



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 3, Issue 8

50 YEARS AS YOUR CORVAIR CLUB

August 2023

From The Dashboard of Your DACC President, Mike Anstine mikeanstine@yahoo.com

Well, Homecoming 2023 is now behind us. Even though mother nature tried to ruin the weekend, many of us did not allow it to happen. We still had our road rally, tech session, some great guest speakers and a ton of beautiful cars on display despite a lot of raindrops falling. All in all, it was a great event as always. Thank you to all those that put in many hours of thought and action to make this event what it is. For those that don't know, Venom is now repaired and tearing up the streets! Thank you to all those that voted my 61 Rampside best of show, I was in shock when I was told and still am to be honest as I type this out.



Continued next column

President's article continued.

We will be back to our normal **1st Monday** of the month meeting at the Three Hundred Bowl in Waterford. Just a reminder, elections will be here before you know it...we will have some spots on the board to fill, mainly the VP spot as I will no longer be your president after the October elections. I leave that duty to Pete Cimbala. Hope all those that made it to Ann Arbor had as much fun as I did. Got to spend quality time with faces we don't see often enough. See you all in August for the meeting. ■

Cars, toys, people relaxing, music, Corvair parts galore, games, Corvair rally, V / C race, food (oh the food!) awards, movie and special tech sessions, cram it all into a three-day event, you have the DACC Homecoming 2023.

HOSPITALITY at the HOMECOMING

Way back in 1979, right after the DACC had hosted its first National Convention, Clark Hartzel [an original DACC founder] and I discussed creating an annual event; a Corvair show in which our guests could attend for a long weekend and not have to move their vehicle. The 'Homecoming' name would be continued, and the 'Hospitality Room' expanded. Debut of our plan in 1980; Fran Kostelnik and Sue Arner provided a most spectacular array of food and set a hospitality watermark above and beyond belief.

Today, 40+ years later in 2023, our volunteer crew served 669 plates (not including the pizza party) of a wide variety [that would be Vair-ity] of foods to suit everyone's taste and the only one that HAD to go out for food was me!

Our most sincere thanks go out to our serving crew, helpers and to those that donated deserts.

Again, our heartfelt thanks to all that attended ...

Ken and Ruth ■



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

From the Rear Deck of the DACC VP, Pete Cimbala

For the first time in over 40 years I missed a Homecoming. For those of you who don't know my 100 1/2-year-old mother fell on the driveway going to get the mail and yard waste can on [June 29th](#). She fractured the femur bone on her left leg and now has a steel rod bolted in place. The surgery and rehab went well, and she is home with visiting PT and OT. I had to move back into my old room and will be staying with her for a few weeks until she is out of the wheelchair and back on her feet again.

I looked at a lot of pictures and videos on Facebook and talked with several people during and after Homecoming. It looks like everyone had a great time even when it rained. This location is more user friendly for a large gathering when it is hot and wet outside.

One thing I can do here is work on my 63 Monza that I have been neglecting for years. My plan is to get it running and stopping better and take it to a couple events that are close by. There are several big events in August that I hope everyone will enjoy. The diehard Woodward fans will attend the [Saturday](#) cruise and maybe find a place to park and watch. There is a much better alternative an hour or less North that I hope some of you will consider. More on this in another article. I hope to see you at the August meeting.

Back to the Bricks has several cool events in August. Here is a short list to give you an idea, to find out more visit backtothebricks.org or join and follow the Facebook page and sign up for the monthly newsletter.

Tune up party week,

Monday [Aug 7th](#). At the Hub in Davison 4:00-7:30 pm

Tuesday [Aug 8th](#) at the Flushing A 4:00-7:30 pm

Wednesday [Aug 9th](#) downtown Linden 4:00-7:30 pm

Thursday [Aug 10th](#) downtown Fenton 4:00-7:30 pm

Friday [Aug 11th](#) Birch Run Speedway 4:00-7:30 pm

Saturday [Aug 12th](#) downtown Mt Morris 3:00-10:00 pm

[Aug 14th](#) Cruisin' car show at Shea Chevrolet

[Aug 15th](#). Bricks Flicks @ the US 23 Drive In movie is Bullitt

[Aug 16-17](#) Rolling cruise on Saginaw St 4:00-8:30 pm

[Aug 18th](#) Cruise-N-Concert Downtown Flint 7:00 pm

[Aug 19th](#) Main Event 8:00am until 5:00 pm Downtown car show, vendors and food trucks

Watch the DACC Facebook page for updates.

Car show staging starts at midnight [Friday](#) in the Flint U of M parking lot (white lot) on the corner of N. Saginaw St and 5th. Ave. Release time is 6:00 am. If you want to park together, gather and enter together. If you want to come in later gates open at 8:00 am follow posted signs. I can say for sure that the gate on N. Saginaw St and 5th. Ave will be open until noon. ■



A promotional poster for the 'Back to the Bricks' event, an American Classic Car Event. The poster features a red classic car (a 1955 Chevrolet) in the center. Above the car, the text reads 'AUGUST 14-19, 2023' and 'Back to the BRICKS American Classic Car Event'. Below the car, it says 'SPONSORED BY gm general motors'. A large, torn-paper-style graphic in the foreground lists the event schedule: 'AUGUST 14 CRUISIN' CAR SHOW @ SHEA CHEVROLET', 'AUGUST 15 BRICKS FLICKS @ US23 DRIVE-IN', 'AUGUST 16-17 ROLLING CRUISE ON SAGINAW ST.', 'AUGUST 18 CRUISE-N-CONCERT - DOWNTOWN FLINT', and 'AUGUST 19 MAIN EVENT - DOWNTOWN FLINT CAR SHOW, VENDORS & SPONSORS'. A QR code is visible in the bottom left corner, and the website 'www.backtothebricks.org' is at the bottom.

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Homecoming Breakdown by Lori K.

I don't know where to begin on thanking everyone who helped with homecoming. We had so many people from out of state step up and help knowing that we were short in the hospitality room.

We did have a few challenges over the weekend mostly the weather. But we rose to the occasion and had a great time. We even lucked out for the drive-through awards that it was dry and nice out. This year we didn't have anyone bring the car in on a trailer due to mechanical issues. Molly and Chris did break down in route and Gary and Bill went to assist but Chris had most of it done already. It drove the rest the way there.

There be a few slight changes for next year I hope to get some more signage showing which way hospitality room is movie theater etc. We will be raising the rate for the indoor swap area to \$20 a table, the outside will still be \$10.

Another change is going to happen for next year is to help with dinner on the pizza night. Many were lined up over a half hour before we opened, and the line was all the way back to the registration table before the room opened. The hotel can only cook 20 Pizza time and the next 20 take 20 to 25 minutes to cook which slows down the line. Next year on the name badges there's going to be an A for first seating at 6, the second group will be B at 6:30. The person handing out the plates at the door will be checking name badges. No seconds of pizza will be served until after both groups are in and have their food. So if you want an A eating time register early it's going to be based on the order we receive the registration. (Example #'s 1- 70 Will get A and 70-120 will get B. Numbers are approx.)

Another thing is due to liability with the insurance for our event, we would like to stress that if you are going to consume alcohol while you are at our event that you stay the night at the hotel. And if you're going on the road rally, please do not drink beer prior to driving the route. And we do require you to register for the event to participate in any of our events.

As soon as I sit down with the hotel and sign a contract, I will let everyone know what the dates are for next year. I am very pleased that every year since Covid our numbers are going up hopefully next year will be larger than it was this year.

Lori Komora ■

The DACC Board wants to THANK all the VOLUNTEERS that worked the 2023 Homecoming. Without your support, success would be much more difficult. Thankyou!



DACC Membership Report for AUGUST 2023

AIRCOOLER

Submitted July 20, 2023 by Mike Hurt

Welcome to our New Members: Jan Bradley, Trish Burton, Jim Crawford, Gene DeHondt, Tim DeLong, Stu Ehrhardt, John Eipper, Mark Guy, Ben Hart, Jay Nugent, Paul Shelar, Bill Vecchioni, Lloyd Williams, Lynn Yenke Zoiopoulos, Mike Zuercher

Thanks for keeping your membership up to date: Mike Anstine, Anne Baldwin, Jim Booher, Kerry Borgne, Stuart Cavcey, Keith Cutter, Jeff Dehring, Gary DeMoss, Jeff Grahovac, Ken Hand, Ken Heberling, Mike Hurt, Eva Karas, Lori Komora, Jerry Light, John Monk, Tom Murray, Ross Newton, John O'Leary, Harold Reyes, Stephen Saph, Casey Schesky, Ian Smith, Mark Smith, Ricky White, Bob Whittmann

Dropped for non-payment: Harold Friedman, Joe Mazzeo

Due in May: Gerald Ambrozy, Chris Braden, Tom Hall

Due in June: Jim Fleischhauer, Mike Henk, Don Kosanka

Due in July: John Bussard, Sam Christ, Gigi Debbrecht, Ken Pepke, Bill Vellner, Mark Williams

Due in August: Jeff Dehring, Dale Dewald, Don Eichstaedt, Carol Hairsine, Robert Norwalk, Don Scharich, Janice/Gus Shay, Jean Marc Urbain

Due in September: Mike Davis, On Dood, Chad Guthrie, Rocko Heath, Greg Kellogg, Dave Kubiske, Tod Miller, Len Newill, Dale Ropp, Jerry Schmidt, Jim Spaulding, Bob Storc

Due in October: Ray Dubia, Sue Hamil, Jacob Mann, Ron Mann

Due in November: Tanja Greer, Mike Harrison, Dave Munaco, Phillip O'Guinn, Bill Richards, John Ronayne, Patrick Skiver

Due in December: Tom Cavataio, Orville Hensley, Pete Koehler, Mike McFarland, Steve Schwartz, Jerome Yoscovits

We have 128 paid members, 12 who owe dues and 8 due this month!

ATTENTION TO THOSE OWING DUES

A Note to those whose Dues are due between July and December – the Board decided that to get everybody to a renewal date of June 2024, those paying for the July – December time frame would pay \$10 to get them to June 2024 by ***THE END OF AUGUST*******

We are mailing 2 complementary newsletters to Clark's and the Ypsilanti Museum.

If you can't make it to the meeting, send a **check for \$20.00 (\$10 FOR THOSE IN THE JULY – DECEMBER TIME PERIOD)** payable to **Detroit Area Corvair Club** to: Mike Hurt – DACC. Address: 1795 Ring O Kerry, Milford, MI 48381

Questions about membership, change of address and/or text can be sent to Mike Hurt at (248) 972-7188 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. ■

Activities by Raven Hand

What a weekend at Homecoming!!! I got a late [Sunday](#) nap in after unpacking the van and now on to finalizing some upcoming events so here goes

* Woodward has been submitted so I will notify everyone who was interested when I hear if we got in (raffle)

* Back to the Bricks, I am currently waiting for a answer to find out how many cars we need to possibly get club parking this is also Saturday [August 19th](#), when I have a answer I will eblast and FB post to see who is interested

* [FRIDAY](#) NIGHT club event for us if you want to participate. Meet up at Multilakes at 3860 Newton Rd Commerce, cruise goes from 4 to 8 pm, at a mutually decided time between all attendees interested in continuing on we will travel on to the Press and Scoop at 2120 S Milford rd. for Ice cream, (caravanning is fun)

* [August 30th](#) is Harper Cruise, I did this one with the Greer Family last year, of anyone is interested let me know. The plan would be to meet at 430 at the Bruce VFW at 28404 Jefferson in St Clair Shores for a quick beer or pop if wanted, cruise for a bit and end at Dragons Landing Brew Pub at 24409 Jefferson for dinner etc. If we can expect you shoot me a email rhanda1499@yahoo.com or text me at 248 894 0831

* other notes Orphan show registration is open and due first of September, show is [Saturday](#) 9/17 in Ypsilanti

* Aircooled on the Hill is back!! [Sunday September 24](#) th from 10 to 6 rain or shine at Waterford Hills Road Racing. Volkswagen club is hosting and welcomes us as always. Info is on flyer * **Raven** ■



Valve Cover Race was won by Clark Hartzel.

There was a total of 8 racers, this popular event needs more support. Maybe we need to pre-register the racers before Homecoming to determine if the track should be setup. What do you think? ■



AIRCOOLED on the HILL

The Michigan Vintage VW Club invites you
to a car show – ALL ARE WELCOME!
Waterford Hills Road Racing
SUN. SEPTEMBER 24, 2023
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 MVVC 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 • www.waterfordhills.com

Treasury Report by Carol Hairsine

7/20/23 Treasury Report 6/17/23

Balance \$9085.02

Income: Membership \$630.00

License plate \$5.00 (more were sold at HC but got recorded with registration monies)

Homecoming Registration \$5193.00

HC Auction \$ 271.00

HC 50/50 \$865.00

Expenses: HC Tees \$463.33

Newsletter \$195.85

HC 50/50 Payout \$432.00

Lingenfelter Museum \$210

Dry Ice & Propane \$56.94

Joanne Hartzel - baked goods ingred. \$20.10

Bill Vellner -Road Rally prizes \$50.00

Bill Richards - Grill cleaning materials \$21.98

Linda Tenant - baked goods ingred. \$20.00

Scott Kool DJ - \$800.00

Awards Inc. - dash plaques \$162.50

Carol Hairsine - pulled pork ingred. \$56.00

Tip for hotel pizza server \$50

Registration Envelopes \$23.00

7/20/23 Balance \$13,487.32

We have thousands of \$ of HC bills not received yet. ■

Check out the pics and video of the 2023 Homecoming on Facebook.



Model Car & Toy Exhibit



People pics at the 2023 DACC Homecoming.



More pics and content will be in the online version DACC The Aircooler for you to enjoy.

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Knowledge of the
Corvair.**

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

Updated the CORSA Club
Office address

CORSA Club Office
PO Box 68
Long Lake, MN 55356



**August
DACC
Monday
Meeting
will be @
6pm on the
7th.
Please Attend.**

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

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Links to other Corvair Club Newsletters

<http://www.vv.corvair.org/pipermail/chapters/attachments/20230623/87500e5b/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20230626/25790ddb/attachment.pdf>

<http://www.corvair.org/chapters/chapter627/newsltr/newsltr.htm>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20230626/44481ef6/attachment.pdf>

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<http://www.vv.corvair.org/pipermail/chapters/attachments/20230710/8c3937ff/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20230719/5a4d06ef/attachment.pdf>

Pics from the DACC Facebook page thanks to all who posted.







How a city painter curbed bad driving by inventing rubber safety cones

Bryan Gerould

10 March 2023

Share



The modern PVC safety cone evolved out of very humble beginnings. Getty Images

Safety cones are abused in so many odd ways. Everyone at all ages has run them over, kicked them a country mile, or belloped animal noises out of them into the void. But as fun and silly as these antics are, what makes the safety cone such [an ingenious invention](#) is simply this: It's a nearly indestructible item with a commonly understood message. How often do those come around?

For Charles D. Scanlon, managing the chaos of vehicle traffic was an everyday reality. You see, Scanlon worked as a city painter for Los Angeles in the Street Painting Department in the late 1930s. He was no stranger to the hell [that would break loose](#) when the stroke of a brush altered the status quo of traffic. Drivers' unpredictable responses to the interruptions made the road repairs more dangerous than they ever should've been. The safety barriers, which were often made of wood, were common casualties on the job sites.



Wood barriers wall off a viaduct project at the intersection of Huntington and Soto in Los Angeles, California, 1937. Los Angeles Examiner/USC Libraries/Getty Images

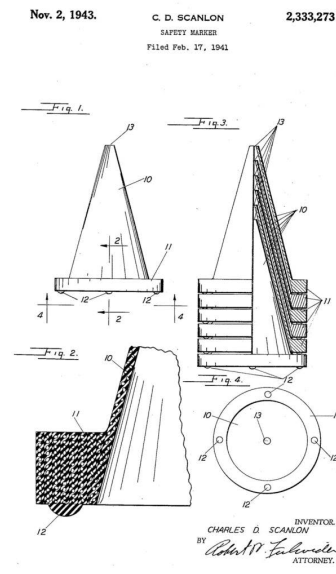
Whether lugged out to protect wet paint or city workers, wooden barrier designs were primitive and bulky. They were also easy for drivers to clip, and not very forgiving to vehicles that might impact them. (Heavy iron pedestals were also used to deviate traffic back then. Yikes.) As noted in Scanlon's [first patent application](#) for the "Safety Marker," filed February 17, 1941, he lays out the arguments—obvious, in hindsight—against using wood construction:

At present, it is customary to use small wooden tripods or larger wooden barriers to indicate the presence of dangerous spots in the highway such as those caused by repairs, etc. but the smaller tripods are not easily seen and are readily broken, while the larger barriers present a real hazard to an

automobile which may accidentally strike them. Furthermore, the tripods must usually be made up for each job, while the barriers present considerable of a storage and transportation problem. Scanlon's reasoning worked from several angles. Firstly, it's easy to agree that no driver needs a 2×6 penetrating their windshield, and that no pedestrian wants an impromptu projectile. The old markers raised durability concerns, as well. Unless you're a craftsman working in fine furniture, wood is a bend-it-and-it-breaks material. Constant repairs—or, even worse, filling up landfills with splintered remains—aren't practical for money-conscious city officials.

Next

To top it all off, the larger, sawhorse-styled barriers were inefficient to set up, store, and haul around. While safety concerns may attract bureaucratic interest, improving the budget's bottom line always grabs serious attention. Scanlon's design wisely addressed both.



Scanlon focused on using rubber and fabric from old tires. Since the early 20th century, rubber had taken the automotive world by storm. [Tires](#), seals, valves, wiring, and all sorts of components utilized the material. By the 1940s, rubber was an understood medium, and the perfect realization of Scanlon's concept: a tough-as-nails, cone-shaped marker that was lightweight, stackable, and difficult to topple. Even better, Scanlon knew a local tire-shop operator—Rodney B. Taylor, who would eventually become his business partner—who could help make prototypes.

Scanlon initially thought that, for the cones' bodies, layering lightly rubbered fabric (like papier-mâché) was the way to go. The cones' bases were to be heavier, to ensure a low center of gravity, and could be built from more rigid layers of fabric. The cone could then be vulcanized together—one solid form of reused scrap. However, Scanlon kept an open mind to the possibility of new materials and from-scratch manufacturing methods.

While I prefer, for reasons of economy and convenience, to form both the body and the base in the manner just described, it will be apparent that new materials instead of reclaimed materials may be used throughout if that is desired. In either event, however, I prefer to employ a relatively large amount of fabric in the base, both to decrease the expense and also to prevent the base from being too "live." Scanlon went so far as to make considerations for his fellow painters, the guys toiling over crisp roadway lines.

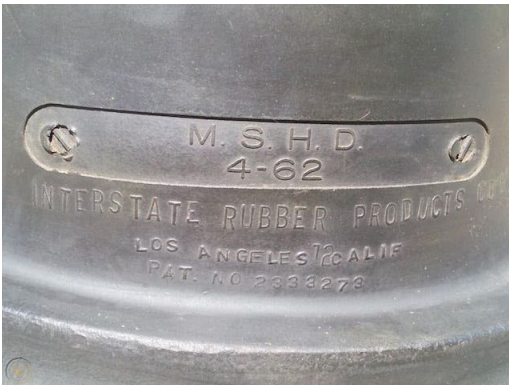
On the underside of the base, I provide a plurality of pads or feet which hold the base above the surface of the highway and permit the marker to be placed on freshly painted surfaces without danger of smearing. The hole in the top of the cone had another important function. As Scanlon explains, it prevented suction and allowed air to escape more easily when cones were stacked or separated quickly. He also suggested that it could provide an opening for a flag, with the cone serving as a holder of sorts.



Early models are considered antiques today and are periodically listed with online auctions. For this 28-inch model, the seller asks \$180. eBay



In 1951, California Interstate Rubber Corp. began producing square bases on Scanlon's design. eBay
Scanlon's first patent was finally approved on November 2, 1943, during the throes of the Second World War, which caused material shortages and stunted his progress.
Four years later, the California-based Interstate Rubber Products Corporation, led by Charles Terry, teamed up with Scanlon to finally begin manufacturing his design professionally in 1947. Leaving behind Scanlon's original recipe of tire scraps, Interstate Rubber used heat-pressed rubber sheets to make cones in abundance, and the City of Los Angeles soon became Scanlon's inaugural big-fish client.
The cones were an irrefutable hit.



From California to Michigan: The Michigan State Highway Department (now known as MDOT) placed an order for Interstate Rubber cones in 1962. eBay

But what's a great success story without an adversary?

One day, a fellow by the name of Isador D. Blumenthal, president of the Radiator Specialty Company, Inc. in North Carolina, took a shine to the traffic cone after seeing it during his travels out West. He wanted in. Repeatedly, he tried to court Scanlon and Interstate Rubber into a transcontinental partnership by securing a license to the patent. Again and again, Blumenthal was rebuffed.

He couldn't let go of the cone. Blumenthal eventually realized that because Scanlon's safety marker was a cone-shaped derivative of other historical objects, he could legally argue that the cone wasn't a novel invention but merely a replication, and thus under less-ironclad copyright protections.

What did Blumenthal do? He began making strikingly similar traffic cones en masse, tweaking the shape of the base (a square vs. Scanlon's circle) in a transparent attempt to skirt infringement claims.

Safety Cone Traffic Corporation, an offshoot of Interstate Rubber, had already begun to try square-based designs in tandem with the round-footed originals. Blumenthal's square "Safe-T-Cone" began sprouting up in 1951 anyway. Mr. Sour Grapes even went so far as to pursue his own patents in Canada and the United States.

And so began: *The Cone Wars*.

Not really. But [a legal battle did ensue](#). Interstate Rubber and Scanlon couldn't keep control of their intellectual property. Rival cones soon flowed from both American coasts, and in 1958, rubber and plastic safety cones started gaining international appeal, spreading to the United Kingdom.



General Curtis LeMay, Air Force Vice Chief of Staff, pilots a go-kart around Andrews Air Force Base runways in 1959. This moment of hoonery made possible by Scanlon's safety cones. Bettmann Archive/Getty Images
Scanlon never rested on his laurels. Preferring his inventor's cap on, he constantly looked to improve his original safety marker, amongst a handful of other traffic safety innovations.

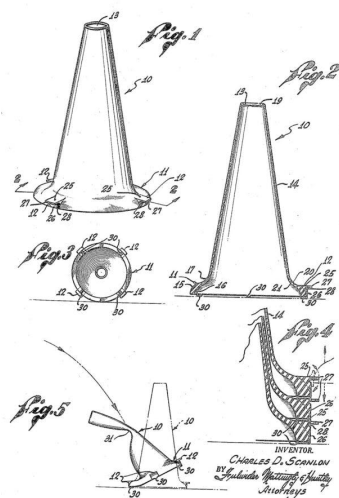
On February 14, 1955, he applied for yet another patent that advanced his life-changing cone design: little kickstands for the bottom of the cones. When crews hucked cones into place, perhaps tossing them from the bed of a moving truck, the rubber additions meant the cones were more likely to stay upright, thus saving the crew time. The nubs also prevented the round-based cones from rolling when tipped over—crucially, without impeding their stackability.

These nuances were a sort of cherry on top of an amazing contribution, even if circular bases were ultimately inferior to square ones. Scanlon's unrelenting attention to detail, and his consideration for the worker's experience, show that he never forgot himself, where he came from, or the problems he sought to resolve.

Dec. 24, 1957

C. D. SCANLON
SAFETY MARKER
Filed Feb. 14, 1955

2,817,308



USTPO

Today, hundreds of safety cone designs (comprised of PVC polymer, mainly) have taken over the traffic landscape all over the world, speaking with an unanimous voice in a language everyone can understand: *go this way, not that way*. Do they keep every conehead driver in line? Of course not. But they do a darn good job, and in a much more forgiving manner than what preceded them. We can all thank Scanlon for that.

Now, if only [autonomous vehicles](#) could understand their brilliance the way that we humans do ...



Bear tested. Bear approved. Wolfgang Kaehler/LightRocket/Getty Images

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