

# The Drip Line



The June meeting of the Pike's Peak Corvair Club will be held at the Palmer Lake Father's Day Ice Cream Social on Sunday, June 21 at 1:00 p.m.

Come On,  
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Official Newsletter of the



Founded in 1977



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**On The Cover:** All dressed up with someplace to go, Green's '61 Lakewood wagon ready to roll out for a graduation parade in Castle Rock.

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

Wow, here it is June. This isn't exactly how I expected my first club presidency to go. I hope you, your friends and family have all remained healthy and engaged in society, at least virtually. I just received our week 10 stay at home memo from our company president. We are planning to begin limited re-occupation of our office with less than 10% of our staff. I've been involved to a limited degree in the HVAC systems and what we can do to follow best practices from the CDC. I know more than what is necessary about HVAC now. Since I'm a high-risk person my physical return is not planned for a while.



Hopefully some of you have shared stories with Kathy Green about ways we have found to stay happy and engaged to include in the DripLine. I've seen my brother, sister in law, nieces, nephews and our local kids about once a week to work on my dad's house. We have daily virtual team meetings at work, and we probably have more virtual work-related meetings versus physical meetings than we did before. I think many of my teammates from work have noticed we probably spend more hours working than we did before because we can just go work here at home, and

most of us lose track of what day it is. Karen likewise is working from home in a different room. I have a bird to make noise during on-line calls and Karen has a smaller bird with her. We share a very active cat with a lot of personality. It is hard to be bored but this all is surprisingly tiring.

On the Corvair front, we participated in what became a large assortment of collector cars that drove past a 16-year old's house to celebrate his birthday. Both PPCC and RMC participated so I think the Corvairs were the best represented. That turned out to be fun although brief. John Green is our rep to the CCCC and they seem to be advertising these events. I know John has sent out an email or two with new events.

My grandson and I took a drive in the red Corvair top down and white Corvair top up last weekend to exercise the cars. We drove from the storage place in Broomfield up to Boulder, down Highway 93 to the NREL wind site and back to Broomfield. It was a really nice day; reasonable traffic and I only got a minor sun burn.

On the new project side of my garage I am finding about 2 hours per day for the latest car. Steve Goodman has rebuilt the rear hubs and they are back in the car. I have the rear brakes back together temporarily

**PRESIDENT, cont.**

By Mike Piper  
PPCC President

and once I install the brake hoses and lines the rear 1/2 of the brake system will be back together. Once I put the rear axles back in the car will roll except, I just finished removing the entire front suspension to work on that... Lots to do but hopefully I'll take less than 3 1/2 years this time.

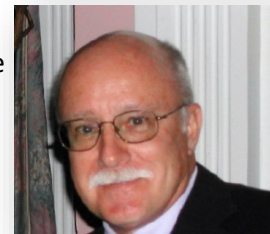
Christine has been working diligently finding and tracking events. I believe at present there are at least two group events planned for late June and late July, both of which should be fun. Our plan at the moment is to have a brief PPCC meeting before the Ice Cream Social at Palmer Lake on June 21<sup>st</sup>. If this event does not go forward, we will have a back-up Zoom meeting instead. Zoom meetings seem to work pretty well, so far. Hopefully if the efforts of the public to follow social distancing to avoid new spikes in COVID-19 cases goes well we can have more get-togethers of more than a handful of people present.

Mike

**V.P. MESSAGE: LEAVING WELL ENOUGH ALONE**

By Ken Schiffner  
PPCC Vice President

A few months ago, David Feasel installed an electric fuel pump on my '64 convertible. It worked great! He removed the mechanical pump, installed the plug where the old pump was mounted, installed and wired the switch to manually run the electric pump as well as the cut-off switch. Getting an oil pressure signal from where the oil pressure light sending unit is normally mounted, he added a pressure sensor to give authority to the pump to run when there is oil pressure and to the idiot light to tell the idiot driving that there indeed is oil pressure.



Then, I couldn't leave well enough alone.

With all of this time on my hands, I figured I'd go through my parts stash to do a little inventory and exploration. I found a "dummy" fuel pump, the kind that allows the fuel to pass through while maintaining the appearance of the mechanical pump. I also found an inlet fuel line.

So, I removed the afore mentioned plug , removed the inlet fuel line, removed the "tree" that contained the oil pressure idiot light and sending unit for the electric pump. I transferred the fuel outlet pipe and tee from the old mechanical pump and fitted it to the dummy pump.

Then I put the dummy pump assembly where the mechanical pump used to live. It became clear that there wasn't a whole lot of room to reinstall the oil pressure "tree". There was little clearance between the alternator pulley if a pipe was installed straight up out of the threaded hole in the end



**Upcoming Meeting Locations**  
**Sunday, June 21 at the Palmer Lake Father's Day Ice Cream Social.**  
**Meeting will be held before the Ice Cream is served around 1 pm**  
  
**Sunday, July 19: Time and location TBD**  
  
**Sunday, August 23: Club Meeting and Pot Luck at Green Mountain Falls**

**V.P. MESSAGE: WELL ENOUGH ALONE, cont.**By Ken Schiffner  
PPCC Vice President

housing where the old oil pressure sending unit used to be.

I also saw that to gain installation access and be able to use wrenches, I had to remove the alternator. An attempted dry fit of the inlet fuel line showed I had to remove the left side carburetor.

While removing the carburetor, I found that the mounting gasket "sandwich" was broken. I use a sandwich of a thin gasket, the plastic thermal isolator, and thin gasket. One of the thin gaskets was broken.



Gasket Sandwich

I was able to get the new inlet fuel line in place and through the four (4) hole rubber grommet in the firewall (some silicone spray helped). I connected the inlet fuel line to the fuel filter located behind the rear wheel.

Given the limited available space, it became obvious that the oil pressure piping would have to come up, out to a side, and then up again. It would have to clear the alternator pulley, belt, and not interfere with the oil filler cap. I'd have to have enough room to tighten the pieces of pipe without hitting anything. Since the idiot light sensor references to ground, I'd need sealant that conducts rather than insulates (I luckily had some sensor duty compound).

A thought was to use a brass pipe nipple to connect to the oil pressure tap in the end housing then come out at a 45-degree angle, then a straight section, then another 45 degree, then up vertically. But I only had one 45-degree 1/8" el-

bow. So, it was two 90-degree elbows or nothing.

I quickly found out that a close nipple in the end housing was too short. If an elbow was attached, the elbow could not be swung around enough to tighten it. I had to buy a longer nipple. I applied sealant and carefully tightened it (worried about stripping the aluminum threaded port in the end housing). The elbow cleared. I installed a longer brass pipe nipple to go under the fuel infeed pipe, then another elbow, then another vertical nipple then a tee to mount the idiot light sensor and the oil pressure sensor for the electric fuel pump.

Whew! Here is what it looks like. It works. But I could have left well enough alone.



I hope it doesn't leak!

**FOLLOW-UP NOTE:** Steve Goodman noted that what I did could, indeed, leak. He suggested a special oil filter bolt be used to mount the oil pressure switch instead of what I did. I ordered said bolt from Clark's and intend to make that correction...and thank you Steve!





**MEETING MINUTES- May 17, 2020**

Submitted By

**Meeting Held Via Zoom**

Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 10:10 a.m. by President Mike Piper via Zoom. Nine members joined the meeting.

Treasurers report: Randy not present but provided his report by email. General Fund \$3026.74, SeeMore \$3579.22. Total funds \$6605.96. Motion to approve the last meetings (March) minutes. Minutes approved.

Mail: Mary Ellen reported that the last of the dues renewals that we were expecting arrived. Since last meeting Mike Pipers dad passed away. Mary Ellen sent a plant from the club membership. A thank you note to the club was received.

Mike got a call, in message form, from a hotel in Taos New Mexico inviting the group to their facility. He will return the call and get more info.

May 15 the winner of the Springfield raffle for a rebuilt Corvair was announced. A Jamie Reinhart won, although I can't verify the spelling.

Membership-Due to recent circumstances the club will not pressure non-renewed members for dues. Hope to reach out to folks though.

SeeMore-update from Ken via email and additional info from Rick during meeting. Safety inspection on trailer is done, Weight and VIN # verified. All paperwork in order to get permanent plate for trailer.

**Events:** In June on Father's Day (June 21) at Palmer Lake, car show with Model A club. Pie and ice cream social 2-4. Meeting that day at the park. More info to come.

July 25-Cripple Creek, Corvairs only car show in the Museum parking lot 9am-4 pm. The organizer, the Museum director, is going to see if those who wish to stay in town Friday night can get discounted accommodations. Double Eagle is closest to museum with rooms and food. There will be voting by visitors to the show for best car.

Birthday and Graduation drives are being organized, some by CCCC.

Dripline editor would like membership to let her know if others have taken their cars to any events. Would like to get these stories in Dripline.

**Tech session discussion** Mike bought a 65 CORSA coupe from Eric. He is working on suspension, brakes, floor pans etc. Needs drivers side glass.

- ◆ Rick is getting a top put on his car. All seals will be replaced.
- ◆ Pat's car is needing body work and asked for recommendations. Rick referred him to Ryan Timmons.

On to other matters....Chris told the group that Ed Halpin's sister passed away recently from the Virus. Mary Ellen to send a card.

Adjourned 11:30 a.m.

## DO SWEAT THE SMALL STUFF

Submitted By  
Jerry Peevyhouse

I'm not sure how you guys look at things, since we've all heard the old sayings "hey, look at the big picture, don't sweat the small stuff" or, "the devil's in the details". I would say there are many times that we need to have a broad view of things and let the details work themselves out, however, when working on your corvairs we do need to pay attention to the details of using the correct parts (and not too many of them either as I explain later).



I'm in the process (slow progress, sadly) of restoring the 65 blue coupe I picked up from a guy who apparently had the view of just using whatever parts, etc. he had around when working on the motor/drive train/body/everything.

I've finished restoring the interior (completely trashed when I got it), but had some major trouble getting the motor to start reliably. Turns out I busted 2 starter nose pieces before deciding it was time to pull the motor and find out what the heck was going on.

Steve rebuilt my starter and listened to my tales of woe, and with some help from Randy, we dropped the motor and pulled the transmission. All this was new to me, since it's been 47 years since I owned my 62 corvair back in the service in Hawaii (yes, I am that old ☺). But I digress....

After unbolting the diff/transmission from the bellhousing and removing the pressure plate/clutch disc and flywheel, we noticed a very concerning collection of iron fillings on the bottom of the bell housing from the grinding down of the bellhousing mounting bolts. Notice the one bolt had backed out, the other bolt was ground down significantly, and Randy also notice that these were Allen bolts, not the right bolts to use. Small stuff the guy apparently thought wouldn't matter (wrong). So, as a consequence, the flywheel was destroyed, see picture on right.



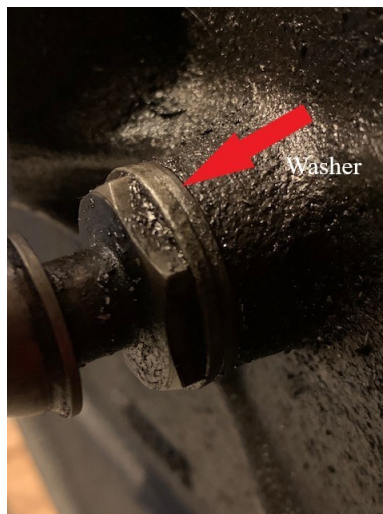
So, I cleaned up the bellhousing and installed the correct bolts on the bellhousing. I

**DO SWEAT THE SMALL STUFF, cont.**Submitted By  
Jerry Peevyhouse

got a rebuilt welded flywheel from Steve, and after replacing the pilot bearing proceeded to reinstall all the pieces back together. This went slow, remember I'm the slow turtle guy, not in too big a hurry since it was during the winter when my garage is not exactly toasty warm, even with a portable heater.

Now the fun part begins. After getting the diff/transmission reinstalled, I hand cranked the motor and noticed a grinding noise from the bellhousing area. I'm thinking, this doesn't sound right, so I took it all apart again and rechecked everything again. Even made sure I had the right throw out bearing (there are 2 different height bearings). Put it all back together and still had the same grinding, and the clutch rod had no "play" in it. So, Dave came over to take a look and we took it apart again (3<sup>rd</sup> times a charm???) and got to looking at the clutch fork pivot ball stud and noticed that it had a washer installed, see picture.

In looking at the clearances, that washer changed the clearance just enough that the clutch fork rubbed against the pressure plate just enough to cause the grinding when hand cranking. Again, the small stuff.



After removing the washer and putting the diff/transmission back together again, voila, the grinding was gone and there was some "play" in the clutch rod. Was definitely relieved the problem was solved.

I have a very long list of kludged things on my car that I've tried fixing and to get it back to as much original as possible, but some wise sage (actually, it was just Dave ☺) who told me it's ok to not have everything "stock" if my goal was to have a safe car to drive around and have fun, which is what I want. There will always be something to work on and fix, like my left turn signal that doesn't work ☹, but I enjoy doing new things and always learning every day something I didn't know before. I guess I'm in it for the long haul, and as Chuck Berry sang, "No particular place to go". This is really sad and true this year with all the corvair show events being cancelled.

Happy driving!

## TECH TIP: RESTORING YOUR CAR THOUGHTS

Submitted by  
Steve Goodman

In the first 4 months of 2020 I have 5 customers in pretty serious rebuild/restore of a Corvair. Only two are local club members, the others have no interest in being involved with club actions. Sadly I could not convince them of how nice the club members can be for parts/advice/help.

The word 'restored' takes many forms so this is kinda general thoughts and steps. Also looking back at what I have written as 'Part 1' don't be discouraged and say "I can't afford that kind of expense to fix my Corvair". It doesn't all need to be done at once and most do the rebuilding in steps over the span of several years. Some are satisfied with aged paint/dents and others want outside shiny but interior can wait. Most do mechanical repairs first, and only a few desire the powder coated suspension parts and engine tin. Nothing is wrong with cleaned and painted parts. You will find reference to budget several times too. Sometimes the owner can do some or a lot of the labor without hiring much done outside. Most have some expertise in at least some of the car sections.



What I am writing below are NOT my ideas necessarily, but much is what I have found in many descriptive magazine articles I have read through the years. However some of my thoughts are from what I have seen from customers through the years. The red Corsa convertible of Mike Piper is a good example of a thorough restoration and many of you know the red Corsa coupe belonging to Larry Yoder of RMC. Larry has had his car on the road for 20 years and the entire restoration has held up very well with lots of use. Other cars such as Larry Neals' 65 Corsa convert, and the late Jim Richards 65 turbo convert and his custom Corsa coupe have all stood up well after years of use. A lot of the steps below are just dependent upon how you want to approach your rebuild. Time and money are both important considerations too.

Divide the car into different areas to check. Body condition--interior condition--suspension--powertrain is a start. Most of the time a running car can be found but the cosmetics in and out are the wear points, and many times the suspension has been neglected since it is under the car (out of sight out of mind).

Each of the above categories can be sub-divided too.

Outside trim including bumpers/emblem/chrome trim.

Interior trim including possible front bucket seat changes/aftermarket steering wheel/even change of color.

Suspension including aged rubber bushings/ball joints/brakes/shocks and springs depending upon your driving desires with the finished car, and lastly wheel tire combinations again with your idea of what you want the finished car appearance to be plus handling aspects.

Powertrain depends on how well engine/gearbox seems in the purchased car as well as what your dream engine might be. Notice this is last on the list on purpose because after the above three are done you can use the car while doing an engine etc. later and this gives your budget a rest period too. Clean up engine and fix leaks and do some cleaning under the fan shroud and clean head cooling fins then oil change and tune-up and the car will move under its' own power. Remember too that most body shops



## TECH TIP: RESTORING, cont.

Submitted by  
Steve Goodman

like cars that are on 4 wheels and can be moved around without being pushed. Plus you will need to show the car to the body shop for an estimate and have an idea of how long of a wait you are faced with. Also before the trip to the body shop become familiar with the body by wiping it down as you would while waxing or drying after a wash. Make notes or take pics (some even use sharpie to circle dents/bubbles etc) so you can show to the estimator.

Another thought about steps of repair comes to mind as I type this. If you have plans to rebuild the suspension and powder coat all parts and/or do a pretty complete interior replacement consider having the car painted with old suspension underneath. This will absolve the body shop from concerns of over-spray on those shiny new parts. In fact having another front suspension to rebuild or at least the suspension arms front and rear to clean and install fresh bushings can be done while car is in body shop or while waiting for appointment or even saving up money for the body work.

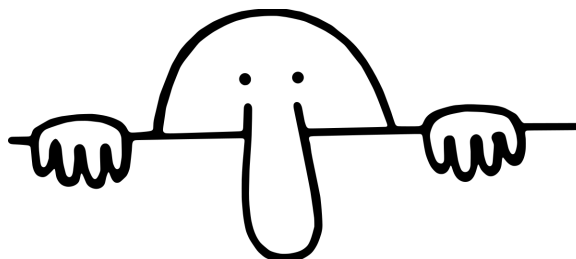
The most common point agreed to is start with the best possible body. Minor dents is one thing but heavy damage OR RUST should be avoided. Damage will be costly for body shop repair and finding rust free and straight body panels is getting harder to source. Rust of course is very difficult to repair and curb its' returning later. It can be done if the body shop is dedicated to good work but the cost to repair can be costly. Shortcuts to repairing rust are not wise. This includes not only body panels but the floor boards. Look under the car and try to look under carpets and under rear seat. Fresh floor boards are available but again the labor to replace can be high.

# BEWARE...

The BEWARE list: the 500/700 series Corvairs had rubber floor mats instead of carpet. Moisture is easily trapped and floors rust quickly. Same applies to all of the Corvairs in trunk floor again due to rubber mat. At least the trunk floor is easy to fix. Be wary of a car with a freshly painted body unless you know the owner/car. Many cars on ebay and craigslist get quick body filler over rust and paint. The body filler will not hide the rust for very long. Be wary of cars with ill fitting doors or lids due to poor collision repair.

Last advice offering for this month: take pics of every detail and save the file. It will be invaluable as you begin to re-assemble the car and if you choose to sell the car afterward you can document 'before' pics of the car body/interior and general condition.. Also as you are describing the restoration to onlookers you can show the pics, and other car people will enjoying seeing your 'journey'.

Please watch for part 2 next month.



# PARADES ARE THE NEW CAR SHOWS

Submitted By  
Kathy Green

You've probably heard the saying '40 is the new 30', or 'Orange is the new black'. It seems that in the age of Covid-19 social distancing for 2020, Parades may be the new Car Shows. Members have been displaying our favorite rear engine beauties around the metro area at several 'drive by' events, including:

May 2, Chris Kimberly with John and Kathy Green were part of a church organized parade that led us past two retirement communities that have been on full lock down. It was so gratifying to see these very special, sometimes forgotten people out on their patios and decks as we drove by, sporting window signs that said 'We Love You Seniors', while honking and waving.



On May 3, the three musketeers above were joined by Tony Lawler and Diane Tweedy-Lawler in their Rampside for a parade honoring a young man getting ready to ship out to Air Force basic training.

From Left: Green's '68 coupe and '61 Lakewood, Chris Kimberly's '64 convertible, Tony Lawler's Rampside

May 9, there was a drive by of a 16 year old's house to celebrate his 16th birthday in Westminster. The event was posted on the neighbor website. Mike Piper responded offering the Corvair folk, and ultimately the CCCC got involved so there were many cars. The best represented Marque was the Corvair. Perhaps the feature vehicle was the "Ecto 2" Ghostbusters tribute vehicle. PPCC and RMC members included: Mike & Karen Piper, assisted by Grandson CJ, Larry Yoder, Dale Nielsen, Paul Seyforth, Ray Klomp, Chris Kimberly, Tony Lawler, Michael Timmons.



Chris Kimberly's '64 convertible, Mike Timmons Corvan, Tony Lawler's Rampside

May 23, Chris, John and Kathy were once again out and about. This time we took part in a graduation celebra-

tion parade in Castle Rock for the class of 2020 Castle Valley High School seniors. There were probably about 500 cars in this parade, and the parade route was lined by hundreds (possibly upwards of 1000) of people shouting, clapping and making noise for the seniors. As the three Corvairs rolled pass, there was a lot of excitement.



Green's Coupe and Lakewood, followed by Chris's Monza

# THE HEARST GREENBRIER

Submitted By  
Kathy Green

Article published in the May, 2020 edition of 'The Flat Six', the newsletter of the Prairie Capital Corvair Association. Article written by Eva "Corvair Lady" McGuire, CPF Historian, (photos courtesy of GM and the Skiver family, collage by Eva)

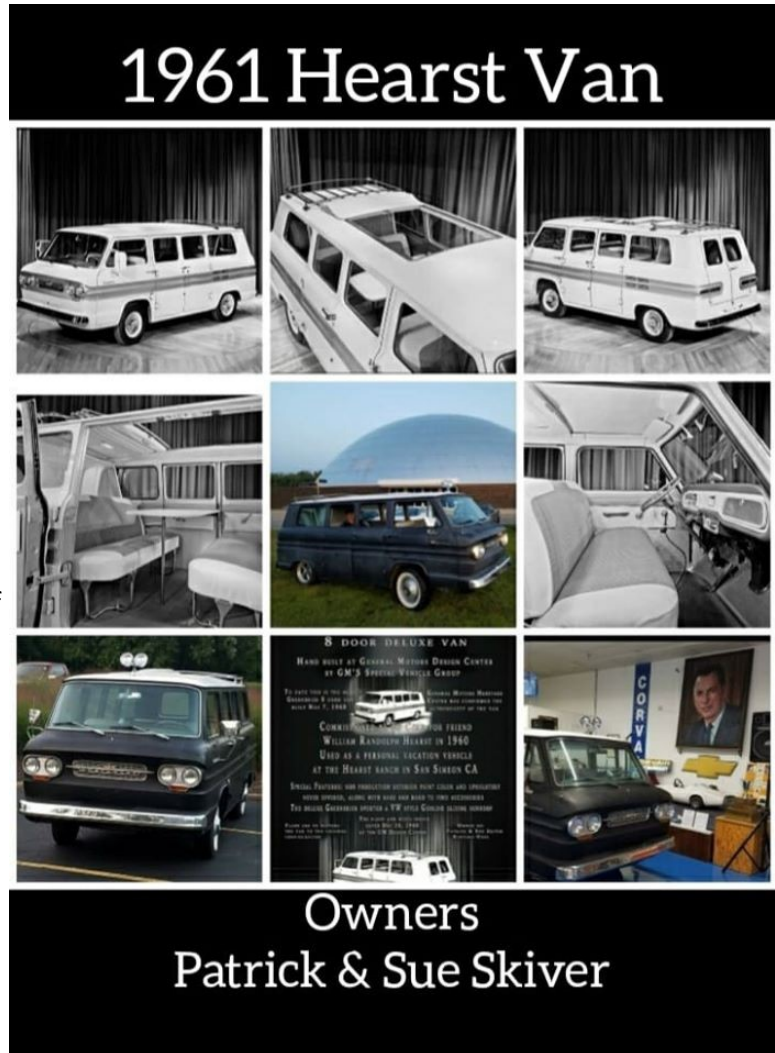
This is the famous "Hearst Van", a 1961 Greenbrier built on November 6, 1960, making this the oldest eight door Greenbrier in existence. The black and white photos in the collage were taken at GM Design of what the van initially looked like.

This special van was commissioned by EdCole as a GM design study that was given as a gift to his friend, William Randolph Hearst, Jr. It was used as a vacation vehicle on his ranch. Created at GM Design Studio, this special van featured non-production paint and upholstery, a sliding soft cloth sunroof (only Corvair van made with this feature), and many other special accessories.

The Skivers purchased this van in its already painted over black color. It made its debut in the Corvair community when it was unveiled at the grand opening of the Corvair Preservation Foundation's "Corvair Museum" in 2018, where it was kept on display for a time. It also appeared at various shows including the 2018 CORSA Convention in Pittsburgh, and made a homecoming journey when it was on display at a special car show at the Design Dome at the General Motors Tech Center in Warren, Michigan.

This year the Hearst Van is celebrating its 60th anniversary being made, and it is a true gem among the preserved vehicles that continues to tell the Corvair history.

Fun fact: The 1961 Hearst Van and 1960 Super Monza are the only Corvairs made at GM Design that featured a soft cloth sunroof.

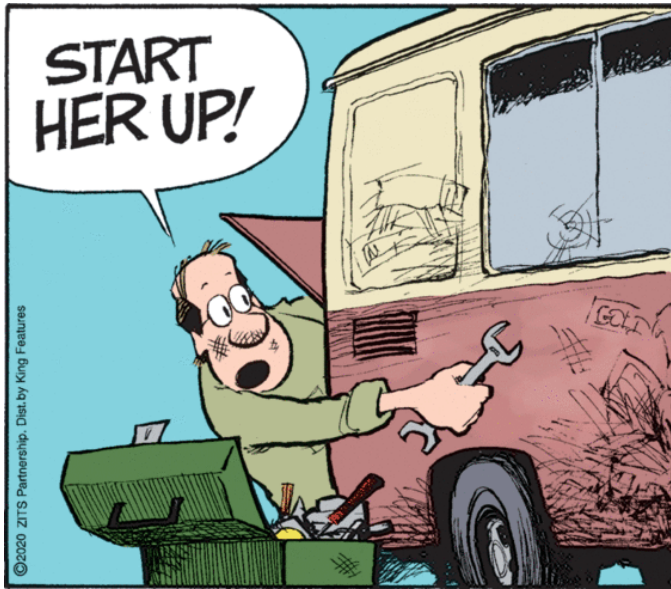




DRIP QUIPS

ZITS by Scott and Borgman

As published in the Denver Post, April 2, 2020



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



## 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.**



**Sunday, June 14, 37th Annual Concours D’Elegance & Exotic Sports Car Show: *This event has been cancelled.***



**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 event has been cancelled.***



**Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club: See attached flier for details. Our June club meeting will be held at this event.**



**Friday—Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals: As of this writing the event is still scheduled. Detailed information available at the event site [here](#).**



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



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show: *This event has been cancelled.***



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show: John Metcalf Park, Fountain, CO. As of this writing the event is still scheduled. Information available [here](#).**



**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 Greystone 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. See flier at the end of The Drip Line.**



**Saturday, August 8, CCC Rocky Mountain Air & Ground Festival: Information to follow.**



*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.



**Sunday, August 9th, RMC Dale Wilshire Memorial Picnic.** The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.



**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](http://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.



**Saturday, September 26, Annual Fall Tour:** Times and route information TBD.



**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](#).



**Saturday, December 12, Annual Christmas Party:** Biaggi's Restaurant in Colorado Springs. More information coming soon.

### 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. 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 @ <https://littletoncruise.weebly.com/>



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



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

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

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

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



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

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



**Clark's Corvair Parts, Inc.**  
400 Mohawk Trail (Rte. 2), Shelburne Falls, Ma. 01370  
413-625-9776  
Joan & Cal Clark 14,000 Item Catalog \$6.00  
Mail or Phone Order Only Many Reproduced Parts

Clarks Corvair Parts - Nuff said!!



**Blast-Tech, Inc.**  
"Automotive Paint Removal Specialist"  
Plastic Media (Bead Blast)  
Baking Soda  
Various types of Sand  
In-house blasting of Steel, Aluminum, Fiberglass, Glass, Wood, etc.  
Gary Nardi  
(303) 806-9992 Fax (303) 806-9985  
3775 So. Kalamath St. 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  
ASE ACDelco ASE  
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 3<sup>rd</sup> Sunday of each month at various locations within the Colorado Springs area. Check the Club’s website for the most current meet-up info.

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

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

**Pikes Peak Corvair Club Contacts**

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Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlrj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
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SeeMore Chair	Ken Schifftner		Kschifftner48 at gmail.com	
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**NEWSLETTER:** The Drip Line is currently a monthly publication of the Pikes Peak Corvair Club (PPCC), a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and the PPCC. Articles can be reprinted in any CORSA Chapter publication, as a service to CORSA members, provided credit to the author, and this Newsletter, is clearly stated. Deadline for submitting information to The Drip Line is the 25th of the month prior to the month of publication. Email submissions may be sent to the Editor @ karmknecht@msn.com . Hard copies of information should be submitted via snail mail to: Pikes Peak Corvair Club, ATTN: Newsletter Editor, P.O. BOX 15034, Colorado Springs, CO 80935.

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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.



*The Palmer Lake Historical Society*  
**Continues the tradition**  
**Annual Father's Day Ice Cream Social**

**FREE Pie and Ice Cream**

**WHEN: Sunday, June 21, 2020 2:00 - 4:00 PM**

**WHERE: Palmer Lake Town Hall and Village Green**  
**28 Valley Crescent St, Palmer Lake, CO 80133**

**Invitation Only Vintage Car Show**  
**Music by Nick Davey, Singer / Guitarist / Dad**  
**Covid-19 virus safety practices will be observed**



Palmer Lake Town Hall



Featured Car - 1912 Studebaker

**BRING YOUR LAWN CHAIRS AND RELAX ON THE VILLAGE GREEN**

This event is free to the public. Visit [www.palmerdividehistory.org](http://www.palmerdividehistory.org)

**THANKS** to Palmer Lake's **ROCK HOUSE** and  
Colorado Springs' Duryea Drive **VILLAGE INN**  
for their support of the 2020 Father's Day Ice Cream Social

**FREE**  
**CORVAIR CAR SHOW**  
**SATURDAY, JULY 25**  
**9-4 CRIPPLE CREEK DISTRICT MUSEUM**



**DON'T MISS THE  
SEEMORE CUTAWAY!**

