



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 4, Issue 2

50 YEARS AS YOUR CORVAIR CLUB

February 2024

**From The Dashboard of Your DACC President,
Pete Cimbala** Corvairkid1963@lentel.com;

Welcome to winter in Michigan or weather that resembles that in mid-January. We were able to drive cars and trucks that are usually put away for the season up until now and some of us did just that. Now we have cold and snow and there are some people that enjoy that who own snowmobiles and those who hope to make money plowing and salting. We had a good meeting in January and the roads were dry, let's hope for the same for the Feb meeting and the events coming up. The [second Saturday](#) Breakfast get together are starting back up with the second one at the Starlite Burger and Coney Shop on E. Court St. in Burton for those going to the big Chrome & Ice Winter Car Event at the nearby Dort Financial Event Center. For more info on C & I visit the backtothebricks.org web site. There was a Press Conference on [Jan 11th](#) for the Back Roads Promo Tour to announce the overnight stops of Jackson, Cadillac, Clare, and Pt. Huron taking place [June 7-12](#) more on this later. We are also starting the 2024 mileage points competition so take a picture of your odometer or write it down on your notepad in the glove box and keep track of your travels. Remember to send stories and pictures to Adam so we have interesting content in the Aircoolers. Homecoming hotel rooms are available for booking and the new T Shirts are in the works and look really cool.

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Baby It's Cold Outside!

By Pete Koehler

As I write this the temp here in Farmington Hills is a balmy 3 degrees. I'm not complaining. It could be worse. I could still be living in Winnipeg! But it is too cold to ask the Garage Squad guys to come out and work on somebody's Corvair. Or is it?

Plans are firming up for a great 2024 with the DACC Garage Squad. There are a few projects from last year that we are still trying to complete. A new project on the horizon is a plan to get our President "Pizza Bala", or Pete C, into a Corvair "Demo" so he can attend events in style. Pete has quite a collection of Corvairs. Most are hiding in the yard up at Motor City in Swartz Creek. Those are just rusty parts cars. He has two convertibles stabled at his home - an early and a late. He also has been storing my 1960 Monza coupe for several years. So how about we get the '60 back on the road for him and then work toward making one of the converts road ready?

There is an early convertible in his garage of questionable vintage. Parts from a 1964 and 1961 are obvious. Maybe we should look at the late model? That one is a 1968 Monza that came with the original engine the car was born with, but now it is sitting on an engine stand awaiting a rebuild. I just picked up a crankshaft and friend Charley Farley has offered to help with the engine repair at his heated (YEAH!) shop in Pinckney. In 1968 and 1969 when Corvairs were built a partial VIN was stamped into the block case. So having the original engine adds value to the car. Not that Pete is going to haul it to a Mecum auction and wait for a \$10xxx bid on it. But, if you can save the engine and mate it to it's original chassis that is a good thing. We will try.

The 1960 Monza coupe could be made road ready much more quickly. All she needs is a new fuel tank sending unit strainer. The car will run for a few minutes and then give up and die. A better solution would be to replace the tank, sending unit and strainer all at once. I have the new parts and our inspired Vice President Tom Murray is working a deal to let us back into his workplace shop to make the change. Yes, his shop is heated. Tom is my HERO!

Details for these projects will be communicated as they are finalized. It will be after the meeting in Feb and after the Chrome and Ice event as well. Follow us on Facebook to be kept up to date. ■

Another Pete K. article on pg 5.

INSIDE THIS ISSUE

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

From the Rear Deck of the DACC VP, Tom Murray
guitar_mechanic@yahoo.com

Hi campers!

Currently we are delving into what a prepared Corvair owner would have on hand in case of a roadside emergency. The hope is that everyone that is going to homecoming or the National event in Dayton in July (or any other road trip for that matter) will get there and back safely.

As a general list, here are some items in addition to spark plugs and a fan belt that just make sense.

Zip ties

5/16" ID fuel line

Small Hose clamps

Appropriate hand tools

Fire extinguisher

Electrical tape

Electrical connectors (crimp)

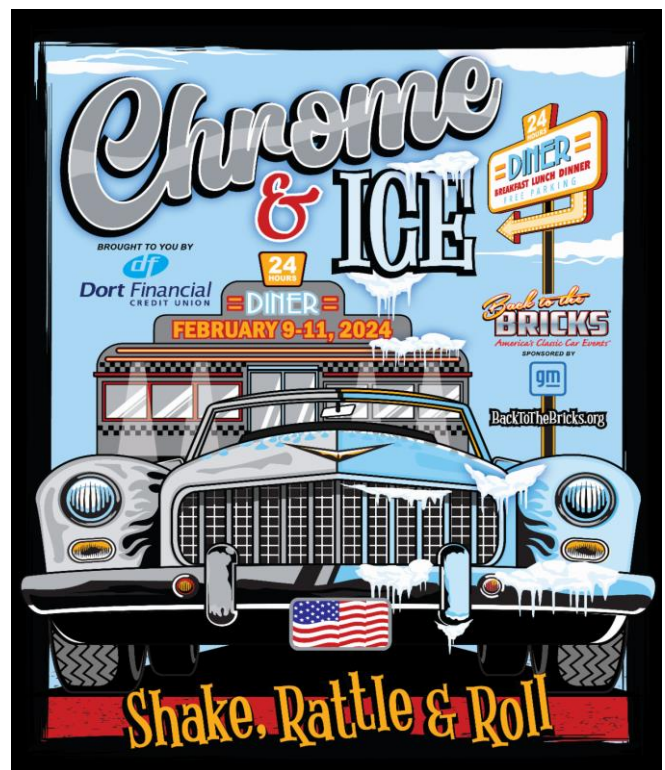
Turn signal and tail light bulbs

Set of points and condenser

Fuses

Did I say fuses? You bet!! At this point, I would like to focus on fuses. They blow, and when they do, we generally replace them. The thought being that the fuse was "bad". A lot of us look at them like lightbulbs. "Oops burned out a fuse". Chances are, the fuse was "good" and doing its job. An intermittent problem can have us thinking that the issue is solved until it happens again. It's safe to say that a fuse blowing is the symptom, now to find the cause. I'm going to be the first to admit that the wiring in my car is past it's "sell by" date. Yeah, it's had a hard time. It's been spliced, patched, corroded set on fire and its path to ground is made of rust. If I stick my hand under the dashboard, I'm greeted by sharp edges and a moving wiper linkage. Add in the harnesses age and associated brittleness and you get the picture. Let's define some terms. Short circuit: This is where electricity is forced/allowed to travel through a different path than the intended wiring. I have personally experienced this on an Astro van that had green corrosion in the bulkhead connector between the engine harness and the body harness. Electricity could literally go anywhere it wanted by arcing to different terminals. That van acted like it was possessed! It took a GM "Field Service Engineer" visiting the dealer to figure that one out. Ground fault (or short-to-ground): This is where the positive lead comes in contact with the vehicle sheet metal or other grounded item. This may be caused by a chafed or abraded wire. (Or in my case melted...) Circuit overload: This is when the electrical component being used draws too much current. This will definitely blow a fuse. This may be caused by that stray walnut shell finding its way into the blower fan housing and jamming the fan. Most Corvairs might have come from the factory with a walnut shell in there somewhere.... The point to all of this is that a fuse needs a reason to blow. If you are on your road trip and an item like the radio or the heater fan just stops working. You probably have nothing to worry about unless you can't stand the noise of your own thoughts or it's the blizzard of 1978. Then it's okay to worry.

Continued on pg 3



1/17/24 Treasury Report 12/18/23 by Carol H.

Balance \$7125.27 **Income:** Membership \$70.00 License plate sale \$5.00 50/50 \$125.00 **Expenses:** 50/50 payout \$62.00 Attendance \$10.00 Newsletter \$224.20 CPF donation honoring Marilyn Allesee Cotter \$50.00

Balance 1/16/24 \$6979.07

12/18/23 Treasury Report end figure was correct, but I neglected to write Newsletter Expense of \$222.74 in the newsletter report. ■

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DACC OFFICERS

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Webmaster	John Allesee

President's report continued from pg 1.

More info at the [February 5th](#). meeting at the 300 Bowl. See you there, unless we get a lot of snow that day. Last year I wrote about the first Corvair that I found and drove for 7 years. The second one was found on a shopping trip with my mother. We were taking the back streets to the Yankee Store on Ballenger Hwy. in Flint Twp. going down Hogarth St. I spotted a green Rampside with a for sale sign in the window, we stopped and looked at it, but nobody was home and there was no phone number on the sign. Went back by on the way home and still nobody there. When my dad got home from work he and I went back and the owner was home so I was able to take a better look at it and hear it run. It was only \$175.00 and I could drive it home as is and that is just what I did. I will have to dig out some pictures and see if there are dates on them but I am pretty sure it was 50 years ago, but it could have been 1975. It was a 4 speed, and I don't remember what engine it had but it ran great and I drove it to school several times. Once when my dad and I took a load of brush to the big dump on Grand Blanc Rd and US-23 there was a guy there that got stuck with a 69 Buick LeSabre and a trailer. I borrowed a chain from the guy on the dozer and pulled Buick to solid ground. I do remember it had a Powerglide shifter on the dash so it may have been changed at some point. I sold it a few years later to a newer club member that lived in the Roseville area. He restored it and painted it a darker blue and white, entered it into several shows and at one time took home an award from the Carnival of Cars in Utica. When I sold it to him the safety latch on the side ramp did not work as designed and he did not replace this in the restoration, one day the ramp fell down on a busy street and when he pulled to the side it caught the curb and really did a job on the right side of the truck. That was the last I heard of it; I think he parted it out but that was a long, long time ago. ■

VP article continued from pg 2

Arguably the most dangerous gremlin is the short to ground. The wiring can heat up pretty fast. This can lead to fires. Hence the fire extinguisher. If this happens to you, this is NOT the time to prove your bravery. In a worst case scenario, just get away. As a point of note, the cigarette lighter is a circuit that's not on a fuse. Why? Because it's an intentional short to ground. The product of which is heat that is used to light a cigarette. Yikes. There are other non-fused circuits like the leads to the battery, starter solenoid, voltage regulator and the generator/alternator. There is also a lead that runs through the body and branches out at the instrument panel (dash) and continues into the trunk. None of this is written to make you worry. Go have fun and enjoy your Corvair!! When you are vacuuming out your prized Corvair and cleaning the windows, spend a few minutes checking the wire harness for damage, look in the trunk, under the dash and in the engine compartment. When a harness passes through sheet metal, it will go through some sort of rubber grommet or boot. Check that they are not dislodged or missing leaving the harness to fend for itself against the metal edge. If you see something questionable? Fix it then, or ask for help from someone knowledgeable. Maintenance is key!! If you've stayed with me this long, and I haven't scared you away. Prepare yourself for next month when we cover the new points and condenser and the possibility of roadside ignition timing. Oh boy!!!

(See Tom's graph in the online Aircooler)

Travel safe!! Tom ■

DACC January 2024 Meeting Minutes

We had 41 people in attendance for the first DACC meeting for 2024.

Treasury report shows that we have \$6901.07 in the account

Membership report shows 147 paid members. There are 2 members owing dues that will be dropped. Please see the Membership report for details. There were no new members in attendance tonight.

There was 1 new attendee, Darren Villareal, at the meeting. Darren is a friend of Tim Duve and is a car guy. No Corvairs in his stable for now...

Adam talked about the Aircooler. Needs articles! If you have not received your email version or your paper version of the Aircooler, you need to get with Mike Hurt to ensure that all of your contact information is correct in his list. There were about 54 people listed in this month's Aircooler (Jan 2024) that were missing contact information.

Homecoming update – Lori's update is that the 2024 Homecoming Registration is on Facebook. T-Shirts will be \$25 each, and the hotel reservation is open. She reminded us that there will be 2 seating groups for pizza dinner. The eating order will be based upon registration order. So, register sooner and you can eat pizza sooner! Haven House sent DACC a thank you letter for all the donations from our Christmas party. Thanks again to everyone for your support.

Pete Koehler discussed several items. There were emblems and taillights for free to anyone that wanted them. Pete had a couple of fan belts for sale as well (\$10 ea). There was a collection of memorabilia from Stu Schuster donated by Stu's son Bill. Many pictures and styling items. Pete will be taking all of the items to the Ypsilanti Museum to add to the permanent Su Schuster library. Pete also noted that the DACC is the largest CORSA chapter at 147 members. However, the Chicagoland club is a close second with 145 members. As we have approximately 1000 people on facebook, Pete proposed a \$10/yr electronic only version of membership for new members for a year. They get the tech bulletin from Tom Murray and other information each month. Hopefully we can get more permanent members this way. The 50/50 drawing drew in \$125 total, Chris Hand won the \$62.

Attendance: Marvin Grainger won the \$10 attendance drawing.

Attendance drawing for the Marquee picture was won by Don Scharich. Don will need to get a picture to Mike Anstine for the February meeting.

Calendars are available from John Allesee now. All that registered for Homecoming will get 1 calendar. Extra calendars are available for \$10 each.

Ken Heberling – Secretary ■



Astro 1 Myths Busted

2nd Pete Koehler article

How many times have you heard or read about the Astro 1 show car and the super cool experimental 3.0 litre overhead cam engine that it had? Well, I'm about to bust that myth!

When DACC hosted the CORSA National Convention in Sterling Hts., MI in 2007, the guest speaker was Jim Musser, retired GM engineer. At the time that Chevrolet was developing the 2nd series Corvair suspension, Jim was head of Chevy R&D. He and his team were testing several ideas. One of them became the underpinnings for the Monza GT. The second experimental chassis found it's way under the Monza SS roadster. The third design was a monocoque unit with the aforementioned 3.0 OHC Corvair engine. It was run at Jim Hall's

(Chaparral race cars) test track in Midland, Texas and other places - possibly Waterford right here in Michigan. Once the design of the 2nd series Corvair suspension was complete the third test chassis was sent over to GM Styling. In an article in Hemmings Classic Car magazine (Dec 2005) author Don Keefe relates the same story along with Dave Newell and Larry Claypool's agreement that this was the basis for the Astro 1. This was probably sometime around 1965 or '66. The finished product was completed and revealed to the public at the 1967 New York Auto Show. The engine in the car at time was not the "cammer" engine, but rather a stock 140 HP 4-carb engine. It was not designed to run and the car was not designed to be driveable. It was, in the vernacular of the show car folks, a "Push Mobile"! The automatic up and down seat feature worked, but that was about all.

After the 1967 Show Circuit the Astro 1 was no longer the Big Newz. I don't know what happened to it between 1967 and 1985. At one point it was repainted 1973 Corvette yellow and was displayed outside at the reflecting pond inside of the GM Tech Center property in Warren, MI. Somehow the car was assigned to the Chevrolet Fleet Department and was being stored in a warehouse off of Livernois Avenue in Detroit. Our Stu Shuster caught wind that the car was scheduled to be scrapped by the Fleet guys. He knew that if we could "save" the car he could talk Chuck Jordan (Head of GM Design Staff at the time) into fixing it up. So the day after my 33rd birthday I "borrowed" a Proving Ground truck and driver and rescued the Astro 1. The next week it went back to Warren and months later it reappeared with a shiny new face to the world. Still no "cammer" engine and still a "Push Mobile", but at least it got saved.

A final note; Larry Claypool and I discussed the possibility of making the Astro 1 a running and driving project. Fortunately Stu got Chuck Jordan's ear and arranged for the car to return to GM before anything adversely affected my career with the General. ■

**Is your contact info updated
with membership?**

DACC History 1997 Continued by Clark Hartzel

July Aircooler:

24 members went to the Orphan Car Show. Numerous shows and parades were listed. 148 members. Treasury at \$4,337.00. There will be a club picnic July 20th at Dave Guindon's daughter's house. Mark Luther reported on his conversion to Right hand drive for Australia. The inspector made him get the drag link X-rayed and sure enough it was cracked where it was changed to RH drive.

August Aircooler:

Long time members Jim and Marilyn Westervelt are moving to Maine. We are registered to participate in the Armada Fair Parade. The Woodward Dream Cruise is Aug. 16th. A new membership roster was printed in the newsletter. \$4,686.58 in the treasury. 149 members. In the swap and sell was a 1961 Lakewood for \$500.00, 1963 Spyder coupe for \$700.00 and a 1964 Greenbrier \$500.00.

September Aircooler:

Bob Storc finished 3rd in the vintage sports car class at Waterford Hills beating his boss who brought a Jaguar. They both work at GM Tech Center. Richard Dietrich who owns a body shop in Morrice crashed his replica World War 1 biplane fighter plane into a swamp. It had a 95HP Corvair engine. No word if the Engine failed or what happened. Maps were printed to the Buick Club Swap Meet in Flint, and the Peach Festival parade in Romeo.

October Aircooler:

86 Corvairs came to our Homecoming event. A complete list and some pictures of all the Homecoming winners was published. We picked up 9 new members at the Homecoming. 162 members on the list. Treasury up to \$6,505.45. We won 1st prize for the Leonard Strawberry Parade. A full page of swap and sell items was printed.

November Aircooler:

The meeting program will be a video on how a car is made. 29 people came to the fall color tour. Due to warm weather not too many trees were red or yellow. We had lunch at the Clinton Inn.

Continued pg 5

Pete Koehler's "Where FC's go to Die! Pic. Go to your meeting for details.



DACC History continued from pg 4

The Christmas Party will be held at the Rivercrest Banquet Center at corner of Avon and Livernois Road. Membership up to 155 with 52% belonging to CORSA. Treasury is \$6,5201. \$500 sent to the Corvair Preservation Museum. Again cheap Corvairs were offered in the swap & sell list. A 1964 coupe with 46,400 miles, new tires, master cylinder, tie rods for #800.00. A 1964 Corvan with Powerglide and a correct truck engine, custom interior from California for \$900.00.

December Aircooler:

Membership 157. Treasury \$6,690.87. Christmas party free as we made money on the Homecoming. Pete Cimbala mentioned how enjoyable it was to drive his new birthday present 1963 Monza that everything worked as a new one should. It has only 23,000 miles on it. Jim and Marilyn Westervelt had two Corvairs shipped to Maine when they moved. Somewhere on the move the car in the rear broke loose and smashed into the car in front damaging both. Their insurance company didn't want to pay for fixing them but finally did. Both cars fixed and repainted. Jim got a job at the local museum where all their cars and airplanes were in driving and flying condition. He drove Joanne and I around the museum and landing strip in a Ford Model T and then took us inside and started a huge steam engine to let us hear it run. It shook the floor and the president came running back to the engine thinking some visitor had started it. Fortunately he had a sense of humor when he saw Jim there. ■

Activities by Raven Hand

Hello everyone, activities are hard to come up with and think about when it's as cold as it is. January's second Saturday Breakfast was a bust with only Pete and Bethany Koehler braving the journey, I was snowed in and heard some others were too. February's second Saturday Breakfast will be before the Chrome and Ice Show in Burton at 4125 East Court Street at the Starlite Diner, after which Breakfast attendees have the option to travel on to the Chrome and Ice Show. Instructions are as follows, meet for breakfast at 9 am, leaving from Starlite Parking lot to go to the show at 10 am this way we can all park together and enter show as one group. March second Saturday Breakfast will be eblasted and Facebook posted as we figure out where to meet. Enjoy Chrome and Ice ■

Why is 2024 a leap year? How did the practice of adding an extra day to February begin?

2024 is a leap year; it will have 366 days. Most years have 365 days because it is approximately how long it takes for the Earth to revolve around the Sun. However, the precise time is 365 days, 5 hours, 48 minutes, and 46 seconds. And that matters. Here's why. Happy New Year. It's going to be a longer 2024 with not 365 but 366 days. Yes, it is the leap year. An extra day has been added to the calendar. February will have 29 days instead of the usual 28. Leap years occur almost every four years, so the next one will fall in 2028. ■

DACC Membership Report for FEBRUARY 2024 AIRCOOLER

Submitted January 16, 2024 by Mike Hurt

Welcome to our New Members: Craig Moehring

Thanks for keeping your membership up to date:

Steve Schwartz

Thanks for updating your membership info: T

DeLong, A Greer, R Hamman, M Harrison, L Komora, D Kubiske, S Saph, S Thomas, D Thompson

We have 151 paid members and 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** payable to **Detroit Area Corvair Club** to: Mike Hurt – DACC. Address: 1795 Ring O Kerry, Milford, MI 48381

Questions about membership, change of address, email info can be sent to Mike Hurt at (248) 972-7188 or mdhurt821@gmail.com 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.

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Children 5 and Under Free			

Discount tickets available three weeks prior to show dates
*Purchase of a ticket does NOT guarantee an autograph from special celebrity guests

FRI^{MAR} 1ST
12 PM - 10 PM

SAT^{MAR} 2ND
9 AM - 10 PM

SUN^{MAR} 3RD
10 AM - 7 PM



44th DACC Homecoming

July 11-14th 2024

New **swag** options
see below

Included with your registration is your meals,
snacks, pop, water, beer on tap, calendar with top
25 cars from people's choice, valve cover race,
road rally, movie, etc

A complete up to date schedule will be in your
registration packet

For additional information contact

PETE CIMBALA

810-621-9866 or 810-241-8593

Email: hcinfo@detroitcorvairs.com

REGISTER ON-LINE Detroitcorvairs.com

Stay informed go to our Facebook Group
"Detroit Area Corvair Club"

Hotel location: **Wyndham Garden**
2900 Jackson Rd, Ann Arbor, MI 48103
734-665-4444

THURSDAY

- Registration 2 pm – 6 pm
- Ken Pepke's World Class Hospitality Room 2-6
with lunch availability
- Ypsilanti Automotive Heritage Museum Lunch
- Swap Meet set up

FRIDAY

- Registration 8 am – 6 pm
- Ken Pepke's World Class Hospitality Room
- Women's Activities as posted
- Road Rally
- Valve Cover Races
- Swap Meet // Tech Session
- Cook Out / Picnic
- Movie

SATURDAY

- Registration 9 am – 2 pm
- Ken Pepke's World Class Hospitality Room
- Mystery Event to be announce soon
- People's Choice Car Show, Model & Toy Show
- Swap Meet // Tech Session
- Live Auction
- Pizza Party See namebadge for seating time
- Calendar Winners "Drive Thru" Show
- Wine & Cheese Event (\$10 extra) Hotel guests only

SUNDAY

- Leftovers, Farewell

Register online with this link. Use group code online **071024COR** under special rates and put in code before entering date
<https://www.wyndhamhotels.com/wyndham-garden/ann-arbor-michigan/wyndham-garden-ann-arbor/overview>
Or call 734-665-4444 to make your reservation, be sure to mention "**CORVAIR 2024**" to receive the special room rate of
\$99 to \$125 based on room type plus tax, per night. Book before June 10th when block is removed and the price goes up.
Make sure if booking online that you go to the Wyndham website not a 3rd party booking company.

PLEASE / PLEASE when writing your check put the full name "**DETROIT AREA CORVAIR CLUB**"

Fill in the form below and mail with check: **DACC** c/o Bob Wittmann 2830 Treyburn Ln., West Bloomfield, MI 48234

CUT HERE

Name (for name tag) _____ Additional Names _____

Address _____ City _____ State _____ Zip _____

Phone (____) _____ E-mail _____

Car Year (s) and Model (s) 2 or 4 Door _____

Did you drive your Corvair here? Yes / No --- If yes how many miles _____

REGISTRATION COST: SINGLE \$40.00 FAMILY \$65.00 (family consists of 2 adults and children under 18) \$ _____

How many will be attending? Adults _____ Under 18 _____ One Registration Pack per **Individual** or **Family**

Additional cars \$5 each (1st car is included) _____ How many cars _____ \$ _____

Swap space Yes \$10 for each space No _____ How many spaces needed _____ \$ _____

Wine & Cheese Event Yes Cost is \$10 per person No _____ How many tickets needed _____ \$ _____

Calendar \$10 (1st calendar is included) _____ How many extra calendars _____ \$ _____

Get your DACC swag YOUR WAY – Review choices and order at <https://dacc-swagorder.itemorder.com/>

The Board of Directors for the DACC reserve the right to reject applications at their discretion

Total Enclosed \$ _____



Orders will be distributed at Homecoming Registration Desk.
All orders must be received by June 8th.

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To Shop, Select, Configure and Purchase your
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PICS FROM THE PAST, CAN YOU NAME THE PEOPLE IN THE PIC? GO TO THE DACC FACEBOOK PAGE FOR THE ANSWER, SEE IF YOU ARE CORRECT. A CONCEPT CAR, READ MORE, YOU KNOW WHERE.



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

Updated the CORSA Club
Office address

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Long Lake, MN 55356



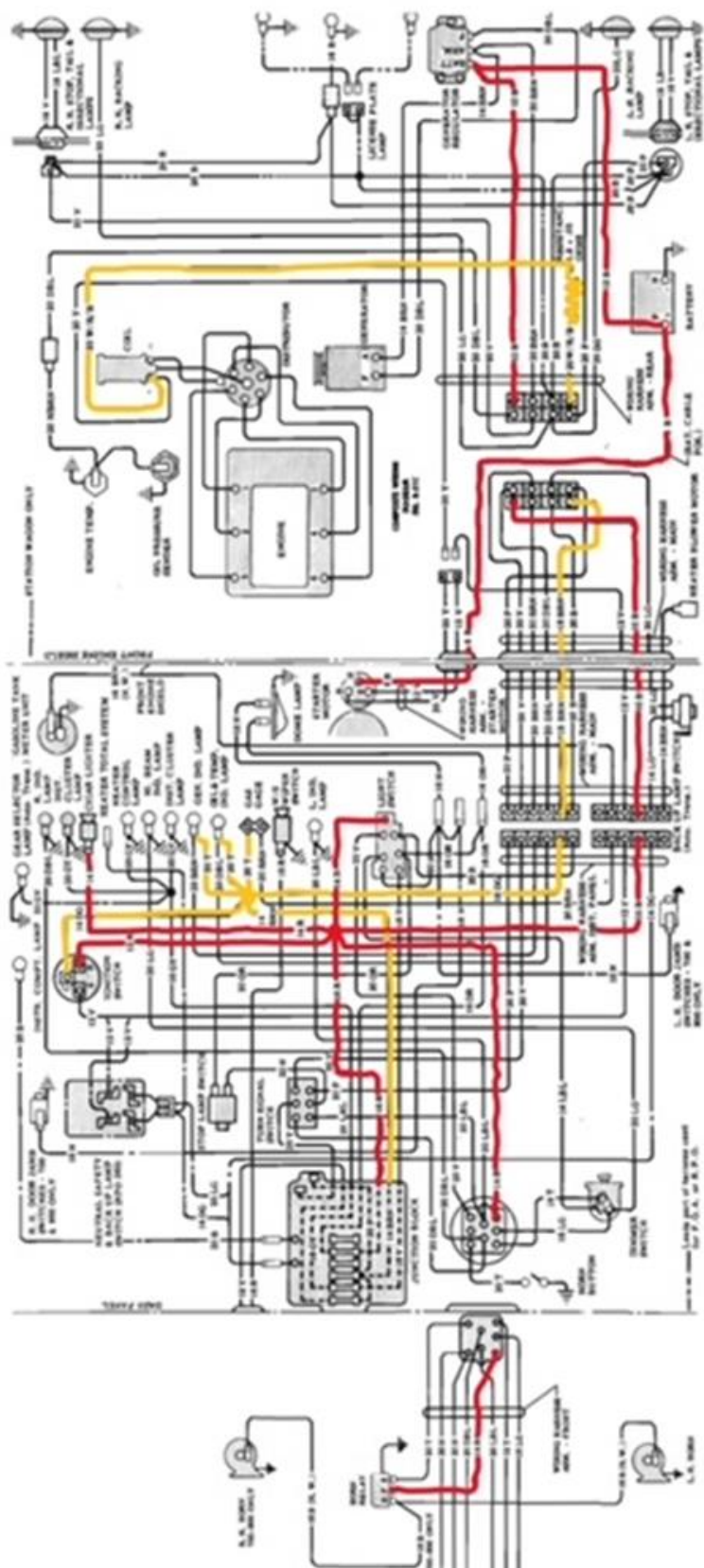
**February
DACC
Monday
meeting
will be @
7pm on
Feb. 5th.
Please
Attend.
Social time
starts at
6pm.**

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

BULK RATE
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Graphic for Tom Murray's VP article.

Art, courtesy of Bob Wittmann shows "always hot" in red and "hot in run position" in gold.



Other Corvair Club newsletter links.

<http://www.corvair.org/chapters/chapter627/newsltr/Jan24PCC.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20231222/e627eadf/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20231230/543db524/attachment.pdf>

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<http://www.vv.corvair.org/pipermail/chapters/attachments/20240116/c107a8f3/attachment.pdf>

<https://indd.adobe.com/view/de3098ad-e099-46b2-84dd-22e04d7e5e9a>

Kerry's DACC Facebook article with some pics, to see them all, go to the DACC Facebook page.

Kerry Borgne

Admin

Top Contributor

At tonight's monthly meeting we were treated to a give-away of 'experienced' body emblems and various 'well traveled' Corvair taillight lenses brought in by [Pete Koehler](#).

Another surprise display, donated to the DACC by Stu Shusters son, Bill, was a large assortment of GM and Corvair history from Stu's years at the company. Included in the collection was a photo album from what we think was the 1999 Woodward Dream Cruise when his Corvair was on display in the McDonalds window on Woodward, many drawings and a treasure drove of other automobilia.

This collection is destined to go on display at the Ypsilanti Automotive History Museum.

I've included a few samples of the collection to 'wet your whistle' for when you come to the DACC Homecoming this Summer and you can visit the museum.

