

The Drip Line



The July meeting of the Pike's Peak Corvair Club will be held Sunday, July 19 at 10:00 a.m., at the Gazebo in Palmer Lake. Members are encouraged to bring their own lawn chairs, their own food and drink, and plan to practice CDC guidelines for social distancing and mask wearing.

Come On,
Like us on Facebook!



Official Newsletter of the



Founded in 1977



In this issue:		On The Cover: <i>These three keep showing up together...pictured from left to right are Green's '61 Lakewood Wagon and '68 Monza Coupe, and Chris Kimberly's '64 Monza Convertible. We were pleased to be invited to a Father's Day mini-show in conjunction with Front Range Christian church, who was holding their Father's Day service at the Douglas County Fairgrounds parking lot. Proper social distancing and mask wearing were observed by all!</i>
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PRESIDENT'S RAMBLINGS By Mike Piper
PPCC President

As I write this, my calendar says it's Father's Day. Happy Father's Day to all you fathers out there. I guess it's Sunday, too and it's time to say "Wow, it's almost July" although many I talk to say with staying out of public and working remotely is making it difficult to keep track of what day it is and to be aware of the passage of time. I've also discovered as have others I converse with that having the facility to work at home tends to result in more hours working or fewer hours doing other things because our workstation is right here in our house. This is certainly new to me since for about the last 47 years I've gone to my workplace.



grandson Kyle is taking on-line classes from CSU and working on campus about 3 days per week. Our pets remain dedicated to their encouragement and close supervision.

About a week ago our visit from my youngest daughter and grandson ended. That young man has quite an arm and a sense of humor. He keeps you on your toes ducking flying objects. We learned he likes to have grandpa haul him around on bike rides in a Burley trailer, and he loves honking the horn in our Corsa convertible. We all appreciate that Corvairs have good sounding horns. Along with everything else work with my brother and our families on my dad's house is ongoing, demonstrating there is plenty to do in life despite COVID-19.

As in my June musings, I hope everybody remains healthy and socially engaged if not gathering in small groups. Our latest from my employer is we are preparing for another group to return to the office. The total at this time will be roughly 1/3 of our Lakewood, CO staff. So far, the ability to return remains optional and it is interesting to see what we are doing to follow the best practices of the Centers for Disease Control and the State. There is now a lot to remember to do and not to do. As a high-risk person, I'm generally staying away from the office and public venues. Karen is still working from home; our

I'm sure Kathy Green can use your stories about ways we have found to stay happy and engaged to include in the Dripline. I know there have been a few limited gatherings recently so I'm looking forward to reading about those. I know today there were several cars present at a small Father's Day gathering based on Christine joining us for our virtual monthly meeting from the field. Several of us are looking forward to going to Cripple Creek at the end of July for a show based on an invitation from the local museum. Look for more information in this issue of Dripline.

PRESIDENT, cont.

By Mike Piper
PPCC President

I personally don't have any Corvair updates. My grandson and I were going to exercise the cars today, but we ran out of time. I've only been able to average 2 hours per week lately on the "Once Blue Car" so it is sitting there with a bunch of parts either to be installed or removed and cleaned. I'm hoping July is more productive. Please let us know how you are progressing on your car projects.

Christine continues to watch and track potential future events. Let her know if you hear of any opportunities. Today we discussed attempting to have our July meeting in person but socially distanced at a park in Palmer Lake. I'll schedule a Zoom meeting as a fallback but if can meet in person we'll do that. We'll get word out to the membership when we know for sure what our plan will be.

Until next time, please stay safe and healthy and try to have fun where you can. Mike

V.P. MESSAGE: LEAVING WELL ENOUGH ALONE, PART 2

By Ken Schiffner
PPCC Vice President

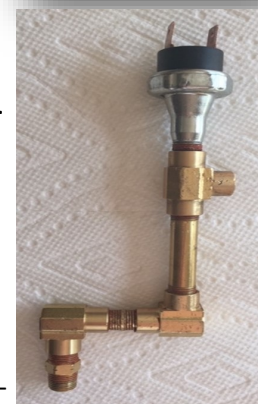
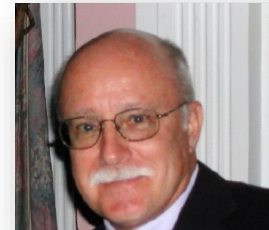
Well, in the last episode...

All I wanted to do is make use of the dummy fuel pump I had in my parts stash. Doing so resulted in frustration, and, the good news, an education.

As mentioned previously, the conversion David Feasel did worked well. A plug was used to blank off the mounting location for the manual pump and a tee was used to bring in the fuel from the main fuel line. By switching to the dummy pump, however, I had to relocate the oil pressure switch and the oil light sender. To do that, I had to do some plumbing to get around the fuel inlet line (now replaced) that goes into the dummy fuel pump. I'm no good at plumbing.

What I did was make the "tree" shown in the following figure. It was installed from the oil pressure tap where the oil light switch was located then go under the main fuel line, and then up. The oil pressure switch (shown) was mounted on the top of the "tree". The oil light switch (not shown) was mounted in the side of the "tree". It worked well, but...

I was worried about leakage (just count the number of threaded connections). Plus, Steve Goodman pointed out that engine and road vibration could encourage leaking or even cause breakage. So, I needed Plan B.



Upcoming Meeting Locations
Sunday, July 19, 10:00 a.m.: Palmer Lake Gazebo, bring your own food and drinks if desired. ZOOM meeting will be backup.
Sunday, August 23: TBD
Sunday, September :

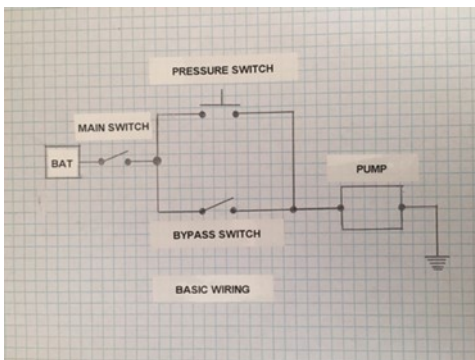
V.P. MESSAGE: WELL ENOUGH ALONE, cont. By Ken Schiffner
PPCC Vice President

For Plan B I ordered an Adaptabolt from Clarks (Part C7521). Given clearance issues, I returned the oil light switch to the oil pressure tap on the alternator/filter mount and installed the oil pressure switch onto the Adaptabolt. Primed carburetors and started the engine. Ran fine for about 5 minutes then shutdown for lack of fuel. Found out (actually assumed) that the pressure required to close the circuit in the oil pressure switch was not high enough at the Adaptabolt. So, I moved the oil light switch to the Adaptabolt and bought a shorter oil pressure switch. Echlin OP6624, (so the switch would clear the alternator pulley) and installed the oil light switch at the Adaptabolt.

The oil light switch was moved to the Adaptabolt location. The pressure should have been nearly the same but apparently the oil pressure was lower at the bolt. I did not have a pressure gauge in order to measure the oil pressure, however.

That did the trick. (Perhaps a very low-pressure oil pressure switch is available?)

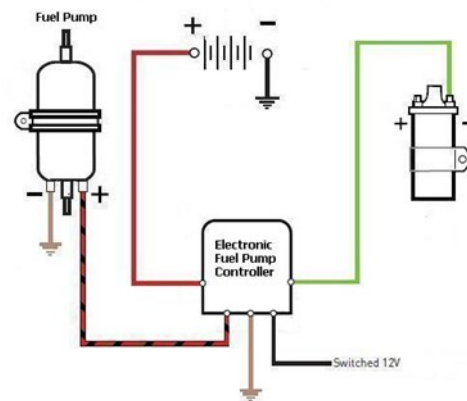
The basic wiring is like this (Battery, BAT, source is fuse protected):



Basically, the battery power is jumpered between the "Off" position of both the Main Switch and the ByPass Switch. The power comes from a tap at the fuse panel that is energized by the ignition switch. The "Load", the Pump, is connected at the "On" position of either the Main Switch or the ByPass Switch. (Connected at ByPass Switch shown). For priming, the ByPass Switch is used to

activate the pump. Once the engine runs, the ByPass switch is switched OFF thus opening that circuit. With sufficient oil pressure, the oil pressure switch is held closed thus the current flows to ground through the pump thus the pump runs. Low oil pressure opens the oil pressure switch circuit thus shutting down the fuel pump. Loss of power would also shut down the pump.

Still with time on my hands, I did some research. I found out that Ray Sedman (www.American-Pi.com) designed and sells an electronic pump monitor greatly simplifying the whole thing. A diagram of it follows. It senses the ignition pulses and apparently has a built-in delay that only arms the electric fuel pump when ignition (engine running) is proven. It just wires in. No "tree". No oil pressure switch. No moving the oil light switch. No Adaptabolt.



So, I'm going to evaluate Plan B and see how it goes. If not, I'll go with Plan C, Ray Sedman's controller which, given my efforts to date, should have been Plan B.



MEETING MINUTES- June 21, 2020

Submitted By

Mary Ellen Feasel, PPCC Secretary

Meeting Held Via Zoom

Meeting called to order by President Mike Piper via Zoom, when Mary Ellen was able to get logged on. Nine members joined the meeting.

Treasurers report: Members received the complete Treasurer’s report via email.

Minutes: Motion to approve the last meetings (May) minutes. Minutes approved.

Mail: Mary Ellen reported no mail received.

Cripple Creek car show on July 25. There are six Cripple Creek businesses sponsors. Developing classes to be judged. Chris asked the group for suggestions. Garrie Fox, via chat, suggested the classes be similar to those used at the Tri-State. Later he joined us on video. Cars can be parked in the Double Eagle garage prior to car show.

Membership: Tony has touched base with members who have not renewed. Some want to re-new but, since it’s mid year, can they renew at half price. Due to the COVID, the board had approved this all ready. At this meeting an end of July deadline for these renewals was adopted. Tony will get the names to Randy who will update the roster.

SeeMore: Ken, in an email to the board, reported that the trailer had passed all inspections, and the plate for trailer the been obtained. Dave Feasel asked about liability insurance for SeeMore now that the licensing issues on the trailer have been solved. Tony answered that SeeMore will be a static display, with ropes cording off access to the car.

Events:

July 25 – Cripple Creek car show.

August 15-A cruise will take place in Downtown C.S. Dave Feasel will get the specifics out.

Discussed an outdoor meeting for July 19. Some travel issues for some members for the meeting set up as a picnic at Green Mountain Falls. Was decided to move July meeting to Palmer Lake Park at 10:00 a.m. No picnic.

Tech session discussion: Mike and Dave discussed parts he needed for his car. All the cars Dave bought are now at Duane Hays’.

Garrie Fox mentioned he has loads of parts that are free to members. The intent for this stash is to keep local cars on the road.

Randy asked that members send him pictures of their cars, as well as comments they would like added to the pics online.

Adjourned 11:00 a.m.

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TECH TIP: RESTORING YOUR CAR THOUGHTS, PART 2

Submitted by
Steve Goodman

Part 2 will be shorter I hope. I realized I had mostly covered the various steps and 'things to do' items last month. Making a plan of what you consider more desirable is important. If you don't care how good it looks then concentrate on going and stopping (actually stopping and going). Spend your time and money on what is most important to you in order to enjoy the car. If you have a shopping list of parts you need and maybe in the order you need them it will help when you see something on the internet OR better yet hopefully you see it on our local club websites. Remember too that you can advertise 'WANTED' on the websites as well as ask at the meetings.



In my way of thinking the ideal way to start is to dig up in advance spare parts from wrecking yard/other club members that you can work on while the car is sitting in the body shop. In particular is front/rear suspension parts and maybe the new seats you want to use and other interior parts. Note you have already removed all exterior trim so the choices in almost every case is buy new trim/rechromed pieces and some cleanup of door handles and things such as dash parts. Makes more sense to have the suspension parts being cleaned/maybe powder coated if not just painted and fresh bushings etc. installed at your leisure (and checkbook leisure too). Same with some of the exterior trim. Bumpers/wheel well surrounds can wait **BUT** some of the small trim/script items plus outside door handles and locks need to be installed before interior panels are in place. Again try to work out a bit of a plan as you take the car apart.

As you can see a lot can be easy if some planning is done/lists are worked up at least to a point and the ability to keep your enthusiasm up is maintained. If you can make some time every night or every other night to do something with a part of the car the feeling that progress is being made will help. If nothing else go check over your 'to-do' list so you can plan on something next time you enter the shop. Even if it is half hour of time spent it will feel rewarding to have taken another step. Do a short article for your local newsletter about your progress with the car too. Club members will ask you about how the car is doing and that again helps with your enthusiasm and keeping your interest level high.

**TECH TIP: RESTORING YOUR CAR, PART 2,
cont.**

Submitted by
Steve Goodman

We all have seen partly finished cars for sale and a typical reason is "lost interest". Also to all of the guys reading this: make your wife a part of the car. Ask her about seat comfort/colors of in and out etc. If you involve her she then has a better understanding of what the car means to you and there is no resentment about you spending time and money on the project. DO NOT let it be 'that old car in the garage'. Also don't blame her when you have to mow the yard instead of tinker on the car, it isn't her fault that the grass grows constantly.

Final suggestion by my experience only: Resist the temptation to have more than one project going at the same time. My story is that in the late 60s I was doing 3 cars at once, two Corvairs and a VW bug. None were going anywhere because i would buy a part for one and the other two sat. Buy a part and put it on another of the three but still none are getting finished. I put all three up for sale. My thinking was sell any two of the three and use the money to finish that one that I still own. Yep my idea worked and the one that remained was finished pretty quickly. Don't you wish everything in life was that easy!!



CRIPPLE CREEK SHOW UPDATE

Submitted by
Chris Kimberly

Hi Everyone,

I want to give you the latest on the **FREE Cripple Creek Car Show** scheduled to be **Saturday, July 25th**. It will be at the Cripple Creek Museum parking lot with overflow onto the street if needed. They remembered when we had a Tri-State Gathering there a few years ago, as well as seeing us cruise through on our Fall drives. They want to host as many Corvairs as possible for the day. Staging the cars will begin at 8:00 am and show will last til 4:00 pm. There is no cost to register just bring it and show it. The Cripple Creek Museum is covering all the publicity for this event. The public will be choosing Awards/recognitions, which will be given out later in the afternoon. The museum has quite a few sponsors (12), for this event; just check them all out on the updated publicity poster!!

I'd like to once more give a big thanks to Garrie Fox for letting me know the **Double Eagle Hotel & Casino** had reopened their hotel, and part of their casino, along with their restaurants. I contacted them and they are offering a great discount on rooms for anyone who would like to drive up to Cripple Creek on Friday night, and/or stay over on Saturday night as well. Rates for a king bed/nonsmoking room can be reserved for \$89.95 + tax, so the total with tax is \$100.93 per night. **The hotel is following all CDC guidelines**. Those of you with families, can ask for adjoining rooms if you'd like. We are currently holding a block of rooms. The Double Eagle has a **covered parking garage** for overnight guests. This is a pet friendly hotel and the cost is \$50 (nonrefundable) for pets. The Double Eagle is across the street from the museum, making it easy to stage for the show on Saturday.

Please contact Kate Wolf (Group Sales Manager) directly, to reserve your room, and mention you're with the Corvair show. Our group reservation is #4313. You can reach Kate at 719-689-5076. Please do NOT call the regular reservations desk. If Kate is away from her desk, please leave her a message and she will return your call asap to help you with the reservations.

Even though this is a free show, **I need to let the museum know how many cars will be participating. Please call, text, or email me at 775-830-4739, or ckimberly4749@gmail.com to let me know how many cars you'll be bringing up.** That way, the museum will know how to set up the parking lot for the show. As of June 24th, we already have 15 cars! We want to see all makes, models, specialty, modified, in any condition at the show. If you have friends with Corvairs that are not members of any club, let them know they are welcome to the show as well. See-More, the Cut Away Car, will be there making an appearance for the first time this summer. It would be fun to get as many cars out to this show as possible, and be able to socially distance visit with everyone.

If you have any questions feel free to call or email me. I'm looking forward to seeing everyone there for a fun day in Cripple Creek.

TAOS

Submitted by
Mike Piper

I recently received a call from a gentleman in Taos, named Raffee, who found me from a car club website. The recording quality was poor but here's what I think I got from it. Raffee was calling on behalf of the Hotel Don Fernando in Taos. I looked at their website and it is a Hilton Tapestry property. They appear to have some specials going on, probably to encourage people to stay there. I didn't get information on whether they are looking for groups or individuals. If you'd like to check it out, the phone number Raffee left is 575.758.7712. I don't know if that is the hotel or his personal cell phone.

I don't know what the COVID-19 status is in Taos or what rules might be in play, but if you're interested in a short trip to break the monotony, you might check it out..

SEEMORE UPDATE

Submitted by
Ken Schiffner

SeeMore is ready and waiting for whatever show opportunities arise. The trailer license plate was acquired from DMV (thank you Arapahoe County DMV!). Some sprucing up of the trailer is being planned (like painting the rear deck, fixing the clearance lights), and replacing the lower DOT reflective tape). The trailer is on loan to PPCC for the storage and transport of SeeMore.



The hope is that, if people behave themselves, show venues will open up and SeeMore can join in. The assumption is that folks will need to "social distance" and that folks will not be allowed to sit in SeeMore until conditions permit. It is assumed that SeeMore can be viewed like any other "vehicle" at an event and will need to comply with the host event and State rules without exception.

So, COVID-19, , SeeMore is ready.



Yes, Chevy's funky Corvette Corvair was almost a thing

Kyle Smith, Taken from Hagerty, 12/18/19, The full article is available at: <https://www.msn.com/en-us/autos/classic-cars/yes-chevy-s-funky-corvette-corvair-was-almost-a-thing/ar-BBY8CEE>

When I first entered the vintage car world, telling folks I had a Corvair was often followed by saying, "No, not a Corvette. A Corvair." So imagine my surprise when I recently found out the Corvette and Corvair nameplates were both affixed to a single fiberglass shell six years before the Corvair landed on dealer lots. The 1954 Chevrolet Corvair is not the annoying autocorrect error I thought it was but rather a sleek Motorama show car.



1954 CHEVROLET MOTORAMA CORVAIR FRONT THREE-QUARTER CLOSE-UP

The Corvette's introduction at the 1953 New York Auto Show stirred up fanfare and interest in a roadster Chevrolet had not initially planned to develop into a production car. Just 300 Polo White convertibles went into production, but that small number was enough to spark on of the longest-running nameplates of the car world.

That spark had yet to start a fire, though. The 300 1953 cars that made it to the public don't fit the definition of "sports car" fulfilled by modern Corvettes.



1954 MOTORAMA CORVAIR FRONT THREE-QUARTER PANEL

The Blue Flame inline-six powerplant, mated to a two-speed Powerglide automatic, was merely a means of propelling the styling exercise; performance was secondary to appearance. However, Chevrolet needed to bring something interesting to the 1954 Motorama in New York, so it created a few versions of the Corvette that were certainly outside of the box.

The Corvette Corvair was one of the prototypes debuted during the 1954 Motorama. Combining the Corvette's American flair with a healthy dose of European styling, the Corvette Corvair added more than the obvious fastback roof.

Air intake ribs on the hood and fender vents were alterations from the C1 Corvette's now-familiar front end and helped dissipate heat from under the hood. This recreation packs an early small-block V-8, though the original show car would have kept the Blue-Flame cylinder, since the small-block was still a year away from production.

Further back, a wraparound windshield blended into the sloping roofline which terminated at a small cove designed to resemble a jet afterburner. Small fins on the tail lights kept the aerospace theme strong from front to back. The large trunk panel is a bit misleading since, in reality, the cargo space is quite small; the car appears to be a case of adding a hardtop to a Corvette rather than redesigning the underlying body to increase rear capacity.

The original show car was displayed in ruby red during the 1954 Autorama, repainted mint green, and eventually destroyed. The Corvette was struggling to achieve sales volume in 1954, so the thought of expanding the Corvette brand was

too much for GM. Luckily, the Corvette Corvair still lives on—in all the conversations in which I explain how the Corvette and the Corvair are indeed different...though their stories were, at one time, closely intertwined. -The End

DRIP QUIPS

A little 'blast from the past'...I'd buy that car!

PRIVATE DESIGN, BROWN, SAME LOW PRICES AS SU BLAND AND
 (CORVETTES SALE)



MEET THE MONZA—Chevy's newest Corvair

- A frisky new 4-seater with fresh ideas ■ sports-car-type bucket seats in front
- sumptuous new interior with all vinyl upholstery and deep-twist carpets ■
- here's the sportiest club coupe that ever came your way!

The Monza is a crisp, purposeful automobile that begs to be driven. The steering is feather-light and the rear engine imparts a feeling of precise balance and ground-gripping traction; a feeling that this is a happy kind of car that hauls kids or groceries with the same gay spirit that it snoops around a hidden country lane. This is real personal transportation, tailored for people who make a point of being hard to please. Sit in one, try the controls; one drive and you'll be reluctant to hop out for long enough even to buy it.




Chop eliminate—Corvairs and Corvair Monza.

See your local authorized Chevrolet dealer for economical transportation

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.**



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: The Car Show has been cancelled. Details on fair activities are available [here](#).



Sunday, July 19, PPCC Meeting, 10:00: Palmer Lake Gazebo. Bring your own chairs and any food or drink you may wish to have. Please plan to follow all CDC guidelines regarding social distancing and wearing of masks.



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: *This event has been cancelled.*



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.



Sunday, August 23, Club Meeting, 10:00, location and details TBD



August 28-30, Pikes Peak Hot Rod Rock & Rumble: Pike's Peak International Raceway, Fountain, CO. Information available [here](#).



Saturday, September 12, 29th Annual Cruise Above the Clouds: Woodland Park, CO. 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.



Sunday, September 20, PPCC Club Meeting: Time and location TBD.



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](#).



Sunday, October 18, PPCC Club Meeting: Time and location TBD.

Sunday, November 15, PPCC Club Meeting: Time and location TBD.



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 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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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 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!

TAIN'T 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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