/2016
Colorado Springs, COSubmitted by
Mary Ellen Feasel, Club Secretary

Meeting called to order at 9:35 am by Vice President Ed Halpin

- Seventeen members present, four cars driven to meeting.
- Thank you to Mary Ellen Feasel for being acting president at last months meeting.
- Treasurer's report: No bills paid this month. \$3776 in the bank.
- Approval of minutes from last month's meeting delayed, as not all had read latest newsletter that was released the night before.

**Old Business**

- Ed reported that submissions from Kathy Greene, Mary Ellen Feasel, and Chris Kimberly were received for the newsletter.
- Since Randy couldn't proofread the newsletter, as is the norm before it's release, a contest was established to find errors in the newsletter.
- Fall Drive was discussed. All enjoyed the trip. Many hit or avoided the rain on the return trip.
- Discussed the club tools and car parts that belong to the "Club." Garrie Fox is the keeper of those and was asked to inventory the parts he has. Randy addressed this in his notes in the new newsletter. Wayne has bearing re-greasers that belongs to the club.

New Business

- Ideas for trips in 2017 were solicited from group. Suggestions included parades or visit rest homes/memory care facilities. When members hear of opportunities, contact Ed and Randy.
- A trip to the World War II Museum at C.S. Airport was proposed for the club. Also suggested that we follow it with lunch at the Airplane restaurant.
- Rambler Ranch Halloween is Oct. 29. Is a chili dinner with the Model T Club. Wayne and Bonnie will check to see if our club can be included. More to come.
- Christmas Party at Edelweiss on December 18 at 1 p.m.
- Wayne reported that the radio club he is in has lost three members this year. On October 22 radio equipment, and test equipment will be sold at 1966 Jamaica St. in Aurora. Next month a radio repair shop too.

Open to the Group

- Projects the group is working on include:
 - Chris is installing new defroster hose, new carpet ,and a new convertible top
 - Allen has bearing greasers, his garage now has power, Is working on his Rampside, he has lots of parts including glass.
 - Ray is needing help clearing his garage so he can get to a car that is boxed in.
 - Jon Anderson has fixed an oil leak, needs a thermostat. Dave and Ed have one.
 - Dave McGill is in need of an ignition switch with key for a late.
- Joe Des has a '65 for sale, '64 stuck in 2nd gear. Ideas shared with Joe on what the issue could be.
- Ed asked if anyone had heard of Shriner's Corvair's out of Ohio? He saw one of the red and white Corvairs near DIA. Encouraged group that if they hear about Corvairs, get the history on the car and share with an article in our newsletter.
- Discussed the happenings of CORSA. It appears many Board Members are aged and do not use social media. There were no CORSA Board Members at the Tulsa event. Allen commented that lack of social media activity by CORSA on Facebook was the reason he started the Corvair Owners Group.
- Ed, Dave, and Mary Ellen Feasel recapped the Tulsa show.
- Dave Feasel offered up manuals for a '61 and '64, as well as a Care & Feeding of your Corvair by CNM.

Adjourned at 10:53 a.m.

MEETING MINUTES - 11/20/2016
Colorado Springs, COSubmitted by
Mary Ellen Feasel, Club Secretary

Meeting called to order at 9:25 am by Randy Karl, PPCC President

- Eleven members present, two cars driven to meeting.
- Motion to approve minutes from last meeting was received and approved.
- Treasurer's report: \$3777 in the bank. Motion was made for the club to buy first round of drinks at the Christmas Party, motion approved.
- Mail: Only mail received was raffle entry for a Corvette by a High School in Ohio. Drawing is in April.
- E-Filing of the State of Colorado's "Periodic Report for THE PIKES PEAK CORVAIR CLUB, INC." is due on or before January 31, 2017

**Old Business**

- Club Library was discussed. Question was do we maintain this library. Wayne feels we should keep it together. Suggested that Kelina could put a tab on the website with library contents and who to contact. Decision was to keep together for now.
- Club Tools are at Garrie's. Suggested that the tools list could be published on the website also.

New Business

- Christmas Party is at Edelweiss Restaurant on Dec. 18, 1-4 pm. An e-mail will go out requesting RSVPs. Deadline to RSVP is Dec. 10. Menu is dependent on number of people attending. Could be off the main menu, or if a large number will be in attendance we will have a condensed menu to select from. Casual attire.
- Regarding the Drip-Line, Ed Halpin will be stepping down as Editor. January will be his last edition. New editor is needed. Ed is willing to train/help. Microsoft Publisher is the software program he uses and the software is owned by the club. Ed emphasized that the newsletter is what you make of it. New editor can make it whatever they want.
- Nomination forms for 2017 Board Members were distributed. Wayne, Mary Ellen, and Allen are willing to stay in their positions unless someone else would like to take over. Discussed the positions and voting process. A more descriptive definition of the positions is on the club's website under "By-Laws." Nomination forms were collected. Who was nominated will be published in December newsletter. Will vote at the Christmas Party.
- The next Tri-State that PPCC will be sponsoring is in 2019.
- Membership Chair is currently held by Ed Halpin, who is willing to stay on in the position, and as representative in CCCC, if the new President would like.
- Club dues are due in January. Discussed the collection of dues. Will announce renewal of dues in newsletter with address to send remittance. Can also be paid at the meetings. With Wayne out of the area, Mary Ellen offered to make deposits of dues received by mail, and notify Wayne and Ed of who has paid.
- Discussed if the club wants to keep account with Wells Fargo. Wayne will check with the bank to see how fee free we can go and report back.

Open to Group

- Dave Feasel has been contacted about car shows at retirement homes and other car shows the club could get involved in. Other activities suggested in the Springs: Patsy's Candy offers tours, Cave of the Winds, World War II Museum tour, with lunch at the Airplane nearby, maybe on a meeting day. Upcoming parades as well.
- First & Main car show sponsorships will be solicited for soon. PPCC has missed by minutes being able to sponsor one of the shows held on the first Saturday each month in the summer. Those present want to coordinate a show next year. Ed will jump on it when he gets the e-mailed solicitation.
- The Greene's are new owners of a Lakewood. They shared their story of its purchase.

Adjourned at 10:40 a.m.



F O R T U N E

July 1962

500

FORTUNE's cover this month is a photographic still life by Richard Jeffery. The metal figures lie on a bunting appropriate to the month of independence. The frieze shows a New York Central trainload of Corvairs at Harmon, New York, aboard multi-level flatcars that are winning business from the truckers.

During the August Club meeting, Wayne Russert had shared with the group an original copy of the July 1962 edition of Fortune 500 magazine.

You'll note on the top of the cover, a train pulling at least 8 rail cars loaded with fresh, brand new Chevy Corvairs!

We can only wonder how many of the ones in the pictures are actually still on the road?

FORTUNE ARCHIVES



**YOUR RSVP NEEDED FOR
CHRISTMAS PARTY
ATTENDANCE!!**



In order for the Edelweiss Restaurant to properly prepare for our event on Sunday afternoon, December 18th, at 1:00pm, we need to know how many individuals will be in attendance.



Please RSVP (that's "répondez, s'il vous plaît" for all you fancy folks, "please reply" for us commoners ☺) to Club VP, Ed Halpin at either halpinem@comcast.net or 303-619-0080, ***no later than Saturday, December 12th***, with the total number of folks you plan to have in attendance. Remember, the more the merrier!!

* During the November business meeting a motion was passed, unanimously, that the Club will pick up your first drink at the bar, so, that's pretty cool, right?

PPCC Christmas Party - December 18th, 2016 @ 1pm



**PPCC
Christmas
Party!!**



**Sunday, December 18th,
1:00 pm at the Edelweiss Restaurant,
34 E Ramona Ave, Colorado Springs, CO**

Bring a Gift for the Annual
Yankee Gift Exchange!

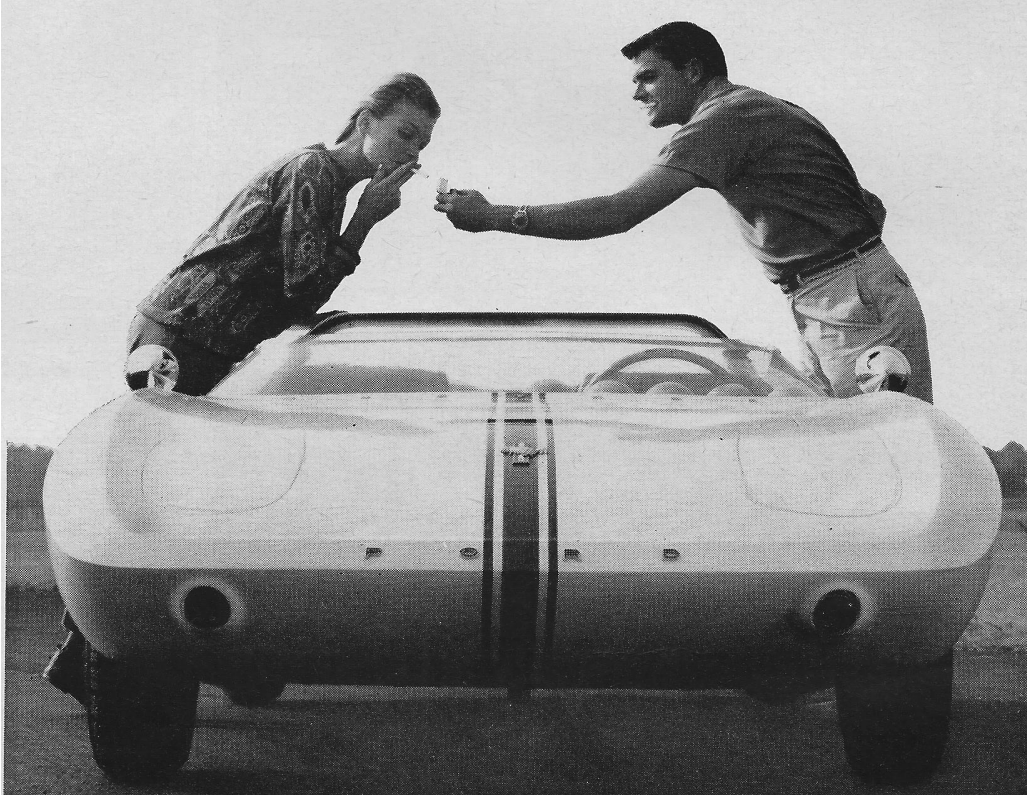
If you've never participated in a Yankee Gift Exchange, it's easy and a lot of fun. Each person is asked to bring a WRAPPED gift, in the \$20 range, with the gender noted on the tag (Guy/Gal/Kiddo).

After the lunch meal, each person will draw a number at random. Numbers will be called in order. The first person called picks a gift from the table. The next person gets to pick a wrapped gift but, they also have the option of "stealing" the first person's gift if they like it better. This goes on until every person has opened or "stolen" a holiday gift.

Even if you don't plan to participate in the gift exchange, please come anyway for the meal and conversation. We'd love to see every available member attend this party.



* Reprinted article from Road & Track Magazine, November 1962, courtesy of Wayne Russert



FORD'S NEW SPORTS CAR THE MUSTANG

Is it for show, or go?

FORD MOTOR COMPANY has been toying with racy-type cars in an on-again, off-again fashion for more than half a century. During the last five years its participation in motor sports has been more off than on, but it would appear that Ford is now going to get back into the swim. The "performance image" sells cars, and to get that image, and sell those cars, Ford has some very interesting projects underway. One of these is the Ford Mustang, which is shown here in the construction stage, and also as a full-scale, it-looks-like-a-real-car mockup. (Photos courtesy of Ford Motor Company.) In the mockup, one sees that the completed car will have a lot of the flavor of the true competition machine, externally, and yet will be outfitted inside for comfortable touring. Rumor has it that this car may ultimately be put into production; if this happens, the windshield would have to be extended upward far enough to permit adequate headroom and vision with some sort of top in place, and there would also have to be bumpers.

The Mustang is slated to be a sort of two-way show car: stylish enough to make a

NOVEMBER 1962 69

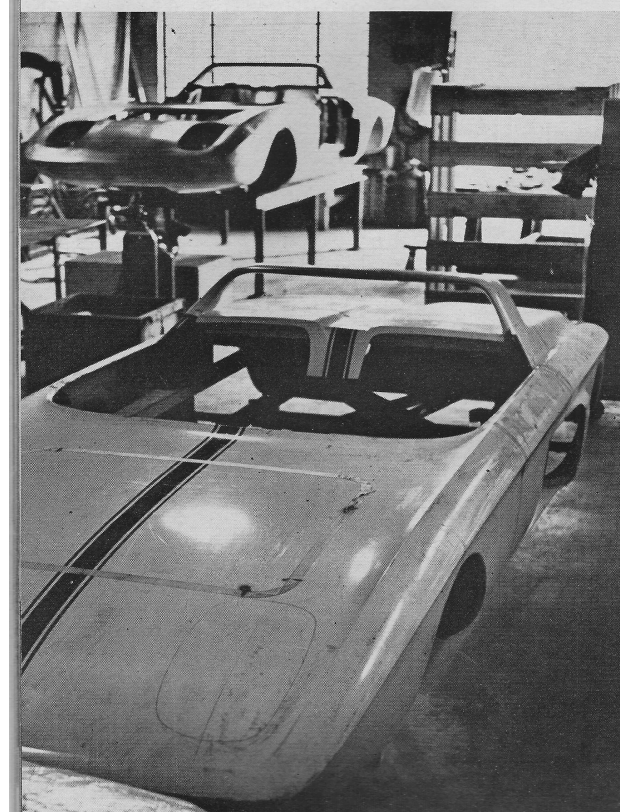
big splash at the auto shows, and yet 100% functional and functioning. Many dream cars are not much more than clay or fiberglass full-scale models; this Mustang of Ford's is to be driveable. And, not only will it be driveable, but it will include technical features to make the inner mechanism as interesting as the aluminum skin.

The chassis has a 90-in. wheelbase, with a 48-in. tread in front and a 49-in. tread at the rear. All 4 wheels are independently suspended; the front wheels are carried on unequal-length A-arms and the rear wheels on a system of links and radius arms that gives a similar geometry, even though it differs in appearance. The front spindles (which are ball-jointed to the A-arms) and the rear hubs are forgings that

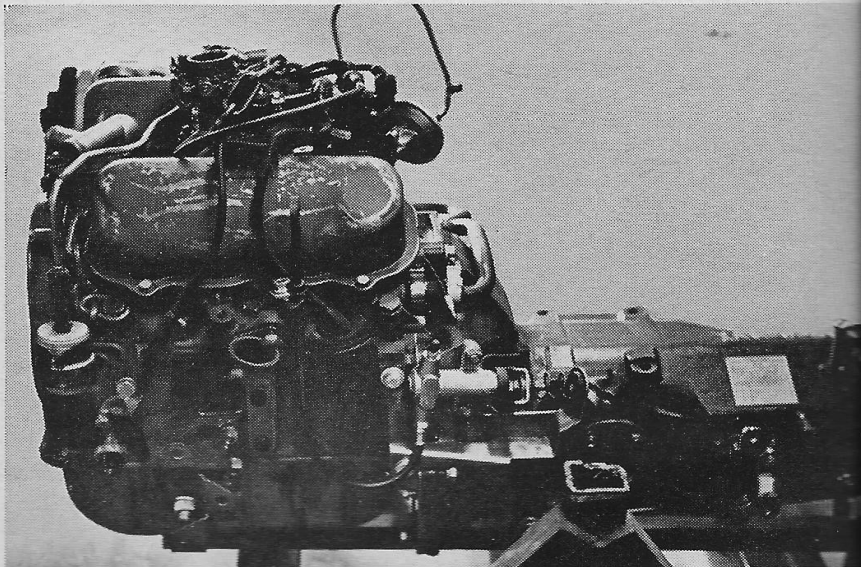
have been machined all over, polished and cadmium-plated.

Lotus-manufactured 13-in. magnesium-alloy wheels are used, and these are shod with 135-13 Pirelli Cintura tires—all of which looks a trifle peculiar on a Ford. Unusual, too (for this country), are the brakes, which are borrowed from the English Ford 109-E. The front brakes are spot-disc units (Girling) and conventional drum brakes are used on the rear wheels. This arrangement is used on the 109-E as an easy solution to the hand-brake problem, and the entire system, slightly modified, has been appropriated for this "idea" vehicle. The only change of any importance is the use of twin master cylinders (linked by a balance-bar): one master cylinder for the front brakes, the other for the rear.

The frame is made up almost entirely of 1-in. diameter, mild-steel tubes with wall-thicknesses of 0.065. The layout looks reasonably efficient, but little effort has been made to provide stiffness where the tubes dip low (to clear the door openings) through the cockpit section. Also, there are large, open (untriangulated) frames around the foot-well area and



Ford's Mustang takes shape in the Troutman-Barnes shop.



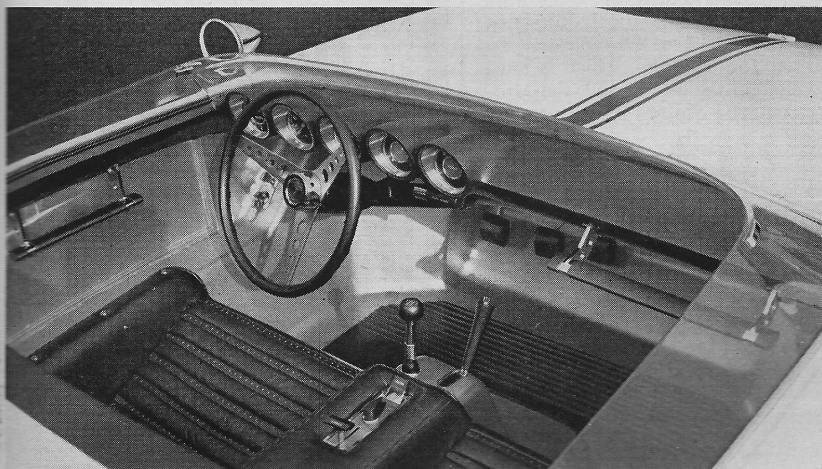
The Cologne-built Cardinal V-4 engine.

in the box to which the front suspension is fastened. It would appear that the frame's designer has relied heavily on sheer mass, rather than the efficient disposition of tubes, for strength. This impression is reinforced by some of the suspension detail. The anti-roll bar attachments on the front suspension, for example, are simply pieces of strap-iron wound about one leg of the lower A-arm with a small tab left poking out.

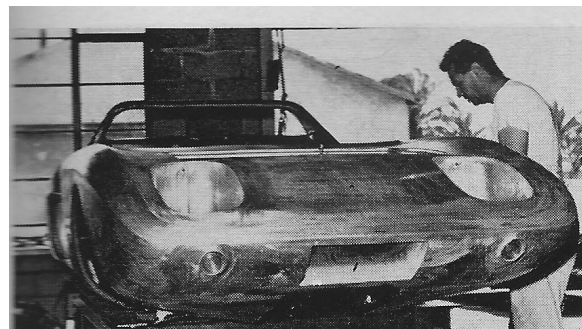
There was one rather clever item of design on the chassis: the three pedals, clutch-brake-gas, are suspended from a box member that is on a sliding mounting up in the cowl. The entire assembly can be cranked back and forth to adjust it in relation to the seat; the usual method is, of course, to adjust the seat itself, but in the Mustang, the seats are an integral part of the passenger compartment's rear and lower paneling.

The shifting mechanism and hand-brake lever are contained in and protrude from yet another box member, this one fixed solidly to the frame. A series of cables links the box to the transmission and rear brakes.

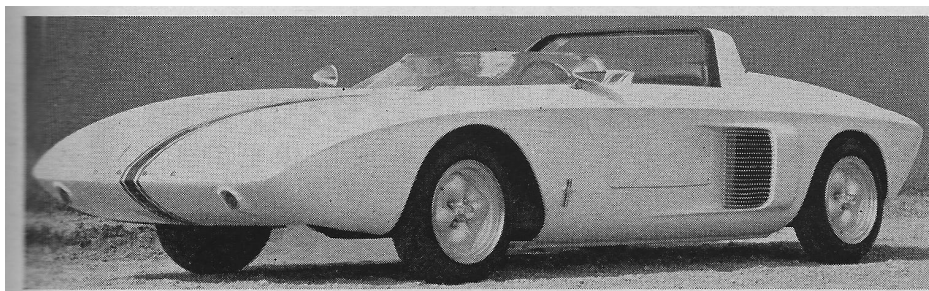
The Mustang's drive package—engine and transaxle—comes from Ford's Cardinal small car, which is just now reaching production status in its Cologne (Germany) factory. The engine is a narrow-angle (60°) V-4, with a bore of 90-mm and a stroke of 60-mm, giving a total displacement of 1527 cc. The engine in stock



Cockpit of the full-scale mockup looks comfortable and futuristic.



The dream and the reality seen in the full-scale, rolling mockup (below) and in the aluminum-paneled prototype nearing completion (above).




form uses a single, small-throat carburetor, but we noted with interest that the engine being used for fitting in the Mustang had (in plaster mockup) 2 double-throat side-draft Weber carburetors on a "cross-over" manifold.

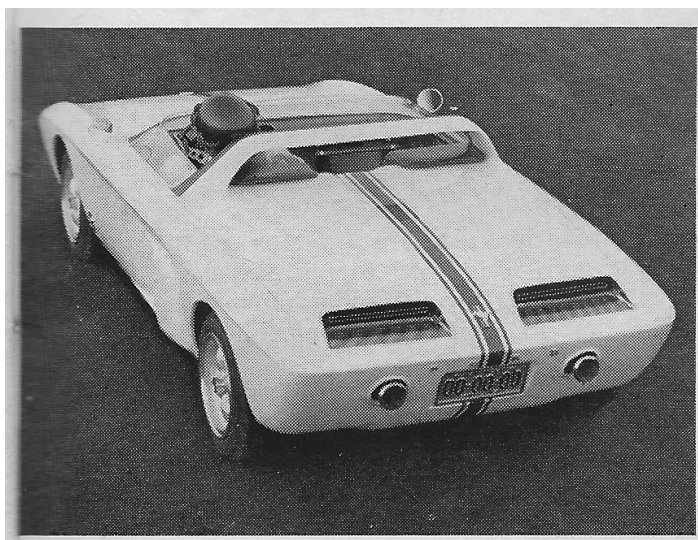
The transaxle unit has 4 forward gear ratios, all having synchromesh, and resembles the Corvair transaxle in overall layout. High-offset hypoid gears are used for the final drive, and the quill shaft from the clutch runs through the hollow center of the pinion shaft. For top gear, the quill shaft is locked onto the pinion shaft, giving a direct drive. The Cardinal gearbox-differential unit would be very attractive for special-builders but for one thing: it weighs just over 100 lb. The overall ratios are: 1st-13.3, 2nd-7.7, 3rd-4.9, 4th-3.3.

Overall, the Mustang is very much contemporary racing car in concept and execution, but it will not be used in competition. It is, obviously, too large to make much of a showing against the other cars in the modified class—even if the Cardinal engine required 150-plus bhp, which is most unlikely. On the other hand, the Mustang could be evolved into a very at-

tractive limited-production sports car, and the Cardinal engine would certainly be powerful enough, with a few changes, to make the Mustang competitive with other mass-produced cars.

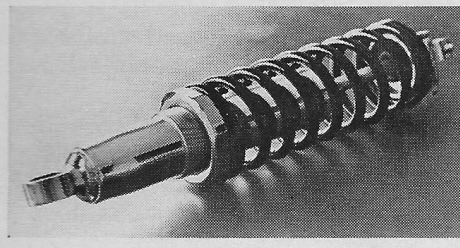
The car is a real eye-catcher, and the far-out features are all functional. The built-in roll-bar is something we may expect to see used more often, by others, and they aren't kidding with those large air inlets aft of the doors; there is a small radiator in each rear fender. Even the retractable headlights work.

The Mustang is being built in the California shop of the famous team of Troutman and Barnes, but they are responsible only for the workmanship; the car is being built exactly to Ford's specifications. The handcraft going into this project is, of course, of the best, and we are most anxious to see the car in fully-completed form. Even now, half-finished, it is pretty impressive, and at its first public outing, a couple of exhibition laps at the U.S. Grand Prix at Watkins Glen, the spectators are sure to wish that this Ford were really and truly in their future. 



The forged, polished-all-over U-jointed Cardinal axle shaft.

The suspension damper and concentric coil spring are chromed and lacquered.



Your Nominees for 2017 PPCC Officer Elections

During the November business meeting, Club President Randy Karl announced a call for nominees as part of our formal, yearly Club Officer elections process. Nominations will be accepted up to the date of elections, as noted below.

At that time, it was also made known that after four years of serving as either President or Vice President, both Randy and Ed were going to take a break from leading the Club operations, and allow two new folks the chance to step into those roles.

As they say during the Oscars, 'It's an honor, just to be nominated', it is in fact a humbling honor because the folks who have nominated you, really appreciate your involvement in the Club, and believe that you have the drive and vision to keep it fresh, fun, and engaging for everyone over the next year. Within the PPCC, it truly is an HONOR, just to be nominated!

Per the current Club bylaws; Officers will be elected at the December meeting by majority vote of the members present, and will take office on January 1. In the case of a tie, a run-off vote shall be held.

This year, the regular December business meeting is scheduled for Sunday, December 18th, at 1pm, which just so happens to also be the same date and time of this year's annual PPCC Christmas Party.

So, if you want to have your vote count, we'll see you at the party on the 18th!

Per the bylaws;

- No person shall be a candidate for office or Board position unless they have been a PPCC member for at least one year.
- A vote by proxy or absentee ballot will be allowed if delivered by a member prior to the meeting. [We do appreciate that technology can bring us together, so if you are unable to attend because you are out of state/area, you can in fact email your proxy vote to Club VP Ed Halpin @ halpinem@comcast.net, and it will be counted, as long as it is received PRIOR to 8am on December 18th.]

And now, you're nominees for 2017 Pikes Peak Corvair Club Officers, as of print time, are

For the role of Club *President*, we have four very qualified and motivated nominees;

- **Mr. Jon Anderson**
- **Mr. David Feasel**
- **Mrs. Kathy Green**
- **Ms. Christine Kimberly**

For the role of *Vice President*, we have five engaged and enthusiastic nominees;

- **Mr. Jon Anderson**
- **Mr. David Feasel**
- **Mr. John Green**
- **Ms. Christine Kimberly**
- **Mr. Ray Schick**

Current Club *Secretary*, **Mary Ellen Feasel**, declared that she would fight to retain that position, and is ready to fend off all challengers for that prestigious spot on our roster! (*at print, we had no challengers*)

Our recently appointed *Treasurer*, **Mr. Wayne Russert**, has also agreed to stay on in that trusted role, and welcomed all comers to challenge him as the Club's #1 Numbers Cruncher! (*at print, we had no challengers*)

The final elected position is that of *Member-At-Large*. Your incumbent for that position is **Mr. Allen Amrine**. Allen too has expressed a desire to continue in that role, so unless someone wants to throw down the gloves, Allen will once again be "Da Man" for 2017!

So, what exactly do we ask of folks who accept these leadership positions? From the bylaws;

SECTION 3. Duties of the Officers:

A. President:

- 1) Shall preside over all meetings of the members and of the Board of Directors, and shall perform the duties usually charged to such office.
- 2) Shall verify all votes, either show of hands or bal-

2017 PPCC Officer Elections (cont.)

lot, as correct and accurate and that the votes cast were club members authorized to cast a ballot.

3) The President or designated person will be responsible for representing Pikes Peak Corvair Club in any external affair.

4) Has the authority to appoint such committees and chairpersons as he/she deems necessary and will outline the specific duties and responsibilities.

5) Shall appoint a Membership Chair, Programs Chair, Newsletter Editor, Webmaster, and Club Historian.

6) Shall act as equipment custodian for club property (banners, merchandise, etc.).

7) Shall not have the privilege of voting on Board matters except to break a tie vote.

B. Vice President (VP):

1) Shall act for President in his/her absence.

2) Shall coordinate with the Programs Chair to ensure that the proper "Request for Certificate of Insurance" has been made to CORSA, within the stated time frames, and that scheduling is arranged for each applicable event.

3) Shall have final approval of the PPCC web site.

4) Shall proofread the final draft Drip Line newsletter, prior to monthly publication by the Newsletter Editor.

C. Secretary:

1) Shall keep the minutes of the membership and board meetings.

2) Shall provide the minutes of meetings to the President and VP for review and concurrence.

3) Shall submit reviewed minutes to the Newsletter Editor for publication in the next newsletter.

4) Shall conduct the official correspondence of the Club and be responsible for checking the club's P.O. Box before each regular meeting.

D. Treasurer:

1) Responsible for conducting all financial affairs of the club.

2) Provide a report at all membership meetings on the financial condition of the club.

3) Shall be authorized to write checks on the club checking account and be authorized to use the club credit/debit card.

4) Shall collect and account for all moneys paid to the club, whether for membership dues, advertising, or otherwise.

5) Shall file with the Executive Secretary of CORSA, by March 1st of each calendar year, a Chapter membership roster, a list of Chapter officers, name and address of the primary PPCC contact person, the current website address, and time and location of meetings.

6) Shall maintain an up-to-date register of all club

members, based on current dues paid. This register will also serve as the club's official Membership Roster, and will include a minimum of:

a. The member's name.

b. The spouse's name (if applicable).

c. The member's mailing address.

d. The member's contact number (cell or home).

e. The member's email address (if available).

ARTICLE VII – BOARD OF DIRECTORS

SECTION 1. Board Composition: Board of Directors shall consist of the elected officers, the immediate past President (who will serve a one year term), and *one member-at-large from the general membership*. The member-at-large shall be elected in accordance with Article IV, Section 2.

The Board of Directors of the club shall have general management and control of the affairs of the club, and shall faithfully perform the duties of their office. The President shall call a Board meeting the 1st Tuesday of the month, or as needed.

SECTION 2. Board Meetings: The Meetings of the Board of Directors may be called by the President or any two other members of the Board, after giving reasonable prior notice to all Board members. A quorum for the meetings of the Board of Directors will be three and majority vote will prevail. In the event of a tie vote, the President's vote, or the Vice-President's vote in absence of the President, shall be the deciding vote.

SECTION 3. Duties of the Board of Directors:

A. Board Members:

1) Shall attend Board Meetings.

2) Shall maintain the PPCC bylaws.

3) Shall collect recommendations from club members regarding "PPCC Standing Rules and General Policies" for discussion at Board Meetings.

4) Shall approve or reject PPCC club major expenditures. *Major expenditure dollar amount to be determined by the Board.

5) Shall review and approve or reject issues requiring a vote of the members.

For additional information on the Club's structure, please refer to your copy of the *PPCC Bylaws - final Ratified 4-21-2013*. [if you don't have access to your copy, please email Ed Halpin and he'll send you a new one]

The Old PPCC Cut-Away Car - A Couple Updates

by
Ed Halpin



In early November, I had sent out several emails through the PPCC List email distribution, regarding the status of the old “PPCC Cut-Away Car”, so I wanted to follow those up here with a wrap-up of that conversation, and a follow-up on the status of the car today.

[for those who joined the Club after 2013, the “Cut-Away” car was a late model sedan which had been wrecked on the passenger side. Rather than scrap the car, an active group of PPCC members decided to cut the car apart, to create a display which showed how the Corvair was built, including cut-aways of the engine.]

At the time I sent those email communications, the car was on its way out to Palm Springs, CA to be put on display at the annual Great Western Fan Belt Toss.

The car made it out there fine, and by all accounts, the folks in attendance enjoyed seeing it very much. After the event, the folks in Arizona posted a video which can be seen at <https://youtu.be/kxKYDoH9oi0> and, they also put together a photo gallery of the show, which can be found at www.cactuscorvairclub.com

While enjoying the video, PPCC member Steve Goodman noticed a “For Sale” sign on the car, which caused us to pause, and ask, ‘What’s going on here?’

Some background: After many years of the Cut-Away being stored down in Penrose, at John & Dee Glusick’s place, the Club decided to dust it off, freshen it up, and put it on display at the upcoming PPCC hosted Tri-State in Cripple Creek, CO.

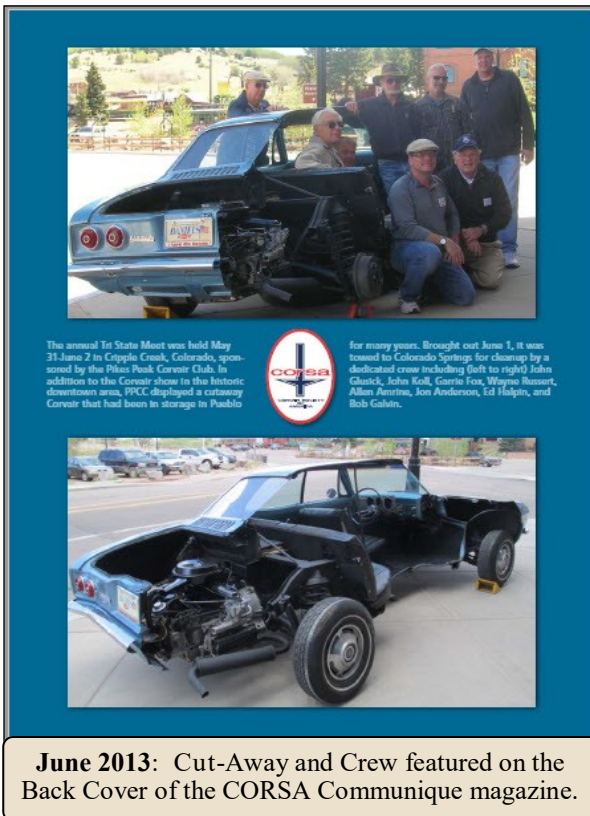
So, in April & May of 2013, a group of current members, accompanied by several of the folks who had originally created the car back in the early ‘80s, including John Koll and John Glusick gathered over a couple weekends, donating and installing the various parts that needed to be replaced, until the car was ready to go.



April 2013: Part of the 2013 Restoration Crew assessing the work needing to be done. (l-r) Allen Amrine, John Koll, John Glusick, Wayne Russert, and Jon Anderson. Ed Halpin is behind the camera.

The Old PPCC Cut-Away Car - A Couple Updates (cont.)

Shined up and looking good, it did make its come-back appearance on the streets of Cripple Creek that June, with much fanfare and press. In fact, the car and its team of restorers were featured on the back cover of the June 2013 CORSA Communique.



Once the Tri-State was over, there was a decision to be made, in respect to the disposition of the Cut-Away car. Dee & John could no longer store the car, so we, as a Club, started to look at options. John Koll's lease for his big garage was running out, so no option there, no one else volunteered to store the car, and the estimated monthly storage costs in a commercial storage facility was upwards of \$200 per month.

After much discussion, the Club membership voted to get rid of the car, preferring it to go on display somewhere so folks could continue to enjoy it for years to come. It was decided that the Club President at the time, Ed Halpin (that's me ☺), would oversee the task of securing a new home for the car, with the following conditions;

- 1) the car was not to wind up in a garage somewhere, rusting away,
- 2) it would be used to promote the Corvair hobby, and
- 3) in the event that the new "caretakers", at some time in the future, decided that they no longer wanted to take care of the car, the PPCC would have first right of refusal, meaning that, before they did anything with the car, they would call the current PPCC President first, to see if we wanted the car back.

I immediately put out the feelers to CORSA and the Corvair Preservation Foundation (CPF). Surprisingly, there was no interest, or response.

I reached out locally to the Forney Museum, several times, and was met with only tepid interest by their Director. He told me that they would not accommodate the request for first right of refusal, saying that once a car was donated to the museum, it was up to the museum to decide what to do with it when they were done with it.. So, we passed them up.

A couple Club members suggested the Rambler Ranch out in Elizabeth, CO. Since the owner, Terry Gale, already had a bunch of Corvairs on display, it would make for a nice addition to his collection, and, it would remain local for us to enjoy from time to time. The problem there was that Terry's collection is privately owned, and as such, once we donated the car, we lost any control over it. There was no provision for first right of refusal, and, in the event of Terry's passing,



The Old PPCC Cut-Away Car - A Couple Updates (cont.)

the disposition of the Cut-Away, along with the rest of his collection would be up to the executors of the estate. So, we passed up that option as well.

Where I did find an interest in the car was within the Corvair community, by way of a CORSA Chapter located out in Phoenix; the Cactus Corvair Club. I spoke with their Club President, John Seaman, several times over the next couple weeks as we coordinated the transport of the car from Colorado Springs to Phoenix.

John understood the significance of the car, and assured me that there was no issue with a first right of refusal. He said that he had other cut-away display items (motor, transmission, etc.), and the car would fit right in. He agreed to drive out with a trailer before the end of September and pick up both the car, and the turn-table stand which had been built specifically for displaying the car at shows (those guys in the '80s were pretty fancy).

So, on a chilly September day, John Koll, Bob Galvin, and myself loaded the car up on John's trailer and we said goodbye to a big piece of history for the Pike Peak Corvair Club. A somber day, but we knew the car was going to a good home and would be on display throughout the Southwest for folks to enjoy.



September 2013: John Koll pushing the car up on the trailer as Ed Halpin and John Seaman assist in loading the car for transport to Arizona.



September 2013: The Cut-Away and turn-table loaded up and heading to Arizona.

Fast Forward to our story today; After hearing of Steve's discovery, I reached out directly to John Seaman out in Phoenix, and was assured that all was well with the car, and that the "For Sale" sign that we noticed in the video was nothing more than a car show requirement for where it was parked on the field at the Fan Belt Toss. He assured me that the car was staying in Arizona and there were no plans for the Cactus Club to be passing it on. That was the last email note you all may have seen about the car.

But, there is more. As the late great Paul Harvey used to say, ... And Now, The Rest Of The Story.

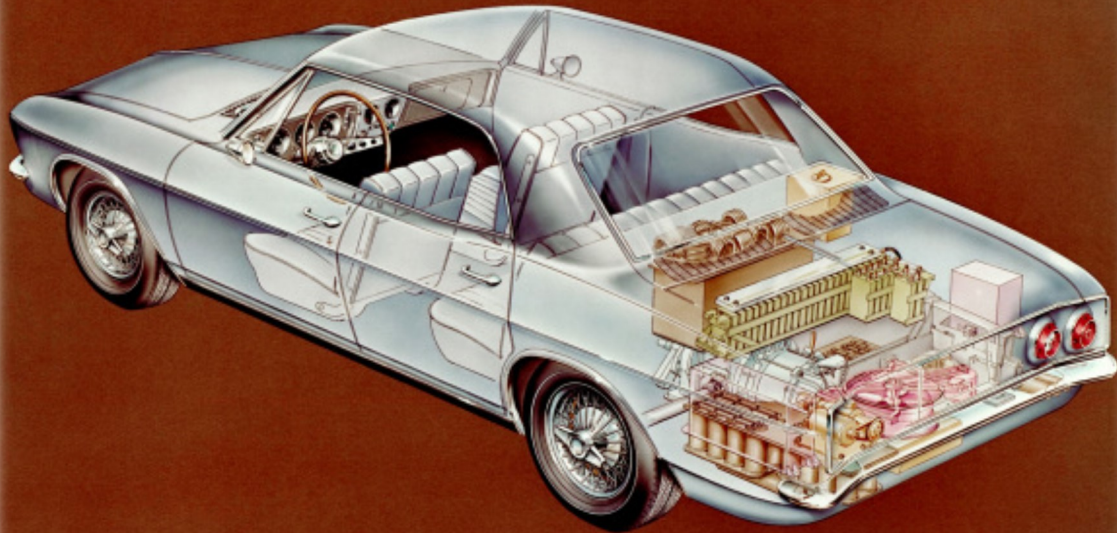
After our Club meeting this past Sunday, I reached out to John to make sure the car made it back to Apache Junction safe and sound.

It had in fact made it home from Palm Springs, however, during the course of moving cars around his yard with a forklift, one of the cars got off balance, and fell down off of the lift, right onto the Cut-Away, crushing it, and closing out a chapter of PPCC history forever.

The good thing was that no one was hurt in the incident. The bad thing, obviously the car is out of commission and likely heading for scrap. Not sure we want to exercise that first right of refusal now, unless there is an enthusiastic Club member who wants to put on a new roof, and hood, fix the fender, and replace the door, and repaint it. Any takers?? ☺

A look at the 1966 Chevrolet Electrovair II

Article idea submitted by
Wayne Russert



GM ELECTROVAIR II

General Motors designed and built a battery-powered Corvair in 1964. Largely experimental, the Electrovair was based on the four-door model but it reportedly had its rear doors welded shut in order to increase structural rigidity. Although the project had many shortcomings, engineers continued to develop the technology after the car was presented.

A second prototype appropriately dubbed Electrovair II was designed a year later and presented to the press in 1966. Based on a second-gen four-door Corvair Monza, the Electrovair II was powered by an AC induction motor installed in lieu of the Corvair's air-cooled flat-six. The motor got electricity from a 532-volt Silver-Zinc battery pack mounted in the front trunk and above the aforementioned motor. The Silver-Zinc pack was chosen because it provided the highest energy storage per unit weight and the highest peak power output of any battery chemistry available at the time.

Cooled by oil, the motor could spin at up to 13,000 rpms, enough to generate the equivalent of 115 horsepower. Although the Electrovair II tipped the scale at 3,400 pounds (1,542 kilos) – 800 pounds (362 kilos) more than a comparable

gas-burning Corvair – it was capable of matching its gas-powered counterpart's zero-to-60 mph time of 16 seconds flat.

The battery-powered Corvair reached a top speed of 80 mph (128 km/h), not far off of the regular Corvair's top speed of 86 mph (138 km/h). To bring the sedan to a stop, Chevrolet fitted it with upgraded brakes in order to make up for the lack of an engine brake.

Riding on Dayton wire wheels, the Electrovair II was nearly identical to a regular-production Corvair when viewed from the outside except for an elegant "Electrovair II" emblem mounted on the left fender and the conspicuous lack of an exhaust pipe. The story was largely the same inside the car, where one of the most notable differences was a set of EV-specific gauges mounted where the radio is usually found.

To read the rest of the article, and watch a cool video of the Electrovair II in action, visit:

<https://ranwhenparked.net/2014/01/07/a-look-at-the-1966-chevrolet-electrovair-ii-concept-video>

It's That Time Of Year! Pay Your Yearly PPCC Dues Early and Often!!

As we close out 2016 and reflect on a great year in the PPCC, it also serves as an opportunity to revisit your commitment to the preservation of this fine car club, and all that it tries to do to ensure the legacy of the Corvair lives on for another generation to enjoy.

2017 will mark the 40th year that the PPCC has been around (57 years if we go by John and Dee's scrap book ☺). It's pretty cool that we still have several members on our rolls who joined in the '70s and early '80s. Just as interesting is the fact that their ages now match up to those same numbers ☺

To help our new Treasurer, Mr. Wayne Russert, manage the books effectively, we would ask that everyone send their check in as soon as possible, to the following address: **PPCC, ATTN: Treasurer-2017 Dues, P.O. Box 15034, Colorado Springs, CO 80935**. Or, you can always pay in person at the January 15th or February 19th meetings. We'd like to close the books on the 2017 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated.

Our annual Membership Drive is an opportunity to encourage other members of the collector car hobby to join with us in the fun and memories that only being around a classic car can bring. And, for our out-of-state and out-of-area members, who we rarely get to see, the Board would like to express a great big Thank You for your continued support of our efforts each year. Your monetary contribution, through a timely dues payment, plays a big part in how we plan the Club activities for the coming year. Even if we can't see your smiling faces, outside of Facebook and the newsletter, we wanted you all to know that we do appreciate the support!

A reminder that while membership in CORSA is not a prerequisite for new membership or renewal in the PPCC, it is always encouraged to support the national organization which also supports our efforts.



December

Wayne Russert
Terry McKenna
Chris Kimberly
David Feasel
Dee Glusick



December

Garrie & Patricia Fox

HELP WANTED! - Editor of the Award Winning Drip Line



After three years of pulling together the monthly newsletter for the Club, recent changes in my personal life dictate that it's time for me to take a break. So, the "Help Wanted" sign is out on the door; we need someone to step up and take over the publication of "The Drip Line", starting with the February 2017 edition.

The new Editor will receive training on the editing software (Microsoft Publisher) and will have lots of support as they transition into the role.

This is one of those unique positions where the amount of effort you put in will directly correlate to the quality of the end product. For me, the job of Editor has been the most challenging, and yet, also the most rewarding.

Through interviews and interactions, I've had the opportunity to meet a lot of wonderful folks, both within and outside of the Corvair hobby. It has been a lot of fun for me, and it could be a lot of fun for you as well!

Below are the minimum responsibilities of the Newsletter Editor, so you know what you're getting into ☺

Newsletter Editor: Shall be responsible for the monthly publication and distribution of the *The Drip Line*, both electronic and USPS. Official distribution of the Drip Line will be limited to current members in good standing and the Secretary of CORSA

(per CORSA Chapter Plan guidelines). *The Drip Line* shall minimally provide the following information:

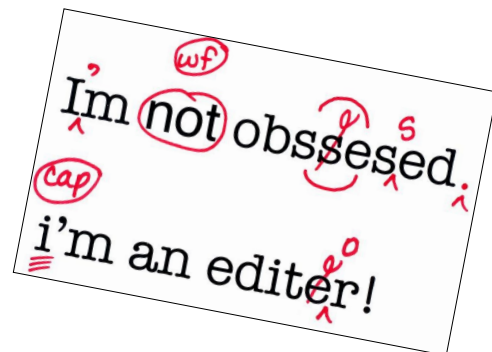
- Minutes of recent meeting activity and discussion, as provided by the Secretary.
- Calendar of coming events, with details as necessary for planning purposes.
- A roster of the Officers, Board of Directors, and appointed Chairpersons.

If no one steps up to take over the publication, the world will not end. We will simply move to a quarterly edition of the newsletter, or cease publication all together, and folks will get more of their information from either the Club website, or from emails sent out via the PPCC List email distribution.



To be sure, there are a lot of car clubs out there today that do not even bother with a newsletter, or a website, or dues for that matter. Facebook is where they communicate about, and coordinate for, upcoming events.


So maybe, after 40 years, it is time for the PPCC to sunset the publication. That depends on how much you, and the other members of the Club want to keep it around.



2016/2017 PPCC Activities Calendar

All of these events, and others are on the interactive calendar on our website @ <http://www.corvair.org/chapters/chapter809/calendar/calendar.htm>

2016


 **Sunday, December 18th @ 1:00pm: “PPCC Christmas Party”**, Location Edelweiss German Restaurant. Put on your calendars and plan those other holidays events around it. Great Fun every year!!

.....


NOTE: THE EVENTS LISTED BELOW ARE FOR GENERAL PLANNING PURPOSES ONLY. "CLUB-SPONSORED" EVENTS WILL BE PUBLISHED IN THE FEBRUARY 2017 NEWSLETTER.

2017

Sunday, May 7th or 14th @ 9am: “Spring Tune-Up at the Feasels”, Peyton, CO. An actual opportunity to tune up your car, van, or Rampside prior to the Tri-State in June. Dave Feasel will host this event at his home workshop, with inside accommodations for up to three vehicles at a time. More to follow as we get closer to the event date.

 **Sunday May 21st or 28th @ 9am - 3pm: “2017 Florence Merchants Car Show”,** Florence, CO. 170+ Classic Cars, Music & Food! Main Street in Florence Historic District. Always a fun car show! Looking for this to be a show where we have significant PPCC participation and visibility.

 **June 2-4 (Fri-Sun): “The 2017 Tri-State Meet”**, Taos, NM., Corvair’s of New Mexico welcomes all of our Corvair community to the 2017 Tri-State Corvair Meet in Taos, New Mexico. We will be joined by Rocky Mountain Corsa and Pikes Peak Corvair Club for this annual event, now in its 33rd year and you are invited to attend. For everything you need to know about Tri-State Taos 2017, please go to: www.corsaturbo180usa.com

 denotes events where Corvairs have had a significant presence.



Upcoming Meeting Locations (3 months out)

Sunday, December 18th - 1:00pm, Meeting and Christmas Party, Edelweiss Restaurant, Colorado Springs, CO

Sunday, January 15th, 2017 - 9:30am, restaurant location TBD, Colorado Springs, CO

Sunday, February 19th, 2017 - 9:30am, restaurant location TBD, Colorado Springs, CO

**PPCC
Admin**

Monthly Meetings: The PPCC meets on the 3rd Sunday of each month, 9:30am at various locations within Colorado Springs, CO. Check the website and newsletter for the most current meet-up.

Membership & Dues: PPCC dues are \$25 per year. Membership in CORSA is not a prerequisite for membership in PPCC. Please refer to the club's website below to obtain a copy of the membership application and guidance for submission. Checks 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 Ed Halpin at halpin.corvair@comcast.net or, snail mail to: PPCC, ATTN: Drip Line Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to the Drip Line is the 1st of the month for that month's publication.

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BUSINESS CORRESPONDENCE: All correspondence to the PIKES PEAK CORVAIR CLUB or its officers should be mailed to: Pikes Peak Corvair Club PO. BOX 15034 Colorado Springs, CO 80935.

A most unusual car for people
who enjoy the unusual

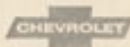


'66 Corvair Monza Convertible—with
outside rear-view mirror and back-up
lights among the safety assists that
are now standard equipment.

If you perked up when you turned to this page,
our research computer says you're probably
well informed, earn above average income and
have more or less "in" type tastes. That's the
kind of person who usually drives a Corvair.
But then you can't always go by research.
The fellow who turned all this up on our com-
puter, for instance, was a frugal soul who read
nothing but technical stuff and drove the same black
sedan for 15 years. Then one day he showed up in a Corvair
convertible a shade redder than the one above. How did he square
this with his research? He didn't. That was the same day he asked
to be transferred to a job that would get him out on the road
more...driving his new Corvair.

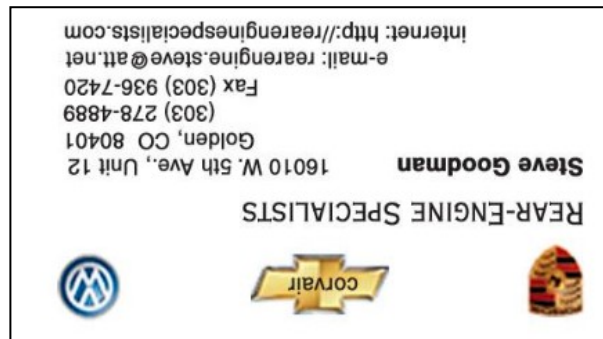
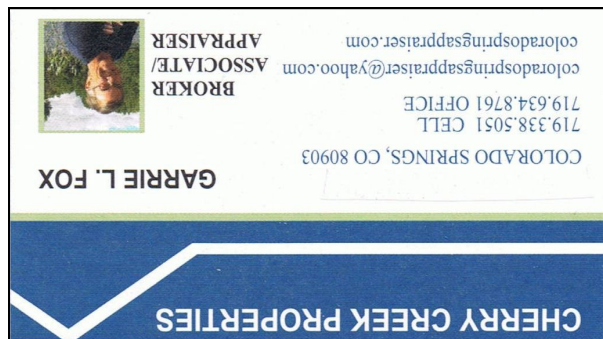
'66 Corvair by Chevrolet

Chevrolet Division of General Motors, Detroit, Michigan



As requested, this
Editor looked high and
low for an appropriate
pin-up girl to be
included in our final
newsletter of the year.
Alas, this 1966 Corvair
ad seems to be as risqué
as they came for the
GM marketing
department.





Pikes Peak Corvair Club
P.O. Box 15034
Colorado Springs, CO 80935

SEND TO:

Place Address Label Here

