

The Drip-Line



Welcoming the 1961 Corvair Lakewood
(I like wagons!)

The next meeting of the Pike's Peak Corvair Club will be held Sunday, February 21 at 9:30 a.m. via Zoom. Watch your email for a Zoom link.

Come On,
Like us on Facebook!



Official Newsletter of the



Founded in 1977



In this issue:	On The Cover: <i>As a BIG fan of wagons (and '61 Lakewood's in particular), I loved this cover shot from the Group Corvair Comments January newsletter. Happy 60th birthday to the little wagons that could and still DO!</i>
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PRESIDENT'S GLOVEBOX By John Green
PPCC President

Hello Corvair Club,
I Hope everyone is staying safe. We have pretty much been staying home, especially since



Kathy had to stay Covid free for her surgery last Thursday. Hopefully, she will be able to drive the Lakewood this summer with her repaired shoulder. It has not been easy for her the last couple of years. Luckily, both of our cars are automatics and she doesn't have to shift, unlike Jerry who just had shoulder surgery, but has a 4-speed. He is going to have to get the shoulder working before he can get his car out.

It is that time of year when the club dues are due. We like to wrap it up by the end of January, so we can update and get the new roster out to members in July. We are only a little over 50% at the time of our club meeting. So, a warning to those that we do not have dues from yet, you will be seeing a friendly reminder email from me soon (and you know how scary I can be!).

Steve has an article later in the Drip Line about CORSA. Besides all the good and useful things he points out, if you are in CORSA, you can purchase

a Standard Bidder registration for the Mecum auction coming to Denver in April for 1/2 price (\$100 instead of \$200).

Perks of CORSA and also CCCC (Collector Car Council of Colorado) membership (which PPCC is part of), include nice discounts and good coverage on many things. I send out the minutes from CCCC meetings so you can see what they are up to. If you are in CORSA you should receive emails to log into their meetings to see what is going on nationally with Corvairs.

Chris Kimberly has a lot of good ideas started for this year as far as activities. We will have to wait to see how Covid is doing before confirming dates and times. It should be a fun year if we get back to doing things and seeing each other. Chris sent out a list and if you have any other ideas, feel free to reach out to her. She is going to need some help with following through on securing dates and places, so if you have a little time to help, that would be great.

We had a good turnout at this months zoom meeting. I hope to see more at future meetings and lots of Corvairs out on the road.

Live and Drive Safe, John

V.P. MESSAGE: PT

By Jerry Peevyhouse
PPCC Vice President

Acronyms. Cozying up with a good book, fine wine, some pithy acronyms, hey, what could be better. Love them or hate them, acronyms are a big part of our vocabulary, especially if you've been in the military or the government. Boy, do *they* go overboard. So much so that you need a magic decoder ring for most of them. ☺



Here we are at the beginning of a new year following a year like no other. One thing I've noticed is how many new acronyms popped up last year. Quick quiz, did you know what PPE was BC (Before Covid)? It was one of the most googled terms last year, and before that it certainly wasn't part of my daily vocabulary. But we learned what Personal Protective Equipment was, and it became a household term.

This brings me to the meaning of PT. What comes to your mind with that acronym? Could be Pacific Time, how about Part Time or, if you've been in the military, Physical Training. Because a little over 2 months ago I had rotator cuff surgery on my right shoulder, for me PT means Physical Therapy (aka Physical Torture ☺). In all fairness, it actually is valuable and necessary to help the shoulder recover and heal. Plus, in these days of COVID, it is my adventure out of the house once a week. A

chance to converse from behind a mask with a fellow masked human being, and have him show me some ninja like moves. Well, maybe not ninja moves, but just raising my right hand above my head is grounds for major celebration around my house! I know many of you have had this same surgery so I'm sure you can relate. There's also the mental part of this too. For the first month and a half I felt like I was way behind the curve in recovery and I'd never heal. Watching the plethora of YouTube videos on rotator cuff surgery recovery (there literally are hundreds) didn't help. Some guys said they were up and chopping a cord of wood in a few months (a lie) and some saying it was over a year before they could comb their hair (a lie).

Recovery is a process, so I'm learning to do my PT religiously and be patient for the process to work itself out. That's going to have to be the theme for things going forward this year too. We hope that the process of COVID recovery works itself out and we can once again meet in person and get on with some club activities this year. Just as I'm having to work at exercising my shoulder to get strength back, we need to keep working as a club to stay engaged and strengthen each other this year. Learn a new acronym, read a good book, stay safe and happy driving.

Jerry



Upcoming Meetings

Sunday, February 21, PPCC Club Meeting: 9:30 a.m. via Zoom.

Sunday, March 21, PPCC Club Meeting: 9:30 a.m. via Zoom.

Sunday, April 18, PPCC Club Meeting: 9:30 a.m., location TBA.

MEETING MINUTES- January 17, 2021

Submitted By

Mary Ellen Feasel, PPCC Secretary

Held via Zoom

Called to order 9:36 a.m. by President John Green via zoom. Twelve members present.

Motion to approve last months (December) meeting minutes. Approved.

Mailbox has been checked a couple of times since last meeting. Have received a number of dues payments, a membership application and invoice for the mailbox renewal. All forwarded to Treasurer.

Treasurers report available to members on request. 24 paid members for 2021, 4 life-time members. Over 50% of membership has renewed. Daniel Turner of Cotopaxi is our new member. He has been added to roster. John Green will contact members who have yet to renew.

CCCC-Members present voted to continue the clubs membership in the CCCC. The dues this year is \$95, which includes \$1 for each of the 45 members in PPCC. That is down from \$4 per person last year.

SeeMore-discussed concerns over battery charging. May add solar to provide a little power. Tires for trailer may be needed before any long trips. That expense will be paid from the SeeMore fund.

Activities-Chris sent a list of proposed activities to the membership. Discussed a few possibilities. Chris would like some help on the Activities Committee this year.

CCCC will hold their car show and swap meet at the Rocky Mountain Airport on August 14.

Havana Cruise is canceled.

April 23 & 24 Mecum will be holding an auction at the Denver Convention Center. Cost for the right to bid is \$100 for Corsa members. Drivers for the cars are needed. More info to come.

Reminder that the Forney Museum is open. Pontiacs and Model T groups are coming up.

Randy has the stuff for a poker run, if that activity is decided on for this year. Palmer Lake car show is June 20. Wayne Russert is the contact. Tri-State is October 15-17 at

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MINUTES, Cont.

Submitted by
Mary Ellen Feasel

the Marriott in Albuquerque. National Convention in San Diego is still a go, however the hotel is not taking reservations quite yet.

E-Days event is up in the air this year. The Stockers Club and Ace Productions have yet to post their events calendar.

On to Tech stuff, of which the secretary had a hard time keeping up with. Jon Anderson has a broken clutch cable and control arm repair to be done. Chris Newman, who we haven't seen in ages, has a 63 Spyder, a one family car. The engine has been rebuilt and he will be putting it back in the car soon? Garrie Fox has his daily driver back on the road. The Goodman engine heads are working well with 1347 miles on them...so far. Typical Corvair engine compression is 135 psi he stated. With the Total Seal piston rings from Chris Langley, the compression is now 155-160 psi. Garrie also mentioned that there is an NOS 4-speed transmission with a 3:55 differential in the club parts stash that is available to club members for their personal Corvair. Randy has a 110 power glide w/torque converter available. Garrie and Randy discussed tires.

Eligibility
of



COVID shots were discussed.

Adjourned 10:15 a.m.

ACTIVITIES CO-CHAIR NEEDED

Submitted By
Chris Kimberly, Activities Chair

To My PPCC friends,

We have all just finished a most difficult year in 2020 and are looking forward to a brighter 2021. A very few members know what I've been going through the past several months and I would like to share the final information with you.

Last fall, my audiologist found that I had a hearing discrepancy which was too great between the left and right side, so I was referred to an ENT, who referred me for an MRI. They were looking for benign tumors on the nerve that runs from the inner ear to the brain. The results were negative, which was good, but something else was found. I was then referred to a neurologist. After some cognitive tests, I

have been diagnosed with early phase dementia. I have to look at this as a blessing in disguise, because many folks don't know they have this issue until middle or late stages, and then one's quality of life is so much more compromised. Being in an early stage, I am able to take and have begun taking a prescription to slow the progression.

All this being said, as the activities chair this year, I want you to know that I need help doing this successfully. I would like another member to step up to co-chair this responsibility with me. Please let John or a board member know if you would help co-chair.

Thanks, and Keep Vairing!

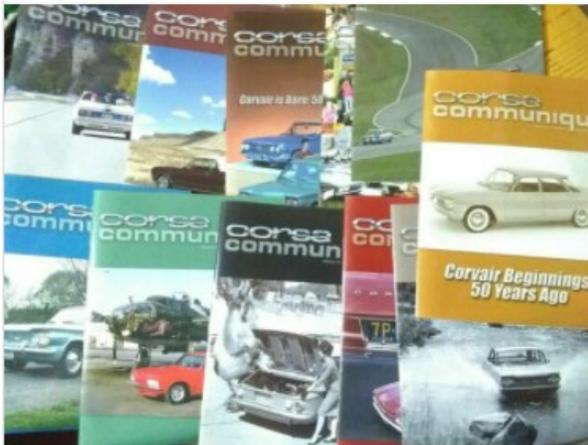
Chris



TECH TIP: CORSA—SHOULD YOU BELONG OR NOT?

Submitted By
Steve Goodman

CORSA was the brainchild of Richard Langworthy in 1969. He immediately advertised in car magazines of the day (Road & Track/Car & Driver/Sports Car Graphic and more) and membership climbed quickly. Initially the magazine was named THE WINDMILL but changed to COMMUNIQUE then later the g was dropped. In regard to publications: the newsletter was just that and monthly. A color magazine was also developed as interest grew called CORSA QUARTERLY. Another step at the same time was getting the Corvair community across the country involved with their own local clubs. In 1978 the COMMUNIQUE listed 86 local clubs and 4 out of the USA.



In those 'old days' the publications were our only connection to everyone else. Pictures of cars and monthly events and tech tips plus pages of 'for sale' and wanted' made most members anxious for the lettercarrier every month. Same applied for each local club newsletter and it served as a reminder of upcoming meeting too.

CORSA served as the center for all of this. Even merchandise including badges/belt buckles and lapel pins and decals were sold by CORSA. CORSA was the background support as well as money for the national conventions

each year. The home office could apply leverage for hotels/tracks and parking lots to allow us the participants better rates and nice areas to spend the week.

Because of CORSA involvement in the national convention insurance coverage was necessary. The early company was K&K and they were involved with many automotive ventures. (They even sponsored a grand national stock car) The insurance went a step further too, it covered events held by each local club and even meeting locations. *Briefly this insurance did NOT cover a members car. It covered the club against liability if property was damaged by the event. If a parking lot was damaged by an autox the local club did not have to defend itself OR pay for damages.*

Up to 1978 CORSA was a volunteer run operation. That changed at the San Diego convention when a management company was hired to oversee the CORSA daily business. Shortly after that K&K realized that the local club membership numbers were far greater than CORSA members. They requested/demanded every local club member also belong to CORSA. (actually it makes sense, car insurance demands each car in use be paid for).

When *mandatory* membership was first announced in the COMMUNIQUE there was an uprising. Countless letters to the editor were printed each month with a large number being on the side of "I refuse to be told I have to do anything". Many local clubs devised ways around the issue by having 'associate' members etc. RMC chose another path and changed the by-laws to read that CORSA membership was part of belonging to RMC. RMC was doing a lot of autox and rallies in

TECH TIP: CORSA? - cont.Submitted By
Steve Goodman

those days and we felt the insurance coverage was necessary. Plus finding local insurance was difficult and expensive. After the initial battle with a few local members it was just accepted that joining RMC and CORSA was the rule. ALSO the conventions each year attracted many from RMC as well as RMC hosting first in 1981 and again in 2011.

PPCC also had mandatory membership for a few years due to the efforts of the late Ben Benzel. When he passed away the rule was removed. PPCC members attended early conventions and both clubs travelled often to the fan belt toss and mini-conventions in Phoenix. PPCC also had shows/rallies/and at least one gymkhana.

After the initial battle with many of the clubs CORSA was concerned over membership loss plus damage to local clubs numbers and a new deal was worked out with the insurance company. Instead of membership dues from everyone, CORSA and the insurance company chose to penalize/fine clubs with non-CORSA members. Many clubs immediately dropped the mandatory CORSA membership but RMC remained until the rule was removed a couple of years ago.

So this brings us to today January 2021. The question of being a CORSA member remains. The membership count is dropping. Yes it is difficult to interest younger folks in our old cars. Yes we are losing members due to aging. Yes it is difficult just to interest new owners in joining our clubs. How many RMC members still belong to CORSA at the beginning of this year? How many PPCC members are still CORSA members?

Everything has changed anyway. The internet brings us local event news from around the country and the forums provide constant tech help and news. CORSA can be joined cheaper as a 'virtual' member and the COMMUNIQUE shows up on your PC. Both RMC and PPCC don't even use the delivery of the newsletters each month as a meeting reminder.

The only things left for reasons to support the parent organization is for their ties to the conventions and a centering point for everything Corvair and the continued publication of the COMMUNIQUE and lastly their insurance coverage.

Can anyone guess at the insurance costs involved when RMC hosted the 2011 national convention? How would that cost have affected the registration fees? Does both RMC and PPCC want to find insurance for our turns at the Tri-state? Imagine how much additional charge to register now!! How about the occasional autox or even show n shine at a park? Again think of additional entrance fee with insurance costs to an autox!! Maybe not much with 100 entrants but a lot for 20 or less!!

Last words: JOIN CORSA and support our hobby.



BANTER

Submitted By
Ken Schiffner, Member at Large

In a previous issue, the idea of exchanging “banter” was suggested.

OK, here is one for you....

In my senior year of New Jersey high school (1966) my parents said they would buy me a vehicle. I could use it to drive to high school, cool! The budget? About \$500. Fine print. I’d have to pay for gas and maintenance. But I didn’t have a job.

Then the local paper had an ad for the NY International Auto Show. This was an annual event for my Dad and I. We went.

I saw the latest (indeed pre-latest or future) vehicles on display. I loved what we now call the “late models”. In about a year I’d was going into engineering college (then called Newark College of Engineering but now called New Jersey Institute of Technology). I was fascinated by the rear suspension of the Corvair. And, the Corvair in general. It was unique.

I got home and started to think about a Corvair.

Three (3) problems. One was I had a budget of \$500. Second was I just got my license and the insurance costs were staggering. Third, I didn’t have a job.

Only three problems? No biggie. I got a job in a local bakery to work on weekends (I made hard rolls, butter crème frosting, and scraped the wooden floor with whatever the real bakers dropped).

My Dad found a 1961 Corvair Coupe (faded silver) with reversed somewhat chromed wheels that was within the budget (I think it was bit more). He bought it. I paid gas. I put a wrap on the steering wheel “glove” from J.C. Whitney. Eventually, dual exhausts were added.

Regarding the mechanicals, I was blessed. My backdoor neighbor, “Red” Topping (real name Ernest but to me was Uncle Red), was previously a



mechanic. His other more recent profession was working for a firm that emptied septic tanks. You didn’t want to talk to Uncle Red after he came home from work. He also later scavenged for scrap that included aluminum from Corvairs. With Uncle Red, I learned the importance of listening, of not being afraid to try.

Anyway, Uncle Red helped me tune up the ’61. I found it interesting. It gave me confidence to do not only mechanical work but just to have the courage to take on new challenges.

My Dad, as part of a labor union that went out on strike, took me aside one day and said he had to sell the Corvair. I had driven it to high school and gotten a lot of enjoyment from it. He sold it. I went on to college. My Dad fell ill of cancer. In talking with him one day a month or two before he died, he suddenly asked “Do you remember the Corvair?” He confessed that he really did not want to sell it. I told him I understood. I liked that car. Doing so I was eventually committed to buying a Corvair. I did. I joined CORSA. I joined the local clubs when I moved.

How did I become “me”? Parents, Auto Shows, Red Topping, my Dad, the ’61 Corvair, and confidence.

I also learned the importance of sharing stories... the “banter”.

Do you have a story to share?



MEMBERSHIP DUES PAST DUE

Dues are due! If you haven't already renewed your membership in the Pikes Peak Corvair Club, dues are \$25 per year. Club dues were due in January and we'd love it if you could renew soon to help with paperwork.

We don't take your membership in this Club for granted, and are deeply appreciative of the support every member provides in being able to keep the Corvair out in front of the public to enjoy. We're looking forward to 2021, hopefully full of great activities to continue to maintain the highly regarded reputation our club has in southern Colorado. So, thank you all, now go get that checkbook and renew today!

To help our Treasurer, Mr. Randy Karl, manage the books effectively, we would ask that everyone **please send their dues renewal check ASAP** to the following address: PPCC, ATTN: Treasurer-2020 Dues, P.O. Box 15034, Colorado Springs, CO 80935. We'd like to close the books on the 2021 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated. Those members who have not yet renewed will receive individual communication from a Board member soon.



**RENEW
MEMBERSHIP**

A reminder that while membership in CORSA is not a prerequisite for new membership, or renewal in the PPCC, we do strongly encourage support of the national organization, which works to support our local efforts through an event liability insurance policy, and free hosting of our Chapter website.

In addition, all CORSA members receive a subscription to the CORSA Communique magazine and the right to post their own classified ads both online and in print. You'll receive a membership roster with contact information in case you get stuck on the road, and leads to reputable Corvair vendors all across the country. Membership also grants access to all the pages on the CORSA website, and access to our bookstore where you can purchase CORSA Tech Guides written by real Corvair experts. And you'll have the satisfaction of knowing that CORSA covers local chapters with liability insurance, making it possible for all of us to enjoy chapter meetings, car shows and other events without legal hassles.

And if that's not enough, please remember - anybody who has never been a member before also receives a copy of Corvair Basics, gratis.



UNSAFESubmitted by
Kathy Green

As published at: <https://www.motorious.com/articles/news/chevy-corvair-handling-footage/>. As we are hoping for an active show season this year, I thought this short and concise look at the safety of Corvair might be nice to have handy for those unbelievers...

Is the Corvair really unsafe at any speed?

For many Americans and even those living abroad, the Chevrolet Corvair still represents a dangerous, irresponsible vehicle that hangs out in dark alleyways and sells stolen watches. Yes, the **unique** rear-engine, rear-wheel-drive car that hails from the US of A has been thoroughly villainized and many blame Ralph Nader's book *Unsafe At Any Speed* for what they **claim is a mischaracterization**. That's what makes the video attached to this article so interesting, because it shows GM testing out the Corvair's handling in the early 60s.



Photo Credit: GM

Many people still believe the Chevy Corvair **is a death trap**. It's like they think General Motors didn't bother testing the car out at all before unleashing it on an unsuspecting public. The belief is that the fundamental design of the Corvair is faulty, even though GM purposely patterned it after European competitors in a bid to woo shoppers who might consider something German or British instead of an American car.

UNSAFESubmitted by
Kathy Green

Almost nobody seems to know that in 1972 the National Highway Traffic Safety Administration concluded after an investigation that the rear suspension on 1960-1963 Chevrolet Corvairs didn't substantially lead to a loss of control for drivers, even though the claim was that it did.



Photo Credit: GM

The other big tale about the Corvair was that it was more likely to roll than other vehicles during emergency maneuvering. You can see this tested out by GM in the video well in advance before the claims and come to your own conclusions. However, NHTSA's investigation found the rollover risk in the Corvair was no greater than in other cars.

For Corvair enthusiasts, the fact their beloved car has been unrightfully demonized is just too much. That's why they organized a Corvair Vindication Day, which seemingly didn't happen in July of this year because of the COVID-19 pandemic. The gathering of Corvair enthusiasts and supporters was supposed to take place at the American Museum of Tort Law in Winsted, Connecticut.

To watch the video of GM testing the Corvair, follow this link:
<https://youtu.be/W6sMXCEgAJg>

DRIP QUIPS

**Seen in Colorado Springs this month by Randy Karl...
Is it a Buick or Batmobile?**



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.

WORD SEARCH FUN

WPCC Word Search Puzzle

This little word puzzle is provided by Jim Weppelman of the Western Pennsylvania Corvair Club (WPCC).

Here are the words.
Now go find them!

- Aircooled
- Boxer
- Chevrolet
- Cole
- Convertible
- Corvan
- Greenbrier
- Lakewood
- Rearengine
- Spyder
- Stinger
- LVCC
- Yenko

C	X	Y	N	L	K	R	G	C	D	B	Z	M	R	S
D	O	V	H	M	G	O	R	R	O	W	V	Q	U	P
P	R	N	T	G	S	I	E	X	O	R	N	U	C	Y
O	T	J	V	E	C	C	E	H	W	R	V	B	H	D
T	K	W	E	E	L	R	N	P	E	C	K	A	B	E
E	U	N	F	C	R	P	B	A	K	C	M	Z	N	R
L	Q	K	E	E	H	T	R	M	A	A	Z	N	O	M
O	O	Y	R	Y	Q	E	I	V	L	S	C	S	J	Y
C	D	I	O	W	N	G	E	B	E	P	X	I	Q	Q
S	T	I	N	G	E	R	R	R	L	H	O	G	Y	C
P	P	Z	I	M	X	S	S	C	V	E	C	I	C	D
M	E	N	D	E	L	O	O	C	R	I	A	P	B	C
J	E	F	A	B	F	X	N	A	L	G	W	S	E	Z
U	V	S	W	T	K	V	G	Z	Z	U	O	K	U	B
R	L	K	C	F	W	S	S	D	A	Q	S	Z	F	A

The answer key is at the end of The Drip Line—have fun!!!

2021 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>. It is our sincere hope that 2021 provides more opportunities to get our cars out in the public eye. As events are scheduled, you will be notified, and the activities calendar will be updated.

- M** **Sunday, February 21, PPCC Club Meeting:** 9:30 a.m., via Zoom.
- M** **Sunday, March 21, PPCC Club Meeting:** 9:30 a.m., via Zoom.
- M** **Sunday, April 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- A** **April 23 & 24, Mecum Auction:** Colorado Convention Center. Corsa members receive standard registration (one bidder badge and one guest badge) for \$100 per auction (the normal price is \$200). Interested participants must register online to receive the discounted price. Details on the Denver Auction available [here](#).
- M** **Sunday, May 16, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M/C/A** **Sunday, June 20, PPCC Club Meeting and Show:** Father's Day Pie & Ice Cream Social and Car Show in Palmer Lake. Details to follow.
- M** **Sunday, July 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A** **July 27—July 31 2021 CORSA International Convention San Diego:** Information available [here](#)
- C** **Saturday, August 14, CCCC Rocky Mountain Airport Car Show and Swap Meet:** Time, TBA, location Rocky Mountain Airport.
- M** **Sunday, August 15, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, September 19, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, October 17, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A** **Friday—Sunday, October 15-17, Tri-State Meet:** Information coming soon
- M** **Sunday, November 21, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, December 19, PPCC Club Meeting:** 9:30 a.m., location TBA.

Recurring Local Events:

Second Saturdays of the Month, Year-Round, 12pm–3pm: "Littleton Cruise", 1500 W Littleton Blvd, Littleton, CO. Hot rods and muscle cars. Convertibles and hard tops. Over-sized tires and custom-painted flames. Join us year round as we cruise Littleton Boulevard every second Saturday of the month at the Woodlawn Shopping Center located in the heart of Littleton, Colorado. For more info on the cruise, check out their website [here](#).

First and Second Saturday Car Shows: At this time information on the First and Second Saturday car shows is not available.

Key: M—Meeting; C—Car Show; A—Activity

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





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 24th 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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