

# The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, December 13 (one week earlier than usual) at 9:30 a.m. via Zoom. Watch your email for a Zoom link. We will elect 2021 officers, so please plan to attend remotely.

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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**PRESIDENT'S RAMBLINGS** By Mike Piper  
PPCC President

Well, here we are sneaking up on December. Two things I'm looking forward to is getting 2020 over with because it's been a pretty rough year on many fronts and the shortest day of the year is less than a month away now. I'd say we've had unusually nice weather so far and we're missing quite a few car days but with the recent spike in COVID-19 cases we've pretty much been stopped from meeting outside our immediate family. As you are probably aware, we've had both Christmas gatherings cancelled and we decided not to meet in person last month because of concerns among our older and more vulnerable members, which includes me. Please do plan to donate to Toy's for Tots if possible—information on how to participate are later in The Drip Line. Unfortunately, RMC has also had to cancel the New Year's Brunch, so let's keep a good thought for the rest of 2021!



On the home front, my son's girlfriend Laura tested positive for COVID-19 the day after our youngest daughter Michelle, her 2-year old son Dylan, and oldest daughter Melissa arrived from Long Beach. Melissa had flown there earlier that week to help Michelle move to Colorado. They had an unplanned overnight stay in Silverthorn due to I-70 being closed by a storm, so they spent a good amount of time in close proximity.

ty. All this to say there was a lot of confusion and risk a week ago. The update is Laura was pretty sick but doing better. My son has been sick, and our other grandson CJ (2<sup>nd</sup> oldest) has not been sick. Dylan (youngest) is in daycare and has a cold, we think. He didn't waste any time sharing it, it seems. Karen and I have not been feeling great. Dylan is staying with us for the next four months and he's generally a pretty happy kid but not the last several days.

It's also time to say that my time as club president is coming to an end, and since I'm not running again for next year, I'll happily turn everything over to our next president without involving the legal profession. In order to make this happen, we need to have our election. I know the Zoom meetings have been VERY lightly attended, but I'd like to encourage everybody to consider logging in at least to vote. I'll send a Zoom meeting invite soon. The meeting is scheduled for Sunday December 13<sup>th</sup> at 09:30. Voting information is elsewhere in the Dripline.

In addition to voting for club officers, we are also on the verge of club dues season again. Randy has already received a few new member dues and renewals. Please review the dues reminder for information. Along with this, there was a Zoom virtual meeting with CORSA national, and there is a concern that CORSA membership is dropping. Some of the reasons are pretty obvious, but while we don't require national CORSA membership in PPCC there are many benefits

## PRESIDENT, cont.

By Mike Piper  
PPCC President

to the Corvair community by supporting them so please consider joining national Corsa while you're paying your dues for PPCC. There are two levels of membership; one where you get a virtual copy of the Corsa Communique and one where you get a paper copy. Please see the information along with dues to see what CORSA membership provides for you!

Even though I won't be president next year, I still plan to participate in the club as much as possible. Hopefully, we'll be able to meet in person again soon and there will be some events to participate in. Once again, I'm looking forward to the Tri-State and the Convention so I'd better get some work done this winter. Until I see you all again, stay safe and healthy and happy driving.

Mike

## V.P. MESSAGE: ETCH-A-SKETCH

By Ken Schiffner  
PPCC Vice President

Rather than going into (or continuing) therapy, can we just convince ourselves that 2020 never happened? A bad dream? I wish I could step back and forget that 2020 happened. Like an Etch-A-Sketch, turn 2020 over and shake it (extra vigorously) and make it disappear.

Or maybe, better yet, we should celebrate that so far, we have gotten through it. Sure, only on the calendar will 2020 truly be history but in our minds what we experienced will linger for perhaps years to come. Must we let 2020 burden us to excess?

I think of families who lost loved ones or friends who have lost friends. I think of the dedicated care providers. I think of postal employees. I think of the vaccine-developing doctors and scientists. I think of teachers. Of children adjusting to remote or hybrid learning. Or of folks wanting to attend live sporting events and cheer and yell. I think of even just sitting with close family and friends without the encumbrances of social distancing, masks, etc. Or of the alcohol smell of sanitizer.

But what many of us did and are doing is what was required to combat COVID. PPCC adapted and still had events and gatherings though with a COVID "\*". We stayed connected. There is unbelievable strength in that, don't you agree? You should be proud of that because you are part of PPCC.

So, I hope in 2021, we believe in ourselves and do what is required. Turn and twist the knobs (gently) on that blank Etch-A-Sketch screen and draw a new picture for the future for which we all will be proud.



### Upcoming Meetings

**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m. via Zoom. *2021 officer elections will be held at this meeting, so please plan to attend.*

**Sunday, January 17, PPCC Club Meeting:** Time and location TBD.

**Sunday, February 21, PPCC Club Meeting:** Time and location TBD.

**MEETING MINUTES- November 15, 2020**

Submitted By

Mary Ellen Feasel, PPCC Secretary

**Held via Zoom**

Called to order at 10:00 a.m. via Zoom. Eight members present.

No 50/50 raffle.

Minutes of last months (October) meeting approved.

Treasurers report: Available on request for all members. Discussed some concern that, as a non-profit, there was a limit on how much the club could have in the treasury. After the discussion it was decided there was no issues in our case.

Dues payments are coming in for 2021. Deadline is the end of February. Members who have not paid by then will be dropped from the roster.

Mail: Two 2021 dues payments received.

Membership-No new members.

SeeMore-no updates.

With the increase in COVID cases, the San Diego folks are still up in the air on whether to hold the West Coast National event. The hotel will start taking reservations in January. The Tri-State could be up in the air too, due to New Mexico's high COVID issues.

**National CORSA Meeting**

Notes from National CORSA meeting held via zoom. Rick and Mike were in on the meeting.

If the West Coast convention is not held next year, there will be no West Coast event. 2022 is scheduled to be in Atlanta area and 2023 is in Wisconsin.

CORSA has a new membership chairperson.

No award announcements were made. No judging done on newsletters.

CORSA is creating an archive of the Communiques and may include chapter newsletters as well. Discussion on how to keep folks engaged in the Corvair hobby. Many clubs are not having meetings, tech sessions, etc. Rick and Mike shared that the boards of the PPCC and RMC have continued to have meetings to keep the memberships engaged. Other clubs in on the meeting are struggling with this.

Discussed CORSA conversation on lagging membership in the National Club, mainly due to the local chapters no longer requiring membership in CORSA to be a chapter member. The PPCC meeting members discussed what the National does for the local chapters, such as insurance coverage for our events. In the Dripline the subject will be addressed as to what the National does for our club, and to encourage membership to support CORSA with a CORSA membership.

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## MINUTES, Cont.

Submitted by  
Mary Ellen Feasel

On to other matters.....Due to the recent COVID restrictions that have been implemented the next meeting on December 13 will most likely be zoom only. So, an email to the PPCC list will be sent out to notify membership who the nominees are for the 2021 Board. Membership is encouraged to participate in this meeting as the election will be held via zoom.

PPCC members are invited to RMCs Christmas Party on December 5 at the Littleton Café. Also a New Year's brunch at the Dunraven Inn on New Year's Day at 10:30 a.m. RSVP to Rick Beets, email address on roster, by December 15. Look for updates in case anything changes. ***Editorial note: Since the meeting and writing of these minutes, both events have been cancelled.***

Randy asked some transmission questions of the members present.

A club member is aware of a Greenbrier for sale on Craigslist in Colorado Springs. Check out if interested.

Adjourned 11:30 a.m.



## MEMBERSHIP RENEWAL—DO WOP A DUES, DUES, DUES!

It's that time of year again, time when we ask you to consider renewing your membership in the Pikes Peak Corvair Club. Dues are \$25 per year. Club dues are due in January, but can be sent in before then (and we'd love it if you could renew early to help with paperwork).

We don't take your membership in this Club for granted, and are deeply appreciative of the support every member provides in being able to keep the Corvair out in front of the public to enjoy. This has been a challenging year for car collectors, yet we continue to have a great reputation in the southern Colorado car collector community, and that reflects well on each and every one of you. So, thank you all, now go get that checkbook and renew today! Don't wait!

To help our Treasurer, Mr. Randy Karl, manage the books effectively, we would ask that everyone **please send their dues renewal check in no later than 15 January, 2021** to the following address: PPCC, ATTN: Treasurer-2020 Dues, P.O. Box 15034, Colorado Springs, CO 80935. We'd like to close the books on the 2021 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated.

\* A reminder that while membership in CORSA is not a prerequisite for new membership, or renewal in the PPCC, we do strongly encourage support of the national organization, which works to support our local efforts through an event liability insurance policy, and free hosting of our Chapter website.



## CORSA MEMBERSHIP

There have been questions about CORSA membership and why we might want to join. Here's some information directly from CORSA:

All CORSA members receive a subscription to the CORSA Communique magazine, the right to post their own classified ads both online and in print, a membership roster with contact information in case you get stuck on the road, leads to reputable Corvair vendors all across the country, access to all the pages on the CORSA website, and access to our bookstore where you can purchase CORSA Tech Guides written by real Corvair experts. And you'll have the satisfaction of knowing that CORSA covers local chapters with liability insurance, making it possible for all of us to enjoy chapter meetings, car shows and other events without legal hassles.

***And if that's not enough, please remember - anybody who has never been a member before also receives a copy of Corvair Basics, gratis.***



## TOYS FOR TOTS



Submitted by  
John Green

We'll all miss our Christmas party, but we can still come through for Toys for Tots. Since we won't be meeting we are asking that you consider sending a check in the amount you would have spent on toys (or more, if you're able). Remember, your gift is tax deductible. You can put PPCC in the memo line, just so they know who it is coming from. The address is:

Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932

Think about the year we've all had, and the impact on the kids. Let's step up and see if we can make it a great Christmas.

The sooner you send your donation, the sooner they can shop for toys for the kids.

## 2021 PPCC OFFICER ELECTION



Submitted by  
John Green

We usually vote for and announce the Board members at the Christmas party. Since we are not having a party this year, and given current conditions, our December meeting will be held via Zoom. We will have it on December 13 (a week earlier than usual to avoid holiday travel conflicts) at 9:30. Be sure to login to the meeting virtually to vote for your Board.

As of now, the 2021 PPCC Board Election Nominations are (it's not too late to throw your hat into the ring if you're interested – just let a Board member know):

- President – John Green
- Vice President – Jerry Peevyhouse
- Secretary – Mary Ellen Feasel
- Treasurer – Randy Karl
- Member at Large – Ken Schiffner

Non-elected positions will be held as follows: Past President - Mike Piper, Membership - Tony Lawler, Activities - Chris Kimberly, Webmaster - Randy Karl, Facebook Administrator—Patricia Fox, Newsletter Editor – Kathy Green.

We will have any updates or changes during the meeting. *Please plan to attend remotely—your voice and your vote are important to everyone!!*

Watch for the link from Mike.

## TECH TIP: GEARBOX OIL LEVEL

Submitted by  
Steve Goodman

Occasionally the subject of filling/topping off etc. of gear oil in stick shift Corvair gearboxes is discussed. This is directed towards the 1965 4spd and diff. Please bear in mind that the following is based on my own experiences. Also check the shop manual for your particular year please. I understand too that specs differ by some of the Corvair vendors. Granted the shop manuals have errors but this spec is not one of them. Also one last caveat: I am not saying I am correct, only that it has worked for me for many years.

The 1965 shop manual states 3.6 pints in 4spd and 4.5 pints in diff. Obviously that adds up to 8.1 pints OR rounded off to 4 quarts OR 1 gallon. It was typical for any rear axle (solid axle in other cars) and a 3spd or 4spd in those same 'other' cars to be filled to the top.

My own experience happened with my spyder when I parked with the nose upward in a restaurant parking spot while driving on the highway. When I came out an hour later, there was long trail of black gear oil trickling down the incline. The reason for black color is the additive GM used for posi differentials. I realized that by pointing uphill the input shaft seal was below the level of the gear oil in the diff. Being hot (which means thinner liquid), it easily seeped past the seal and into the bellhousing and out the weep hole, allowing me to mark my spot! This is also the reason you see everything backed into the parking spots here at the shop; the trans end is downhill. I had already noticed how common it was that the side seals of the early Corvairs leaked and realized the oil level was above the bottom of the seal.

I started my own policy of keeping the level between 3/4"-1" below the fill holes. I closely looked at the level inside the diff in relation to the fill hole and there was more than enough gear oil to keep bearings oiled and guarantee the 'splash' of oil from pinion flowing to rear pinion bearing. I also started back then to install 2 input shaft seals inside the release bearing shaft. I have been doing this since 1969 and IF gear oil level is maintained close to that lower lever the parts inside are being lubricated just fine.. The transmission also has more than enough gear oil to keep bearings and gears lubricated.

Getting slightly off subject in 1964-65 GM placed a dipstick on the differential. The decal on the front bulkhead of every 64-5 Corvair regardless of stick or PG was "AXLE CHECK ONLY". When the dipstick indicates "ADD" the diff level is darn close to that 1" below the fill hole.

Needless to say the bottom line is that when allowing the levels to be lower than factory then certainly less than the 8 pints will be used.

Lastly I will repeat the usual caution: Use only gear oil in stick shift Corvairs marked GL-4. DO NOT use any gear oil marked GL-4 --GL-5. The brass synchro rings will suffer badly and quickly if GL-5 is used. If you have a PG Corvair you can use the GL-5 in the diff.

I wish everyone a happy holiday season and please stay well. Steve's way to feel good: DRIVE ONE OF YOUR CORVAIRS!





## CARBURETOR BASICS

Submitted by  
Ken Schiffner

Note: The following is an adaptation of an article written in response to a request about how a carburetor works. To make a Corvair carburetor work *properly* the reader is suggested to consult the articles in the Tech Guide or other reliable sources.

One of the most frequent topics of technical conversation among Corvair owners is carburetors.

Within the modern world of exotic computer controlled, fuel injected, low emissions vehicles, carburetors used on our vehicles can seem both foreign and frightening to understand. They are in appearance *too* simple in comparison. No computer, no fuel injectors, no sensors, no wiring, no “programming”. Maybe the following will help reduce your anxieties about carburetors by explaining how they work.

*The Carburetor*



### The Function of the Carburetor

A carburetor has a simple duty to perform, provide combustible fuel/air mixture to the engine, but under widely changing conditions. These conditions are:

- Cold starting,
- Warm up,
- Idling,
- Accelerating slowly,
- Accelerating rapidly,
- Deceleration.

The reality is that a carburetor is only “perfect” under one operating condition. All other conditions are *compromises*.

To understand what happens in a carburetor, one must understand the difference between **static pressure**, **velocity pressure**, and **total pressure**.

**Static pressure** (or sometimes called “gauge” pressure) is the pressure exerted by a contained gas or liquid on its container. Your tire pressure gauge measures the static pressure in your tire, for example.

## CARBURETOR BASICS

Submitted by  
Ken Schiffner

**Velocity pressure**, in contrast, is the pressure exerted by a moving gas or liquid. Put your hand over the tire valve stem and let some air blast on your hand and you are feeling velocity pressure.

**Total Pressure** is the sum of the velocity pressure and the static pressure. The total pressure of a system is constant since you cannot get something for nothing. Increase one, and you decrease the other.

If you blast air out of your tire, the tire's static pressure drops. You have converted some of the static pressure to velocity pressure, the velocity pressure pushed on your hand and you pushed back, using energy.

A carburetor mixes a measured amount of fuel and air using the **velocity pressure** of the air being pushed by atmospheric pressure through the carburetor. The movement of the engine piston downward gives that air/fuel mixture a place to go. It was discovered back in the 1800's by a mathematician named "Venturi" that as gas accelerates its static pressure drops and its velocity pressure increases. Restrictions that taper to a smaller opening and then enlarge are called "venturis". The carburetor uses a venturi restriction to accelerate the air, increase its **velocity pressure** and reduce its **static pressure**.

The effort starts with maintaining a uniform level of fuel in the fuel bowl. With the Corvair carburetor, a space saving dual float (rather than a single big float) is used so that the displaced volume of fuel presses up against a float valve with sufficient force to close the float valve when the engine is not running. The float valve is sized open enough to permit adequate fuel to enter under the highest engine loading condition.

Carburetor engineers use design formulas that equate the amount of suction that can be generated in a venturi given the varying gas velocity and density conditions passing through the venturi. If they know the air requirements of the engine (from its displacement, required fuel consumption, power, rpm, etc.) and the density range of the air the engine will encounter (from desert to cold winter start), they can judge the amount of suction the carburetor can produce. They set the venturi throat minimum area to suit a *compromise* of these operating extremes. On the Corvair, the venturi restriction or "throat" is approximately 1" diameter. Since the engine is a positive displacement device (the amount of air it moves is related to engine speed), the carburetor designer has only the fuel, gas volume, air pressure and temperature remaining to play with. Nature provides the ambient operating conditions thus designers seek to carefully meter the fuel.

### Cold Starting

When an engine and the combustion air is cold, the air density is high. It contains a lot of oxy-

## CARBURETOR BASICS

Submitted by  
Ken Schiffner

gen per cubic foot therefore not much of it is needed to get the engine started. Cold engines however require a “richer” mixture (more fuel than air) at start up because much of the heat of combustion is transferred to heating the engine cylinder walls, piston heads, etc. These parts act as heat “sinks” that rapidly draw away the heat capacity provided by the fuel.

The choke on the carburetor helps restrict the air under cold start so that the ratio of fuel to air can be increased. On the Corvair, a bi-metallic coil spring closes the choke plate in preparation for cold start.

Since the engine rpm is low at start up, the air is moving slowly through the carburetor. In fact, it is moving too slowly even to generate any “suction” at the venturi. But down at the throttle plate (which is nearly closed) there is plenty of suction just below it (manifold vacuum). The carburetor designer therefore harnesses the suction below the throttle plate to pull fuel and air at cold start (and idle).

To generate a uniform mixture, an “emulsion” of fuel and air is created rather than sending in droplets. An emulsion of air bubbles and fuel is easier to control and the bubbles readily “pop” as they enter the zone below the throttle plate, thereby breaking up into smaller, more easily evaporated and burned droplets.

The emulsion is produced by using the suction to let atmospheric pressure push air into a column of fuel in the main metering well. At the top of the idle mixing tube, a small orifice is drilled, ported to the air horn area which is near atmospheric pressure. A passageway in the carburetor body leads from this idle metering well to a small port under the throttle plate. Along its path, the idle mixture needle is installed to regulate the amount of emulsion that can pass through. The suction pulls (and atmospheric pressure pushes) some fuel from the well and mixes it with air similarly pulled from the idle air bleed port. This emulsion pops out of the port below the throttle, the bubbles of fuel/air burst, and the mixture goes through the intake manifold to the cylinders.

### Warm up

As the engine warms up, the engine surfaces require less heat input from the fuel. If you kept dumping in more fuel, the mixture would become extraordinarily rich and unburned carbon in the fuel would pass out the exhaust. To provide fuel rate control, a main metering jet is used. Its precision orifice is chosen given the range of fuel delivery required for the normal operating range of the engine.

The air is also getting hotter and its density is dropping therefore you need to allow more air to enter. The choke bi-metallic spring heats up causing the choke valve to open thereby allowing more air to enter.

## CARBURETOR BASICS

Submitted by  
Ken Schiffner

If you had to jump in a cold car and accelerate away, the choke would act as an unwanted restriction to air flow so a vacuum operated choke pull off is used to pop the choke valve open under those conditions.

*Pull off*



### Idling

During idling, the main venturi is basically sitting there ready to do its job. As in the idle circuit, it too is equipped with an emulsion producing mechanism (main metering circuit or “off-idle” circuit). It just sits waiting, however.

The idle mixture circuit is ready to let the main metering circuit go to work since the idle circuit cannot possibly deliver enough fuel emulsion to sustain the engine at higher rpms.

*Idle Mixture Needle Valve*



### Accelerating Slowly

To accelerate from idle, more energy is needed therefore more fuel is needed. A richer mixture is now required.

To transition smoothly from idle conditions can be a real challenge. So many variables. To compensate for the short period between the time the idle circuit “retires”, and the main metering circuit takes over upon acceleration, a slot is used just above the throttle plate. As the throttle plate opens the velocity pressure over this slot increases, the static pressure decreases, and some fuel emulsion is “stolen” from the idle circuit and is sent in greater quantity to the engine through this slot. If this slot is gummed up or too small, the engine can bog down when the throttle is opened slowly.

The slot lets more idle emulsion enter the carburetor at the throttle plate supplementing the amount going past the idle mixture needle.

## CARBURETOR BASICS

Submitted by  
Ken Schiffner

As the throttle opens, the velocity pressure at the main venturi increases and its static pressure decreases, this starts to pull fuel emulsion from the main metering circuit to the venturi clusters (spiders). As the throttle opens, its open area increases, and the gas velocity drops. The fuel emulsion must be distributed correctly, however.

The spiders are located a bit below the restriction in the venturi. The air velocity passing through the venturi is slower at the walls and greater at the center. The flow lines tend to converge at a point below the venturi restriction. This area is called the **vena contracta**. The spiders are purposely set lower in the throat to take advantage of this high suction zone and to improve air/fuel distribution.

*Cluster or "Spider"*



### Accelerating Quickly

When rapid acceleration is needed, extra fuel is delivered as the throttle is opened. The action must be coordinated otherwise an improper fuel mixture will result causing stumbling, hesitation, or even flooding.

To adjust, a piston action accelerator pump is used. Its action is derived from a fulcrum and bent pushrod connected to the throttle shaft. The pump "piston" (a nonmetallic cup) is positioned to pump immediately after the throttle is vigorously actuated. The pump rest position is set by a marking on the carburetor body and on the actuating fulcrum.

*Accelerator Pump Link*

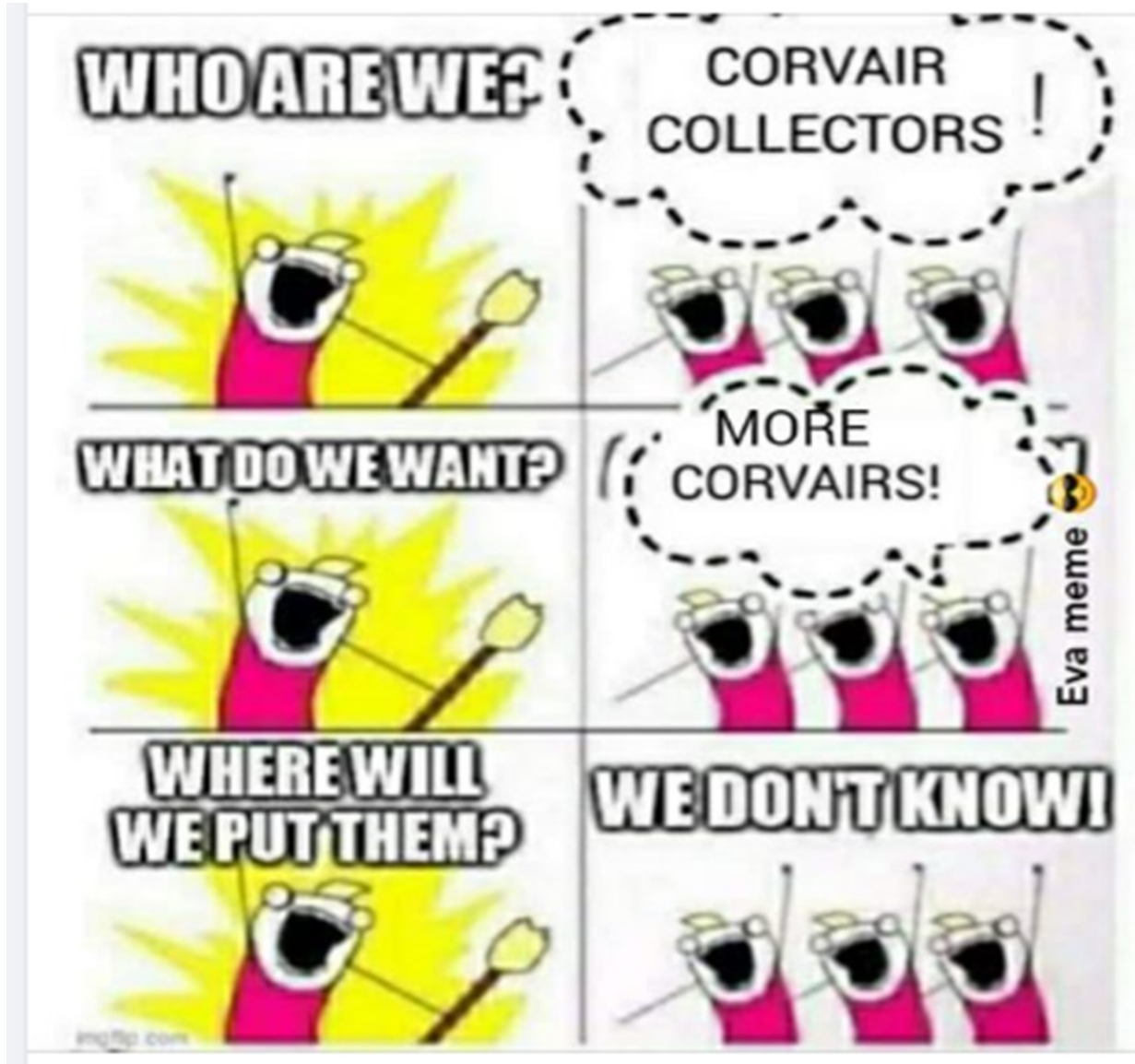
When the throttle is closed, the influence of the air pressures to cause fuel movement are returned to the idle circuit. The process resumes once the throttle is opened. A carburetor can provide these functions millions of times during its operating life.



The carburetor provides simple, adequate, performance in vintage vehicles. When air emissions requirements became an issue, more precise fuel/air metering was required. Enter, fuel injection.

DRIP QUIPS

WHERE WILL WE PUT THEM?



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

**ITEMS FOR SALE / TRADE**

Submitted by  
Dave Feasel

Items for Sale / Trade from Dave Feasel:

**Engine heads:** \$120 each.

- 2 - # 3819876 - 64 110hp. bare no valves or springs. Very clean.
- 1 - #3856631 - 64 110hp. Clean.
- 1 - #3856759 - 65 110hp. Clean.
- 1 - #3856728 - 66-67 140hp. Bare. Clean.
- 2 - #3856632 - 64 110hp. Dirty, but not muck buildup.
- 1 - #3786589 - 61 80hp. Dirty.



**3 - 65-69 crankshaft.** Haven't been turned. \$20 each.

- 1 - RN block, crank and cam. \$75.
- 1 - WB block. Bare. \$50.
- 1 - RB block.

**I have these Hot Wheels and Racing Champions cars to trade.**

***Hot Wheels.***

- 2003 silver Vary 8.
- 2018 Greenbrier Sportswagon (blue).
- 4th of July Vary 8.
- 2006 green Vary 8.
- Gift pack with Corvair #B3631.

***Racing Champions.***

- Corvair Sprint Datona 2000. White early.
- Fire Rescue Portland, Me.
- Mint 60 Corvair. Green.
- Stock rods NASCAR #119.

Contact [d2corvair@yahoo.com](mailto:d2corvair@yahoo.com) if interested.

## 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: 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, December 5, RMC Christmas Party:** *This event has been cancelled.*



**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m. via Zoom. 2021 officers elections will be held at this meeting—*please plan to sign in!*



**Annual Christmas Party:** Due to Covid concerns, the **Board has determined we will not hold the Christmas Party this year.** Donations will be made to Toys for Tots on behalf of PPCC. PPCC members are encouraged to send the amount you may have spent on toys to **Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932.**



**Friday, January 1st, RMC New Year’s Day Brunch:** *This event has been cancelled.*



**Sunday, January 17, PPCC Club Meeting:** Time and location TBD.

**Sunday, February 21, PPCC Club Meeting:** Time and location TBD.

**Sunday, March 21, PPCC Club Meeting:** Time and location TBD.

### Recurring Local Events:



**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 Frequented with Positive Results

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

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

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

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

Steve Goodman

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

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

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

---

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

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

Clarks Corvair Parts - Nuff said!!

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

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

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

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

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

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

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

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

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