

**The DRIP LINE**

**Pikes Peak Corvair Club**

# The Drip Line



**Special Edition!**  
**Tri-State Wrap-Up**

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Official Newsletter of the



**Founded in 1977**



**Chapter 809**



## The DRIP LINE

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## Pikes Peak Corvair Club

**On The Cover:** While enroute to Montrose, the PPCC Tri-State Caravan decided to stop for some pictures at the top of Monarch Pass. With the snow covered mountains in the background, it made for quite a shot. (l-r) Ray Schick's '62 Rampside, Randy Karl's '68 Monza Coupe, Ray Schick's '66 Monza Coupe [driven by Allen Amrine], Ed Halpin's '67 Sport Sedan, Cory & Gail Levin's '66 Coupe, and Chris Kimberly's '64 Monza Convertible.

## EDITOR'S NOTES

By Ed Halpin

Drip Line Newsletter Editor

This year, the Club had a great turn out for the Tri-State in Montrose, with more than 50% of our membership in attendance!

As a result, we the Pikes Peak Corvair Club won the Attendance Award and was able to put on an event which was lauded as one of the best times folks have had in a long while.



That being said, we did miss hanging out with the rest of our members, who, for a variety of reasons were unable to attend. Hopefully your calendars will be clear this time next year and you'll be able to get down to Taos, NM and join in on the fiesta festivities!

For this Special Edition of The Drip Line, we had a variety of contributing story tellers and photographers, each sharing a different perspective. Where there were gaps in our coverage, I was happy to fill in the blanks [Editors artistic license ☺].

In bringing the stories to life, it's great to have so many pictures to choose from.

While we couldn't capture every little nuance, I think you'll get the gist of what happened over the weekend, and just how awesome it was to be part of it. For those who were unable to attend, you missed a good one!

Of the 124 folks in attendance, we did receive several Post-Event Surveys, and we thank you all for your feedback. Of those comments, one person didn't care for the food, one didn't like the venue, and another didn't care for the way the car show was set up. Statistically, these comments would be considered outliers and disregarded, however, we do appreciate the comments and would hope that each of those folks found other aspects of the weekend enjoyable.

Credit for pictures posted throughout this publication include Randy Karl, Christine Kimberly, Kelina Halpin, Garrie Fox, Ed Halpin, Allen Amrine, William Pearce, and The Black Canyon Classics Car Club.

Thanks again to everyone who attended!!  
See you all next year in Taos!!

Ed

## A Field of Corvair Dreams: The Colorful Colorado Car Show

By  
Ed Halpin

Back in February, in the early stages of our Tri-State planning, we found out that on the same weekend that we were looking to be in town, there was a huge car show all ready scheduled to take place. This show, "The 21st Annual Colorful Colorado Car, Truck, and Rod Show", is a yearly event sponsored by the local Black Canyon Classics Club. As luck would have it, we had a PPCC member there in Montrose who actually belonged to that Club, Bob Gilbert. I spoke briefly with Bob, and he turned me over to the car show point of contact, Mr. Shane Brown.



Randy & Sara Karl's 1968 Monza Coupe

As far as we knew, the pairing up with another Club or Car Show in a host city had never been done before at a Tri-State. We thought it was a great idea, so we moved forward and I reached out to Shane. From there we developed a fantastic working relationship which took us from concept to execution.



A Couple of 1962 Rampside's; Bonneville Club member Bruce Gwyther's blue and white pickup sits next to Ray Schick's brown and white ride.

As we planned for the show, Shane and the team set aside two full rows of Corvair dedicated parking, with additional overflow parking if we needed it. They arranged to marked off an area for us to set up our Fan Belt Toss competition, and, they also agreed to lend us their Valve Cover Race Track for the event! This was no small feat, as they had lent the track out to another club



Chris Kimberly's '64 Monza Convertible heads up a line of Earlies and Lates for all to enjoy!

several years before. Shane assured me that he would make sure it was there, in place, and ready for our use, so I didn't sweat it. He delivered on that promise 100%, and on the day of the show, everything went off as planned.

The Show n Shine participants left the hotel parking lot a little earlier than some folks may



John Neal stands with his 1964 Spyder Convertible

have liked (7am), but with 40+ Corvair powered vehicles making the journey around the block to the field, where another 300+ cars and trucks were planned to be displayed, we needed to play by the rules and get there on time.



## A Field of Corvair Dreams (cont.)

I moved the groups out with the Earlies (60-64) leaving first, followed by the Late models (65-69), and then the Forward Controls, Wagons, and Corvair Powered vehicles. Club President Randy Karl was on the other end of that rear engine procession, having already been deployed to the ball-field to ensure folks were parked as we had planned. All of the Earlies in one row, with all of the Lates lined up on the other row. All noses out and engines facing each other. When we were finished, it looked awesome!

With the parking efforts completed, we took a headcount of cars and found that there were actually more Corvairs there than expected. The extras turned out to be folks who were in other clubs who were attending the event and just wanted to park with us. The more the merrier!!

The official Show n Shine headcount (those who registered their vehicle at Registration and received a Tri-State name placard [*placards provided by Steve Goodman, PPCC member and proprietor of Rear Engine Specialists out of Golden, Colorado*]) was: 42 total Corvair powered vehicles registered, of which 23 were late models, 15 were early models, 2 were Forward Control (FC) Rampsides, and 1 was a Lakewood Wagon. We rounded out the field with 1 additional Corvair powered car, an Amante GT Kit Car owned by Steve Goodman.

For those who like to track the Club vehicle representation: Rocky Mountain Corsa had 20



MCCA member Terry Kalp discusses the finer points of Corvairdom with Trezjna Pearce next to her recently restored '61 Lakewood Wagon



Jon & Debbie Anderson's '65 Coupe

cars, Pikes Peak Corvair Club had 11, Corvairs of New Mexico brought 4, the Bonneville Car Club also had 4 cars, the Mid-Continent Corvair Association (MCCA) road-tripped 2 cars in from Kansas, and we had 1 Club-unaffiliated car (but we're working him hard to be a member of the PPCC ☺).

*\* A side note on that unaffiliated car; this one just happened to be one of our former PPCC member's cars which showed up unexpected. The car had been sold several years ago by Paul Campbell, disappeared from our view, and then popped up as a fresh restoration at the Tri-State. A small car world, indeed!!*

How about the years of the cars? Yup, we tracked that too and offer up these numbers: we had zero 1960 models represented (Kelina Halpin had to work on Friday so she couldn't bring the Monza out to Montrose), one 1961, seven 1962 cars, two 1963s, eight 1964 cars, nine 1965 coupes and convertibles, ten 1966 vehicles, one very nice 1967 custom Sport Sedan, two 1968 cars, a lone 1969 Monza, and that crazy '71 Amante GT.



(l-r) Gabe Cooper, Megan Vance, and Kelina Halpin help sell raffle tickets during the Show n Shine. All proceeds of those sales went to the Partners Mentoring charity.



## A Field of Corvair Dreams (cont.)

The weather was great for a day on the field, with lots of sun, and a cool breeze which kept the bugs down and the show folks smiling.

From the comments I had received during the show, this was one of the best opportunities to display the cars and trucks along side comparable models. There always seems to be questions about how you put a part on the car, or if something is wired the correct way, so having a number and variety of Corvairs there, to compare notes, was a huge benefit to folks.



John Hesco's 1966 Coupe, which was driven all the way from Greybull, Wyoming

It was also a special opportunity for us to exhibit the Corvair automobile, in comparison to dozens of other marquees within the larger car show. Folks always have "a Corvair story", and folks were happy to share theirs all day with the group.

We could not have had the whole thing work so well without the support of a lot of people, so I'd like to send a great big shout-out of thanks to the leadership of the Black Canyon Classic Car Club; Glenn Martinson (President), Floyd Heer (VP), and especially Shane Brown, their former President and Car Show guru who was just a great guy to work with throughout the entire process.

Something we're very please to announce, is that through the sale of on-the-field raffle tickets, monetary contributions at the games, and your personal donations, the Pikes Peak Corvair Club was able to make a \$200 donation to the Black Canyon Car Club, on behalf of this year's



John & Kathy Green's 1968 Coupe

designated charity, "Partners Mentoring" Their mission is to offer and support positive life experiences for at-risk youth by providing one-to-one mentorship with an adult volunteer. We were very happy to be able to make that donation on behalf of the Tri-State participants, so thank you all!!



Ed Halpin's 1967 Sport Sedan



## Games on the Field: Valve Cover Racing, The Fan Belt Toss, and Push-Rod Drop

by  
Ed Halpin

For this year's Tri-State, one of the key features we wanted to put into play was to make it more 'Family Friendly'.

It's no secret that we're all getting older, and one of the few benefits of the aging process is that while our kids are now older and may no longer join us in our Corvair adventures, many of us are now enjoying the opportunity to bring our grandkids to the events. So, how do we get the youngsters engaged and having fun with a bunch of old folks? Games!!! But which ones?

Thinking simple and fun, we went with an old Corvair fan favorite, the 'Fan Belt Toss'. We then looked at Valve Cover Racing to get the competitive juices of both old and young going, and rounded out the gaming events with a good old fashioned Push-Rod Drop competition.

The Fan Belt Toss competition was supervised by PPCC member Ray Schick, who masterfully managed the winners and losers brackets until we had a Finals Round which went right down to the wire, with a final score of 22-20 (you have to win by 2 points). With team names like the Vikings, the Vairs, and the Car Guys, our 1st Place Team was "Team Olwine" from the RMC!



Ray and Betty keeping track of the competitors at the Fan Belt Toss

The Push-Rod Drop was another event which turned out to be surprisingly competitive. With eight competitors seeing how many points they could muster from dropping Corvair Push-Rods into a soda bottle, one man stood alone in victory at the end of the day. That young fella was 8-yr old Gabe Cooper!



(l-r) "Team Olwine" members Dave Olwine and John Drage accept their 1st Place Award for the Fan Belt Toss from Game MC Ed Halpin

A great big thanks to PPCC member Jon Anderson for overseeing that competition and making sure that the math was correct ☺.

By far, the Valve Cover Racing drew the most attention, with anxious fans lining both sides of the track in high anticipation of thrills, spills, and more than a couple cars imploding as they raced at blistering speeds in excess of 20mph (true, we had an app for that ☺).

Prior to the race, we did have to perform a bit of surgery on the track, as I had inadvertently busted the starting line light when we set up the track. So, our resident PPCC electrical engineer, Mr. Wayne Russert sprang in to action, rewiring a new light just in time for the first run.



Gabe Cooper accepts his 1st Place Award for the Push-Rod Drop



## Games on the Field (cont.)

We ran two different classes this year; a "Corvair Class" which followed the standard CORSA race guidelines (no more than 4.5lbs, no longer than 16", and no wider than 8"), and an "Open Class" which allowed all other racers to participate. Following the Black Canyon racer rules from years past, these cars were limited to a max weight of 10lbs, could be no wider than 10", and no longer than 30" (you ever see a straight 8 valve cover?).

After several high energy runs, in a double elimination contest which Wayne hosted, we had winners in both classes.



Wayne rewiring the starting line light prior to the competition getting under way!

The "Open Class" was won by Mr. Lou Stewart, a member of the Black Canyon Classics Car Club.

In the Corvair Class, Kelina Halpin had brought two race cars to compete. These were shipped, under a cloak of secrecy from her grandfather Mark, proprietor of the MacLeod Skunk Works in Minnesota. Apparently Mark knows what he's doing because the cars took home the big prize and left all other competitors in the dust.

Thank you to all of the other Tri-State racers who participated in the



Ed presents Mr. Lou Stewart with the 1st Place Award for "Valve Cover Racing- Open Class"

Corvair Class event; Mike Piper, Ed Halpin, and Chris Kimberly.

A personal thanks goes out to Mr. Ted Culver of the BCCC, who, at age 91, brought out several of his Model A Valve Cover Racers, which he designed and engineered himself, for all of us to enjoy. While long retired from active racing, his cars made some great runs down the track.



Kelina Halpin accepts the 1st Place Award for "Valve Cover Racing - Corvair Class", on behalf of her Grandfather, Mark MacLeod

Overall, everyone seemed to have a good time just having fun and encouraging each other to fail as miserably as they could. To that end, many of us succeeded 😊.

The PPCC built the three Fan Belt Toss pits and the Push-Rod Drop games, specifically for this event, so if another Club would like to use those for a picnic or car show gathering, just let us know, we'd be happy to lend them out..

Thank you all for playing along!!



Chris Kimberly had the prettiest race car out there, and she was presented with the Valve Cover Racing "Best in Show" Award

## Local Tours - The Gunnison and Gateway Museum

Story submitted by William Pearce. Pictures provided by William Pearce and Chris Kimberly



The Saturday trip to the south rim of the Black Canyon was a short, warm afternoon ride. We had 18 cars sign up for the ride, but not all that signed up actually went, and some others came any way (sorry, I did not get the exact number that went).



(above and below) Corvairs touring along the Delores River area with members of the Ute Trails Car Club.



Up hill all the way to the park entrance, then the first stop was the Visitors Center, where the Corvairs generated more attention than the canyon did ☺. Then, on to the northwest, along the rim to the other pull-offs and some short hikes for more amazing views and a lot of pictures. Then, down hill back to Montrose for the dinner.

The trip on Sunday, to the Gateway Car Museum, was another nice sunny day. We had 10 Corvairs and three other cars join us for the drive.

Our first stop was in Delta, to meet up with eight more cars from the Ute Trails Car Club. Then on to Gateway. Unfortunately, we lost the first car before Whitewater (an MG with fuel problems), so they turned around and went home.

Then, through the Unaweep Canyon to the old Driggs Mansion for pictures. We continued through the Canyon on to Gateway and the car museum. It is quite a nice bunch of cars.



The Gateway Auto Museum



## The Gunnison and Gateway Museum (cont.)

After seeing the museum, we had a picnic lunch on the grass under the trees at the museum. After lunch, several cars went back the way we came, and on home from there.



(above and below) Lunch at the Gateway Car Museum



Seven Corvairs, four cars from Ute Trails, and two others proceeded on a VERY warm drive south through more canyons. On to the "Hanging Flume" along the side of the canyon, above the Dolores River, and more pictures.

By now it is real warm, so we went on up on to the plateau and some cooler driving through Nucla, Naturita, Norwood, and down the Norwood Hill to the San Miguel River.

We followed it to Placerville and up over the Dallas divide for more pictures of the San Juan mountains, and Corvairs. Then, down to Ridgeway for one last stop. and back to Montrose.



Built in the 1880s by the Montrose Placer Mining Company, the Hanging Flume was an open water chute (known as a flume) built over the Dolores River Canyon to facilitate gold mining.

Miles driven Sunday, 235. Almost two cases of ice water. Photos taken, LOT'S!!! Major brake downs, none!

My wife and I hope everyone that went had a good time. Thanks for going with us!!!

William and Trezjna Pearce



What a great sight!! Classis cars in a classic western setting!!

# Corvair

## Local Tours - The Gateway Museum

Submitted by Allen Amrine  
Pictures provided by Chris Kimberly

After the Tri-State, some of us stayed an extra day in Montrose to go on a tour of the Gateway Automotive Museum. Having already gone on the Saturday tour of the Black Canyon of the Gunnison, I was especially ready for the Gateway Museum tour. I've wanted to go there for some time. The scenery, along with the knowledge of the area from our guides, William and Trezjna Pearce, made me look forward to it even more.



All Gassed Up and Ready To Go!!

On Sunday morning we all gassed up early and headed out around 9am. We met up with some members of the local Car club at the nearest town on the way to Gateway and purchased some lunch items, water, etc. (we had been warned of the high prices at the museum's restaurant). On the way there we enjoyed some very beautiful scenery and endured the hot temperatures. We and our cars all did surprisingly well!

Once at the Museum, it did not disappoint! The town is set in the middle of the most beautiful valley that you can imagine and it is a mixture of deserty views with an oasis feel at the museum itself. Our rainy year might have given us a reprieve this year, but it was perfect! The grounds were nicely maintained with lots of fruit trees and some Cottonwoods nearby as well.

Once inside there was a brief video presentation, and then we were free to roam some of the most beautiful American cars and trucks ever made. While there were no

Corvairs, I was neither surprised or disappointed at that. The displays were as nice as the automobiles, and that is quite an accomplishment!



In the Lobby of The Gateway Museum  
(that's me on the far right ☺)

My favorites were the muscle car room with a Shelby Mustang, a Plymouth Cuda, and a Chevelle SS. The 50's cars were awesome as well, oh and the early cars, well I guess it was all my favorite! I could have spent all day there.



Lobby Area with Historic Roadmap Wall

Next we went outside under a big shady tree and enjoyed picnicking with some of the other tour attendees.



## The Gateway Museum (cont.)



1913 Indian Motorcycle

Once lunch was over, we started back with some scenic stops and some points of interest as well. I was not a good student as to what the points of interest were as I was taken by the scenery instead and talking with the others in the group.

We had a very full day there and a large group of us met for dinner once back in Montrose to put a great finish to an amazing day!!



1954 Oldsmobile F88 concept car which was to be destroyed after the Auto Show but instead was boxed and hidden until 2002-2004ish. Goggle this car and it's back story—it is an interesting read. This car set a world record when auctioned in January 2005 at the Barrett-Jackson auction in Scottsdale, Arizona for \$3,240,000.00!!!



1st and 2nd Generation Corvettes



## Banquet Festivities - Food and Awards!!

By Ed Halpin

A great ending starts with a superb beginning, and that happened at Registration Friday night where folks registered for the banquet with Patricia and Garrie Fox doing the headcount. Along side of those fine folks was Sara Karl and Ed Halpin taking care of the T-Shirt sales, Wayne Russert getting folks signed up for the Show n Shine, Ray Schick handling the 50/50 and various raffle opportunities, and Mary Ellen Feasel overseeing the raffle of a beautiful handmade American Flag quilt. Thank you all for making sure that registration was a smooth and enjoyable process.

The final leg of our journey takes us to the Saturday night banquet. The Holiday Inn Express staff, led by Ms. Karen Fox, did a wonderful job making us all feel welcome throughout the entire weekend. They wrapped up their hosting support with lively social hour at the hotel bar, followed by a BBQ buffet meal, right there on site at the hotel. Karen noted, after the fact, that she had never seen a group of people eat SO MANY BEANS!!!

The procession to the food was preceded by the reading of a humorous "Corvair Poem", delivered by David Feasel. As folks enjoyed their dinner, there was a wonderful rolling slide show which captured the cars, people, and gatherings from earlier in the day.



PPCC member David McGill (center) enjoys the evening presentation with fellow Club members Bonni & Wayne Russert, Jon & Debbie Anderson, and John & Kathy Green

Once dinner was done, and folks were full and happy, Mr. Steve Goodman kicked off the festivities as the evening's Master of Ceremonies.

Steve thanked the city of Montrose and our hotel staff for their support. We then moved on to the part of the show which everyone seems to enjoy, the Tri-State awards.

A quick count of the banquet attendance number showed 124 people, including guests and children. Broken down for consideration of the Tri-State Attendance Award:

Club	# of Active Club Members Attending	% of Total Club Members Attending	# of Individuals (Members and Guests)
RMC	25	25/71=36%	49
PPCC	17	17/32=53%	30
CNM	11	11/45=25%	25
BCC	4	4/39=10%	11
MCCA	3		5
Corsa West	1		2
Unaffiliated	1		1
Black Canyon	1		1
<b>TOTALS</b>	<b>63</b>		<b>124</b>

This year's award was determined by the percentage of active members present (those members in good standing), in relation to the total number of active members listed on the Club's official membership roster. With 53% of their members present, the award went to the Pikes Peak Corvair Club!!



MC Steve Goodman (r) enlists some help from Gabe Cooper in drawing some winning door prize tickets!!



## Banquet Festivities (cont.)

One of our special guests for dinner was the Vice President of the Black Canyon Classics Car Club, Floyd Heer. He was presented with a check for \$200.00 from the Pikes Peak Corvair Club, as a contribution to their charity car show fundraiser, 'Partners Mentoring'. But then he surprised us all, by announcing that the Black Canyon Classics Car Club had voted on their own "Favorite Corvair" of the day, and presented a very nice trophy to William Pearce who displayed his freshly restored 1961 Lakewood at the show. Congratulations William!!



William Pearce accepts his "Favorite Corvair" trophy from Floyd Heer, VP of the Black Canyon Classics Car Club

We then went through a series of raffles and door prizes, and then finished up with the big raffle of the night; the beautiful quilt made by Mary Ellen Feasel. That was won by Steve & Rita Gongora!

Steve did a great job of recognizing all of the folks who generally operate behind the scenes to keep the Clubs running; the Club Presidents, Newsletter Editors, Webmasters, and Facebook Admins. He also called out the attendance of two CORSA Western Directors; Nick Shumaker and Ed Halpin. A special nod was also given to Ed Halpin for receiving the top newsletter award from CORSA for 2015.

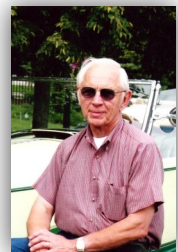
The Long Distance Award went to PPCC member John & Marilyn Hesco who drove their



Steve Gongora and his granddaughter stand with Mary Ellen Feasel in front of the quilt they just won!! Congrats Steve!

Corvair all the way from Greybull, Wyoming, a one way trek of 597 miles.

Steve announced the sad news about John Koll's passing just a few days earlier at home. John was a founding member of the PPCC and had been the club's treasurer for over 30 years and will be sorely missed by all of his Corvair friends.



Chance Parker accepts the Best in Show Trophy from Ed Halpin for his '66 Corsa with a V8 in the Back

## Banquet Festivities (cont.)



MCCA members Mark & Darlene Welte accept the "People's Choice" trophy for their '65 Coupe

This year's recipient of the Boydston Award was Ed Halpin. Ed is a member of all three Clubs (PPCC, RMC, and CNM). He is also one of CORSA's current Western Region Directors.

We wrapped up the banquet festivities with some cake and iced tea while Terry Price, CNM's 2017 Tri-State Chairman, announced the location of next year's event; Taos, New Mexico!! See you all there!!



2016 Tri-State Chair, Chris Kimberly closes out the night's festivities with a great big Thank You to everyone!!



Members of the CNM "Tequila Club" don their sombreros for some merriment and dancing with Ms. Rita Gongora as they welcome the newest members to the Club!! (r-l) Neyla Olwine, Laura Wilshire, Tarmo Sutt, Ed Halpin)



Who Wants Cake??





## Show n Shine Awards!!



Best Early Coupe: Jean Olwine, 1963, RMC



Best Late Coupe: Mark & Darlene Welte, 1965, MCCA



Best Early Sedan: Phil Degroot, 1962 Monza, unaffiliated at the moment



Best Late Sedan: Ed Halpin, 1967 Sport Sedan, PPCC-RMC-CNM



Best Early Convertible: John Drage, 1962, RMC



Best Late Convertible: Wayne & David Broadhead, 1965, BCC



**Show n Shine Awards!! (cont.)**



Best Wagon: William & Trezjna Pearce, 1961  
Lakewood, PPCC



Best Work In Progress: John & Debbie  
Dinsdale, 1966 Sport Sedan, RMC-PPCC



Best Forward Control: Bruce Gwyther, 1962  
Rampside, BCC



Best of Show: Chance Parker, 1965 Corsa  
with a V8 in the rear, RMC



Best Corvair Powered: Steve Goodman, 1971  
Amante GT Kit Car, PPCC-RMC



Peoples Choice: Mark & Darlene  
Welte, 1965 Coupe, MCCA



## Awwwwwww! Hard Luck Stories

by  
Ed Halpin

Ok, of all the opportunities for recognition at the Tri-State, the annual "Hard Luck Award" is not the one you want to be singled out for.

Awarded to the individual who has the worst case of bad luck with their Corvair between the time they leave their house and the time of the banquet. It is typically awarded for mechanical failures which have left members on the road, or significantly delayed their arrival to the event.

For this year's dubious honor, we had two candidates. We are thankful that, in both cases, the cars and their drivers were able to ultimately resolve their issues, with a little help from their Corvair friends, and make it back home in one piece.

**Candidate #1: Tony Lawler (RMC):** On Friday evening, we were casually chatting with Tony Lawler about his drive out in the '64 Spyder he had recently purchased. He said it was a pretty easy run, but the driver's side rear axle bearing was making some noise. Actually he said it was "screaming", but figured he could make it home to Denver ok on Sunday. We thought, 'NO', and started to discuss options.

We reached out to CNM parts guru, Pat Hall, who mentioned that CNM member Lube Lubert had experienced the same issue at last year's Tri-State in Durango, and as a precaution, he may have brought an early model axle, just in case. So, Tony hunted down Lube, and sure enough, he had an axle in the trunk of his car. And it just happened to be the correct fit for a '64! Tony secured the axle and got to work in the parking lot of the hotel, swapping out the bad for the good, and was wrapped up and safe before the sun went down.

*A special side note:* Lube would not take any money from Tony for the axle! They made other arrange-

ments to get the refurbished axle back to Lube. What a great feeling to know that, when you're in a tight spot, you can count on your Corvair brothers to keep you safe!! Thanks Lube!!

**Candidate #2: Vee Stovall (BCC):** As one of the last folks to check in on Friday evening, Vee mentioned that he was having some problems with the fuel pump in his '63 Monza Convertible. In coming over from Utah, he couldn't seem to keep the car running and had to pull off of the road to work out the issue. He had swapped the fuel pump with a used one that he had on hand, but his car was still having issues. Fortunately, he was able to limp the car into the hotel parking lot before night fall. So, where do we turn for help?? Right back to Mr. Pat Hall ☺

Sure enough, Pat had a replacement fuel pump in his trunk and was more than happy to pass that along in order to get Vee back on the road!! After a quick install, it still wouldn't fire up. So, late Saturday morning, Vee arrived at the Show n Shine field, with his car, on the back of a flatbed. It was there that Corvair guru, and all around good guy, Steve Goodman got a chance to take a look at the car. It turned out to be something simple, like the fuel pump not being fully seated. Steve made the proper adjustments and the Monza was fired up and ready to go.

*Another side note:* I can't say enough good things about Mr. Pat Hall, and what he continues to bring to not only the Corvair hobby, but to the Tri-State fellowship. Thanks for all you continue to do Pat!!

During the banquet, each case was made for the respective candidates, and in the end, as decided by a round of awkward applause, Tony Lawler walked away with the award.



Tony Lawler's '64 Spyder with a fresh rear axle, courtesy of Mr. Lube Lubert.



Vee Stovall's '63 Monza Convertible all fixed up with a functioning fuel pump courtesy of Mr. Pat Hall.

**PPCC  
Admin**

**Monthly Meetings:** Unless otherwise noted, the PPCC meets on the 3<sup>rd</sup> Sunday of each month, 9:30am at the Golden Corral, 1970 Waynoka Rd, Colorado Springs, CO.

**Membership & Dues:** PPCC dues are \$25 per year. Membership in CORSA is not a prerequisite for membership in PPCC (as of 2016). Please refer to the club's website below to obtain a copy of the membership application and guidance for submission. Checks 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 Ed Halpin at [halpin.corvair@comcast.net](mailto:halpin.corvair@comcast.net) or, snail mail to: PPCC, ATTN: Drip Line Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to the Drip Line is the 1<sup>st</sup> of the month for that month's publication.

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