

The Drip Line



Information on a possible May meeting will be provided ASAP.

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Official Newsletter of the



Founded in 1977



In this issue:	On The Cover: <i>Social Distancing the car show way...properly masked and preparing for the season that may not come are Chris Kimberly, John Green (and Coda) and their appropriately far apart '61 Lakewood, '68 Monza, and Chris's '64 Monza Convertible in an otherwise empty parking lot.</i>
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PRESIDENT'S RAMBLINGS—MY DAD By Mike Piper
PPCC President

I offer this article about my dad since he bought the Corvair I learned to drive in 1966. It was a Tropic Turquoise Sedan with a 110 4-speed. My brother and I both learned to drive the car and I believe it only ever had one clutch which says something. It had roughly 120K miles on it when a drunk turned left in front of my brother. He and his girlfriend (now wife) were injured but walked away. The car was totaled, and Steve Goodman parted it out. I kept the wheel covers, the horn button, all of the locks and the Craig Chevrolet dealer tag. All except the dealer tag have served on cars since.



I recall at one point my dad had a De Soto. It was not a reliable starting car, particularly in a Nebraska winter so my dad used to put a hot plate under the engine to keep it warm until the cord finally burned up. He also tried a dipstick heater. I suppose the car had a 6-volt electrical system so starting was never a sure thing. My dad had a 1964 Triumph TR-4 which probably replaced the DeSoto. He was a member of a sports car club in Grand Island and had at least two friends with Sports cars. One was a Sunbeam, probably an Alpine and the other an Austin Healey Sprite. I was about 4 years old, probably before kindergarten when I remember going out in the garage again in winter to watch my dad overhaul the engine in a Studebaker Lark. The block was cracked so that car was replaced by a 1960 Dodge. That I can remember those early cars and details about how to start them

and work on them probably says I was bitten by the automotive bug pretty early. My mom used to tell the story about how I showed her how to pump the gas pedal to get the Studebaker started.

We moved from Grand Island Nebraska to Saint George Utah and then to Arvada. I used to sit in the padded package area behind the seat of the TR-4. I eventually got too big for that so my dad traded the TR-4 in on the '66 Corvair at Craig Chevrolet in Arvada. The Dodge was traded in for a '65 Chevy Impala SS, unfortunately with a 283 and a Powerglide but that is still one of my favorite body styles.

I can't say that my dad was a Corvair enthusiast exactly, but I think he liked the car and always liked the simple tune-ups and not having to mess with coolant. Our neighbor had a 1960 Corvair which might have influenced my dad somewhat. I do recall he complained for several years about how expensive it was to buy but he did buy it. That was my mom's car, our second car, and eventually the car my brother and I learned to drive in it. I recall it was pretty reliable except for two transmission issues before my brother and I started driving it. It was a tremendous snow car in its day. We never put snow tires on it and could still get around better than almost everybody as long as you could avoid high centering it. What's a little steam on the windshield when you went through a puddle? I can't speak for my brother, but I hammered that car in the mountains. With the 110 you had to have your foot in it all the time. It was great fun.

PRESIDENT, cont.

By Mike Piper
PPCC President

While my brother and I were wearing out the Corvair my dad continued to buy some nice and frequently interesting cars. The '65 Impala was replaced by a '69 Caprice with the 396. My dad used to pull travel trailers so the 396 was a good engine for that and it was a nice car. Then he bought a late 1975 International pickup to pull a trailer. You could really customize an International and that one was built to tow. It was one of the last pick-ups made it turned out. It was crude but stout. Eventually he had a Dodge Diesel pick-up, a gas Ford pick-up and a Chevy Diesel pick-up all for towing trailers. He had two different Peugeot diesel cars, one a 504 non-turbo and a 505 turbo which was a great car. He had a '76 Trans Am with the big bird decal on the hood.



This is my dad, his dachshund and great grandson CJ with his dream Corvette in the back-

He had a Chevy SS which was also a great car. He had a Chevy volt for a while which he admitted was a great car for in town, but he had a flat once and hated the lack of a spare. He bought a gray market Mercedes 450 SL from the guy he bought his Peugeot parts from. It was imported in the mechanic's mother's name and had some custom body panels on it. He still owned that when he passed away. Ultimate-

ly, he purchased his dream car which was a 2015 Corvair Grand Sport convertible. He was really fond of that car and enjoyed driving it.

His last Corvair driving experience was several years ago when I loaned him my '66 convertible with the 140 PG in it. He drove it for a week and really enjoyed the throw back experience. I did need to remind him once it didn't have power brakes, so you had to get on the brakes early. It was always hard to correct your dad.



Four generations of Corvair owners/drivers. My dad, me, my brother (our wives both were passengers), my oldest daughter and my grandson and granddaughter. My daughter and grandson have both driven Corvairs. My grandson even drove to a Corsa convention in Independence MO and two Tri-States.

There was a lot more to my dad than just the cars he owned but this is a car club newsletter and he always enjoyed working on and driving cars. He certainly kept them cleaner than I do...

Mike



Upcoming Meeting Locations
Sunday, May 17, we will share time and location when it becomes available.
Sunday, June 21 at the Palmer Lake Ice Cream Social
Sunday, July 19: Time and location TBD

V.P. MESSAGE: WE DID IT!

By Ken Schiffner
PPCC Vice President

If you have ever been part of a “team” that set a goal, and achieved it, the phrase “We Did It!” might have special meaning. Actually, if one were to rank the most satisfying exclamations in life, that phrase might sit at the top.

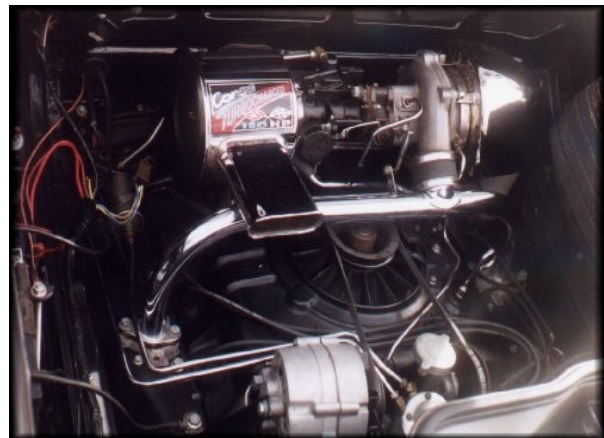


Take the “Miracle” on ice effort made by and achieved by the US Men’s hockey team years ago. The scene, and the noise of the crowd, when that clock ticked down, is certainly something to remember. The team achieved their goal but to a larger extent, we as citizens felt part of it. Or maybe witnessing the celebration of an Indy 500 winner and team (pick any team) when all of their effort was rewarded. Or maybe pictures of crowds of citizens on VE Day and VJ Day decades ago. Or maybe the cheers in the control room in Houston when mankind set the first foot on the Moon.



Or in more Corvair-relevant terms. How about when the engine designers and technicians at GM put together and fired up

(successfully) the Corvair turbocharged engine? I still marvel at that. Few turbocharged automobile engines, let alone air cooled, were even in existence let alone destined for an “economy” car. I wonder how Ed Cole felt. The engineers may not have yelled “We Did It” out loud or gave high fives (they were doing their job after all and it was a continuing effort) but it’s a safe bet their hearts were filled with the great deal of satisfaction that comes with achieving a goal. A team goal.



But there is another side to “We Did It”. There is the side of “We Did It” because we were **told** to.

Take being in grammar school in the ‘50’s and ‘60’s. Given the Cold War, us kids were told to, during a drill, to hide under our desks. The bell would ring and we, all of us, would hide under our desks. When the teacher said so, we’d go back into our seats. Or during the oil crisis. We were told we could only get gasoline (if available) on certain days. Sure, some folks got around that, most did what they were told. During the War, there were scrap drives, rationing, freedom limitations, sacrifices and disruptions of our “normal” lives. But we did it.

V.P., cont.	Submitted By Chris Kimberly
By Ken Schiffner PPCC Vice President	ACTIVITIES, cont.



In each case, we, as citizens, were supporting players in those efforts. We were participants or observers, active or reluctant, vocal or silent.

Years from now, I hope that when we look back at the pandemic and gauge our individual responses, we can say, with the special satisfaction that comes with achieving a goal, "We Did It".

ACTIVITIES	Submitted By Chris Kimberly
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Hi Everyone, I hope you are well as you shelter in at home and finding new and interesting things to keep yourselves busy.....that includes those Corvair projects hanging out in the garage! I'm sure you know the Tri-State and CORSA Convention have been cancelled for this year, and I wanted to give a few other updates of postponed or cancelled events. Please note that as of this time, the **Cripple Creek Car Show is "still a go."** **See more information below.** Also, please note that The Drip Line activities calendar will continue to show *all* events, specifying those that have been cancelled, for those members who use that calendar to update your own calendar(s).

I have been exchanging emails with Bill Burcaw at the Cripple Creek Museum. As of now, the museum hosting the PPCC car show on July 25th plans for that event to still occur. This is a FREE show, and anyone is welcome to bring their Corvair for this fun show. We will be getting in place at 8 am at the museum parking

lot, and the show is for the day. Cripple Creek will be having other fun events going on that day as well like the annual bed races. Everyone is welcome!! We hope to see early, lates, wagons, V8s, customs!! (See Flyer.)

These events are still happening as of this writing:

- ◆ Palmer Lake car Show & Ice Cream Social/ June 21--Yes, its happening! 2-4pm; arrive earlier to get parked.
- ◆ Old Colorado City Car Show/ Aug (Ace Entertainment is still hoping this show will be held)

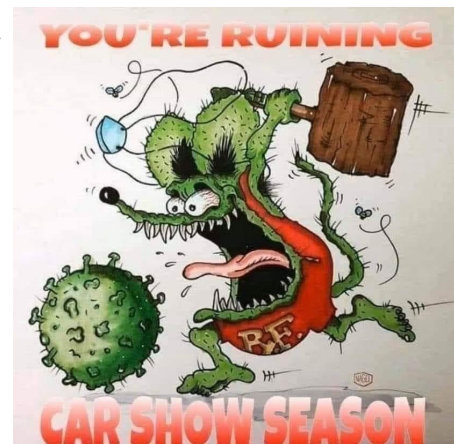
These are the updates of cancelled or postponed car shows, and events for the PPCC that I know of so far for the summer:

- ◆ Bug Out/ May 2--cancelled
- ◆ The Abby Show in Canon City/ May 16--cancelled
- ◆ Tri-State/ May 15-17--cancelled
- ◆ Florence Show/ May 17--cancelled
- ◆ Day Drive to Pueblo to Medal of Honor Plaza & lunch/ May 23--postponed
- ◆ Havana Cruise/ June 20--cancelled
- ◆ CORSA Convention/July5-11-- cancelled

It is likely that the Concours D'Elegance on June 14th will at the very least be postponed. We are still waiting for information from the Concours committee on their plans.

The 1st and Main shows in Colorado Springs are cancelled for the entire summer. The Stockers 2nd Saturday shows and the Thunder in the Valley Car show web sites are still active (as is the site with information for the Littleton Cruise nights), but there is no current information regarding status of events. I'll keep you all posted.

Stay well, stay healthy!!
Chris



MEETING MINUTES- APRIL MEETING CANCELLED

Since our April meeting was cancelled, we have no minutes to share. More to come soon!

SOCIAL DISTANCING WITH YOUR CAR, borrowed from the Central New York Corvair Club April, 2020 newsletter (Corvan Fan)



Activities that involve low risk for contracting Coronavirus (COVID-19).
#CorvairVagabond

- * Hang out with your Corvair
- * Drive your Corvair
- * Eat a homemade taco in the driver's seat of your Corvair
- * Tell your Corvair you love her
- * Study Pathophysiology in Corvair
- * Tell Corvair you have all kinds of parts waiting for her
- * Work on your Corvair
- * Remind your Corvair that she's a good Corvair
- * Sit on a chair and look at your Corvair
- * Vacuum Corvair
- * Dry Corvair
- * Buff Corvair
- * Shine the chrome on Corvair
- * Clean oil stans off the driveway from your Corvair
- * Tell Corvair jokes about Ralph Nader
- * Send pictures of your Corvair to cheer up people
- * Fix that tail light that never really worked on Corvair
- * Listen to motor hummmmmmmmm with Corvair

STAYING AT HOME...OR VERY NEARBY

Submitted By
Kathy Green

We're doing all we can to follow the stay at home orders to help slow the spread of Covid-19. This week we received a request via Next Door Neighborhood from a loving mother of an 11 year old who was having a birthday during this time. Her little friend down the street was also having a 'socially distant' birthday party, both in their own yards. This mother was so sad that her daughter's birthday would be 'the worst' she had ever had, that she asked if neighbors could drive by and honk and wave...



What greater chance for us to pull out one of our cars and share a little happiness? We piled the three of us (of course Coda was there!) into the Lakewood, drove two blocks to the address, and waved and honked and smiled! Let me tell you, people all along the street just beamed and clapped and waved seeing a classic out in the 'parade'.

It was a simple gesture, easily accomplished safely. This sweet mom posted a thank you sharing that what was going to be her daughter's 'worst' birthday turned into her 'best' birthday.

UFO'S

Submitted By
Mary Ellen Feasel

What does Mary Ellen do when she has to social distance? She attempts to get caught up on her UFOs (unfinished objects in the quilting hobby). All these finished pieces have been tops waiting to be quilted, some for many months. And I have at least another dozen, in various sizes, waiting in the wings. The larger tops, bed sizes, have to wait for the garage to get a bit warmer. My basting adhesive doesn't work under 55°. Well, neither do I for that matter.

Hoping this situation we are in corrects itself soon. My boss at Justice is missing her team, and is worried she'll have no team if and when "non-essential" retail businesses can open back up.

In the mean time I will keep the sewing machine humming and the rotary cutter sharp, provided I can keep enough thread in the house. Fabric stores, you know, are "non-essential" too.



NASA's Moon-Bound Geology Lab that Never Quite Got Off the Ground (powered by Corvair)

Submitted By
Kathy Green

The following story was published at <https://gizmodo.com/nasas-moon-bound-geology-lab-that-never-quite-got-off-t-1606803507>



The rigor of operating outside the atmosphere has often led to rather outlandish NASA vehicle designs, but few have been more alien than this mobile lunar field laboratory from the heyday of the Space Age. Shame it never actually made it past New Mexico.

We had such big plans for the moon. After the crew of Apollo 11 set foot on our nearest celestial neighbor, NASA set its sights on more in-depth missions, further exploration of the lunar surface, and eventually even a permanent moon base. Part of the initial thrust of this plan involved longer missions lasting up to two weeks away from a primary research site. But rather than try to stuff a fortnight's worth of oxygen and supplies into a space suit, NASA developed the MOLAB, a roving laboratory that doubled as an artificial habitat for astronauts in the field.



MOLAB, cont.

Submitted By
Kathy Green

Development on the MOLAB began in 1963 as an Apollo Logistics Support System. GM designed and constructed the mobile lab over the course of the next year under contract with NASA. The MOLAB, **which was powered by a modified Corvair engine**, can accommodate a pair of astronauts within its 13 square meter cabin for up to two weeks, though modifications to the loadout and subsystems would also have allowed the MOLAB to handle three astronauts for a shorter duration or travel further afield by carrying fewer supplies.

Per the GM website:

GM completed the MOLAB (or "MGL" for "Mobile Geological Laboratory") in 1964 for NASA's use in the Apollo astronaut program. It was built and developed by GM engineer Vic Hickey and is **one of the most unusual Corvair-powered vehicles ever built**. NASA used MOLAB for seven years, developing moon suits for the Apollo astronauts (who actually trained in and drove MOLAB in the New Mexico desert). It was loaned to the U.S. Geological Survey and performed groundbreaking work mapping mineral deposits and taking soil samples.

The MOLAB marked an important milestone in rover technology, representing our ambitious lunar goals, however its fate was tied inextricably to the development of additional support systems. Like an actual lunar base. When permanent plans for lunar colonization fizzled, so to did the need to get around up there.

Additionally, the size of the MOLAB (20 feet tall, 8200 pounds) made it difficult to transport into space; it could only ride aboard a Saturn V. A shortage of these rockets in the late 1960s eliminated the only off-world route these rovers could take. But rather than simply scrap the MOLAB prototype it already had, NASA instead loaned it out to the USGS, which used it for a number of ground-breaking geological studies throughout the American Southwest. The MOLAB project was cancelled completely by 1968 and the only surviving prototype can now be seen at the US Space and Rocket Center in Louisiana.

Top Image: Mobile Laboratory (MOLAB) or Mobile Geologic Laboratory (MGL) designed for NASA by General Motors in 1965 for NASA as a prototype, extended lunar mission vehicle; (a) (l to r) Hal Stephens, Ivo Lucchitta, Bill Tinnin, Bob Sutton and two others (unidentified) standing in front of MOLAB; USGS photo USGS Open-File Report 2005-1190, Figure 023a.



TECH REMINDER

Submitted by
John Green

We haven't had any Lakewood stories for awhile, but you know there's always something! Since, I'm not too tech term savvy, the descriptions will be in layman's terms.

I was putting in some new cardboard sides in the back luggage area, and while I was back there I raised the idle a little on both carburetors to keep from chugging down at traffic lights. As I was standing back and listening to the motor, I noticed that the level of the 2 air filters were not the same height. I looked closer and noticed that the whole right front of the motor was a lot lower than the left. I also noticed the soft mesh material between the body and the engine was quite different on the 2 sides.

I climbed under the car thinking I would know what I was looking for. I did not. So, I called the local guru, Ed Halpin. We had been hearing clunking in the car for a while, but you know, old cars....

I carefully drove over to Ed's, as I didn't want the engine falling out. With both of us in masks and staying socially distant, we looked at the manual, then at Cheryl's car (which happened to be up on jack stands with no engine), then the Lakewood.

Ed was laughing when I said that I was afraid the engine might fall out, then we looked under the car, and he stopped laughing. He said we had a good chance of having it fall out. The front right side did not have a nut on the front mount bracket. Luckily, it was not broken or damaged at all. So, we got a floor jack with a 2x4 and carefully lifted the engine enough to put a nut back on and tighten it. We then put in a cotter key pin to help secure the nut so it would not fall off again. While we had it up we checked the other side and the nut was almost off as well! The nut was still there, but we had to tighten it up a lot and add cotter key pin to it too.



Ed Halpin checking out the 'sagging' engine.

When I got home I took off the rear grill and some other little cover and made sure the rear mount was OK. It still had the cotter key pin and the right nut on it. So, we are good to go now without the engine falling. We are assuming this was the clunk we were occasionally hearing.

He said it was a good thing I noticed the difference in the level of the engine, or we could have had another sad road side story (and, we really don't like those).

So, just a thought...while you are bored and trying to think of things to do with/to your car, you can always check your engine mounts and make sure they still have the pins in them and are tight.

See you somewhere, sometime! Drive safe.

CORVAIR RAFFLE—TIME IS RUNNING OUT!

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe! The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



The Raffle Car:

- ◆ 1965 Corvair Monza Sport Coupe.
 - 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
 - Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
 - Ready to drive!

To purchase tickets, select [this link](#). (1) Specify the number of raffle tickets you wish to purchase, (2) Click on "Add to Cart", and (3) Click on the "Checkout" button.

If you haven't already purchased a ticket, don't delay. Wouldn't it be amazing to see this beauty join the PPCC family!

DRIP QUIPS

Baldo by Hector D. Cantú and Carlos Castellanos
As published in the Denver Post, March 1, 2020

BALDO



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BY CANTÚ AND CASTELLANOS



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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, attention: Drip Quips.

2020 PPCC Activities Calendar

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



Saturday, May 2, PPCC Annual ‘Bug Out’: *This event, a tune up for Tri-State, is temporarily postponed. We may schedule a general ‘tech day’ later in the season for those who want to get their cars ready to roll (or ready for winter....).*



May 15—17, Tri-State: *Unfortunately, this event has been cancelled, and will be pushed to 2021.*



Saturday, May 23, Club Drive to Pueblo: *This event has been cancelled and may be re-scheduled at a later date in the fall.*



Saturday, June 6, Hi-Test Motor Show: *This event has been cancelled.*



Saturday, June 13, Canon Car Club Car Show: *This event has been cancelled.*



Sunday, June 14, 10:00—3:00, 37th Annual Concours D’Elegance & Exotic Sports Car Show: For information visit the Concours website [here](#). *This event may be cancelled or postponed.*



Saturday, June 20, 13th Annual Cruisin’ Havana Classic Car Show and Poker Run: *This event has been cancelled and may be rescheduled in September.*



Saturday, June 20, 12th Annual Castle Rock Cruise In: This is a large, fun show at which PPCC has had representation for many years. For information visit the Cruise In website [here](#).



Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club: More information on this fun Father’s Day event to come. June club meeting will be held at this event.



Friday—Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals: Detailed information available at the event site [here](#).



July 6—11, 50th Annual Corvair National Convention: *This event has been postponed until 2021.*



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

2020 PPCC Activities, Cont.



July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show: Main Street, John Metcalf Park, 704 Ohio Ave, Fountain, CO. For information contact Aaron Twite, 719-645-0053 or www.thunderinthevalleyshow.com.



Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show: John Metcalf Park, Fountain, CO. *As of this writing I am unable to find any current information on this event.*



Saturday, July 12, 8:00, El Paso County Fair Car Show: El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show: St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



Sunday, July 19, PPCC Meeting: Time and Location TBA.



Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00): Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show.



Sunday, August 8, CCCC Rocky Mountain Air & Ground Festival: Information to follow.



Sunday, August 16, Ace Entertainment's Old Colorado City Car Show: Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or www.aceent1.com.



Sunday, August 23, Club Meeting and Pot Luck at Green Mountain Falls Park, Time TBA



August 28-30, Pikes Peak Hot Rod Rock & Rumble: Pike's Peak International Raceway, Fountain, CO.



Saturday, September 12, 29th Annual Cruise Above the Clouds: Woodland Park and Cripple Creek, CO. For information call 719-394-3678.



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



October 2-4, Great Western Fan Belt Toss: Palm Springs, CA. This event was originally scheduled for later in October, but may be cancelled altogether at this time. Information available [here](#).



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

2020 PPCC Activities, Cont.

Recurring Local Events:



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



Second Saturday Car Show, Colorado Springs, CO: Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



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/>

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SEE You THERE



Icon indicates regularly scheduled PPCC meeting



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



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Our 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
413-625-9776
Joan & Cal Clark 14,000 Item Catalog **\$6.00**
Mail or Phone Order Only Many Reproduced Parts

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!

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 AUTOMOTIVE SERVICE ◆◆◆

Over 30 Years Experience

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

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

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

FREE MOBILE SERVICE

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

TAINT PAINT

"Specializing in Electro-Static Applied Custom Powder Coating"

3368 ADOBE COURT
COLORADO SPRINGS, CO 80907

ROGER NEWMAN

800-733-8374 719-447-9552

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

Locally owned and operated!

**PPCC
Admin**

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

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

Editorial Contributions: Please send your stories, suggestions, recipes, jokes, and/or photos directly to karmknecht@msn.com, or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for electronic submission of documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to The Drip Line is the 25th of the month for the next month’s publication.

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BUSINESS CORRESPONDENCE: All correspondence to the Pikes Peak Corvair Club, or its officers, should be mailed to: Pikes Peak Corvair Club P.O. BOX 15034, Colorado Springs, CO 80935.

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