

THE PUSHROD

Volume 07, Issue 6
October 2017



From the Front Seat

Bill Scherer, President



Hello,

What a wonderful spring and summer car season we have had. From the May 7th Lionel Train Show to the September 17th Beloit Autorama, and let's not forget the spring tour to Baraboo, and the recent fall tour to Pontiac, Illinois.

Now let me start with a couple of **BIG THANK YOUs**

First, to Larry and Janet Fry, thank you for putting all the details together for both the spring and fall tours, and getting both the Capital City and MCC clubs together for weekends of great fun and comradery.

The second thank you goes out to Chris and Jana Hockerman for accepting the challenge of hosting this year's club picnic. It was most gracious of you to open your beautiful home to us. It was nice seeing people from CCCC and meeting MCC members from far away. While at the picnic, Fran and Pete Burgeson gave to the club photo albums from past club events. It was nice hearing stories from the past and it was fun seeing everyone reflect on old memories and great times. Thanks Dan for bringin your parents to the picnic. Thanks again Chris and Jana.

Now, about the picnic, I was kind of surprised when reading Capital City's newsletter, that a member was unhappy on how the way the picnic is run. In the column it states that our club and Capital City used to be considered "sister" clubs, and that every other year each club held the responsibilities of hosting the picnic. The column states that sometime after 1991 MCC did not want to be "sister" clubs anymore. Now, since Pam and I have only been members since 2013, I cannot respond to the comment on what happened to the picnic structure. From my experience, I can say, the picnics have had good participation from both clubs. We have enjoyed each other's company on club tours, car shows, and have always extended an invitation to our annual April meetings. So, I don't understand the statement of us not wanting to be "sister" clubs anymore.

Well, that's all I have, just a reminder that our next meeting is Oct. 29th at 3pm. Hope to see you there.

Treasurer's Report

Patrick Frank, Treasurer



Beginning Balance June 30, 2017
Membership Dues & Picnic Fees
Expenses Picnic & CORSA renewal
Ending Balance September 30, 2017

\$ 5,683.44
\$ 393.00
\$ -966.92
\$ 5,109.52



A Car and its Parking Space

Poor car got caught in a pavement wave of the weird kind and got stuck there

Milwaukee Corvair Club 2016-2017

President	Bill Scherer	847-812-8849
Vice President	Larry Fry	608-751-4473
Treasurer	Patrick Frank	414-916-0271
Secretary	Ron Schlicht	262-442-7934
Librarian	Walt Baranowski	262-547-6420
Board Members	Larry Merlet	608-290-2433
	Chris Hockerman	262-442-5007
	John Romppainen	262-786-0447
	OPEN	
Photographer	'Sophie' Baranowski	262-547-6420
Sunshine	Andy Rominiecki	224-415-1757
Webmaster	Pam Scherer	847-812-8850
Newsletter	Walt Baranowski	262-547-6420
Immediate Past President		

Walt's Thoughts to Ponder

Walt Baranowski



My History lesson to those who weren't lucky enough to be a member of the club!

Born in the 1930s and 40s, we exist as a very special age cohort. We are the Silent Generation. We are the smallest number of children born since the early 1900s. We are the "last one."

We are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war which rattled the structure of our daily lives for years.

We are the last to remember ration books for everything from *gas to sugar to shoes to meat from the butcher*. We saved tin foil and poured fat into tin cans to be used to make ammunition.

We can remember milk being delivered to our house early in the morning and placed in the milk box on the porch.

We are the last to hear Roosevelt's radio assurances and to see gold stars in the front windows of our grieving neighbors. We can also remember the parades on August 15, 1945, VJ Day. We saw the "boys" home from the war build their Cape Cod style houses, pouring the cellar, tar papering it over and living there until they could afford the time and money to build it out.

We are the last generation who spent childhood without television. Instead we imagined what we heard on the radio.

As we all like to brag, with no TV, we spent our childhood "playing outside until the street lights came on." We did play outside, and we did play on our own. There was no Little League. Ball games were "pick-up" and played on vacant lots sharing baseball mitts because only the few had them.

No kid had a two-wheeler bike until about 1946 when "Victory Bikes" were sold (no chrome, flimsy frame, very thin wheels). There was no city playground for kids. To play in the water, we turned the fire hydrants on and ran through the spray.

Telephones were one to a house, often shared and hung on the wall. Computers were called calculators and were hand cranked. Typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon. Newspapers and magazines were written for adults. We are the last group who had to find out for ourselves.

As we grew up, the country was exploding with growth. The G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow. VA loans fanned a housing boom. Pent-up demand coupled with new installment payment plans put factories to work. New highways would bring jobs and mobility. The veterans joined civic clubs and became active in politics. In the late 40s and early 50s the country seemed to lie in the embrace of brisk but quiet order as it gave birth to its new middle class (which became known as Baby Boomers).

We are the last generation to experience an interlude when there were no existential threats to our homeland. We came of age in the 40s and early 50s. The war was over, and the Cold War, terrorism, civil rights, technological upheaval, global warming, and perpetual economic insecurity had yet to haunt life with insistent unease.

Only our generation can remember both a time of apocalyptic war and a time when our world was secure and full of bright promise and plenty. We have lived through both. We grew up at the best possible time, a time when the world was getting better, not worse.

We are the Silent Generation, "the last ones." The last of us was born in 1945, more than 99.9% of us are either retired or dead, and all of us believe we grew up in the best of times! Amen to that!

Corvair Picnic

Frances Burgeson

Just a quick note from two really old MCC members

Can't tell you all how much we enjoyed seeing and visiting with some of our friends, the Fry's, Hockerman's, Jackie Johnston, the Kasten's, John Romppainen, the Stranc's, Thompson's, West's and White's from days gone by, at the picnic at the Hockerman's.

It reminded us of all the good times we had with our Corvair family. That little car was responsible for it all- over thirty-five years of fun and friendships that will be with us until the end.

It was not always smooth- sailing or should I say driving. Don't let mishaps get you down- we drove a Corvair on a Fall tour with a starter that did not work, fortunately it was a stick shift, so we just had to make sure that we parked on a hill or else the guys had to push us. On those Fall Tours we learned more about the "goings on" in Wisconsin than we could ever have acquired on our own not to exclude the just plain fun we had together.

Although we do not know many of the newer members of the club, it is gratifying to know that you are there, carrying on. Our word to you is, "enjoy your cars but more importantly, enjoy each other's company. Let the Corvairs be the glue that binds you together."

I wanted to sign this "Speeding off," which was my signature closing to newsletter articles when I was president of MCC, but don't think it is applicable as I have now slowed down to a snail's pace and I don't think that "creeping along," sounds very good. So, I will simply say good-bye for Pete and myself and thanks to MCC.



Top: Ed Thompson & Jackie Johnston

Bottom: Frances & Pete Burgeson



Picnic 2017





Devin C

Mike Treptow

The single largest gathering of Corvair-powered Devin sports cars took place on August 18, 2017 in Monterey, California at an event known as "The Quail, A Motorsports Gathering". As many car enthusiasts know, each August a weeklong celebration of old cars in Monterey includes the Pebble Beach Concours and the sports car races at Laguna Seca Raceway. The Quail also occurs during this week and it emphasizes historic sports cars at the Quail Lodge, a resort on the Monterey peninsula two hours south of San Francisco.

In 2009 the Quail featured a handful of cars built by Bill Devin, and the popularity of that feature led a few Devin enthusiasts to suggest that a follow-up might be possible. With hard work and coordination by some enthusiastic Devin owners, we were able to showcase eight Corvair-powered Devin sports cars in a special display this year at the Quail. These eight cars represented nearly one third of all such Corvair-powered Devins ever produced.



Bill Devin was involved in the California sports car scene in the 1950's, and he made fiberglass bodies which could replace the factory bodies on MG's and Triumphs. Enthusiasts used these bodies, which could be purchased for \$295, to finish the custom cars they were building in their home shops.

Devin C (cont'd)




A NEW DEVIN FIBREGLASS BODY -- \$295.00

Slightly smaller than a Ferrari Monza . . . Will fit 80" to 88" wheelbase. Heads from 45" to 50" . . . Engine compartment may be varied to fit all but the largest engines . . . Integral headrest optional for left side only is included in price . . . \$25.00 additional for removable headrest for either side . . . Integral instrument board at an additional charge on left side of all bodies . . . Instrument board on right side \$15.00 additional . . . Bodies are slotted and crated at an additional charge . . . Weight of body approx. 70 lbs. rated weight approx. 100 lbs. . . Body surface will require light sanding to remove high glass prior to painting . . . Body makes ideal installation on TR3 and special with Chevrolet V8 engines . . . Many of the longer wheelbase car frames can be shortened to take body at very reasonable costs . . . Suggestions for mounting included . . . Overall length approx. 130", floor to top of instrument board approx. 27", floor to top of headrest approx. 30" . . . Width of body at front wheel opening 34" at rear wheel opening 50" . . . Moulding for mounting windshield \$10.00 . . . Liner for rear of cockpit, includes bucket seats, drive shaft tunnel and part of floor boards, makes installation very strong, light and simple. \$75.00 . . . Door liners \$10.00 each . . . Integral dashboard and door jambes \$50.00 . . . Frames for our body and Chevrolet V8 engine and all American components available very soon . . . Sorry we haven't answered sooner but we are covered with correspondence and orders . . . Prices and specifications subject to change without notice . . . All prices f.o.b. Fontana, California . . . Dealer inquiries invited.

DEVIN ENTERPRISES, P.O. BOX 357, FONTANA, CALIFORNIA

SEE AUTHORIZED DEALER NEAREST YOU

Quinn Auto Parts 2700 1st Ave., North Birmingham, Alabama	Charles Sports Car 330 Euclid Ave. Ontario, California	H. W. Hunter Motor Co. 44753 Sierra Hwy. Lancaster, California	Lancer Motor Co. 12125 Northwest 18th Ave. Miami, Florida	Speed Research Associates 606 West Union Blvd. Bethlehem, Pennsylvania
Challenger Motors 8275 Melrose Ave. Los Angeles, California	Ton's Muffler Service 2100 South St. North Long Beach, Calif.	Frank Dearing Motors 7th & Vine Sts. Eureka, California	Monterey Bay Motors, Inc. 943 Monroe St. Monterey, Calif.	Contemporary Motors Phone 75848 Jackson, Tennessee

ROAD & TRACK, October, 1956 41

In 1959 Bill Devin began selling his own sports car, the Devin SS. This used a sophisticated chassis powered by a Chevrolet V8 engine, and it was finished with one of his own fiberglass bodies. Weighing 2,200 pounds, the SS could achieve 140 miles per hour and a few achieved success as race cars, even though they were fully equipped street cars with lights, windshield, and convertible top. Unfortunately, they were expensive, as low production led to a price of \$10,000 (in 1950's dollars!) and only a couple dozen were sold.

Looking for more volume, Bill Devin also designed a smaller sports car powered by an engine from either a Porsche 356 or a Volkswagen Beetle and he called it the Devin D. About 46 of these Devin D's were sold, priced at \$2,950 - \$3,350.



Devin C (cont'd)

The introduction of the Corvair in the fall of 1959, of course with its air cooled rear engine, prompted Bill Devin to adapt his Devin D to accept the Corvair engine to create the Devin C. Weighing 1,400 pounds, 1,000 pounds less than a Corvair passenger car, the Devin C performed very well. As with all of Bill Devin's cars, however, limited production meant high prices, and the cost of a Devin C at \$4,500 in the early 1960's limited sales to just 25 cars. By the mid 1960's production of Devin cars ended with the last of these C models.

Today, Devin sports cars tend to be owned by enthusiasts of the particular powertrain, with Devin C's owned primarily by Corvair enthusiasts. Corsa club members may recall past Corsa Communique features about these cars, most recently the November/December, 2015 issue of the Communique.

My particular Devin C was owned for many years by Bill Devin's original distributor. He and Bill Devin began entering it in vintage sports car races on the West coast more than 30 years ago, including the Monterey Historics, where it was run by famous guest drivers including Sir Stirling Moss. I purchased it in 2010 and have mechanically refreshed it with a new engine, fuel and brake systems, while retaining the roll bar and other modifications important to its more recent history.



Special Dates

October 4 th	Don Chudnow's Birthday
October 20 th	Larry Merlet's Birthday
October 20 th	Andy & Kathy Rominiecki Wedding Anniversary
October 26 th	Jim & Laurie Kasten Wedding Anniversary
October 28 th	Ron Schlicht's Birthday
October 28 th	Angela Nemec's Birthday
October 31 st	Larry Fry's Birthday
November 6 th	John & Marie Romppainen Wedding Anniversary
November 8 th	Sandra Alonzo's Birthday
November 28 th	Bill & Pam Scherer Wedding Anniversary
November 29 th	Bill Scherer's Birthday
December 1 st	Ron Kolb's Birthday
December 8 th	Gail Stranc's Birthday
December 16 th	Kim Nichols' Birthday
December 21 st	Patrick & Laura Frank Wedding Anniversary
December 21 st	Laurie Kasten's Birthday

The Milwaukee Corvair Club is an affiliate club of: The Corvair Society of America (COSA) www.corvair.org, and encourages individual membership

UPCOMING EVENTS

Sunday, Oct. 29, 2017	3:00 pm
Monthly meeting at Albanese's	
Sunday, Dec. 3, 2017	3:00 pm
Monthly meeting & Christmas Party	
Sunday, Jan. 21, 2018	3:00 pm
Monthly meeting	
Saturday, Feb. 3, 2018	5:00 pm
Anniversary Party	
Sunday, Feb. 25, 2018	3:00 pm
Monthly meeting & Sweets Auction	
Sunday, March 25, 2018	3:00 pm
Monthly meeting & Nominations	



48TH  **INTERNATIONAL CORVAIR CONVENTION**
JULY 23-28, 2018
 Hosted by WESTERN PENNSYLVANIA CORVAIR CLUB



Milwaukee
MCC
Corvair Club