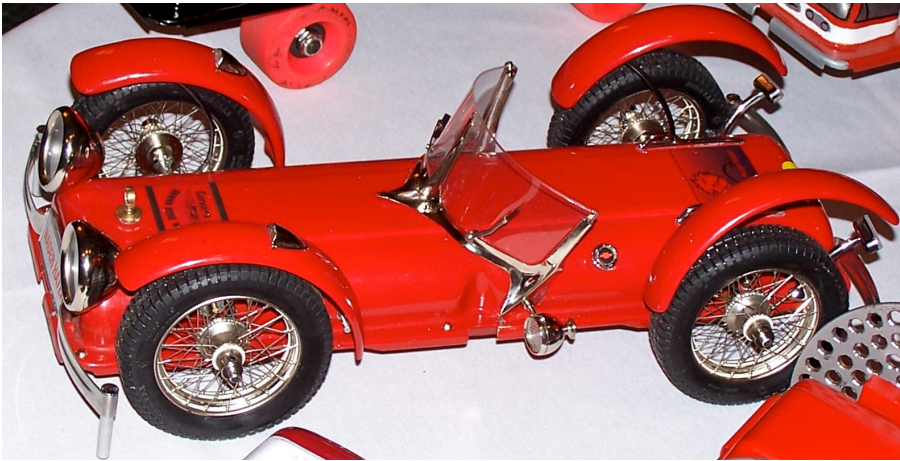




LEARN ABOUT VALVE COVER RACING

**Tuesday May 3, 2011
Pontiac/Waterford Elks Club
2100 Scott Lake Road Waterford, MI**

After the business meeting we will be hosting a session on building a valve cover racer. Be ready for the Homecoming. **ADAM**



English sports car style racer from Bill Becklev



No, not all valve cover racers are built to this detail. One can just hang some wheels a plain valve cover and give it a coat of paint. At the meeting there will probably be lots of examples. There will also be lots of tips and inside information on building, aligning, and making them go really fast. The real fun begins at the racetrack. Paul Piche will set up the track at the Homecoming. Give 'em a try!

The founding of DACC

A group of Detroit Area Corvaire enthusiasts met in the repair shop called The Buggy Works on 11 mile east of Greenfield in Berkley in March of 1974 to start a local Corvaire club. We agreed to become a chapter of CORSA. The following information obtained in the first newsletter of the club, volume 1, number, 1 May 1974:

President: Rudy Krieter, owner of the Buggy Works shop.

Vice President: None

Secretary: Bob Siani

Treasurer: Steve Vancea

Membership: None listed but Steve Vancea did both jobs.

Editor: Jon Kaplan

Parts Locator: Bill Stewart

Activities: Bob Parks

Dues were \$8.00 due May 22nd.

We planned a caravan to the CORSA convention in Chicago August 16-18th.

May 19th, 1974 was our first event. We are to meet at noon in the Tech Center Plaza shopping center for an informal car show.

We were accepted as Members of the Detroit Sports Car Club Council and were invited to a gymkhana in Pontiac May 27th.

Coming events included the Sloan Summer Fair June 23rd.

After the meeting officially adjourned Clark Hartzel showed movies of his dune buggy activities. Must have been interesting as nobody left until 11:30 PM.

A tech session followed as Bob

Continued on pg 2

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CONTINUED from PAGE 1

Siani's headlights weren't working. A few fiddled around with the wiring and eventually got the lights working.

Back then we were all driving Corvairs as our daily transportation.

by Clark Hartzel

Vice President



As mentioned at our April meeting, the CARS II Movie Characters were featured at The Great Lakes Crossing sponsored by State Farm. My daughter and I arrived early to find at least 500 + SCREAMING KIDS lined up to get their picture taken with one of the 3 characters.

The character known as Finn McMissile portrays an English super spy (ala James Bond) As you can see in the picture, the car could actually be a nice running model. In talking with Jay, a complete chassis and motor could be attached to the existing body. After the dust settles on the movie, I would like to snag one of the fiberglass models. Also, as you can see, Lightning McQueen has taken on some of the body cues of European road cars. Side exhausts and larger rear spoiler. Chip Foose helped out with the details and flame graphics.

If you are into collecting die cast model cars, try the Auto

Zone store on Woodward Ave. just north of 14 mile on the east side. They can order anything you desire, even a dicast Corvair. I just picked up 1/18 scale 2009 Corvette Stingray Concept. I was in the Design Center Lobby last Friday and saw the full size model. If they produce that, I'm first in line. (move over Corvair!!!)

We are working on a location for the upcoming picnic, possibly a new location. Stay tuned on that subject. (As I write this column, I see 2 inches of snow on 4/18/11.)

By Stu Shuster

Meeting Minutes

April 5th, 2011

Not available at time of printing

Board Minutes

April 5, 2011

Not available at time of printing

President's article

It's now spring in the great State of Michigan and I thought it would be nice for us to take a trip. This trip entails you to relax as always while reading my article, don't forget your favorite beverage to sip. So let's get comfy and put only your mind to work. Picture it, you step outside to a beautiful sunny day, the temperature is what you feel is the most comfortable for you. You look at your Corvair and decide, "It's time to ride" just because it's clean and ready to go. You get out and look under the engine, no oil spot, wow! As you place your shades on your face, checking the mirrors, you're thinking, yea! Starting the engine and driving down the road, your Corvair feels good; it's running as great as the day that you are envisioning. Turning on the radio, all your favorite tunes are being played as you are driving on that smooth

E3black ribbon of road, the center-line and fog lines are bright and winding with the road, you feel great. Driving at the maximum legal speed limit, people look at you, smile, nod with approval, you even get the occasional wave. Your gas tank is full as you pass the corner gas station, noting the fair price on the display (it's your mind, what is a fair price to you?). In the station, you notice a Starbucks, thinking of the name, you remember, Starbucks was named after the First Mate to Captain Ahab in the novel, Moby Dick, (it's true, look it up). You are feeling hungry, turning into a parking lot, you notice in the short distance, a beast, (don't you dare turn your head and look, that is a sure way to get into trouble). You recognize the beast as an Elk bugling. Then you notice a group of people in the parking lot, standing around, socializing, Corvair enthusiast! You are invited to a delicious pasta dinner, and then attend a meeting for Corvair enthusiasts. While leaving, you are thinking, it was a perfect day. Now, let's come back to reality with some simple facts; Take advantage of the few perfect Michigan days, no question. That smooth black ribbon of road? Well, make sure your shock absorbers are good. Fair price for gas? What was I thinking? The beast? You will personally witness it when you come to a meeting and meet the Corvair enthusiasts enjoying delicious pasta and other fare. Make a date with your better half and attend a meeting, place those shades on your face and drive your Corvair. By Adam Morenski

VISIT THE
DACC WEBSITE

www.detroitcorvairs.com

VALVE COVER RACING



The DACC Valve Cover Race Track at the Homecoming. Note Clocktower in the background.

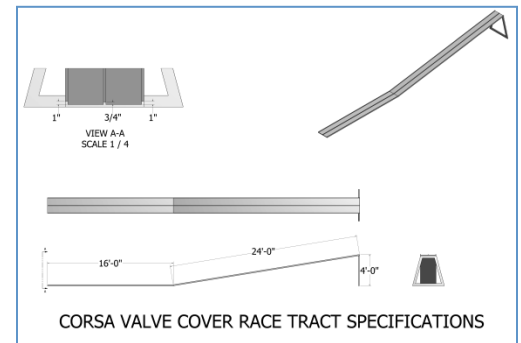
Clark, our resident Valve Cover Guru, says “People get pretty creative on designing their racer. Important things are get it to the max. weight of 4.5 pounds, Friction free bearings and very light wheels (CD's work great) Last years winner, Phil Raker, used bicycle hubs off the front of some racing bikes. He removed all the spokes and ran the hub flanges as the wheels. It worked great and ran nice and straight. The wheels were tucked under the cover so you didn't see them.”

Guidelines for Corvair Valve Cover Racing

CORSA provides the following guidelines as a convenience to event organizers and participants. Corvair valve cover racing is similar to the commonly known Pinewood Derby, utilizing gravity power racers competing in head to head eliminations on a two lane track.

Track Specifications:

1. Track launch ramp to be 24 feet long, starting four feet high.
2. Total length to be 40 feet. Track to have sides and center divider. Outside rails to be one inch high and the center divider to be 3/4" in height.
3. Starting gate area to be 16" in length.
4. Starting gate to be 3" high.



Racer Specifications:

1. Must use Corvair valve cover in construction.
2. Gravity powered only, no motors, springs, magnets, jet-propelled, etc.
3. Maximum weight 4.5 pounds, no minimum weight.
4. Maximum length 16" long, maximum width 8" including tires.
5. No part of racer to hang over start gate that is 3" in height.

It is recommended that entrants make their racers with the wheels being the widest part of the racer.

Race Procedure:

1. Races will be run in eight-car heats. First eight signed are first heat, second eight cars signed second heat, and so on. Then main event will be the heat winners. If less than 32 cars entered then six-car heats.
2. No lane hopping or interference with competition. First infraction rerun, second infraction disqualification. Which means one rerun for entire event.

3. If judges rule a tie, then reruns until a winner is decided. Reruns will be in opposite lane.
4. Must finish on wheels and in own lane.

Valve Cover Racer Tutorial

Perhaps the most important aspect of a Valve Cover Racer is that it rolls in a straight line. It needs to roll in a straight line going down the incline and still be able to stay straight if the track has a transition from incline to level for a run-off area.

Another important aspect of a Valve Cover Racer is the wheels and bearings. Does a person wish to make their own? How about roller skate wheels or roller blade wheels? What about bicycle wheel bearings inside a couple of empty wire spools? Compact discs are often used. The important thing is that a person finds what he or she is comfortable with and which they are certain they can adjust to get the racer traveling in a straight line.

It is also important to think about where you want to place the wheels/bearings **CONT.**

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in relation to the valve cover. Placing them too low can cause your valve cover to have a high center of gravity and become unstable and placing them too high into the valve cover can cause the racer to “bottom out” in the transition area.

The valve cover itself needs to form a vane. Your racer’s overall weight cannot be more than 4.5 pounds as measured by the official scales at the beginning of the event.

Suggestions:

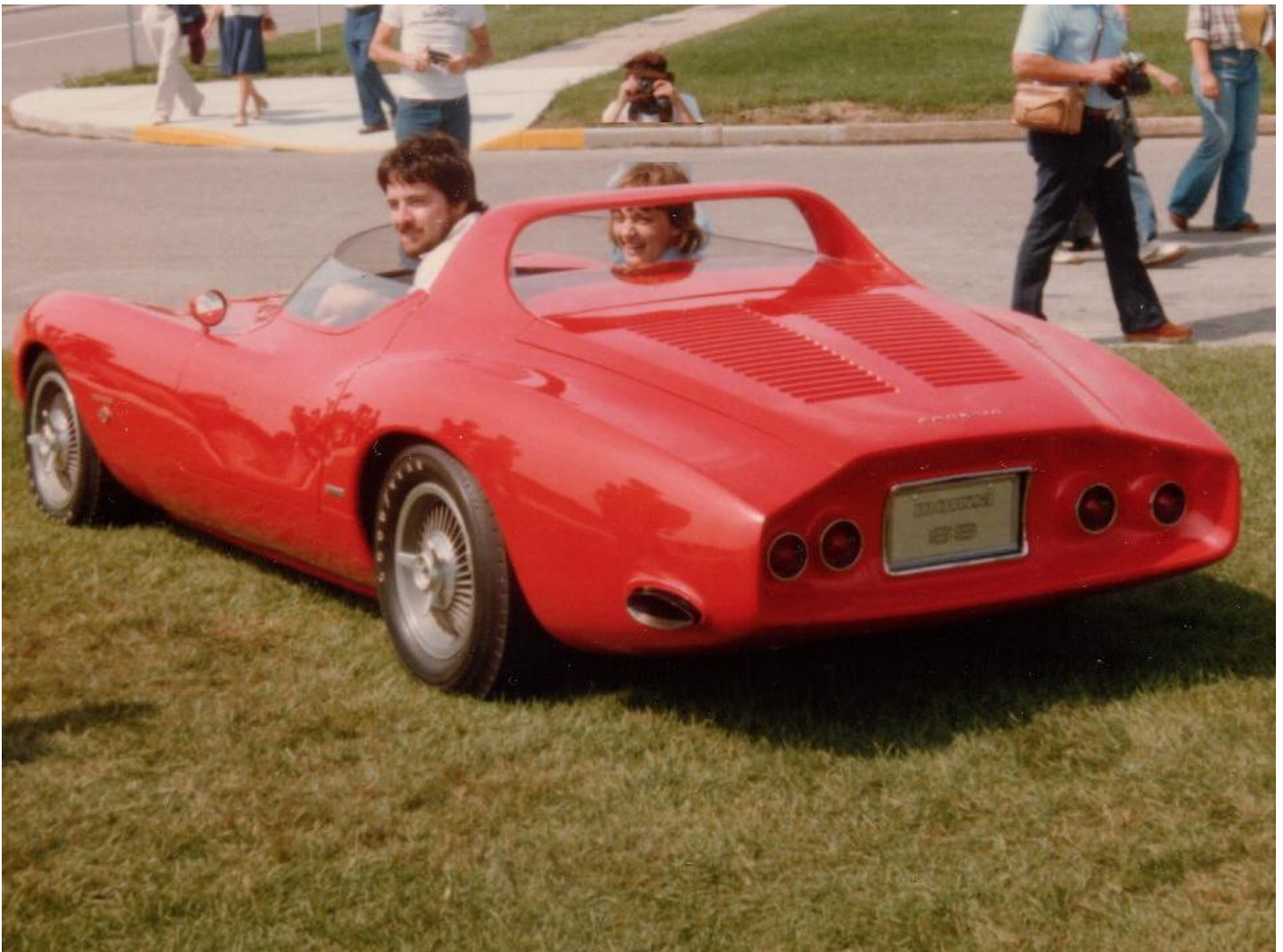
1. Decide well in advance if you want to turn it into anything with a special design. This will help you determine how to place the wheels and distribute the cover’s weight.

2. If using roller skate/roller blade wheels / bearings, decide which level bearing you would like. Some people prefer ABEC 7 or “Bones “ bearings while others use the wheels off an old set of skates they already own. Will they need lubricant?

3. Decide how many bearings you will need. Do all four wheels need bearings?

4. Keep the center of gravity low, but test the racer to ensure it will not bottom out when the track switches from a 10 degree incline to a flat run-off.

5. Test your racer to determine where you want to place the weight... try to be at the 4.5 pound maximum. Test, Test, Test, and Test some more to ensure your racer will track in a straight line.



Corvair Monza SS as seen in 1984

Valve cover racing

Talk about cheap fun, this is it! If you spend more than \$25 on a racer you are getting too serious. Assuming we all have a rusty valve cover lying around you need to decide how to put wheels on it. The weight limit is 4.5 pounds (72 ounces) and the theory is to get it right up to 72 ounces. Do not use heavy wheels, as they are too hard to start moving as the starting gate drops. So, use light wheels and add ballast if necessary.

Since gravity makes the car move you need as little friction as possible. I use ball bearings on my wheels, which I bought online. A plastic CD makes an excellent wheel and the hole in the center is 15 mm. I bought some bearings with 15 mm O.D. and 6mm I.D. I glued the bearings into the CD's with JB Weld, a 2-part epoxy. Glue will not stick to a greasy or oily bearing so I dig out any seals, wash out the grease with carb cleaner. In addition I go to my grinder and rough up the O.D. so the glue has something to grab onto. I use gun oil in the bearings to keep them from rusting. You don't want sticky grease in the bearings as it slows you down.

Now you can just screw the bearings to the cover somewhere with 6mm screws. My problem is drilling the holes in line and square so all four wheels touch the ground and are inline or parallel.

Since it is unlikely that your racer will go down the track without bumping the side rails, I put some rollers on all four corners so when it hits the sides it rolls instead of scrapes.

There are hundreds of ways to make wheels and bearings. Some people use aluminum discs, plastic wheels off toy cars, bicycle hubs

skateboard wheels, conveyor rollers, nylon or other plastic bearings. One racer uses plastic reels from electrical wire. The choice is yours and I have tried a few of these items. I have learned that rubber wheels are not the way to go, too much friction. One of my racers had conveyor rollers that have ball bearings inside but they are too heavy. Another one of my racers had axles going thru nylon blocks and I made wheels out of steel discs. Again those steel wheels were too heavy and once they got up to speed would literally chip wood off the sides of our beautiful track built by resident carpenter Paul Piche.

The DACC track is world class. I have raced at national conventions and other club local events and our track is as good as any around. Paul Piche and I will bring our valve cover racers to the next DACC meeting to show the various ways to build them. Anyone else having a racer is welcome to join the party.

We won't have racing as it takes too long to set the track up for a club meeting. Maybe if we have a picnic somewhere we can set up the track for practice.

by **Clark Hartzel**

NOTHING TO OFFER

Preface:

There has been quite a lot of discussion concerning declining membership of car clubs in general. While that may be true of some marques it is not as 'across the board' as some would believe. But, it is true of Corvairs. Lots of ideas to turn that around have been suggested. I recently advanced the following thoughts

on the subject and President Adam requested that it be included 'The Aircooler.'

OK, I liked Corvair from their introduction. They were truly different in the 60s, unique in the engineering field. I grew up with them and they have become like old friends. The thing that you older guys seem to fail to realize is they have little to offer younger generations. Partially because the platform was dropped and partially because somehow, they have a reputation of being 'affordable,' there has little been done to bring them up to date. Us younger guys and the 'kids' of today are still looking for that cutting edge engineering ... and keeping the cost down just is not part of the program.

The basic car is just fine and could respond well to up grading. Probably the 'poor boy' image has prevented anyone from developing things such as fuel injection, computer control / tuning, R&P steering with tilt wheel kits, liquid cooling ... the list goes on and on. Sure, I have designed and built many up grades, actually built whole cars, but most of the rest of the kids are not able, and do not have the shop, to fabricate everything so they rely on kits. Anyone at all familiar with SEMA will get the picture. Bottom line is no kits, no computers, no interest in most younger minds.

Most of the original engineering is still viable so the best thing to do is fix 'em up as you like and use 'em. Take 'em to shows and enjoy what others have brought; they will enjoy seeing your car. Lots of times

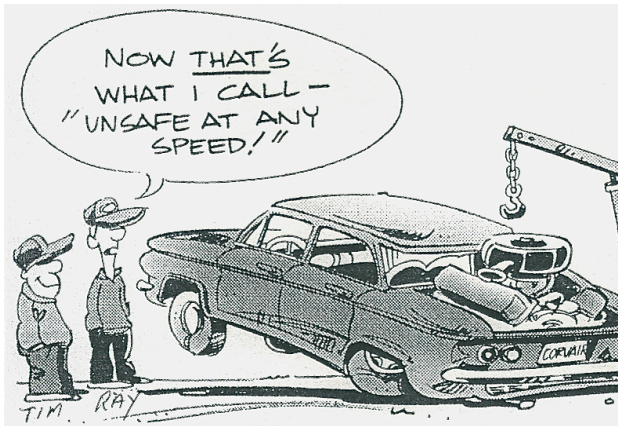
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Continued from page 5

you will have the only Corvair there ... talk about being unique :-)
Stop worrying about getting kids involved. Face it; Corvair Clubs will have fewer and fewer members as time goes on. None of us will be able to make that change but that does not stop us from being friends and having a great time.

By **Ken Pepke**



YEAR END TREASURERS REPORT 2010

Income:	Expenses:	Difference:
Dues:	\$ 2,228.00	111 members
Air cooler	\$2,089.73	+ \$138.27
50-50	\$1,303.00	
50-50 & attendance	\$771.50	+\$531.50
Woodward Cruise:	\$75.00	
Woodward cruise	\$125.00	-\$50.00
Christmas Party:	\$780.00	
Christmas party	\$1,307.00	- \$527.00
Bingo:	\$115.00	
Bingo	\$50.00	+\$65.00
Haven House Gifts:	\$127.00	
Haven house gift:	\$127.00	- 0-
Home coming:	\$6472.14	
Homecoming :	\$6,314.61	+ \$157.53
TOTAL	\$11,100.14	
TOTAL:	\$10,784.84	+\$315.30

Additional expenses without income:

Corporation fees	\$20.00
Picnic	\$619.38
Calendars: 2009	\$914.00
Bank checks:	\$55.89
Charity:	\$50.00
TOTAL:	- \$1,659.27
Loss for year	-\$1,343.97

Prepared by: Paul Piche



TUSTEDO [TURTTLE] by BERTONE -- CORVAIR

MAY 2011

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gigi@maxbroock.com

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Webmaster John Allesee
johna9999@gmail.com
H 734-429-2196

TREASURY REPORT

Beginning Balance: \$6,133.71

APRIL 2011

Income: 50-50 \$119.00

Dues: \$230.00

Total: \$349.00

Ending Balance: \$6,103.72

Expenses: Domain name: \$41.05

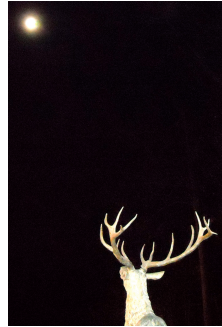
50-50 \$59.00

Attendance: \$10.00

Air cooler, stamps: \$268.94

Total: \$378.99

Prepared by: Paul Piche



SWAP & SELL

ADS ARE FREE TO ALL – SEND TO KENPEPKE@JUNO.COM

Word doc. Or docx .only please

WANTED: Rampside heater parts / heater motor & collector assembly that it mounts into. Pete Inman <monza1965@yahoo.com>

FOR SALE: 63 Monza cpe – 84hp PG / new paint, orig interior – Rns & drives / needs TLC \$2500 Call Fester 734-368-6198

WANTED: Good used set of 6 LM cyl barrels std to .040 over Call Steve at 810-266-3712

WANTED: EARLY MODEL (1964) CORVAIR BLACK CONV. TOP BOOT COVER - CONTACT: 586-431-4494

FOR SALE: 02 Pro resto 65 Corsa conv 4 spd – red/ white/ white 2240 mi /425 on Vair Shop eng –spent \$27000 / reduced to \$17,000 firm – Lowell 260-489-2764 Free deliver up to 200 mi from Ft. Wayne IN

FOR SALE: 66 Monza cpe – cream yellow rust free CA car – all new except wire harness – turn key car ask \$7000 / must see – email Ray Dubia dubiar-ay@yahoo.com

WANTED: Used 95 or 110 hp eng from 65 to 69 – need not run but must turn over - call Rhett Ashton 248-670-7266

PARTS FOR SALE: Corvaire Starters \$12 ea., Distributor - 140Hp, Manual \$25, other Corvaire parts Bob Storc, bstorc@comcast.net, ph 248-701-4322

FOR SALE: 63 Spyder red conv. power top, new springs, shock, brakes & tires. Body restored 2006. Rear axle shafts rebuilt. Short throw shifter. Electronic ignition / Sony am/fm/cd with remote. Dual master brake cylinder. Hi output heater blower. Excellent condition. Spare 1964 Turbo eng. First \$6500.00 Ron 248-887-3623

DACC MEMBERSHIP REPORT

April 20, 2011 by Clark Hartzel

Welcome new member Clinton McNett of Brooklyn, MI who has a 1965 Monza convertible and a 1966 Monza coupe with a 140HP engine

Thanks to the following for keeping your membership up to date: Dehring, McKean, S.Murray, Peralta, J.Shreve, Shuster.

Expired in March: Cooper, Glumm.
This is your last newsletter.

Due in April: Kirkland, Knapp, Mascia, Thomas.

We have 128 paid members and 6 who owe dues.

Let's get those checks in folks!!!

If you can't make it to the next meeting, send a check for \$20.00 dues, payable to: Detroit Area Corvaire Club,
16911 Anita Ave., Fraser, MI 48026-2275

Any questions about your membership or if you have an address or e-mail change:

chartzel@comcast.net or phone 586-293-1587

The Detroit Area Corvair Club is a charter chapter of CORSA, Inc. Monthly meetings are held on the First Tuesday of each month, 7PM, at the **WATERFORD ELKS Club**, on Scott Lake Rd, Waterford, MI. 4/10 mi south of Dixie Hwy. Meetings are open to DACC Members, friends, and all interested in the Corvair. Come early; join us for dinner in the ELKS dining room. Pasta dinners with a choice of sauces are **\$6.99** each for everyone. Add chicken for \$3 or shrimp for \$5. **(No carryout boxes permitted)** Other entries are available.

MAY MEETING

Tuesday May 3, 2011

VALVE COVER RACERS

The AIRCOOLER

Ken Pepke, Editor
126 Riverbank
Wyandotte, MI 48192

kenpepke@yahoo.com

Homecoming Schedule August 25 through 28, 2011

Thursday:	Registration / Tour the Corvair Museum Participate in Ypsilanti Cruise Night / Swap Meet
Friday:	Registration / Women's Activities GM Heritage Center Tour 10AM-2PM (\$10 fee) Hospitality Room / Swap Meet / Burgers & Dogs dinner
Saturday:	Registration / Women's Activities / Valve Cover Races People's Choice Car Judging - Top 25 on 2012 calendar Road Rally / Hospitality Room D.J Rockin. Ronney W/ tunes from the '50's, '60's, and '70's. Model Car Concours Swap Meet People's Choice Car Awards Drive Through Pizza Party Drive-in movie – CARS II
Sunday:	Women's Farewell Swap Meet Leftovers

VISIT www.detroitcorvairs.com

DACC Activities

FROM **Pete C** Corvairkid1963@power-net.net

The Activities listed here are both Corvair related and events that may be of interest to members with other collectable cars and trucks. There will be more added each month with some special club events as well.

May 1 Bearing Burners Swap Meet @ GM Tech Center
May 3 Meeting
May 21 Jackson Rd. Cruise west of Ann Arbor
Jun.3-5 Fleetwood Country Cruize In London, Ont
June 4- Eastern Mi Auto Fest.At the Fairgrounds Imlay City
June 3-4 Mad Anthony Corvair Club Show & Swap @ Hall's Guesthouse 1313 West Washington Center Rd. Ft. Wayne, IN 260-489-2524 mention Corvair \$79.00/night room rate) (Kent Warner 260)672-8418 k_warner76@yahoo.com
Jun 7 Meeting
June 12- Eyes on Design Show / Edsel & Elnore Ford Hous
Jun.17-26 Back to the Bricks Promo tour around the lakes

Jun.23-25 St. Ignace Car Show
Jun.25-26 Sloan Summer Fair, Flint
Jun.25 Downriver Cruise
Jul. 2 Cass City Parade
Jul. 5 Meeting
Jul.17-23 VCCA Anniversary Meet in Flint
Jul.23 Telegraph Cruise
Jul.26-30 Corsa National Convention. Denver, Co
Aug. 2 Meeting
Aug. 6 Red Barn Spectacular. Hickory Corners, Mi
Aug.16-20 Back to the Bricks. Flint
Aug.20 Woodward Dream Cruise

DACC Membership Services

MECHANICAL REPAIRS / BODY WORK:

Mike McKeel 6600 W. Co. Rd. 850 N., Gaston IN (765) 358-3930

PARTS & SERVICES:

Clark's Corvair parts 400 Mohawk Trail, Shelburne Falls, MA., 01370 (413) 625-9776

BOTH PARTS & REPAIRS:

Closed / further info to come --- Norm King 10175 N. Clio Rd, Clio, MI (810) 238-4121 normking111@yahoo.com

Ken Hand 1896 S. Gregory Rd., Fowlerville, Mi 48836 (248) 613-8586

One line ads will provide our members with a quick reference guide to satisfy their Corvair needs

DACC members wishing to be included on this list should submit their information to Editor Ken Pepke

These free ads will run monthly to businesses that hold DACC memberships