

The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, August 16, 10:00 a.m., at the Gazebo in Palmer Lake.

Come On,
Like us on Facebook!



Official Newsletter of the



Founded in 1977



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PRESIDENT'S RAMBLINGS By Mike Piper
PPCC President

I'm beginning to repeat myself which I hate to do, but another month has flown by. I hope you all remain healthy and you're finding ways to stay engaged despite the need for social distancing. We've made it past the longest day of daylight for the year (back in June even), and since I've been working remotely and not going out as much it sneaked past me. In normal times I enjoyed getting home from work and having several hours still available to work on my cars or the yard or...



Working on my computer from my living room or helping my brother work on my dad's house for the estate has the effect of me not really noticing what's going on outside until the sun starts to set. I do have a cat and a couple of birds to provide a great deal of unpredictable entertainment.

On the Corvair and PPCC front, it has generally been pretty quiet. Car shows have pretty much ceased or they have become cruises. We have had board meetings via Zoom so if you have issues you would like the board to address, please let one of the board members know and we'll

discuss it. We've had a couple of PPCC general meetings via Zoom which have worked out OK, but the attendance has been light. This last Sunday we had a small socially distanced, mask enabled meeting in a park in Palmer Lake (thanks to Wayne Russert for setting this up). It was a really pleasant venue; the weather was nice with cloud cover to keep the temperature down and provided enough sprinkles to spot our cars but not get the people wet. Throughout the meeting we digressed into tech topics which I believe will help members with their projects. We will attempt to have the next meeting at this locale as well. Stand by for details.

Christine has been working hard to figure out things we can do to get our cars out for the public to see and for us to enjoy driving. The next event coming up is the car show in Cripple Creek. Look further in the Dripline for details. She is also working on what we can do for our fall foliage drive. Several possibilities are on the list. If you have suggestions, please let Christine know.

With respect to getting our cars out for a drive, this is really Steve's expertise but remember it is important to start your cars and drive them to keep everything lubricated and to avoid developing leaks or a tank full of stale fuel. Just running

PRESIDENT, cont.

By Mike Piper
PPCC President

them in the garage or driving around the block is really not sufficient to get the engine and oil warmed up and the seals lubricated.

Finally, please remember that Kathy Green needs content so if you are going to do something interesting or you already have done something please consider dropping Kathy a quick story and a photo or two. That will help Kathy with the award-winning newsletter and help all of us stay engaged.

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

Mike



V.P. MESSAGE: SPILT MILK

By Ken Schiffner
PPCC Vice President

When it comes to purchases over the years, I've often missed out. Way back in the '70's a friend showed me his new computer by a firm called "Apple". He said the computer was great. He also bought stock in Apple. I had a PC (actually starting with a Timex Sinclair "computer", tape recorder, and black and white TV. Then a Commodore 64. Then the PC). I didn't need the Apple and I couldn't afford to buy the stock. The friend is reportedly retired in Florida. If only I had some of that stock today!



Then there was a Model A Ford Sport Coupe in 1966. It sat in the backyard of a neighbor's house in NJ. The neighbor used it to go to college in Alabama in the '30's and in the post-college winter rigged it to become a log sawing device (removed a rear wheel and attached a non-OSHA approved, exposed, life threatening belt drive and saw blade that would have made Snidley Whiplash jealous and make Dudley D0-Right think twice about saving Nell). The Sport Coupe ran, even though parked. I could have bought that car for \$500. Didn't have the money. Didn't have a place to store it.

Or a Rampside. Had a chance to buy a real beauty for about \$4,000. It was offered at a special price from a friend. Today, that vehicle might sell for \$15,000-20,000, maybe more.



Upcoming Meeting Locations

- Sunday, August 16: 10:00 a.m., at the Gazebo in Palmer Lake.
- Sunday, September : TBD
- Sunday, October: TBD

SPILT MILK, cont.

By Ken Schiffner
PPCC Vice President

But then I thought, if I couldn't afford the Apple stock, I simply couldn't afford the stock. Get real. If I had bought the Model A, I would have had to restore it (maybe costing \$10,000 or more). To keep it garaged at about \$150/month would have set me back about \$20,000 if I still had the "A" today. And the Rampside? Well, let's not think about that.

So, these things happen.

No sense crying over spilt milk, right? Sob, maybe. Cry? No*.

*OK, maybe sometimes.

CRIPPLE CREEK

Submitted By
Chris Kimberly

I just want to touch base with a few details for the Cripple Creek Show this coming Saturday, July 25th:

- ** If you plan on bringing a Corvair but haven't told me yet, please text, or email me by Thursday. We will be working on the layout plan for the cars in the parking lot based on the number of cars coming. As of today, I have a count of 21 cars including Seemore.
- ** If you need to make hotel reservations, call Kate Wolf the events manager directly at 719-689-5076 to book your discounted reservations. DO NOT call the regular reservation desk.
- ** Please bring your masks.
- ** If you have a 'do not touch sign' for your car, please bring it. I will have a few extras with me if needed.
- ** Please bring your own beverages, i.e., water/soda, munchies (unless you

CRIPPLE CREEK

Submitted By
Chris Kimberly

want to wander around town), your chair, sun screen, etc., for the show.

If you are interested in caravanning, I will be going up Friday, late morning. Meet me at 10:45am, at Rudy's Country Store and Bar-B-Q, at the corner of S 31st St. and Route 24 West, in Colorado Springs. Everyone can fuel up, get snacks, drinks, etc, and we will head up to Cripple Creek at 11:00.

An afternoon caravan group will meet at Rudy's at 3:00 pm. Meet up with Kathy and John Green for this caravan.

Of course, you can come up on your own at a time that works for you.

Directions to Cripple Creek: Route 24 West out of Colorado Springs. Go To the town of Divide and turn left on Route 67 (traffic light). Follow signs to Cripple Creek. As you come into town, 67 is 5th St. The Museum and the Double Eagle Hotel are at the corner of 5th St., and Bennett Dr., across the street from one another.

I'm looking forward to seeing everyone there for a fun car show weekend.

Chris Kimberly



**MEETING MINUTES- July 19, 2020
Palmer Lake Gazebo, Palmer Lake, CO**

Submitted By
Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 10:20 a.m. at Palmer Lake Park. Ten members present, two came later.

Some tech issues were discussed prior to the meeting being called to order.

No 50/50.

Minutes of last months (June) meeting approved.

Treasurers report: Report is available to all members if requested.

Mail: Received two dues payment, one more is on its way. One more person to check with who doesn't have email.

Cripple Creek car show on July 25. Discussed the set-up of SeeMore at Cripple Creek. "Don't Touch!" signs for cars are on order. Discussed caravanning to Cripple Creek. Looks like a couple of start times for different groups.

Museum to donate \$100 from sponsors to help cover the transportation of SeeMore.

At Cripple Creek there will be two trophy awards. People's Choice to be voted on by guests of the show. Sponsor's Choice will be voted on by the Sponsors. Nineteen cars confirmed.

A donation bin will be set-up near SeeMore for SeeMore fund. Will need it watched during the show.

An email to the membership and a post to Facebook will show the details of the show, such as set up time for cars, numbers to contact for reservations at the hotel, etc. Chris Kimberly is the club contact.

On to future events....

John Green has talked to Ace, and details still being worked on with the City regarding the Old Colorado Show on August 16. It may be a cruise rather than a parked show, as in years past. If that's the case our meeting, scheduled for the show, will be held elsewhere. Considering Palmer Lake Park again.

Fall Drive-still determining what route to take. Some routes were discussed. Need to consider if any restaurants can accommodate our usual large numbers due to COVID limitations. Suggestion made that participants bring their own food and we can meet somewhere near the end of route for a picnic. More TBD.

Tech session continues....Jerry has his car running. Dave Feasel, helped him get his carbs balanced.

Randy is removing parts from the parts car from Dave's eleven that he bought. He noted that he discovered two hex nuts and two square bolts holding the shifter in. He showed an example of a bracket from the parts car that was modified the wrong way. Good examples of how things are not suppose to be.

Adjourned at 11:10 a.m. due to Secretary needing to get to work by noon. It appears show and tell continued after she left.

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TECH TIP: IDENTIFY YOUR ENGINE

Submitted by
Steve Goodman

I am kinda surprised that the interest in Corvairs has picked up even greater than normal as this year is going past. I get lots of phone calls and emails about cars shown for sale in Craigslist/Ebay/Bring A Trailer and more. One thing I have always noticed (long before this year) is that any 2 carb engine is automatically referred to as a '110'. I see a 1961 Monza cpe advertised with a 110 engine but almost invariably it is the stock 80hp (145ci) engine from 1961. Hopefully we all know that the 110 is larger displacement (164ci) and wasn't offered until 1964. External changes that GM did through the years usually give some clues as to engine ID. BUT as you read below you will see it is indeed a little tough to separate what actually belongs on an engine due to all of the changes made by owners and shops through 60 years.



Before I begin this let me remind everyone that a 1960 engine can be installed in a 1969 car and a 1969 engine can be installed in a 1960 car. Everything is fair game with mixing parts on Corvairs and I really believe the Corvair has been victim to the swapping more than most other brands of cars. Now let's start.....

Among the easiest things to spot is cooling fan designs. Is it a magnesium fan with straight blades or metal/tin with curved blades. Mag fans were used from 64-9 BUT only 1964 uses the smaller diameter fan bearing. Tin fans are all 145ci. To muddy this a bit the parts do get changed from either direction. Occasionally someone will use top cover/bearing and tin fan on a late engine because the fan CFM is a bit greater. Many times the late top cover/fan bearing and mag fan are used on early engines.

Next is the crank pulley. If it is the stamped tin pulley it should be pre-1964. If the harmonic balancer is installed then it should be 164ci. A little twist here that 164ci 95hp engines many times were assembled with a cast 3-spoke pulley from GM. Not helping also is the 3 spoke was a common replacement from GM for any engine NOT needing the balancer. (110/140/150/180hp all needed the balancer)

The belt guide on fan shroud and idler pulley should indicate 1964-9 but the guides were not offered until well after the 1964 model year began. Also the fan shroud can be changed from some years so adding to early engines is easy.

The PCV/crankcase vent system can help. The road draft tube is early only 1960-1962. In 1963 a PCV valve was used but that valve was continued through 1965 for A/C cars. The tube into the air cleaner base is 1964-9 except as just noted for A/C in 1965. Many road draft tube engines were changed to closed systems when the emission testing began. One of the rules was NO visible emissions and when testers would

TECH TIP: IDENTIFY YOUR ENGINESubmitted by
Steve Goodman

see fumes/blow-by from bottom of engine then air test was a 'fail' until repaired. (I even saw oil leaks causing the smoke and resulting in 'fail' until oil leaks repaired)

If no one has touched a 1964 engine the generator posts will point towards the rear of the car, same as ALL station wagon and FC engines. Today most generators have been swapped for alternators so help there has gotten less.

Before I finish with the last two below can I remind you of many small details such as carb id/distributor id/carb linkage/bolt sizes on various shrouds/choke differences/oil cooler differences and even casting changes on rear engine cover and more trivial items. ALSO OF GREAT IMPORTANCE is comparing the VIN number on body tag with title and checking/deciphering the ID tag on rear frame rail that indicates options added to the car. Unfortunately this is a science that has numerous empty spots even after all these years. *

The most obvious; looking at engine letter code** is also mis-leading at times. Example: 1963 102hp (145ci) and 1964 110hp (164ci) use the same YN code on the engine case halves. To help confuse even more it is fairly common to modify the early case halves to give clearance for the longer stroke crankshaft particularly the FC style case halves because of rear oil dipstick tube. Also there are 145ci engines out there using late case halves.

One last step is looking at head casting numbers***. Usually the heads will give the best 'final clue' to displacement/hp of an engine. Of course reading the casting numbers is the most difficult (this is why I saved it until the end). On the passenger side at rear of engine the muffler hanger must be removed and on driver side the numbers are on end pointing forward, The exhaust manifold and heater outlet must be removed. Even those numbers are not completely conclusive to engine identification but by the time everything has been checked over the guess should be close to correct.

My last words are that if you as the buyer are concerned over correct parts etc., then take someone with you. Another pair of eyes and hopefully experience can be very valuable. GOOD HUNTING

* Internet help for decoding the ID tag is www.corvaircenter.com

** *** NOTE: aids to help with the numbers and descriptions are *JUNKYARD PRIMER* and info pages in *CLARKS* catalog.

SPRUCING UP THE TRAILER FOR SEEMORE

By Ken Schiffner
PPCC Vice President

To get the trailer ready to cart SeeMore (hopefully) to Cripple Creek), Rick and Charlie Beets (and I) did some “sprucing up” of the trailer.

The focus was mainly on the exterior of the back deck (ramp). This is what folks following the trailer see and what is first noticed by event attendees when SeeMore arrives. The outside had been spattered with concrete spray. The team scrapped most of that spatter away. The lower damaged DOT 2 marking tape was removed and the adhesive was Goof Off’ed. The panels were power washed and sanded and, after masking, Rick painted the cleaned surfaces white as original. Silicone sealant is ready to be applied to replace the old sealant that was removed.



Charlie Beets Power Washing Trailer Ramp Exterior

New DOT2 marking tape was purchased (donation) and will be applied once the paint dries. When the trailer VIN was confirmed we were told that the DOT markings were out of date. Also, a couple of the perimeter lights were not working so new ones were purchased (donation). Electrical circuit needs checking and improvement, so the lights were not yet installed. The wiring needs to be configured to allow the tow vehicle to charge the winch battery. A battery maintainer is in the “stuff” kit in case local power is available to keep the battery happy.



Masking

SEEMORE UPDATE By Ken Schiffner
PPCC Vice President

A leak was found in the front corner of the roof however the team couldn't locate the exact source of the leak. Try again soon. A new front jack was purchased (donation). The original was damaged and was too hard to operate. Now works like "butter".



Rick Beets Painting

A license plate frame was ordered (donation) from Clark's and should arrive in time for Cripple Creek. Says "Classic Corvair". SeeMore is "Classic", right?

The wheels were power washed using Rick's handy power washer. Look good! Tire tread looks OK but may need replacement for SD next year.

Future efforts may include repairing or replacing some of the side panels. Could be pricey.

Rick bought (donation) two (2) covered bins to be bolted in place in the trailer to hold the paperwork and other small items that currently slide around. The back-ramp gasket is a bit of a problem and ideas to fix/replace it are being explored.

A decal or transfer of the PPCC logo, or other, is needed to apply to the trailer. Will need similar one from RMC. One from Steve Goodman and others from donor clubs will also be applied.

Plan is to place the logo's, etc., on the back panel if DOT permitted or on panels that will not be replaced. To see how the effort turned out, you'll need to see SeeMore and trailer at the next (first) event, hopefully Cripple Creek!

Now if only COVID-19 will cooperate!



TOOLS EXPLAINED

Submitted by
John Dawson

Many thanks to member John Dawson for this enlightening article—please enjoy!!



TOOLS EXPLAINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the work-

TOOLS EXPLAINED

Submitted by
John Dawson

bench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

DROP SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or

for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE WRENCH: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

SOB TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a b*tch' at the top of your lungs. It is also, most often, the next tool that you will need.



FRESH AIR!!!

Submitted by
Kathy Green

After four months of zoom meetings it was fantastic to see everyone who was able to attend our July meeting on Sunday! We met at Palmer Lake park, where we set up our own chairs, and made sure we were masked and appropriately socially distant.



Russerts '64 convertible, Peavyhouse's '65 2-door coupe (at it's first meeting!), Mike Piper's '65 convertible

We had twelve attendees and seven Corvairs. Wayne Russert had reserved the park for us, so we were able to enjoy our time without concern that someone else would 'need' the space—thanks Wayne! Though we had a few rain showers come through, it was wonderful to share conversation and stories before and after the meeting, and to enjoy the structure of the meeting live and in person. Our next meeting will be in the same location—please give it your best shot to join us!



From left back: John Green and Coda, Randy Karl, Chris Kimberly, Ray Schick and Ella, Bonnie and Wayne Russert, Mike Piper, Keithann and Jerry Peavyhouse (with their backs to us).



No one ended up here, though Mike did drive a little fast to be on time!

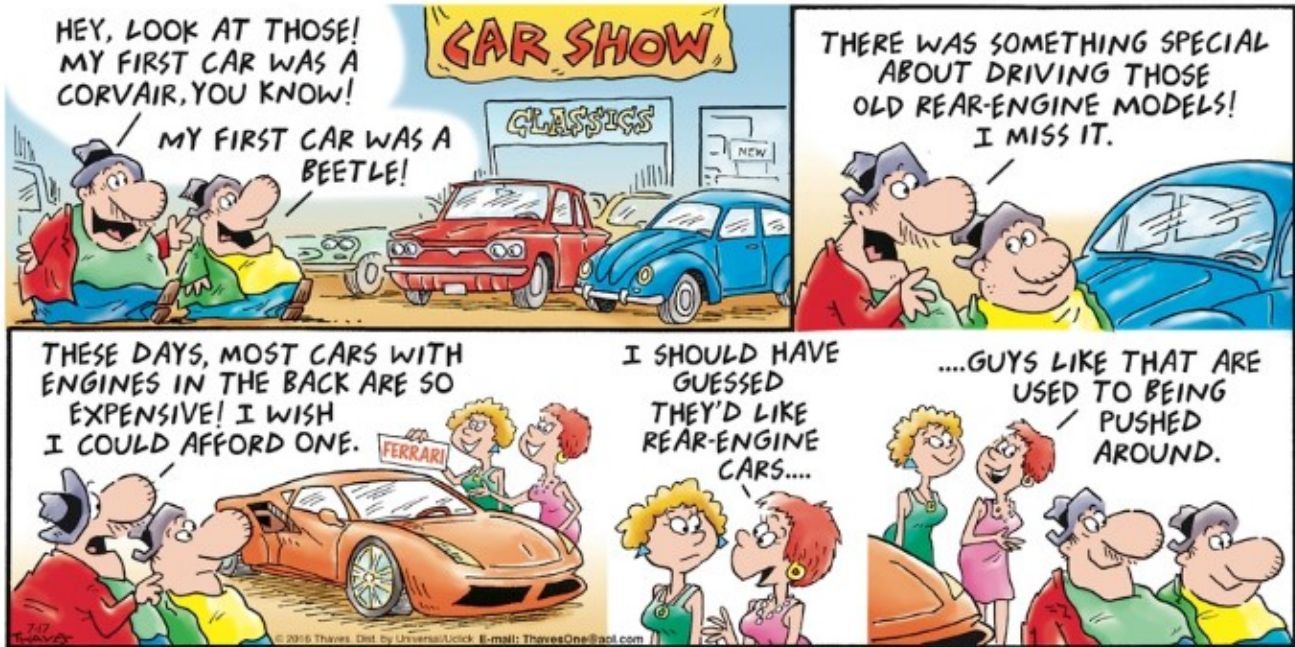


Chris's '64 Monza Convertible, Dave Magill's '65 Corsa (for sale), Green's '68 coupe, Karl's '68 coupe

DRIP QUIPS

As published 7/17/2016

FRANK AND ERNEST®



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, 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, Club Meeting, 10:00: Palmer Lake Gazebo and park. Please bring your own lawn chairs and masks.



Sunday, August 16, Ace Entertainment's Old Colorado CRUISE: The car show has been cancelled, but they are planning a cruise. Information to come soon!



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](#).



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 has been cancelled.* 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.



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 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/>

Note: As events are cancelled or rescheduled 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 to the best of our knowledge. However, before planning to attend an event, please check with the event sponsors to confirm. Keep a good thought that this will pass soon.



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Icon indicates show or event in which we have committed PPCC representation, or for which PPCC will provide support or sponsorship

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

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!



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.

Pikes Peak Corvair Club Contacts

President	Mike Piper	720/255/1007	Mapiper3 at comcast.net	Board
Vice President	Ken Schifftner	201/749/3063	Kschifftner48 at gmail.com	Board
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	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schifftner		Kschifftner48 at gmail.com	
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