

The DripLine

In this issue:

President’s Ponderings 2

New PPCC Secretary 3

VP Voltage 4

Meeting Minutes 5

Officer Elections 6

Tech Tip: Winter is Coming 7

Membership 8

Editor Needed 8

Orphanage Museum Trip 9

New Engine 10

Drip Quips 13

2022 Activities 14

Partners and Vendors 15

PPCC Admin and Contacts 16

Event Fliers 17-19

On the Front Page :

A beautiful line up of Corvaairs at our September meeting. From bottom left: Jeff Addam’s coupe, Steve Wood’s Corsa, Mike Piper’s convertible, Green’s coupe, Karl’s coupe, Tony Lawler’s Corsa, Rick Beet’s convertible (our ‘token’ early model), and Peevyhouse’s convertible



The next meeting of the Pike’s Peak Corvaair Club will be held October 16, 2022 at 9:30 a.m. at Valley Hi Golf Club, 610 S. Chelton Rd., Colorado Springs and via Zoom.



Official Newsletter of the



Founded in 1977

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PRESIDENT'S PONDERINGS

By Mike Piper
PPCC President

Hi all!

Still busy... Two major activities taking time this month. One was another salvage yard adventure with Charlie Beets (Rick's son) and a week-long trip with folks from the City of Westminster to check out some sites in Colorado, heavily related to some unique railroads. Along the way I did manage the 9-11 stair climb at Red Rocks Amphitheater (9 laps of the seating bowl), I finished nailing the last bits of trim in place for our house refurbishing effort, and the bathroom contractor asked for a month delay due to worker shortages so I didn't need to tear out underlayment a day after our vacation. You'll notice there is not a lot of direct Corvair activity except for the salvage yard adventure which turned out to be considerable even though there was not much I "needed."

The salvage adventure with Charlie came about when the president of the CCCC discovered a '65 Corsa at You Pull & Pay in Aurora. Some of you probably saw the various emails about the car. The pictures showed a fairly complete car in useable condition. I've done something like major salvage work on three cars before, so I have a pile of tools I take and a list of what to look for. John Kull needed some parts for a PG to 4-speed conversion and Paul Seyforth was looking for a front sway bar and the links. There were some things I could use, or I thought



others could use. As Steve Goodman tells me, "You can't save every car" but I also hate to see potentially useful items like transmissions and differentials become rebar. A Corsa also has some unique trim items and there are general items like door latch and window regulator pieces that can be useful.

Charlie did some recon on the car because he needed some bits for other customer cars he was working on. On the big day I went to the wrong yard because I failed to read an email thoroughly but when I did find the car there were many parts in the original photos that were already taken. I gathered up some stuff like trunk mats in the area to put under the car so I was not lying directly on broken glass. I got a number of parts for John immediately. The car had pretty significant front-end damage underneath (the drag link was bent into a frown) so the front suspension was not viable. The driver's side rocker was ripped loose from the floor of the car. I picked away on the car and got the rest of the parts available that John could probably use. By the time we got there the doors were gone in their entirety, the seats were gone, the dash was gone in the photos and the glove box door was gone. I

did end up with some spare items like the windshield wiper linkage and motor and some door sills and one piece of rocker trim that is better than mine. We got the rear window because it might be tinted. When I got it home and cleaned it up, it was not tinted so I'm still on the hunt for a tinted rear window for a coupe.

Ultimately, I spent two long Saturdays and two short Sundays in hot weather. I ended up with the transaxle and the clutch cover, clutch disc and flywheel, and some miscellaneous trim items. The engine was left on the ground under the car in the event Charlie wanted it. He also got some parts he could potentially use for Corvair projects he is working on. He was a big help and it's always good to have company. I was also the tool crib for a group of fellow salvagers at times. Really a pretty decent group of folks. I say this a lot but I'm getting to the point where this stuff is not as easy so I'm happy to be a coach in person but would prefer not to be a heavy wrench operator.

Regarding the 9-11 stair climb, I was uncertain about my ability to complete all 9 laps due to lack of time to train climbing stairs at Westminster Rec center, but I went anyway. I ran into a friend I've climbed with before but did not contact because I was unsure I would make it. It was a nice day, and the crowd was about as big as usual but I did not see a

PRESIDENT'S PONDERINGS

Submitted by
Mike Piper

number of people I've worked with and climbed with in the past. As in past years there were many firefighters in bunker gear with SCBAs and tools. I achieved all 9 laps. As usual, this is a moving experience.

Our train travels started less than 24 hours after the stair climb so I was pretty stiff. It started on 9-12 and we were home on 9-16. Since this is getting long, here are the highlights: We were on a tour bus between venues. I think the driver was enjoying himself in particular during the canyon run from Salida to Canyon City. We started out in Glenwood Springs for cave tours and hot tubs. Next was Ouray where we did an open jeep tour (complete with rain) over the Corkscrew trail to Silverton. Then we rode the train to Durango. The engine was a narrow-gauge diesel. Next was the bus to Chama NM to ride the Cumbres & Toltec narrow-gauge train to Antonio, CO with a lunch stop in Osier, CO. This is a long ride and very scenic. We had a coal fired steam engine followed by an oil-fired steam engine. They would uncouple the first engine to reduce weight when crossing the bridges. From Antonio we went to Alamosa, and then to Canyon City to ride the train in the Royal Gorge. Then off to Colorado Springs where we toured the Cave of the Winds and rode the Pike's Peak Cog Rail. The new visitors center is really nice. Ultimately we ended back where we started from.

The next adventure on the horizon is the fall drive. Christine has worked hard to set this up. We'll have our grandson Dylan. Since it is not reasonable to put his car seat in the back of a Corvair convertible we'll be in the tail end of the line driving a Brand-X car.

I've managed to ramble on quite a bit here, and I apologize about there being so much non-Corvair stuff. Please take a look at the events calendar for what is coming up. I also want to welcome two new club families Glen and Kelly Dowling and Steve Woods. Many thanks to our *new club secretary Kristal Harrison*, who may only have 4 months or less to try to sort out what I'm trying to say...

Please note that we will need an Activities coordinator next year to allow Christine to focus on co-hosting the Tri-State. Also, we will need a newsletter editor to replace Kathy after her very dedicated term of service.

I'll continue to put up a Zoom link for meetings in case you can't attend in person. Zoom attendance has been pretty light but I've paid for the service so I'll keep doing the Zoom links. I try to set them up to allow anybody to join at any time, even if I haven't joined at that point. I'm still working at less than 30 minutes to get everything hooked up.

As always, happy and safe travels!

Mike

PPCC CLUB SECRETARY

Welcome to our new club secretary, Kristal Harrison!!! Many thanks for stepping up to fill this very important club position!!!!



VP VOLTAGE—UPDATES

Submitted by
Jerry Peevyhouse

Greetings from the garage again. This time it's some better news, as my previous issue as noted in last month's DripLine with the missing U-joint retainer on the differential yoke has been fixed. As



we all know, sometimes our plans change as we go from Plan A to Plan B to, in this case, Plan C. As I indicated last month, I had my u-joint retainer bracket come off the yoke after one of the bolts had loosened and backed out and the other bolt broke off inside the yoke. After opting for the Plan A "on car" attempt at removing the broken bolt by the drill and easy out method failed I moved on to Plan B, the oversized drill and tap method. That was only partially successful, so it was on to Plan C, which should have been Plan A to begin with, which was to replace the bad yoke with a "new" one. Steve had one (thanks Steve), along with associated retainer brackets and bolts, so after a trip up north to pick it up I replaced the bad yoke and the drive train is back to normal and running great. I did check the other side bolts, and have checked all bolts after driving the car for a couple of weeks. All are tight, and with proper lock washers and correct torque should continue to be solid. So, for me, it enforces the old adage that "we learn by doing", but also, sadly, sometimes it's "we learn by our mistakes".

I did manage to get the car running in time to participate in the Tri-Lakes Cruiser's Monument Car Show here in Monument, to support a local benefit and to have the only Corvair amongst all the classic and vintage cars 😊. There were a good variety of cars, and lots of Corvettes. It was a beautiful day and I got to talk to several guys that had Corvairs about

joining PPCC, so we'll see how that goes. I didn't win one of the awards, but had a fun time. Tri-Lakes Cruiser's had a videographer for the show, and you can see the video at the YouTube site here:

<https://youtu.be/Vowr6wTYM0M>

I was next to a really nice '56 Chevy Bel Air so my car is in the video, about 1:30 into the video. He came around when I wasn't there ☹️ and before I put my top down, but it was a great local show they put on every year. Here is a pic with the top down.



Aside from their July 4th parade, this is the biggest town event for Monument.

Next up is the changing of Summer to Fall, so let's get our cars out while the sun's out and windows can be down (or tops if you got 'em).

Enjoy the journey as we get ready for Halloween.

Jerry



MEETING MINUTES- September 18, 2022

Valley Hi Golf Club

Submitted By
Kristal Harrison

Meeting called to order at 0950 – 15 members and no visitors on site, 1 person joined via Zoom.

50/50

Tony distributed 50/50 tickets.

Minutes

August meeting minutes were discussed, approved and seconded. Motion to approve by Rick, second by Kathy.

Treasury Report

Treasurer’s report available to all members on request.

Mail

American Red Cross – seeking donations x2; Lost membership check postmarked Dec 2021. Member has been notified and the check will be destroyed.

Membership

New members - Steve Woods, and Glen Dowling and his wife Kelly. They joined last month and Glen has a 65 Corsa convertible on blocks, Steve has a 68 that he’s owned since 1971.

SeeMore

Museum at Yuma has expressed an interest in displaying SeeMore for a time – possibly 3 months.

Old Business

Nil

New Business/events

We have a new secretary – Kristal Harrison.

Request for By-laws to be updated at next board meeting.

Mike shared a junkyard adventure –65 Corsa in Aurora. Charlie and Mike got a bunch of parts, but someone had beaten them to the car, so they didn’t get all they wanted, but they did get the transmission. The car had obviously hit something in the front end. Tony also got some parts off the car.

Events attended since last month:

John Green attended a Castle Rock outlets car show – about 30 cars

John and Kathy Green attended the Auto school opening featuring a car show at Elizabeth High School – about 200 cars

Jerry Peevyhouse attended a Monument car show

Upcoming events:

Fall drive to Zoka restaurant in Pine next Sun 25 Sept. 17 – 21 people confirmed. We’re hoping for some fall colour, but it will still be a nice drive.

Christmas party Dec 11 at 1pm at Edelweiss restaurant. Toys for Tots contributions will be collected, and there will be a gift exchange.

Car show in Pueblo Oct 2 Poker run.

American Cancer fund raiser car show Oct 1 Castle Rock outlets 1000 – 1400; Fan belt toss in Palm Springs.

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MEETING MINUTES- September 18, 2022

Valley Hi Golf Club

Submitted By
Kristal Harrison

Please send all activities suggestions in early, as the events calendar gets built in January. If anyone wants to be events coordinator, please volunteer, as Chris will be busy with Tristate hosting duties next year.

Newsletter editor will be needed in January. Thanks to Kathy for all her work editing the newsletter.

Tri-State

May 2023 in Salida. Plans are under way, update to be provided next month.

Tech

Chris's car – was taken to New Mexico for a new engine and transmission. Still having some minor issues, (fuel pump, shift cable) but hopefully will be ready for the fall drive. Chris is grateful for all the help and support she has received from the club and the Corvair community in general.

Pat Hall in Albuquerque is liquidating his stock of everything Corvair – parts, cars etc. It's advertised in Corvair traders on Facebook.

Mike is looking for a tinted rear window for his coupe.

50/50

50/50 was won by Randy \$25

Meeting adjourned at 1101

OFFICER ELECTIONS



We're nearing the time of year when we start talking about officer elections for the following calendar year. If you are interesting in volunteering for one of our Board member elected positions, or one of the many committee chairs that keep PPCC moving, please don't hesitate to reach out to any board member for more information or to throw your hat into the election ring!!

Elected positions include: President, Vice President, Treasurer, Secretary and Member-at-Large.

Appointed positions include: Activities Chair, Facebook Administrator, Membership Chair, Newsletter Editor, SeeMore Chair and Web Master.

Descriptions of all of these positions can be found in our club by-laws.

If you like the direction the club is heading, or you would like to see us consider different options, please consider whether 2023 is the year YOU want to make a difference in PPCC.

TECH TIP: WINTER IS ON THE WAYSubmitted By
Steve Goodman

Fall is in the air which means winter isn't far behind.

Winter means crummy road conditions which can curtail our interest in driving our

shiny cars. I don't drive my nice cars on snow/slush/mag-chloride treated roads and certainly none of us should treat our nice cars that way. Rust and corrosion are hard to beat back.



On the other hand our cars suffer from non-use. Fuel systems and brakes are the two worst problem areas. Luckily we have enough nice weather between the bad spells when the roads are dry and temps are mild. That is the time to give your car some exercise. It only takes 15-20 miles of driving to warm up the engine and gearbox and wheel bearings plus of course doing a lot of stopping around traffic.

Getting engine to temperature dries out the exhaust system as well as circulating the oil and filtering the hot oil.. Many times the heater gets some use too during the drive. Watch your tire pressures during the winter months too. Even in a garage the cold tends to drop the psi

just a bit. Same with battery, if used at least once or twice every month through the cold season you should not need battery tender etc. A good battery will hold a charge for a couple of months with no use at all.

Hopefully your oil change and tune-up schedule is good. I always suggest keeping your fuel close to full during the winter time too. After a couple of drives 'fill er up' but only to automatic nozzle shutoff, NOT to running out of the filler neck. Your garage will have a fuel smell for a while if that happens.

Lastly the common warning: DO NOT just run your car for 15 minutes in your driveway. The engine does not warm up and the brakes aren't used and the bearings in the trans-axle as well as wheel bearings do not turn and steering linkage is not used. Your car gets NO exercise by doing that.

DRIVE YOUR CORVAIR when weather and roads permit.



ANNUAL MEMBERSHIP

It's that time of year again! It's time to start thinking toward the new year, and time to dig deep into your wallet and pull out that \$25 to send in for renewal of your membership in the Pikes Peak Corvair Club. Club dues are due in January, but can be sent in before then (and we'd love it if you could renew early 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. So, thank you all for all you do, and now go get that checkbook and renew today! Don't wait!

To help our Treasurer, Mr. Randy Karl, manage the books effectively, we would ask that everyone **please send their dues renewal check in no later than 15 January, 2022** to the following address: PPCC, ATTN: Treasurer-2022 Dues, P.O. Box 15034, Colorado Springs, CO 80935. Or, you can always pay in person at the November or December meeting. We'd like to close the books on the 2022 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated.

* 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, advertising of events in national publications, and inclusion in online tech sessions and meetings.

MEMBERSHIP RENEWAL

Annual Dues

DRIP LINE EDITOR NEEDED

Submitted By
Kathy Green

PPCC is in need of a newsletter editor who will be willing to take over the reigns of The Drip Line starting January, 2023. Item that are 'required' to be included in the newsletter each month include:

- Information on our next meeting
- Information on new members which is typically included in,
- Club minutes
- Leadership Contact information

Everything else you receive on a monthly basis is in hopes of making The Drip Line a vital communication tool and an enjoyable read for the club.



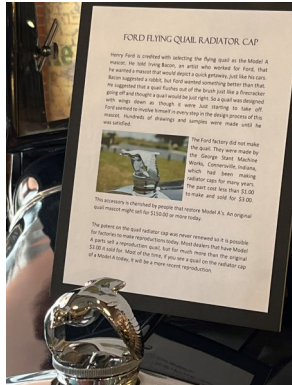
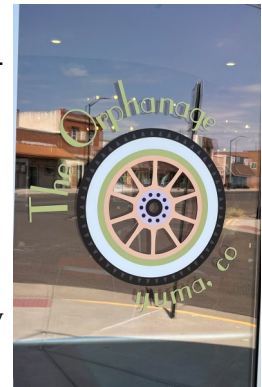
Please consider stepping up. I'm more than happy to discuss my process, the software I use, and any other questions you might have. Please contact me at karmknecht@msn.com if you believe this could be a way you can serve the club.

Thank you!

THE ORPHANAGE MUSEUM, YUMA, CO

Submitted By
Chris Kimberly

Early this year, the club received a mailer about a recently opened car museum in Yuma, CO. It was unique in that it was for cars no longer manufactured, so it was given the name ‘The Orphanage.’ The club decided August would be a great time for a day trip so on August 20, Rick Beets, Tony Lawler and Chris Kimberly drove to Yuma. It was a beautiful day on the High Plains with wild flowers in bloom especially the wild yellow daisies.



Ford ‘Flying Quail’ Radiator Cap

The Orphanage Museum is in restored historical building in the middle of Yuma. We were greeted by the owners, Richard Birnie and Ronald Wenger. They kindly took us personally around the museum talking about the cars on display, local artwork, and radiator caps and hood ornaments displayed in glass cases. The featured cars on their turn table were a 1940 Bantam Woody (on loan from the Forney Museum), and a 1969 Scampurr (a combo go-cart/ snowmobile). We were also welcomed to town by several local merchants and community members who came to look at Rick and Tony’s cars parked in front of the museum.

Richard and Ronald then had a delicious lunch for us of fried chicken, potato salad, slaw, and homemade lemon meringue and cherry pies. We sat at a lovely linen covered table, to enjoy lunch and great conversation. We were also joined by a local couple, who had recently purchased a Corvair from Chris Shade in Hastings.

Afterwards, we went across the street to the shop where all the cars are restored to check out their ‘orphan cars’ in the process of getting a new life. At least 4 cars were up on lifts, and all the others lined up in back. Richard and Ronald personally own these cars and take great pride saving these cars from the past in their museum. This was definitely a day trip worth taking!!



1962 700 Model Corvair; A lovely old Buick

ADVENTURES IN SWAPPING ENGINESSubmitted By
Chis Kimberly

As you all know, my Corvair decided at the end of July to ‘give up’ while driving on the freeway in Colorado Springs heading toward the Cripple Creek Show. So, a quick recap.... the car was towed home and Rick and Charlie Beets came over to listen to her motor make bad noises idling in the garage. The diagnosis wasn’t good! It seemed they heard a possible rod knocking on the piston and a replacement engine was needed. You all know I sent out letters looking for a possible rebuilt engine sitting in the back of someone’s garage/shop. I received many responses from club members, and want you to know I appreciated all the responses offering help and advice.

One club member who lives in Albuquerque, Jim Pittman, read my plea for help and contacted another CNM member, Pat Hall, who rebuilds Corvair engines in his spare time. Pat gave me a call and let me know he had a rebuilt 110 engine sitting on one of his engine-stands ready to go!! I told Pat I also needed a new PG tranny and torque converter since my tranny fluid showed signs of gear wear with LOTS of silver glitter in the red fluid. He said no problem. We agreed on a price and arranged a weekend at the end of August to trailer the car to his home/shop in Los Lunas, NM.

I talked with Rick Beets and Tony Lawler and they both agreed to go to NM with me to help Pat do the engine swap. Tony offered to trailer my car and on Thursday, Aug. 22nd, my car was loaded up and off we all went to Los Lunas, NM. We left in the late afternoon and were quickly caught in delayed traffic in Colorado Springs due to a large accident. South of the Springs, we stopped for a quick dinner and then back on the road. We arrived in Los Lunas at 11:00 pm, tired and ready for a good night sleep.

I had had several conversations with Pat about the engine swap prior to arriving in Los Lunas, and on one occasion we talked about some of the CNM members I knew. One of the members we spoke about was Tarmo Sutt. He and I met at the Durango Tri-State. Pat said he would let Tarmo know we would be coming down with my car for the engine swap. Later that night, Tarmo called me and said he would be happy to meet up with us at Pat’s place to help swap out the engines. I was thrilled to have so much help from the Corvair community!

Early Friday morning, we met Tarmo and Pat at Pat’s house and he showed us around. Then we all drove together to one of Pat’s favorite breakfast restaurants, where he treated us all to a hearty breakfast!

Back at the house, the guys unloaded my car and we all listened to the newly rebuilt 110 that would soon be in my car. The guys started the prep work to drop the engine on my car and shortly Pat announced that lunch was ready! His stepson, Tim had made burgers, hotdogs, and chips for us all! After that, it was back to work. My job was collecting the bolts, and screws as the guys handed them to me in variety of cups Pat had available. While the Rick, Tony



ADVENTURES IN SWAPPING ENGINES

Submitted By
Chris Kimberly

and Tarmo were busy, Pat showed me his outbuildings and all his driving Corvairs. He was on hand often for the guys, giving them all the necessary tools they needed and helpful advice as well. I power-washed some parts that would later go back on the car.

Finally, the car was moved to the lift and up she went! Pat drove his fork lift with a wood pallet and the guys all worked together releasing the remaining bolts and lowered the old engine out of the car. What a day!! We all went to dinner and enjoyed lots of conversations about the day and the car. Tarmo told me he planned to spend the night at the hotel where we were, and continue working with us the next day. We dropped Pat off and headed back to the hotel. Tarmo and I sat up visiting, sharing stories, and enjoying some wine, while Rick and Tony headed for their pillows for the night.



Saturday morning came and we were all up bright and early! We met Pat at another fun breakfast restaurant that had a 50's theme and then it back to Pat's to continue working on the swap. The guys had a plan and they worked as a team getting the new engine ready to install. Pat was ready with the tools as the guys needed them.

Pat would often stop to sit with me in his shop to rest and he showed me other outbuildings with his parts stashes. It was extra hot and everyone stopped for breaks out of the sun and Pat had plenty of water to go around. I fixed lunch of more burgers, hotdogs and chips for everyone and we were glad to be out of the sun for a while.



After lunch, the guys were ready to put the rebuilt 110 in the car. Pat pulled out the fork lift and the guys guided Pat as he skillfully got the engine in place so they could bolt it down. I was impressed with how Pat could move the pallet with the engine on it just an inch at a time in the direction the guys were telling him....'up two inches; to the right one inch,' and so on.



ADVENTURES IN SWAPPING ENGINESSubmitted By
Chris Kimberly

The car came down from its high perch on the lift, as Rick, Tarmo and Tony began the process of reattaching wiring, various lines, and parts. Finally, it was time to start the engine.....I jumped in and started it up! It was humming; however, it wouldn't shift into gears. The car went back up and the guys found the shift cable was damaged and a new one would have to be ordered. Pat thought he had a spare cable but unfortunately, he didn't. We lowered the car and decided we'd load the car up, trailer it back to Denver and work on the shift cable there.

It was getting close to 6:00 by the time we loaded the car into the trailer, and cleaned up the shop and tools for Pat. Pat was feeling a bit shaky to stand and walk and we told him he needed to go inside and get some rest and dinner. He was just going to lock up his shop, when he tripped on some loose asphalt at the entrance to his shop, falling face first to the ground. Tim yelled for me and I yelled for the guys! I got Pat up and supported him to his chair in the shop while Tim got an icepack and wash cloths to put on the wounds on Pat's face. Tony pulled Pat's car up and we helped Pat to the car. Thank you to Tarmo for taking Rick back to the hotel on his way back to Santa Fe. Tony and I drove Pat to the VA hospital ER in Albuquerque. The ER wasn't busy and got Pat in right away. I kept in touch with both Tim and Pat's sister-in-law and Pat was given many tests and eventually released for Tony and I to drive him back home.

Sunday morning Rick, Tony and I drove to Pat's to hook up the trailer to the truck and found Pat greeting us at the door. He said he was feeling better but not going to work in the shop that day. We agreed he should be resting in his chair and taking it easy. Tim was going to watch him. I called Tarmo with updates as we got on the freeway and headed home. We stopped for a quick brunch which turned into a 2 hour stop in Las Vegas NM. It seems the place we chose, must have been the number 1 restaurant to go to for Sunday brunch!!

Back in Denver, the Corvair has been sitting patiently in Tony's trailer while the shift cable was ordered. Clarks sent the cable out via USPS and it reached Denver, then traveled back to New Jersey and back to Denver! Its always fun tracking packages and seeing where the post office sends the box between point A and Point B! The car is now at Rick's garage and with fingers crossed the shift cable will be installed and the Corvair will soon be seen, driving happily around the Castle Rock/ Denver area again!

I again thank the club members for their help in the past several months, especially Jim Pittman for connecting me with Pat Hall. I'm forever grateful to Pat Hall for having a rebuilt, ready to go engine and was so giving to a new friend. Many thanks and appreciation to Tony Lawler and Rick Beets for offering the use of Tony's trailer, traveling with me, and the hours spent working on the swap. I'm very thankful to Tarmo Sutt, for offering to spend his weekend and spending the night to help a long-distance friend with the engine swap. The Corvair community is the best!!



DRIP QUIPS


*As published in the September 2022 edition of The Connecting Rod,
The Newsletter of Corvairs Atlanta*



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

PPCC ACTIVITIES CALENDAR

All club events will be noted on the Club's interactive calendar, located on our website, <https://pikespeakcorvaairclub.wixsite.com/ppcc/calendar>

- A** **Saturday, October 1, Charity Car Show:** 10:00—2:00, Castle Rock Outlets. Presented by Poor Boy Cruisers to benefit the American Cancer Society. \$20 entry fee donation.
- A** **Sunday, October 2, Pueblo Kiwanis Classic Car Poker Run:** 10:00—3:00. Proceeds benefit area youth. Information available [here](#)—see flier at the end of The Drip Line.
- A** **Saturday, October 8, Colorado City/Rye Lion's Club 7th Annual Autumn Spooktacular Car Show:** 10:00—3:00, \$30 registration fee. See flier and registration form at the end of The Drip Line.
- M** **Sunday, October 16, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, 610 S. Chelton Rd., Colorado Springs, Colorado.
- M** **Sunday, November 20, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, 610 S. Chelton Rd., Colorado Springs, Colorado.
- M** **Sunday, December 11, PPCC Club Meeting and Annual Christmas Party:** 1:00 p.m. Edelweiss German Restaurant in Colorado Springs. PPCC will pay for appetizers and non-alcoholic beverages. Each person to pay for their own dinner. Menu choices and additional information coming soon!
- M** **Sunday, January 15, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, February 19, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, March 19, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, April 16, PPCC Club Meeting:** 9:30 a.m., location TBA.
- Friday-Saturday, May 19-21, 38th Annual Tri-State Meet:** The 38th event will be held in Salida, Colorado on May 19-21, 2023. Mark your calendars and think about where you fit into this exciting event. Details coming soon!
-  **M** **Sunday, June 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, July 17, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, August 20, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, September 17, PPCC Club Meeting:** 9:30 a.m., location TBA.
- A** **Last week of September or first week of October:** Fall Drive. Date, and location TBA.
- M** **Sunday, October 22, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M** **Sunday, November 20, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M/A** **December, PPCC Club Meeting and Christmas Party:** Date, time and location TBA.

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

CORVAIR PARTNERS & LOCAL BUSINESSES WHICH PPCC MEMBERS HAVE FREQUENTED WITH POSITIVE RESULTS

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 55 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 Gene! 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!

JEFFREY GOODWIN
 634-8089
 1212 N. Circle
 Colorado Springs, CO 80909

BUD'S MUFFLER inc.
 Colorado Springs

HEADERS · ALIGNMENTS · CUSTOM BENDING
 BRAKES & SHOCKS · CATALYTIC CONVERTERS
 LEAF SPRING RE-ARCHING

These guys provide great service and like Corvairs! Several members have had great experiences at Bud's.

**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.

<https://pikespeakcorvairclub.wixsite.com/ppcc>

Editorial Contributions: Please send your stories, suggestions, 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 should be JPEG. Deadline for submitting information to The Drip Line is the 23rd of the month for the next month’s publication.

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Treasurer	Randy Karl		karlrj at comcast.net	Board
Past President	John Green	720/291/2452	J.n.green1 at outlook.com	Board
Member at Large	Chris Newnan		N00n3r at comcast.net	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
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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.

PUEBLO KIWANIS CLASSIC CAR POKER RUN

OCTOBER 2, 2022 • 10AM-3PM



\$1750 IN CASH PRIZES



\$100 ENTRY FEE



130-MILE TREK FROM PUEBLO CITY PARK THRU
WESTCLIFFE, CANON CITY, AND ENDING IN PUEBLO WEST

Proceeds benefit area youth!



For more information, visit pueblokiwanis.org
or call Gordon Racine at 719-469-4707.

COLORADO CITY/RYE LIONS CLUB
7TH ANNUAL AUTUMN-SPOOKTACULAR CAR SHOW
 Greenhorn Meadows Park, Colorado City, CO 81019
 October 8, 2022 10:00 am to 3:00 pm.
 Rain/Snow/Wind Date: October 22, 2022



\$30.00 Registration Free; we are a Nonprofit Corporation. Spectators Free.
 Donations accepted. Proceeds to provide Scholarships for Rye High School students, support for children's eye care, Christmas food baskets and toys for needy in our community. Help for our Community. WE SERVE!
OPEN TO ALL YEARS, MAKES & MODELS OF ANYTHING WITH WHEELS!

Vendors welcome @ \$30 per booth.
 Judging by Participants for **TOP 20 CAR PLACQUES**. **People's Choice Award**. Lions Trophy for **BEST OF SHOW**. Door prizes every 30 minutes. 50/50 Raffle. Participants requested to donate bag of candy for Trunk or Treat for children. Adult Halloween costume contest
 Lions Chuckwagon to provide lunch.



A FUN FAMILY EVENT!!
 (Registration form on back)

**COLORADO CITY/RYE LIONS CLUB 7th ANNUAL AUTUMN CAR SHOW
GREENHORN VALLEY PARK, COLORADO CITY, CO - OCTOBER 8, 2022
Rain/Snow/Wind Date: October 22, 2022**

10:00 am to 3:00 pm.
Registration 9:00 am to 10:00 am

\$30.00 Registration Fee – We are a Nonprofit Corporation.
Spectators Admission Free – Donations Accepted.

Proceeds to provide Scholarships for Rye High School Students; support for Children's eye care; Christmas food baskets and toys for the needy in our community.

All roads lead to the Greenhorn Valley Park where the changing colors of the leaves will be spectacular, the people friendly and the cars HOT!!

OPEN TO ALL YEARS, MAKES & MODELS OF ANYTHING WITH WHEELS!

Vendors welcome @\$30.00 per booth – Sorry, no food vendors.

Judging by Participants, Sponsors and Spectators for People's Choice Award. The **Lions Chuckwagon** will be selling lunch.

Lions will be selling raffle tickets for door prizes and tickets for the 50/50 Drawing.

Plaques will be awarded to the TOP 20 CARS with a Trophy for the BEST OF SHOW.

Raffles and Door Prizes every 30 minutes - A family event!

Name: _____ Spouse/Guest _____ Address: _____

Telephone: _____

City/State/Zip: _____ Email: _____

Club Affiliation (if any): _____

Vehicle Information: Year ____ Make: _____ Model: _____ Color: _____

Mail Completed Entry forms to: Donna Walker-Hulben, Secretary, Colorado City/Rye Lions Club, P. O. Box 19112, Colorado City, CO 81019 or bring them with you for registration on the day of the show. CONTACTS: For more information contact Donna Walker-Hulben at 719-251-6097.

**LIABILITY
RELEASE**

I understand by permission to participate in the Colorado City/Rye Lions Club Autumn Car Show, I assume all risks and indemnify and hold harmless the Colorado City/Rye Lions Club, its coordinators, officers and or members, the City of Colorado City or the County of Pueblo from any responsibility or liability for any physical injury, mishap, accident or complication arising from my participation in this private event.

Signature: _____

Date: _____