



GUEST SPEAKER SCHEDULED

Monday APRIL 6, 2015

Pontiac / Waterford Elks Club

Regular Monthly Meeting

We will have a guest speaker at our April 6th meeting, **Mr. Elia "Russ" Russinoff**, a former GM Assistant Chief Designer, who worked at GM Styling from 1955-1995. He graduated from Pratt Institute in 1954 and was hired by General Motors. Russ worked on some proposed Corvair designs for Bill Mitchell and Ned Nickels was head of the studio. He will be discussing other cars he helped design and will showcase some of his sketches and art work. Russ will be one of the featured speakers at the upcoming "Meet the Makers of the Chevrolet Corvair" event on May 14th. I will be raffling off some one of kind autographed items relating to the "Meet the Makers" event at the next meeting as well. You won't want to miss this one Corvair lovers. **Corvair Lady (Eva) Vice Pres**

2nd SATURDAY BREAKFAST CLUB

The 2nd Saturday DACC Breakfast Club Meeting for April will be held on April 11th at Pete's Coney II in Clarkston, Michigan. Pete's is located at 6061 Dixie Highway, south of Maybee Rd and north of Waterford Rd at the top of a hill on the East side of the road. Feeding begins at 9 AM. After the meal everyone's invited to take a short trip up to President Tim Bramble's place in Holly to check out his really cool garage and the Greenbrier project inside. After the tour you are on your own to head home or whatever. Concerning the Greenbrier project; Tim says comments are welcome, laughter is encouraged and snide remarks will be returned in earnest. Or at least I think he said something like that... See you at Pete's Coney II on the 11th!

Caveman Pete K

ELECTION RESULTS

At our March elections we voted in 3 new members to the DACC board. For 2015 our new Vice President / President Elect is Eva McGuire; our new Secretary is Lori Komo; our new Treasurer is Robert Jennings.

I want to take a moment to thank our out going board members for all their hard work and dedication to DACC. Paul Piche was our long standing Treasurer, to Judy O'Leary our secretary and to our past President Pete Cimbala. It was a pleasure to work with all of them. I'm sure they will once again come forward and service our club in years to come.

What I'm I going to do with out Paul Piche telling me we can't afford it for the next year. (Just Kidding) Paul kept the treasury in check and I'm glad he was there.

Thanks to John Allesee, Clark Hartzel, and Ken Pepke for staying on in the board positions for which they are so well known.

Tim Bramble, President

"Whattzit"

There are plenty of reasons to come to the DACC Meeting at the Elks Club in Waterford on the 6th of this month. Here is another one: How about participating in a Corvair "Whattzit" Contest? There will be a dozen or so oddball Corvair parts placed on tables at the meeting for you to inspect. All you have to do is figure out what part of a Corvair they are from. Bonus points if you can identify the exact year and/or model. Is there a prize for the winner? Maybe, if I can find something in the parts box(es) that I can donate to the member with the most correct guesses. And yes, guessing is encouraged. Collaboration with your friends and other members is also allowed. There might even be a computer geek in our group who will google each part and try to win that way. Whatever makes you happy is fine with me. If you are having fun, then you are doing it right.

So be sure to stop by the table set up with weird parts and strange bits from our favorite car. I'll have some answer sheets available so you can write down your answers. And you don't have to figure out every part. Give it a try. You might do better than you thought you could!! - **Caveman Pete**



REMEMBER WHEN HOOD ORNAMENTS WERE THE "IN" THING?

WINTER PROJECTS

At the March meeting I brought in some of the many rusty pieces of metal that used to grace my Greenbrier. The Greenbrier project is moving along quite well. I have plenty of new steel and a full tank of gas for my mig welder. The side doors and both bottom hinges are repaired and waiting for a coat of primer. I'm working on the front passenger door opening now. I removed layers of bondo and replace the rotten metal with new. The opening was ok looking but I could tell there was more bondo used than just a skim coat. I was right, the owner before Clark had just dented in the rusted area and filled it with bondo. It probably would have lasted for many more years but I just couldn't let it go. It would have eaten at me if I didn't check it out and repair it. I'm sure the next owner will say my repairs aren't quite right for their standards either. If you get to know me I want nice looking vehicles but I'm not in to show quality. Don't get me wrong Show quality is great but I don't have the patience to do that standard of work. I guess I strive for nice looking vehicles with great mechanicals, that I can drive anywhere. You'll always see me in one of my old vehicles spring, summer and fall. I love driving old vehicles. Ok, I lost my train of thought ... Back to the project. The passenger door opening will be done shortly and then to the drivers side. By the tale tell signs, it is much worse. There are a lot of bubbles in the rocker area and you can tell there is substantial bondo in the door opening itself. Nothing that new metal can't rectify. Well, I stopped by Macco just to see what it would cost to have them paint the Greenbrier. For just a single stage paint it would be 1400.00 and for the base coat /clear coat it would be around 1900.00. Not bad, but I can purchase the paint for under 600.00 and shoot it myself. I guess I'll decide when the time comes, Macco or me! The Greenbrier should be painted and back on the road by the first week in April, if luck will have it. I might be able to show up to our April meeting in it, if the weather is nice and everything has gone to plan ... Once again, Thanks to the outgoing board members. Also thanks to Eva, Robert, and Lori for stepping forward to serve our club. **Tim Bramble, President**

Greenbrier project

I was right! The driver's side was much worse than the passenger side. Why is that? Seeing that all the salt and road debris is on the right side of our roads. I guess it will be one of those unanswered questions. In the rocker area there was enough dirt to fill a medium size coffee can. Yes, twice as much dirt as the passenger side rocker yielded. I'll try and send a picture of what was once metal that I cut from the rocker and the door opening. The pieces of metal were like Swiss cheese. If you put a light source behind each piece you can produce a light show. It looks like a bunch of stars in the night sky.

Like I said, in my earlier write up, the bondo repair would probably have lasted my life time but you know me I couldn't leave it alone. In one of the three spots that I remove the remains of metal was at least 2 inches of body filler.

I had to wire wheel it and use a small chisel to remove it. I wired wheeled the inside of the rocker and the 3 areas of the door opening and apply a good coat of POR-15.

I also applied a coat of POR -15 on my hands like always. YES, I do wear gloves. I'd hate to see my hands if I didn't. Everything is fine until I remove my gloves and then I seam to some how touch the paint. So tomorrows task is to weld new metal in place. I hope that the POR-15 will be dry. If not I guess my hands will get a second coat. Anyone that has used POR-15 rust encapsulating paint knows it has to wear off.

DACC's very own Garage Mechanic Ray Dubia stopped by and helped me remove the front and rear bumpers. O yea he bought me breakfast with Monday's 50/50 winnings and then came over and helped. Thanks Ray. Have you notice how good food tastes when some else buys it for you. (Ha ha)

Tim Bramble

Corsa goes to Autorama – J. Bruce Weeks

Last year, Corsa and I attended the Chrysler Employee Motorsport Association annual car show event at the Walter P. Chrysler Museum, the only Corvair there. There were lots of cars there with lots more horsepower, shinier paint and bigger wheels. But the show committee took note as Corsa is "attractive." So when the CEMA decided to have a club display at Autorama, they asked if I would attend. For Corsa to be selected out of six cars for the display was quite the compliment.

So I set about trying to get Corsa as ready as I could by finishing some tasks already started, and starting some new ones. I completed her back seat reupholstering and then the cardboard package looked too shabby, so I did that too. And "while we're at it" tore out the old insulation and put in a Quiet Ride kit. I had the new window rubbers to put in, but the vent window posts then looked shabby. Corvair Ranch supplied two in very good shape, which meant all new vent rubbers too. While spending an entire day using Mequiar's Ultimate Compound and #7 Show Car Glaze on the paint, now the wheel opening and rocker trim started looking shabby, so I sent an order of to Clark's and Rick's Camaros.

CONTINUED NEXT MONTH



'SKIRTS' DOWN FOR THE WINTER



DASHING & DAPPER
PETE CIMBALA



700 sedan
owned since 1977



700 sedan #100375
Oldest in USA

PETE "CAVEMAN"
KOEHLER



"the Thumb"
700 sedan



Monza coupe bought from
Don Schneider



'STUBBY' BUILT BY BOB KIRKMAN



1969 Monza #5997
LAST convertible built

Driveway mechanic

Is it spring YET!?! I think I might find a place to stay in the warmth next year. Two years in a row with damaged cars from winter driving is getting a bit much. Ok so much for the bad talk.

The little Corvair car is getting BIG reviews and over do recognitions. This is the year for a big Corvair Day in Michigan. Congrats to the Corvair Lady.

Well, as you may or may not know, the driveway garage was a buzz last year with a 1965 Ford Falcon Delivery (one of only 537 made that last year) and a 1939 Chevy Master-85 being worked on as a project takeover. Both cars proved to be a hand full, as I will try to explain here:

The Falcon Delivery was a fun car to drive and sleep in at many of cars shows and at the Corvair Homecoming. It took some trophies and had people think it was a station wagon with metal windows. Wanting to drive a classic all year the Falcon proved to be a hand full in the winter and when coming from work it took me into a wall on I-10 in Detroit. With the help from the guys at North American classic for the use of there show room I was able to restore the sheet metal damage and put in some upgraded chrome bumpers, grill and a new front fender and a new paint job. Still yellow. The one thing I learned from working on and rebuilding a Ford Falcon is that every year the Ford co. made changes to their cars that you could not take parts from one year and add them to a car of another year. It was fun non-the-less finding parts but the end results where that you need more money more time on line to find parts. Not having a garage to work in also made for a bit of a challenge. The Falcon is and has been up for sale at least a year with no hits. Just to prove that not all classic cars have a following.

Now for the 1939 Chevy Master-85. I always loved fat fender cars. My dad had a 39 Dodge and as a kid (yes I was a kid at one time) I would hide behind the front seat when I knew that mom and dad

were going to the show. Dad would drive around the block to let me think I got away with it this time but he always drove back home to drop me off to the sitter. This was a big car at least to me it was.

The 39 was sitting at North American Classic's and I fell in love right then and there. I had to have it and I got it, and again got it from my wife when I got home!

I started to make some improvements on the wiring under the dash. Boy what a rat's nest. I removed about 10 feet of unknown wire and some wire nuts that where doing nothing but holding up short wire splices. The metal under the dash was like new. After about a week of rewiring to gages, wiper motor (yes I put in an electric 2 speed wiper motor) under dash lights when the doors open and extra wires for a radio. This was fun because remember! I'm color blind.

The other improvements where to install a headliner. This was a big job and hard to find item. Many calls and views on line I found one that was for a Master Deluxe Chevy. Found out after I got it that the two cars are not the same as the dealer said they where. Non-the-less I made do and put the headliner in anyway. After fitting and fighting the wind and sweat running down my face I finished and when for a ride to the Holly car show. Got some good comments of a job well done. That made my day.

More car shows and more improvements I was having fun ... But I still was missing the fun I had when I had a Corvair. Remember when I said Ford Parts where hard to find. Well I was able to find that the Corvair sun visors where almost the same style used in the 39 Chevy and at last years Homecoming I found two that matched and fit like a glove in the 39 Chevy. See Chevy had a better idea for the Driveway Mechanic's of America. Parts that

inter change year to year. Save some money.

Well, after a summer of driving the 39 I decided to find out what type of a drive system I had under the hood. I had a small block Chevy 305 from a truck in the 70's. The trans was a 350 turbo 3 speed attached to a Chevy Camaro 411 posi rear end. No wonder I got 3 feet to the gal. I bought a 700-r4 trans from my friend, Tim Bramble, and was going to do a switch this summer to improve the MPG. But...this winter the car sit's under snow and is up for sale. You ask why? It is because I miss that little Corvair and all the fun I had and have with the people at the DACC. It's said that as you get older you get smarter. I got older but not so in the smart department.

Both the Falcon and the 39 where fun to own and drive *but nothing like driving a Corvair* that pushes you down the road in the summer. I hope this year brings a buyer for both cars so that I might buy another Corvair car and again become come one of the few wonders of the car world. Corvair people are by far the most down to earth people crazy but fun anyways.

In summery: Your travels in the car world brings fun and friends together and the understanding of what it takes to build and bring these horseless carnages to life. The Corvair car is by far the most fun loving and friendly car to own in my view. The people in the Corvair car world are the best down to earth people to be around with, and yes even being around Tim Bramble. The end of this year I'm retiring (after 45 years) and hope to get in more trouble away from home then getting in trouble at home.

Remember to drive safe, don't text and drive.

Ray, your Driveway Mechanic

NOTICE: Your friendly Aircooler editor is looking for

SELL & SWAP ITEMS Send materials to:

kenpepke@yahoo.com

and be included in a future issue of ***The Aircooler***

OVER THE YEARS CAVEMAN GARAGE

I've been buying and fixing and driving and collecting Corvairs since about 1968 when I was just a youngster back in New York. I remember picking up Corvairs for peanuts. Well, maybe I never traded any actual peanuts for a car, but I did pay \$10 for my first Corvair and then another \$20 for a running parts car to act as a donor to get the ten-buck special running and back on the road again. Over the years Corvairs were always affordable even with the limited budget of a high schooler and then a young man trying to get through college without a huge student loan debt at the end of the educational process.

After college a move to Chicago put me in touch with a group of Corvair enthusiasts that were part of a club (Chicagoland Corvair Enthusiast), my first experience with organized car worship. To my satisfaction those guys were as "frugal" as I concerning my car collecting abilities. Corvairs kept coming my way for little or no investment. I still have my 1960 700 sedan that I bought from the original owners for \$500 back in 1977. The car had traveled a mere 33,000 miles from new. After paying for this prize and heading back home down the Eisenhower Expressway (I-290) the fuel system gave up and I had to be towed the rest of the way. Even Road Service back then was affordable; I recently found a receipt for the \$20 it cost me to escape from the side of the roadway!

Over the years I have continued to enjoy the Corvair hobby without breaking the bank. No, I've never financed a full-on ground-up Concours d'Elegance restoration and I don't have any "Seniors" Corvairs in the garage. While I do have some nice cars that are fun to own I don't think any of them cost more than

the price of a two or three year old compact car in the used market.

The possible exception to that last statement might be my decision to purchase the last Corvair convertible - 1969 #5997 when it was made available to me at a price that I thought was more than fair considering the historic value of the absolute newest Corvair convertible on the planet. The escalating prices for new cars and the resulting progression of upwards prices being asked for 2-3 year old used ones made a comparison to my purchase price a little easier to accept. However, as of late it seems to me that something is going on with our favorite bargain collectable car.

Yes, you still hear that "N" word mentioned in the media. But don't worry, Ralph doesn't drive so he can't really affect the value of our little Corvairs. It seems that more and more the Corvair is being identified as a bargain and an up-and-comer in the collector market. Such notables as Hagerty Insurance are telling all who will listen that Corvair values are going up. And with this hype I see a trend in asking prices.

Some Corvairs deserve a higher price. Yenko Stingers, over restored Greenbriers and Rampsides. Corvairs with provenance like say, John Fitch's last Corvair or any special bodied Corvairs, like the Bertone Testudo. But...does it follow that

any ordinary Corvair is worth big bucks just because it is a Corvair? Is it worth five-figures because it has a "rare" rear engine? Or even a "really rare" powerglide transmission? I've seen far too many folks either trying to cash in on the trend or maybe they just don't know any better. If a 1967 Camaro is worth \$15k in need of a paint job and a new interior (but Hey! it does run like a top) does it follow that Aunt Millie's old 500 sedan is worth equal money? And her car has a few holes in the floor under that pesky rubber mat that held all the water from that leaky windshield seal for all those years. Available today on FleaBay with a Buy-it-Now of \$13,500 and no bids. No kidding!

So as you are out there searching for your next Corvair or just sitting back and reading the on-line sites and bumping your current Corvairs value into the stratosphere, be careful. I'm not sure the current trend in Corvair prices is really a good thing for our hobby, as we know it today or not. It may change the landscape. It might even push some of us out. Some of us might refuse to hop on the High Prices train because we started out frugal and we prefer to stay that way.

So what do you think? Should we abandon our beloved 'Vairs and start buying up Chevettas in anticipation of the next big boom in the collector car market?

CAVEMAN PETE

Detroit Area Corvair Club 2015 Activities

- April** To be determined - Look for an eMail 'Blast'
May - 14th, Meet the Makers — 30th Mad Anthony Meet (IN)
JUNE - Elks Car Show-Waterford
JULY - Concours d'Lemons - Plymouth
AUGUST - DACC Homecoming - Woodward Dream Cruise -
-Back to the Bricks (FLINT) - Berkley Parade - Hines Drive Cruise
SEPT - Orphan Car Show, Ypsilanti - Frankenmuth Auto Fest
OCTOBER - Springfield Oaks - Antique/Classic Car Show & Auction
Fall Color, Cider Event

Direct all comments, observations, suggestions, recommendations and corrections to:

John O'Leary - Activities Director - Email: stungray@yahoo.com -
Phone (248) 681-7747- Cell (248) 613-8550



ROBERT JENNINGS



DACC MINUTES 3-2-2015
Gigi Debbrecht

32 attendees

Meeting called to order at 7:20

For the first time in DACC meeting history, the same person won both the 50/50 (\$61) and the attendance drawing of \$10. An investigation of Ray Dubia is in order!

The election of new officers resulted in the following: unopposed volunteers Eva McGuire our new vice-president and Lori Komora, secretary and volunteer (Robert) Jennings was elected treasurer. Tim Bramble expressed appreciation for outgoing president Pete Cimbala who is taking a year off DACC board duties.

Upcoming events: Autorama March 6-8; March 14 second Saturday at Marcos on Plymouth Rd. next to Jerry's auto center; Eyes on Design at the Ford Estate in Grosse Pointe on fathers day; CORSA convention in Knoxville Tennessee in June; west Michigan tour June 12-17; Concours de Lemons in July and Woodward Dream Cruise and Back to (the) Bricks are in August the week before Homecoming.

It is possible that Rockin' Ronnie may not be able to be our homecoming DJ and promised to let us know in time to line up a substitute DJ.

The speaker at the April meeting will be another car designer. Pete C is working on videotaping.



MATHEW KANE



SOMEWHERE DEEP IN THE JUNGLE

DACC TREASURY Mar 17 2015

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Income

50-50	\$122.00
12 memberships	<u>\$140.00*</u>
Total	\$262.00

*(Note: John Allesee given two years membership in lieu of \$40.00 Internet Domain Name payment.)

Expenses

50-50 winner	\$ 61.00
Attendance award	\$ 10.00
Internet domain name.	\$ 40.00
Meet the makers Eva McGuire.	\$ 500.00
Aircooler printing	\$ 47.94
Stamps	<u>\$ 49.00</u>
Total	\$ 707.94

Ending balance as of 3-17-2015

\$7,692.33

Clark Hartzel, assistant treasurer



WOW!!! Thank you.

I'm finding it very hard to put down on paper what it has meant to me to be on the board of DACC as your treasurer for eleven years.

My first encounter with a DACC meeting was July 2002 at the Royal Oak Senior Center, (not a far drive from Berkley). I didn't own a Corvaire auto but a Corvaire powered Ultra Van, I was welcomed with open arms into the club once my dues were paid.

Eight months later (still only knowing a few members) it was election time. One of the positions was for a Treasurer to be elected yearly. The present Treasurer was Jean King with Pete Cimbala as President. Pete asked would anyone be interested in being Treasurer. I put my hand up and when asked I said yes as I am behind in my house payments. I got a few chuckles but Jean wasn't sure I could be trusted and because of that I had a hard time getting the books. Everything seemed in order, the balance showing was around \$3,300.00 but the next meeting I was presented a bill for two years worth of Homecoming calendars, now leaving a balance of \$2,100.00. That was never to happen again.

All bills were paid and recorded promptly. The ending balance as of December 2014, when I left for Florida, was \$9,465.00 and waiting for one bill ... the calendars.

I know Robert Jennings will do a fine job and I wish him the best. It's been a fun filled adventure, I've enjoyed so many wonderful times, many great meetings and many, many friends.

I will be around helping where ever I can. Again thanks for your trust in me.

Your X Treasurer

Paul E Piche'

DACC MEMBERSHIP REPORT

Mar 17, 2015 by Clark Hartzel

Welcome new members: Bryan and Emileigh Johnson of Ypsilanti, MI // Thomas and Lois Deptulski of Detroit. 1966 Corsa conv. // Peter and Cynthia Pleitner of Ann Arbor .

Thanks for keeping membership up to date: Allesee, Blanchard, Maciejewski, Murray, Sheffer

Exp. in Jan: Lowell. (Will be dropped.)

Exp. in Feb: Adair, L.Hand, Lindh

Exp. in Mar: Koehler, Kotilla, Weeks.

Due in Apr: Fish, B.Granger, Mascia, Roerink , Schultz , Shuster , Sparling

We have 120 paid members and 7 who owe dues. We are mailing 13 complementary newsletters to other clubs and the Ypsilanti museum Please don't pay in cash. I can forget who gives it to me! Get those checks in folks!!!

We are no longer collecting \$3 for non-CORSA members 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

If you wish to receive only an on-line newsletter let me know *by email* so I can verify your email address.

Questions about membership or change address or e-mail chartzel@comcast.net or phone **586-293-1587**

We have an **email blast list** to notify members of quickie tours or last minute changes. Please send me your email address so I can keep the list up to date.

The Detroit Area Corvair Club is a charter chapter of CORSA, Inc. Monthly meetings are held on the First Monday 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. Choose entries from their menu.

MONDAY APRIL 6
“Russ” Russinoff
GUEST SPEAKER

The AIRCOOLER

Ken Pepke, Editor
126 S Riverbank
Wyandotte, MI 48192

FIRST CLASS



NEW VENUE

May 14, 2015

"Meet the Makers of the Chevrolet Corvair"

YANKEE AIR MUSEUM

1:00pm - 4:00pm

AFTER THE GUEST SPEAKERS WE WILL ADJOURN TO THE **YPSILANTI HERITAGE MUSEUM** at 100 E. Cross St. to view the Corvair Museum & Memorabilia

Corvair party at Sidetrack Cafe

Details are still being worked out

The 2015 calendar
2014 DACC Homecoming
Top 25 Peoples Choice

Purchase price is \$10 each
with \$2 S&H per order
If you would like to order, go to
www.allesee.com/calendar
and print out order form
-or- order online.
John Allesee

PARTS AND SERVICES

MECHANICAL REPAIRS / BODY WORK:

Show and Go Collision 9103 Chalmers Detroit, MI 48213 Tom Cavatio (313) 371-9085

PARTS & SERVICES:

Mike McKeel - Mechanical Repairs / Parts & Tech Advice (734) 485-2729 vaircare67@gmail.com

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

BOTH PARTS & REPAIRS:

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

CONSIGNMENT SALES:

North American Classic Cars – 27222 Plymouth Rd. Redford, MI 48239 www.northamericanclassics.com

On line ads 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