



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 6, Issue 1

"Rolling into 2026 with Corvair pride!"

JANUARY 2026

From The Dashboard of Your DACC President,
Bill Vellner mr.bill0728@att.net

Happy New Year! Now that the major holidays are over and we're wondering what to do, why not contact one or more of our fellow members, especially the ones who don't frequently attend our monthly meetings. You could suggest meeting for coffee (or whatever) at a convenient location for both of you. Or you could just talk on the phone and listen to their situation. We pride ourselves on our camaraderie, so why not make sure all of our members feel welcome. One of the most active parts of our club is the Garage Squad and they were very busy last year. I am personally grateful for the unofficial session where they helped me with my front suspension refurbishment on my '66 coupe. I knew what had to be done, but they supplied the assistance I needed to get things disassembled. With that out of the way, now I have to move on to my engine issues. I hope to get my Corvair back on the road well before the cruising season starts. Pete Koehler has indicated that he will give some interesting talks about both Corvair general history as well as local stories about our club's earlier years. I'm always fascinated by what he has to share, and I hope you are as well. That's all for this month. In future Aircoolers, I plan on repeats of my valve cover racer articles. ■

**Have you looked at your
online Aircooler?**

INSIDE THIS ISSUE

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

DETROIT AREA CORVAIR CLUB HAVEN SAYS THANK YOU

The greatest Corvair Club in the world came through once again for our friends at Haven. Faced with the challenge of making sure the innocent victims of bad or battered relationships understand the true meaning of Christmas, the members of the DACC helped fill this need. On December 2, immediately following our Christmas Party, we delivered a total of \$587.00 cash, \$700.00 in gift cards and an SUV full of toys, clothing and household items. Their needs are many but items such as toilet paper were most appreciated. It was a very warm reception and an honor to deliver these gifts on behalf of the DACC. All available staff members came out to welcome us, help us and thank us for our donation.

Happy New Year.

-Judy O'Leary ■

Shriner's car at the Romeo Peach Festival.

I am very late in sending these pictures of Chris and Raven Hand' Shriner's car at the Romeo Peach Festival. Of course, Chris and Raven provided outstanding Parade transportation and support for Carol Brantley, Ms. Senior Michigan. Ironically the Shriner's Convertible was queued immediately ahead of a Shriner's' group of minibikes. Another wonderful Corvair event provided by DACC Members.

Best,

Bob Storc ■



**"Detroit Area Corvair Club:
Driving history forward."**

From the Rear Deck of the DACC VP,
Don Scharich dscharich88@gmail.com
2026 Happy New Year. Tucked in Covairs, still resting; from the long warm journeys & sometimes hot miles of 2025. Older however, still with purpose, cared for by owners like us. Resting their tires, wipers, pedals & some gear shifts. Radios & horns quiet; waiting. As the snow falls & cold sets in bringing ice; we protect them. Chosen ones who brave the cold still make a few appearances. They carry surprises of memories, unexpected smiles & joy of what's to come. We proud owners love & care for these 55–65-year-old treasures. We 'wrench' them along with gentle taps to keep them going. Willing to bare the scrapes, cuts & even frustrations to make them shine in their own right again. Created in 1960 with a rear-mounted air-cooled engine, they are unique. Unfortunately, a short span ending in 1969; all are special, NOT to be FORGOTTEN. Still, some sit alone in a field, shed or broken-down garage. Waiting to be found & 'wrenched' along. Time to get ready—New journeys, challenges excitement & memories to make. The sun shines even through winter; our stories always shine. —Don's thoughts written by little Sister. ■

Activities Update by Pete Koehler

Here are a couple of events coming in January and beyond.

Jan 5 Monthly DACC club meeting at the 300 Bowl in Waterford

Jan 9 2nd Saturday Breakfast Club meeting at the Redford Grille 25800 5 Mile Road, Redford

Feb 13-15 Chrome and Ice show in Flint sponsored by Back to the Bricks

Feb 27 - March 1 Autorama at Cobo Hall (or whatever they are calling it now)

Week of June 22 CORSA Convention in Gettysburg, PA

July 10 - 12 DACC Homecoming on Ann Arbor
Going forward I would like to list some of the cruise events here like the Telegraph Cruise and the Gratiot Cruise. If you have a favorite Cruise Night event let me know and I will post here in the Aircooler and on our Facebook page. Did you know that our FB members at nearly 2500 are approaching the number of CORSA members? How about that? ■



DACC Membership Report for the January 2026 AIRCOOLER

Submitted December 17, 2025 by Lori Komora

Welcome to our new/renewed member: Kyle Hellner, Joe Mazzeo, Anne Baldwin

Thanks for keeping your membership up to date:

We have 153 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. ■

12/17/25 Treasury Report 11/17/25 by Carol Hairsine

Balance \$10,736.48

Income: 50/50 \$115.00 Membership \$70.00

Expenses: 50/50 Pay Out \$57.00 Attendance \$10.00 Haven House \$500.00 Cake, plates and forks \$30.65

12/17/25 Balance \$10,323.83

*Have not received bill for the last 2 months Newsletters
Also owe for Homecoming Calendars ■

Like us on Facebook

DACC OFFICERS

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Whatza Garage Squad?

I got the idea for the DACC Garage Squad after watching too much television. There was a show on a cable channel called The Garage Squad. They were centered in Chicagoland and had some TV personalities and a couple of real technicians on the team. Of course, they also had corporate sponsors. And they were paid for their efforts. I couldn't arrange that last part, but the concept seemed interesting. So, about seven to ten years ago (I can't remember the exact year) we started our own DACC version. The plan was to offer help to Corvair owners in the greater Detroit Metro area. Volunteers from the club would perform the repairs and the car owner would be responsible for the cost of the parts and had to make sure the guys were fed. We did simple repairs as well as more complex jobs like changing out an engine or a clutch. It was fun and helpful, and it even brought new members to the club. Bonus! As far as paying the worker bees, we don't ask for any \$\$\$. First, we suggested that the car owner make a donation to the club and then we would send that to the local Corvair Museum (the Ypsilanti Automotive Heritage Museum). An easier method was implemented, and we suggest that if the repair work was worth something the owner could donate directly to the Museum. Since it is a 501.c3 corporation all donations could result in a tax break. Double bonus! You get your car fixed and you save a few bucks that would otherwise go back to Uncle Sam! We found some other activities that the Squad could take on. The biggest task was the Dexter Barn clean out. This only took about three years. We sold the cars that were left on the property after Harold's passing. The parts both new and used were another story. There are still Corvair bits and pieces and I don't think we will ever totally clean it out. But this lets the Garage Squad sponsor "Barn Tours". They are fun events and always include a feeding time for the participants. There have been several other times that we could help a family clear out Corvair stuff after a loved one had passed. This helps the family and gets the parts and cars back into the hobby. Sometimes the cars and/or parts are donated to the Garage Squad so we can then generate some more \$\$\$ for the museum. Sometimes a Corvair is located beyond its useful life. We invented another activity that I call a "Take-A-part" party. The derelict car is set up for teardown most of the time at Pete Cimbala's cousin's shop in Swartz Creek. All are invited to come and help save any useful bits and most are available for purchase with the proceeds going back to the Ypsi Museum. This has been a great success with friends coming from Ohio Indiana and even Ontario, Canada to participate and maybe take home some treasures. The picked over carcass is sent to the recycle yard and hopefully the scrap value is equal to the lunch bill. I mean you can't ask these guys to show up and

work all day without some nourishment?

So that is the story of the DACC Garage Squad. We do post information on upcoming events on our DACC Facebook page. I am working up a short list of guidelines that we will try to follow going forward. Of course we can't fix every Corvair in a 100-mile radius, but we can help out as best we are able to. As long as we are having fun and the volunteers keep coming, the Garage Squad will continue to be a great part of the DACC! ■

This is a Garage Squad success story.

Rob Amsler bought this ultra rare 1962 Loadside truck from the Dexter estate with the help of the Squad to unearth it from it's tomb. He restored it and brought it to last year's Homecoming and won Best of Show with it. Well deserved. Check out what he started with. WOW! ■

The entombed Loadside



Continued on pg. 4.



Freedom after how long?



Now for a little makeup.



Can't forget the derriere.



I do not have a finished pic but check your 2026 DACC calendar.

Redux of older articles for Aircooler

Part 1 by Bill Shuster

I recently realized that there has been a considerable number of new members who may not have seen my magnum opus "Growing up with legends". This piece was split into two parts, and in total, narrated my father's journey with car culture and, specifically, Corvairs. I've redone some of the articles for the benefit and edification of those who may not have had the opportunity to meet my father when he still walked the earth. I grew up with two legends, the first is my father, Stuart Shuster; the second would not have been possible without the first, and that is my 1969 Monza ragtop that was thoroughly modified by GM designer Ned Nickles. A lot of money, a lot of material was floating around 1960s GM, and there were drawers of insignia, spare parts, lots of time for the paint shop to add creative pinstripes to the car owned by a chief designer. In the same way, Ned's imagination was let loose on any number of vehicles that he personally owned, drove, and then sold. Or at least one was totaled. More on that later. Where does the actual story start? Some snowy night in January 1970, Dad was unusually late getting home. It was his birthday night, 9 days after my baby sister's, and I was particularly interested in the confections that were sure to be part of the celebration. Though without my father, there was no celebration to be had, and no cake. I took up a perch by the side window and watched the snow fall while I waited. I remember that I could hear it before I saw it. There was a sort of sputtering rumble. As this creature came into view, there were batman-bugeye lights, and the car was close enough to the ground to likely perform snowplow duties. The air dam on the front was also a potential snow mover. As I followed the car and the four round taillights, I did not think much of it, that is for the split-second before the car-creature turned right into OUR driveway. What is this? After what seemed like a long 15-20 minutes, Dad came in shaking the snow off of him. Mom greeted Dad and asked how the new car drove. New car? I can't remember too clearly, but I think we had at the time an Opel Kadett and an early 60s Ford Falcon wagon. We had a "special" dinner, which I think was the Chun-King Chow Mein, the stuff that came out of the can in a perfect cylinder, you'd heat it, then consume it. After getting to bed, I heard the door open and close, meaning Dad had gone back out to the garage. Having not changed out of his business attire, the uncharacteristic behaviors and routines were truly different, drawing past and present into sharp contrast. This all signaled that something special had happened, and it had to do with the creature-car. I had fallen asleep before hearing that door open again. The next day, Mom and I went out to look at the new car. It had an aura that repelled and attracted at the same time. Actually, I was held back by my mother, left arm crooked supporting my sister, and the hand of her other arm firmly planted on my shoulder. This struck the mold of my ongoing experience with the Corvair, and really any of the cars that we owned.

Continued on page 5

Continued from page 4

I know of no other person than my father who took as good a care of ANY car. This worked both ways. Any flaw would be immediately discovered by my father. The Corvair actually heralded in a unique form of tyranny. Yet, this did not detract from the initial impression that it had on me. The Cortez Silver finish was radiant, contrasting with the black, plastic(!) top, and all of this even so in the pall of the winter garage. The red and white pin stripes went on forever, connecting reality with fantasy, passing over a black (!) – white – red flag emblem – what was that all about? I thought that all flags were supposed to be red, white, and blue. This mystery would not be resolved until much later in life. Dad liked to tinker, so the next few months were punctuated by weekends working on a car that probably did not need any work, but would profit from some improvements and maintenance. We attached a GTO tachometer to the front deck lid. Dad had made a new mask for the gauge dial, where “monza” replaced “Pontiac”, but the GTO redline was retained. I actually helped wire that unit together. Having a (nearly) five-year-old assisting was a major help, as I could get into spaces that an adult could not, and my hands and fingers were small enough to do the things in auto repair that we adults know to be nearly impossible. There was plenty of holding a dim, pre-alkaline flashlight (“gawdammit hold it *still!*”) to illuminate the work at hand. There was also the nightmare of tuning, or setting the dwell without a strobe. I would sit in the driver’s seat and hit the starter (pretty good for an almost 5 year old), and Dad would say “again”, as he watched the cam-point position (with the same dim flashlight) for TDC. This would go on for sometimes 15 or 20 tries. Dad was easily frustrated, and this circumstance was no different, if not more aggravating to him. I think we actually borrowed a strobe in the 1970s. I liked it because it looks a Lost In Space laser gun. We’d have to play with the timing, and in sync with whatever gas we could find. As I describe in a recent article, we’d go out to the small airport on Maple Road, and fill up with aviation fuel. We were still in the times of leaded fuels. In fact, my father had procured, or rather, had been given, a supply of highly-toxic (banned) tetraethyl lead from none other than chemist Jim Hinkamp, of the local Ethyl Corporation. This stuff was just sitting in Dr. H’s garage for years. We used this tetraethyl stuff – sparingly – as an amendment in all of our Corvairs (more on what constituted “all” of the Corvairs later), grandmother’s 1965 Continental, and probably a few other cars. Maybe one of you old-timers got a can as a Christmas gift. Presently, I just use high-octane at “red-handle” outlets. After cerulean blue skies of freezing February gave way to the tentative melt of 1970s March and April, the spring of 1970 brought with it some new prospects. One of these

was that the Corvair became a daily driver, or that is, Dad’s daily driver. Yes, the Chatham or Hollywood or Farmer Jack, or whatever it was at Poppleton and Maple was close, but no, Mom was not going to walk us to the store and back because Dad had the family car at work – no deal there. This invited a rust-proofing by Tuff-Kote down Maple closer to Oakland Mall. The Tuff-Kote is still pretty much complete, it’s now crusted in the inner recesses and corners of the vehicle. In May 1970, there was the return to the drive-in haunts like the Totem Pole, but it was no longer there. There were other gathering places along Woodward, maybe the Wigwam. However, the more that I look into this, it was Ted’s up near Pontiac; Woodward and Square Lake had easy access to I-75. The Hunter House in Birmingham was a for sure, but as it was then, parking was limited, and now the Hunter House has apparently moved location – that seems to be illegal! From 1969 onward, Dad and I would trundle down, and check out the incredible muscle cars that gathered there. We’d observe a duel, a race for titles as they were negotiated in the parking lot, usually after witnessing “fist fights and cheeseburgers” among local youth. We’d follow the cars up Woodward, sometimes staying close enough to actually end up with them on I-75, where you’d experience the most amazing collection of high-performance cars letting loose. You’d see an incomparable collection of cars at any one of these drive-ins, any night of the week, guaranteed. A sampling would certainly include a Judge, six-pack Goats, a GTX, Super Bee, 442, hopped up Bonnevilles, Mustangs, Challengers, a Firebird, the odd Ferrari or Lotus, going neck and neck at 70 mph, then all of the sudden, there was the immense and glorious roar of unregulated open-road competition, and the rear lights of the cars would disappear, having accelerated to well over 150 mph in no time flat. Let it be known that the Ferraris or Lotus contenders were usually dusted, or at least that is what I remember being told. This sound was equivalent to and consistent with the message and sound of Detroit rock and roll (like the MC5), or pretty much any band that was on the bill at the Grande Ballroom, or any of the rowdy Hideout teen clubs that dotted the suburban geography of the metro area in the 1960s and early 1970s. Rock and roll translated to the pavement – four wheels, 400+ horsepower, forward motion. Each of these cars embodied the perfect union of sound and color. When taken together, sound and color, that is, the sound at idle or full-tilt had timbres that were compelling in their own way, and matched by an equally impressive visual impact. Each of the cars had paint colors that made them larger than life. It was around this time that I experienced the 1970 Plymouth Road Runner Superbird. I coveted this car with the airfoil, as it looked like something out of the Thunderbirds TV show. The yellow, purple, and green colored models were my favorites. However, what counts is that the Corvair was an instant hit - everywhere. ■

Due to space limits, the rest of Part 1 will be in the February Aircooler along with Part 2. Sorry for the inconvenience. Adam

DACC December 2025 Meeting Minutes

Membership: We have 150 members currently.

Meeting Location: We are still looking for a new meeting location. The 300 Bowl is having staffing difficulties. We need everyone to look around and see if they can find a new location. We generally have 40 to 60 people in attendance; most have a meal and/or a drink. We will be at the 300 Bowl for January, but February is tentative right now. If you have any updates, please let Lori know.

Treasury Report: The treasury balance is as stated in the December Aircooler at \$10,518.48. There will be a couple of checks for Judy (\$30) and for Haven House (\$500) that will need to be subtracted.

Activities: The Second Saturday Event will be Saturday December 13th. Meet at Plato's Place Coney Island in Garden City at 9 am. After breakfast, will meet at Ian Smith's to check out his V8 powered VW! Pete K will get an E-Blast sent out with details.

Air Cooler: Adam needs articles!

New Members / Guests: There was one new attendee. His name is Kyle. He just bought a Red in Red 62 Spyder coupe.

Swap & Sell: Thomas Hutter brought 3D printed Christmas ornaments for everyone that brought gifts for Haven House. He had both single sided, and double-sided options.

Attendance: There were 39 attendees at the meeting. The \$10 winning ticket went to Allan Numerck. The Marquee Picture winner was Gary Komora. There was a 3rd drawing for an Atlas Oil Filter that was won by Tony Komora.

50/50: The 50/50 total was \$115, with \$57 going to Bob Wittmann. Bob generously donated his winnings to the Haven House.

Ken Heberling – Secretary ■

My 2025 Racing Season Wrap Up by Chris Hand Part 1 of ?

Waterford Hills SCCA club racing

- Raced in 5 out of 6 race weekends
- 5 qualifying sessions
- Started and finished 15 wheel to wheel races
- 2 Co-Driver runs (my buddy Kevin drove my car)
- Another new Personal Best 1:16.458
- Started on the front row in 2nd place for the first time
- 9 first place, 3 second place finishes
- 7th in overall points (all racers/classes) not bad for missing one weekend
- EP Champion for the second year in a row
- Top ten for the second year in a row

Writing down all my accomplishments is weird for me, I don't want to sound like I'm bragging, I'm just putting in the work to get to the track, and when you are able to do that, good things come. I am VERY fortunate to live so close to a racetrack that does club racing. Yeah, the winters suck and are too long, but that's where hockey comes in, I'm

never in need of something to do. My season started out with a car show in February and I decided to cut off the damaged roof and replace it with a donated one (thanks Ethan Force). I took this time to cut out all the headliner supports and I've always wanted a Corvair without drip rails, the removed material was 17 lbs of weight. I added some of that back in using panel bond on the new roof. Painted the interior, roll cage, and some major clean up for the show. The show was awesome, and I spread my love for the Corvair, my local club, and the racetrack Waterford Hills. Most of my off-season work was cosmetic (I ended last season in the Ozarks with a good run and no major issues that I can remember) One of the coolest things I did was changing my windshield, with a new(ish) windshield I was able to install my Dante's banner across the top. Maybe I'm a little sentimental, but when JR gave that to me, it hits me right in the feels and I'm super proud to keep racing these cars as long as I can keeping our history alive. Race one May 3rd and 4th 26 points:

Man, this feels like a lifetime ago, I was going into the season with the plans of donating my kidney and missing most of it. The first race weekend was really just let's go see what happens. I was really excited that 2 of my friends decided to come over and race in EP, one was able to make the races. Competition breeds speed, I'm loving it. The year before I was finally able to hit 1:17s and I had hopes to continue that trend and make the 1:16s. After racing at the Ozarks something changed in my head and I wonder why I'm so slow in some of the segments of this track, I gained so much confidence at OIR. I qualify with a 1:18.093, not bad for having a few months out of the car. 2 of my competitors are breaking in new to them cars. In the first race I'm able to advance my overall position by a few places and got some breathing room from my EP competition. I have 4 people in my class this first race weekend. I win the first 2 races in class and for the feature race it was raining. I've had some used rain tires for a few years and never had the opportunity to use them. I was kind of excited because of other Corvair drivers in the rain, these cars usually do pretty good. We put on the rains, and the tires were so hard I could not get any grip at all. Last place, but I put in all the laps. I wasn't thinking points at this time, I've been pretty proud to finish the races I've started since I went to a vertical fan. The Corvairs at the track have not had the greatest track record of finishing races. I'm starting to turn that around, and people are noticing.

Race notes of things I need to fix: My RaceKeeper camera is pissing me off, half the time it doesn't work and the GPS is screwy, also needed to move the camera since the tac was right in the middle of the screen. I ended up moving it to the right a bit. My exhaust was back firing due to bottoming out at the Ozarks, I had worn through a pretty big area on the lower pipe. Removed and welded stainless plates to the flat spots. Fuel pressure regulator is leaking, haven't ordered one yet I Need to adjust foam in the fuel cell and make sure it's not breaking down. Did this.

Due to space limits, the rest of Part 1 will be in the February Aircooler along with Part 2. Sorry for the inconvenience. Adam

"Join us for a year of Corvair adventures!"

46th DACC Homecoming

July 10-12th 2026

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"

- | | |
|----------|---|
| EVERYDAY | - Registration, Swap Meet, & Hospitality room |
| THURSDAY | - Ypsilanti Automotive Heritage Museum Lunch |
| FRIDAY | - Road Rally, Tech Sessions, Funkana
- Women's Activities as posted
- Cook Out / Picnic and Movie |
| SATURDAY | - People's Choice Car Show, Model & Toy Show
- Tech Session, Valve Cover Races, Auction
- Pizza Party See namebadge for seating time
- Calendar Winners "Drive Thru" Show
- Wine & Cheese Event (\$10 extra) Hotel guests only |

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

Register online with this link. Use group code online **070826COR** 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 2026" to receive the special room rate of \$114 - \$125 based on room type plus tax, per night. Book before June 8th 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.

Write your check out to "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) \_\_\_\_\_ Addtl. 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 \_\_\_\_\_ OR will you be trailering your car? Yes / No

REGISTRATION COST: SINGLE \$50.00 FAMILY \$80.00 (family consists of 2 adults & children under 18) \$ \_\_\_\_\_

*If you are a young adult (18-25) on a family registration with 2 adults additional cost of \$25*

How many will be attending? Adults \_\_\_\_\_ Under 18 \_\_\_\_\_ YA \_\_\_\_\_ One Registration Pack Individual or Family/Young Adult

Indoor swap space Yes \$20 for each space No How many spaces needed \_\_\_\_\_ \$ \_\_\_\_\_

*Register & pay early for indoor swap spaces are limited*

Outdoor swap space Yes \$10 for each space No How many spaces needed \_\_\_\_\_ \$ \_\_\_\_\_

*Must provide own tables for outdoor spaces*

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

Calendar \$10 (1<sup>st</sup> calendar is included) How many extra calendars \_\_\_\_\_ \$ \_\_\_\_\_

DACC reserve the right to reject applications at their discretion

Total Enclosed \$ \_\_\_\_\_

Will you be participating in: Road Rally? Yes / No Valve Cover Races? Yes / No Funkana? Yes / No

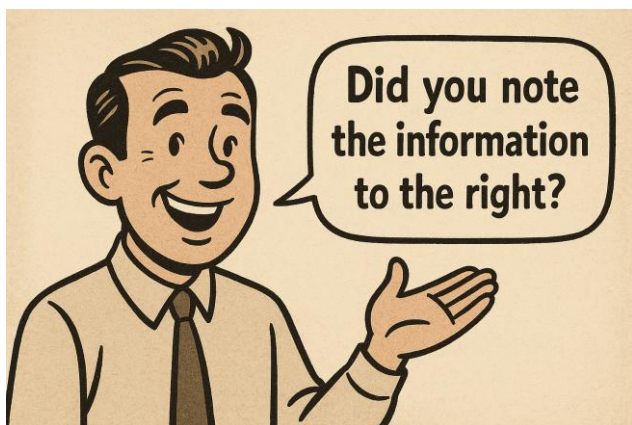
Liability Clause: Entrants and participants by execution of this form release and hold harmless Detroit Area Corvair Club (Members and Officers), and anyone else connected with the management or presentation of this show, from any and all known damages, injuries, losses, judgments, and/or claims from any causes whatsoever that may be suffered by any entrant or participant to his or her personal property (including family members or friends).

### Parts and Services.

**Show and Go Collision**      Tom Cavatio  
9103 Chalmers, Detroit, MI. 48213    313-371-9085



Clarks Corvair Parts  
400 Mohawk Trail  
Shelburne Falls, MA 01370  
413-625-9776  
413-625-8498 Fax  
clarks@corvair.com  
www.corvair.com



**Check out this site and expand your Knowledge of the Corvair.**

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

Updated the CORSA Club Office address

**CORSA Club Office**  
**PO Box 68**  
**Long Lake, MN 55356**

### **Detroit Area Corvair Club – January Meeting**

Date: Monday, January 5th

Social Hour: 6:00 PM

Meeting: 7:00 PM

Location: 300 Bowl, Waterford

Join fellow Corvair enthusiasts for our first meeting of the new year!

- Kick off 2026 with good company, classic car talk, and club updates.
- Enjoy a relaxed social hour at 6 PM before the official meeting begins.
- Meeting starts promptly at 7 PM in the meeting room at 300 Bowl, Waterford, MI.

**Bring your ideas, stories, and club spirit—let's make this year another great one for the DACC!**

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

BULK RATE  
US POSTAGE  
PAID  
PERMIT NO.  
00000

**Enjoy the following added content.**

**Corvair links to other Corvair club newsletters.**

**AI answers my curiosity questions about Michigan roads.**

**The January 1987 Aircooler.**



<http://www.vv.corvair.org/pipermail/chapters/attachments/20251124/70f3c40a/attachment.pdf>

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<http://www.vv.corvair.org/pipermail/chapters/attachments/20251220/fbfc8704/attachment.pdf>

## **AI ANSWERED ROAD QUESTIONS FOR THE MICHIGAN CORVAIR DRIVER.**

Quick Answer: In Michigan, wide white fog lines (typically 6 inches instead of the standard 4 inches) are used on exit ramps, curves, and other high-risk areas to increase visibility and emphasize lane boundaries for safety. They help drivers recognize the edge of the road more clearly, especially at night or in bad weather.

### **What Are Fog Lines?**

- A fog line is the solid white line along the right edge of the roadway.
- Its purpose is to guide drivers, marking the boundary between the travel lane and the shoulder.
- The name comes from its usefulness in foggy or low-visibility conditions, where it helps drivers stay oriented.

#### **Why Wider Lines?**

Michigan's Department of Transportation (MDOT) specifies 6-inch-wide pavement markings in certain locations:

- Exit ramps & curves: Wider lines make the edge of the lane more noticeable when drivers are transitioning off the highway.
- High-speed roads: At 70 mph, a thicker line is easier to see and track in peripheral vision.
- Nighttime driving: Retroreflective paint on a wider line reflects more light, improving visibility.
- Weather conditions: Rain, snow, and fog can obscure markings; wider lines cut through these conditions better than standard ones.

#### Legal & Safety Context

- According to the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), a wide solid single white line means crossing is discouraged but not strictly illegal.
- A wide double solid white line means crossing is prohibited.
- On ramps, the wide fog line is not about restricting movement—it's about safety emphasis.

#### ✂ Practical Example

Imagine you're exiting I-75 at night in heavy rain:

- A standard 4-inch fog line might blend into glare or water.
- A 6-inch fog line stands out more, guiding you safely onto the ramp without drifting onto the shoulder.

#### Key Takeaway

Michigan uses wide fog lines on exit ramps and other critical areas to improve visibility, reinforce lane discipline, and reduce crashes. They're a subtle but important safety feature designed to keep drivers oriented when conditions are challenging.

Sources: Michigan DOT – 6-inch-wide pavement markings Michigan State Police – lane line rules

#### Quick Answer:

On Michigan roads, yellow lines separate traffic moving in opposite directions. A broken yellow line means passing is allowed when safe, while a solid yellow line means passing is prohibited. Double solid yellow lines mean no passing in either direction.

## Detailed Explanation of Yellow Line Meanings in Michigan

Michigan pioneered many traffic safety innovations, including the use of painted center lines. Here's what the yellow pavement markings mean:

- Broken Yellow Line

- Separates lanes of traffic moving in opposite directions.
- You may cross to pass another vehicle if it is safe and there is no oncoming traffic.
- Solid Yellow Line
- Indicates a no-passing zone.
- Commonly used on curves, hills, or areas with limited visibility, where passing would be dangerous.
- Double Solid Yellow Lines
- Passing is prohibited in both directions.
- Drivers must stay in their lane and cannot cross the lines to overtake.
- Solid Yellow Line on the Left Edge
- On one-way roads or divided highways, a solid yellow line marks the left edge of the pavement.

#### Historical Note

Michigan was the first state to paint a center line on a highway in 1917, and later, in 1971, it became the first to use solid yellow lines to mark no-passing zones. This innovation greatly improved road safety and has since been adopted nationwide.

#### Key Takeaway

- Broken yellow = passing allowed when safe
- Solid yellow = no passing
- Double solid yellow = no passing either way
- Solid yellow on left = left edge of one-way/divided road

#### Quick Answer:

Michigan began installing rumble strips in the late 1990s, expanding them widely in 2008–2010 with a systemwide program that added centerline and shoulder rumble strips to 5,400 miles of rural highways. They were introduced to reduce lane departure crashes, and studies showed they cut such crashes by nearly half.

## Historical Timeline of Rumble Strips in Michigan

- Early Use (1990s)



- Rumble strips were first tested on Michigan freeways and shoulders to alert drivers drifting off the road.
- Their purpose was to reduce run-off-road crashes, which were a major safety concern.
- Expansion to Rural Highways (2008–2010)
- Michigan launched one of the largest rumble strip installation programs in the U.S..
- Over 5,400 miles of rural, non-freeway highways received centerline and shoulder rumble strips.
- This initiative was completed in just three years.
- Research showed centerline rumble strips cut head-on and sideswipe crashes by about 50%.
- Evaluation & Research (2013–2015)
- MDOT partnered with Wayne State University to study the effectiveness of rumble strips on non-freeway roads.
- Findings confirmed they were a low-cost, high-impact safety measure, especially effective in reducing fatal and serious injury crashes.
- Community Concerns (2010s)
- Some residents raised concerns about noise, especially when rumble strips were installed near homes.
- MDOT responded by adjusting installation practices, such as avoiding residential areas or using “mumble strips” (quieter designs).

#### Why They Matter

- **Safety Impact:** Rumble strips are designed to alert inattentive or drowsy drivers with vibration and sound.
- **Crash Reduction:** Proven to significantly reduce lane departure crashes, which are among the deadliest types.
- **Cost-Effective:** Installation is relatively inexpensive compared to other roadway safety measures.

#### Key Takeaway

Michigan’s rumble strip program is a national model:

- Started in the 1990s
- Expanded massively in 2008–2010
- Shown to cut serious crashes nearly in half
- Continues to evolve with quieter designs to balance safety and community concerns





# THE AIRCOOLER

Volume 13, Number 1, January 1987  
Pete Koehler, Editor

NEWSLETTER OF THE  
DETROIT AREA CORVAIR CLUB

CORSA Chapter 480



## PRES. REPORT

by STU SHUSTER

A very Merry Holiday and a happy New Year to you all. May your stockings be filled with O-rings, fan belts and filters.

Now is the time to make up a list of all the repairs you have been putting off and use the winter time to work on your Corvair in your nice warm garage (see this month's cartoon!). Since I can not send a card out to each of you, I commissioned Jay to draw up a "Holiday Corvair" greetings. Also, check out the continuing saga of the concours pole barn.

Best to all of you and see you in January 1987!

Also, for all of those members who attended the DACC Christmas Party, don't forget to attend this meeting and get your DACC Bucks! You can exchange them for DACC merchandise or you can use them toward your membership renewal.

## COMING EVENTS

### JANUARY MEETING INFO

by Pete Cimbala

The January general membership meeting of the Detroit Area Corvair Club will be held at the General Motors Training Center in Warren. President Stu Shuster has secured the auditorium for our gathering.

The program will consist of a planning discussion with all membership present. This will give the membership a chance to voice their opinion as to what kind of activities they would like to see in the coming year. Should we do a one-day Mini Convention? A road tour? A caravan to the Chicago CORSA Nationals? Bring your ideas to the meeting.

Also bring your Corvair photo memories from the past year. We will have the Club scrapbook at the meeting for your viewing pleasure. Share your photos with us and we'll arrange to get copies of those prints that the scrapbook just can't do without.

NEXT D.A.C.C. MEETING **JAN 6<sup>TH</sup>** 8 P.M.  
G.M. TRAINING CENTER, VAN DYKE AT 13 MILE



## SECRETARY'S REPORT

by Agnes Surma

### BOARD MEETING MINUTES

The Board Meeting began at 8:00 P.M. at Ken and Linda Hand's on 12/11/86. Present were Linda Hand, Clark Hartzel, Bob and Adele Kirkman, Bryce Flinn, Pete Cimbala, Dave Gould and Agnes Surma.

Several suggestions for winter activities included Greenfield Village and Huckleberry Railroad in Flint.

Bob Kirkman has received the Tech Guides and they are available to club members for \$20.00.

Volunteers will be sought for the Board for 1987.

A Corvair trip to Auburn, Indiana to see the Museum was suggested.

A scrapbook party is being organized for the purpose of identifying photographs to be put into the Corvair Club scrapbook.

The next Board Meeting will be at Ken Pepke's on Thursday January 15, 1987.

Happy New Year, DACC!

## TREASURER'S REPORT

by AGNES SURMA

The balance in the DACC Treasury as of 11/30/86 was \$1774.47. Since then we have had debits totaling \$1028.47 and credits of \$90.00. The debits consisted of \$77.00 to Pete Koehler for the Aircooler, \$8.23 to Ken Pepke for trophies, \$921.83 for the Christmas Party, \$12.00 shipping charge on Tech Guides and \$9.41 service charge on the checking account. Credits included \$90.00 for the Christmas Party. The balance in the DACC Treasury as of 12/11/86 is \$836.00.



## CHRISTMAS PARTY A ROUSING SUCCESS!

by Sharon Pepke

Our annual Christmas party was at the Farmhouse Restaurant December 2nd. There were 42 people present for the good times.

The party officially started at 6:00 P.M. with an open bar and conversation. This was followed at 7:00 with choice of entrees as the folks made their way into the banquet room. There was also a gift swap that most participated in.

After the gift swap, we surprised, or should I say, Agnes surprised Pete Cimbala with a birthday cake!

Then came the famous "Ralph Awards" presented (and created - Ed.) by our own Ken Pepke. Stu Shuster received the "Scissors Award" for his opening of the CORSA Museum at the Sloan this past summer. Pete Cimbala received the "Birthday Award" (for obvious reasons - Ed.). Joanne Hartzel received the "Patient Angel Award" for tolerating husband Clark's car craziness all these years. Ab Ives (our donut man at the meetings) was presented with the "Big 'O' Award" (Canadian Style).

After some more talking and more socializing the party broke up about 10:00 P.M.

This member would like to thank Agnes Surma, who did a fantastic job with the party.

Merry Christmas and Happy New Year.

### REPRESENTATIVES NEEDED

by Pete Cimbala

The Sloan Museum Summer Fair Committee, and this year's Fair Director, Brian Granger, have asked us to be a part of the most important part of the Fair. We have been invited to be on the Front Line Planning Committee.

The Fair is put on by local car clubs each year with one to three members working on the Planning Committee to run the show. The meetings are the first Wednesday evening each month at the Museum. Fair Committee members and the museum staff have been very pleased with our turn-out for the last two fairs and our recent museum display, and the traffic it generated. Anyone interested please call: Pete Cimbala after 5:00 PM @ 733-1558 or Brian Granger @ 233-5954.

EDITORIAL PRIVILEGE

by Pete Koehler

Have you ever had "one of those days" when everything you tried to do ended up in a disaster? Well, we have a very elite group here in the DACC that counts among its ranks the very best of those who create and then conquer these daily disasters. They are known as the "Masters of Disasters".

Charter members of the Masters Of Disasters include your Vice President, Clark Hartzel and myself. To give you an idea of just what kind of disaster you have to get mixed up in to qualify for entry into this organization, let me recount for you a recent episode that involved the two charter members at their disastrous best.

It was just before the CORSA National Convention last summer that Clark offered to help me with my Corvair powered dune buggy. He even towed the thing over to his house so he could finish up the clutch installation and make it runnable. Well, he didn't get around to it for quite some time. In fact he never got around to it. The buggy went from the garage to the front driveway and finally it ended up in the back yard with a torn piece of plastic hopelessly trying to keep all the rain water and leaves out of the front seats.

A few weeks ago Clark admitted that he wouldn't be able to get to it until next spring and suggested that I come by and get the buggy. So we packed up both of the kids and a third "borrowed" cousin into the cab of my new GMC pickup truck, threw the towbar in the back end and off to Clark's house we went. The first thing that Mrs. Clark noticed was that neither of us had a vehicle with a trailer hitch on it. Not to worry! The GMC has a factory installed step bumper that was ready and willing to tow any puny little dune buggy that got in the way of my towbar.

Did we have a trailer ball to attach to the step bumper so the tow bar would hook up? After a frantic search of all garage levels and out buildings including the semipermanent trailer/building in the back yard we turned up zero trailer balls. Well, that was no real big deal. Clark allowed as to how there was a Perry Auto Works store nearby and we could buy a trailer ball of the proper size, either 1 7/8" or 2".

So what is the proper size trailer ball? Well, Clark remembered that he towed the buggy from my house to his with his old GMC pickup truck and that truck has a 2" ball on the frame mounted Reese hitch. So, we purchased a brand new 2" ball, installed it on my truck's step bumper and off to Clark's house we went. After lining the dune buggy up with the truck's rear bumper we attempted to lower the towbar over the ball. It wouldn't \$%#&@% fit!!!!

Then all of a sudden Clark remembers a tiny detail of the previous tow involving the dune buggy's towbar and his truck's trailer hitch. He now recalls that the ball on the frame hitch was too big, so he removed that hitch and used

the smaller, 1 7/8" ball that was mounted on his step bumper instead. So it's back to Perry's to buy another trailer ball. This time we'll try the 1 7/8 " size.

That works fine and we are ready to go. Since we didn't bother to hook up lights on the buggy, Clark follows me with his little gold '65 Corvair coupe. He graciously has offered to purchase lunch for our crew since I spent all of my money on several trailer hitch balls.

We stop at a local Hardees because they are having a promotion and selling "Pound Puppies" at a reduced cost if you also order a dinner. With three little kiddies and only two of us "grown-ups" in the group, a different lunching spot was out of the question. The only problem was that they were out of the Pound Pups until at least next month. We still ate "lunch" there and the kids were happy so I guess it wasn't a total loss.

Out on the road again, the plan was to haul the buggy up to DACC member Pat Geyer's property in rural Metamora Township. Pat has ten acres and two barns. Another major factor in choosing Pat's as our destination was that he and his family were out of town for the weekend and we could sneak in, drop the buggy in a dark corner of the barn and escape unnoticed. Well, at least that was the way the plan went. In actual implementation it didn't quite go so well.

We found our way out to Hall Road and then it became Route 59. Just after passing through Utica I noticed that at each traffic light the rear wheels of the buggy would lock up and drag when I first started up again. We pulled over and found that the seats, being loose inside the buggy, had pushed on the shift lever and put the transmission in gear! After rectifying that problem we encountered smooth sailing all the way to I-75 and then up to our exit at M-24. We started heading north on M-24 toward Lake Orion with the buggy doing fine. Then, all of a sudden, it happened!

Just about a mile south of the new GM Lake Orion plant the buggy's rear wheels refused to go around any more. They just locked up tight and that was that. A quick trip to the side of the road resulted in two pieces of knowledge: 1.) The darn thing won't tow no moe! and 2.) If we don't move the vehicle from the side of the road, the State will ticket us, or, worse yet, tow the buggy off of the highway. Well, I didn't mind if the State of Michigan wanted to help me by towing my little buggy for me. It was just that I probably wouldn't want to pay the ransom note when they were all done with their "help".

Undaunted (well, I guess you could say that we were just a little bit daunted), we continued up to Metamora to pick up the '66 Corsa coupe that I had stored there earlier. Before leaving the metropolis of Oxford we tried to telephone a few people that I knew had a car (buggy) hauling trailer. No, there was no answer. They must have gone out of town for the holiday weekend. Then, the kids started cutting up in Clark's car. We had to stop to separate them. Back on the road for the last eight miles we experienced no further complications.



Upon arrival at Pat's I pulled into his side "driveway". That is the one that leads back to the barn in the back yard. Of course there never really was a driveway put in. It is really just two deep ruts in Pat's lawn that lead to the barn. As soon as I entered this quagmire with my little two wheel drive half ton pick-up all forward progress halted and the truck sunk in the gunk up to it's rear axle housing. No amount of coaxing by myself or Clark could get the beast out of the mess. What a disaster!

The simple solution was to fire up Pat's two cylinder John Deere tractor and yank the GMC out of the mud. This done, we pulled the '66 coupe out and onto the main road, hooked up the tow bar and prepared for the return voyage. What else could happen?

We had a pleasant trip back to Farmington with no further disasters to report. The next day we talked DACC member Terry Lewis into helping us move the buggy from its resting spot at a business's parking lot on the East side of M-24 with his flatbed car hauling trailer. It was getting late and Terry had a party that he wanted to be at by 6:30 PM. I led him to the spot where the buggy languished. He had brought along two of the largest Corvair enthusiasts that I had ever seen to "convince" the buggy that the trailer was a good place to be. After positioning the trailer at the front of the buggy, (Terry is a professional semi-truck driver for GM and is an expert at maneuvering trailers around) Terry's buddies picked up the ailing rear end of the buggy and placed the whole rig on the trailer. Thanks guys! It only took about three minutes to load, tie down and

leave the scene. Finally, something was going right!

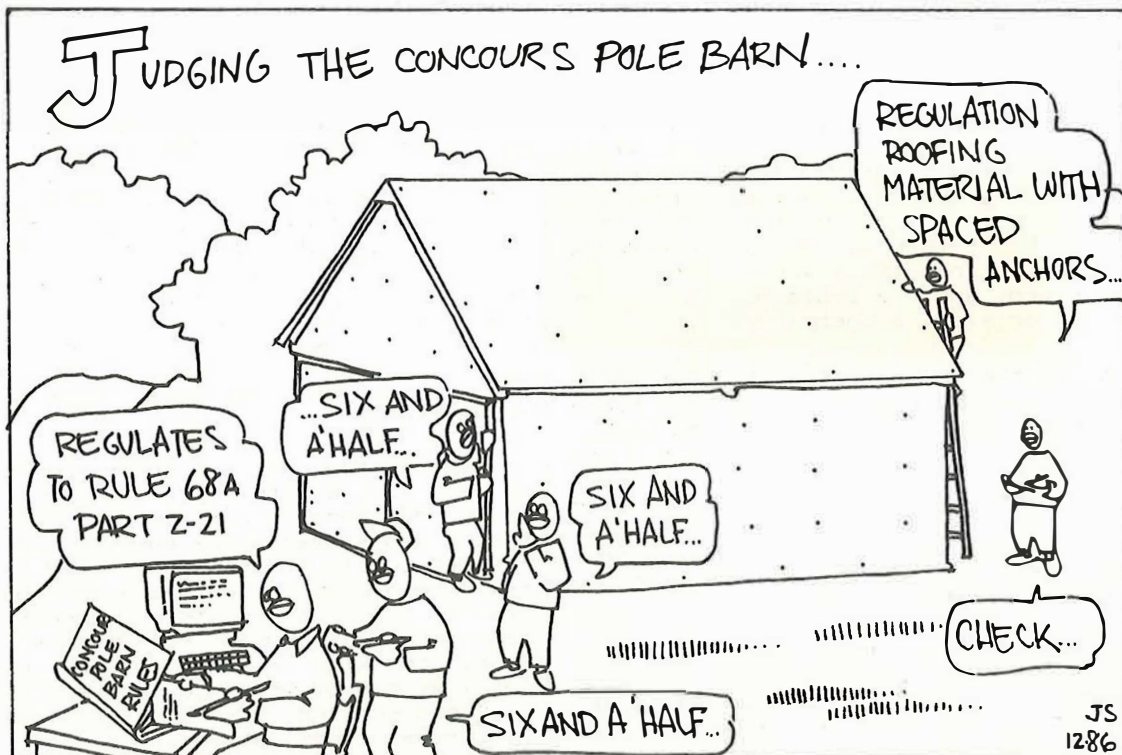
The next morning I went to Terry's house in Clarkston and hooked up his trailer to my pickup (no lights - so we couldn't complete the job the night before). No more problems. The buggy rolled backwards off the trailer into my garage in Farmington Hills where it is now awaiting major surgery in the driveline area.

So you can see that in order to be in the elite group known as the "Masters of Disasters", you really have to go through a lot of grief. I am sure that you will agree that this tale of woe should qualify anyone for membership. And how was your weekend?



1962 Corvair Monza convertible makes for good cruising.

## The continuing Saga of 'Rod Knoch by Jay Shuster





A MEMBER'S NOVEMBER

by Don Arner

Trip #1: It all started with the arrival of November's Aircooler. When I read the FOR SALE section an ad caught my eye; 1964 Greenbrier, automatic, all three seats, Driden, Michigan. I had to take a quick look at a map, then called to find out exactly where this misspelled town was. Luckily, it turned out to be just a few miles north of us here (in Garden City - Ed.) So, arrangements were made to take a drive and view this example of the type of Corvair vehicle that I had recently fallen in love with.

It happened to be a very nice sunny day, so I invited my retired neighbor friend from across the street to ride along. We headed north out of Detroit on I-75 and then up M-24 through the town of Oxford. We turned right at the appropriate stop light and headed toward the town of Metamora. What a pleasant surprise, driving down the quiet, peaceful country-type surroundings. One could hardly believe that less than one hour earlier we were involved in the hustle and bustle of terrible city driving and all the resulting traffic. I forgot to mention, the trip was made in one of my most enjoyable Corvair purchases; my 1964 Greenbrier Van. This is the same van that was owned by DACC members Pete Cimballa and more recently, Wally Kostelnik. Definitely one of the most reasonably priced Corvairs I have owned. It, yet today, rides and drives as good as the new multi thousand dollar vans available new today. A pleasure to own and drive every day.

Back to the original thought. Upon arriving at the address I was greeted by a very friendly older gentleman. We chewed the fat a bit, then were directed to a weather beaten old barn, where in one end, in a smaller stall sat the Greenbrier. The first thing I noticed was the white latex paint that had been smeared on the back doors by some young individual at one time. It had a couple of flat tires, but a fairly decent looking green and white paint job. The license plates were circa 1968. Upon closer examination and noting the original battery still in place, I imagined that the potential problems one might encounter, I decided to pass on a purchase. The answer to my inquiry as to the asking price was, "A couple of guys just looked at it and offered me \$500." I then said my thank-yous, but before leaving was lead on a tour, seeing his old Ford Ferguson tractor and the storage building. We then continued on our way home. Shortly thereafter I read where the Greenbrier had been bought for \$100.00. Hmmm?!

Trip #2: This started out after I read an ad in the November issue of the CORSA classifieds. In part it said; 1964 Greenbrier, 4 speed, red and white, deluxe interior, excellent condition, dry storage for years. Located in Perrysburg, Ohio. HMMMM, a rust free non-Michigan vehicle, in good shape. It was a very interesting ad. It was a week or so later that my every day driver, "The Blue Bondo", was called into service. As my friend "Corvair Wally" had to remove his '64 coupe from his son's property. With a nice original Draw-Tite

hitch permanently attached to my Van and tow bar in hand we made the trip to Wally's son's house. A short tow and we were at Wally's. We hand pushed it out behind his garage where it is now peacefully resting, awaiting a Spring dismantling for parts.

With the day still young and inviting I suggested we jump into the Blue Bondo and take a quick run into Perrysburg to check on the Van that was advertised in CORSA. So, without calling first, a nice pleasant drive was taken into Ohio. With luck, the owner was home and receptive to us stopping by. In a short time we were in his yard. In a separate garage in back of the yard there was the '64 Greenbrier, a 1964 4 door, a 1937 Chevy coupe and a 1937 4 door. Having just been previously sold, also was a Rampside. After a bit of Corvair talk, it was learned that at one time the owner had 12 Corvairs but now felt it was time for him to "turn in his wrenches".

Upon first sight, I perhaps thought I had found the Van of my dreams. Sitting in the corner partially blocked by the '37 Chevy coupe and '64 4 door, sat the Greenbrier, looking almost perfect. What we saw was very pleasing and the owner was willing to get it out for closer inspection, but arrangements were made to return at a later date. Shortly after, Sue and I returned and the owner had gotten the van out in the open where it could be viewed better and taken for a test drive.

This Greenbrier had been bought from the original owner in 1971 and had last been licensed in 1978. The mileage read 61,000 miles. Basically it was a very nice Greenbrier, but upon closer examination I noticed that work had been done in some areas. Upon driving it I also was a little disappointed. After much soul searching and deliberating I decided not to pursue this purchase. At A FIRM \$4500 I felt I had to have an almost perfect vehicle, and this was not quite that perfect.

Trip #3: Trip number three started because in order to road test the above mentioned Greenbrier I secured a "binder" from my auto insurance company. Dealing with my friendly State Farm agent, Jerry Head in Dearborn Heights, quite frequently with my Corvair habits, Jerry casually mentioned that one of his lady customers in the neighborhood had some kind of Corvair in her garage that she wanted to "get rid of". Well, the old ears perked up once again and this, being almost in my backyard, had to be checked out. I got the phone number and gave it a try. In less than five minutes I was knocking on the door. There sitting in the garage approach was another available Corvair. Having passed on from the original owner, a '64 coupe with 44,000 miles, automatic, light interior, golden exterior. It was minus carpeting and the front floor pans were rusted away. Also, there was minor damage to the right upper front fender. There was no battery in view, and the engine last ran about a year or so ago. It was a presentable car, but in need of some attention. Definitely worth saving, the sign in the window said \$300, but the car is open for offers. It is located in Dearborn Heights close to Cherry Hill and Telegraph roads. If interested call 563-0150 and you can be the owner of a decent Corvair.



### SPYDERS IN PLASTIC

by Pete Koehler

Most of us in the Detroit Area Corvair Club would agree that rear-engined cars are neat. However, there aren't too many of us that carry this preference to each and every car that we own. One such fellow is past-DACC member Chuck Latty. One major difference between Chuck and most of the rest of us is that he doesn't limit his appreciation of rear-engined cars to those built by the Chevrolet division.

Mr. Latty is an engineer for the Ford Motor Company. However, every car he owns has a Wolfsburg crest associated with it. That is to say that he owns a complete stable of Volkswagens. From a water-cooled, rear-engined Vanagon (an expensive Greenbrier substitute) to a front wheel drive GTI (a backwards Corsa?) Chuck loves his VW's.

When he sold his last Corvair, a late coupe, Chuck told me he was embarking on a new project; a plastic Spyder kit car! This particular reproduction is a faithful copy of the legendary Porsche (two syllables, please) 550 Spyder. This is the same type of auto that actor James (Rebel Without a Cause) Dean lost his life in back in the mid-50's. Of course Dean's death machine had the full-on Porsche factory 16 valve four cylinder race-bred engine under the rear deck lid.

Originally, Chuck wanted to buy a real Spyder. This dream quickly fizzled when he found that a basket-case Spyder with the correct 16 valve engine was worth nearly \$50,000 (a pristine restored example can go for more than a cool \$100,000!!!). Enter an entrepreneur named Beck with the perfect answer to Chuck's dilemma; a fiberglass reproduction that could use a stock VW engine and transaxle. The price for the body

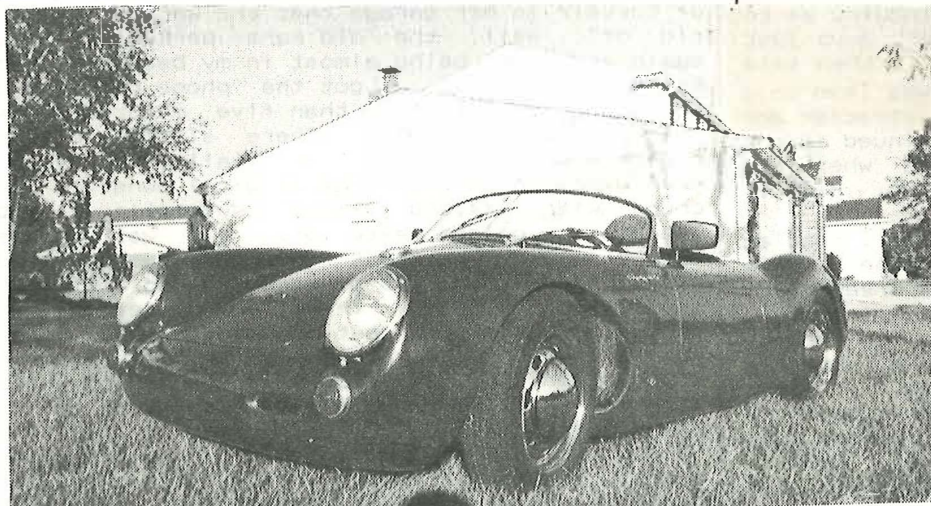
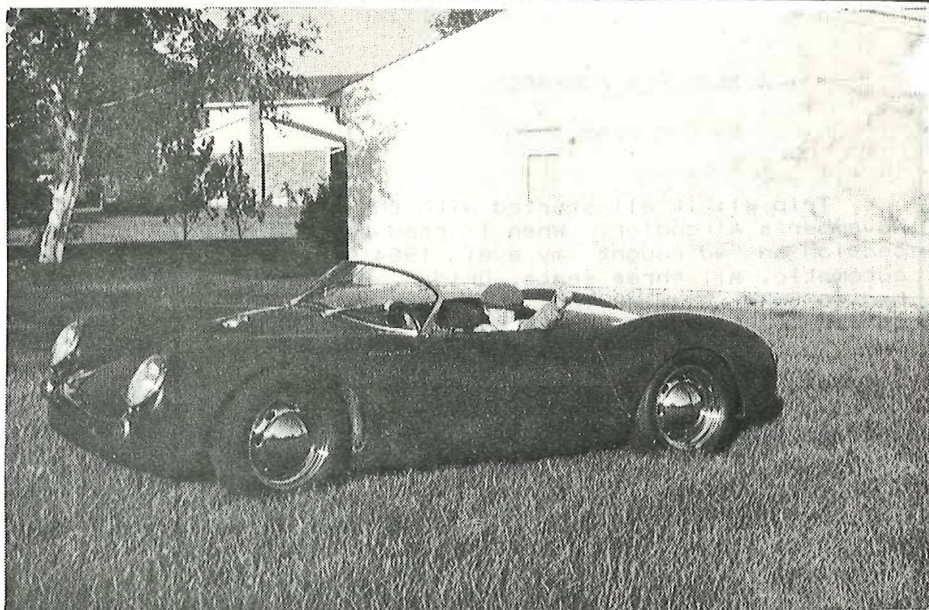
and special tube frame was just a tad over five grand. That looked a lot better than the previously mentioned \$50,000!

Most of the parts on this car were purchased brand new either from Beck in Upland, California or from the Volkswagon Parts Department in Brazil. Yes, they still stock numerous parts for the venerable Bug down there. A complete, brand new engine was ordered and subsequently installed in the plastic Porsche replica. Other parts were obtained and installed. Finally, after less than one year from the time the bare body and frame arrived at Chuck's house in Livonia, the finished product rolled out under its own power.

A few months back Chuck brought the car over to show to me. We talked about it, photographed it, and then took it for a spin up Middlebelt Road and back. I'll say that the quality of craftsmanship is there. The package is very agreeable. The stock engine has more than enough power to make driving fun again. Chuck said that Mr. Beck has one of these with a souped up Bug engine that sports over 100 hp and makes the car real mean. Of course our man wants to duplicate that horsepower in his car come next spring.

Total investment for a practically brand new car (all major components were off the shelf brand new) was right around \$10,000; or, the price of a reasonably loaded Chevy Cavalier. With no top or side curtains (yet...) the car isn't good for year 'round use. But, which would you rather drive on a sunny June morning on your way to work at the "Glass House"?

I think one Mr. Chuck Latty has the right idea.





## CORVAIRS IN PRINT !!

by Pete Koehler

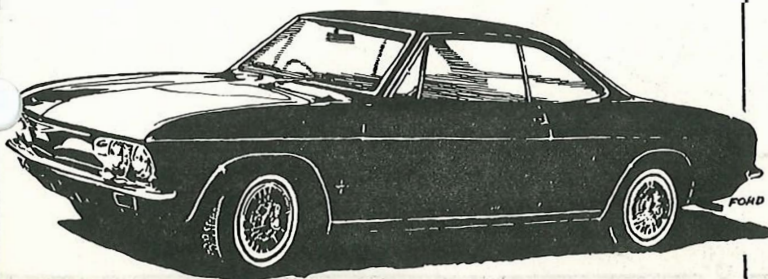
If you are into reading about our favorite car in as many magazines as possible, then you must get a copy of the February 1987 issue of "Collectible Automobile". The feature car is none other than "Chevrolet's Controversial Corvair"! There are no fewer than twenty-six (26) pages of Corvairs, many of them with full color photos of our car.

It seems that most of the Corvairs chosen to be photographed either belong to Jack and Jeanne Finster, CORSA members from CORSA West of LA, or to members of the Chicagoland Corvair Enthusiasts chapter. The later makes sense as this magazine is headquartered in Skokie, Illinois, a Chicago suburb.

The author of the article is Chris Halla who does a fine job of presenting our car to the general collector populace. Another article in the same issue chronicles some of the other GM divisions' ideas for a Corvair-based "clone". The Pontiac Polaris has been written about before by well know Corvair historian Dave Newell in his book, "The In-Complete Corvair Story". This magazine article also shows pictures of the un-named Buick mock-up and the Oldsmobile "66" Corvair-clone. Of course, none of these cars were ever produced. Buick, Olds and Pontiac decided to go with the more conventional small cars in 1961 called Special, F-85 and Tempest respectively. At least Pontiac's Tempest had a Corvair-like rear transaxle and swing axle rear suspension.

The Feb. '87 Collectible Automobile issue also has an article by CORSA's founder, Richard Langworth. This time he is writing about an obscure car called the Kaiser-Darrin. One of the feature cars of this article is the same one you can see if you watch the TV show, "Crime Story". It is the Yellow Satin production 1954 model shown on page 11. On the TV Show, one of the "bad guys" is supposed to own the K-D as it is parked in the driveway of one of the Mob boss's homes.

At \$4.95, the magazine is a little pricey. I find the lack of advertising a welcome relief from most magazines that I read. You will probably want to add this issue to your permanent Corvair library. So look for the issue with the red late model Monza convertible on the cover. Good reading ahead for those who can latch onto a copy.



## SWAP AND SELL

- FOR SALE 1961 Corvair 4 door sedan, 110-auto, Oklahoma car but some rust, beige w/ brown interior, original condition, drive anywhere. call Ralph Nodwell at 697-1144.
- FOR SALE Corvair rear seat, bumpers, engine & misc. engine parts, powerglide trans-axle, 4-speed transaxle, starter, make offer - moving soon. Harold Cox 36908 Chase, Romulus, MI 48174, or call 941-4836.
- FOR SALE 1966 Monza 4-door sedan, beige int., telescoping steering column, 140-4 sp. with single 4 bbl carb., new \$100 distributor, engine rebuilt last year but needs to be redone correctly. also other misc. parts. must sell package, losing storage. car and parts in Alma, Michigan. call (517)463-4177 or (517) 463-2579 after 5:00 PM.
- FOR SALE 1966 Monza 4-door sedan. Yep, you've seen this ad before, price has been drastically reduced. Good original shape, Marina Blue, duals, repro luggage rack, good clean every day driver, previous one owner. Goes into barn storage Jan 01 until Spring if not sold. Still Christmas priced at \$2000. SURELY SOMEONE OUT THERE NEEDS A GOOD CORVAIR ????? call Don Arner at 427-8205.
- FOR SALE 1964 Monza coupe, 44000 original miles needs floor pans, RF fender damage, ran one year ago. \$300/offers. call 563-0150.
- FOR SALE 1966 Monza coupe, 55800 original miles 140-automatic, black with off-white interior, wood rim wheel, very little rust, needs some body work and a paint job. same owner last ten years. \$500 or \$600 with 3-bar spinner wire wheel covers (5). call Marty Raymond at 652-7506 after 6:30 PM please.
- FOR SALE 1966 Corvair Monza coupe, 4 speed, Corsa dash, needs minor body work, 1 gallon of red paint included, \$450 or best offer. call Carlton Ross at (517)781-4828.
- FOR SALE 1967 Corvair 500 coupe, 110-4 speed, some body work needed, \$400 or best offer. call Fred Matthews at 686-2680.
- FOR SALE 1965 Corvair 500 4 door, 110-auto, runs well, interior excellent, body very rough, \$250 or best offer. call Fred Matthews at 686-2680.



**The DETROIT AREA CORVAIR CLUB Inc. is a charter chapter of  
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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 AIRCOOLER**



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