

The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, September 20 at 10:00 via Zoom.

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Official Newsletter of the



Founded in 1977



In this issue:		On The Cover: <i>The August Meeting of PPCC was held at the Pike’s Peak Trolley Museum. Seven cars, a Rampside and 14 members all came and enjoyed the history shared by Wayne and Bonnie Russert, who arranged the meeting and private tour for club members.</i>
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PRESIDENT’S RAMBLINGS By Mike Piper
PPCC President

I’m happy to report this month that there has been a little quiver of Corvair activity for me recently. RMC had an outdoor socially distanced meeting in Rick Beets’ back yard so there was an opportunity to get the Car out for a bit of a drive and get the engine warm. Then PPCC had a socially distanced and masked meeting at the Pikes Peak Trolley Museum in Colorado Springs which was very interesting. Once again, an opportunity to get the car out and exercised. My brakes are finally breaking in after my “emergency” front brake job before Cripple Creek. One note, it was quite hot out and the northbound lanes on I-25 are really rough, so it reminded me of my trip home from Chicago on I-76 last year.



One other outing (a pair actually) I participated in were two drive-in movie nights at our office. The set-up was a company brings in a large LED display screen on a trailer towed by a tow truck. There are a pair of speakers on the screen and they have a low power FM broadcast so you can hear the soundtrack without hanging a heavy speaker from the edge of your tempered glass windows. The parking was alternate spac-

es, so the cars were at least 6’ apart. Friday night was “Top Gun”, Saturday night was “Trolls World Tour” for the kids. I have to say that I could not follow “Trolls World Tour” for beans. I drove the red ’65 Corvair convertible and it has a functioning FM capable radio. I thought it would have been interesting to have the stock AM radio with a Kraco FM converter, but you can’t have everything. I was one of two drive-in period correct cars of about 70 cars. The other was a 1972 Buick convertible, also red. We watched with the top down and the weather was excellent both nights. I received many positive comments both nights. I had to park very selectively the second night because of all the family SUVs were too tall to see around.

A final observation to wrap this up is that the last two times I watched movies at an actual drive-in were at



PRESIDENT, cont.

By Mike Piper
PPCC President

the Lakeshore, which was pretty much a dive for those who were around then. The next to last time I went with my two friends in the '66 Corvair sedan. They were pretty much idiots. The last time was with my brother and his two friends which were great guys, in the same car. That was a horror movie triple feature which my brother still commented after 42 years "was terrible." It is fitting that the next two times I watched movies at a "drive in" was in a Corvair with great people and non-horrible movies.

I hope the rest of you are finding ways to enjoy the summer and your cars, despite social distancing and social events being pretty much all cancelled. At the moment our plan is to have a Zoom general meeting followed by our socially distanced fall drive the following weekend. Look for a Zoom invitation from me via the PPCC listserv and details on the fall drive in this edition of the Dripline.

Until next time stay safe and healthy and happy driving.

Mike

V.P. MESSAGE: DATELINE CRIPPLE CREEK

By Ken Schifftner
PPCC Vice President

There is an old maxim that if you write something, you should know your audience.

The "report" below from Cripple Creek was written assuming, not knowing, that the reader might know who Edward R Murrow was. Or, indeed, know that in WW II reports were primarily delivered by spoken and written word. Reporters such as "Murrow" had the ability to paint pictures with words. The audience was people (fathers, mothers, loved ones) who glued themselves at scheduled broadcast times to their radio sets to hear and visualize the pictures painted by reporters like Murrow. The communication effort was critical to the winning of the war.



I have recordings of some of Murrow's broadcasts. "THIS is London" was the opening line often heard through whine and chatter imparted by the transatlantic cable or by radio interference. Younger Corvair owners might not know of Murrow. But he reported on a war, a different war versus our COVID-19 "battle" but there are lessons that transcends both. Thus, the homage report from Cripple Creek.

In the blitzed London, Murrow reported from London rooftops. He described scenes of the citizens dutifully moving to the Underground upon hearing air raid sirens. Of the seeing just the glow of cigarettes, not people, through the intense blacked-out darkness. He described the defensive actions of the antiaircraft batteries and the bravery of RAF pilots. Of the national leadership providing inspira-



Upcoming Meeting Locations
Sunday, September 20, 10:00 a.m.: Meeting will be held via Zoom
Sunday, October 18, PPCC Club Meeting: Time and location TBD.
Sunday, November 15, PPCC Club Meeting: Time and location TBD.

DATELINE CRIPPLE CREEK, cont.

By Ken Schiffner
PPCC Vice President

tion, direction and encouragement. The efforts of the fire fighters and first responders who had terrible jobs regarding the dead after the repeated bombings. Night after night. Day after day.

To win that war, the Brits had to make sacrifices. They did. They won. They temporarily sacrificed some freedom and endured hardships to secure their future freedom.

Murrow's reports and those of others recorded the events. Murrow knew his audience. He knew they would win if they banded together and supported those front-line people fighting the battles and who were making sacrifices. His job was simply to report it. His audience was those listeners who gathered around the radios and in whose minds pictures, inspirational or simply factual, were created by Murrow's broadcasts. That, in this "reporter's opinion, is how "wars" are won.

Dateline Cripple Creek, Colorado. July 25, 2020*

(Imagine radio static, hum, and background noise)

"THIS is CBS in New York...take it away Cripple Creek". (More static, hum, and radio whine).

THIS is CRIPPLE CREEK

We have been at "war" for months now. For some, the need to get out of the "underground", cease sheltering in place, and grabbing a breath some fresh air became overwhelming. Some decided to take action.

Given stringent restrictions as a result of the COVID-19 pandemic, the ability of car clubs to plan and participate in car shows can be daunting. Not so, however, for the Pikes Peak Corvair and Rocky Mountain Corvair clubs here in Cripple Creek.

A gathering of Chevrolet Corvairs was on display today for the enjoyment of locals and visitors in the parking lot of the Cripple Creek District Museum. Set in the midst of the war against the novel virus, precautions were taken by the museum and host hotel, the Double Eagle Hotel and Casino, to minimize the risk of exposure. Just days earlier, the governor of Colorado had imposed additional measures on all activities both indoor and outdoor. Precautions such as social distancing, the universal wearing of masks, and adequate hand sanitizer use were imposed.

The successful event was planned by Chris Kimberly for PPCC. The Museum donated for SeeMore to attend.

I can see from this vantage point that the vehicles were spaced widely apart since only about half the "normal" number of car show participants were allowed. Visitors were instructed to refrain from touching the variety of Corvairs that were on display. SeeMore, the popular cut-away late model Corvair, was in attendance. Normally an attraction for children, sitting in SeeMore for photo ops was not permitted.

Earlier, during the 8:00 AM set-up time, the first wave of Corvairs arrived. Off in the distance (the Double Eagle was a block away) one could hear the distinctive sound of air cooled flat six engines as the vehicles took their positions. Persons familiar with classic Chevrolet Corvairs

DATELINE CRIPPLE CREEK, cont.

By Ken Schifftner
PPCC Vice President

know this sound. Every now and then the more muffled and smooth exhaust note of a turbo-charged Spyder version could be heard. This reporter was even treated to the sight of a rare Rampside and Greenbrier “truck” version. I can See it Now, a dozen Corvairs on display, no wait, there are over twenty!

The sky was threatening causing people to glance upward every now and then. Droplets fell followed by a good drenching. But then, nearly as soon as it started, the shower passed. The enjoyment continued.

Though these are not normal times, this reporter observed that the attendees were observing the guidelines. Unseen but imagined, were smiles concealed under those masks. The “eyes” had it.

How long will this “war” last? Some say months, others say maybe even years. But as these car clubs have shown, in the quest to gather and enjoy a common interest while sharing that interest with others, they will never give up. They will not be defeated.

Good night and.....good luck*.

Now back to CBS in New York.....

Ken Schifftner

“Homage to reporter Edward R Murrow’s “THIS is London” WW II radio broadcasts. Different “war” at a very different time.



WELLSPRING CAR SHOW

Submitted By
Kathy Green

John and I were privileged to share our cars with enthusiasts at a fund raiser for Wellspring Community, an organization that provides a work, enrichment and educational community where adults with special needs are empowered to live full, productive and satisfying lives in a God-centered and nurturing environment. There were probably about 200 cars, approximately 75% of which were newer muscle cars, Corvettes, Challengers, Chargers, Mustangs, etc. Given that ratio, the classic Corvairs were a big hit!!



John and Kathy Green’s ‘61 Lakewood and ‘68 Monza Coupe at the Wellspring fund raiser.

MEETING MINUTES- August 23, 2020
Pike’s Peak Trolley Museum, Colorado Springs, CO

Submitted By
Mary Ellen Feasel, PPCC Secretary

Called to order at 10:15a.m. at Pikes Peak Trolley Museum, courtesy of Wayne and Bonnie Russert. Fourteen members present.

Tony Lawler sold 50/50 raffle tickets.

Minutes of last months (July) meeting approved.

Treasurers report: Available to all members—Contact Randy Karl for a copy.

Mail: No mail since the board meeting.

Cripple Creek car show was a big success. Thank you to Chris for getting the word out. Chris said the Museum did a lot of the work for the event. Public attendance was good, steady traffic. CDC guidelines were followed. 20-1/2 cars participated as well as a Chevy pickup. Sponsor award went to Ken Schiffner, Peoples Choice was won by Jim Steinborn of RMC.

Membership-deadline has passed for members who have not renewed membership to renew. With that said an updated roster will be sent to the membership. Some spectators at Cripple Creek showed an interest in joining, but only a couple have mailed in application and dues. Tony thanked Randy for keeping up with roster info., due to Tony’s busy work schedule.

SeeMore and the trailer are back at the Feasel’s. Steve Goodman gave Ken a decal for the trailer. Rick and Charlie did some safety maintenance and updates to the trailer.

On to future events....Saturday, August 22 10 am-2 pm, Car show at Castle Rock Outlet Mall, to benefit The Wellspring Community, an organization that helps with jobs for developed disabled adults. The flyer is on PPCC Facebook if you need more info.

Also the Rock and Rumble is coming up at PPIR. Tony will be there. Date and information is in the Dripline.

Had discussion about the Christmas Party and whether to have it or not due to the COVID situation and guidelines. Yes, it’s a ways out there but we don’t know how it will all play out. Some voiced concerns that they are not yet comfortable being around large groups of people in close quarters. We don’t know what the future holds. The board will continue to ponder the event, and have a decision by end of September. That would be plenty of time to cancel the Biaggi’s reservation if necessary.

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MEETING MINUTES- August 23, 2020
Pike's Peak Trolley Museum, Colorado Springs, CO

Submitted By
Mary Ellen Feasel, PPCC Secretary

It has been tradition that the Christmas party is a mini December meeting and Board elections are held. If there is no party a Plan B is being drafted. Club members are encouraged to get their nominations for next years Board members to Mike Piper.

Fall drive on Saturday, September 26 was discussed. Some destinations were considered. Chris will continue the search for a destination and a park for a picnic.

After discussion it was decided that the September meeting on Sept. 20 will be a zoom meeting.

More club business.....Randy wants to build a page on the website for club business material that can be accessed by Board members with password protection. This way all club related information will be available to board members, not just in the hands of one person.

On to Tech session...Jerry has his car running. Still needs to get his carbs better adjusted.

Tony will be getting his Rampside painted in the near future.

Discussed the '62 wagon for sale that Garrie Fox sent out to the group.

Also Steve Goodman has seen a LM in a junk yard in Denver that "someone needs to rescue."

Mike laid out the progress on his car as did Randy.

50/50 raffle drawn. \$52 pot. Doug Vinton won and donated his half to See More.

Adjourned 11:05 a.m.



TECH TIP: BEING ONE WITH YOUR CARSubmitted by
Steve Goodman

This month isn't as much a 'tech tip' as it is a 'being one with your car' (plus probably using common sense comes into play here too).

Late June or early July, John and Kathy and probably Coda jumped into their Lakewood for a meaningful drive. Not far from their house the engine developed a miss and John turned around and headed home for another car. However, magically the engine started running nicely again, so they turned around and headed for the open road. As they got close to the highway, the miss returned. John again turned around and headed home. Again, the engine smoothed out BUT this time John (maybe with some help from Kathy) chose to continue home and park the wagon. It was still running well when they put it in the garage. A few days later, they warmed up the Lakewood (for a long time), and tried again. Again, the engine lost power, but on turning back for home, it smoothed out again. John called me and we visited about the problem.

When the flatbed brought the car to me it ran perfect. I looked at points and plugs plus cap and rotor first and all was fine. I did comp test and all 6 were good numbers and little variation between all six. I checked coil voltage and plug wire resistance and those were good, nothing left but go drive the car.

I drove it slowly as they were doing because I wanted to attempt to duplicate the conditions. Two blocks from the shop it developed the miss. I started to turn the car around so I could coast back to shop and the engine was back to running on all six. I still drove back to the shop slowly because I needed to see what cylinder was acting up. Nope it ran smoothly BUT I made a guess that a seat ring was coming out of place and then going neatly back into the hole. It took two more short and gentle drives before it stayed out long enough for me to see which head had the offending problem.

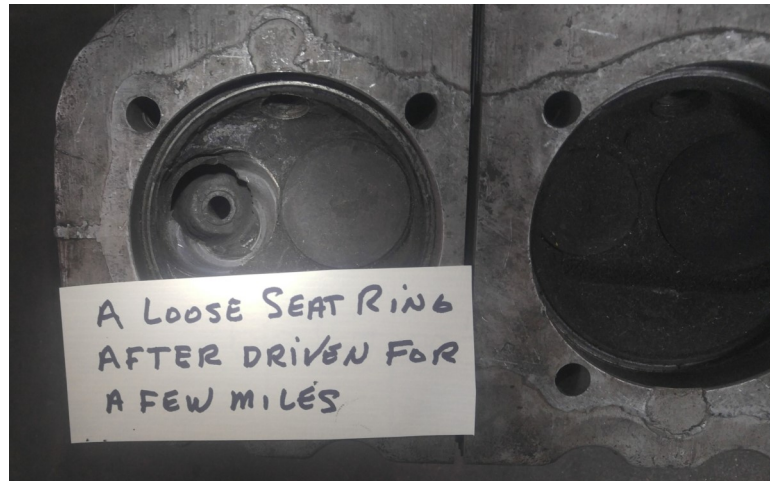
Here is a pic of the seat ring cocked out of place when I removed the head, and a pic of how tiny the damage to the head appears.



TECH TIP:

Submitted by
Steve Goodman

There was no big hole that needed welded and ruined valve guides etc. I just machined the hole for a larger outside diameter seat ring and did the rest of the head with cleaning etc. I am showing a pic (labeled) of a loose seat ring that had miles driven afterward. Needless to say more damage and more money to repair.



To finish this story I need to emphasize this point: Even though you see the word "I" often, this is not about me at all, it is about the fact that John and Kathy understood something was wrong with the engine, and instead of choosing to drive until it broke, they opted to take the car back home in one piece. That choice not only saved the family from possibly being stranded but also the possibility of lots of engine damage if driven and seat ring broke and damaged piston(s) etc.



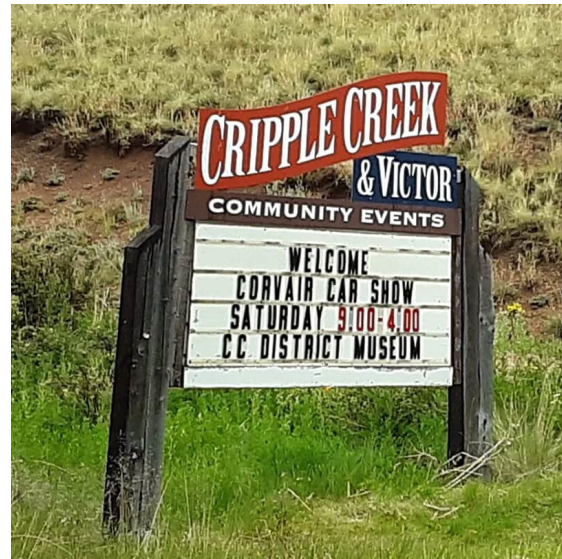
CRIPPLE CREEK

Submitted by
John Green

After waiting all summer for a car show, everyone had a great time in Cripple Creek for the Corvair only car show. It was sponsored by the Cripple Creek District Museum, who also donated \$100 to PPCC. There were also 10 other sponsors that helped pull it all together. We were excited to see that not only were there many Corvair enthusiasts associated with Cripple Creek, but two of their local donkeys were there as well!

We followed all the CDC guidelines for Covid, which included an entrance where temperatures were taken and guests were given masks if needed. Hand sanitizer was also available.

There were 17 cars, 1 Rampside, 1 Corvan and SeeMore. There were cars from PPCC, RMC, and a few that were non-clubbers. We had a wide range of cars including coupes, convertibles, and a sedan, that covered spanned 1960 to 1968.



Ken Schiffner won the Sponsors award for his 64 Monza Convertible.



Jim Steinborn (RMC) won the Peoples Choice award for his 1966 Monza which he drove from Fort Collins.

CRIPPLE CREEK, cont.

Submitted by
John Green

The Halpins joined us three of their cars—it was great to see them again! Rick Beets had his newly painted car, and Ray Schick drove Dave McGill’s car. Others that had cars there were Mike and Kyle who both drove up the Piper cars, Michael Timmons with his Corvan and Amanda Lynch who drove Tony’s car. Also there with their cars were Chris Kimberly, John and Kathy Green, John and Debbie Anderson, and John and Debbie Dinsdale. Charlie and Jess Beets drove Tony’s Rampside.



Late models all in a row including John & Debbie Dinsdale’s sedan, Mike Piper’s ‘66 convertible, Tony Lawler’s ‘67 convertible, Randy Karl’s ‘68 couple, Ed Halpin’s ‘67 sedan, Cheryl’s ‘63 convertible, Ed’s ‘60 Monza couple (so a couple of early’s snuck in there), and Green’s ‘68.



Early’s and lates, left to right: Mike Piper’s ‘65 Corsa convertible, Dave Magill’s ‘65 (driven by Ray Schick), Jim Steinborn’s ‘66 Monza, Rick Beet’s ‘63 Monza Spyder, Ken Schiffner’s ‘64 Monza, and Chris Kimberly’s ‘64 Convertible.

CRIPPLE CREEK, cont.

Submitted by
John Green

Guests with cars were Joe and Linda Hoeschen, from Lake George, driving their '62 convertible, and Jeff and Christine Skelton, from Colorado Springs, who is working on fabricating a supercharged 3.81 for their '66 Monza were there. They have both joined the club since then. Welcome!

Others that came by were Jerry and KeithAnn Peevyhouse, Garrie and Patricia Fox, Rilie Timmons and his Dad, and Green's friends John and Cathy Harrigan, who brought their 1969 Chevy C10 short wheelbase/stepside bed truck.



Left to right, Michael Timmon's Corvan, Tony Lawler's Rampside, Jeff Skelton's '66 Monza, and Joe and Linda Hoeschen's '62 convertible.

Thanks to Chris for setting this all up and to Tony for trailering SeeMore up for the show. We are all invited back next year, so watch for the date.



SeeMore, uncharacteristically lonely, as CDC guidelines prevented the usual mobs of children from enjoying the car—maybe next year!

AUGUST MEETING

Submitted by
Kathy Green

So what do Trolley cars and Corvairs have in common? Neither are currently in production, they provide transportation, and both have avid fans who spend their time and resources to restore them to their previous glory. In August they also had proximity in common, as PPCC held our meeting at the Pike’s Peak Trolley Museum in Colorado Springs, where 14 members attended the meeting in seven cars and a Rampside. Many thanks to Wayne and Bonnie Russert for organizing the meeting and tour, and arranging for the museum to be open on a Sunday for our use. Wayne’s historical knowledge and expertise were a welcome addition as he conducted a private tour for members and shared a wealth of information about the trolley cars.



Left: Club members getting a history lesson after our meeting, before we begin our tour.

Below: Wayne Russert sharing the historical significance of the train cars we were about to see.



Left: Masks removed long enough for a picture in a beautifully restored train car, soon to join the Cumbres-Toltec Scenic Railroad. Clockwise from left: Chris Kimberly, Peter Frantz, Randy Karl, Rick Beets, Doug Vinton, Tony Lawler, Mary Ellen Feasel, Mike Piper, Jerry Peevyhouse, John Green and Wayne Russert.

AUGUST MEETING, cont.

Submitted by
Kathy Green



Left: Mike Piper and Jerry Peevyhouse checking out the seats that would lay down to convert into beds for cross country travel.

Right: Traveling in style with 'running' water!



Left: Trolley cars served as homes in harder times. Here we see Jerry Peevyhouse and Wayne Russert checking out the kitchen 'appliances'.

Above: Museum members donate items for display. Above is Wayne's bassinette!

AUGUST MEETING, cont.

Submitted by
Kathy Green



Left: Club members entering the back door of the roundhouse. From left, Jerry Peevyhouse, John and Kathy Green, Peter Frantz, Bonnie Russert and Mary Ellen Feasel.

Right: Detailed model train set inside the museum.



If only we had a ticket to ride, we were ready to roll! Clockwise from left (masks removed for photo): Jerry Peevyhouse, Chris Kimberly, Ken Schiffner, John Green, Tony Lawler, Mike Piper, Mary Ellen Feasel, Rick Beets, Peter Frantz and Wayne Russert's arm.

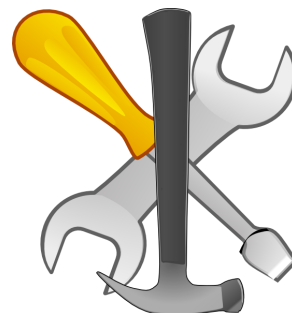
It's been a challenging year, but it has been wonderful to be out and about the past two months at club meetings. Keep your eyes open for upcoming socially distant opportunities to get your cars out and spend time with club members!

MACHINE SHOP RULES

Submitted by
Wayne Russert

Thanks to Wayne Russert for sharing this bit of levity!!!!

- 1) Power machinery can destroy a part 37 times faster than hand tools.
- 2) The smallest job to come into the shop will ultimately require every tool you own plus one that you don't have and need to order by second-day air.
- 3) Chinese cutting tools are excellent bargains if left in the catalog.
- 4) Life is too short for cheap tools and light beer.
- 5) The final lathe cut will always produce a part exactly .002" smaller than you wanted.
- 6) If it ain't smokin', you ain't cuttin'.
- 7) The set-up time will generally exceed the machining time.
- 8) When the cost of the tooling exceeds the cost of the machine, you're ready to go to work.
- 9) If your business gets big enough to hire a helper, it's too damn big!
- 10) A 12" buffing wheel running at 3600 RPM can accelerate a door handle in excess of the speed of light. I know cuz we ain't seen it since.



CORVAIR STYLE BOOK

CORVAIR STYLE: MY NEW BOOK CELEBRATING ALL THINGS CORVAIR

Article from Hemmings July 1, 2020 by Richard Lentinello.

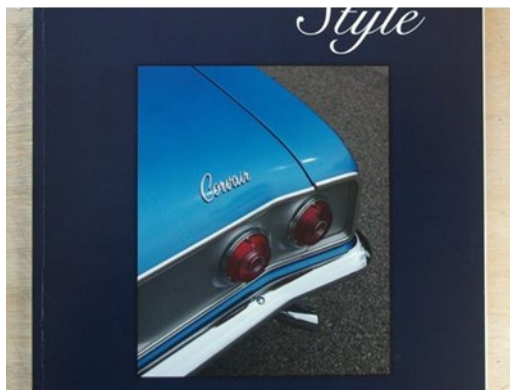
<https://www.hemmings.com/stories/2020/07/01/corvair-style-my-new-book-celebrating-all-things-corvair-and-the-owners-that-love-them>



It was some 10 years ago when I first started photographing Corvairs for this book, and after lots of ups and downs and other detours, Corvair Style has finally been published.

Throughout New England and down into North and South Carolina, Illinois and Ohio, and just about every state in between, I traveled wherever there was an interesting Corvair

story to be told, and a car to be photographed. It was a wonderful experience, and after hearing all the positive stories about Corvair ownership, I ended up buying a 1963 Monza convertible that I now enjoy driving, even when the fan belt pops off!



Between its 196 pages, there are 215 color photographs, all of which have been taken specifically for this book, so they have never been seen before. From the first 1960 sedans off the assembly line to the last of the 1969 Monzas and 500s, all the various Corvair models that were produced through its 10-year production run are featured. Also included are high-performance Fitch Sprints and Yenko Stingers, as well as Rampside pickups and Greenbrier vans.

CORVAIR STYLE

Submitted by
John Green



Each chapter focuses on one particular car, with insightful and sometimes entertaining and funny thoughts from its owners. Each of these car owners are passionate about their Corvairs, relating why they hold such a special fondness for them, as well as how they drive and handle. And several cars are still in the hands of their original owners, which makes for some truly interesting reading.

Printed in the USA, production of Corvair Style is limited to only 2,500 copies, with each copy hand numbered and autographed by yours truly. To purchase a copy, visit www.lentinello.com.



As reader Bryan Raab Davis wrote: “The book has one serious, glaring flaw... it makes you want a Corvair in the worst way.”

DRIP QUIPS

Do you recognize this in anyone?



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

2020 PPCC Activities Calendar

All club events will be noted on the Club's interactive calendar, located on our website, <https://pikespeakcorvairclub.wixsite.com/ppcc/calendar> **PLEASE NOTE: As events are cancelled or re-scheduled we will send information via the PPCC List Serve and our Facebook page. The items listed in this issue of The Drip Line are still scheduled (or cancelled as noted) to the best of our knowledge. Before planning to attend an event, please check with the event sponsors to confirm.**



Saturday, September 12, 29th Annual Cruise Above the Clouds: Woodland Park, CO. Information available [here](#). **This event has been cancelled.**



Sunday, September 20, 10:00, PPCC Club Meeting: Meeting will be held via Zoom. Mike will send a link to all members.



Saturday, September 26, Annual Fall Tour: Times and route information TBD.



October 2-4, Great Plains Corvair Roundup: The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000. Information available [here](#).



October 2-4, Great Western Fan Belt Toss: Palm Springs, CA. This event was originally scheduled for later in October, **but has been cancelled.** Information available [here](#).



Sunday, October 18, PPCC Club Meeting: Time and location TBD.



Sunday, November 15, PPCC Club Meeting: Time and location TBD.



Saturday, December 12, Annual Christmas Party: There is currently discussion regarding possible cancellation of this event. Keep your eyes open for information.

Recurring Local Events:



First Saturday Car Show, Colorado Springs, CO: **These shows have been cancelled for the 2020 season.**



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. Over-sized 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/>



Icon indicates regularly scheduled PPCC meeting



Icon indicates show or event which may be of interest to members



Icon indicates show or event in which we have committed PPCC representation, or for which PPCC will provide support or sponsorship

Corvair Partners & Local Businesses Which PPCC Members Have Frequentated 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





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

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

RIAN SNOWBARGER



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

FREE MOBILE SERVICE

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

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

3368 ADOBE COURT
COLORADO SPRINGS, CO 80907



ROGER NEWMAN



800-733-8374 719-447-9552

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

Locally owned and operated!

**PPCC
Admin**

Monthly Meetings: The PPCC meets at 9:30am on the 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 karmknecht@msn.com, or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for electronic submission of documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to The Drip Line is the 25th of the month for the next 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 P.O. BOX 15034, Colorado Springs, CO 80935.