

The Drip Line



The Next Meeting of the Pikes Peak Corvair Club will be at 9:30am
on October 21st at King's Deer Golf Club,
19255 Royal Troon Drive, Monument, Colorado

*Come On,
Like us on Facebook!
What are you waiting for??*



Official Newsletter of the



Founded in 1977



Volume 41, Number 7

October / November / December 2018

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On The Cover: *Christine Kimberly and her sister, Linda, enjoy the beautiful Fall leaves, as viewed from Chris' baby blue '64 drop top during our yearly Fall Aspen Tour. Over a weekend of very nice weather, we got 21 Corvairs out on the road for the public to enjoy. Several of those cars participated in both the Saturday and Sunday runs, adding more than 400 miles to each odometer. See pages 14 and 16 for the event recaps. Great fun!!*

PRESIDENT'S NOTES By Chris Kimberly
Club President

WOW! Where did our summer go? All of our events kept us so busy and suddenly here we are at the beginning of Fall.

Those who attended the Old Colorado Car Show had a great time sharing SeeMore, and their own cars, with everyone who wandered by, as well as listening to folks with Corvair memory stories.



Sept car shows kept club members very active and busy.....Ken Schiffner sponsored SeeMore at the Centennial Show where it was well received. Showing their cars were Ed, Tony, Kory & Gail. We've already received a request to have SeeMore return next year.

The St Jude's Charity Car Show at Landmark Lincoln was the following weekend, where SeeMore made another appearance. Ken and Tony shared SeeMore's story, while Chris and Mike Piper talked up Corvairs with the visitors to the show.

The Fall Drive Weekend was a first time attempt to spend the weekend enjoying our cars with the changing leaves in the mountains. Saturday, we had 23 members driving 10 Corvairs up to Victor for lunch. The leaves were stunning and enjoyed by all. After lunch everyone headed in different directions...more leaf viewing, antiquing in the shops of Victor, ice cream in Cripple Creek, hiking along the trails.

On Sunday, the group met at Rudy's and head-

ed out Route 24 to Lake George and then up CR 77 towards Jefferson. There were not as many trees changing yet due to the lowered elevation, but the scenery was lovely. We arrived in Alma to meet up with members of the RMC, a total of 28 folks, with 11 Corvairs, gathered for a fun lunch in the South Park Saloon.

The same weekend we had several members attend all the festivities out at the Pikes Peak raceway. From the pictures that were posted Mike & Amanda had a great time with the races, and bands!

Those members who were not able to attend these events, were missed, and we look forward to seeing you at some upcoming activities.

We have several activities coming up in early October. The PPCC was invited by the RMC to attend a car show in Bennett on Oct. 7. The show will be in the parking lot of the High Plains Diner from 1-3pm. It will be a fun time to visit with folks in Bennett, sharing our cars and having lunch.

On Oct 14, the RMC has invited the PPCC to a breakfast/garage tour up in the Loveland/ Longmont areas. Plan to meet and have breakfast at the Cracker Barrel at 8 am, in Loveland, then tour the garages of several members who will be sharing their hotrod project, a Corvair trike, and a huge collection of Corvair model cars. It should be informative and fun!

Our meetings on Oct. 21st and Nov.18th, will be at the Kings Deer Golf Course (this is the location where we met in Sept.). They will be serving a buffet breakfast at 9:00am, with the meeting starting at 9:30.

Also mark your calendars on Dec. 8th for the

PRESIDENT'S NOTES (cont.)

PPCC Christmas Luncheon at Biaggi's. We will be having a Yankee gift exchange and will again be collection donations for Toys for Tots. Last year we filled one of their big boxes to overflowing, and I hope this year we can fill 2 of their boxes for needy children in the Colorado Springs area.

We have nominations for officers for 2019 coming up in Nov.. Please consider how you can actively help the club either as an officer, board member, or on a committee. Elections will be in Dec.

There still some wonderful weather to have your Corvairs out and about, so take advantage to getting your cars out and enjoy the drive. If you need help getting your car road worthy, be sure to contact our tech team! They are always willing to help trouble shoot any issues and help get the car out on the road again. (Contact Ed, Randy, or Dave F. and they will be able to get the team together).

In the meantime...

Keep Vairin',

Chris



WE WILL HAVE A NEW EDITOR TEAM IN 2019!

As many of you have seen over the past couple years, it's been a bit challenging for me to deliver a regular monthly newsletter for the PPCC, as I had done for the previous three years. This has been due to several changes in my personal life including a new job, two grandkids moving in, and caring for an sick elder dog until his recent passing earlier this summer.

Over the years, I've been taken pride in publishing a fun, informative, and interesting publication for the Club to enjoy, I hope you all feel that I hit that mark, more times than not.

Well, after 5 years at the Editor's desk, I will officially be turning over responsibilities for "The Drip Line" to your new volunteer Editor(s), Kathy & John Green.

I really appreciate all of the support the Club has provided to me over the years, in this role. I know the John & Kathy will enjoy that same level of support, through your continued submissions of stories, tech tips, and event recaps.

This is an awesome car club (and I belong to six of them , so I have a bit of perspective), and I have really enjoyed getting to know you all, through the stories and experiences you've shared over the years.

Please join me in congratulating Kathy & John in their new role, and get your stories ready for 2019. It's going to be another great year for the PPCC!!



**Upcoming Meeting Locations
(3 months out)**

Sunday, October 21st - 9:30am, King's Deer Golf Club, 19255 Royal Troon Drive, Monument, CO

Sunday, November 18th - 9:30am, King's Deer Golf Club, 19255 Royal Troon Drive, Monument, CO

Sunday, December 8th -1:00pm, Biaggi's Restaurant, 1805

PPCC Wins Again With CORSA Award for Best Website!!

CONGRATULATIONS goes out to our (former) Webmaster, Kelina Halpin for once again placing in the top three of CORSA’s annual international Best Chapter Website competition!!

There were at least 85 CORSA chapter websites in the competition this year, and it’s a tough group to stand out in, as the sites get better and better each year, and this year, there were a lot of top notch entries.

With the convention having been held in Pittsburgh, the awards were reflective of that venue; a slab of steel, plasma cut to show the skyline, and finished off with just enough surface rust that you know it came from “Steel City”, PA.

While they did not announce the Website award during the convention banquet, Kelina did receive her award in the mail, and will be formally recognized in the upcoming Communique.

Congratulations on your award and recognition Kelina. The Club is very appreciative of all the work you did on the site to ensure it was/is relevant, fun, and informative!



**WE REALLY CELEBRATED FATHER'S DAY
IN PALMER LAKE IN A GRAND WAY!**

THANKS -



TO ALL THE PALMER LAKE HISTORICAL SOCIETY VOLUNTEERS; TO WAYNE RUSSERT (ANTIQUE CAR SHOW COORDINATOR) AND THE FOLLOWING CAR CLUBS (PIKES PEAK CORVAIR CLUB, PIKES PEAK MODEL A FORD CLUB, AND ROCKY MOUNTAIN MODEL A CLUB) ALONG WITH MIKE LARUM'S MODEL S FORD;



TO THIS YEAR'S SPONSORS: THE SPIDELL FOUNDATION, THE ROCK HOUSE, AND VILLAGE INN-MONUMENT;

AND TO TROUBADOR NICK DAVEY FOR GREAT MUSICAL ENTERTAINMENT.

WE HAD ALMOST 300 PEOPLE CELEBRATE FATHER'S DAY WITH US. IT WAS SPECIAL BECAUSE OF YOUR PARTICIPATION!

PPCC MEETING MINUTES - 8/19/2018
Old Colorado City, ColoradoSubmitted By
Kathy Green, Club Secretary

Below are the abbreviated meeting minutes for 8/19/18, as official minutes were sent out to the Club membership via email by the Club Secretary.

Meeting was called to order at 9:33 by Chris Kimberly. This month's meeting was held in Old Colorado City at the Old Colorado City Car Show at Bancroft Park in Colorado Springs. We had 15 members, including our newest member, Jerry Peevyhouse, and two guests in attendance.

Tony distributed 50/50 tickets at the end of the meeting. John and Kathy Green were the big winners of \$15!

CLUB REPORTS

- Membership: We had two new members this past month. Larry Neil has rejoined the club. Jerry Peevyhouse, our newest member, introduced himself and told his Corvair story. Jerry is newly retired and looking for a project car. Jerry and Marcia Allen were guests at the meeting. They have two Corvairs, a 63 Spyder and a 64 Coupe.
- July minutes were reviewed and approved.
- Treasurer's report, provided by Chris for Wayne, indicates that we currently have \$3100.00.
- Collector Car Council of CO Report (CCCC): Ed shared that there was no 'new' business from CCCC but that he had received thanks from the organization to the PPCC who attended the Air & Ground Show in Broomfield.
- Mail Bag: Mary Ellen shared that there was one membership in the mail which she provided to Ed / Wayne, and that we received some returned mail from a mailing to membership. Ed will try to followup to get a good address for this member.

OLD BUSINESS

- Rocky Mountain Air and Ground Show: Several PPCC members got up in the wee hours of the morning to attend the Rocky Mountain Air and Group Show in Broomfield earlier this month. Dave and Mary Ellen Feasel transported SeeMore to the show and he was a big hit. In attendance at the show were: Dave and Mary Ellen, Tony, Ed, Pat, Mike P, and John & Kathy.
- Board meetings, and discussion at the July club meeting, led the Board to a review of the current membership form. With Social media and the introduction of predominantly electronic communication with and between club members, the board felt the membership form should include permission so the club can use facial images of members in social media, and newsletters, etc. Ed will update the membership form. We are asking that all current members complete and return a media permission form. There is a place on the form to include permission for significant others and children. Forms were distributed to members present at the meeting, and are available for remaining members. Kathy has copies of the form and will have them available at all meetings. Members are asked to complete and return the forms to Ed so that he can include this in his membership roster information.
- Also at the July meeting there was a discussion regarding changes to the club bylaws. Specifically we are asking to change requirements for publishing of the club roster and other Personally Identifiable Data that should not be published online. The proposed bylaw changes were sent out in the last newsletter and via email / snail mail (to those members without email) for club members to review as a first reading. Very little feedback was received. A second reading will be sent out in the upcoming week so that all will have a chance to review the changes, provide feedback, and be prepared to vote to change the bylaws at the Sept. meeting. Please provide all feedback to a board member.

NEW BUSINESS

- Newsletter: For those who did not know, Ed Halpin has taken over the reins of RMC and is now their President. Due to this and other commitments, he will no longer be able to produce a monthly newsletter. Ed will do a Quarter 4 newsletter and then will step away from this responsibility. We need someone to step into this role. Please contact any board member or Ed if you are interested.

PPCC MEETING MINUTES (cont.)
8/19/2018, Old Colorado City, Colorado

- Meeting Location: Since many members come from Denver metro area and north, there have been many requests to find a location that is not quite as far south in Colorado Springs as the current location. After a lot of calling around, we have identified King’s Deer Golf club as a location that is more centrally located. Our September 16 meeting will be held here. What you need to know about King’s Deer:
 - Address: 1955 Royal Troon Drive, Monument, CO. 80132
 - Directions from the North: Take I-25 to exit 163, County Line / Palmer Lake. Turn left (east) onto S. County Line Rd/Palmer Divide Road. In 3 miles turn right (south) on Roller Coaster Road. In 1.2 miles turn left (east) onto Royal Troon Drive.
 - Directions from the South: Take I-25 to exit 161, HWY 105 and turn right (east). In 3.5 miles turn left (north) on Roller Coaster Road. In 1.5 miles turn right (east) onto Royal Troon Drive.
 - Menu: For our meetings the menu will be an all you can eat buffet that will include scratch made biscuits and gravy, scrambled eggs and bacon, crispy breakfast potatoes, fresh fruit, muffins (or pastries), coffee and orange juice.
 - Cost: The cost for breakfast is \$13.00. You are NOT required to eat, however there will be a \$6.00 per head charge to cover costs of the food and employee wages - this will also cover juice and coffee for those who don’t want to partake in the buffet.

UPCOMING CLUB EVENTS

- October 7: RMC invited PPCC to a car show in Bennett for student in the local schools and their families. After the show we will enjoy lunch at a local restaurant. It is possible that we will also be able to tour foundry in Strasburg, the owner of which is a good friend of Wayne’s. Times TBA
- October 14: RMC has also invited PPCC on a ‘Garage Tour’ up north, starting with breakfast at the Cracker Barrel in Loveland at 8:00 am, followed by a tour of John Drage’s garage, cars and projects. Then drive to Longmont to Jim Reich’s garage to his cars, projects, and his model car collection (several 100 models cars)
- December 8: Christmas Luncheon Party at Biaggi’s at 1:00.
- Fall Tour: The Fall Tour to Alma scheduled for Sept 22 changed to Sunday the 23rd. RMC will be joining us for this fun day. Details will be sent out this coming week.
- Tech sessions: Upcoming tech sessions will focus on getting SeeMore ready for prime time. Dave provided a list of SeeMore’s needs which he gave to Tony. Tony has purchased a car for the engine, and is going to donate as many parts from his new purchase as possible for SeeMore. Tony is taking SeeMore to Denver after the Old Colorado City Show and he and Ken Schiffner will take a look at what is needed, then reach out to club members and Dwayne’s savage yard for parts and wrench turning time. Keep your eyes and ears open for opportunities to help with this project!

OPEN FORUM

We still have 40th Anniversary glasses for sale for \$7 each. Contact Randy if you’d like to purchase one or two (or more!).

Thanks to Ken Schiffner for his donation of a \$15 Clark’s gift card toward SeeMore repairs!

Meeting adjourned at 10:10



PPCC MEETING MINUTES - 9/16/2018
King's Deer Golf Club, Monument, ColoradoSubmitted By
Kathy Green, Club Secretary

Below are the abbreviated meeting minutes for 8/19/18, as official minutes were sent out to the Club membership via email by the Club Secretary.

Meeting was called to order at 9:30 after breakfast at a new meeting location, King's Deer Golf Club.

30 people were in attendance. We had 26 members and four visitors present. Dave brought SeeMore to the meeting, so before and after there was time for members to checkout SeeMore in the parking lot. Tony began selling 50/50 raffle tickets during breakfast.

We began with a Happy Birthday to the club, as this is our anniversary month.

CLUB REPORTS

- Membership – Ed Halpin: We met Michael and Amanda Timmons (friends of Tony). Mike has three Corvairs. We were pleased to welcome Michael and Amanda as new members as well, when they signed up and Tony sponsored their membership for the remainder of 2018! New members Jerry Peevyhouse and his wife KeithAnn were present. They joined PPCC at the Old Colorado City show. We received a new membership from Pete Page who lives in Elbert.
- August minutes (distributed via list serve and U.S. Mail to members without email) were approved.
- Treasurer's report—Bonnie for Wayne: \$3123.44
- Collector Car Council of CO Report (CCCC)— Ed Halpin, CCCC Representative: Currently cleaning up from summer activities. No current legislation right now.
- Chris shared a letter regarding the Centennial car show. Luann Morris, show coordinator, shared her thanks for PPCC membership involvement and the presence of SeeMore at the show.

OLD BUSINESS

- Centennial Car Show: Ed, Tony (with SeeMore) and Ken were present at the show. They had live entertainment and the cars were a big hit.
- Brookdale Care Center: Rick Beets, Dusty Dodge and John & Kathy Green had cars at the show. 25 total cars at this show which was a fund raiser for Alzheimer's research.
- St. Jude's Charity Car Show: Mike Piper. This was an invitation only car show. There were ~180 cars present, including Chris's and Mike's cars and SeeMore.
- At the Old Colorado City show we were given a recognition plaque for being a sponsor of the show.
- In June a discussion began which led to the board to review the by-laws regarding the club roster being in the newsletter. Private information could be accessed via the website newsletter link. A first and second reading were sent out via email / U.S. Mail. Very few comments were submitted by the membership, and those received were positive. After brief discussion there was a motion and second to approve the bylaw and a vote. By-law change was unanimously accepted.
- Upcoming Events
- Sept 21-22- Pikes Peak International Raceway Races...Hot Rod Rocks/lots of 50's and 60's bands Fun event to attend.
- September 28-30 Great Plains Car Show: Wichita, KS. A caravan is forming to drive over on the 27th. John sent out route and meet up information via email. SeeMore will be there and is being sponsored by John and Kathy Green.
- October 7: RMC invited PPCC to a small car show in Bennett. We will have the show and lunch at High Plains Diner at 1:00 to around 3:00.
- October 14: RMC also invited PPCC to a Garage Tour with the club. Breakfast will be at the Cracker Barrel in Loveland at 8:00 am, followed by a tour of John Drage's garage, cars and projects. The tour will then drive to Longmont to Jim Reich's garage to see his cars, projects, and his model corvair car collection (several 100 models cars)
- No events scheduled as of now for November.
- December 8th, Saturday. Christmas Luncheon Party at Biaggi's at 1:00. We will team up with Toys for Tots again this year.

PPCC MEETING MINUTES - (cont.)**9/16/2018 King's Deer Golf Club, Monument, Colorado**

- Fall Tour Weekend: To enable more participants to take a leaf peeping tour in their Corvair's this year, we will have two fall tour drives this year. Saturday, September 22 to Victor and Cripple Creek. Sunday, September 23rd scheduled for Alma. RMC will be joining us for both days. Chris passed around sign up sheets for both drives so we don't leave anyone behind.
- Tri-State Update—Ed: Tri-State will be June 28-30, 2019 this year in Ouray, Colorado. Mark your calendars. More information to come.

NEW BUSINESS

- Newsletter: John and Kathy Green Have volunteered to take this on as co-editors. John will review content, Kathy will push the buttons.
- Officers for Club for 2019: Multiple board positions will be available in 2019. Please start considering being on an officer or on the board next year. We will be presenting nominations in November and elections in December. Think about who would be a good fit for the different positions and approach members about serving the club. Questions about job responsibilities ask any officer/board member/ bylaws.
- T-Shirts: At long last t-shirts are ready to order! The cost is \$25. Double XX and larger will be \$30. Shirts will be gray with the PPCC logo on the front left site. Options include Men's or Women's short sleeve or long sleeve T's, or pocketless polos. Tech team shirts also being ordered. Orders / payment must be submitted to Chris by October 1.
- SeeMore preservation committee—The Board has reviewed the needs of SeeMore and Board thought it a good idea to have a preservation committee and curator. Dave, Randy, and Ed volunteered to be on the committee, as did Doug and Ken. This committee will keep the Board informed on SeeMore's progress and expenses. As of now, we have \$70 in Clarks certificates for SeeMore. Rick, Allen, Ed, Jerry, Doug, Tony and Ray volunteered to be hands on members to do work on the car. Randy created a chart of these prioritized needs so far which was distributed during the meeting. Anyone interested in working on any of the items or scheduling SeeMore should contact a committee member.
- Tony noted that we need to have a space for SeeMore. He recommended we consider a fund raiser or donations for a closed trailer. Chris noted that the committee could investigate this and run it past the Board.
- Dave reminded the club that the goal for SeeMore is to get it to presentation museum quality, which will likely take several years.
- Ken brought up the idea of a 'flat rate' sponsorship of SeeMore, since the cost could differ from event to event. He suggested \$100 per event to cover registration and transportation costs. This will need to go through the committee to the Board.
- Chris called Ken and Steve forward to present sponsorship certificates as Steve sponsored SeeMore at the Castle Rock Cruise In and Ken sponsored SeeMore at the Centennial show.
- Tech session: Randy shared what he learned while working on spark plug wiring. He brought some visual aides to explain how he resolved issues with his car. He discovered that 'it doesn't take much' to have a problem you then need to troubleshoot. He noted there are library materials that helped as he was working and that there is a list of library materials available to members as needed.
- Ken shared his experiences judging Concourse cars at Nationals. Ken has judged at nationals for many years. He wrote an article for the October communicate about judging cars. He enjoyed looking at remarkable cars and meeting owners. He also shared information on how cars are judged, the main criteria for which is the cleanliness of the vehicles.

OPEN FORUM FOR THE GROUP

- Chris noted that she has PPCC patches for the club members to purchase.
- Ed passed our decals to new members, including our newest members, Michael and Amanda.
- Ed distributed business cards to those members who wanted them.
- Ed shared that Kody (young member up north) still needs parts, and shared that several members have already donated parts. Once he gets everything collected, Ed will put together a list of what is still needed.
- Ed shared a list of parts he has available.
- Mark King, club member, called Ed about a 66 Corsa at Hwy's 85 and 87 available for parts.

PPCC MEETING MINUTES - (cont.)

9/16/2018 King's Deer Golf Club, Monument, Colorado

- Mary Ellen will be making a bookcase quilt for the Tri-State raffle. She is asking for members to send pictures or items that would be applicable to the quilt, i.e., book titles for the spines of the books, or book covers she could include.
- Dave McGill has several cars for sale. Daniel is still trying to sell his car (\$1000).
- Beth is looking for a straight oil pan.
- Jerry is looking for a windshield for a '65. Dave shared there will probably be some available at the Great Plains Roundup.

Chris asked for a thumbs up / thumbs down on the new location. All present seemed to like the new meeting site so we will meet here again for our October 21 meeting.

*** 50/50 raffle*** John and Debbie Anderson won \$49

Meeting adjourned at 10:45.

My Trip from Santa Fe, NM to Gunnison, CO

By
Lube Lubert

I loaded up my 1963 Corvair 4 door sedan car for a trip to Gunnison, Colorado, on Thursday, August 16 at 7:33am. I went east on rte66 (highway 333) to highway 14 to Santa Fe, NM. I then took veterans highway 599, (trucker's route) to north highway 285. I stopped at the Chile Line Depot at Tres Piedras, NM for a hamburger and potatoe chips and a glass of water. I headed north on hwy 285 to Alamosa, Colorado, stop for gas at the ConocoPhillips in Alamosa, city. Then to Monte Vista, Co., hwy 285 north to highway 50 west. My car had a hard time going through Monarch mountain, 20 mph, someone behind me put their 4 way flashers on for me. I finally made it to the Econolodge at Gunnison, Colorado at 6pm and raining.

On Friday August 17, 2018 I went to the pioneer museum, I seen a lot of interesting model trains, clothes from the 1900's, cars and trucks in a large long building, so no pictures. My camera was full from years ago. I walked around for 2 hours and I went to the lodge. I met two guys from Woodland Park, Colorado, Bruce was driving a 1948 Chevy Stepside Truck and Carl drove a 1948 Chevy Stake Body Truck. Bruce's brother, Rick, drove a 1948 GMC Truck Stepside from Denver, Colorado to be in the show too.

The show started around 8am, Saturday morning bringing in the vehicles in parking spaces. At 8:30am it started to rain heavy, I jumped into my car. It rained and stopped 3 times that morning. After 12 noon, the sun came out, no more rain. I did not win at the show or the poker run, but had a nice time anyway.



On Sunday morning at 7:45am we headed to Crested Butte, Colorado for breakfast. I purchased a ticket when I registered back in July 25, 2018. I came back down the mountain and stopped at WalMart for some Chevron Delo 5w-40 synthetic oil for my Corvair engine. I went to Love's Gas Station for premium gas for my car. Then I headed back to the Econolodge and did some packing. After breakfast at the lodge, I packed up my car on Monday, August 20, with all my stuff. I headed out at 7:33am, east on hwy 50 and south on hwy 114. That was a nice ride that way. Made it home, ok.

A CORVAIR ENGINE THAT REALLY FLIES - 7/19/18
Meadow Lake Airport, Falcon, Colorado

By
Mary Ellen Feasel

As mentioned in an email from Chris Kimberly to the PPCC, our club members were invited, by Rick Holland, to the Experimental Aircraft association (EAA) Chapter 72 meeting, at Meadow Lakes Airport in Falcon, on July 19. Rick had met several members of the PPCC earlier this year at the Castle Rock Cruise In.

About 20-22 members of the EAA Chapter 72 were in attendance, including a member of the Tuskegee Airmen (the dates he was active I didn't catch). PPCC members present were the Feasel's, with SeeMore, and the Russert's. Until later in the meeting no one knew Wayne had a personal connection to the designer of the airplane used in this conversion.



Modified Corvair engine is still recognizable, even without all of the sheet metal shrouding.

We feasted on burgers, hotdogs, and brats. All the sides were there too. And let's not forget the desserts! Had great conversations with many of the members, many who had their own Corvair stories.



The main runway was several hundred feet from our location so we were able to watch through out the event, other planes taking off, with a couple practicing touch and go's. Rick had taxied his Pietenpol aircraft into place, right next to SeeMore. We had a great view of the engine.

He gave a history of the first airplanes that were powered by Model A engines. He explained how the conversion went on his plane, where he found parts for it, including places very familiar to us as Corvair owners. He showed us his own Clark's Corvair catalog.



SeeMore and Rick's Pietenpol on the tarmac!

He had the blueprints for the conversion, described some of the modifications he had to make and why.

The discussion was nearly over when Wayne stepped in, sharing his picture of a Pietenpol airplane with all blueprints included. He explained that he knew Bernard Pietenpol personally, to the amazement of the group. He referred to the man as "Uncle Bernie" and described some of his interactions with him.

At this point it was getting dark. So, we loaded up SeeMore, and said our goodbyes. And Rick taxied his plane back to its hanger.

If you'd like more info on the EEA, or Chapter 72 in particular, check out: <http://www.eaa72.org>

OLD COLORADO CITY CAR SHOW - 8/19/18
Colorado Springs, Colorado

Earlier in the summer, the Club had decided to hold the August business meeting in conjunction with the Old Colorado City Car Show, of which we were co-hosts.

So, on a very early summer morning (read that as leaving Castle Rock before the sun came up), a hearty group of Corvair folks headed south to Colorado Springs, to meet up with an equally excited group of Corvair folks in order to get our cars parked early and help out with parking duties.

This event is a continuation of the previous car show which was ran for 25 years by a group of local car enthusiasts, including the PPCC as co-hosts for the last several years. When the cost to benefit ratio no longer made sense (more money was going to show expenses than to the charity we were supporting), the show was disbanded.

Understanding how popular this show had become, it was soon revitalized by Ace Entertainment, a local family owned operation which puts on car shows, and other local car related events. With Ace now involved, we're expecting to enjoy this show for several more years.

After getting the cars all lined up and parked, we broke out for a nice breakfast, easily handled by the numerous restaurants in the area.



SeeMore secured a great spot, right on the corner in the direct flow of visitor traffic. Ken Schiffner and Tony Lawler had a great time chatting with folks about Corvairs while they oversaw the cutaway display.



(l-r) Peter Frantz's '64 convertible, Randy Karl's '68 Monza Coupe, John Green's '68 Monza Coupe, Mike Piper's '65 CORSA convertible, Kathy Green's '61 Lakewood Wagon. Great turnout at a great show!!
 (not pictured: Ken Schiffner's '64 convertible and Chris Kimberly's '64 convertible.

Around 9:30, President Chris Kimberly started the Club meeting, and we got a chance to meet our newest member at the time, Jerry Peevyhouse. Jerry was in the market for a Corvair, had heard about the group, and want in on the fun. Thanks for stopping by, and Welcome to the Club Jerry!!

After the meeting, we browsed the cars, did some judging, and waited for the awards. Surprisingly, none of the individual Corvair won awards, but the PPCC did take home a plaque in recognition of our support of the show as a Host Club. All in all, it was another great Corvair summer day!! See you all next year at this one!!



Ed Halpin brought out his '62 Monza Wagon to compete in the Project category. Not a winner on this day.

ST. JUDE'S CAR SHOW - 9/15/18

Englewood, Colorado

By
Mike Piper

On September 15th, Christine Kimberly and I (and our cars) attended the St. Jude's charity car show at Landmark Lincoln at 5000 South Broadway. This is an invitation only car show; Christine and I had received invitations at the Castle Rock car show a couple of months ago. Ultimately, SeeMore, the cutaway Corvair, was also invited.

I was told by one of the staff that this year the owner decided to open the event to cars other than Lincolns so there were a lot of really interesting cars including a Pierce Arrow, a Chord, a "boat tail" Auburn, lots of Cadillacs, Lincolns, a couple of Packards, hot rods and of course 2 1/2 Corvairs (and yes, Corvettes, Camaros and Mustangs).

Tony Lawler and Ken Schiffner brought SeeMore on the trailer, and once parked, they pre-sided over it and entertained the crowd. Christine couldn't get him to go get lunch. As we were trying to get it loaded to depart, kids were still looking at it and climbing into it. PPCC members Rick Beets and Kory & Gail Levin dropped by to say hello and check the cars out.

We had lots of conversations about the Corvairs, including those who had them in the family, drove them, had a friend or neighbor who had one, they did wild or foolish things in them, etc.

One interesting conversation I had was with the owner of a 750 HP supercharged hot rod who drove one that his grandfather owned. It sounded like it was a turbo charged Corsa. He was asking me if they were turbocharged or supercharged, and then got in his hotrod, complete with huge rear tires and "wheelie wheels."



Cutaway docent, Ken Schiffner, provides a Corvair tutorial for one of the visitors of the car show. SeeMore certainly gets a lot of attention at any show we take him to.

I get a kick out of having Christine's car next to mine and pointing out the dramatic style change between 1964 and 1965.

Christine was having a conversation with one of the eagle-eyed folks from the Lincoln dealership when he noticed a screw lying on the engine tin next to the left carburetor. It was one of the screws that holds the throttle linkage bracket to the top of the carburetor. When I went to install the screw, I discovered all three screws were loose allowing the bracket to slide around. I tightened them up and checked the other side.

Christine reported that he car worked much better on the way home. ☺



(r-l) Chris Kimberly's '64 Monza convertible, Mike Piper's '65 Corsa convertible, and SeeMore's good side



Every cool car club should have a big feather flag for their advertising!! Guess what? We do!!

ED & MIKE'S JUNKYARD ADVENTURE

Colorado Springs, Colorado

By
Mike Piper

During the PPCC meeting on September 16th, it was brought up there was a '65 Corvair Corsa in the U Pull & Pay recycling yard near Fountain, Colorado [Thank you PPCC member Mark King for the tip]. One Club member was looking for a windshield, and the wheels started turning in my head.

Several years ago, I had a friend call and tell me there was a LM Corvair in the LKQ recycling lot in Denver. I got a lot of stuff from that car but regretted not grabbing the side glass and window regulators, plus the front cross member. I got the entire drive train out of it, so that was a successful adventure, despite becoming so dehydrated things were turning white (mid-July on asphalt).

This time I'm not sure if I talked Ed Halpin into it or not, but we decided to see what we could do with this latest Corsa. It sounded like (to several of us) that it was a recent addition, so we had grand visions of the engine, Ed needed a transmission, Ed was prepared to help with the glass, and I was after the Corsa badge items, door, the side window bits, and a steering box.

What Ed discovered (he got there before I did) is that it had been in the yard for 34 days. It was indeed a Corsa, a 1965. The engine was gone but the trans-axle had the stand under it, so it was still in the car. The Corsa badge stuff was all gone, along with the Corsa dash, and the steering gear, although the speedometer was lying on the ground nearby.



The mast jacket turn signal housing was driven all the way to the floor and wedged under the pedal group, so I had to pry things apart to remove the pedals. The turn signal was destroyed, probably from trying to remove the steering shaft without removing the wire clip at the top of the steering shaft.

Ed and I still took away quite a few smaller parts, and I got particularly carried away. We got a few useful cores for Steve Goodman's shop. It was dis-

appointing to not get the engine and carburetors, along with the bell housing and clutch components.

The differential is a 3.55:1, but it has some surface rust on the pinion gear. Steve will eventually investigate if there are other useful internal parts. The differential nose was broken, but the release bearing was there, and the input shaft was in it.

We did a quick look at the transmission. We did not see rust on the gears, so after Steve investigates, Ed may still get his transmission.

I was the last person out of the yard, due to requiring several trips to get all of my loot to my vehicle. I spent 6 1/2 hours at it, often in the dirt and it was a hot day. Ed spent about as long but he was smart enough to get there earlier. I think Ed was able to recruit a couple folks to join the PPCC as well. I was the disembodied voice in the dirt from under the car.

I was surprised that the Wendy's on Wilcox in Castle Rock would serve me considering I looked like a homeless guy who just crawled out from under a boxcar.

I really don't need more stuff and Karen would agree, but I hate to see useable parts go to the crusher since much of this stuff is all that there is. If you see a car in a salvage yard, let us know. I enjoyed working with Ed and I think we're a solid team. I don't want to compete with Dwayne Hayes, our Club member with the salvage yard, but if we can keep some of this stuff in circulation, we can keep our cars going longer.



A junkyard, some tools, and the promise of hidden Corvair treasure is all it takes to put a big smile on your face!!
(l-r) Ed & Mike

PPCC FALL ASPEN TOUR #1 - 9/22/18
Victor & Cripple Creek, Colorado



For the past dozen years or so, the Pikes Peak Corvair Club has set on the September Events Calendar, and opportunity for folks to hop in their cars (doesn't have to be a Corvair), and enjoy a nice fall drive through the mountains, looking at the changing leaves.

Typically these are the golden Aspen leaves we're going to check at, but when the weather is fickle, and the leaves have either already turned and dropped, or they have yet to change, for whatever reason, we'll settle for Oak and Maple to give us the oranges and reds that light up the mountainside.

Well, Saturday, September 22nd did not disappoint as we made our drive from Colorado

Springs out to Victor for lunch, and then on to Cripple Creek for some shopping and sight seeing.

After meeting up at the King Soopers parking lot off of Uintah, we headed off with 9 Corvairs and 21 members, friends, and family, up Hwy 24W, through Woodland Park, and once in Divide, we turned on to RT 67 to head over into Victor.

The drive was leisurely, as it should be when you're just tooling around in a classic car. A little bit of traffic, here and there, was to be expected with lots of folks out and about, doing the same thing we were doing (hereto referred to as "lookiloos").



Waiting to get on the road!
(l-r) Charlie and Rick Beets, Gaber Cooper, Tony Lawler, John & Kathy Green, Diane Lawler, and Coda ☺
(The Anderson crew is in the background)



The Anderson Crew
(l-r) Shawn, Jamie, Jon, Erika, and Debbie

PPCC FALL ASPEN TOUR #1 (cont.)
9/22/18 - Victor & Cripple Creek, Colorado



Corvairs on the Road!!
(l-r) Kelina Halpin's red '60 Monza Coupe, Ed & Cheryl Halpin's silver '67 Sport Sedan, Tony & Diane Lawler's yellow '64 Spyder Coupe, Rick Beet's white '63 Spyder convertible, John & Kathy Green's red '68 Monza Coupe, John & Debbie Anderson's red '66 convertible, along side of their yellow '65 Coupe, John Neal's gold '64 Spyder convertible, and Chris Kimberly's baby blue '64 Monza convertible.

At some points, it was like you were running through a gold gauntlet, with the lights turned up, as the trees formed an archway over the road. Truly spectacular!!

To ensure we got lots of color heading into Victor, we broke off of from RT 67 and took 81 through Hoosier Pass, and on up through Goldfield, as we came in the backway to town of Victor.

As we pulled into town, PPCC members John & Debbie Dinsdale were there to greet us. They had taken a more northern route down to Victor, and were driving their '66 Monza Sport Sedan. So, for lunch, that put us at a very respectable 10 Corvairs and 23 folks for lunch.

Lunch was at The Side Door Restaurant and Lounge. We had coordinated the visit, well in

advance, but as it turned out, they were short on kitchen and wait staff, so it took a little (a lot) longer to get our eats than we had expected. Just a bad day for staffing. Regardless of the wait, the food was excellent, and the manager was very apologetic.

After the meal was done, Some folks then headed to Cripple Creek for ice cream and sightseeing, while others headed home, with good memories of another great Corvair day!!

A big thank you to Wayne Russert and Chris Kimberly for setting up this event. Everyone seemed to have a great time, and we had zero mechanical issues on any of the cars.



Rick Beet's car, all alone in the parking lot, waiting for its Corvair buddies to show up and take a drive!



Debbie & John Dinsdale in their red '66 Sport Sedan met up with the group in Victor to have lunch and catch up with friends.

**PPCC FALL ASPEN TOUR #2 - 9/23/18
Alma, Colorado**



**We liked it so much on Saturday,
we did it again on Sunday!!**

For our second run of the weekend, we started out at our favorite morning BBQ joint, Rudy's off of 24W. When I told my grandson, Gabe, that we would be starting from Rudy's, he got real excited. Gabe was on last year's drive, and remembered how good the breakfast burritos were, so, he was sold, and ready to hit the road.

From Rudy's Chris Kimberly led the way to Alma, taking a new route that none of us had been on before. It looked good on the map, with all paved roads, so it was worth a shot.

Up 24W, through Woodland Park, Divide, and out to the Lake George area. Shortly after passing the Eleven Mile Canyon Park, we turned right on Rt 77, and headed up towards the little town of Jefferson.

The drive up past Tarryall Reservoir was really quite majestic. Towering mountains, vast expanses of prairie, it really was a beautiful example of what Colorado has to offer.

And, with only the occasional other car on the road, we didn't have to race like we were in a hurry, but instead, we just enjoyed the views.

Now, since we were at an elevation of about 8700ft, the leaves had not fully changed out, but we did see some pretty patches of golds, browns, and reds as we made our way north on 77.

As we pulled into the town of Jefferson, where the road intersected with 285W, the entire landscape changed. Lots and lots of traffic! It seems we were not the only lookieloos out on the road that day.

So, we carefully made our way on to the highway, and within 15 minutes we arrived at our destination, the town of Alma.



During our mid-point pit stop, Dave & Mary Ellen Feasel got a chance to catch up and chat with Randy Karl and Ray Schick. That's Ray's white '64 Sedan on the right..



Our southern route took us out past Tarryall Reservoir near Sugarloaf Mountain

PPCC FALL ASPEN TOUR #2 (cont.)
9/23/18 - Alma, Colorado

Some prior communication with the restaurant by Chris Kimberly and Steve Goodman ensured that they were ready for all of us as we arrived.

Using a special abbreviated menus, the restaurant made sure that lunch came quick. The food was tasty, the conversation was great, and everyone appeared to be having a great time.

Total count in the parking lot for this drive was eleven Corvairs, one of which was Ernie & Barb Pyles, one owner '65 Sport Sedan. It was cool to hear that they bought it new in '64, and have been driving it ever since.

For lunch, there were a combined 28 members & family from both Clubs. Breaking all that down further, for those of you who like that kind of stuff, 4 Corvairs and 13 folks took the southern route into Alma, while 7 Corvairs and 15 folks braved the heavy traffic on 285 from the north.

A great event, as always! A big thank you to the leadership of the PPCC Club for putting this event together, and to all of the members of the RMC who came out and enjoyed the afternoon with use. Another great Corvair day!



Out on the road in front of the Saloon were (l-r) Ed Halpins '67 Sport Sedan, Larry Yoders '65 Corsa Coupe, and Kellina Halpin's '60 Monza Coupe



Tucked back in the rear of the Saloon parking lot, are (l-r) Jon Whiteley's white '66 Corsa Coupe, Steve Goodman's red '68 Monza Coupe, and Dale Nielsen's red '65 Coupe



Gabe Cooper (foreground) studies the menu, while behind him, Club members Dusty & Chris Dodge catch up with Ken Schiffner. Further in the distance, you can see Steve Goodman chatting with all of the folks from both Clubs.



In the Saloon parking lot, are (l-r) Ernie & Barb Pyles '65 Sport Sedan, Dusty & Chris Dodge's '65 Coupe, Ken Schiffner's yellow '64 Convertible, Chris Kimberly's baby blue '64 Convertible, and Ray Schick's white '64 Sedan

TECH TIP: CORVAIR HEATER MAINTENANCE

By Steve Goodman
Contributing Editor

In this month's Tech Tip, Master Mechanic Steve Goodman dispels the many myths surrounding the various Corvair heater systems.

Take this info to heart, as we're expecting every member of the PPCC to drive their Corvair to Estes Park on New Year's Day morning to attend the annual morning brunch event. Just sayin' ☺



Comments reach me more often these days that one of the reasons there are fewer Corvairs at winter events, such as the NEW YEARS DAY drive to Estes Park is the heater system.

For the last several years, the roads have been good/clear and clean, but temps in the 20s seem to make many take a brand X, because of better heat. When I hear the talk about poor heaters, I think to myself, "Gee, I didn't even have the blower motor running while driving into the mountains this year, plus no jacket while in the car. Why is my heater good and many aren't?"

Looking back to the 60s-70s, when most used their Corvair as daily transportation, and in lots of cases the wives owned one also, and both were driven summer/winter, as everyday work transportation, and, while yes, heater/defroster was on the top of the list of keeping in good working order, the cars were warm in the winter and not even the ladies complained about them.

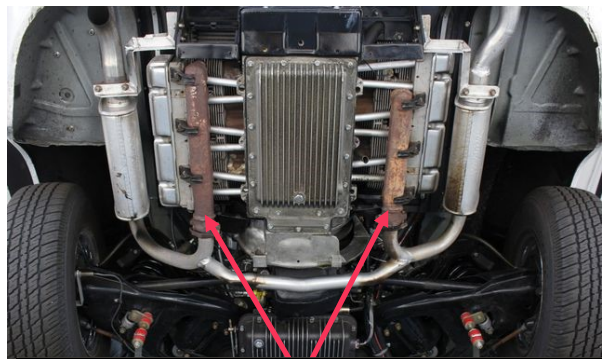


Corvairs Aplenty on New Years Day!!
Georgetown, CO - January 1st, 1976

In my case, Ruth drove only a Corvair to work every day from the mid-60s until she retired. You had better know that if the heater/defroster wasn't working, I heard about it instantly. Also I used my Spyder coupe every day, and it sat in front of the house every night, never in a warm garage.

In those days too, the events such as the NEW YEARS DAY drive had a parking lot filled with Corvairs, and the snow was piled up from clearing the parking lots. I have pictures of every year to show it. Everyone drove their Corvairs and stayed warm!

So let's look at the Corvair heater system and see what makes it work well and the minimal effort and expense it takes to keep it that way:



Exhaust manifolds which generate the heat for your comfort.

First, we all know the heat from the exhaust manifold logs, plus air passing through the heads, is what makes the air hot. In order to take full advantage of the hot air, every piece of the cooling tin must be in place and fitting correctly.

Included of course is the bottom tin that captures the heat around the manifolds, and to ensure all heat stays inside the engine the seal strips between the tin and engine/case are necessary. (a side tip is ensure the collars around the ends of the manifold logs are in place, these keep moisture from hitting the log and turning to steam which travels into the defroster system and fogs the glass).

TECH TIP: HEATER MAINTENANCE (cont.)

The next vital piece is the thermostats. Same as a water-cooled engine, the thermostats control warmup time. In the case of the Corvair, keeping the doors closed in the winter is essential to keep heat inside the engine and to be pulled forward by the heater motor, and then pushed into the passenger cabin. Having the thermostats adjusted correctly is paramount, and remember the driver side will always open first due to path of the air from the cooling fan, as well as heat from the oil cooler.

When it is cold outside the doors open very little unless hard highway miles heat up the engine. Even if the doors do open a bit, the majority of hot air is still being pulled into the cabin of the car. Opening a wing (vent) window or simply lowering a side glass a bit is helpful too. It relieves the pressure being built up inside the car, with the heat being forced into the car and actually helps pull warm air from the engine into the car.

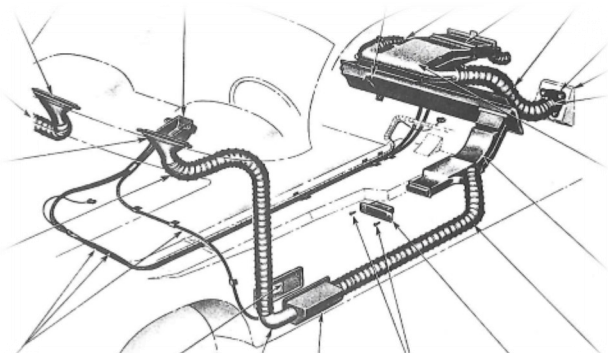
The heat is transferred from the engine to the heater box/heater motor by 4" diameter hoses. The diameter is common with rubber defroster hose, and some is offered in metal too. Since the hoses are in the open (even though under the rear of the car) using hose that is insulated, or at least a thicker wall will allow the heat to remain at high temps while traveling that short 3-4 foot length to the blower motor.

Using home dryer duct is a poor choice, due to a lack of heat resistance due to the higher operating temps of the engine, and metal hose will allow heat to transfer to the outer surface by the cold air outside, and lower temps will reach the blower motor. Also dryer duct hose has no resistance to oils and will dissolve if near most lubricants.

A side tip is to ensure that the insulating sleeve is present on the driver's side hose of early cars so the wire-wound hose cannot touch the battery connection on the solenoid, AND, on late models, use the two hangers to keep the hose from rubbing against the axle on the passenger side and just hanging down and rubbing on the driver side axle.

The next part is the blower motor. The typical replacement for many years has been a higher output/higher rpm motor from late 60s to mid 70s GM products, such as Cadillac or Buick with air conditioning. There are wiring diagrams available to place a relay into the high speed wire, to ensure a full 12 volts is available to the motor, but many times it is difficult to hear any difference in speed or feel more air after, compared to before the relay installation.

From the blower motor, heat in early model cars follow two hoses along the rocker panels to the front heat/defroster valves. Insulation is minimal along the rockers too. There is a hose inside the hollow rocker and nothing else. Feel the rockers near the sill plates if you have had your heater running for a while in your 61-64, it will be pretty warm.



'61-'64 Direct Air Heater System (driver side illustrated)

Late model cars got improved ducting, a path down the middle of the tunnel that is insulated itself, and all the way to the defroster 'Y' under the dash. Needless to say, the late cars have a better way of keeping hot air flowing, but earlier cars can be helped (see tips below).

Another issue can be the misadjustment of the cables, or poor moving cables, but usually I don't see many adjustment problems.

Of course the cables need to move easily from closed to fully open. An unobstructed path for the hot air is needed too. Anything blocking the ducting will slow the heated air and make it difficult to get the hot air into the car.

TECH TIP: HEATER MAINTENANCE (cont.)

Generally a car that is used often doesn't have problems, BUT, a car that has been sitting in a barn/field for years is guaranteed to be full of mouse apartments. Not only is air blocked but it may be unhealthy to even breathe the droppings. The ducting must be blown out before use (by someone other than me)!!



Georgetown, CO - January 1st, 1982

NOW FOR THE SIDE TIPS FOR EARLIES & FORWARD CONTROLS

On the early cars: You can direct all hot air forward instead of having some at the rear seat floor by making an air dam that slips inside the Y duct under the rear seat. Also I have used marine Bilge blower motors under the seat to push the air forward with greater force.

On Forward Controls (Rampsides & Vans): The auxiliary blower goes in the ducting, near the front of the cab.

If the above are all in good condition then you should have ample heat/defrost inside the car. BUT, there are still some items to consider, mostly due to age of the car, OR, poor maintenance.

First is air leaks. Nothing is worse than driving in darn cold temps and having a draft on your ankle or knee. The fresh air ducts in the kick panels have a rubber flapper seal to keep air shut out, but as with everything else on these old cars, the rubber fails, and air finds its way into the cabin. Needless to say, replacing the seals fixes the problem.

Even the hole in the toe board for the speedo cable will leak an amazing amount of cold air; replace the grommet and the hole is sealed.

Lastly if the rubber door strips and roof rail strips on lates are poor, there is the ability to have cold air sneak in. Sometimes the air leak isn't as bad as the noise created by the whistle effect too. Next is smells, probably the most complained about issue with any air cooled car. Remember that old VW bugs and 356/901 Porsche all used heat from the engine.

All smell, you can't get away from it because the hot metal itself will give off an odor. Add to that the fact that keeping the engine spotlessly clean is virtually an impossibility, because of the parts that aren't easily reached to clean. One small drop of oil will make a smell and in fact a single drop of oil will instantly burn off of the hot metal and smell worse than if the entire engine was leaking.

Plus, the PCV system cannot be sealed perfectly, the O-ring on the tube is a slip fit into the vent tube. The gasket under the oil filler cap will still allow a tiny bit of fumes to escape, and even some blow-by from the fuel pump vent. Plus, if the wind is blowing just right, it can push the exhaust from the muffler back into the bottom of the engine and mix with hot air going into the heater. GM tried to fix that problem by pointing the muffler tips outward toward the sides of the car.



Georgetown, CO - January 1st, 1982

TECH TIP: HEATER MAINTENANCE (cont.)

The other more typical exhaust smell is from the packings from the tubes to manifolds leaking. I don't see this often but it can happen. You cannot smell the carbon monoxide, but there is still an exhaust odor present if leaking.

Last is warmup of a cold engine. Since the heat is taken from the warm engine, the exhaust logs in particular take a couple of minutes to start radiating some heat after a cold start. The rest of the ducting system is cold too, so it takes another couple of minutes to warm up the hoses etc.

I find that by the time snow/ice is cleared from the car and glass, the heater is blowing warm air. A few blocks down the street in 1st/2nd gear help push hot air into the passenger cabin too. Using low in PG cars works the same. Vehicle speed is low on residential streets anyway.

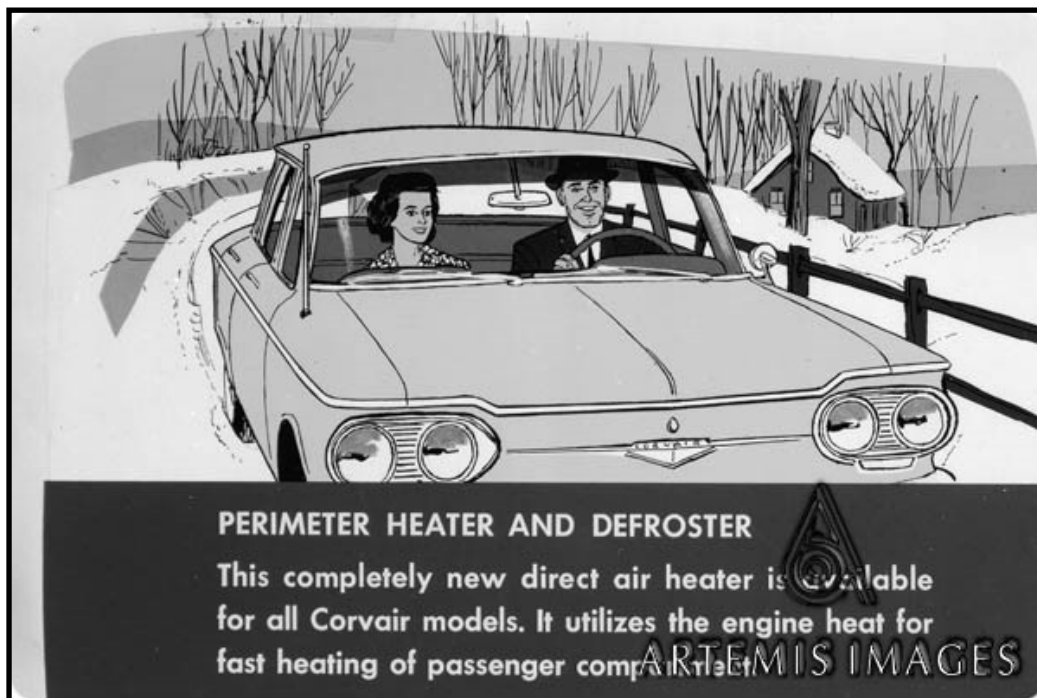
A by-product of an air-cooled engine is that when it is shut off on cold days, the engine metal starts cooling immediately. Come out in an hour from a restaurant and the blower is pushing cold air. Warm up is faster, but you still get to wait that couple of minutes before real heat begins.

That about does it. All of the above was attended to and accepted by Corvair owner/drivers around here for years, and it still works the same. I know, because unless snow is so deep that I need a four-wheel-drive, I still drive my Corvair every day. My driver car sits outside, not in a garage or carport. I have done nothing special to it, other than the above.

Getting back to the 'good old days', I had one late coupe with four studded snow tires mounted. Ruth drove it whenever the roads were bad. The tires were taller and thus greater ground clearance and she could steer and brake as if the car was on dry roads. The car sat outside, and she willingly drove it to her office either downtown, or later to the tech center. We used it on winter drives into the mountains and even Ruth would ask me to turn the blower down, or off.

Bottom Line: You can stay warm in your Corvair!

Steve Goodman is owner of Rear Engine Specialists in Golden, Colorado



PERIMETER HEATER AND DEFROSTER
This completely new direct air heater is available for all Corvair models. It utilizes the engine heat for fast heating of passenger compartment.

ARTEMIS IMAGES

* Above picture courtesy of Rick Beets



PPCC Christmas Party - December 8th, 2018 @ 1pm



Annual PPCC Christmas Party!!



**Saturday, December 8th,
1:00 pm at Biaggi's Restaurant,
1805 Briargate Pkwy, 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 \$15 range, with the gender noted on the tag (Guy/Gal/Neither/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.





TOYS FOR TOTS!! - PPCC Community Support Project

As part of our holiday festivities this year, the PPCC will once again be sponsoring a ‘Toys for Tots’ collection box, which will be set up inside of Biaggi’s Restaurant on December 8th. Club member Pat Carty, has been deeply involved with this annual charity drive for years, and provides the below info for us to better understand the local impacts of the awesome and worthwhile program.

“Our Toys for Tots team has been out at various locations, throughout Colorado Springs, on a daily basis, working late each day to solicit and collect toys for our less fortunate children. I look forward to seeing you all at the upcoming party on the 8th. Thank you, and the Club for wanting to participate.” **Pat Carty**

U.S. Marine Corps Reserve Toys for Tots Program

MISSION: The mission of the U. S. Marine Corps Reserve Toys for Tots Program is to collect new, unwrapped toys during October, November, and December each year, and distribute those toys as Christmas gifts to less fortunate children in the community in which the campaign is conducted.

GOAL: The primary goal of Toys for Tots is to deliver, through a new toy at Christmas, a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive, patriotic citizens.

OBJECTIVES: The objectives of Toys for Tots are to help less fortunate children throughout the United States experience the joy of Christmas; to play an active role in the development of one of our nation’s most valuable resources – our children; to unite all members of local communities in a common cause for three months each year during the annual toy collection and distribution campaign; and to contribute to better communities in the future.

**** Last Year we delivered toys to almost 20,000 children in a 5 county area of Southern Colorado, including El Paso County.**





2018 PPCC Activities Calendar

All planned events will be noted on the Club's interactive calendar, located on our website @ <http://www.corvair.org/chapters/chapter809/calendar/calendar.htm>

 **Sunday, October 21st, 9:30am: "PPCC Meeting"**, King's Deer Golf Club, 19255 Royal Troon Drive, Monument, CO

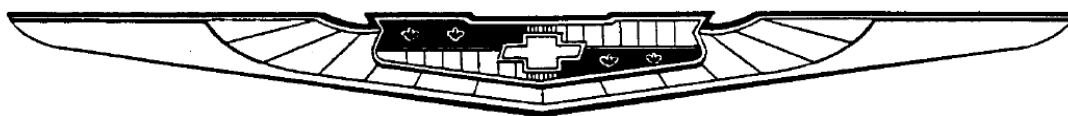
 **Sunday, November 18th, 9:30am: "PPCC Meeting"**, King's Deer Golf Club, 19255 Royal Troon Drive, Monument, CO

 **Saturday, December 8th @ 1:00pm: "PPCC Meeting and Christmas Party"**, Biaggi's Restaurant, 1805 Briargate Pkwy, Colorado Springs, CO. Put it on your calendars and plan those other holidays events around it. Great Fun every year!!

 **Tuesday, January 1st @ 11:00 am: "New Years Day Brunch in Estes Park, CO"**, This is a long standing yearly event that a lot of our newer members may not know about. Starting back in 1912, members of the Denver Corvair Club, known at the time as the "Rocky Mountainmen Corsa" (RMC), hitched up oxen to their Lakewood and Monza wagons on New Years Day, and gathered at The Other Side Restaurant in Estes Park, to meet up with other like-minded trailblazers to enjoy a brunch buffet like none other in the young state of Colorado. Years passed, and it was in the year 1927 when a would be traveler from the Pikes Peak Corvair Club, named Zebulon Glusick, happened upon this gathering, and marveled at how well these mountainmen of various Corvair backgrounds got along together to enjoy a special day of merriment, great food, and the occasional glass of wine (not included in your buffet price). Seeking out the RMC's big cheese, head honcho, numero uno, top dog, grand poobah, Zebulon sought to understand, how this could be, as many other factions within the group known as the Corvair Original Rebels Seeking Autonomy (CORSA) just never seemed to get along. It was then Zebulon realized that the grand organizer of this yearly event was the Treasurer of the group, the keeper of the key (to the money box), the all knowing, all seeing Theodore "Teddy" Dinsdale, which made sense, since everybody listens to the guy who controls the money. After breaking bread together, it was declared, from that day forward, that members of the Pikes Peak Corvair Club were welcomed, with open arms, to partake in this culinary fest and celebration of the new year. To all, heed this warning; it is said that he/she who declines the invitation to attend this event (and duly drive their Corvair, because Corvairs do have heaters that work pretty well in the winter, when properly maintained) shall be scorned and ridiculed by small children in the town square, and shall have bits of bacon thrown at them, just for good measure. So, when you see the announcement of this event in the next month, be sure to secure your spot at the table, and bring along your family and friends. More to follow once Sir Dinsdale of the RMC secures the final pricing from the eatery.


[Yes, the Editor got a little carried away, but heck, it's my last edition ☺]


 *denotes events where Corvairs have had a significant presence.*



2018 PPCC Activities Calendar (cont.)

Recurring Local Events:

 **First Saturdays of the Month thru October 6th, 8am-1pm: “First Saturday Car Show”, Colorado Springs, CO.** This local show is always set for the first Saturday of each month at First and Main Town Center, Colorado Springs, CO. It is hosted by various local car clubs, in the style of a Cars & Coffee event. This is a fun, and growing event, so check it out throughout the summer, and definitely plan on bringing your Corvair out to at least one of the shows!

 **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 @ <https://littletoncruise.weebly.com/>

“Junk Yard Etiquette” - A Good Reminder For All of Us

For many of us who have been around the car hobby for years, going to a junk/salvage yard is rarely a chore, but always an adventure. It’s always fun to look over the cars, imagine their story, and leave knowing that a little piece of automotive history is still managing to fend off the crusher, even if it’s just one more day.

Now, if you’ve ever gone camping, there’s an old adage; “Pack it In, Pack it Out”. When it comes to Salvage Yard shopping, you could apply a similar adage, “Leave It As You Found It”, to the degree that you can while you’re wrenching on cars to pick your parts.

Earlier this summer, I was down visiting with Club member Dwayne Hayes, at his vast salvage yard operation in Peyton, and in chatting about cars, scrap iron and such, he had mentioned that along the rows of Corvairs, some of the trunk and engine lids had been left in the open/up position.

In some places, that might not be a big deal. However, on the great plains of Peyton, Dwayne can get winds of up to 20mph, with gusts reaching 30mph on a hot summer day, and when that happens, those deck lids turn into sails, all at the mercy of the winds.

The result are bent hoods, broken windshields, a loss of revenue for the owner, and a loss of parts which we will all need in the future.

So, the next time you’re out at the local salvage yard, Dwayne’s or otherwise (but especially Dwayne’s), please close the deck lids when you’re done, and if they don’t close with the latch, please place a tire on top of the hood, to keep it from sailing away.

Remember, “Leave It As You Found It”, as much as you can, so it’s there for others to pick from as well. Thanks

For Sale or Needed

Hi Gang, I have a gas heater setup that came out of a ‘61 Lakewood. It is 98% complete, only missing a little wire in the under dash wiring harness, and the fuel pressure regulator. Included is the very hard to find exhaust pipes and cab heater controls.

It will fit all ‘60 to ‘64 cars. Will not fit forward controls. \$400 firm. Contact Dave Feasel at Corvaird2@gmail.com



Our 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 Fax (303) 806-9985
 3775 So. Kalamath St. 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
 ASE ACDelco ASE
 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!



Dave's Auto Glass
 Mobile Service
 Dave LaMontagne
 Owner
 303.995.0986
 Insurance Accepted
 •Replace •Repair •Remove

A good source for American made late model windshields, installed at your house, by a guy who does classic car glass replacement all the time. Locally owned and operated!!



TAINT 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 3rd 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 halpin.corvair@comcast.net , or snail 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 1st of the month to be published.

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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 P.O. BOX 15034, Colorado Springs, CO 80935.

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