



# THE *Aircooler*

**DETROIT AREA CORVAIR CLUB**

**ESTABLISHED 1974**

**Volume 4, Issue 11**

**50 YEARS AS YOUR CORVAIR CLUB**

**November 2024**

**From The Dashboard of Your DACC President,  
Tom Murray [guitar\\_mechanic@yahoo.com](mailto:guitar_mechanic@yahoo.com)**

Hi campers!

Autumn is really in full swing but there are still plenty of nice days for Corvairing! I read that the color tour was a success with only one breakdown. That's excellent!! I'm sure someone had a 3v560 on hand.

I would like to thank Pete for doing a great job as president and "showing me how it's done". Also, the board members that stayed in their positions, those that stepped up into new positions, as well as those that get some well-deserved rest. It looks like we have a bunch of smart and talented folks on the board. That makes me excited to see what we, as a group, will come up with during the year to come. I'm already looking forward to homecoming.

As an aside, I visited "The Hoist House" in Troy this last week and found it to be a very nice facility. Well lit, friendly and they provide tools! I paid \$40 and had plenty of time to do what I needed. Maybe a good place to get some prewinter maintenance done. They have a drive-on hoist which Chucky seemed to like.

My first official meeting is coming up on **November 4th**, I believe. Someone please correct me if I'm wrong. That would be REALLY embarrassing if I missed it.

I'll see you then, please reach out to me if there is anything you need.

Peace, Tom. ■



## DA1960CC

**Article by Pete Koehler**

Out of the 1.8 million Corvairs produced, only a bit more than a quarter million were 1960 models. How many are left? How many are in Corvair clubs around the globe? How many are right here in the Detroit area and/or belonging to members of the DACC? Good question. Of course I have personally helped the stats on this issue. Currently there are seven 1960's in our collection. Maybe I have taken the cure as at one time there were more than a dozen Caveman Corvairs calling our cave home. But how many other members have a 1960? Stand up and be counted!

I know of several more '60 Vairs in the club. Mainly because I used to own them! There could be some more out there so don't be bashful. Let us know what you have. Here is a rundown of what I can remember: Casey Sheskey - black 500 sedan hiding behind a set of dealer installed 700 beltline trim  
Phil O'Guin - white 700 sedan wide whites & skirts!  
Jeff Shreve - silver 500 sedan (oldest non-horn slot car known)

Chris Hand - red 700 coupe

Pat Flinn - green 500 sedan (horn slot car 3rd oldest Corvair known to survive)

Jamie Tennant - red Monza coupe with a swapped in 4 speed manual trans

Marvin Granger - crocus cream Monza coupe

Pete Cimbala - primer(?) 700 sedan parts car

Robert Jennings - red 700 coupe

Don Jennings - 700 sedan (color??)

Stewart Murray's brother has a '60 with a swapped in '62 Spyder engine

The last one on this list will be the subject of a Garage Squad event to get it running again sometime later in the year. I am told that the garage it is stored in is heated and vast. Should be fun and look for a future article once we get it going.

If I've missed anybody please speak up. Send in a picture and/or a story about your '60 to me or Adam. He is always looking for good articles to fill the pages of your Aircooler. If you used to own a '60 that would make a good article as well. Tell us what happened to it. Did you forsake a perfectly good early model for a red late model convertible? We like all Corvairs. I just like the 1960's a little bit more.



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**Make checks payable to.  
Detroit Area Corvair Club**

**From the Rear Deck of the DACC VP,** Bill Vellner  
[mr.bill0728@att.net](mailto:mr.bill0728@att.net) (In charge of vice, naturally)

This month's thoughts will be brief. Next month I will delve into building a valve cover racer. After selling Tammy's Spyder, my garage happens to have a car sized hole in it that I have filled with my daily driver. It's not a Chevy, so I won't say any more about it. My '66 is still undergoing repairs, so no cruises for me. What needs to be done will take most of the winter which means no Autorama entry this year (sigh). Maybe next year. Speaking of the Autorama, could we get a good showing for our club? I will discuss it with our activity's chairperson (and staff). If Ian Smith could brave near blizzard conditions with no wipers surely several members could enter, especially downstairs at Autorama Extreme. As a bonus, participants get to see the displays before the general public. It's something to think about. That's all for now, but valve cover racers will be the coming topic. Get your valve covers ready for some tips on going fast. ■

### **DACC October 2024 Meeting Minutes**

**New attendees:** John Long (63 Monza) and Andy Stratton (64 coupe?).

**Elections 2024:** Tom Murray ascends to President from his prior VP position. We were able to get a volunteer for every position. Vice President – Bill Vellner, Membership – Lori Komora, Editor – Adam Morenski, Treasurer – Carol Hairsine, Secretary – Ken Heberling, Activities – Raven Hand. There were no alternates to the positions. All were voted in with all "Yeas", and no "Nays".

**Color Tour:** Pete Cimbala will be leading the color tour to Frankenmuth this year. We are to meet at the Goodwill store in Goodrich for a 10 am departure. The address is 8175 S. State Rd, Goodrich, MI. Raven and Pete will post on Facebook and E-Blast. Homecoming 2025: The event will be held in July at the same location. The exact date is still being determined. Lori should know by December or January.

**Christmas Party 2024:** The Christmas Party will be held at the 300 Bowl on December 2<sup>nd</sup>. Bring unwrapped gifts for Haven House. Also bring wrapped automotive related gift for the gift exchange game (\$10 - \$15 ea).

**Membership:** Mike H gave the update that we have a total of 175 members now. Bob W noted that we have 1500 members on Facebook now!

**Aircooler:** Adam reminds us that the On-Line version has links to other clubs and color pictures. All board members need to ensure that Adam has their contact information to add to the DACC Officers listing. Also, Adam requests articles for him to add.

**Treasury report:** Balance as of October 7<sup>th</sup> is \$8143.84. This does not include calendar costs that need to be submitted.

**Activities:** On Sunday September 29<sup>th</sup> was the Air Cooled on the Hill at Waterford Hills racecourse.

Had a good gathering of Corvairs and VW's. Chris Hand was able to secure top 5 at Waterford for the year, and he won his class. The weekend of October 12<sup>th</sup> Chris will be racing at the Lake of the Ozarks. Sunday October 13<sup>th</sup> is Cars & Coffee at Munks in Waterford.

**Mileage Challenge:** Keep track of your mileage for the year. The decision was to do the final tally at the November meeting to allow people to get added mileage on the Color Tour.

**Swap & Sell:** Check the Aircooler for details. There were EM Turbo parts (incl Stromberg Carb), Turbo Engine LM (motor stuck), PG Trans. Rober Jennings has a red clamshell trailer with Fire Chief extras \$650, Pete C has a 69 Frost Green car for \$6500.

**Attendance:** There were 59 people in attendance. The \$10 attendance was won by Chris Hurt. The picture on the Marquee was initially won by Brian Grainger, but he passed on this. So, Bill Vellner won the Marquee picture (Bill, get your picture to Mike Anstine).

**Cars:** There were 16 Corvairs plus 2 classic waterpumpers.

**50/50:** A total of \$140 was taken in for 50/50. \$70 was won by Don Jennings.

Ken Heberling – Secretary ■

### **Treasury Report by Carol Hairsine**

**9/17/24 Balance:** \$8004.98

**Income:** Membership \$500.00, 50/50 \$140.00

**Expenses:** Newsletter \$261.14, 50/50 Payout \$70.00, Attendance \$10.00 Nonprofit fee \$20.00

**Balance:** 10/17/24 \$8283.84 ■

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### **DACC OFFICERS**

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## DACC Membership Report for the NOVEMBER 2024 AIRCOOLER

Submitted October 16, 2024 by Mike Hurt / Lori Komora

**Welcome to our new members:** Jon Long

**Thanks for keeping your membership up to date:**

J Crawford, M Davis, E Duerden, T Hall, M Harrison, M Jacobi, M Kidd, R Maciejewski, J Mann, R Mann, T Miller, P O'Guinn, W Shuster, P Skiver, T Burgess, A Greer, C Hand, J Johnson,

We have 138 paid members and are mailing 2 complementary newsletters to Clark's and the Ypsilanti Museum. If you can't make it to the meeting or Homecoming, send a **check for \$20.00** payable to **Detroit Area Corvair Club** to: Lori Komora – DACC. Address: 38143 Richland St., Livonia, MI 48150

**\*\*A NOTE ABOUT DUES RENEWAL DATES. ON YOUR AIRCOOLER TO THE RIGHT OF YOUR ADDRESS LABEL IS A DATE – ALL DUE DATES ARE IN JUNE/JULY. IF YOU HAVEN'T RENEWED BY THE SEPTEMBER MEETING YOU WILL BE DROPPED. \*\* I am sorry to report that we had to drop 36 members for unpaid dues. They were contacted via e-mail and no response was received.**

Questions about membership, change of address, email info can be sent to Lori Komora at [Lkomora1@yahoo.com](mailto:Lkomora1@yahoo.com) (734) 223-8943 and leave a message.

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

■

### Swap & Sell

Hello,

This is Florence Wicklund. My husband, Noel, was a member of a Corvair club many years ago. He had a Corvair convertible for several years.

We have 2 manuals' here that are of no use to me. One, 1961, is quite large. The other, 1962, is smaller. Both are in good shape. I have no idea what they are worth, but someone might be interested in them. Would you please have them contact me.

[Wicklundf@hotmail.com](mailto:Wicklundf@hotmail.com)

Thank you,

Florence Wicklund ■



## WHRRRI club race weekend 6

Article by Chris Hand

This was a special weekend where we have a Aircooled on the hill event with the Volkswagen/ Porsche club and our Detroit Area Corvair Club. I padlocked up in turn three where the clubs were going to be. In the long run, it was awesome, we got to watch more racing up there than we have in the few years we've been racing there.

### Saturday morning Qualifying:

Coming into the weekend I already had the EP championship locked down, and I was 7th in overall points in the club. I wanted to better that if possible. I had bought some new tires in preparation for the Ozarks race and wanted to get a heat cycle in them before I went. I also had a new clutch in and new rear pads. I wasn't expecting much out of Qualifying, but I put down a faster lap than expected at 1:18.585, that started me mid field and first in class with 3 other competitors in EP. No issues, brakes, clutch, and tires all felt great.

### Saturday afternoon race 1:

We (my crew is awesome!) Put on the older tires back on, no other changes. I stayed ahead of my competition not really pushing that hard, just hard enough to get the win in class, another 12 points towards my points.

### Sunday morning race 2:

Well, it has been threatening all day **Saturday**, but it didn't rain until **Sunday** morning. We got some of the northern aftereffects of Milton. I pulled the car out of the trailer, and it **sat** in the rain for a few while I was getting everything else situated. It was a little cooler outside and very moist. It stopped raining just as the first group got the green flag. It had sprinkled a few times and was still chilly by the time I had to line up. Being so far away from the paddock I had no idea if my competitors was going to run slicks or rains, I ended up choosing the same and we all went out on slicks. The track was wet and slick but did start to get some grip by the time our race was over. Unfortunately, I started having some carb issues. I really thought it was because I got the air filter wet and with the cooler temperatures I was having some carburetor icing problems, I finished second. That didn't break my heart at all as one of our rookies got his first win. Back in the paddock I pulled the carb and double checked everything and didn't see anything at all wrong.

### Sunday afternoon race 3:

I was a little surprised when my EP competitor lined up ahead of me. I always thought for the last race of the weekend it went by best lap of the weekend. Apparently, that is only race laps and not Qualifying, I didn't make a stink about, in the long run it didn't matter anyways. I ended up chafing him the whole race, but I couldn't make the pass. My carb was a lot better, but still not all the way right. I finished second place again and came to find out it

**Continued on page 4**



**Club race continued from page 3.**

was Bruce's birthday and he got a "birthday win" that's pretty cool!

If my calculations are correct, I moved up to the top 5 in overall points in the club. I accomplished my goal for the year which was racing every weekend and every race!

**Alright now for the Ozarks!**

The biggest thing I can say, this might be the hardest tracks in the country and it's AMAZING! Anyone who races need to put this on your bucket list. Curtis was worried about over selling it, but after being there, I think he undersold it. There's not enough good I can talk about the staff, corner workers that camped up by us, VSCDA, the owner JR, the photographer Andy/WJP Aerial, everyone was so nice!

I tried pretty hard to get a group of us there. It worked out well for me being after my season and I was hoping with enough notice we would've had a few more Corvair Racers commit. It's never too early to figure out where we are going next year.

I tried to make the 11.5-hour trip during the dark hours, traffic was light, and the trip was going smoothly until around 4am when I had a couple trailer tires blow out on the sand side. We limped another mile down the road to the next exit and started looking around the area for where to get tires. Obviously, everything was closed so we got some shut eye for a couple hours. I only ended up with an hour until my alarm went off for work, and well that was that. I found a harbor freight that opened at 8 and they had pre-mounted rims and tires in stock. We were trying to figure out what the lug pattern was, thankfully the trailer company was open and confirmed that what we could purchase was the right size. It's better to be lucky than good. We got the tires changed and hit the road again. We get there while Jon Whitely is on track for Thursday practice, it was pretty cool timing. We parked the trailer after verifying that there is no flat outside surface to do so on. Get the \$100 garage space if you go, it's well worth it. Mike and Tracey pull in not too long after we get there, and we move right next to them. Go set up our camp up in corner 14, come back down and Shelby and Curtis was there. We had 4 Corvairs ready to go. We headed back to camp, and I went over to where the corner workers were and try to get the low down on the track, had a couple drinks with them and the photographer.

**Friday morning practice:**

I tried the Facebook live thing, but my mount was horrible. The main reason I was doing it was that the track is so big I wanted my group to know if I was still running or not. I was still having carburetor issues; it apparently wasn't a moisture issue like I thought. As long as it didn't hurt anything I was fine but going fast, that track is scary! I had no idea where I was going and which way to turn. I couldn't keep up with anybody. You could tell who had run there before.

I think my best time was 3:42. Mike and I had previously talked, and he brought a carb that he knew worked for the set up in running. My goal was to tear him apart and copy it. As I'm putting my float bowl back on one of the bolts pull the threads. It's an odd size, we didn't look too hard for a heli-coil. I freed up the sticking secondary and threw his carb on my car. Started up and sounded great!

**Friday morning practice 2:**

The car ran the way I thought it always should've! I need to get my carb to run like that one. Now that my car was running better, I took 10 seconds off my time, better, but I knew I had a lot more. It's hard to see it in pictures, the elevation changes on this track are ridiculous.

**Friday Qualifying 1:**

Nothing major to report, just learning more of the track and staying to anticipate which way the next corner is. I'm on the gas and a little more and the brakes a little less. I'm starting to bottom out in certain spots. We packed it in for the night, I didn't buy the dinner tickets, so we went to the town for dinner. When we got back to our camp site, I saw the corner workers were over there, so I stopped by to say hi and thanks.

**Saturday morning Qualifying 2:**

Car is running, driving, and stopping awesome. Gaining more and more confidence the more I drive the track, I start feeling the stuff that I heard the night before. I'm now consistently bottoming out in a couple places on the track. I know I have got to be doing something right at this point. I was able to stay with Mike for the first lap until he put a pass on the guy in front of him, and I had some really fast people come up behind me, Mike was gone! I put in a 3:17 that lap

**Saturday Sprint race 1:**

One of two bad things I'll say about the weekend, they had the grid all screwed up and no one knew when to get side by side for the start, I started 24th out of 32 cars. We were single for and spaced out when we took the green flag, I was a ¼ mile behind the leaders at the start. I followed a guy for a lap and put a pass on him, caught another and passed him. I'm actually racing now! Full course caution took up a few laps and the confusion of drivers not catching up to the pack was in full effect. It's a race until you catch the pace car when you're back in the field. Some people did not. Also didn't help that the pace car picked up the wrong car. The leaders took the green flag at the start finish and they dropped the full course caution while I was still at turn 17, the guys in front of me didn't notice until I put a pace on him in the next corner. Made a run and hit a couple more spots.

**Saturday heat race 2:**

I lined up in 17th place spot for the race. The further forward I get the better the racers are, we get gridded up for the start and I get to race into the scary off

**Continued on page 5**

### **Club race continued from page 4.**

camber turn 1 for the first time. I lost my initial spot before the green flag on the start, but I got it back and 1 spot every lap this race. I finish in 13th. Sadly, one of those spots was Mike's when he had his trouble. But by being with people running fast times, my time is up to a 3:08. As the race goes on, I'm bottoming out more and more, I hear the scrape sound change, but nothing changed in the feel of the car, I knew the sway bar bolt was gone. I get back in the pits we look at Mike's car and my crew gets the car up in the air, and yeah, she gone! It just made a little more clearance for the new bolt to go in a little higher up.

### **Sunday feature race 1**

I'm gridded in the 15th spot, thought I should be 13th from the previous race, but I think they did both feature races by your best times of the weekend. I gain a spot on the start, lose one the next lap, get it back, and walk away and catch another on the last lap. I put a 3:06 in with no one in front of me. I really feel like I'm finally driving the track right. I'm full throttle through the roller coaster, and I'm bottoming out in 6 or 7 different parts of the track. This time I didn't hear the change in the sound, but if I had another lap I would have. Thankfully there was only 1 more race, I was on my last 4" bolt.

### **Sunday feature race 2**

I gridded up in 15th again, but there was a couple no shows to the grid that started me in 13th. Me and the other guys battled pretty hard for the first 3 laps; the front group got away from us while we were having fun. I finally get around the alpha I was battling with, and a full course caution comes out. Well like I said before, this is the last race, and I had to catch back up to the pack. I put a 3:06 in under caution to catch up. Sadly, that's the way the race and the season ended for me. My second complaint of the weekend was that they had the car off track, and we were lined up ready to go. It's a 4-mile track, give us one more lap to finish under the green! I finished 10th overall and 5th in class.

The way the weekend started out, I never thought I could learn a track that big that fast. I wish I could go back and race more, I know there's more in me, the car is awesome and performed great!

I stuck around to clean up camp and the paddock was already looking like a ball game was over, it was empty by noon, there was still 3 groups left to race. The 4th group never showed up to grid and the 5th group only had 5 cars running. I wish I would've known; I would've gone out and ran with the Vette and Mustangs, that would've been a great picture with me running in front of them. 😊 while they were running, I was watching times and the leaders were doing 2:55 on the first lap. If Mike could do it, I'm pretty sure I could've to, just hopefully without the same result. Overall, I highly recommend you put this track on your bucket list! I've loved roller coasters my whole life, I never thought I'd have the opportunity to drive a race car on one. The question I was asked the most over the weekend was "would you want to come race here again?" Yes, I just wish it was closer. **Article by Chris Hand ■**

### **Facebook Pics from the DACC Fall Color Tour**



**First casualty on our color tour. Broken fan belt.**



**Go to the DACC Facebook page for more pics and comments. Check out the other content while you are browsing the Fall tour.**

## **Where FC's go to die!**



Thanks to Pete Koehler for the pic.



## Parts and Services.

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<https://www.corvair.org/>

Updated the CORSA Club  
Office address

**CORSA Club Office**  
PO Box 68  
Long Lake, MN 55356



The DACC  
November  
meeting is on  
Monday, the  
4<sup>th</sup>.

As always,  
social time  
starts at 6pm,  
meeting  
starts at 7pm.  
At the 300  
Bowl in  
Waterford.

The Aircooler – Adam Morenski  
15237 Roycroft  
Roseville, MI. 48066

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**Get Ready: 2025 will be in  
Santa Maria, California** (near  
Santa Barbara) **May 20-23**. Yes,  
a West Coast Convention! Drive  
or Fly- it is a beautiful location,  
great for a convention and a  
vacation. More to come in future  
issues of the *Communique*.



## **10th Annual Chrome & Ice™ Winter Indoor Classic Car Event Feb 7th-9th 2025**

It's not too early to start planning for the FIRST Car Show of the NEW Year. Chrome & Ice™ is a three day indoor car show held at Dort Financial Center in Flint Michigan, presented by [General Motors](#), and brought to you by [Dort Financial Credit Union](#).

Year after year, the Back to the Bricks® team works hard to bring you a wonderful display of unbelievable cars, and this first show in 2025 will be another to get excited about. Our ever favorite VIP Experience event will be back Thursday Feb 6th, and a 3 day Car Show Pass will be on sale for those real car fans!!!

***Registration to open November 1st, 2024***

**Your access to other Corvair Club newsletters.**

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