



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 5, Issue 1

NEW YEAR AIRCOOLER EDITION.

January 2025

**From The Dashboard of Your DACC President,
Tom Murray guitar_mechanic@yahoo.com**

Merry Christmas and Happy New Year!!
Wow!! The Christmas party was a great time! I have to be honest; I had a bit of a panic attack on the Sunday before. While driving down the road it occurred to me that I, as president, might have been in charge of organizing the party and I hadn't done anything. A quick call to Pete Koehler put him into action calling all the people that have a hand in putting on the party. I was assured that all was in order. Still, a huge thanks to all that contributed. The cake showed up as did the music and the game. The gifts showed up even some decorations. But most importantly, the people showed up and had a great time! I am so grateful to be in this club. You all make this a real joy! Thank you. I'm not going to quote numbers, but a fair amount was raised for Haven House! I'm glad to have been a small part of it.

As an aside, it's officially frickin' cold now! Chucky is parked in the garage. December 21st is the equinox and the shortest day. The days can only get longer from there. Something to keep in mind as winter officially gets started.

That's all of my ramblings. Have a merry Christmas and a happy new year! Above all, please be safe!
Until next month, Tom ■

January 2025

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

Thank You, Thank You from Haven House

DACC stand up and take a bow! December 3rd is known as "Giving Tuesday" and the DACC once again came through for our friends at Haven House. On December 3rd we delivered the following to Haven House.

Gift Cards

Value	#	\$
\$75	1	\$75
\$50	7	\$350
\$25	8	\$375
\$10	2	\$20

Total \$ 820

Check/cash

\$125

DACC Donation

\$500

TOTAL \$1425



Plus, an SUV full of toys, clothing and supplies valued at over \$500 for a grand total near \$2000.00. Well done and in the true spirit of Christmas.

All this, plus an evening of good food, good friends, fun and games is just part of what makes the DACC the best car club in the country.

Merry Christmas to all and Best Wishes for a Happy New Year.

- Judy O'Leary ■

January Weather

In the Northern Hemisphere, January is the coldest month of the year in most regions. We're expecting a chilly start to the New Year.

Did You Know: According to folklore, the weather of the first 12 days of the year is said to be indicative of the following 12 months.

The Full Wolf Moon

January's Moon is called the Wolf Moon. The Saxon word for the month was *Wulf-monath* or "wolf month." This year, the full Moon reaches peak illumination on **Monday, January 13, at 5:27 P.M. EST**. It can be seen rising from the horizon around sunset that evening.

From the Rear Deck of the DACC VP, Bill Vellner mr.bill0728@att.net (In charge of vice, naturally) Bill is having a hectic month, so he would like you to enjoy looking at a few DACC Christmas party pics.



Breakfast Club Announcement

The January 2nd Saturday Breakfast Club meeting will be held on Jan 11th at Marco's Cozy Diner in Redford. Address is: 27140 Plymouth Road and is at the corner of Inkster Road and Plymouth. Food at 9 and then at 10 we will drive over to Gary Kamora's new place in nearby Livonia for a Horse Barn Tour. Horse barn? You gotta go to find out.

DACC December 2024 Meeting Minutes

December is the Christmas Party meeting each year. The overall meeting was simplified to allow time for the gift exchange game and people to enjoy themselves. Also of note, it was Pete C's birthday!

There was one new attendee, Sam, at the meeting this month.

Activities: Pete K noted that there is a Second Saturday event being planned for Dec 14th. The plan is to meet at the Americus Coney & Grill at S. Milford Rd and General Motors Rd at 9 am for breakfast.

Departure time is 10 am. Then it's off to Al Hautman's house to check out his pole barn and stash of parts.

An E-Blast will be sent out with details.

Calendars are now available. Please see John Allesee to get yours. Again, you get 1 calendar if you were registered at the Homecoming. Additional calendars can be purchased from John as well.

Attendance: There were 46 people in attendance. The \$10 attendance ticket was found on one of the tables without an owner. The \$10 was donated to Haven House. The picture on the Marquee was won by Judy O'Leary (need to get your picture to Mike Anstine).

Cars: I counted 3 Corvairs at the meeting.

50/50: A total of \$115 was taken in for 50/50. \$57 was won by John Allesee. John generously donated all of his winnings to Haven House.

Ken Heberling – Secretary ■



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DACC OFFICERS

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Swap & Sell



1993 Camaro Berlinetta wheels (14 X7) Tires pictured are about 15 years old and should be considered rollers only.
\$250.00 OBO
Call Bill @ (313) 720- 9101

I have a Late Model coupe rear glass non tint for \$70 obo and a LM front bumper in great shape for \$80 obo, also a LM Monza IP cluster for a Manual Trans: FREE; along One pair of tan cloth 66 Sunvisor's - free. Also, this Panasonic FM/CD unit - Model No: CQ-DF203U FM/CD radio with harness - never used it. FREE – Rich Dixon



Contact: me @ dixon5553@yahoo.com

12/17/24 Treasury Report by Carol Hairsine 11/17 Balance \$8255.32

Income:

Membership \$40.00
50/50 \$116

Expenses:

Newsletter \$212.10
50/50 Payout \$58
Attendance \$10.00
Christmas cake & plates \$31.66
Haven House \$500.00

12/17/24 Balance \$7599.56 ■

DACC Membership Report for the JANUARY 2025 AIRCOOLER

Submitted December 17, 2024 by Lori Komora / Mike Hurt

Welcome to our new members: Dave Lemanski
Thanks for keeping your membership up to date:

Matt Tomlinson

We have 146 paid members and are mailing 2 complementary newsletters to Clark's and the Ypsilanti Museum. If you can't make it to the meeting or Homecoming, send a **check for \$20.00** payable to **Detroit Area Corvair Club** to: Lori Komora – DACC.

Address: 38143 Richland St., Livonia, MI 48150

****A NOTE ABOUT DUES RENEWAL DATES.**

Everyone's due date is in June/July. If you haven't renewed by the August meeting you will be dropped in September.

Questions about membership, change of address, email info can be sent to Lori Komora at Lkomora1@yahoo.com (734) 223-8943 and leave a message.

We have an **email blast list** to notify members of quickie tours or last-minute changes. If you would like to be on this list please send me your email address (and/or if it has changed) so we can keep this list up to date. ■



Breaking news:

Announcing San Luis Obispo, California is the new location of the 2025 CORSA International Convention.

Due to the unexpected cancellation of our contract by the Radisson Hotel in Santa Maria, the convention host team has secured the Embassy Suites in San Luis Obispo for the same dates- May 20-23rd, 2025. San Luis Obispo is a historic town with unique shopping and many wineries in the area. Driving events will enjoy beautiful scenery along the coast and through the hills. Our new hotel offers wonderful amenities for our convention: Two room suites, free made to order breakfast, and an evening reception along with an indoor pool. It is centrally located with many restaurants and shops in the area. Additionally, more airlines and flights are available to this city. Hotel room prices are \$139 for a king and \$149 for a double suite, (prices not including taxes and fees.)

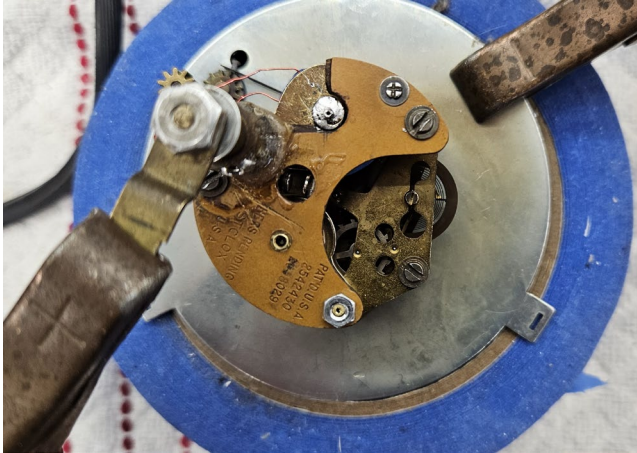
Note: Reservations previously made at the Radisson in Santa Maria will be canceled. The reservation link and information for the Embassy Suites hotel will be provided by email to members and on the CORSA Website shortly. More details about the schedule and events will be in the next Communique and posted to the website in January. Registration for the convention will open in February.

We are pleased to still be able to host the 2025 CORSA Convention, with all the events, in this beautiful area of the central coast of California. So, get those Corvairs ready for San Luis Obispo and make your travel plans. We are looking forward to seeing everyone there.

Questions? Contact the club office: (630) 403-5010
OR **Contact Us!** (corsacluboffice@gmail.com) ■

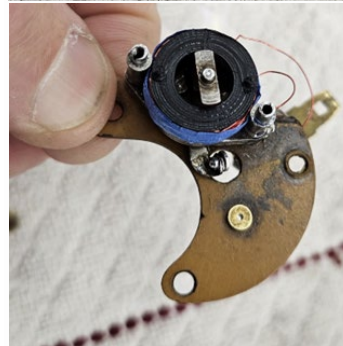
It's That Time Again!

My Monza's clock quit working a couple years ago, **again**. This is at least the 3rd time that I have had to rebuild the clock (might be the 4th but I cannot remember for sure)! It was not working when I bought the car over 9 years ago. Not knowing anything about clocks when I bought the car, I went about trying to fix it. I have learned that car clocks have a rotary solenoid that should wind the main clock spring about 1 time per minute. This is the click or tick you hear if your clock is actually still working.



The solenoid is the key failure point. If the voltage gets too low or the points get welded together, the bobbin melts down due to excessive current flow through the bobbin causing the clock to fail. This is what I had encountered originally on the "as bought" clock. I carefully disassembled the original bobbin and counted the number of turns of wire (I had counted 162 turns of 0.012" diameter wire) and tried to measure/design a new bobbin.

I made a new bobbin from some note paper and epoxy, then wound the fine 0.012" wire 162 turns around my new bobbin. I had to reconstruct the core of the rotary portion with some pieces from my radio-controlled airplane stock and solder everything back together to make things work again. I also read that you should add a 1 Amp fuse and a switch to turn the clock off when not in use. This extends the life of the contacts and avoids low battery conditions which also cause failure. The rewinding occurred about every 20 seconds on the original rebuild which is too often, but it worked. This setup worked for about 3 years until it failed again. The failure blew the fuse but still damaged/melted the bobbin assembly. At this point I had the skills and equipment to 3D print a bobbin instead of manually assembling a bobbin out of paper and epoxy. This was one of my first 3D designs. I used PLA plastic which is a lower temperature 3D printing material but is easy to print with. After a couple years this design also failed. The fuse blew and yet the bobbin still melted down. When I had made the 3D printed bobbins, I also printed additional bobbins with a couple other material options. One of the other material options was PETG which is a



higher temperature material. This higher temperature will guard against melt down (I hope). So, this time I used the PETG bobbin. I increased the number of turns of wire to ~175 turns. This increased number of turns should increase resistance of the bobbin and lower the current so there is less potential for melting the bobbin. The added turns should also increase the strength of the rotary solenoid. I also replaced one of the points as it was about worn out. I found that the repaired rotary

core section with my radio-controlled airplane parts was coming unscrewed when the clock rewound so I super-glued the parts together this time. After several tweaks and adjustments to the re-soldered rotary core and winding the main spring the right amount, I got about 58 seconds between rewinds, almost perfect from what I understand. I ran the clock clamped in my bench vise for half a day without issues. I now have the clock back in the car and all



seems well. I added a couple LED indicators to help monitor the clock. I have a blue LED for power to the switch (means fuse has not yet blown). And I have a green LED indicating when

the clock is turned on. This green LED will help to remind me to turn the clock off when not driving regularly! I may also change the fuse to a 0.5 Amp fuse to better protect the bobbin as well. This little clock is a Frankenstein for sure, but at almost 60 years old it is still tickin'!!!

Ken Heberling ■



DACC Garage Squad in 2025

Last year was a pretty good year for the club's Garage Squad. We visited several members' projects and made many repairs. We also were able to encourage contributions to the Ypsilanti Automotive Heritage Museum in exchange for our work efforts. I don't have the exact figure, but the total was north of \$10,000!

Another Squad activity was centered on helping families organize and dispose of Corvairs and Corvair parts left behind when a family member passed away. Of course, you remember the Harold Dexter project. That one only took about three years to complete. And there are still some treasures hiding in the barns at the family farm in Fenton. More recently we helped David Loba clean out his folks' place in Clarkston. We filled up a twenty-yard dumpster and David hauled away 10,000 lbs. of scrap metal from the place. Wow! Corvair parts both new and used were saved and returned to the hobby. David donated the NOS parts that we found, and I delivered them to Clark's Corvair parts late in the year. This resulted in a \$3k+ donation from David through Clark's to the Ypsi museum. Lastly, we have been working on cleaning out a collection of Corvair and VW parts at the Michael Novak garage in Saint Claire Shores. We found a few Corvair goodies and a lot of high-performance VW bits. The biggest ticket items were several Weber carbs. Those all found new owners with the proceeds going back to the Novak family (Michael Novak's sister, Sue is married to John Davis and the Garage Squad has worked on her '66 convert several times).

As we look to the new year we are ready to continue our efforts to help Corvair owners in need and give the Squad members the opportunity to show their skills and have fun at the same time. We have a collection of specialized Corvair tools that are available for loan if anyone wants to tackle their project themselves. Just a few days ago the Squad acquired a new floor jack/lift system to make engine-powertrain removal and installation a bit easier and safer. If you are contemplating an engine removal let us know. We can loan the tool and our knowledge to make your repair go smoothly - or swimmingly if you prefer!

Our future plans will be posted up on the DACC Facebook page. Check there for the latest news. Let me know if you have a need for the Garage Squad. We will do our best to help out when we can.

Pete Koehler ■



Hours and Ticket Information

Chrome & Ice™ 2025 will be open to the public
Friday, February 7th from 12PM to 8PM.

Saturday, February 8th from 10AM to 7PM

Sunday, February 9th from 10AM to 3PM.

Awards ceremony starts at 2:30PM on Sunday, February 9th.

GENERAL ADMISSION tickets are \$10 for adults, and \$7 for youth, ages 12-17. Children under 12 are free.

Parking at arena is \$5 CASH at the gates

Chrome & Ice™ is an excellent way to ESCAPE THE WINTER BLAHS at a fun, safe, family-friendly event! ■



Sledding, sledging or sleighing is a [winter sport](#) typically carried out in a prone or seated position on a [vehicle](#) generically known as a [sled](#) (North American), a sledge (British), or a sleigh. It is the basis of three Olympic sports: [luge](#), [skeleton](#) and [bobsledding](#). ■

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expand your
Knowledge of the
Corvair.

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

Updated the COSA Club
Office address

COSA Club Office
PO Box 68
Long Lake, MN 55356



**The DACC
meeting is
on Monday,
January 6th.
Please arrive
at 6pm for
social and
7pm for
meeting
At the 300
Bowl in
Waterford.**

The Aircooler – Adam Morenski
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Roseville, MI. 48066

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Review other Corvair Club Newsletters by opening the attached link.

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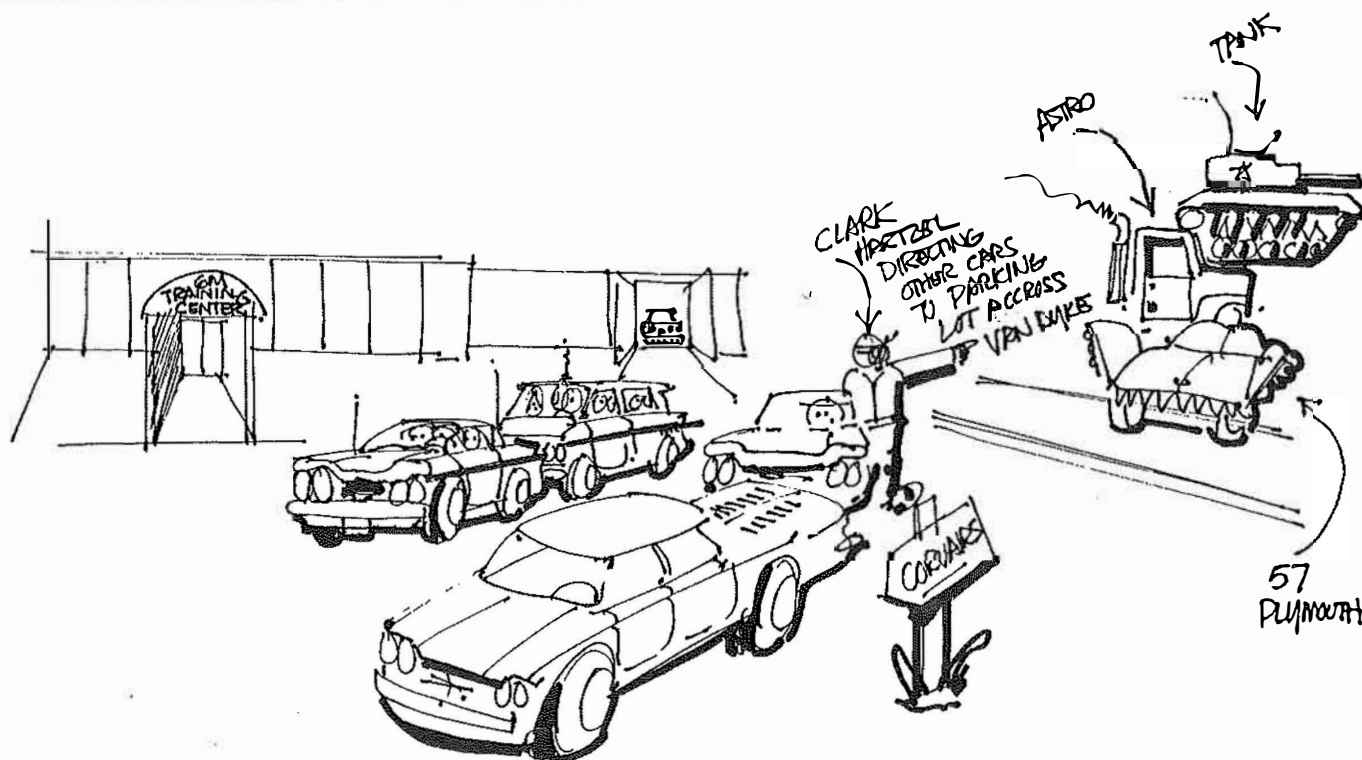
THE

AIRFOOLER

Volume 13, Number 4, April 1987
Pete Koehler, Editor

NEWSLETTER OF THE
DETROIT AREA CORVAIR CLUB

CORSA Chapter 480



"ITS A CORVAIR WORLD"

HARTZEL ASSUMES DACC PRESIDENCY

DACC ELECTION RESULTS

by Pete Koehler

All of the ballots are in and have been counted. The results were announced at the March meeting. With a strong show of support from all previous DACC members and a heavy vote count from local area cemeteries (he took a tip on electioneering from the Corvair club in Chicago?...), Clark Hartzel took over as our new President. But really, Clark, you were elected last year to take the Presidency this year. You didn't really have to pay off all those members to vote for you again! (cont. PG.2 col 1)

CLUB GOES TO HELL!!

DACC GOES TO HELL

by Pete Koehler

April 11th is the date when this club will be led by our new president, Clark Hartzel, through the gates of Hell. Michigan, that is.

As per Clark's first order of business, we will all make a statement by saying, "To Hell with Corvairs!" And if you don't drive your Corvair on this DACC Road Trip, you won't get any points for Clark's participation contest.

Of course we are just fooling around with the name of a town in the state of Michigan.

(cont. PG 2 col 2)

NEXT D.A.C.C. MEETING APRIL 7TH 8 P.M.

G.M. TRAINING CENTER, VAN DYKE AT 13 MILE

The "AIRCOOLER" Detroit Area Corvair Club

ELECTION... from Pg. 1.

In a very close race, Pete Cimbala edged out Ken Hand as our new Vice President. Pete will inherit the President's chair next year.

Our new Secretary is Adele Kirkman. She will join her husband, Bob, on the Board as Bob retains his position as Parts and Service Chairman.

Jerry Ramsay won the Treasurer's slot on the Board. He will keep track of the club's fortunes for the next twelve months. This task should be easier to adjust to as our previous Treasurer for the last two years, Agnes Surma (now Gould) did an outstanding job. Agnes could always be counted on to send me a report each month of how our finances were holding up so I could print it here on these pages. Thanks to Agnes and good luck to Jerry!

Long-time DACC member Jim LaMay won the election for Membership Chairman. So now you know who to blame if your name isn't on the mailing list for future Aircoolers!

Dave Gould was unanimously elected to the Activities Chairman post. Dave has worked hard in years past as our Parade Marshall and will keep all of us informed on club activities.

In another close race, I was rewarded for finding such an inexpensive printer and keeping the publication cost/benefit within our budget. In other words, I have to do twelve more issues of the Aircooler as Editor. Ken Pepke tried to help by accepting a nomination for the post and he ran a very close second. There is one thing that Ken did for the paper last year as Activities Chairman that I feel helped club participation as well as enhancing the overall layout of our publication. Remember Ken's full page announcements of upcoming events? That was a great idea and one that I would like to see continued into this year. Thanks for your help, Ken. Perhaps you can relax this season and just drive your Corvair convert to all of the club activities. You and Sharon, as past Secretary for the club, have earned the time off!

That about wraps up the results of the election. The past-President, Stu Shuster, deserves a hearty Thank You! for his two years of service to the club; one as Vice President and this past year as our President.

Things look "ripe" for another great year in the Detroit Area Corvair Club. Dust off and fire up your Corvair and join us!

TO HELL... from Pg. 1.

There really is a place called Hell in this state. And on the 11th of April, we as a club will be traveling through that town called Hell

This Road Trip required a bit more planning than the first one last month around Lake St. Clair. In order to keep the planned route on paved roads, I had to go through Hell... to find a suitable set of roads for our trip.

I did make a stop at the Hell Creek Party Store to check on what the natives in Hell did. I guess about the only line of work in this hamlet is selling goofy T-shirts with sayings like, "I rode my Harley through Hell!"

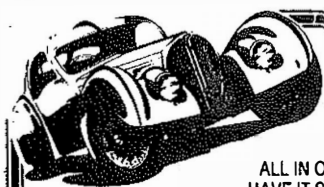
Our Road Trip will start at the Denny's Restaurant parking lot in Farmington Hills at the corner of 10 Mile Road and Grand River Ave. This is in the same general area where Route 1-275 and Route 1-696 end, and Route 1-96 heads off toward Lansing. The departure time will be 9:30 AM.

If you wish, plan on arriving early at Denny's and have some breakfast before we leave. A coffee stop has been planned for a comfortable distance down the road. We will stop at Hell so you can have a chance to buy a goofy T-Shirt or a styrofoam "snowball" (you know, "a snowball's chance in Hell...").

After going through Hell, the trip will get easier. We will follow a leisurely route to the south that may end up in Chelsea for a look at the World's Oldest surviving Corvair. A lunch stop will be made either in Chelsea or in Ann Arbor. (Remember, these trips aren't supposed to be that well planned!).

The route back to home base will be on expressways so we can rid our little air cooled engines of those dreaded carbon deposits. Total trip time should be about six hours including stops for food and such (note: this trip time can grow to a much larger number if any of our member's experience the same kind of trouble that plagued our trip last month).

The first road trip was a lot of fun for those club members that participated. You should get your Corvair out and join us on the 11th for a memorable trip through one of Michigan's better know garden spots, Hell.



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FLASH! Your roving reporter has filed this report from the field:

DATeline: GM SERVICE PARTS OPERATIONS

FLINT, MICHIGAN...USA

Word has it from reliable sources, that the demand for the "Corvair" script emblem has prompted the decision to retool and produce new die-cast pieces. Now...if we could only retool engines, hoods, doors, HMMMMM! Well...it's a start!!!

CANADA TOUR

Our first official driving event of the year was a tour around Lake St. Clair on Mar. 7th. You couldn't ask for a nicer day- 70° and sunshine!

I, jokingly, refer to this trip as our 30-30 tour. For every 30 minutes of driving, we spent 30 minutes fixing Jerry Roberts '64 Spyder. It seems 8 years of sitting rusted-up the whole fuel system and the filter kept plugging up.

After several times of "back flushing" the filter, Bryce Flinn finally drove in to Sarnia and found a Chrysler filter that semi-fit. Spyder filters have a 3rd hose to dump excess pressure back to the tank. Of course by the time he found the filter, we had the car running again and were eating lunch at Mother's Pizza in Sarnia. Bryce finally found us and the new filter got installed somewhere on M-21 West of Port Huron where the car quit again.

For this stellar performance, Jerry Roberts has been unanimously inducted into the Hartzel-Koehler "Masters of Disasters" club, joining other screw-offs such as Augie Mierschart who recently ripped the bumper off his wife's car trying to pull it out of the mud at home!

■ Summer Fair Preview

The 15th annual Sloan Museum Summer Fair will be held Saturday and Sunday, June 27-28, 1987. Plans are already well underway for this popular antique car show.

Chairman of this year's event is Brian Granger, a member of the Lower Michigan Region Vintage Chevrolet Club of America. Parade marshals will be representatives from the original three sponsors of the Sloan's Great American Race entry: Allen Storage and Moving, Citizens Bank, and Hank Graff Chevrolet.

New this year will be a Friday car show at Water Street Pavilion. Fifty cars, registering on a first come-first served basis, will compete for prizes at this mini-meet. The Saturday morning parade through downtown Flint will begin at Water Street Pavilion.

More family entertainment is also being scheduled. Clowns, magicians, and bands, including the area's favorite Half Ton Pick-Up, will delight fair visitors.

Circle the Summer Fair dates on your calendar now, so that you don't miss one of the midwest's largest car shows.

Corvair Drivers Award

March 1 Swap meet at Jerome Duncan Ford. One point to Hartzel & Koehler.

March 3 D.A.C.C. meeting. One point to Hartzel, Koehler, Arner, Weir, Irons J.Flinn, Mayer, Hand, Smith, Ramsay.

March 7 D.A.C.C. Canada Tour. Two points to Hartzel, Koehler, Fee, J.Flinn Mayer, Hand, Shuster, B.Flinn and Roberts.

March 14 Detroit Historical Department meeting at Fort Wayne. One point to Hartzel.

March 15 Buick Club swap meet in Pontiac. One point to Hartzel & Koehler. Nobody called me if they went to the M.A.R.C. swap meet in Allen Park.

Totals as of March 15 are:

Hartzel....15	Arner.....2
Koehler....10.5	Shuster.....2
Gould.....4	B.Flinn.....2
Fee.....4	Roberts.....2
J.Flinn....4	Chamberlin..1
Mayer.....4	Pepke.....1
Weir.....3	Kamber.....1
Irons.....3	Minea.....1
Hand.....3	Smith.....1
Kostelnik...2	Ramsay.....1

THANKS AGAIN

"Thanks" for a job well done to our outgoing officers Stu Shuster (Past President) Sharon Pepke (Past Secretary), Agnes Gould (Past Treasurer), Ken Hand (Past Membership Chairman), Ken Pepke (Past Activities Chairman). These people made it happen in 1986 and we owe them our gratitude.

Our new officers for 1987 are Clark Hartzel (President), Pete Cimbala (Vice President), Adele Kirkman (Secretary), Jerry Ramsay (Treasurer), Pete Koehler (Editor), Jim LaMay (Memberships), Dave Gould (Activities-Parades) and Bob Kirkman (Parts & Service).

I was glad to see Jim LaMay finally run for office. He has been a member since 1974, or earlier.

All the new officers will get together at Kirkman's house March 26th for our first Board Meeting. One thing is for sure, we are going to D.A.C.C. (Drive All Corvair Cars [and trucks] this season. I hope you all come along for the ride-we are going to have fun!

HISTORIC FORT WAYNE

Saturday, March 14th, Stu Shuster and I attended a meeting at Fort Wayne. The Detroit Historical Dept. finally got a budget from the city to improve their vehicle collection storage facility at the fort.

After lunch and drinks we were bussed over to the new warehouse which is being renovated with new heating/cooling system and all new exterior siding. This building has no posts or obstructions so it should give a clear view of all the cars. When finished, it will display 58 vehicles.

We then visited the existing warehouse, where all their cars are currently stored. The cars range from "nice" to a total waste of time. They used to accept anything that someone wanted to get rid of and some of these cars should be hauled to the scrapyard.

They do have a 1960 Corvair 700 coupe, formerly owned by Ralph Nodwell. This car is in pretty decent shape except for a flat tire, "fur" growing on the battery and a dent in the rear quarter panel. One piece of belt-line moulding needs to be replaced. The interior looks useable as is and the tires are the correct wide whites. This car should be restored and I volunteered our club to do it.

As in any public facility, there is never enough money to do what really should be done, so if we don't restore this car, I doubt that they will. I made the offer hoping the club would agree with me, but if you don't, I'll get some volunteers to help me. I think it is only right that the "motor city" has a decent Corvair in their collection. More on this later.

D.A.C.C. has been invited to their annual car show at the Fort on Sunday Aug. 23, sponsored by the Veteran Motor Car Club of America. A bunch of us went last year and had a good time, so let's do it again.

FREEDOM FESTIVAL PARADE

Saturday, June 27th is the annual Detroit Windsor Freedom festival parade. A number of us have attended this event in past years and it is a full day of activities.

After the car show in Windsor and the parade across the bridge, we end up in front of the G.M. Building. They have bands, clowns, street entertainment, food and all kinds of things for the family to do.

It will make a full weekend. The Parade on Saturday and the Sloan Museum Summer fair on Sunday! Don't miss either one!

Date With Helen

On April 24-26, Corvair Atlanta is holding their 6th Annual "Date with Helen" in Helen, Georgia. They have a hospitality party Fri. night, a concours on Saturday with classes for "Seniors", "Show" and "Daily Driven" cars.

A "Ladies Only" party is Saturday and a "free" banquet is Saturday evening. A VCR and other prizes will be given away.

Sunday is a rally and a funkanna. All during the event a swap meet and vendor sales will be going on.

The total entry fees for registration and all 3 events is only \$22.00! Such a deal, I couldn't pass it up! The Koehlers, Geiers and Hartzels are going. Why don't the rest of you join us for a great time?



P.O. Box 11471 Phoenix, Arizona 85001

February 1987

Dear Corvair Biffs,

As you may, or should have, read in a recent issue of CORSA Communique there is an article describing how the Cactus Corvair Club of Phoenix, Arizona is attempting to undertake a rather large project. This project involves the reconstruction of a very successful racing car, based on our favorite marque, which was built and campaigned by Doug Roe in the 60's and 70's.

The car is currently owned by Ed Connelly of Palo Alto, California. It is his intention to have Doug Roe rebuild the race car to its former status when it was last raced. Then Doug is to drive the car in the Monterey Vintage Car Race at Laguna Seca Raceway, California in August, 1987. The biggest obstacle to this idea is the current state of the race car. It needs a LOT of work. As we all know, race cars usually consume dollars quite rapidly. This project is no exception and it is here that we hope your club can help out. We could like for you to consider the following proposal which will be both beneficial to some lucky Corvair owner and at the same time get Doug's race car back on the track and back in the public view while advancing our favorite car at the same time.

Cactus Corvair Club, CCC, is proposing a raffle among all the CORSA Chapters nationwide to benefit this rebuilding project. The first prize will be a freshly built, suitably modified Corvair engine up to a maximum 140hp built by a well known race engine mechanic. The exact specifications to be determined by CCC and the winner within the guidelines established by CCC. This engine will admirably suited for street use and long life as the engine in a classic car or for everyday use. The monies derived from this raffle will then be invested by Doug and CCC to help see to it the car is properly restored to original or better condition and is properly presented at the above race and others to follow.

The major items needed currently are the engine, transaxle, some suspension pieces and a variety of other parts peculiar to a high speed road race car. There are several sponsors already lined up but the project is now to the point where dollars are needed also. A partial list of current sponsors includes Clark's, Cotrufo, Moby Dick, Dale and Underground along with many others. We are, of course, hopeful there will be other sponsors come forward.

If your club is interested in helping with this effort we would like to have ONE somebody assigned to be the liaison with CCC for the purpose of supporting your share of this raffle. An officer of your club should send us the name and address of the liaison person and the number of raffle tickets your club can handle.

We are prepared to send as many tickets as desired but please do not request more than you can reasonably expect to dispose of. Of course, more tickets can always be provided upon request after your initial supply is exhausted. The raffle tickets are priced at one dollar each or twelve for ten dollars. Please check your local laws with regard to raffle sales. Our local rules state we do not need a permit if the sales are to club members and guests at our meetings and gatherings. Please be sure you are safe so there will be no problems.

Enclosed are a pair of pictures of the race car in a couple of its most recent incarnations when Doug still owned the car. Mr. Connelly has recently repainted and it looks very nice indeed. We will probably be running several more pictures of the car in future articles in the CORSA Communique.

Please notify us by return mail at your very earliest convenience as to your desire to help. This effort is not merely a Cactus Corvair Club endeavor but we hope to make it a CORSA enthusiasts project as well. We sincerely hope to receive your chapter support toward this effort. Please send the name and address of your liaison person and your preliminary ticket order to

81d Stewart
2034 W. Flower St.
Phoenix, AZ 85015

For information, you may telephone us at 602-274-5274.

Meanwhile, air-cooled engines to the fore!!!

Secretary's Report

by Sharon Pepke

Our regularly scheduled Corvair meeting started at 8:00 PM - right on the dot.

We discussed a trip to Canada this weekend.

53 people were present.

Don Arner won \$21.00 in the 50/50.

Chip dip was \$35.00. Roy Cartwright, Jr. won and lost the money.

\$1,009.50 reported in our treasury.

The voting took place at 8:30.

Parts and Service - Bob Kirkman

Activities - Dave Gould

Membership - Jim LaMay

Editor - Pete Koehler

Treasurer - Jerry Ramsay

Secretary - Adele Kirkman

Vice President - Pete Cimballa

Meeting adjourned at 9:05 PM by new President Clark Hartzel.

Meeting Information

MEETING BEFORE THE MEETING INFO

by Pete Koehler

One of the new directions this club is headed under our new President, Clark Hartzel is to the food line! That's right folks, now you can plan on meeting with your Corvair friends for a leisurely dinner just before the regular monthly meeting at the GM Training Center in Warren. Each month Clark will announce the location for the next get together either at the meeting or in the Aircooler.

This first in a series of these before-the-meeting dinner meetings will be held April 7th starting at approximately 6:30 PM at the Buddy's Pizza Restaurant directly across from the GM Tech Center complex at 13 Mile Road and Van Dyke.

After dinner we will take a short hop across Van Dyke in our Corvairs and attend the regular meeting at the GM Training Center as before. And remember to drive those Corvairs to the meeting. Clark will be awarding one point to all members who drive their Corvair to either the meeting-before-the-meeting or to the meeting itself.

If there is enough interest (that means if any one other member wants to) we will stop off at Bennegans after the meeting and continue that tradition, too. What we're really saying here is that if you are planning on going on a diet, the DACC could be hazardous to your plans.

Whatever your choice, try to join your DACC friends on April 7TH. This will be the first meeting of the daylight savings season so we can congregate out in the parking lot and admire each other's Corvairs. How about it?

MEETING MEETING INFO

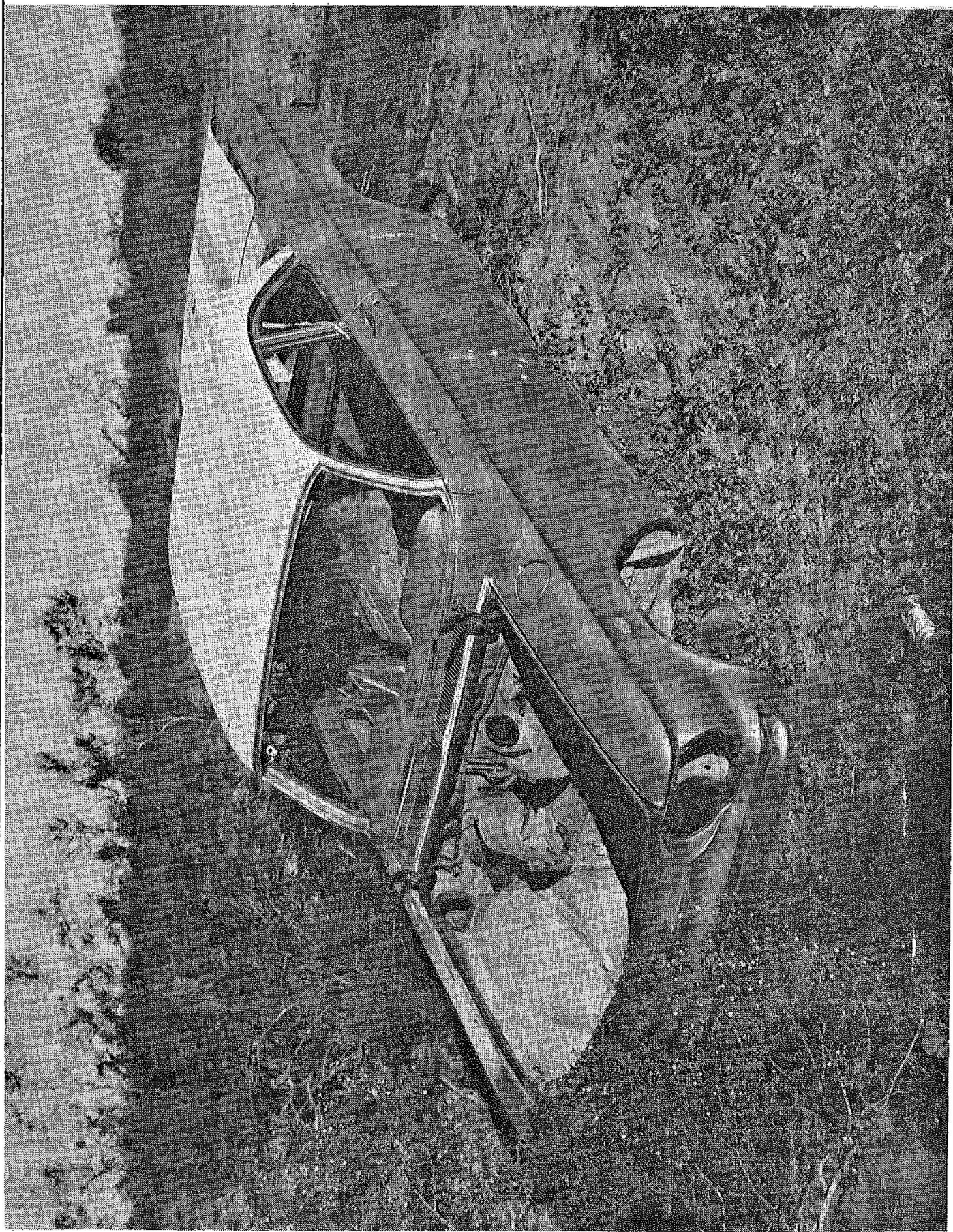
by Pete Koehler

The April Meeting of the Detroit Area Corvair Club will be held at the GM Training Center on Van Dyke at Chicago Road in Warren, MI. The gavel will drop at 8:00 PM as our new President, Clark Hartzel, chairs his first full meeting as our fearless leader.

The program for the meeting will include a very challenging trivia contest that centers around a group of obscure Corvair parts. The object of this contest is to try to stump the Corvair "experts" in the group as well as provide all members with a good dose of fun. Who knows, you might just learn something at this meeting!

There will be ten or twenty different, genuine (albeit seldom seen/used by most Corvair enthusiasts) Corvair parts. The object is to identify the origin of the part by use/location on the car, the year(s) and model(s) of its use, and the purpose it served on the car. As you come into the meeting room at the Training Center the parts will be spread out on a table and you can inspect them. Discussions with other club members as to the proper heritage of a particular item is allowed and encouraged. I mean, what the heck, we're supposed to be having fun here, right?

When Clark starts the actual business portion of the meeting, we will collect all the answer sheets from those who chose to participate and try to determine who "won". The actual prize hasn't been determined at press time. If we get thirty-two identical answer sheets we can't exactly award 32 shiny new Cadillacs, can we? Whatever the prize, we guarantee an enjoyable experience as we try to stump the experts. Come early and give it a try!



DACC Ambitious Restoration Project of the Month

Club Calendar

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| <p>April 5 Swap Meet at the Michigan State Fairgrounds, Detroit, MI. \$2.00 admission.</p> <p>April 7 DACC meeting at GM Training Center, Warren, MI. Starts at 7:30 PM.</p> <p>April 8 Sloan Summer Fair Committee meeting, Sloan Museum, Flint, MI. starts at 7:00 PM.</p> <p>April 11 DACC Road Trip, "DACC goes to Hell" (Michigan, that is) see Aircooler for more details.</p> <p>April 12 Swap meet at Lucas County Rec. Center, Toledo, OH. \$1.50 admission charged.</p> <p>April 18 Swap Meet at Eddie Edgar Arena, Farmington & Lyndon Roads, Livonia, MI. \$2.00 admission charged.</p> <p>April 24 Car Show and Swap Meet hosted by the Corvair Atlanta club in Helen, GA. DACC will have at least three families going to this event. See Feb '87 CORSA Communique for details.</p> <p>April 26 Swap Meet at Northville Downs, Northville, MI. admission fee ?</p> <p>May 2 Swap Meet & Show at Stan Pepple Motors hosted by Tri-State Corvair Club, Bryan, OH. See March '87 CORSA Communique for details.</p> <p>May 5 DACC Meeting at GM Training Center, Warren, MI. starts at 7:30 PM.</p> <p>May 6 Sloan Summer Fair Committee meeting, Sloan Museum, Flint, MI. starts at 7:00 PM.</p> <p>May 10 Car Show and Swap Meet at Pontiac Motor Division's Administration Building in Pontiac, MI. \$3.00 for show up to April 10th, \$5.00 at gate. \$1.00 admission for spectators.</p> <p>May 16 DACC Road Trip to Hidden Lake Garden in Tipton, MI. This replaces the trip to Holland, MI for the Tulip Festival. See Dave Gould for more details.</p> <p>May 17 Swap Meet at Randy Hosler Pontiac, Clarkston, MI. \$1.50 admission.</p> <p>May 24 Car Show in Rochester, MI sponsored by the Contemporary Historical Vehicle Assn. \$5.00 registration per car. A trophy is given to the club with the most participation and Clark wants this club to win this year!</p> <p>May 30-31 Michigan Antique Festival at the Midland Fairgrounds, Midland, MI.</p> <p>June 2 DACC Meeting at GM Training Center, Warren, MI. strarts at 7:30 PM.</p> | <p>June 3 Sloan Summer Fair Committee meeting, Sloan Museum, Flint, MI. starts at 7:00 PM.</p> <p>June 5-7 CORSA Sanctioned Mini-Convention hosted by the Central New York Corvair Club in Syracuse, NY. See March '87 CORSA Communique for details.</p> <p>June 6 GM Employees Car Show at the GM Styling Staff, GM Tech Center, Warren, MI. See Stu Shuster for details.</p> <p>June 13 PLEASE NOTE THE FOLLOWING DATE CHANGE! DACC Road Trip, "Thumbing It with the DACC". This tour includes lunch (or dinner) at Frankenmuth! see Aircooler for more details.</p> <p>June 13 -14 Old Time Dirt Track Racing and Car Show at the Lapeer County Fairgrounds in Imlay City, MI. \$2.00 admission with your old car (Corvairs 1962 or older, sorry Late Model fans!)</p> <p>June 14 Carnival of Cars Show at the Ford Test Track, Utica, MI. entry fee charged.</p> <p>June 20 -21 AACA Show and Swap Meet at Genesee Recreation Area-Cummings Center, Mt. Morris Rd east of Mt. Morris, MI (near Flint). \$4.00 pre-reg. for car show, \$6.00 on-site. \$1.50 admission charged. \$8.00 overnite camping fee.</p> <p>June 27 -28 Sloan Summer Fair Show and Swap Meet, Sloan Museum, Flint, MI. entry fee charged.</p> <p>June 26 -27 St. Ignace Show, St. Ignace, MI. entry fee charged.</p> <p>July 7 DACC Meeting at GM Training Center, Warren, MI. starts at 7:30 PM.</p> <p>July 11 DACC Road Trip to Port Huron for "Cruise Night". see Aircooler for more details.</p> <p>July 22 -25 CORSA/CCE National Convention, Arlington Heights, IL. Clark said all DACC members are required to attend (and in a Corvair) - or else!</p> <p>Aug 4 DACC Meeting at GM Training Center, Warren, MI. starts at 7:30 PM.</p> <p>Aug 5-9 Ultra Van Rally at Lost Bridge Campground, (near Fort Wayne, IN). see Pete Koehler for more details!</p> <p>Aug 15 DACC Road Trip to Auglaze Village, OH. for a car show and Picnic with the Tri-State Corvair club. see Aircooler for more details.</p> <p>Aug 22 -23 Car Show & Swap Meet at the Midland Fairgrounds, Midland, MI. \$1.50 admission. Free car show entry Sunday 'till 12:30.</p> <p>Aug 23 Car Show and Swap Meet at Historic Fort Wayne, on the Detroit River. Car Show entry \$5.00. Admission \$2.00.</p> |
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Convention News

JUDGES NEEDED FOR CORSA NATIONAL

by Bob Kremer, CCE

The Concours for the upcoming 1987 CORSA National Convention to be held in Chicago is quickly taking shape. We on the committee have gotten to the point of asking for volunteers for the actual judging of the entries. If you have an eye for detail, know something of any section of the Corvair, and are willing to help make this convention one of the best of this decade, we can use you!

What a judge does is grade the quality of the work that the owner has done to his car, and how close that work appears to be stock. Modifications are noted during classification, so a judge does not need to know what bolt went where and what options came on what years. A judge does need to know (and we will help teach those who want to help) what is a well done piece of restoration and what is covered up by paint and undercoating. Since some areas are considered more important than others, the judging forms have a point value for all areas so there are no problems in taking off more points than are allowable under the rules. All this means is that while judging is definitely an important job, it is not as hard as some people would have you believe.

The Concours is one of the premier events in the convention, and some would say that it is "THE EVENT". It scores more points in the Ed Cole competition than any other event. The concours comes right in the middle of the convention, so as to emphasize it's importance. This is why we need everybody who can judge to judge.

Where do you sign up to help in this all important event? For DACC members, see Clark Hartzel or Pete Cimballa (or your editor - Pete K.) to sign up. If you have any preference for what you want to judge (i.e. paint, interiors, undercarriages) tell these people at the time you sign up. We need to sign up a total of 50 judges, so volunteer early and often.

Editor's note: The following DACC members are currently CORSA certified judges as a result of their judging at the previous CORSA Convention in Grand Rapids last year:

Pete Cimballa	Clark Hartzel
Stu Shuster	Gordon Fee
Fred Strobehn	Dave Gould
Carol Bryan	Tony Miller

In addition, I have been a certified judge for several years and have worked the last six National events. This year's concours should be a great success considering the quality of the staff planning it. Bob Kremer is co-chairing this event with Lou Zanon. Bob had the first place winning blue/white Yenko Stinger in Grand Rapids. Lou had the Best in Show winning custom 1963 Monza coupe last year. National Judging Chairman, Cecil Miller, has been working with the CCE Team to arrange for adequate judging.

National Concours Chairman Paul Peterson should also be in town for the event. Classification will be amply handled by National Concours Committee member and Corvair Czar Larr Claypool. Let's get some folks out to Chicago and help them judge this great event!

Parts & Service Report

by Bob Kirkman

That Corvair Tech Guide is Informative and Useful! Let me tell you what I recently gleaned from it.

If you pull out your November, 1984 issue of the CORSA Communique, you will find my article about front wheel cylinders that leaked silicone brake fluid when the car was sitting around for a period of time, but had absolutely no leak when you got on the pedal. Every piece of the hydraulic system was new, and no faults could be found. Rear wheel cylinders never leaked. I bought new sets of front wheel cylinder cups and the problem was gone. I marked it up to silicone incompatibility, which was something I had read about in an earlier Communique issue. Now the Tech Guide arrived and in the Brake section I find an article and a warning to check for residual pressure check valves in re-manufactured master cylinders. This was something that "didn't register" when first published in the Communique. Information was that generally the rebuilders nowadays don't bother to put the valves in place. Without the residual pressure to keep the wheel cylinder cups seated, the cups could ooze, seep while the vehicle was not in use.

Was this my problem? Quite obviously it had a whole bunch to do with it. The first wheel cylinder cups leaked because there were no residual pressure check valves. The second set didn't leak because they were made by another company and the wheel cylinder spring and end plates fit them differently so as to keep the cup lip expanded into a good seal with the cylinder bore.

Why am I sure my master cylinder had no check valves? Because I recently bought two more 1967 master cylinders (one is a Bendix casting and one is a Delco Moraine) and neither contain the parts. I checked with a "contact" at Delco Moraine and was told the valves were removed from many of their products in about 1974 as they were no longer needed. The wheel cylinder cup expanders were doing the job. They don't have a box of parts sitting around. My auto parts store has nothing as they buy the master cylinders already rebuilt.

I may try writing to the rebuilder, but most likely we all will simply use what we buy, as we buy it, and look to the fit of the wheel cylinder cups and expanders if any seepage is encountered.

More Cold Air

by Pete Koehler

It doesn't make a lot of sense. I mean with the way the weather has been lately, why would anyone in his right mind be out searching for a Corvair with air conditioning? Perhaps it's just my odd way of dealing with various market conditions. I go out shopping for motorcycles and convertibles in the dead of winter. When the sun is high and hot in July, I'm the guy trying to make a bargain on a snowmobile. Maybe that's why my ears perked up when I heard of a late Corvair sedan with factory air that was for sale in Lapeer.

The car was somewhat familiar. I had checked it out some four years ago when Patty and I came to Flint for her widowed mother's wedding. We brought the Ultravan since the kids seem to travel better when they have a little room to move around. The Ultra affords them a LOT of room to move around. Anyway, I took off in the Ultra to visit Bruce Granger to answer an advertisement that appeared in an issue of the DACC Aircooler! It seems that Bruce was selling the Corvair part of his vast promotional model car collection. After striking a deal for a few more than a dozen of these tiny toys for the sum of \$500, I was broke. But, Bruce had this friend who had a Corvair and he thought I might be interested in seeing it.

We drove over to the house in his Pontiac ex-cop car. Upon arrival I saw a white 1965 Monza Sport Sedan with 110 engine, powerglide, and factory C64 option (air conditioning - see my story on air conditioned Corvairs that appeared in the February 1987 issue of the CORSA Communique). The paint was brand new. In fact, the chrome trim hadn't even been reinstalled on the car yet. The tires were brand new. The only problem was that there was an engine fire. It seems that someone was successful in starting the engine even though the left bank's carburetor was removed from the engine at the time. The fuel pump did its job by supplying fuel to the general area where the carb was supposed to be. The ignition system did the rest. The result was that the car couldn't be driven. Even with this set back, the asking price of \$1000 didn't sound too bad for a rare factory air conditioning Corvair.

Unfortunately, or fortunately depending on your point of view, I was drained of financial resources after making the Corvair promotional model purchase. The Air 'Vair had to remain in Lapeer and I went back home to Chicago with Patty, the kids, and the promotional models in the Ultravan. I never thought of that '65 sedan again.

Turn the clock ahead four years. We're back in Michigan and working in Warren for the General. I decided to volunteer some time to work with the Sloan Museum's Summer Fair Committee. Their meetings are the day after our club meeting and are held at the Museum in Flint. Guess what? Bruce and his brother,

Brian, are also on the Committee. In fact, Bruce is the Chairman!

I attended the March meeting of the committee by driving Patty's black '64 Monza Sprint coupe up to Flint. While there, Bruce gave me a phone number to call for a white late model sedan that was for sale in Lapeer. Could this be the same car? Bruce said that I had seen this same car once before, when I was out at his house buying some models! He wasn't sure of the price, but he said that the car had been sitting since the last time I looked at it.

Unlike a fine wine, this car did not improve with age. In fact, the last four years were tough on this little air conditioned sedan. In an act of disrespect, the car was pushed out of the way and was languishing in a creek bed! The oil pan was frozen to the bank on the day that I looked at it. It was a hard decision to make whether or not to try to resurrect this poor thing. It did have several factors in its favor.

For one, the fact that the car had a complete factory air system was a plus. Somewhere along the way a 1966 style condenser was installed. This is the kind that tucks up in front of the engine instead of the earlier design that laid on top of the engine. The idle solenoid, while not connected, was sitting in the engine compartment.

Another plus for this car was the fact that it had tinted windows all around. The best part of this was that the windshield was brand new. The story goes that the guy's brother was practicing his golf swing and put one of those little white balls directly into the windshield. The homeowner's insurance policy paid for a new windshield at a cost of nearly \$175 installed. Since the car didn't run, there has yet to be one wiper blade on this 'shield. It is Brand New!

That's about all of the plus factors I could come up with. It is complete. All of the parts are there. The new tires four years ago still show like-new tread, but now they are dry rot specials. The carpet isn't doing too good after being in the creek for a few years. The floor is still there, and I don't know how that happened!

After retrieving this prize with the help of DACC member Terry Lewis (who loaned me his tandem axle car hauling trailer) and my Pole Barn building buddy Pat Geyer (who drove with me and offered the use of his 4WD truck to tow the trailer out of the muck and mire that surrounded the Corvair's resting place) the actual condition of the car could be better identified.

Once safe and snug in my garage in Farmington Hills, the car is ready for refurbishing. After taking the top sheet metal off of the engine it was determined that 1) the engine turns over! 2) the fire damage is minimal, and 3) I evicted some kind of living creature who was quite comfortable sleeping on top of the cylinders. I cleaned up the outside of the car and the paint still shines nicely!

What happens next depends on if and how well the engine runs. The car would be a great parts car. But, it is almost too good to just part out. If it can be made to operate, I'll add it to my fleet of the two other factory air equipped Corvairs.

Good things really do come in threes!



OBSERVATIONS RELATING TO BODY REPAIR

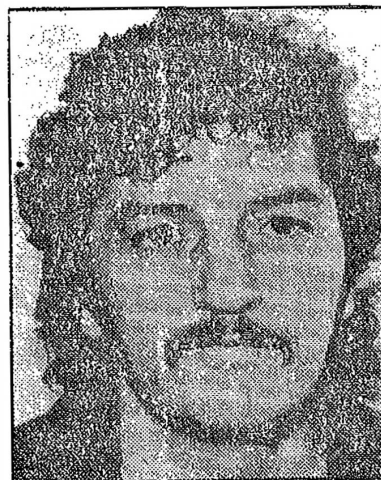
by Bob Kirkman

Decay is disgusting. Deterioration? Yuck! It gives you a bad feeling. A real downer. If you are NOT involved in Corvair body repair, please consider for a moment how you feel about an apple with a bad spot. Beautiful apple, but if you turn it around, there's that soft, brown area. Yuck! You can throw it away and get another, or instead, take a knife and cut out the bad part and throw it away. The apple surely looks better now. You can go ahead and eat it and never realize that it had not always been totally good.

Yesterday I looked at the 1960 Corvair I am in the process of reclaiming. Across a large portion of the dash panel in the trunk area was this expanse of a ragged hole; missing paint; brown rust. Disgusting! Worse yet, you could

see through this ragged, rusted hole to the next panel and it was the same way. You could see right through from the trunk to the car floor. Disgusting! I didn't feel like a proud owner. Throw it away? Never! Out came the cutting torch and high speed grinder. All that bad stuff was cut away, back to good metal. Now I had BIG holes with straight or gently curving edges, and painted panels right up to the edge. Wow, did I ever feel better. It's no problem at all to tackle the repair of something so neat and orderly. No problem at all to weld in a big patch to make everything right again. What a change of attitude I had simply by removing the decay from sight so that the remaining good stuff could be worked on to bring it back to a useful life.

Several of our members in this club have been able to look past the deterioration of a Corvair and see the potential for reclaiming it, and then done it themselves. It gives you a good feeling.



PETER KOEHLER
Arrested at U.S. border

Hijack suspect had just been released from jail

EDMONTON (CP) — A man suspected of hijacking a taxi from Edmonton to Vancouver and shooting at a prostitute was arrested yesterday as he tried to cross from British Columbia into the United States.

Lance Beswick, a spokesman for Edmonton police, said Peter Koehler had been released from the maximum-security Edmonton Institution on mandatory supervision last Friday, after serving seven years of a 9½-year sentence for armed robbery and escaping lawful custody.

The RCMP arrested Koehler, 37, as he tried to cross the U.S. border at Sumas, 100 kilometres east of Van-

couver, carrying two handguns. He is expected to be returned to Edmonton today to face charges of abduction and attempted murder.

Cab driver Len Fitzgerald, 38, said a man abducted him Monday after pulling out the car's radio and fare meter.

He first told Fitzgerald to drive him to Calgary, then changed his mind and ordered the cabbie to drive to the West Coast, a fare that would have cost \$1,500.

Fitzgerald said from his Edmonton home that the man pointed a .45-calibre handgun at him during the entire 16-hour trip.

The man told Fitzgerald he had to leave Edmonton because he thought he had killed a man when he shot at a prostitute.

In Edmonton, a woman said she ran into the street and tried to flag down a car when a man pointed a gun at her head Monday.

"A shot went off and hit the car about three inches from my back."

Fitzgerald said the gunman told him he had been drinking and using drugs at the time of the shooting.

The cabbie said he agreed not to go to police for one hour after dropping the gunman off near Vancouver's Expo site, because the gunman

had spared his life.

"He kept his word and I kept mine," Fitzgerald said. "I thought I got the better of the deal."

Earlier Monday, a gunman forced another taxi driver to take him around Edmonton, then ran off after firing a shot into the ground.

Koehler had his first meeting with his parole officer Monday, said Claire Sherwin of the Alberta Solicitor General's Department. "He appeared to be fine."

Under mandatory supervision, most prisoners are automatically released after serving two-thirds of their sentences.

Classified Ads

FOR SALE 1960 Corvair coupe, powerglide, 97,000 miles, little rust, decent body, bad oil leaks. \$800 or best offer. call Frank Bryce at (313) 775-1471.

FOR SALE 1962 Greenbrier, body fair, deluxe interior, no seats, runs, \$300. call Ken Hand at (313) 666-9736.

FOR SALE 1960 Corvair 4 door sedan, straight body, little rust, have original engine, \$600. call Ken Hand at (313) 666-9736.

FOR SALE 1966 Corsa coupe, 140 hp, wrinkled left front fender, dropped valve seat, California body, \$800. call Ken Hand at (313) 666-9736.

FOR SALE 1968 Corvair coupe, 110-3 speed manual trans, 42,000 miles, good original condition, \$1250 or offer. call (313) 465-1638.

FOR SALE 1966 Corvair 4 door sedan, 140 - auto, 61,000 miles, \$800 or offer. call (313) 465-1638.

FOR SALE 1966 Corvair 4 door sedan, 110 - auto, some rust, needs brakes and paint, \$400. call Charlie Hall at (313) 437-0879 evenings and weekends.

FOR SALE 1961 Corvair with '62 Spyder dash, 4 speed, turbo engine, all original, \$700 or best offer, also misc. Corvair parts, call Gary Fancher at (313) 642-9757.

FOR SALE Corvair complete, needs motor repair, also have one two other motors. call Everett Shattick at (313) 791-9107.

FOR SALE 1964 Corvair 500 coupe, blue with tan interior, only 19,500 miles, all original except tires, your basic Corvair in outstanding condition. Leaving town on Military transfer, can not take car. Priced to sell fast, \$3000. call Jim at (313) 777-0060.

FOR SALE 1964 Monza coupe, 110 - auto, 58,000 miles, lt. aqua mist with white top and interior, mint condition, \$1850. call Terry Lewis at (313) 673-3059.

FOR SALE 1965 Corsa coupe, 140 - 4 speed, dark blue with black interior, completely restored several years ago and garaged since, front end rebuilt, all-wheel alignment by Larry Claypool, new 14" Goodyear Eagle GT's and spinner wire wheel covers, runs great, looks sharp, Ready for the summer driving season, \$3000. call Pete Koehler at (313) 478-0906 after 6 PM please.

WANTED Late model turbo charger and stock carb (Carter YH) for a 180 engine. call Jeff Raymond at (313) 355-5361 after 5 PM please.

WANTED Bucket Seats and a rear seat for a '63 Corvair, saddle tan color needed, in good condition please, call Vic Onofriciuk at (313) 792-1004.

WANTED Complete red interior from an early model Monza 4 door sedan. Need 2 bucket seats, a rear folding seat, and four door panels. Condition more important than saving a few bucks. call Pete Koehler at (313) 478-0906 or see me at the meeting on April 7TH.

FOR SALE 1963 Monza coupe, auto, white with perfect turquoise interior, rust, oil leaks, runs ok, needs a tune-up?, in Birmingham, \$600/offer. call Terry Drosz at (313) 644-0011.

FOR SALE 1964 Monza Spyder convertible, 150 - 4 speed, 50,000 miles, yellow with black top and interior, \$4000/offer. call Don Adams at (313) 675-3635.

FOR SALE 1961 coupe parts car, automatic, some new parts, recent brake work, \$200/offer. call Don Adams at (313) 675-3635.

FOR SALE Complete aqua interior for a '63 Monza coupe in excellent condition, no rips or tears, includes: headliner, sunvisors, door panels, arm rests, kick panels, carpet, front and rear seats, \$125. Also have both doors and rear glass from same car, very, very cheap, name your price, no deliveries, call Corvair Wally at (313) 382-9378.

FOR SALE 1963 Monza coupe, chocolate brown with new white interior, powerglide, factory air conditioned, am/fm, wires, radials, restored, \$1800. call Ric Evenson at (313) 455-2636.

FOR SALE 1966 Monza coupe with Kelmark V-8 conversion, 327/350 Chevy mid-engine, Saginaw 4 speed transaxle, Goodrich T/A's, Keystone mags, QUICK!, \$2500. call Ric Evenson at (313) 455-2636.

FOR SALE 1971 Corvair Dune Buggy, on/off road, top, cover, sand tires, tandem trailer, \$2500. call Ric Evenson at (313) 455-2636.

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REGULAR MONTHLY MEETINGS are held on the first Tuesday night of each month at the General Motors Training Center located on Van Dyke (M53) at Chicago Road (13 Mile) in Warren, Michigan. Doors open at 7:00 PM, meetings begin at 8:00 PM. Members, friends, and guests are welcome!

The AIRFOOLER



27446 Beacon Square
Farmington Hills, MI 48018



Ken & Sharon Pepke
25760 Pineview
Warren, MI
48091