



# THE *Aircooler*

**DETROIT AREA CORVAIR CLUB**

**ESTABLISHED 1974**

**Volume 2, Issue 9**

**September 2022**

## From The Dashboard of Your DACC President, Gary Komora [Gkomora@sbcglobal.net](mailto:Gkomora@sbcglobal.net)

Hello everyone, I hope everyone has been enjoying the wonderful car show season Michigan has been giving us this year. I keep thinking I have to have the cars ready for Homecoming at the end of August but then I remember that we already had it and I can just enjoy the rides. Speaking of Homecoming I hope everyone who went did enjoy it for this year, it was a smaller turnout then previous years but still a good show. I know there are a number of first time people on the calendar this year so way to go for them. Hopefully we have some willing volunteers at the September meeting as that is when we are gathering names for elections in October. As it is come November I will be officially evicted from my position and the New President will be in Mike Anstine. To make this easier September is when we are gathering names for positions and the current person doing the job does not have to step down for the position to be open you can run against them. October is when we do the voting for the new board members and November is when the new board takes over. ■

### Why are you not allowed to wear white after Labor Day?

Wearing white represented that you could afford to get out of the city and vacation elsewhere when summer ended. Since Labor Day typically represents the end of summer, a 'rule' was established that you shouldn't wear white after Labor Day if you didn't have the money to take fall and winter vacations. ■

## Growing up with legends by Bill Shuster

Having for some time the best of intents to write a serial story about my life experience with Corvair, it is finally time to give Caveman Pete some competition for short story and essay space in the Aircooler. However, will I be as entertaining as The Caveman? Only time – and your reading of this tract – will tell.

I grew up with two legends, the first is my father, Stuart Shuster; the second would not have been possible without the first, and that is my 1969 Monza ragtop (Caveman: never lock a convertible – it's easy enough to slash the top...) that was thoroughly modified by Ned "Double Nickles on the Dime" (that's 55mph, which was about the slowest Ned and his colleagues at GM Design Staff drove at any given time) Nickles. Ned had it for less than a year, but in that time, the original wheels (with the tires) had been stolen while the car was still on the lot in 1969, and one of Ned's friends had borrowed the car, and damaged the body in several places. I do not remember any of this, but Dad must have had these repaired, as he purchased the car "as-is".

Where does the actual story start? So, it was a snowy night in that January of 1970, Dad was unusually late getting home. It was his birthday night, 9 days after my baby sister's. I was particularly interested in the confections that were sure to be part of the celebration. Though without my father, there was no celebration to be had, and no cake. I took up a perch by the side windows and watched the snow fall while I waited. I remember that I could hear it before I saw it. There was a sort of sputtering rumble. As this creature came into view, there were batman-bugeye lights, and the car was close enough to the ground to perform snowplow duties. As I followed the car and the four round taillights, I did not think much of it, that is for the split-second before the car-creature turned right into OUR driveway. What is this? After what seemed like a long 15-20 minutes, Dad came in shaking the snow off him. Mom greeted Dad and asked how the new car drove. New car? I can't remember too clearly, but I think we had at the time an Opel Kadett and an early 60s Ford Falcon wagon. We had a "special" dinner, which I think was the Chun-King Chow Mein, the stuff that came out of the can in a perfect cylinder, you'd heat it up to melt the corn starch base, and then serve it over (over-)steamed rice, and top it all off with those amazing, crispy chow mein noodles.

Then there was the cake, and a few gifts for the then Head of the Household. Being the observant type, I picked up that dad was distracted, and it was just not all about turning 31 (which at my age of 57 seems impossibly young). Was it the possible letdown of Chun-King for a birthday dinner? As was customary at the time, Mom shuffled me off to bed, my sister preceding me in an earlier bedtime. But, hearing the door open and close, it was clear that Dad had disappeared back out the garage. Having not changed out of his business attire, the uncharacteristic behaviors and routines were truly different, drawing the recent past and present into sharp contrast. This all signaled that something special had happened, and it had to do with the creature-car.

After nursery school (or whatever you did when you are 4 (almost 5!)) years old and watching Dark Shadows (in black and white!), I popped the question to Mom "what's in the garage?" After a pause wherein my mother was weighing the various possible outcomes of a trip to the garage, she wrapped my sister up in a blanket, and I got in my snow suit for the short walk to the garage.

*Continued on pg. 4*

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

## August Meeting Minutes

It was nice to see the eight Corvair's and the two other classics in the parking lot.

We had two first timers at the meeting Rob and Don welcome to the club.

Raven let us know that in September we have three opportunities to get together the first one is **September 17** at the lemon show downtown. **September 18** we have the orphan show in Ypsilanti also on the 18th we have the golden memories at Sloan.

Rich let us know we have three new members which brings our total to 133 members in good standing. Carol was not available for the meeting but let us know via text message that our account has \$7731.02 and in regards to Homecoming we received \$7809.00 spent so far \$6887.02 but we still have to pay for calendars and ship them out. So we will have a loss this year.

I would like to thank all the people who helped out at homecoming the list is too long to call everyone out by name. Because I know many help that I wasn't even aware of. Thank you thank you thank you. Pete and I have a meeting scheduled with the hotel to discuss 2023 date options and cost.

I am looking for help of someone to contact and arrange us the opportunity to drive around The track at MIS. I think that would be a blast to do during Homecoming next year. It is not that far from the hotel. Please let me (Lori) know if you are willing to help.

Swap n sell, Ken P has a crossmember for sale \$150.

Hanna is looking for LM rims. Rod Detroit is looking for a LM back bench red and black seat belts.

50/50 was won by Mike H \$67. Attendance went to Marvin.

The movie picture was from Bullet.

Lori ~~ Secretary

## Board Meeting Minutes

I had asked for approval to buy more club business cards and supplies to make more Homecoming parking signs. (just need more bases and the sign part we have posts) the board approved both. We talked about the election come up. We discussed about the meeting Pete and I had with the hotel about HC next year. We learned that the hotel over the next two years will be updating the rooms and our room costs will reflect the increased room rate based on location of rooms. Regular rooms in the atrium will not be done by next year and will cost \$95 per night, tower rooms will be done cost \$110 per night, patio rooms \$120 per night, suites \$209 per night. The proposed date is **July 13-16**. Once the contract is done and signed I will let everyone know!

Lori ~~Secretary ■

## What do we do in September?

For most parts of the U.S., September is a time to **enjoy nice temperatures and a cross-section of fairs, festivals, outdoor activities, and sports events**. The month begins with a national holiday, Labor Day when many barbecue cookouts and beach gatherings celebrate the unofficial end of summer.

**Remember 9-11 by displaying your flag.**

## Activities by Raven Hand

Hey all, it feels like summer is mostly over as it's August 16<sup>th</sup> and I am sitting at the Lake Orion Culvers with Kerry Borgne, Pete Koehler, Tim Spry and myself fresh off a job site. I'm excited for Dream Cruise and Back to the Bricks this coming weekend. The airshow was attended by a few of us on the 13<sup>th</sup>. Coming up we have the Orphan car show its September 18<sup>th</sup> at Riverside Park in Ypsilanti. Try and register by September 2<sup>nd</sup>. No pics necessary. If you miss deadline see Pete Koehler at the gate or he may be at coffee desk. September 25<sup>th</sup> is Aircooled on the Hill at Waterford Hills Road Racing see flyer in Aircooler for more details or contact me via, phone, text or private message on fb. ■



**AIRCOOLED  
on the HILL**

The Michigan Vintage VW Club invites you  
to a car show – ALL ARE WELCOME!  
**Waterford Hills Road Racing**  
**SUN. SEPTEMBER 25, 2022**  
**10 am - 6 pm**

- \$5 for adults (12 & under free w/adult).
- Watch an exciting day of racing.
- Drive parade laps on the track in your own car at lunchtime for \$5.
- There are bleachers, but we recommend bringing a folding chair.
- They've relaxed their stand against coolers full of food, but please: no outside alcohol, no glass.
- There's also a concession stand for food, soft drinks, and beer.
- Vintage Munk's will buy the first beer or soft drink for DACC members.
- Dogs are welcome on leashes, but bear in mind that it gets LOUD.

WHRRI is at Oakland County Sportmen's Club  
4770 Waterford Road • Clarkston 48346  
[www.mvvc.net](http://www.mvvc.net) • [www.waterfordhills.com](http://www.waterfordhills.com)

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## SELL & SWAP

Please resubmit your ad to the editor. It will then be placed in the Aircooler.

Wanted: Early Scale Model Corvair Sedan (Prefer Metal) 1/18, 1/24, decent condition.

Rocko Heath. 586-431-4494.

Looking for a decent complete set of used Bumper Guards (front & rear) for my 1964 Corvair Convertible.

Thanks, Rocko Heath.

586-431-4494.

### Corvair Parts For Sale

I have a 7 x 14-foot trailer full of Corvair parts! I also have engine blocks - 66 transmission - turbo parts - trim too many to list. Asking \$3,000 for all. **Call me: 419-206-8094 for a list of parts,**

## Nominations for all DACC Board positions at the September meeting.



### 1990 History Continued by Clark Hartzel

**July Aircooler:** Bob Kirkman did a personality profile on Rob Duerdon, a new member. Member Kurt Graham graduated from Specs Howard School of Broadcast Arts and worked at WDFX as a producer and did DJ work at two clubs in the evenings. Five Corvairs made it to the Fort Wayne show. The meeting at Uniroyal-Goodrich was attended by 59 members. 12 members came to Kathy Mucha's garden party in Windsor. They had a good time listening to the Sweet Adelines concert and a display of Civil War firearms. Pete Koehler has come up with a "trashed part contest" for our Homecoming show.

We are going to ask Bennigans Restaurant to allow added parking in their lot next to the motel.

Treasury is \$1,115.61. On July 4<sup>th</sup> Kurt Graham will host a picnic at his house. July 14<sup>th</sup> will be a road rally starting at the Holiday Inn on Van Dyke south of 14 Mile. July 22<sup>nd</sup> is the Fraser Car show.

August 11<sup>th</sup> Tour to Crossroads Village and dinner at Walli's in Flint. August 24-25 DACC mini convention in Plymouth at the Signature Inn. 487 Corvairs built in California have the wrong length dip stick. Several pages lists oil leak problems and fixes.

**August Aircooler:** Several pages devoted to mini convention items. Sloan Fair results Early Corvairs 1<sup>st</sup> place Rex Hamil, 2<sup>nd</sup> Keith Major, 3<sup>rd</sup> Walt Kostelnik. Lates 1<sup>st</sup> Mike Kulhanek, 2<sup>nd</sup> Vern Jay.

Bob Wasniak of Uniroyal Goodrich showed slides of the company's test track in Texas. There is also a test track at the Kinchloe Air Force base for winter snow and ice testing. Old Cars Weekly showed Don Arner's Corvair as "wreck of the Week." Hal Smith's 1969 Corvair 5999 has been repaired after being rear ended. Most of the parts were provided by Bill Cotrofeld in Vermont. Treasury \$1,147.96.

A personality profile was done on new member David Baro who has a 1966 coupe.

**September Aircooler:** The first 6 pages were a nice story \$49.00. Treasury \$1,563.11.

A beautiful cake was shown and pictures of the mini meet in Plymouth by John Allesee. Results of the car show: Early open 1<sup>st</sup> Don Arner '62; 2<sup>nd</sup> Rex Hamil '63; 3<sup>rd</sup> Jay Istenes '63; Early closed 1<sup>st</sup> Ed McFarland '63; 2<sup>nd</sup> Keith Major '62; 3<sup>rd</sup> Joe Kastelan; Late open 1<sup>st</sup> Frank VanDall; 2<sup>nd</sup> Mike Kulhanek '66; 3<sup>rd</sup> George Browne; Late closed 1<sup>st</sup> Dave Guindon; 2<sup>nd</sup> Norm Morris '66; 3<sup>rd</sup> Vern Jay; FC 1<sup>st</sup> Walt Kostelnik; 2<sup>nd</sup> Clark Hartzel; 3<sup>rd</sup> Pete Koehler; Corvair based; Vern Baily dune buggy. The road rally had a 4 way tie for first; Hamils; Kirkmans; Cimbala, Granger & Walker; Westervelt & McGowan.

**October Aircooler:** The cover and page 2 had a great story on Pete Koehler picking up a 1965 sport sedan for free and then getting it running and derivable for a total of celebrating Norm and Jean King's 40<sup>th</sup> anniversary. The annual Frankenmuth tour is October 13<sup>th</sup>. Our mini meet had a slow moving contest. 1<sup>st</sup> place John Allesee; 2<sup>nd</sup>

Dan Weir; 3<sup>rd</sup> Fred Stroben; women 1<sup>st</sup> Karen Sterzik; 2<sup>nd</sup> Jan Walker. Kathy Mucha showed a video tape of the June event at her house in Windsor. Dave Guindon arranged a brewery tour in Frankenmuth and dinner at Renders in Bridgeport. Thanks to Ken and Linda Hand for their open house and Hound Dog Coney for furnishing hot dogs for the event. A hard luck award to Al Grunert as his nice 1969 coupe caught fire while being started in his garage. He grabbed a fire extinguisher and it didn't work. he ran to the house and yelled to his wife to call the fire department. He tried pushing the car out of the garage and the wheels turned running the car into the side of the garage door damaging the car door. He then ran to the house connecting two water hoses that got all tangled up short of reaching the car. He finally got the hose to the car and put out the fire just as the fire department showed up! Some days your luck just isn't good!

**November Aircooler:** A story from Pete Koehler on his business trip to Denver and checking out some Corvairs while he was there. He didn't buy any so Patty was happy. A story from Dan Weir about acquiring a Rampside and all the things he had to fix before it was usable. He plans to get everything done for \$200.00. Our Christmas banquet will be at the Meritage on 12 Mile in Warren on December 4<sup>th</sup>. We made a small profit on the mini meet of \$189.18. Ken Pepke asked for nominations to his "Ralph" funny awards. Bob Kirkman is going to update our roster for printing in an upcoming issue so please get any changes to him soon. There were 21 Corvairs on the Frankenmuth tour.

**December Aircooler:** An interesting article about the 83' tall Uniroyal tire next to I-94. It was a ferris wheel in the 1964-65 New York World's Fair. Did you know the 24 gondolas that used to carry 4 passengers each are still inside it. They are now covered by a fiberglass tread making it look like a tire. The concrete base is embedded 15 feet underground. It will withstand hurricane force winds. Pete Cimbala showed pictures of the Frankenmuth tour and the Vermont tour. Member Don Arner had a recent heart attack and Bryce Flinn had 170 stitches on his face from rolling over in a dune buggy. I and my brother-in-law rolled over in my dune buggy and we were laughing so hard we couldn't get the seat belt and shoulder harness loose to get out. It seems when your body is hanging upside down it is very difficult to undo the belt buckle. We finally persevered and got out. We rolled the buggy back over on it's wheels and waited a minute or two until the oil went back into the sump and fired it back up as if nothing happened. Gordon Fee showed a video of our mini meet (Homecoming). Stu Shuster said the guys who put a Corvair powertrain in a Fiat will come to the January meeting. Treasury \$1,560.61.

Dan Weir is conducting a contest to come up with a name for our mini meet. (It wasn't the Homecoming yet). Bob Kirkman published the latest address list. Hal Smith has his 1969 5999 for sale. He showed it at the GM employees car show and I noticed the serial number. I already had a late coupe so I passed on it. Mark Corbin in Ohio ended up buying it and donated it to the Corvair Preservation Foundation. It is in the museum now. This Aircooler was 10 pages (5 sheets of paper) and got mailed with a 25-cent stamp. ■



### **Growing up with legends by Bill Shuster continued from pg. 1**

When I was struck by the Corvair, it had an aura. The car intimidated and attracted, at the same time. Actually, I was held back by my mother, left arm crooked supporting my sister, and the hand of her other arm firmly planted on my shoulder. I was held in place by not only the firm grip in my shoulder, but also having entered into a trance-like state. I had never seen a car like this one. The most common response to the Corvair was that it was not to be approached for fear that an errant zipper pull might scratch or otherwise mar the finish. Any flaw would be discovered by my father, and so the Corvair heralded in a unique form of tyranny. Yet, this did not detract from the initial impression that it had on me. The Cortez Silver finish was radiant, contrasting with the black, plastic(!) top, and all of this even so in the pall of the winter garage. The red and white pin stripes went on forever, connecting reality with fantasy, passing over a red – white – black (!) flag emblem – what was that all about? I thought that all flags were supposed to be red, white, and blue. This mystery would not be resolved until much later in life. (From brother Jay Shuster: the red-white-black flag motif, turns out, was intended to be red-white-blue as a tribute to the French who had awarded the car an international design award in '65. The painters at the GM Tech Center in Warren mis-interpreted the vellum rendering of Nickle's tribute, perhaps the fault of the dry-marker quality back in the day? They replaced the blue with black. This was a strange but cool tri-color graphic chalked up by our young minds as a by-product of 1960's modernism! Sometime in the mid-2000's Stuart – perhaps in equal parts boredom and wanting to revisit the car's glory days of yore – decided it was time to correct the flag motif and covered the black block with a blue block decal. This story only came out late in Stuart's life.)

Dad liked to tinker, so the next few months were punctuated by weekends working on a car that probably did not need any work but would profit from some improvements and maintenance. We attached a GTO tachometer to the front deck lid. Dad had made a new mask for the gauge dial, where "Monza" replaced "Pontiac", and the GTO redline was retained. I actually helped wire that unit together. Having a (nearly) five-year-old assisting was a major help, as I could get into spaces that an adult could not, and my hands and fingers were small enough to do the things in auto repair that we adults know to be nearly impossible, or at the least, evocative of long strings of cuss words, and long, open-ended periods of trying, trying again, and failing again, because we just cannot see what the hell that it is that we are doing. There was plenty of holding a dim, pre-alkaline flashlight ("gawdammit hold it still!!") to illuminate the work at hand. There was also the nightmare of tuning or setting the dwell without a strobe. I would sit in the driver's seat and hit the starter (pretty good for an almost 5-year-old), and Dad would say "again", as he watched the cam-point position (with the same dim flashlight) for TDC. This would go on for sometimes 15 or 20 tries. I think we borrowed a strobe in the 1970s. Of course, we'd need to retard the spark a bit, and then sometimes advance it. This all depended upon the type of gas that we might find. I think in the early 70s, we'd go out to the small airport on Maple Road, and fill up with aviation fuel. We were still in the times of leaded fuels. Nothing like operating a mobile lead dispersal unit. In fact, my father had procured, or rather, had been given, a supply of highly toxic (banned) tetraethyl lead from none other than chemist Jim Hinkamp, of the local Ethyl Corporation. Dr. Hinkamp had a Ph.D. in chemistry from The Ohio State University, just like me (our degrees were awarded about 55 years apart). As a sidenote, Dr. Hinkamp had worked on an arcane aspect of the Manhattan Project in that time. What is interesting here is that the theme and number of projects were brilliantly organized and dispersed across many academic and corporate research and development groups. No one would have really known how their project related to another, thus keeping some level of secrecy and ambiguity so that any particular result was not a giveaway to atomic bomb secrets. We used this tetraethyl stuff – sparingly – as an amendment in all of the Corvairs (more of what constituted "all" of the Corvairs later), and my grandmother's 1965 Continental. This was a rare Conti built without air conditioning for delivery to my great-grandfather in California. I just found out that I can get aviation fuel at 17 and Gratiot, and recreational (low water content, alcohol-free) high-octane at "red-handle" outlets. ■

*Article to continue next month.*

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

**Balance Reported 7/18/22 \$12,390.48**

Corrected Balance \$12,290.48 Check for Dash Plaques was \$162.50 - not \$62.50

#### **Income:**

HC Registration \$85.00 Canadian check finally cleared

Membership \$340.00

50/50 \$135.00

#### **Expenses:**

Mike Hurt \$123.34 HC pop & water

Carol Hairsine \$48.98 HC pulled pork

Ken Pepke \$1596.96 HC Food

Wyndham Gardens \$1959.86 HC Pizza, Use of Facilities ,Wine,Beer

Newsletter \$182.89

Lori Komora \$655.22 HC name tags, HC misc.

Ken Pepke \$28.57 extension cords for 2023 HC

Ruth Sweeney \$48.64 dish cloths ,can opener etc for 2023 HC

50/50 Payout \$67.00

Attendance \$10.00

Bob Wittman \$9.90 mailing HC tees

**Balance 8/17/22 \$8119.12**

### **DACC Membership Report for SEPTEMBER 2022**

#### **AIRCOOLER**

**Submitted August17, 2022 by Rich Blanchard**

**Welcome New Members:** Don Scharich, Janice and Gus Shay

**Thanks for keeping your membership up to date:** Kerry Borgne, Gigi Debbrecht, Don Eichstaedt, Carol Hairsine, Tom Hall, Greg Jacobs, Mark Kidd, Lori Komora, Stephanie Miller, Bob Norwalk, Ian Smith, Robert Storc,

**Members dropped for non-payment:** Jay Nugent, Bill Vellner

**Past Due in August:** Craig Campbell, Ross Newton, William Owens,

**Due in September:** Ken Boulan, Matt Cummins, Keith Cutter, Mike Davis, Rocko Heath, Greg Kellogg, Dave Kubiske, Roger Nelson, Les Schlaud, Jerry Schmidt, Jerry Smith, Jim Spaulding, Mark Szlaczky, Jerome Yoscovits,

**Due in October:** Sue Hamil, Michael Hurt, Jerry Light, Jacob Mann, Ronald Mann,

**Due In November:** Michael Cook, Tanja Greer, Michael Harrison, Tom Hatala, Ken Heberling, Dave Munaco, Phil O'Guinn, Bill Richards, John Ronayne, Patrick Skiver, Mark Smith, Allen Ullery, **Due in December:** Tom Cavatio, Richard Dixon, Orville Hensley, Robert Jennings, Pete Koehler, Mike McFarland, Casey Schesky, Steve Schwartz, Bob Wittman, We have 132 paid members, 3 who owe dues and 14 due this month!

We are mailing 9 complementary newsletters to other clubs and the Ypsilanti Museum.

If you can't make it to the meeting, send a **check for \$20.00** payable to **Detroit Area Corvair Club** to: Rich Blanchard– DACC. Address: 4776 Granger Rd Oxford, Mi 48371-3304

Questions about membership, change of address and/or email can be sent to [membership@detroitcorvairs.com](mailto:membership@detroitcorvairs.com) or call Rich Blanchard at (248) 770-8948 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. ■

**Enjoy September, go out and live like winter is coming. It will be soon.**

### **#236 by Pete Kohler Part 1**

#236 is the oldest known surviving Canadian-built Corvair. He was assembled during the very first week of production at the then-new General Motors of Canada Limited (GMCL) plant in Oshawa, Ontario. He is a very basic no frills Corvair 500 sedan finished in Jade Green. The engine is the base 80 HP air cooled flat 6 coupled with a 3-speed manual transmission with the shifter mounted to the flat floor. The only option that I can verify is the AM radio. The gas heater was a forced option for all Canadian-sourced or Corvairs destined to be shipped to Canada from US plants in 1960. It does get cold up there!

#236 was initially shipped to Rowe Motors in Arthur, Ontario, a small town in southwest Ontario. On March 21, 1960 he was dealer traded to Harriston Motors for a 2-door coupe. Harriston, Ontario is just a short 30 kms away from Arthur. The grey 500 coupe was also born at the Oshawa Plant - but much later than #236.

Time passed and #236 sat on the lot at Harriston Motors with no prospects for a sale. The 1960 model year ended and the new 1961 Chevrolets started arriving. As is standard practice GMCL issued a 5% credit to Harriston Motors to assist them in clearing out last year's models to make way for new inventory. They got back \$110.20. Finally on October 20, 1960, #236 found a new owner! The local butcher in town, Ed Schaus got a real deal. Sticker price was \$2732.43. The invoice states that the car was "Fully Equipped". Ed paid \$1700 and traded in his 1947 Monarch (Note: A Canadian Monarch is very similar to a Ford of the same vintage). Part of the deal was that the 'Vair's roof was painted white resulting in a fetching two-tone otherwise very plain 1960 500 sedan. The Monarch was appraised at \$446.60 and on December 15, 1960 it was sold for \$250 plus a tired old 1947 Chev. The trade-in must not have been a very good car because records show that it was scrapped for parts the day of the final deal. Moving the clock ahead to 1972 Ed the butcher wanted a new car. He traded the Corvair in at Harriston Motors for a Nova. At that point in time used Corvairs didn't have much value so the dealer decided to just put the car away in his mother's garage and not try to sell it. Gord Grosz had started the dealership in 1960 and even though Corvairs were hard to come by that first year he had successfully sold six of them. Meanwhile #236 sat.

Sometimes the car came out for a public appearance. One such time was a local parade celebrating some sort of anniversary in town. The little green Corvair was decked out as a Birthday Cake parade float. There is evidence of welding splatter on both the windshield and the back glass. Gord was going to try to find some pictures of this event, but unfortunately he passed away before he could uncover any.

In 1988 the car was brought out of mothballs and readied for a trip to a big antique car show in Barrie, Ontario. On the way to the show the transaxle objected to highway speeds and locked up. A replacement part was located in a wrecking yard, but it was a later 1964 version with a cast iron transmission case.

***Continued next column.***

The 1960 3-speed transmission was the only one with an aluminum case. The repair was completed and soon after that my friend Dave Binnie took an interest in the car. After he convinced Gord that he would take care of the car and not drive it into the ground Gord relented and sold Dave the car on September 16, 1988.

Sometime after that sale to Dave Binnie I was at a car show in St. Catharines, Ontario. I met Dave and his wife, Toni at the show. Dave was driving #236 and I was impressed. It was basic, but in very good shape. It had about 29,000 miles from new and ran like a fine Swiss watch.

A little later on Dave put the car up for sale. Bonus! I had to have it! A deal was struck, and I retrieved my purchase and brought it home to Michigan. This was probably the first time that the car was ever outside of the Province of Ontario.

About a week later I got a call from a friend who was sure he "was going to buy that car from Dave". Since I had already bought it and brought it home, I guess he wasn't going to buy that car from Dave. But this guy, Jim Garrison was insistent. He had plans to enter the car in the 1991 Edward N. Cole competition at the CORSA National Convention to be held in Washington, D.C. Ralph Nader was to be the featured Speaker and Jim was sure he could win. So on May 1, 1991 Jim came to Michigan and bought the car from me. He drove it home, did some clean-up and mechanical repairs and then took home the top prize at the Convention. He even made the 6 o'clock news as he was running the autocross with the car. Slipping and sliding, up on three wheels and yes, he ruined all four brand new tires with that performance. But he did take home the trophy!

I guess anything after that was anti-climactic. Jim put the car up for sale but no takers. Back in 1991 the hobby interest in 1960 models wasn't what it is today. After several asking price reductions, I just HAD to buy the car back from Jim. So for the second time I bought #236. This was the start of a trend that I will detail in Part 2 of the story of Canadian Corvair #236. ■

**Part 2 will come next month.**

### **MY 1961 700 4-DR & 1962 MONZA COUPE**

**By Bob Jennings**

I had purchased a 1961 Corvair 700 four door 110 automatic for \$73. This car had the rear floors rusted completely out but ran good. 1 - the 1962 coupe with the 1961 sedan to left After driving it for a couple of weeks I could hear one of the rear axle bearings squealing & rumbling. I knew that sooner or later the bearing would fail letting the axle come out. Meanwhile I managed to obtain a free 1962 Monza coupe without a power train. The plan was to remove the power train from the '61 and put it in the '62 (note: the '62 had had a 4-spd manual transmission so I would have to swap the instrument cluster also). Being a firm believer to not do today what I could put off until tomorrow I waited too long and lost the axle on the on ramp to I-75 and had to have the car towed home. The power train swap went without a hitch until I discovered that the stops on the shift lever did not line up with the gear positions in the transmission. This meant that the valve spool in the transmission had to be adjusted to line up with the shift lever positions. GM had a tool to do this but none of the dealers in my area had it. I contacted Chevrolet service engineering and found out it was no longer available but they could send me a print & I could have one made - which I did. It worked fine and this car then became my daily driver.

## Parts and Services.

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**The September  
DACC meeting  
will be held on  
Monday,  
September 12<sup>th</sup>,  
6pm social hour,  
7pm, meeting.  
Attend at the  
300 Bowl.**

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