



# DUST OFF FOR SPRING SHOW

**Monday MAY 4, 2015**

Pontiac / Waterford Elks Club

**Regular Monthly Meeting**

Pull 'er out of the garage and shine 'er up! Big all makes car show on the grass behind the ELK'S.

## 2nd SATURDAY BREAKFAST CLUB

Look to Clark Hartzel's eBlast for the May location. If you are interested in attending and do not get his eBlast please call him for the location.

## DACC 5th Sunday TOUR

Yeah. I know that May 31st is the 5th Sunday in May. But the 4th Sunday falls over the Memorial Day weekend so even fewer of you would be disposed to take a road trip with the DACC. So May 31st it is. We will meet at the Big Boy Restaurant at the Plymouth Road exit off US-23 (3611 Plymouth Road, Ann Arbor). Get there by 9 AM and have breakfast with your friends. We will marshal all of the Corvairs in the parking lot and probably a water pumper or two and head down the road toward US-12. After a leisurely drive down picturesque Route 12 our destination will be the small town of Quincy, Michigan. Why Quincy, you ask? That makes it a 75 mile tour with breakfast, a bathroom break, lunch and even a Dairy Queen in town to finish off the tour in typical DACC style. Sounds like a plan to me!

So polish up those 'Vairs and get ready to tour with the DACC. As always non-Corvairs will be welcome, but will have to head to the back of the pack. See you at the Big Boy on the 31st. - **Pete K**

## DACC Activities Calendar

MAY 14 - Meet the Makers UAW/Corvair at Willow Run

JUNE 14 - Elks Car Show-Waterford

JULY 25 - Concours d' Lemons- Plymouth

AUGUST - DACC Homecoming - August 20

- Woodward Dream Cruise - August 15
- Back to the Bricks - August 8-15
- Berkley Parade - August 14
- Hines Drive Cruise - August 23

SEPTEMBER 20 - Orphan Car Show - Ypsilanti

OCTOBER 3-4 - Davisburg - Springfield Oaks -  
Antique/Classic Car Show and Auction

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

John O'Leary - Activities Director

-Email: [stungray@yahoo.com](mailto:stungray@yahoo.com)

-Phone (248) 681-7747 -Cell (248) 613-8550

## APRIL MEETING

Thanks to Eva McGuire for our guest speaker Elia Russinoff. Mr. Russinoff shared his many stories of working at Design Staff and shared his various sketches of future vehicles.

It is great to be able to hear what went on in the Glory years at General Motors Design Staff. I'm looking forward to Meet the Makers event that Eva has been working on tirelessly.

Eva does need volunteers to help park vehicles and work the registration desk. YES, I'm helping park vehicles that day. I know that's about the extent of my capabilities. But I'm good at it, I think? Looking forward to our May meeting. It will be out annual Corvair dust off day. So wash and wax your favorite Corvair and drive to our May meeting. I hope to have the Greenbrier at the meeting if not I still have my 64 Monza coupe that I can drive. For those members who attend our April meeting we had the opportunity to see future recruits for the US Marine's. We saw first hand how the drill instructor will be putting them through basic training. I sure many of our members remember those days in Basic training. I do. Well the weather is breaking and I felling the need to drive one of my old vehicles. Hope to see you at the May meeting driving your Corvair.

Tim Bramble, President

## Board Meeting Minutes

April 7

In attendance were Tim Bramble, Eva McGuire, Clark Hartzel, Robert Jennings, Lori Komora and John Allesee.

The board decided to contribute and pay for the food and drinks at the Meet the Makers event. It was discussed weather or not we would like to participate at the UAW Picnic on Thursday the 20<sup>th</sup> of August the 1<sup>st</sup> day of Homecoming. Local 182 would like us to attend and have lunch with them they will provide the food we provide our great looking cars for show. We all agreed it would be nice to do.

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## MINUTES CONTINUED

Ken P had sent a message that "friends of Corvair group" would like to bring in the food for lunch Friday of Homecoming. Discussed new options for this years calendar awards. I had shared that Marilyn has contacted me to let me know that she has been collecting stuff again this year for our terrific goodie bags.

A motion was presented by Tim B. that we pay \$100. to the Elks club to pay for 5 new recruits & families dinner tonight. Lori K. seconded the motion. It passed.  
**Secretary, Lori Komora**

## MEETING MINUTES

April 6, 2015

President Tim Bramble called the meeting to order at ?? I am unsure of what time due to crazy traffic I was later than usual and Tim already put me into my place never to do that again ... hmm we will see if that holds true. But thanks to Gigi for stepping in and took terrific notes for me. We had 42 members present tonight and 6 Corvairs in the parking lot! Nice turn out of cars so early in the year. We were in a different meeting room due to our room was being used for new Marine recruits and their families. The group was asked if it was a good idea to take the groups half of the 50/50 monies to donate to the Elks to help pay for the new recruits meals. Everyone agreed great idea.

The meeting was turned over to Eva with updated info about "**Meet the Makers Event**" *One thing that is very important that she shared with us was to help her and our guest speakers out by NOT wearing any perfume or after shave, the day of the event.* We have many people who have health issues. The event has been moved over to the Yankee Air Museum due to the overwhelming number of attendees. Due to the change she had to contact Tim Allen and Jay Leno to inform them of the change of location and she learned that they were made aware of the event

but they did not say yet if they would be coming to the event. She is looking for more volunteers for the day of the event helping with parking and registration table. Clark Hartzel filling in for Paul Piche let us know that we have \$7692.00 in our account. Robert Jennings claimed the 50/50 of \$70. And Clark Hartzel won the attendance drawing. Eva her wonderus bag gave away 6 unique items that she had.

Our Speaker was Mr. Elia "Russ" Russinoff, a former GM Assistant Chief Designer. He shared with us what it was like working on the designs of the cars and how things are different with today designs. The biggest thing is how the body lines don't flow anymore and he did not care for most of the new designs. He had the model car he had made out of Mahogany wood for the Fisher Body Award. When you looked at it you could not tell it was out of wood it was a nicely crafted model.

Tim Bramble and Jerry Ambrozy let us know that they are going to the National Convention in Knoxville, TN June 24-27 and if you want you could join the caravan with them. Just let Tim know.

### Upcoming events

May DACC meeting will be: *Dust off your car meeting.*

April 17 - May 2  
American Dreaming at Lawrence Tech.

Mad Anthony Corvair Show May 29 & 30 Ft. Wayne IN

June 20 Air Cooled Gathering, The Gilmore Car Museum, Hickory Corners, MI

*We got great news Rockin' Ronnie will be at Homecoming!*

Thank you for giving me the opportunity to be Secretary of this terrific group of friends. I hope I can do as wonderful of a job as Judy and Gigi have done over the last few years. And Gigi has agreed to help me out when needed. Thanks again.

**Secretary, Lori Komora**

## WINTER PROJECTS

The front door openings are repaired and ready for primer. I've started on the passengers rear quarter, the area right behind the rear wheel opening. The area had been repaired by placing a piece of metal over the rust out area, welded in place and then covered with filler.

I can't figure out why the person didn't remove the bad metal and then weld the piece in its place. Instead they just covered the rust with new metal and weld it on just at the top, and then had the filler hold it in place on the other three sides. Once again that repair would have lasted a long time but I could (not) let it go. I don't want to spent good money on a paint job on bad body repair. Just like the front door rockers, the rear area was also full of dirt. I spent most of the morning cleaning out the dirt and wire wheeling the surface rust off.

Then out came the POR-15. Remember POR-15 encapsulates the rust and stops it. This time most of the POR-15 ended up on the vehicle and not on me. Tomorrow I plan on welding flanges to the opening and then fitting the new patch to it. The flange gives me more new metal to weld to and a better fit. Butt welding leave an edge that needs to be ground flat and sometimes you grind too much and go thru the repair panel. By welding with a flange I can leave a 1/8th inch gap and weld in that area.

Then I'll skim coat with filler. I believe that will be the entire major body repair that needs to be done. Then I can get serious about the sanding and sanding and sanding. Did I mention sanding? I believe I'm going to have to put a coat of sealer primer on it. Then several coats of sandable primer before the color goes on. I use a Harbor freight paint gun for the primer and I purchased a higher end spray gun for the color. I have used a \$9.99 Harbor Freight spray gun for primer and color with good results. Remember I'm not in to show quality...just good driver paint jobs. So stand twenty feet away and close your good eye and then look at my vehicles.

See you at our April DACC meeting. Tell us about your Corvair projects. I can't be the only one having fun.

Your President **Tim Bramble**

## The one that didn't get away!

We have all heard stories about a really cool car that we just couldn't close the deal on and it slipped through our fingers. Well, this is a story about one that was found and bought and brought back home to Michigan with a happy ending!!

Several years ago I caught wind of a potential low mileage 1960 Corvair somewhere in Maryland. I can't remember where the information came from, but since I AM the Caveman many times 1960's find me rather than the reverse. This one sounded interesting so I went looking for more info.

The story was that a former CORSA member had recently passed and his widow was left with a very low mileage 1960 coupe in the garage. The selling point was that the car had only 6,000 miles on it from new. 6,000 miles? A car that was, at the time, 53 years old? Impossible! But I had to check further. Several phone calls and emails later I had a contact name and an address. This I gotta check out.

So about two years ago I was in the same general area as the '60 coupe while delivering a car for my former employer, Auto Europe. I had a wad of cash and an empty trailer heading back west to Michigan so why not at least take a look?

Arrangements were made and I met the owner and one of her son's at the appointed time. The car looked a bit ragged sitting in the garage. It had been recently painted with a fresh coat of ermine white paint, but they used an Imron Enamel and the quality of the job left a lot to be desired. At least it was all one color and shiny, one of my recent requirements for Corvairs with tall price tags. The asking price was about double what I was comfortable with so I left the car in the garage but I kept the contact info just in case.



That just in case happened just this past week. I had made arrangements to drop off a car in Virginia and pick up a Corvair part (a Fitch Sprint roof panel!!!) in nearby Maryland. Looking at a map the Fitch roof was only about a half an hour from Mr. Low Mileage Corvair coupe. Several phone calls later I had an appointment to revisit the little white 700 coupe.

This time I did a more thorough inspection of the car. It looked low mileage, but the front seat was damaged and some new belt line chrome had not been installed yet. It had possibilities, but could it be a true 6,000 mile car or a fake?

Then, there was the issue of the tires. Yes, tires. Three of them were holding the car up just fine. The right rear was flat (only on the bottom) so I added some air from the available air compressor and the car stood up nicely. We talked about the car and how it came to have only a reported 6,000 miles from new and then we noticed that the right rear of the car was sagging again. Upon closer inspection it was

noted that these were the ORIGINAL tires that were installed on the car the first week of March of 1960! They had plenty of tread. They had plenty of dry rot. But they were the original tires that the car came with. Can you believe that!?!



So I bought the car. We put the spare tire (also 1960 issue) on the rear and then winched it up on the trailer (much drama there - but let's not ruin this story with negative vibes from a borrowed trailer that wasn't up to the task). The sixteen hour drive back to Michigan with my new prize was uneventful. This morning we rolled the car off the trailer at son Paul's house and tomorrow we will try to start it up and see if it wants to drive. The tires? Yeah, probably should find some replacements. They have only traveled 6,509 miles. Same as the car. What a good deal!

**Caveman  
Pete**



## Greenbrier project

O well as most of you know the Greenbrier didn't make the April meeting. Things didn't go bad just took longer than I anticipated. Or was it my age telling me I [can't] do what I use to do.

Its April 7th and we painted the white stripe on the Greenbrier. The garage is dark and we ran the paint in a few spots. So you know what that means. Yes you guessed it, more sanding. I have no fingerprints due to all the sanding as it is. Tomorrow I plan on spraying color on the roof and let the stripe harden for another day so I can sand on it without destroying it. After I clean up the runs, we'll reshoot the stripe and let it harden for 2 days so I can tape and cover it. Then I can shoot the color on the rest of the van. It [is] not going to be a show car but I hope it looks good.

I still need to get my list of items needed to put the Greenbrier back together. Clark's Corvaire loves me. Remember all the windows, window cranking hardware and door mechanisms were removed. Like always, I have everything somewhere. I hope I can find it. If not there is always visqueen and duct tape.

I know I'm not the only member that has been working on something this winter lets hear from you.

**Tim Bramble**

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### GUEST SPEAKER AT APRIL MEETING RECAP

At our April 6th DACC Meeting, we were privileged to have Mr. Elia "Russ" Russinoff as our guest speaker. Russ is a former Assistant Chief Designer for GM from 1954-1995 and worked on several proposed 1<sup>st</sup> generation proposed Corvaire designs. He showcased some of his other car designs (some of them from the Advanced Studio). One notable item was his hand carved wooden car that won him the 1949 Fisher Body Craftsman's Guild National Senior Award. Russ will be one of the featured speakers at the upcoming "Meet the Makers of the Chevrolet Corvaire" event on May 14, 2015, at the Yankee Air Museum.

**Corvaire Lady (Eva)**

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### DACC WEST ACTIVITY RECAP (April Meeting)

21 people were in attendance for the April DACC West 2<sup>nd</sup> Sunday Activity. Mike McKeel gave a Tech Session on "How to Wake up your Corvaire" from a long winter's sleep (and how to prepare for Corvaire hibernation). Some stories were shared and information was exchanged during the rest of the meeting time. Jim Dehring showcased 2 Corvaire posters that were used at car dealerships back in the 1960's and is donating them to the CPF. Thanks Jim. It was noted that the former Willow Run Assembly Workers (UAW Local 1776) will be having a picnic on Thursday, August 20, 2015 (1<sup>st</sup> day of our Homecoming). They have cordially invited us to join them in their festivities. This picnic (we're calling "Meet the Makers Picnic") will be included in the Homecoming agenda with Corvaire owners being invited to a free lunch and to bring their Corvaire to showcase in a mini-show in the parking lot between 11:00am-2:00pm. This will give Corvaire folks a chance to meet the former auto workers who helped build their Willow Run made Corvaires. This is especially nice for those who won't be able to go to the Meet the Makers event in May. The UAW Hall is just up the road less than 3 miles from the Comfort Inn on Plymouth Road across from the Ford plant. More details will follow.

**Corvaire Lady (Eva)**

## MEET THE MAKERS OF THE CHEVY CORVAIRE UPDATE:

"Meet the Makers" May 14, 2015 Update: All seats for the main conference room have been filled. We are looking for volunteers to assist with parking & registration. Casey Schesky has been put in charge of the parking area including VIP parking, outdoor Corvaire show, etc. Tim Bramble & Pete Cimbala will oversee the Indoor Corvaire Show cars. Tim will be at the museum the day before to help with cars coming inside the museum for placement. Lori Komora is in charge of the registration area. I want to thank everyone for their help in making this a successful event. We ask all the Corvaire owners who are bringing their Corvaires to park in the outdoor show to arrive as early as possible to park in the rear parking lot area around the aircraft displays. Arrive between 8:30am and no later than 10am. There will be a hot cup of coffee and a selection of pastries waiting for you early birds upon arrival. For those participating with the indoor car show to make arrangements to bring their vehicle in the day before (Museum opens at 10am to 4pm) -OR- bring between 8am-9am indoors the day of the event. The museum will allow those indoor cars to remain until Friday (May 15<sup>th</sup>) and they need to be removed no later than by 12Noon. We anticipate a possibility of over 500 people arriving with the potential of going up to 1,000 people going through the museum that day. THERE WILL BE NO FILMING OR RECORDING OR CELL PHONE USE ALLOWED DURING THE SPEAKER/ OF THE PROGRAM. A VIDEOGRAPHER & AUDIO CREW HAS BEEN HIRED TO FILM WITH PRE-DVD SALES ORDERS BEING TAKEN AT THE EVENT. All those with seating tickets for the program at the

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## MEET MAKERS CONTINUED

Air Museum will need to hold on to their tickets to gain admission into the "reserved area" of the Sidetrack Restaurant later in the day for the "Corvaire After Party" (dinner on own). All those DACC members without tickets to the "Meet the Makers" event are still welcome to come out to the Yankee Air Museum, however, there will be no seating available during the speaker portion of the program. You may be able to hear/see somewhat on the large screen in the hangar portion of the museum that will have live stream feeding in from the main conference room, however, there will be no seating available (except for the ticket holders in the overflow seats in the hangar portion). There is still plenty to see and do. There will be an Indoor/Outdoor Corvaire car & truck show, a silent auction with items autographed by former Corvaire auto workers & GM car designers and other misc. items, souvenirs for sale, etc. We will be going to Ypsilanti after the program to tour the Ypsi. Auto. Heritage Museum and to the Sidetrack afterwards. Those without tickets wanting to go to the Sidetrack will have to go into the main entrance and follow general seating procedures. Look forward to seeing everyone there; it's going to be a once in a lifetime event. I'm calling it a "Corvaire Woodstock Event".

**Corvaire Lady (Eva)**

## Greenbrier paint work

It's done, at least 95% done. I need to readdress the white stripe where the paint ran. The first time we shot the paint I didn't vent the area. BIG mistake. I think most of us know what fish eyes in the paint look like. Well I had a whole school of fish eyes all over my Greenbrier. Fish eyes are caused by dirt that falls in the paint or on the surface of the area you are painting. When the paint hits the dirt it leaves a small and sometimes large divot in the paint. Well the van was covered with them.

The reason why is because I thought I could get away without venting the paint area. Wrong. So this time I build a frame that held my exhaust fan so I could place it in the bottom of garage door opening. Then I made sure the top of the door opening was covered and sealed so I wasn't drawing out side air in to the paint area. Remember the center of my garage was boxed in with visqueen to make a spray booth. So to bring air into the spray booth I placed two 20in by 20in furnace filters in one of the visqueen walls and sealed it off. So the only place that air could enter was thru the filters and then only exit thru the exhaust fan to the outside. It worked great. The first time we painted the van you couldn't see because the spray booth was filled with vapors. Which in turn lead to all my fish eyes. The air in the booth got so saturated with vapor it rained on my parade. When I did it I knew better. Have you ever heard the term "we are our own

worst enemy." Well, it's true in my case.

The venting system worked so well you could walk in the spray booth with out a mask within 10 minutes after spraying. As we sprayed you could see the other person and didn't have to keep calling out Marko Polo to find the other person. Oh yes, we did have some fish eyes but nothing close to what we had the first time. IF I sand and polish the van those few fish eyes will disappear. Tomorrow I'll start putting the van back together. I hope to have it back on the road by next weekend. I need to get some miles on the new motor before the National convention. Good luck on your project. Don't be afraid to do things on you Corvaire. Be like me keep doing it, until you get it right. OR close to right.

**Tim Bramble**

## SOLD AT AUCTION

1949 Talbot Lago, biggest barn find of the century found a new home today for \$1.9 million.



The Saoutchik family only built four bodies like this one, and used this car to advertise their talents at auto shows around Europe. For the Saoutchik, recreating its glory would easily run another \$1 million, a price it would struggle to recover.



## Corsa goes to Autorama –

CONTINUED FROM APRIL

Getting TO Autorama is an undertaking all by itself. It requires a lot of good friends with time to spare. Many thanks go to Ken Hand for the loan of an enclosed car trailer, Lucia (Ralphie Corvair) who spent her entire Christmas holiday cleaning Corsa, and Norm Witte who was deeply involved in the transport to Cobo Center. Lucia came up to help with final prep after arrival and, of course, to see the show.

In the CEMA display, we had a 1968 Roadrunner behind me (a fifteen year-old resto that looked like it was just done yesterday), and a 1970 AAR Barracuda fresh off the rotisserie in front of me, and the 70 Opel GT that also just came off the rotisserie to my right side. Somewhat intimidating. Corsa was far from the best one in the show (or even the booth!), but I had a great time just being here.

Both Corsa and the Roadrunner didn't really want to run after the cold soak they've been in the last couple nights. But we both got them running and managed to make it to our spots. Two cars didn't make it, a 2005 Viper GTR because it wouldn't start, and the 1958 Edsel Citation because they didn't have a big enough tow vehicle. The other three cars in my display got first place, and Corsa got zip. But I enjoy driving her.

And I get to keep the entrance identification sign, which is about 11 by 17 in metal. I'll frame it hanging in the garage. My award was just being there with Lucia, looking at lots of beautiful cars, the camaraderie, meeting old friends, making new friends and meeting F2F with some of my FB friends.

There were lots of stories about my father had one, my brother had one, or whomever. During set-up Thursday evening, one guy stopped and just stared at Corsa for the longest time. So I went over and said, "Let me guess. Your father took driver's training in one." He said, "No, I did! My grandfather took me out at 14 to the cemetery and said – You can't kill anyone here!" Classic.

Several people approached me with cars or parts to sell. (I'll bring that info to the next meeting) So,

Corsa got about as much attention as the other 3 rotisserie restored cars in my booth, which won top Awards. Lots of positive comments about the 5 slot 16" Chevy Rallye wheels I put on the car as well. They make the stance just so right.

It was a very interesting and freakishly awesome experience. The level of work on some of these cars is nothing short of astonishing. Especially the overall Riddler winner, Imposter.

Then there is the 8 PM fire up and exit from the building. Full on race cars with open headers and race tires, just a deafening sound. They set tables up on either side of the exit lane to the door, and observers line up on both sides to listen to these race cars just rev it up and make as much noise as they can. But here I come in little Corsa just pattering along.

After making a slight wrong turn because of the one-way streets downtown, I ended up on the Lodge for a short bit while I was trying to turn back around to get to the trailer. I was passed by an open wheel competition coupe, open headers, no windshield, dirt track tires going 75 miles an hour. Many of these cars end up on the street with nothing but slicks on them as they make their way to transport.

The cops turn a blind eye I guess. No one noticed I was running my restored 1966 license plate that isn't registered anywhere. Oops!

It was an honor just to be invited. And for anyone who is thinking they want to show their car at Autorama, unless you think a Saturday well spent is one where you detail the treads on your tires, I would advise against it.

**J. Bruce Weeks**

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## Detroit Area Corvair Club 2015 Activities

**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

## BUMPERS & GLASS

The Greenbrier front and rear bumpers are installed with the help of the "driveway mechanic" Ray Dubia.

I rebuilt the vent windows. It's always a chore to install the new rubbers around the vent window channels. I used bearing grease and still had to use a screw driver to pry the rubber into the frame.

Tomorrow I'll be painting the inside door frames. Saturday I have Jim Taylor Jr coming over to install the front windshield, the 2 large stationary side windows and the 2 back door windows. I had all new window glass made, it was cut out of a smoke gray glass. Kept the original front door glass and the front windshield.

O yeah, after I laid out all the new window rubbers and fuzzies, I realized I didn't order enough. For some reason I forgot to order the fuzzies and window channel rubbers for the crank down passenger side windows.

Did I mention Clarks Corvair loves me. There went another 200.00. I'm wondering what Cal Clark is getting me for Christmas this year. Yea right.

Wow I'm afraid to see what my 600.00 paint job really cost me. Well it still under the cost of having just a paint job done anywhere else.

The only bad thing is there is no one to blame the flaws in the paint. The guy in the mirror will get you every time. I'm keeping my fingers crossed and hope to drive it to our May DACC meeting. Let's get those Corvairs on the road. **Tim Bramble**

## DACC TREASURY April 17 2015

### DACC OFFICERS

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### April 6th club meeting

Income	50-50	\$140.00
	12 memberships	<u>\$125.00</u>
	Total	\$265.00
Expenses	50-50 winner	\$ 70.00
	Attendance award	\$ 10.00
	guest speaker	\$ 20.00
	donation to Marines at Elks	<u>\$ 100.00</u>
	Total	\$ 200.00
<b>Ending balance as of 4-17-2015</b>		<b>\$7,747.33</b>
<b>Clark Hartzel, assistant treasurer</b>		



## SELL & SWAP

ADS ARE FREE TO ALL – SEND TO [kenpepke@yahoo.com](mailto:kenpepke@yahoo.com)

**Wanted:** My 140 carburetors back! On April 16th some unkind person helped themselves to a nice set of four carbs and all of the linkage/fuel lines/air cleaner and even the battery from my recently purchased 1967 Monza coupe. The car has a newly rebuilt 140 engine and was waiting for new member Chris Braden (Munk's Motors) to pick it up for his LM convertible project. Now I don't know what to do!

The car was driven to a spot at Motor City Auto Sales in Swartz Creek where past-President Pete Cimbala works. We have no idea who would have done such a dastardly deed, but they must have had Corvair knowledge because all of the carb parts were expertly removed from the car. I can understand losing a battery as that can be installed in any old car. But Corvair 140 carbs only fit on a Corvair 140!

If you see a set of carbs with lines and linkage and air cleaner for sale please let me know. If someone offers you a like setup for fast money please let me know. If you have knowledge of how these carbs were removed my engine please let me know. I promise not to send Paul (my son) over to pound your face in! I just want my carburetors back. Please? - **Pete Koehler 248-630-6442**

**For Sale: 1964 blue conv**, some rust, has not run in 8years. **65 teal 2 dr cpe**, good body, hole in floor, white interior, not run in 10 + years. **Early Spider Eng**, rebuilt?, never installed. Lots of other parts. Prices to make room in barn. Some pics available. Ron [rmvair@aol.com](mailto:rmvair@aol.com) 734-649-8564 Manchester, MI

### DACC MEMBERSHIP REPORT

April 17, 2015 by Clark Hartzel

**Welcome new members:** Gary Hershoren of Farmington, MI 1964 Monza coupe, Ron and Patti Bluhm of Belleville, 1969 convertible.

**Thanks for keeping membership up to date:**  
B.Granger, Lindh, Mascia

**Exp. in Jan:** Lowell. (dropped.)

**Exp. in Feb:** Adair, L.Hand (will be dropped)

**Exp. in Mar:** Koehler, Kotilla, Weeks.

**Due in Apr:** Fish, Roerink, Schultz, Shuster, Sparling

**Due in May:** Ambrozy, Duve, Euesden, Hines, Knapp, Poskie, Rollins, Ross.

We have 119 paid members and 10 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 Corvair 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](mailto: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.

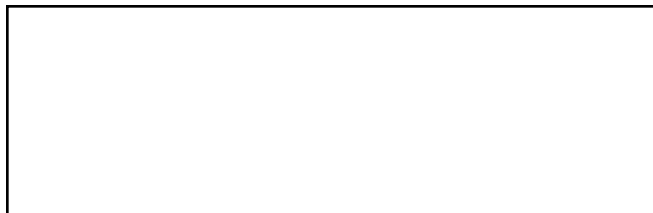
The Detroit Area Corvair Club is a charter chapter of CORSA, Inc. Monthly meetings are held on the First Monday of each month, 7PM, at the **WATERFORD ELKS Club**, on Scott Lake Rd, Waterford, MI 4/10 mi south of Dixie Hwy. Meetings are open to DACC Members, friends, and all interested in the Corvair. Come early; join us for dinner in the ELKS dining room. Choose entries from their menu.

**MONDAY MAY 4  
ALL MAKES  
CAR SHOW**

**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 available in this *Aircooler*

**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](http://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](mailto: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](http://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