



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

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From The Dashboard of Your DACC

President, Gary Komora Gkomora@sbcglobal.net

Hello everyone, I want to start off with mentioning that the October meeting is our elections and that if you would like a position on the board you still have a chance. Also bring your Corvairs milage for the so we can pick the winner. There will be winners for most miles on a historic plate and regular plate. In a years' time I'd like to hope that I didn't bore anyone either during a meeting or with my stories, (enter comments from the peanut gallery). Something I read in an older Hagerty magazine, naturally I have a pile of them that I still need to read, they were talking about what is the best part of a car trip, the trip itself or how fast you get there. Naturally the cars were opposites one was an older Porsche 911 and the other a 40s Buick. But at the end of the article, they say something that is very true, what America has traded for expediency is the chance to experience our country via the small roads that trace the landscape rather than the big ones that slash thru it. And whether you go fast or slow, the best cars to travel in engage you with the machinery and make you work a bit for your miles. And that the best us of any such car lies well beyond the freeway exit. ■

Fun Facts About October

- The name for the month of October originates from the Latin word "octō", which means "eight". ...
- Every year, October ends on the same day as February. ...

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

Pete Koehler's #236 Part 2 Continued

#236 is my 1960 Corvair 500 sedan that is the oldest Canadian-built Corvair known to survive. In his first 31 years he lived in Ontario, Canada, traveled about 29,000 miles, was stored, revived, sold and then sold again and finally landed here in the USA. After his appearance at the 1991 CORSA convention he went back to Plymouth Meeting, PA and ultimately ended up back in Southeast Michigan.

While in the ownership of Jim Garrison several minor repairs were performed. After winning the Ed Cole Award at the D.C. convention Jim decided to sell the car. I really didn't want to sell it in the first place back in 1991 so when the price became too hard to resist I re-bought #236 on October 1, 1992. The first order of business was to replace the tires as the sidewalls were badly scuffed from Jim's autocross antics at the convention.

I kept the car in Michigan but soon after I was assigned to work in Canada. I could only bring one Corvair with me so #236 stayed back and my 1960 Monza coupe followed me to the Great White North. This was an "International Assignment" with the international border being the Detroit River. After three years I was repatriated and reunited with #236.

My next transfer working for General Motors took me to New York City. I found a place to live in Western Connecticut and some of my Corvair collection followed me there. #236 came along for a while. I met a friend there who was intrigued by the car and decided that he had to have it. A sale was arranged and he took delivery of the car. After a while he lost interest and since the full payment hadn't happened yet I got the car back. I guess you could say that I re-bought the car again (3rd time)? Another transfer and this time I am in Western Pennsylvania. #236 came along again, but the trail is somewhat murky. Around 2012 I sold the car to my friend Ed Bittman of Dade City, Florida. At the time I was working on the restoration of my horn-slot Corvair, #375 (US-built and much earlier than Canadian #236). The logistics of getting the car to Florida involved me trailering it to Amelia Island and some of Ed's friends from the local Florida club hauling an early 1960 shell up there to meet me. We swapped trailer loads and I headed North and #236 went South. The parts car shell was delivered to the body shop working on the horn-slot car and after the needed panels were cut off the carcass was scrapped.

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Homecoming Updates

Many might not realize how early planning starts for homecoming. Here it is September (when I wrote this) and the contract for next year has been completed and signed. I am looking for help already with some of the pre-work.

Let's start off with the information about when and cost for next year. Homecoming will be **Thursday July 13, 2023** to **Sunday July 16, 2023**. We will be continuing at the Wyndham Hotel in Ann Arbor, MI. The rooms in the tower this winter are getting a makeover. The following year the rest of the hotel will be updated as well. The room rates per the contract read as follows, Standard rooms (not updated) in the Atrium \$95 per night, Tower rooms Updated \$110, Patio rooms updated \$120, Suite rooms \$209. The block gets lifted on **June 11th**, then the room rates go up. Now currently when I checked online and also called in it shows \$95 per room. **SO I RECOMMEND THAT YOU BOOK NOW** before they realize their error. As we all are aware about the increase in food cost these days we would like to continue having a great event we have to raise registration a bit. It was \$40 single now it will be \$45, family was \$65 now will be \$70, but if you register early by **June 5th** you will still get a \$5 off.

Calling the Hotel Directly: A guest may call the hotel and let the front desk know that they are booking a reservation in the "Corvair 2023" block. Reservations made over the phone must be made with the hotel directly, our central reservation service/third party reservations sites will not have access to the block. 734-665-4444.

Booking Online: To book a reservation in the block online a guest may go to our website, "<https://www.wyndhamhotels.com/wyndham-garden/ann-arbor-michigan/wyndham-garden-ann-arbor/overview>" and select "Special Rates". Then in the dropdown menu, select the option for "Group Code" and type "071223COR" in the box. Then the guest will have to change the date to the date of the block and click "Search Rooms". An option will appear to reserve a room at the group rate in the block.

Now the help that we NEED! Last year both Elaine D. and Mike A. were wonderful and took the time to help and get goodies for the goodie bags. I want to thank them again! If we had 4 to 6 people get stuff for the bags that would be amazing. Mike even was able to obtain higher value items for door prizes. I would also like to get someone to contact Michigan International Speedway to see if we can do some parade laps around the track. Mike H. has already been recruited to come up with the layout for this upcoming year name badges. These are all little tasks that help a lot and don't take away your time at the event. Please consider stepping up to help! If we could get more help at the event some who put in a lot of hours could get a break and enjoy the event more. And it's never too early to start collecting things for the auction.

There are way too many to list of all who help every year and Pete and I would like to thank you all for helping us have a wonderful event.

Lori Komora

Meeting Minutes for September

Well, the current Presidents term is almost completed, next month is election month and Gary's last month as President and then Mike A. will step up as President. At the meeting Gary asked for names of people willing to step up and run for a position on the board. Pete C and Marvin have agreed to run as VP, Mike Hurt has agreed to run for Membership against Rich B., Cassie has agreed to run as Newsletter Editor against Adam, as of now nobody else has come forward to run but it isn't too late. On the ballots we will have space for write ins.

Rich stated we have 132 members in good standing and 14 owe dues. Raven gave us an update of events before next meeting and stated she is working on a fall color tour. Carol stated we have \$7937.44 in our account as of date. Pete and I asked for approval to raise the registration cost for Homecoming. (See article in Aircooler all about Homecoming)

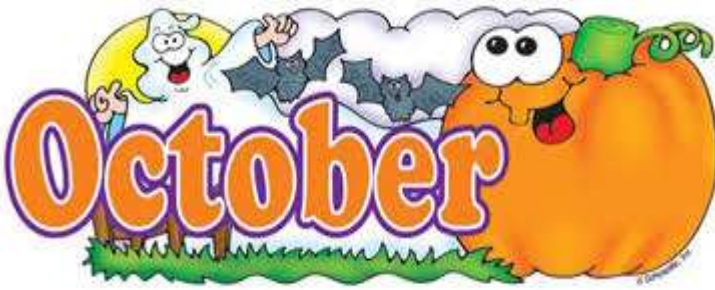
Marvin was concerned that people were having a hard time reading the Aircooler due to the size of the font and thought it might be worth increasing the size to make it easier to read. The plus of having access to the newsletter online you can increase the size if you need to for yourself. Marvin made a motion and Elaine D seconded it that the club sponsor Chris H for his race car. The cost for 1 year is \$270 plus the cost of the decal to go on the car. They are hoping this will bring in more of the younger generations to the club. The vote carried with 28 votes. We had many who did not vote. We had 59 people at the meeting.

Swap n sell: Pete C. informed us that Jim Saas is trying to sell his inventory of parts. Everything is for sale except the trailer for \$1500.

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DACC OFFICERS

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SELL & SWAP

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

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 \$1500 for all. **Call me: 419-206-8094 for a list of parts,**

Pete Koehler's #236 Part 2 Continued from pg1.

When you get old sometimes your memory fails you. Or maybe it is because I have owned so many Corvairs that the details get blurred. I got #236 back from Ed (purchase #4?) and in 2016 I loaned the car to the folks at the Automotive Hall of Fame Museum for their induction ceremony at the Cobo Center in downtown Detroit. Ralph Nader was one of the featured speakers and they wanted a Corvair on display. Fitting. You had to walk past a Corvair to get to your seat to hear Ralph speak. It made the papers and a picture of Ralph and #236 was featured in the Detroit Free Press. After that Ed Bittman wanted the car back but not after I loaned the car to Hagerty Insurance so Larry Webster could "test" a couple of my Corvairs at a local Airport. Larry wanted to see if it was true that the Corvair was so unsafe that it would try to kill him. Spoiler alert; he lived. #236 made the cover of the Spring 2017 issue of the Hagerty magazine and was a part of the YouTube video "Will the Corvair Kill You?". After that brush with fame #236 was trailered to the CORSA Convention in Pittsburgh in July of 2018. Ed had arranged for the transfer of the car back down to Dade City. But that is not the end of the story. Once again the car comes up for sale. I followed Ed's postings on the Corvair Center Forum. The asking price keeps tumbling and I warned Ed that if he kept this up I would HAVE to buy the car back. Again. Sure enough he sends an even better offer my way. I suggest that if he could deliver the car to the CORSA convention in Atlanta I would meet it there and drive it back home to Michigan. He was reluctant to transport the car the 400+ miles North so the deal was stalled. Then my newest best friend and hero Allen Bristow comes to the rescue. He is planning a trip from Clearwater, Florida up to the Cleveland, Ohio area to retrieve a Rampside camper. He is towing a flatbed trailer empty. Really? A plan is made for Allen to stop by Dade City on the way and load up #236 and bring him to Ohio. I grab my trailer and head over to meet him and my recently re-purchased Corvair (purchase #5 for those of you who are counting). Box score: So I have #236 back in my possession. Looks like I have bought the car five times. Once he got back to Michigan it turns out that he would never have made it home from Atlanta under his own power. I do have him running again, but he needs some more love. The original 62-year old paint is very dull, but I may have a solution that would not include a complete respray. While the car was in Ed's care it did make it to a Vintage Chevy club event and was judged as a preservation (HPOCF), so I

wouldn't want to destroy that. The interior is getting a bit threadbare so I made a call to Cal Clark and may end up recovering both seats with new Clark's upholstery. The car's future looks bright. It shows just a tad over 39,000 miles on the odometer. He runs but would prefer it if I drained out the not-really-gasoline from his ten gallon tank and gave his carbs a refresh. Ed bought new tires and a new battery so those bases are covered. Recently I have tried to research the claim that #236 took part in a parade in downtown Harriston, Ontario back in the mid-'80's as a birthday cake parade float. The dealership building still exists, but nobody there has any ties to when it was a GM dealership. Gord Grosz died in 2009, but I did get a lead on the local newspaper in Wellington County so that might shine a light on this mystery. I mean who else has a Corvair that was a Birthday Cake?? ■

Treasury Report by Carol Hairsine

Balance 8/17/22 \$8,119.12

Income:

50/50 \$150.00

Membership \$180.00,

Expenses:

Newsletter \$181.68, 50/50 Payout \$75.00, Attendance \$10.00

Balance 9/17/22 \$8182.44

Growing up with legends BY Bill Shuster Continued

After cerulean blue skies of freezing February gave way to the tentative melt of March and April, the spring of 1970 brought with it some new prospects. One of these was that the Corvair became a daily driver or, that is, Dad's daily driver. Yes, the Chatham or Hollywood or Farmer Jack, or whatever it was at Poppleton and Maple was close, but no, Mom was not going to walk us to the store and back because Dad had the family car at work – no deal there. This invited a rustproofing (Tuff-Kote down Maple closer to Oakland Mall), the no-longer-gooey, now crusty, evidence of which still exists in some of the inner recesses and corners of the vehicle.

Next, there was the return to the Totem Pole, but it was no longer there. Earlier, probably in 1969, Dad and I would trundle down, and check out the incredible muscle cars that gathered there. We'd observe a duel, a race for titles, developing in the parking lot, and follow the cars up Woodward, sometimes staying close enough to actually end up with them on I-75, where you'd experience a collection of high-performance cars. There were other gathering places along Woodward, maybe the Wigwam.

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Growing up with legends continued from pg 3

However, the more that I look into this, it was Ted's up near Pontiac; Woodward and Square Lake that had easy access to I-75. The Hunter House in Birmingham was a for sure, but as it was then, parking was limited. However, the more that I look into this, it was Ted's up near Pontiac; Woodward and Square Lake that had easy access to I-75. The Hunter House in Birmingham was a for sure, but as it was then, parking was limited. However, what counts is that the Corvair was an instant hit - everywhere. Everyone knew this car. In fact, when my son and I drove the circuit and the Edsel Ford House (at a pandemic-inspired Eyes on Design drive-by event), a number of people did double-takes and remarked how they remember seeing our Corvair and they could not believe that it was still around. It was unique – yes, your aunt had a Corvair – but nothing like this one. Plus, it sounded like a muscle car – it was loud, insouciant, and that added to effect of the grand entrance. Off the line, the Corvair was and is not fast. The IECO retrofit kit (replacement carb, intake manifold pipes, and complement of exhaust pipes) was supposed to get the engine output from 140 to 180 horsepower, but you'd never know it given the early part of the acceleration curve. Even the mid-60s straight-six Valiant was faster off of the line. Yet, once into second gear (remember: 2-speed Powerglide), the sky was the limit, and the Corvair was and still is relatively quick from 50 to 80 mph. I've only recently (2019) had it up to 120 on I-94, and once the shaking abated, it wasn't bad, save for what felt like a little float up front (scary...). With regard to the acceleration curve, and improving on the present throttle response, maybe you all could suggest something. The Carter 4 bbl dumped more air/gas mixture than the intake valves could sensibly handle; at least that's my take. It seems like to make this work the way that it should, we'd best modify the valve train, stroke, and might as well bore it out to 200 cid while you're at it, and then put in a manual transmission. Another car, another project. On the other hand, the exhaust was set up right.

Back to the hot-rod gatherings in the Metro Detroit area. You'd see an incomparable collection of cars at any one of these drive-ins, any night of the week, guaranteed. A sampling would certainly include a Judge, six-pack Goats, a GTX, Super Bee, 442, hopped Bonneville's, Mustang, Challengers, a Firebird, the odd Ferrari or Lotus, going neck and neck at 70 mph, then all of the sudden, there was the immense and glorious roar of unregulated open-road competition, and the rears of the cars would disappear, having accelerated to well over 150 mph in no time flat. Let it be known that the Ferraris or Lotus contenders were usually dusted, or at least that is what I remember being told. This sound was equivalent to and consistent with the message and sound of Detroit rock and roll (like the MC5), or pretty much any band that was on the bill at the Grande Ballroom,

Continued next column.

or any of the rowdy Hideout teen clubs that dotted the suburban geography. Rock and roll translated to the pavement – four wheels, 400+ horsepower, forward motion.

Each of these cars embodied the perfect union of sound and color. When taken together, sound and color that is, the sound at idle or full-tilt had timbres that were compelling in their own way and matched by an equally impressive visual impact. Each of the cars had paint colors that made them larger than life. It was around this time that I experienced the 1970 Plymouth Road Runner Superbird. I coveted this car with the airfoil, as it looked like something out of the Thunderbirds TV show. The yellow and green color models were my favorites.

This was a time when if you were in high school, or your early 20s and had not been drafted and perhaps had come back from a tour of duty, there was still a fair amount of discretionary capital and open-ended time to tinker with and optimize the performance specs for your car. A generation of children were conceived in or around these vehicles. It was not always a "Chevy Van" as immortalized in the mid-70s cut by Sammy Johns' paeon to what became known as a ubiquitous mobile bedroom. In 1981, I had got my driver license, and by that time, we had a 1980 Buick Skylark and possibly the Continental, with the Corvair manually pushed to the side.

I think Dad might have been driving the Continental to work. I think he really kept people at the Tech Center guessing as to what he might show up in on any given day. It was also around this time that Dad had drawn the longest straw and had the privilege of buying a 1981 Corvette. Apparently, each studio was allocated one (or a quota based on the number of people in a given studio) Corvette, and if you were "lucky", you'd have, again, the "privilege" of buying one of these. It was pretty cool – purple metalflake (which was actually either Dark Claret (first year in 1980) or Metallic Maroon) with matching-color velour interior textiles. With an anemic 350 cid-190 hp engine matched to a 3-speed automatic transmission, it was not at all a performance car. With the state of the economy, I think it was an insane purchase, but whatever. Had I been in Dad's place at that time, I might have done the same thing. If I properly remember that time, the car lasted less than a year in the Shuster inventory. The Corvair had stable mates like the Buick, and at a low point, a Cimarron.

On the last day of my sophomore year of high school, I had asked my father if I could take the Corvair out. I am not sure how it was that I had garnered the chutzpah to ask this of my father. Had I temporarily disengaged from reality? What was even more unreal is that he played it cool, and said, "if the keys are on my dresser, you can take it out." So, he slept on it, and that's about all that I could think of that night. When I got home from that last day of school, I went straight to Dad's dresser where the keys were right there. I could not believe it.

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Growing up with legends continued from pg 4

My friend Matt Crocker lived in a part of Birmingham that had dirt roads, and I think that I had him meet me where the paved part began. We were clearly the coolest guys in Birmingham. I remember cruising around Cranbrook and not much else. I thought it would be nice if I filled up the tank, so on the way back, we pulled in into the Shell station, which was on the southwest corner at Maple and Woodward. I ably pulled the sports car behind an early 70s Coupe De Ville (it was brown, funny what I remember about that day). But the filler cap was on the front driver-side quarter panel, so I'd have to kind of angle the car. With the effort expended on manual steering from a standstill, and looking to the rear of the car (why?) I heard the unmistakable sound of metal being given no other choice than to pinch inward and bend. That's a unique sound. The day had now gone terribly wrong. I went white and literally into shock. For whatever reason, I think that I must have filled up the tank, as my friend Matt had to pay the astonished fellows who ran the station. I wonder if they were more surprised to see someone other than my father driving the car (perhaps assuming that I had taken it out without my father's permission), or more astonished that they had seen this unique car now damaged, and in train-wreck slow motion. Matt drove us both to 815 Madison, and then he walked the rest of the way home. This is where I was left to confront the immediate challenge of the present. I think that Mom must have called Dad to give him a heads-up, but that does not seem quite right. Why? Mom had taken my brother and sister to my grandmother's house across town. What this exodus told me was that when Dad got home, he was going to explode, which was never pretty. Yet, this seemed to invite a certain kind of explosion that would be unprecedented. The years of tension of having this car in the family seemed to come to a head. Why did I ask to drive it?

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Meeting Minutes for September Continued from pg2

Chris H. has a 64 coupe that he is parting out.

Mike A 62 Rampside no title complete \$500

Ken P 68/69 front crossmember \$150

Bill V needs 63 spyder swaybar

John A has calendars\$5

Eva K is looking for a body guy for her car.

50/50 winner Tim B received \$75 Attendance Chris K \$10

First time visitors Ethan Force 66 Monza lives in Lansing and Jeff Dehring (Jim and Janet's son)

Next month is voting month as well as see who the winner is who drove the most with their Corvairs this past summer. (Bring in your mileage totals and pictures)

Lori ~~ Secretary ■

Vote for your DACC Board.

The History of DACC 1991 by Clark Hartzel

January Aircooler:

The annual begging for new officers began. The Christmas party was at the Heritage Restaurant on 12 Mile Road. Ken Pepke gave out humerus RALPH awards to 7 people. Ken and Linda Hand provided attractive table decorations. Membership at 120 paid up. Club bylaws and officer duties were printed on 4 pages. A nomination form for new board members was printed and had a return address for Pete Koehler. Bob Kirkman told of a problem with a Corvair not starting. It seems the owner started the engine numerous times during the winter but never drove it. Starting it without driving kept the chokes closed and eventually they fouled out from the over rich condition. New plugs solved the problem and the owner was told to drive it and get it hot or not start it at all.

February Aircooler:

A nice story of his first Corvair was written by Wally Kostelnik. Treasury \$1,328.06. Bob and Adele Kirkman were celebrating their 40th wedding anniversary. The board members decided to call our mini convention DACC Corvair Homecoming. The Signature Inn in Plymouth gave us rooms for \$47.00 a night. Member Dave Taylor is building a new 5,000 square feet paint shop in Goodison.

March Aircooler:

Member Roy Cartwright is a Master Sergeant in the Air Force Reserve and has been called to active duty in Tindell AFB, Florida. Election is in March and please run for office. Always better if we have several candidates for each office. Ken and Linda Hand provided a cake to celebrate Gene Haubert's 89th birthday. The average cost of the Aircooler is \$115.00 per month. Treasury \$1,344.81. Membership 124. A tech article was written by Bob Kirkman on how to fix a leaking Powerglide shift cable. Wally Kostelnik continued his story of his first Corvairs finally ending up with a Greenbrier from Pete Cimbala. Story to continue next month.

April Aircooler:

Pete Koehler proposed a bylaw change to recommend CORSA membership instead of requiring it. Dan Weir got reproduced thermostats from Clarks for \$15.00 each. Member Paul Guy passed away and the family is wanting to sell two Greenbriers and a garage full of parts. Election results: Pres. Pete Koehler; Vice pres. Marvin Granger; Sec'y Adele Kirkman; Treas. Clark Hartzel; Memb. Bob Kirkman; Edit. John Allesee; Parts; Dan Weir. Activities; Pete Cimbala; Parades Sharon Pepke. Bob Kirkman showed a video of Don Schneider's Corvairs and another video of White Post Restorations. There is a town of White Post, VA and the white post was placed there by a young surveyor George Washington. We need to find a new meeting place as Michelin is taking over and the building we use will no longer be used. Treasury \$1,553.61. Membership 129. The CORSA convention will be in Washington, DC July 24-27. A list of all upcoming DACC events was published so members can make plans to attend. Wally Kostelnik continued his story of all his Corvairs.

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DACC Membership Report for OCTOBER 2022

AIRCOOLER

Submitted September 18, 2022 by Rich Blanchard

Welcome New Members: Stephen R. Saph Jr.

Thanks for keeping your membership up to date:

Keith Cutter, Ray Dubia, Michael Harrison, Dave Kubiske, Jerry Light, Ross Newton, Phillip O'Guinn, Jerry Schmidt, Jim Spaulding, Bill Vellner,

Members dropped for non-payment: Craig Campbell, William Owens,

PAST Due in September: Ken Boulan, Matt Cummins, Mike Davis, Rocko Heath, Greg Kellogg, Roger Nelson, Les Schlaud, Jerry Smith, Mark Szlachky, Jerome Yoscovits,

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

Due In November: Michael Cook, Tanja Greer, Tom Hatala, Ken Heberling, Dave Munaco, 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,

Due in January: Jan Bradley, Ronald Bratke, Paul Cyburt, Ethan Force, Marvin Granger, Gerald Huff, Michael Jacobi, John Lantz, Jerry North, Brad Ross, Dave Sanger, Gerald Shreve, William Shuster, Greg Sobczak

We have 124 paid members, 10 who owe dues and 4 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 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.

History of 1991 continued.

The wreck of the month went to Clark Hartzel as his daughter was driving it and a guy ran a red light and hit the black 1963 coupe in the left front corner. Daughter was not injured but the car was too crunched to fix
May Aircooler:

Bob Kirkman did a personality profile on 3 new members. John Allesee gave a report on the caravan to the Tri-State meet in Bryan, OH. Wally Kostelnik continued his story of his various Corvairs. Neal Rubin a writer with the Detroit Free Press wrote an article on the huge face of Paul Revere painted on the side of Harold Dexter's barn. May 7th club meeting will be a bring your Corvair good, bad or ugly and win a prize. A flyer was printed for SCCA Great Northern Road rally on May 11th. Another flyer printed for the Fraser Rotary Club car show and Fraser City Picnic on July 21st. The Aircooler this month was 12 pages (6 sheets of paper) and mailed for 52 cents.

June Aircooler:

Wally Kostelnik continues his interesting stories of various Corvair vehicles and experiences. These stories are what makes the Aircooler interesting to read. Bob Kirkman wrote about several Corvairs not starting and what he did to fix them. He also wrote about the automatic trans jolting into gear and what the fix was. Bob also did a personality profile on 3 new members. Pete Cimbala listed the remaining events and why we should go to them. The good, bad and ugly Corvairs were Don Arner's 1962 convertible, the Hand's van and Dan Weir's Rampside. Membership 129. Treasury \$1,118.27. A registration form for the Carnival of Cars show was printed and a full size flyer added.

The history will be continued in next Aircooler. ■



Anne Baldwin
Went to the Milford Car show today- I was the only Corvair there.

Fall Color tour

Hey all ,I am writing this from the Orphan car show in Ypsi, 14 cars in show and seeing some members that don't often make it to meeting. Weather is perfect (sadly I missed deadline for show so my van is parked at the museum) .

On to color tour, Sunday October 16th is color tour for this year . We will meet at Leo's Coney Island 6845 Highland rd White Lake at 830 am. And the route will take us thru Milford, New Hudson and on to Dexter with us landing at A&W Resteraunt for lunch or rootbeer floats at 8220 Dexter - Chelsea rd in Dexter . See you then

From the Editor, Adam Morenski

Hi Everyone, time for you to decide the next year's DACC Board, go to your meeting and cast your personal decision. We need your participation to help enrich your DACC.

Over the course of the year, we will also need volunteers for assorted positions, please consider and help. We have a couple continued articles, please enjoy. History is always important to remember, as you read, can you flashback and say to yourself, "I remember that!" As always, send in your articles and pics, we need your input on what you are doing. Your article does not need to be long, write what you want about your Corvair experience. Donna and I will not be at the October meeting, I need to burn up my vacation time, if I do not, the company keeps it, no way that is going to happen. Have a pleasurable time at the meeting and enjoy food and beverage at the 6pm social hour.



Growing up with legends continued from pg 4

Had the aura, that which commanded that I maintain a safe distance been temporarily nulled, gone unrecognized, but only now in this time of tragedy would it collect its due? As miraculous and improbably as the day had been already, my anticipated thermonuclear meltdown from Dad never materialized. He and I went out to the garage, and as Dad calmly looked over the pinched driver-side panel, I could see the wheels turning. Dad took the 'Vair over to Parmelee's body shop, just west of what used to be a Honda motorcycle dealer. He had some other work done, and I ended up in the position of having my meager wages garnished. I came across the invoice from that time – 137 bucks. Not bad by any standard. More than 40 years later, there is now some crazing that marks the repair. It now occurs to me that with this accident, the Corvair had been made somewhat more my own. However, it would be 37 years until I drove the car again. Shortly before Dad passed away, I remember that my friend Matt and I were with Dad in the garage, and Matt had brought up that fateful day. Without a hint of humor nor irony, Dad commented that "he didn't want to talk about it."

We eventually picked up a 1962 ragtop, and then much later, a 1960. The 1962 made me the coolest guy on the high-school parking lot. The throw-out bearing melted at one point, and I remember trying my hand at "synchro-shifting" without the benefit of a functioning clutch. Dad and I put together a dolly to drop the engine and tranny, but I was absent for the actual repair of the bearing. Maybe one of you guys helped him do this, as it was not a one-person job.

After Dad passed on in 2019, Pete K and Ian S trailered the Corvair down to Cincinnati, where my son and I got into the Concours d'Elegance 2019. Dad had shown the car there back in the nineties, and a fair number of people remembered it. After a major mechanical restoration in 2019, and a shade-tree master cylinder replacement by yours truly, I continue to buzz the Eastside. My kids are each edified by the totally different driving experience offered by a rear-engine automobile, manual brakes, manual steering, and pretty much a raw driving experience that is now pretty much extinct. As the years go by, fewer and fewer people know what the car is. Once they find out, they are hooked. Just like the rest of us. ■



Check out Bob Whittmann and Ann Baldwin along with many other members on your DACC Facebook page.

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

Updated the CORSA Club
Office address

CORSA Club Office
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**The October
DACC meeting
will be held on
Monday,
October 3rd,
6pm social hour,
7pm, meeting.
Attend at the
300 Bowl.**

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