

# The Drip Line

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**Cover Photo:**

Happy Turkey day!

Remember, sweet potatoes  
are a vegetable, to be eaten  
with salt and pepper...

Never with marshmallows!!!



**The next meeting of the Pike's Peak Corvair Club will be held on Saturday December 13 at 1:00 p.m., Black Bear Diner, Garden of the Gods Rd. Christmas party and election of office bearers, plus a small meeting.**



**Official Newsletter of the**



**Founded in 1977**

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**PRESIDENT'S PONDERINGS****2025 wrap-up**

Submitted by Jerry Peevyhouse  
PPCC President



Happy December. Only (x) days left before Christmas, and the (x) number is under 30 and getting smaller. Time to get ready to pick up all those presents you put on lay-away way back in July. You did that, right? Maybe not, that's one of those many traditions we did in the past that have been superseded by new technology and ways of shopping. Think Amazon 😊.

As far as looking back at events, activities, and car shows the club either sponsored or advertised this year, yes, we could have done literally 5 or more different car shows on any given Saturday during the summer. One of the first sponsored events of the years was the St. Patrick's Day parade in the Springs. Fun start.



April was the Pueblo Wings and Wheels Show, May was the annual Tri-State, hosted by RMC, June was the Concours D'Elegance up in Littleton, the Castle Rock Cruise-In, and the Father's Day Pie and Ice cream show/meeting. July was the Rumble at the Rosemount in Pueblo, a hot show, somewhat literally 😊. Also in July was the Glenwood Springs Valley Cruiser's car show and Rosie's here in Monument. August was the CCCC Car Show & Swap Meet, and the Tri-Lakes Cruiser's show. September was the Cruise Above the Clouds show in Woodland Park. We took SeeMore to 4 shows this year, so he's resting now for the winter in Duane's yard. Thanks Mario and Glenn for towing him around and getting him set up.

Also in September was our Fall Drive to Cripple Creek, a very well attended event.

7 Corvairs along with 6 other "chase" cars. Spectacular weather provided a great closeout to a fun car show summer. Now we semi-hibernate, with some driving alternated with maintenance/engine running to keep the car

in shape. Or complete engine tear down and rebuild.....

Now, I didn't list ALL the shows club members did this year, some did 2 shows a weekend. You know who you are.

Next coming up is our Christmas Party, at the Black Bear Dinner in Colorado Springs on Dec. 13<sup>th</sup>. More details and reminder emails coming, but it is always a great way to wrap up the year. We will be having our elections for officers for next year, so come vote, eat, and fellowship.

One bit of good news for next year is that Kristal has agreed to continue as our international DripLine editor! Yay. She does a great job and we appreciate her willingness to continue to help us out from down under. We miss both her and Rex being physically here. One thing she continually has to deal with is getting input to her in a timely manner so she can get the newsletter out in a timely manner. Yes, I am pointing at me. 😊 We are always looking for fun things or events members are doing or working on. Car stories always sell.

Wrapping this up for now, gotta get this sent 8,300 miles away before it comes back in a better shape than when I sent it.

As always, if you have any suggestions or comments on future activities, events, car shows or ?? please let us know. Hope to make 2026 a better year for the club. Enjoy the journey

Hope you all have a great and Merry Christmas. I'll be running down to Woolworths soon to pick up my lay-away stuff. \$5.00 a week is the way to go 😊.

So long for now, hope to see you at a car show, club meeting, or on the road.

Enjoy the journey



**From the front seat of the Vice President:**

Submitted by Jon Faires  
PPCC Vice President

Well, the holiday season is upon us. I tend to pack a lot of performances in between Thanksgiving and Christmas. In a short three weeks of school concerts, parades and church services there are only a few 'down' days until Christmas. Truth be told, I enjoy the busyness of the season. It's usually stressful, fun and sometimes chaotic being a musician at this time of year. Am I conducting this concert?, Am I playing on this concert?, What time do I need to be there?, What color tie am I supposed to wear? I look forward to the automatic decompression that comes from walking out of my last performance on Christmas Eve. It leaves me with a feeling of joy, accomplishment, and flat wore out. My ultimate hope is, that for my part, I was able to add a little something to folk's holidays.

Two weeks ago, I was able to bring the 66' to my middle school for 'Show and Tell' with the 8<sup>th</sup> graders. They had just completed reading, *The Outsiders* by S.E. Hinton. The book makes mention of the Corvairs and Mustangs belonging to the well-to-do Socs'. I do a quick discussion of the vehicle, start the engine and of course let the students take lots of pictures. For a short time after that (usually until the end of the day) I am cool in their eyes. The lack of an engine in the front is usually the first thing that the kids gravitate to. I did receive the question this year, "Hey Mr. Faires. Where is the button to start it?" Because my daily driver still utilizes a key start, that threw me. Times have quickly changed. I still have a tough time, ahem...aggravation, with the Auto Start-Stop technology in modern cars. But it was a lot of fun to let the kids know that teachers have other interests outside of teaching and no... we don't live at the school.

Because a few of our members did not get in our original order of PPCC Club swag, we are doing an additional order. This time I have included some different sweatshirts and ball caps that we thought folks might like. My goal is to have the ordering completed by December 12<sup>th</sup>, with hopes to have items back in club members' hands by our first meeting of the new year or sooner. Please send me your order via email and pay the club via Paypal or check. *(See the hats at the end of this newsletter)*

I look forward to seeing many of you at our Christmas get together in a few weeks, and I hope you all have a fantastic Thanksgiving! Until next time...

Keep it on the road, and may your 10mm always be where you left it.

**MEETING MINUTES**Submitted By  
Kathy Green**November 16, 2025, 9:30am, Serrano's Monument**

Meeting called to order at 9:33 a.m.

**50/50**

John Green distributed 50/50 before the meeting.

Present at the meeting were Jerry & KeithAnn Peevyhouse, John & Kathy Green, Jon & Debbie Anderson, Randy Karl, Chris Kimberly, Mike Piper, John Wark, John Lark, Jon Faires, Glenn Dowling.

**Minutes**

October minutes were approved. Motion by Chris Kimberly, second by Randy Karl.

**Treasurers Report**

General Fund: \$1820.80

SeeMore Fund: \$1956.96

Total Funds: \$3777.76

Paid: Web Hosting, Colorado State Tax Deferment

**Mail**

No mail this month.

**Membership**

No new members. Total membership 51. Kathy Green sent out an annual membership update/renewal payment email on 11/15/2026. Updates are coming in.

**Old Business**

John Faires took his car out for Outsider's Day at his school.

Mike Piper went to a Trunk or Treat.

Last PPCC shirt sold to John Lark.

**Upcoming events (for information on all events or to add events to the calendar, contact [John Green](#)):**



**Christmas Party,** December 13, Black Bear Diner, Garden of the Gods, 1:00 p.m..

We will collect toys again for Toys for Tots. Everyone will be able to order from the regular menu. We will also do the traditional Yankee Gift Exchange.

We will also elect officers at this meeting.

**SeeMore:**

SeeMore is at Duane's for winter storage.

**New Business**

John Faires will send out another order form to the club members. Beanies/Toboggan hats and Ball/Trucker hats will have patches. We have a minimum order count for hats. We must have 6 Beanies/Toboggan hats and 6 Ball/Trucker caps. Consensus was that we would not offer Beanies/Toboggan hats, but we will offer Ball/Trucker hats.

We need volunteers for Board positions for next year. At this time we will assume the same board unless there are no volunteers.

**Tri-State**

June 5-7 in Montrose. We have a hotel and meeting place for the banquet. We have a caterer for the banquet. We have a location for the car show (Cerise Park). John & Linda Kull have made reservations for the Elk's Club and the caterer. We have a meeting room for hospitality. Kathy Green will handle registration. Randy Karl will handle all finances.

Tony & Diane Lawler have indicated they will put out a call for baskets, and they will run raffles and 50/50.

Tony Lawler and Phil deGroot will plan a rally.

Registration information will be available soon on the web site.

**50/50** was won by Andersons. They collected \$30 and PPCC received \$30.

**Meeting adjourned at 10:18 a.m..**

Members remained to share Corvair stories and general information.

Submitted by Mike Piper

## **Trunk or Treat Adventure, 2025**

There were many car shows and “Cars and Coffees” to attend so far in 2025. My grandson Dylan is the fourth of our grandkids to attend Wooden Shoe Preschool in Westminster, following our three kids so we have a history. They also have one of their two retired Greenbriar school buses sitting out on the edge of their parking lot. When my daughter brought home the announcement about the Wooden Shoe Trunk or Treat on October 17<sup>th</sup>, I decided why not? I attended one of these set up by Ed Halpin at Buckley AFB some years ago and my effort was well received then.

I obtained permission from Wooden Shoe to park near the Greenbriar to have a sort of Corvair related spot. My approach has been to jack up the white car and remove one wheel and lower the car onto the wheel as a safety stand. I scatter some random Corvair parts on the ground (the fuel tank and a few parts from the once blue car project), plus a pair of my work pants stuffed with paper and some snow boots tucked under the front of the car to look like someone trapped under the car. Karen & my daughter suggested some Halloween lights (my daughter’s inverter sounded like an imminent fan failure) plus a cauldron for the candy and a plastic skull. I dressed up looking a bit mechanic-like wearing coveralls and a welder’s cap. The trunk was open and my possessions in that car were fewer than the red car but were equally random.

Unfortunately, it was pretty dark, so the scattered parts were a bit of a tripping hazard, but it seemed my effort was well received. There were many kids, and I handed out 4 bags of candy. The weather was excellent and there were quite a few cars. Several kids were concerned about the person trapped under the car and I told them they were my pants, and they went up to push on them to confirm they were full of paper.

I had roughly five car show style discussions of Corvairs, one fellow has a friend in Phoenix with a 1964 convertible to restore (encouraged to find the local club), and I showed a couple of people the engine using the light from my cell phone.





**Sixty-one Years a Sports Car Guy**

Submitted by Jim Pittman, stolen with permission  
from the CNM newsletter Nov 2025

In 1974 my car was a 1966 Corvair Corsa and I was one of nine people who founded Corvairs of New Mexico. We had a marvelous group of people in the club from the start down to the present. Even when facing difficulties the club always seemed to have a core membership of talented people and we all worked together to make the best organization I have ever belonged to. But during the early years of the club I noticed that there were many of our members who were "not like me" in one distinctive way. I was a "sports car guy" and I thought that most of our members were not.

In 1959 people who eventually would start Corvair clubs became aware of a unique and very different sort of car that would soon appear in Chevrolet showrooms. We found out it was named "Corvair" and some of its features were, let's be frank, weird. Chevrolet marketed the car as the answer to the small, more fuel-efficient European imports that were beginning to appear in greater numbers. These imports seemed ready to threaten the kings of American cars, General Motors, Ford, Chrysler as well as the princes, Studebaker, Packard, Nash, Hudson. In 1959 readers of Popular Mechanics were told about the upcoming crop of modern import-fighters: Falcon, Valiant, and CORVAIR.

The Falcon and Valiant were just smaller Fords and Plymouths but the Corvair was not just a small Chevrolet. It was different! And the magazines, and Chevrolet, were eager to tell us just how different. Air-cooled engine: no anti freeze! (You know, like a VW Beetle.) Engine in the rear: better traction! Flat floor with no center transmission hump: more room! Light front end: no need for power steering! Very fuel-efficient!

When we started Corvairs of New Mexico, I regarded my Corvair as a "sports car" (You know, like a Porsche) but I found other members had different ideas. We had members who liked Corvairs for being smaller, or for not needing anti-freeze, or for being relatively good on gas mileage, or for being relatively easy to work on - if you made the effort to learn about its quirks. Some liked Corvairs with Powerglides. Few had ever heard of double-clutching or drifting in curves. I

thought I was the only member who regarded them as American Sports Cars. Well, we are all different. The club has certainly been stronger for our diversity.

How did I become a sports car person? Back in 1959 I paid no attention to Corvairs. My dad was a "Ford man" and he brought me up to be a Ford man. He never bought anything but Fords: his first car was a Model-T. I learned to drive in his 1941 Ford, column-shift 3-speed with V-8. When I went off to college I inherited the first car he ever bought new, a 1952 Ford Custom. That was a great car. It had a Ford-O-Matic and a flathead V-8. For my college years I never thought about either hot-rods or new cars. My 1952 Ford was just fine.

Going to Officer School and becoming an Air Force lieutenant was the key to my getting a new car to replace the '52. A college friend had a 1960 Falcon and after six of us went for a ride my Sports Car Guy judgement was, too small. My mother had a '64 Galaxie, too big. But in 1962 Ford introduced the Fairlane, a car smaller than a Galaxie but bigger than a Falcon, and I thought it would be just right.

I ordered one from my dad's favorite Ford dealer. It was an automatic with the new lightweight 260 V-8. For two years that was my ideal car. Just the right size and it ran great. Then in 1964 Ford, with unbelievable fanfare, introduced the Mustang. The perfect car for a young military officer. I was instantly seduced by the style, romance and adventure the Mustang promised.

As it happened, I had signed up for a charter flight to Amsterdam for three weeks touring Europe. Since my long-time dream was to go to Europe, the Mustang would have to wait. As soon as I got back, though, I'd count my money to get ready to trade the Fairlane for a new Mustang. Friends started asking me, what kind of car will you bring back from Europe? They'd explain how I could cheaply buy an expensive European car, drive it during my three weeks, then ship it back to the states and sell it for more money! No, I'd tell them, I'm going to Europe, travel by train, then come back and buy a Mustang for myself as a Christmas present.

Another friend was a "sports car" enthusiast. He asked if I'd ever driven a sports car. I said, "Well, a Volkswagen Beetle..." but he sneered, "That's not a sports car."

C'mon, we'll go drive a REAL sports car." We went to a used car lot and test drove a Triumph TR-4. Tiny. Only two seats. A little four-cylinder engine, not a proper V-8. Two weird carburetors. Four-speed transmission. A floor shifter. Rather noisy.

That test drive in a used TR-4 changed my life. I had no idea cars could feel like that. It seemed to go where you thought and handled curves effortlessly. On the basis of that ride I ordered an Austin-Healy 3000 from a Dayton dealer, to be delivered in London on Monday, October 26, 1964, two days after the charter flight was to arrive in Amsterdam. All this happened. I drove around England and the Continent. I shipped my Austin-Healey back to the US. I joined the Dayton Sports Car Club. I went on sports car rallies. I learned to shift properly including becoming skilled at double-clutching. I learned how to "drift" around curves. I learned maintenance skills.

And when I got an assignment to Alaska my research on a car to replace the Austin-Healey focused on the 1966 turbo Corsa as an American Sports Car. I made that car better in every way I could. And I have been at heart a "sports car guy" for all the years since.

*(If you do like the article,  
be sure to give credit to*

*ENCHANTED CORVAIRS*

*And our editor, Steve Gongora)*



## Upcoming Meeting Dates

### **Saturday, December 13, PPCC Club Meeting and Christmas**

**Party:** 1:00 p.m., Black Bear Diner, Garden of the Gods Rd Colorado Springs

**Sunday, January 18, PPCC Club Meeting:** 9:30 a.m., Serranos coffee, 625 Hwy 105, Monument

**Sunday, February 15, PPCC Club Meeting:** 9:30 a.m., Serranos coffee, 625 Hwy 105, Monument

## 2025 PPCC ACTIVITIES CALENDAR

All club events will be noted on the Club's interactive calendar, located on our website, [PPCC Calendar – Pikes Peak Corvair Club](#)

- |           |   |
|-----------|---|
| <b>MA</b> | Saturday December 6, <b>RMC Christmas Party</b> Black Bear Diner, 1:30 PM         |
| <b>MA</b> | Saturday December 13, <b>PPCC Christmas Party</b> Black Bear Diner, 1:00 PM       |
| <b>M</b>  | Sunday January 18 : Regular Monthly Meeting: 9:00am at Serranos Coffee, Monument  |
| <b>M</b>  | Sunday February 15 : Regular Monthly Meeting: 9:00am at Serranos Coffee, Monument |



For monthly get togethers check facebook for various coffee and cars events.

The Pikes Peak Air Cooled meet ups on the second Saturday of the month. They do cars & coffee at Karios coffee house in Colorado Springs from 9 to 11. Then they usually go on a drive, then stop for lunch somewhere.

The Tri-Lakes Cruisers car club has cars and coffee on the first Sunday of each month starting in April. They meet near Serrano's Coffee from 8 to 11.

**Key: M—Meeting;  —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

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



400 Mohawk Trail (Rte. 2), Shelburne Falls, Ma. 01370  
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## PPCC Admin

**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 \$26 per year, payable each January for the coming year. Membership in CORSA is encouraged, but is not a prerequisite for membership in the PPCC. You can join CORSA [here](#). Please refer to the PPCC website [here](#) 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. Payment is also accepted online.

**Editorial Contributions:** Please send your stories, suggestions, recipes, jokes, and/or photos directly to [editor@pikespeakcorvair.org](mailto:editor@pikespeakcorvair.org), or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Deadline for submitting information to The Drip Line is the 21st of the month for publication.

## Pikes Peak Corvair Club Contacts

President	Jerry Peevyhouse	303-319-0741	<a href="mailto:president@pikespeakcorvair.org">president@pikespeakcorvair.org</a>	Board
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Secretary	Kathy Green	720-202-0351	<a href="mailto:secretary@pikespeakcorvair.org">secretary@pikespeakcorvair.org</a>	Board
Treasurer	Randy Karl	719-660-8309	<a href="mailto:treasurer@pikespeakcorvair.org">treasurer@pikespeakcorvair.org</a>	Board
Past President	Mike Piper	720-255-1007	<a href="mailto:pastpresident@pikespeakcorvair.org">pastpresident@pikespeakcorvair.org</a>	Board
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Facebook Admin	Patricia Fox		patl80820 at gmail.com	
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**BUSINESS CORRESPONDENCE:** All correspondence to the Pikes Peak Corvair Club, or its officers, should be mailed to: Pikes Peak Corvair Club P.O. BOX 15034, Colorado Springs, CO 80935.



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Best way to contact \_\_\_\_\_

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80/20 acrylic/wool; Structured; Mid-profile;  
7-position adjustable snapback closure

Adjustable Size (OSFM): \$20.00 each

Available colors: Red, Navy Blue, Black & Graphite Gray

**Please specify Size & Color**

\_\_\_\_\_



**STC39 YP Classics®**  
**Retro Trucker Cap**

60/40 cotton/poly front panels;  
100% polyester mesh back panels,  
Structured; Mid-profile; Permacurv® bill  
7-position adjustable snapback closure

Adjustable Size (OSFM): \$19.00 each

Available colors: Light Heather Gray/White, Navy Blue,  
Black & Graphite Gray

**Please specify Size & Color**

\_\_\_\_\_

