



# MERRY CHRISTMAS

## Tuesday DECEMBER 4, 2012 Pontiac / Waterford Elks Club DACC CHRISTMAS PARTY

and it will be held at the Clawson Steak House starting with happy hour at 6:00pm followed by dinner about 7:00 pm.

This year we are asking for donations for the **Haven House** Shelter for Women. There is a list of items, which are very much needed by Haven House, on the registration form.

Long time DACC member **Don Kellogg**, 63, passed away Tuesday, November 6 in his Ridgway, CO home. His death ended a three-month battle with cancer. Don lived in the Brighton area for 35 years. He worked for General Motors then Robert Bosch Automotive. Following their retirement in 2007, he and his wife, Kate, moved to Ridgway, CO where Don pursued his many interests including classic car restoration.

## DACC ELECTIONS

Now is the time to start thinking about elections, I know we have had the same people in office for several years so now would be a good time to consider a run for office. Talk to Robert Jennings or Stu Schuster or any officers at the meeting, Send an email or even make a phone call and we can cover the details. We will have a short board meeting after the party if the weather is not too bad.

from **Pete Cimbala**

## MARK YOUR CALENDARS

Because the first Tuesday, our traditional meeting day, is also New Years Day we will be meeting on **January 8<sup>th</sup>**, the second Tuesday. Our February meeting will be on, **February 5<sup>th</sup>**, the first Tuesday.

## FUTURE EVENTS

There are a couple big events that will be close by to add to your calendar, the CORSA Convention in Kalamazoo, Aircooled Car Show at the Gilmore Museum, Back to The Bricks Promo Tour, and the Woodward Dream Cruise just to name a few. Check out the club web page and view the many pictures thanks to VP Jennings and Kerry Borgne who really do a great job with a camera at our events.

The Homecoming was the biggest one yet; with over 400 people we sure filled up the hotel. We had some interesting meeting programs and will have another great Christmas party this December.

**Have a Merry Christmas and a Happy New Year, Pete C.**

## DACC ON THE MOVE

We had several events this past year that were geared to get people to drive their Corvairs each month. The great tours that Pete Koehler took us on really went over very well. With the trips going in all four directions some of us got to see some places that we had not visited in several years.

The first tour took us up to Caseville where we got to walk on the beach, have a nice lunch at an old drive in, stop at a Dairy Queen and drive down the main St. in Frankenmuth.

The second tour took us South along Outer Dr. to Wyandotte with a stop at Ken Pepke's home, then a nice ride downriver to Grosse Isle. After a ride around the island it was back to the park for a picnic and later a stop at an ice cream shop.

The next tour took us to Depot Town so we could watch the Great American Race come into Riverside Park; it was a very hot day so some of us took a ride North and West so we could enjoy ice cream in Hell.

The last tour was a re-run of Clark and Joanne's Homecoming road rally around the West Bloomfield area with a stop at the Franklin Cider Mill. Once again Chef Koehler did his thing at the BBQ Grille with burgers and brats.

The idea here is to get your Corvair out of the garage and enjoy driving a cool car that is guaranteed to draw attention. If you missed one or all of the tours you missed a great time, we will do this again next summer to a few new locations.

Happy New Year, **Pete Cimbala**

## PRESIDENT



Looking ahead to 2013, there are other car events that may be of interest. The Retired League of Automotive Designers will be displaying their work as well as automobiles that are their collector cars. The 2013 EYES ON DESIGN (Fathers Day in June) will host the designers work and cars.

The design exercise will surround the Chrysler Heritage Museum, designing Chrysler products not in production today, what would they look like if produced now? The line up of collector cars include William Porter, Chief Designer with his 1973 Pontiac Firebird and Wayne Kady, Chief Designer with his 1972 Cadillac Eldorado Convertible. Both men were responsible for designing the cars.

Our National Corvair Convention in Kalamazoo along with activities at the Gilmore Museum, and finally our own Homecoming. What more could you ask for? This is the time for those members not enrolled in CORSA, to join before the Convention. If you have a passion for Corvairs, membership is important along with the monthly CORSA Quarterly.

Finally, begin giving some thoughts to the upcoming Chapter elections. Become active in Chapter activities.

See you at the Christmas Party, December 4th at the Clawson Steak House. **Stu Shuster**

## JERRY SHEFFER

I have been a club member since spring 2012 when I purchased a 1964 Monza convertible from Tim Bramble.

On Sept. 30<sup>th</sup> I entered a car show at Frontier Town in Romeo just for fun. I consider my car to be a driver not a show car. There were about 13 other cars there, including Mustangs, Corvettes, Challengers, etc. All of them are worth many times what mine is worth.

Spectators were able to vote for their favorite cars. When the show was over they called winners for spectators' choice awards. I was very surprised to take home a second place plaque.

The most rewarding part of the experience was throughout the day people were commenting that they once owned a Corvair, or knew of someone who owned one years ago. It was fun to reminisce about the good old days with them.

## WHY I LIKE CORVAIRS

My recent purchase of a low mileage 1987 Corvette was a real bargain. All it needed was a set of tires and a master cylinder. The tires run about \$500 - just a tad more than a set of 13's for your 'Vair if you can find anymore of them in stock. The master was another story. List price was \$180! I bought a rebuilt unit for a little less than \$95.

My 1965 Monza coupe (Willow) has been losing brake fluid for some time now. Pete C told me that the master was seeping fluid out on the ground. New master for a Corvair? Less than \$180 ... A lot less. I found a deal at O'Reilly's for 16 bucks and change.

I like Corvairs! **Pete Koehler**

## Kevin Clark

I want to thank all of you for supporting us. It has been 18 years since I made my first batch of silk-screened Corvair T-shirts. It was fun to attend various Corvair car shows selling them as we got to meet many of you.

I regret to say we can no longer accept orders for 2012. Eighteen years was a good run.

I wish we could continue this fun filled project for many more years but there were circumstances requiring us to go down a different road. Hopefully we will meet again as we cross path at various Corvair shows. **KC**

## My Summer Season with Skirt's and Stubby

This past year I was able to enjoy many trouble free miles driving both Skirt's and Stubby. I did not write down the miles on Stubby in the spring, maybe I could find a gas receipt if I looked but I am sure it was a couple thousand or more. He is getting tired since it has been 23 years and 68,000 miles since Bob Kirkman created him. Sometimes it is near impossible to get into any gear after he is all warmed up, but shifts like a dream cold. Still I was always able to make it home every trip and only had to replace one of the 23 year old tires that had some uneven tread ware. Next summer it will be time to put four newer tires on that I have in stock, and maybe fix the rust issues too. On nice dry days when the sun is out I will take Stubby for a ride, but it will have to be a little on the warm side since the heater is not working.

**Continued on page 4**

DECEMBER 2012



## Gerald Light Story

I was fortunate to have two new Corvairs in my lifetime. My first Corvair was a 1961 Monza Club Coupe. I ordered this car with the 98 HP engine and a 4-speed transmission. With this combination, the 0-60 mph was a staggering 13.2 sec. The 4-speed was somewhat a novelty back then as 75% of all U.S. had automatic transmissions.

Since I was a 23 yr. old and this was my first new car, I was quite proud of it. What drew me to the Corvair was its style and unique look. I ordered the car in Honduras Maroon with a stunning White Interior. You talk about sharp; this was it. Although I ordered the car with the standard wheel cover, later on I purchased the optional wire wheel covers, and that set it off even more. As I recall, the price tag was right around \$2400.00.

It was in this car that my wife and I celebrated a delayed honeymoon and drove it from Flint, Michigan to California and back on Route 66. That was a real experience. I was amazed at how the car rode. With the trunk loaded with luggage, it honestly rode like a Cadillac. I recall stop-

ping in Albuquerque, New Mexico to fill up with gas, and that was before self serve, so my attendant informed me my battery was boiling over. I did not fall for that piece of BS and ended up driving it until I sold the car with the original battery.

In 1963 I purchased a Monza Convertible in I believe Ember Red, with a black interior. For some reason the car although ordered with a radio, showed up at the dealership without one. When I pointed this out to them they put one in, however, they put in the radio with a gray shell, not black like the interior color. To rectify this error, they painted it without removing the radio, and upon investigation sometime later, it was obvious since there was overspray underneath the dash.

My 63 was probably one of the most fun cars I ever owned. It not only looked good, but with the 102 HP engine and 4 Speed, it scooted along pretty darn good. What made it even more fun was my wife's aunt and uncle had a cottage in Tawas, Michigan that was close to Lake Huron, and when you had to dispose of any garbage, the dump was down this sandy round with numerous turns some even hairpin. You can imagine my delight in tackling that with my 4 Sp. I would compete against my previous times to get to the end.

I had a neighbor living in Flint, Michigan that was quite older than I, and he had a Corvair that was an automatic. He had purchased a Judson Supercharger as it advertised it would increase the HP of the Corvair engine by 30 to 40%. The problem he had was that it would stall out and he was never able to remedy this. So he asked me if I wanted to put it on my 4 SP and see how it performed,

and maybe be able to keep it from stalling out. I did put it on my car as it was what you would say was "a



bolt on operation". It did go on quite smoothly and ran quite well. It definitely made my car more peppy much more fun to drive.

The power increase was noticeable but I did not have the instruments to see exactly how much of an increase there was. One disadvantage, and I'm not sure it was caused by the supercharger, was a burned up a cam and had to replace it. It is a shame that I waited 42 years before I purchased my next Corvair which is the 1965 Corsa, 4 SP 140 HP.

Regardless, when you own a Corvair, no matter what year, you own a unique automobile, and that is certainly something of which we Corvair owners can be proud.

TO REQUEST THE  
**AIRCOOLER BY  
EMAIL ONLY**

CONTACT  
**CLARK HARTZEL**

[chartzel@comcast.net](mailto:chartzel@comcast.net)

Phone **586-293-1587**

DECEMBER 2012

### Continued from page 2 **Skirt's and Stubby**

Skirts had a little more road time this past year, with the Back to The Bricks Heart of MI Promo Tour adding 941 miles to the odometer over 7 days. Add a few trips to the meetings, lot's of local cruise nights and just everyday driving. Over a 10 day period in late Sept. I put on 525 miles going on the one tour, Orphan Show and the meeting. All told somewhere around 3300 miles with only the puller ring coming loose on one axle shaft and the battery moving a little too far forward and shorting out the connector on the underside of the hood. Both were very easy fixes, one belt broke on start up, other than that is was a great season with lots of waves and smiles.

When you drive a nice looking Corvair to places like the post office, out to dinner and the gas station someone will always come over and start a conversation and you will make their day, how much better can life get? Since Pete Koehler needs to keep some of his cars at my place I like to keep them charged up by putting a few thousand miles on them and keep the gas fresh. Check out the club web page and my Facebook page for lot's of pictures. Skirts will be in the barn for the winter by the time you read this getting plenty of rest for next years driving season. Stubby will sit out in the snow for another winter and get started up every few weeks. More to follow next spring.

From **PETE CIMBALA**

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### **KNOW YOUR CARS?**

Kerry Borgne and I had a fun time producing this game. It was during our visit to the 2011 Orphan car show the idea was germinated. So this year we came

prepared, Kerry with his digital camera, and I with my clip board and numbered cards. Together we decided to take pictures of 25 car, tail lights, door handles, and hood ornaments. This took us some time but we had many cars to choose from. Each car had 3 answers the Year manufactured, the make and the model.

Kerry took all these pictures and placed them on a CD in numerical order and a beautiful cover page. . Good photos and quite clear. Each set had the 3 photos with its number on it. In the meantime I made up all the answer sheets, table numbers and the correct answers.

We thought that once given the clues, which consisted of photos, and who was our Countries President being his first or second term. They had 2 minutes for an answer.

Once the game began 2 minutes was to long so we cut it in half, this seemed to suit everyone.

There were 5 tables and each table worked as a group to get a correct answer, then wrote the answer on one answer sheet. Four tables got the Corvair answer correct and one table missed the Year, the answer was 1961 Corvair Rampside.

All total there were 25 three-part questions for a total of 75 answers. Scoring went like this: Table #4 33 correct: table # 3 29 correct: table# 5 28 correct: table# 1 27 correct: table#2 24 correct actually quite close indeed.

The winning table #4 had 5 participants and each received a prize, one large and one small Shamwow chamois made in Germany.

Many said they enjoyed

the game, just as Kerry and I did putting it on. Kerry and I will see what we might do next. Paul Piche

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### **Pinky, Sue Earl's Handmade Corvair**

At first glance it looks like a first generation Monza convertible, except that it's a 1960; there were no convertibles then, nor even Monzas until very late in the year.

Secondly, you will notice that it is pale pink, and not any shade but pearlescent pink with matched leather interior and top boot. This is no ordinary Corvair but the one off 1960 Corvair convertible done by Blaine Jenkins of Chevrolet Interior Studio for Sue Earl, the wife of GM Styling founder Harley Earl. And when Mrs. Earl wanted a special car, she got it and in a grand manner. Blaine recalls submitting drawings, paint, and fabric samples for Mrs. Earl's approval.

The handmade top assembly is power with a rain sensor. Pinky is equipped with power windows, seats and even air conditioning. A Pink leather interior and pink-carpeted trunk complete the look. Pinky was returned to Styling for periodic updates, and got a '62 nose panel and Corvair wire wheels along the way. A three-speed Hydramatic experimental transmission and turbocharged engine were also fitted, as the Pinkster was a bit of a lead sled (did I mention that the windshield frame was cast bronze?)

After the Earls were done with the little car, a GM employee managed to buy it for his daughter who drove it through ten years of winters and killed it. **See factory photos of "Pinky" on page 5**



## TRI-LEVEL FOR FREIGHT

Here is S. P.'s Tri-Level Auto-Pack—the newest and most flexible rail car designed to carry automobiles and trucks from assembly plant to destination. Fifteen compact or 12 standard cars ride on the Auto-Pack's three 84-ft.-long "floors." The second floor can be raised by sections for mixed truck and auto loads. Another example of "always something new" at S. P., in our search for more efficient ways to move freight.

## SKY-LEVEL FOR PASSENGERS

Everything to the top of the sky is in view from S. P.'s two-level, all-glass-covered Dome Lounge Car—on the *Shasta Daylight* (San Francisco-Portland) and the *San Joaquin Daylight* (San Francisco-Los Angeles via the inland valley). Refreshments are on call, with California's high and mighty scenery, in the congenial surroundings of this sky-wide and handsome car.



# Southern Pacific

Serving the West and Southwest with  
TRAINS • TRUCKS • PIGGYBACK • PIPELINES

## HAVING A CORVAIR TO DRIVE

If your primary goal for having a Corvair is to drive it and your secondary goal is to have a nice Corvair (not fully restored) my advice (and my brothers) is to first get a Corvair that has a safe body. This body cannot have any rust in critical places unless you intend to do major body repairs immediately. Most Corvair used power trains don't have any major problems and will run fine if cleaned up and re-gasketed, electric components replaced, oil and trans fluids replaced & carbs rebuilt. The gas tank and fuel lines must also be inspected and

repaired if necessary. The other major areas are brakes and tires along with ball joints and steering. If the car has been properly maintained then the brake lines & hoses need to be inspected – both can suffer from age related serious problems.

Next on the list before driving is to make sure all the lights, horns & instruments work. Some of these items can wait till you make some shake down trips to discover any other problems. Cosmetic considerations are best ignored until you are satisfied that the car works fine mechanically and safely. Once that is true you will have a reliable means of transportation and should start

driving it. Corvairs were made to be driven and they stay in better shape if driven.

Once you are driving the Corvair you can start to make cosmetic improvements and other changes like window fuzzies, gaskets, body repairs, upholstery, etc. This procedure has worked fine for us and we have been able to enjoy our cars for years even though they are not trophy winners. In the last seven years we have put four Corvairs on the road using this procedure, three of them are daily drivers and one could be if there was another driver available.

From **Robert Jennings**



1960 700 COUPE purchased in 2009 for \$750



1960 500 SEDAN purchased in 2007 for \$650



1968 MONZA SPORT COUPE purchased in 2011 for \$800



1967 500 SPORT COUPE purchased in 2010 for \$250

## PINKY, SUE EARL'S HANDMADE CORVAIR



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## TREASURY REPORT,

November 19,2012

**Income:** 50-50: \$140.00  
Dues: \$200.00  
Fines: \$12.00  
Christmas Party: \$620.00  
**Total: \$972.00**

**Beginning balance** \$7,328.75  
**Expenses:** 50-50: \$70.00  
Attendance: \$10.00  
Aircooler: \$267.00  
Game prizes: \$72.78  
Calendars, 25 units: \$200.00  
**Total: \$619.78**

Prepared by **Paul Piche**

**Ending balance: \$7,680.97**

## SELL & SWAP

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

**FOR SALE:** 1965 comp eng / ask \$175 Sandra  
780-918-4890 or 780-980-0014. Sell by Dec 19th

**FOR SALE:** 67 4 Dr parts car. last reg 87 37000  
mi. Sell comp only. South Lyon, MI. Jeanette at  
248-437-2445 to see

**FOR SALE:** 64 Monza accessory parts, emblems,  
lens and too many parts to list - call Cecil Rollins @  
734-262-0068

**WANTED:** low mileage unrestored Corvair 1960-64  
[airsine@sbcglobal.net](mailto:airsine@sbcglobal.net) Carol 586-254-2478

**FOR SALE:** 64 Rampside – repair or parts \$1000  
OBO Lapeer, MI Steve Schrot 810-664-2495

**FOR SALE:** '65 500 2dr 95hp 3spd / no rust 26978  
mile look & run VG ask \$7000 –**ALSO-** '66 Monza  
2dr 140hp 4spd –need work / fuel pmp, runs \$2500  
–**ALSO-** '66 conv parts/ top frame, frt susp ++ Age /  
health forces sale Clint McNett Brooklyn, MI 49230  
517-592-5177

**FOR SALE:** 66 convert disassembled / new fir  
pans, lots of metal work done, ready to assemble  
shifter tunnel missing. New parts, shocks, brakes,  
etc. Eng was running 140 / Have a turbo 180 al-  
leged rebuild, eng & turbo. Int VGC Car is \$1500 /  
turbo eng \$800 Bill Hickerson 734 716 6312

**FOR SALE:** Corvair Club Indy 2013 calendar,  
member's cars. \$15.00 + \$2.50 post. Ken Clark,  
4717 N. Chatham Dr., Bloomington, IN 47404.

**WANTED:** 64 black conv top boot & rear bumper -  
quarter & front fender wheel opng' mldgs' for both  
sides. Call 586-431-4494

**WANTED:** Frt rubber floor mat 65-69 500 model (2  
& 4 dr are same). Will trade a new Clarks' black  
molded carpet for a near perfect example or nego-  
tiate based on what you have. I will be in the De-  
troit area Nov 9-11. Dale Dewald (906) 369-2872  
[dkdewald@pasty.net](mailto:dkdewald@pasty.net) Hancock, MI

## DACC MEMBERSHIP REPORT

NOVEMBER 19, 2012 by Clark Hartzel

*Due to a new policy in CORSA, any chapter member not belonging to CORSA must pay an extra \$3.00 to cover insurance at club meetings and events. If you are renewing or joining and not a CORSA member, your dues will be \$23.00.*

**Thanks to the following for keeping your membership up to date:** Belfontaine, Boulan, Browne, Dewald, Dood, Fultz, Granger, Hamil, Hartzel, Heath, Jacoby, Johnson, Lindh, Slater, Wolford.

**Dropped:** Balow, Kaster, Richter.

**Due in Sept:** Christ. This is your last newsletter.

**Due in Oct:** K.Hand, Harriss, Leighton, McGuire, Taylor, Wholehan, Winheim.

**Due in Nov:** Beckley, Bovee, D.Jennings, Munaco, Oguinn, Ullery.

**Due in Dec:** Avery, Bruskin, Gigante, Gillespie, Hensley, McDonald, Schesky.

We have 126 paid members and 17 who owe dues.  
We are mailing 8 complementary newsletters to other clubs  
and the Ypsilanti museum

**Let's get those checks in folks!!!**

If you can't make it to the next meeting, send a check for  
\$20.00 dues [\$23], 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.**

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

[chartzel@comcast.net](mailto:chartzel@comcast.net) or phone 586-293-1587

## SUBMISSION DEADLINE – 20<sup>th</sup> OF THE MONTH

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.

**TUESDAY DECEMBER 4**

# CHRISTMAS DINNER

**CLAWSON STEAK HOUSE**

### The AIRCOOLER

Ken Pepke, Editor  
126 S Riverbank  
Wyandotte, MI 48192

**FIRST CLASS**

Dec. 4 DACC Christmas Celebration / Dinner  
Clawson Steak House on Rochester Rd.  
Just south of 14 Mile Rd.

### NOTE:

**Jan. 8 DACC Monthly meeting**  
**15 DACC Board meeting**

Feb. 5 DACC Monthly meeting  
12 DACC Board meeting

Mar. 5 DACC Monthly meeting  
12 DACC Board meeting

### For Sale 2013 calendars

Featuring the top 25 cars from the  
**2012 Homecoming**  
This is a regular wall calendar, not a poster as in  
previous years. \$10 each and includes postage.

Send cash, check, or money order to:

John Allesee,  
P.O. Box 549  
Saline, MI 48176

Or order online with credit card at:

<http://www.allesee.com/calendar>

DACC Membership Services Free ads for businesses that hold DACC memberships

**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:**

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

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