

The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, April 18 at 9:30 a.m. at Valley Hi Golf Club, 610 Shelton Road, Colorado Springs (also available via Zoom).

Come On,
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Official Newsletter of the



Founded in 1977



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On The Cover: *From the cover of the March, 1981 Corsa Communique.*

Chesapeake Corvair Club members caused a stir when they loaded up on a car transporter at the Anchor Motor Freight Baltimore terminal.

See full story on page 10.

PRESIDENT'S GLOVEBOX By John Green
PPCC President

Happy Spring Corvair Owners,



We had a good turn out for the zoom meeting on Sunday. We discussed and agreed that we should try to meet in person for the next meeting. It will be at Valley Hi golf course at 9:30am. If you don't want to come, we will also be offering the Zoom option. If you want to order breakfast, try to be there around 9am, so we can start the meeting on time. Those that will be Zooming with us, you'll have to cook your own breakfast!

Since it is spring, we talked about lots of events coming up. The first is this Saturday at the Penrose Heritage Museum. Hopefully, you already let me know you were coming as we had to make reservations. You are welcome to meet us at lunch afterwards as there is no limit at Thunder & Buttons in Old Colorado City. We should be there around 12:20pm.

There is a lot of planning for other events in the works. Look at the calendar below for specific dates and times. Some are still in the process of planning, so we might not have complete details yet. Coming very soon is E-Days in Golden on April 17th. Registration is at 9am and the car show at 10. Nothing is online yet, so we will have to do registration there. The following months each have a couple events besides meetings. We would love to see as many cars and members as possible.

We also finalized the 2021 Membership Roster and sent it out. If you did not receive it, for those reading this on the website or Facebook, we have not received this year's dues from you. Please get that to us and we'll get you back on the roster.

Get those cars ready to roll,
See you soon,
John

A NOTE FROM YOUR EDITOR

Submitted by
Kathy Green


I contacted Jerry to see if he would have an article this month, and received this picture of he and KeithAnn on a beautiful beach in Hawaii (so, the answer was no...). Good for you guys!!! I'm only a little bit jealous!



So, since Jerry didn't have an article, I thought I'd take a short look at this past, challenging year. The cover page for the May, 2020 Drip Line showed three cars socially distanced in a parking lot. At the time it seemed funny....I certainly had no idea we'd still be distancing, staying home, and wearing masks today.

So, when the world stopped, what did we do? Despite having parades, Tri-State, the National Convention and numerous car shows cancelled, we still had our cars out a different celebrations. Corvairs participated in Birthday Drive Bys, Care Home Parades, Graduation Convoys, the Trolley Museum, the Cripple Creek Corvair show, our annual Fall Drive and multiple outdoor, in-person, masked up meetings. We were still active in our communities!!!

As Covid numbers begin to decline, more of us have had the opportunity to 'sleeve up', and lock downs are beginning to relax, let's stay vigilant, but optimistic about 2021. Please make an effort to participant in any and all events at which you will feel comfortable. We are resilient, and 2021 promises to hold many enjoyable opportunities to gather. Hang in there!!

	<p style="text-align: center;">Upcoming Meetings</p> <p>Sunday, April 18, PPCC Club Meeting: 9:30 a.m. Valley Hi Golf Club, 610 Shelton Road, Colorado Springs (also available via Zoom).</p> <p>Sunday, May 16, PPCC Club Meeting: 9:30 a.m. Valley Hi Golf Club, 610 Shelton Road, Colorado Springs (also available via Zoom).</p> <p>Sunday, June 20, PPCC Club Meeting: We will meet at the Father's Day Ice Cream Social and Car Show in Palmer Lake.</p>
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MEETING MINUTES- March 21, 2021

Submitted By

Mary Ellen Feasel, PPCC Secretary

Held via Zoom

Called to order 9:35 a.m. via Zoom. Nine members present.

Last month's(April) meeting minutes were approved.

Treasurer's report-Treasurer's report is available to all PPCC members on request.. Corsa chapter dues is upcoming. CCCC dues have been paid, as has the P.O. Box rental.

Mailbox-Continue to receive dues payments.

Membership-to date is at 42 members.

SeeMore-is scheduled to go to Springfield, IL in May.

Events-

March 27-Tour of Penrose Heritage Museum near the Broadmoor. Six members are confirmed for the museum tour. Lunch scheduled at Thunder & Button in Old Colorado City at 12:15 p.m. Club will cover the lunch bill.

E-Days car show is April 17. No online registration at this time. Info available at this time is registration is at 9:00 a.m., and the car show starts at 10:00 a.m. More info to come on the location of the car show.

April 25-A drive your car get together at Rock House Ice Cream store in Palmer Lake.

Have lunch and ice cream. Meet there at 1:00 p.m. Outdoor seating is available.

The drive to Pueblo and tour of the museum Memorial weekend has been postponed.

A later date in the summer will be announced.

June 20 (Father's Day) Car show with Model A club and ice cream social at Palmer Lake. Club meeting will be held at the site prior to car show.

July 24-Cripple Creek All Corvair Car Show. See newsletter for new information.

August 7-Airport Car Show and Swap Meet in Broomfield.

August 22-Exploration of Flight Museum. Also have scheduled lunch at the Perfect Landing after the tour. Main event is 12-2 p.m. Organizers plan to have the Corvairs park inside the fencing on the airport apron. A food truck will be available. Admission to the museum applies, and masks are required.

Meetings-

April 18 meeting will be zoom and in person at Valley High Golf Club. 9:00 a.m. for breakfast, 9:30 a.m. meeting. Masks are recommended.

May 16 meeting will also be in person and zoom. This is the Sunday prior to the Springfield Mini Convention.

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MINUTES, Cont.

Submitted by
Mary Ellen Feasel

Tech stuff-

Chris has had her turn signal issue fixed. Thank you Rick.

She has discovered, after driving in the rain, that her windshield leaks in a number of places. Rick thinks it needs more sealant. Ken and Rick will research what would work best and get back with her.

Randy asked the group what they recommend for replacing springs and shocks on his car. He received several different opinions that made him realize he needs to do some more research.

Adjourned 10:31 a.m.



TECH TIP: CARBURETOR BALANCING

Submitted By
Ken Schifftner

This month our tech tip come from Ken Schifftner, giving Steve a well deserved break! Thank you Ken!!!

Carburetor Balancing Redux

There have been many articles about “balancing” Corvair carburetors. For the Corvair engine to operate at its highest efficiency, the carburetors must be balanced. What is sometimes overlooked is that “balancing” and “synchronizing” are not the same thing. For success, the adjustment process is iterative*. Thus, this article.

Balancing:

“Balancing” is typically conducted at idle speed. It is both the first step and the last step in “synchronizing”.

The Corvair engine is essentially two (2) three (3) cylinder opposed “engines” sharing a common crankshaft. Remove the carburetors and crank the engine with the starter and for one part of the four (4) engine cycles, the engine is an air compressor. Atmospheric air enters, is compressed and is exhausted.

Now add the carburetors. That “air” mixture becomes a “fuel/air” mixture. The gas mixture characteristics change. The gas density changes given the resulting “carbureted” fuel vapor and emulsion. The temperature may even change as the fuel evaporates.

To truly balance carburetors, the resulting air/fuel characteristics of each “engine” must be the same. Some balancing techniques measure the **intake air flow**. Others measure the **intake manifold pressure**. Yet others measure the **head temperature** assuming balanced combustion equals balanced temperatures.

These methods assume the engine displacement on the right or left heads are identical and that the carburetors have the same air flow and fuel characteristics. They also assume that the connecting linkage responds in the same manner to each carburetor.

Balancing using the **intake air flow** relies on the characteristics of the intake atmospheric air and not the impact of the fuel on the mixture. The intake air is a surrogate to determine balance if both carburetors are identical in flow characteristics. The measurement is obtained by removing the air cleaner and intake plenum and using an air flow measuring device like the “Snail” (Pro-Sync Carburetor Synchronizer Tool, or equal). If the Snail is applied to each carburetor and the

same reading is obtained, then the carburetors are considered “balanced”. The Uni-Syn (Uni-Syn Carburetor Synchronizer) operates using a venturi through which the incoming air must pass. The higher the air speed the lower the pressure reading. If the carburetors themselves are identical, each “three-cylinder engine” is therefore balanced.



“Snail” Type Air Flow Measuring Device
(Various suppliers)

And the Uni-Syn.... (also, Various Suppliers)



Uni-Syn Air Flow Measurement Device

Using the **intake manifold pressure**, a reading of the combined air AND fuel flow characteristics are measured. The sensing port is the one used for the choke pull-off, therefore the port location is after the fuel delivery portion of the carburetor. GM made this measurement using mercury filled manometers. If the height of the mercury column is the same for each cylinder head, the mixture flow is balanced. If one wants to favor the flow to the head using the manifold reading that controls the vacuum advance as suggested by GM, the carburetors can be adjusted to favor the flow to that cylinder head. The null reading Dwyer (Dwyer Instruments) gauge performs the same task but without the mercury. The Dwyer does have a diaphragm material that is less resistant to gasoline vapors, so the gauge

TECH TIP, CARBURETOR BALANCING, cont.

Submitted By
Ken Schiffner

is used for short durations but there is no need to remove the air cleaner, etc.



Magnehelic Null Reading Gauge (Dwyer Instruments)

Using **head temperature**, a non-contact temperature gauge is used to measure the head temperature at a common point below the carburetor insulator/gasket pack. This reading assumes that uniform head temperature means the combustion is the same thus is balanced. Some Corvair mechanics can sense whether dual exhaust Corvair engines are balanced by “feeling” the exhaust temperature at each exhaust pipe. Same temperature, balanced.



Non-Contact Temperature Reading Device
(Various Suppliers)

Synchronizing:

Being balanced doesn’t necessarily mean the carburetors are “synchronized”. Synchronized means that the carburetors respond in unison to the accelerator pedal. Thus, “slop” in the control linkage can adversely affect even “balanced” carburetors. Accelerator pump actuation differences can also upset the balance between the right and left “engines”.

To synchronize, the linkage is adjusted after balancing at idle. First the linkage slack is removed and then the

linkage is adjusted at an engine speed above idle (about 1000-1200 rpm or so). First, one carburetor is held “fixed” by holding that carburetor open slightly using a wedge (popsicle stick, feeler gauge, rubber band, or the like) between the idle speed screw and the throttle fulcrum at the carburetor. For adjustment, the adjustable linkage has a retainer clip on one “engine” (this can vary at least from my experience), a threaded swivel and a threaded actuating rod connected to the carburetor cross shaft. That clip is released so that the threaded linkage rod can be disengaged and be turned to adjust the carburetor that is not held a bit open.

The threaded linkage allows one full turn in or out to make an adjustment. Crude but good enough. The carburetors are now “balanced” again at this higher rpm by turning the threaded linkage in or out to achieve a balance. The linkage is pulled upward to reduce the tendency of the throttle to open and to remove slop. The link “hook” is then slid into the carburetor cross shaft using the clip to hold the link in place.

The “wedge” or whatever is then removed. The cross shaft main throttle spring will then bring the carburetors to the idle position...but the carburetors may not now be balanced because the idle speed screws have landed on a point on the carburetor fulcrum that is now modified by the linkage adjustment. Most likely only very fine rebalancing may be needed but should be performed.

*Iterative: repetition of an action in sequence or a cycle of operations to achieve a desired result but that invariably takes longer than just guessing.



ACTIVITIES UPDATE

Submitted By
Chris Kimberly

Happy Spring Everyone!

Time to dust off the Corvairs, tune them up and get ready for the 2021 car shows and activities coming up. Please check out the revised calendar of events....all changes and updates are in blue and red. Be sure to mark your calendars with the changes so you don't miss any of the fun events planned.

I want to thank John and Kathy Green for helping set up the March activity on the 27th. I'd also like to thank Ken Schiffner for setting up the car show on August 22nd, at the Museum of Flight in Centennial. This past month was particularly a tough one for me and I appreciate their help.

Here are just a few activities and shows to look forward to. Be sure to check out the calendar of events for more.

Our March activity is a visit to the Penrose Heritage Museum at the Broadmoor. The date is **March 27th**. Reservations will be required with a maximum of 10 people. All social distancing guidelines will be in place. Tour to be followed by lunch at the Thunder and Button Restaurant in Old Colorado City, at 12:15ish. Contact John for reservations.

E-Days in Golden is being planned for **April 17th**. Registration begins at 9 with the show starting at 10. No information yet on costs, but in the past, its always been \$25. The location wasn't posted , so I'm assuming it will be in the same parking lot as usual.

April 25th—We thought a club meetup for lunch and ice cream at the Rock House Ice Cream Shop in Palmer Lake would be fun. They have outdoor seating. We will plan to meet there at 1:00 pm.

CORSA is replacing this year's convention with the CORSA Mini Convention in Springfield IL, **May 19-23**. This will be hosted by

the Prairie Capital Corvair Association, (PCCA). All proceeds after expenses are covered, will be donated to CPF and the Corvair Museum. CORSA plans to expand this to be a full convention and is working with PCCA on this. Plans include a concours, rally, funkana, cruise in, drive in night, self guided tours to Lincoln, evening RT. 66 sites events, with more to be announced. The host hotel is the Crowne Plaza in Springfield IL. Online reservations can be made at [HERE](#) OR call 1-800-227-6963. Be sure to mention you are part of Corvair Society of America (code C9S).

The **June 20th** Palmer Lake Car Show & Ice Cream Social with the Model A Club is still on schedule. Mark your calendar for this....it's a great Father's Day event for the family with free pie and ice cream.

July 24th—The 2nd Annual Cripple Creek All Corvair Car Show... This is a free car show for anyone with a Corvair. For hotel reservations at the Double Eagle, call 719-689-5000 and use group number 4350. Even if you *think* you're going, go ahead and make your reservations. It's easier to make and cancel than to miss out!

August 22nd—Wheels & Wings Show and Lunch, Centennial, CO: This show will have a variety of vintage cars and airplanes. All Corvairs will be on the apron at the air field. Plan to arrive at 11:00 to get in place, and then the show runs until 2:00 pm. Lunch arrangements have been made at The Perfect Landing Restaurant or you can choose to eat at a food truck which will also be there. Museum tour from 12:00—2:00, lunch at Perfect Landing Restaurant, 2:00. (If you arrive for lunch before 2:00 earlier, just mention 'Corvair Club'.)

Hope to see everyone soon.....

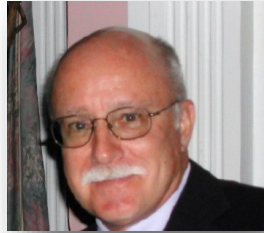
Keep
Vairin'
Chris



BANTER- FRANKLIN

Submitted By
Ken Schiffner, Member at Large

I'm sure many of you have attended (or even created) memorable Corvair events. Here is one I remember fondly.



I was a member of what was then the Coyote Corvair Club. Great group of people! We were situated in the Northern part of San Diego county. (Some members however were part of both the San Diego Corvair Club as well as Coyote). Some folks may remember Coyote through their annual participation at the Fan Belt Toss. They met at an Antique Gas Engine and Steam Engine Museum (I believe it was in Vista, CA). The site included a large barn and numerous antique engines (many operational).

Every Spring we fittingly hosted the "Pre-Spring Fling". The site was a nearby field. We'd have a Car Show, some activities, a great Tri-Tip meal, and often some entertainment including banter. Lon Wall (Corvair Underground) often visited and brought parts to sell. The Swap Meet part included items that found new owners.

That field? Usually, it was dry but one year, well, it wasn't. Lots of mud but luckily most mud was localized.

Somehow, the word got out that the Coyote Corvair air-cooled club would be hosting the event. Since I was on the committee, one day a person called. They had an "interesting, air-cooled vehicle" and they would like to attend. "Sure, I said. What vehicle is it?" (I figured maybe a VW, Fiat 500, BMW Isetta, or the like).

Nope!

It was a 1922 Franklin! And a beautiful one at

that! (I don't have a picture of it, but it looked like this from Bing images).



When it arrived, it drew a lot of attention. Given the muck from the rain, the only somewhat dry part of the field was where we placed the Franklin.

I learned that day that Franklins had 6-volt electrical systems (and a wooden chassis among other interesting tid-bits). Then I saw the hood up on the vehicle with the owner standing there, hands-on-hips. I sensed something was wrong. It was a dead battery!

I don't recall who solved this problem, but I believe, given that the Museum had old gasoline engines, they also had 6-volt batteries. I do recall hearing the Franklin start up (great sound!) and seeing it being driven away under its own power.

Us "air-cooled" folks like to gather with other "air-cooled" folks and not even wet muddy fields can stop us!



COVER PHOTO

Submitted by
Kathy Green

As published in the March, 1981 Corsa Communique (please excuse the font size—as this is from an old publication, options for inclusion were limited...)

Hijacked Corvair transporter found?

By Harry Yarnell and Carol Lienhard, Chesapeake Corvair

Imagine the looks on everyone's faces if a car-carrier loaded with shiny Corvairs pulled into the parking lot at the annual convention! Suppose the driver stepped out of his cab with his bills of lading in hand and said, "Long time no see, huh? Would anyone want to take delivery on these? I was hijacked to Mexico in 1964 and none of the local dealers will accept this load so late!"

These were some of the humorous thoughts that came to mind when the idea of shipping a load of Corvairs from Maryland to the '78 convention in California was proposed. Because members wanted to take their show Vairs to San Diego, but few wanted to add 6,000 miles to the odometers of their cars, and even fewer had trailers, it was decided then to explore the possibility of renting an automobile transport truck and dividing the cost among those wanting to ship their cars. But when the tab figured out to over \$400 per car (without even transporting the owners) the idea was scrapped and those going to California decided to leave their cars at home, fly to the convention, and look forward to taking their Vairs to Detroit in '79.

But the idea lingered on in the backs of a few minds, and it surfaced again as a suggestion that a

transporter loaded with our treasured Corvairs would make a terrific cover photo for the *Communique*. So, members began exploring possibilities again. The Baltimore terminal of Anchor Motor Freight (GM's principal transporter in the East) led us a merry chase through its hierarchy, almost to the top of General Motors before they turned us down for insurance reasons a year ago. But finally last Fall, Stan Hartman, part of our Corvair "family" who works at the Chevette assembly plant in Wilmington, Delaware tossed the idea out to Jerry Hoover, Anchor's terminal manager in Wilmington, and he was happy to cooperate.

Consequently, early on the frigid Saturday morning of November 22, a caravan of Chesapeake Corvairs from Maryland driven by Edna Mae Klutas, Doug Hanson, Carol Lienhard, Dave and Lila Davis and Harry Yarnell headed out to join up in Newark with our Delaware contingent (consisting of Dan Spry, Joe Wagner, Stan Hartman and Tony Necastro) for the trek to the Boxwood plant yard of Anchor Motor Freight. Terminal manager Hoover had arranged to have one of his transporters dolled up for the occasion, with wheels freshly repainted, and even

the tire sidewalls glistening. But most important, he had selected his Yard Superintendent, Burt Jones, and Driver John Garton to help load our cars on this rig because they are both long-time enthusiasts and he knew they would "baby" our treasures. The icing on the cake was his charge to these two veterans to give us all the help we needed to load the cars, and to take as much time as we needed for photographs.

So, with Burt and John providing expert coaching and attaching the chains, we loaded our cars -- quite a scary undertaking for some of us, especially Dan Spry, whose beautiful 1965 Monza convertible was assigned to the head ramp position, hanging precariously over the driver's cab. An Anchor driver is allowed five hours to load ten Chevettes on a rig because of the complexity of the task of loading and securing the vehicles by himself. But, with these two experts handling the hydraulics and chains, and "talking" each driver into his exact position, we accomplished loading (in two different arrangements) and photography in less than three hours, and enjoyed the entire adventure.

That morning, we were the major attraction in the yard which usually loads Chevettes. One driver took a hard look as he slowly drove by and asked, "Are we loading those again?" Several other drivers couldn't tear themselves away and watched the operation with great interest, adding their own special reminiscences about the sporty little cars of a by-gone era. One Chevette plant employee couldn't resist taking a whole roll of pictures of his own, and we got a number of "offers" in case we wanted to sell our cars -- NO CHANCE, of course! But it's always fun to get an offer based on admiration of the vehicle!

After the last car was unloaded and the film had been spent from everyone's cameras (including Doug Hanson's ancient box Brownie which yielded some remarkably good shots, in spite of everyone's ribbing), we headed for Dan and Karen Spry's house for pumpkin pie and coffee, thinking about all the fun we had had in recreating a little history.

So, here it is folks, Long Time No See, but the memory of the more than 1.7 million Corvairs which rolled out of GM plants onto transporters in the 60's lingers on. We all wish we could find just one such pristine load that had really been hijacked by Rip Van Winkle!



The "Instigators" of the above situation are, from left to right, Tony Necastro, Col. Dave Davis, Joe Wagner, Stan Hartman, Edna Mae Klutas, Douglas Hanson, Carol Lienhard, Lila Davis and Dan Spry. Harry Yarnell is also included, but someone had to shoot the picture!

DRIP QUIPS

Life Goals...



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.

2021 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>. It is our sincere hope that 2021 provides more opportunities to get our cars out in the public eye. As events are scheduled, you will be notified, and the activities calendar will be updated.

- C** **Saturday, April 17, E-Days Car Show at The School of Mines, Golden, CO:** Registration 9:00, Car Show at 10:00. In good weather, this show will last until around 2:00. MASKS REQUIRED.
- M** **Sunday, April 18, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, 610 Shelton Road, Colorado Springs (also available via Zoom).
- A** **April 23 & 24, Mecum Auction:** *Postponed to 2022*
- A** **April 25, Club meetup, lunch and Ice Cream:** 1:00 p.m., Rock House Ice Cream Shop, Palmer Lake, CO. Outdoor seating is available.
- M** **Sunday, May 16, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, 610 Shelton Road, Colorado Springs (also available via Zoom).
- C/A** **Wednesday—Sunday, May 19—23:** Mini Convention in Springfield IL. Information on the expanded Mini Convention, including registration and hotel details, can be found [here](#)
- A** **June 12-13, Tristate Swap Meet:** 8:00—5:00 Saturday, 8:00—2:00 Sunday, National Western Complex. Information available [here](#)
- M/C/A** **Sunday, June 20, PPCC Club Meeting and Show:** Father's Day Pie & Ice Cream Social and Car Show in Palmer Lake. Meeting at 12:30, Car Show at 2:00. This is a fun afternoon to show our cars with the Model A Club and enjoy free pie and ice cream. A great family day.
- M** **Sunday, July 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C** **Saturday, July 24, 2nd ANNUAL CRIPPLE CREEK ALL CORVAIR CAR SHOW** with ***Seemore**:** This show is sponsored by the Cripple Creek Heritage Museum and its sponsors. It is a FREE show for anyone with a Corvair. This is also the weekend of annual bed races in Cripple Creek so it should be lots of fun. **The Double Eagle Resort and Casino will be giving us a discount on room rates.... \$89.95 per night plus tax = \$100.93. This includes free breakfast for each registered guest. For hotel reservations at the Double Eagle, call 719-689-5000 and use group number 4350. Even if you *think* you're going, go ahead and make your reservations. It's easier to make and cancel than to miss out!** This show is open to anyone with a Corvair, whether or not they are a club member.
- C/A** **July 27—July 31 2021 CORSA International Convention San Diego:** *Cancelled*
- C** **Saturday, August 7, CCCC Rocky Mountain Airport Car Show and Swap Meet:** Time, TBA, location Rocky Mountain Airport.

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

2021 PPCC Activities Calendar

- M Sunday, August 15, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A Sunday, August 22, Wheels & Wings Show and Lunch, Centennial, CO:** This show will have a variety of vintage cars and airplanes. All Corvairs will be on the apron at the air field. Plan to arrive at 11:00 to get in place, and then the show runs until 2:00 pm. Lunch arrangements have been made at The Perfect Landing Restaurant or you can choose to eat at a food truck which will also be there. Museum tour from 12:00—2:00, lunch at Perfect Landing Restaurant, 2:00. (If you arrive for lunch before 2:00 earlier, just mention ‘Corvair Club’.)
- C/A Friday—Sunday, August 27-29:** Hot Rod Rock & Rumble, Pikes Peak International Raceway—Fountain, Colorado. Information available [here](#).
- M Sunday, September 19, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M Sunday, October 17, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A Friday—Sunday, October 15-17, Tri-State Meet:** Information coming soon.
- M Sunday, November 21, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M Sunday, December 19, PPCC Club Meeting:** 9:30 a.m., location TBA.

Recurring Local Events:

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

First and Second Saturday Car Shows: At this time information on the First and Second Saturday car shows is not available.

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



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

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

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

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



REAR-ENGINE SPECIALISTS, INC.
16010 W. 5th Ave. Unit 12
Golden, Colo. 80401
Steve Goodman
(303) 278-4889 Fax (303) 936-7420
email: rearengine.steve@att.net
website: www.rearenginespecialists.com

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



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(303) 806-9992 Fax (303) 806-9985
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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!!



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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 24th of the month for the next month’s publication.

Pikes Peak Corvair Club Contacts

President	John Green	720/291/2452	j.n.green1 at outlook.com	Board
Vice President	Jerry Peevyhouse	303/319/0741	Kpvhouse53 at msn.com	Board
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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.

20TH ANNUAL

2020-2021

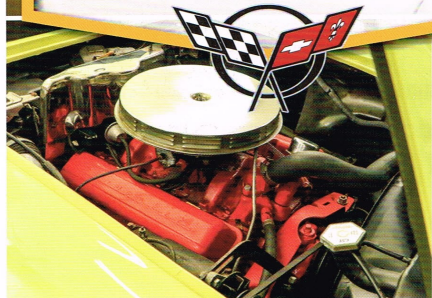
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\$10 Donation Per Car For The Show - \$5 Donation Per Adult Spectator.
This is a fund raiser for the Collector Car Council of Colorado.
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