



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 6, Issue 2

The big game is Feb. 8th, kickoff @ 6:30pm

February 2026

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

Welcome to February. Homecoming is still months away, but if you want to run a Valve Cover Racer, here are the guidelines that CORSA has established. Guidelines for Corvair Valve Cover Racing From the CORSA website, Revision 1 dated September 2023. CORSA provides the following guidelines as a convenience to event organizers and participants. Corvair Valve Cover Racing is similar in concept to the commonly known "Pinewood Derby," utilizing gravity-power racers competing in head-to-head eliminations on a two-lane track.

Racer Specifications:

1. Must have Corvair valve cover used in construction. The valve cover dimensions, height, length and width, shall be unaltered.
2. Wheels, 4 required, may be any diameter and use any axle and bearing combinations.
3. Gravity powered only, no motors, no springs, no magnets, no jet-propulsion, etc.
4. Maximum weight is 4.5 pounds, no minimum weight.
5. Maximum length 16" long, maximum width 8", including wheels.
6. No part of the racer to hang over the start gate, which is 3" in height.

Continued on page 2.

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

NEW DACC MEETING LOCATION

We have found a new meeting location.

Starting February 2, 2026
we will be meeting at

OVERTIME GRILL & TAP

4724 Dixie Hwy, Waterford

It is 11 min North/West of our current location.

We will be in the banquet room. They have asked us not to arrive any earlier than 5:30.

We will be ordering off of their regular menu.

Please be patient with the wait staff as this is a transition for all. It can't be easy keeping track of everyone when they arrive and making sure orders are taken in a timely fashion.



Newsletters

At the meeting every month it is asked if you received your most recent issue. Over the years we have had problems with the online version getting to all who requested this version. We will continue to try and resolve this. John will also do his best every month, adding all the new and/or renewed members to the online list. You will only receive the printed version if you requested a paper copy. Many in the last few months that have indicated you are not receiving your paper copy has been because you had requested online only. I have changed you to receive both now. If you do not want to receive a paper copy, please let me know at ikomora1@yahoo.com or call and leave a message at 734-223-8943.

Lori Komora ~ Membership Chair ■

February is the second [month](#) of the [year](#) in the [Julian](#) and [Gregorian calendars](#). The month has 28 days in [common years](#) and 29 in [leap years](#), with the [29th day](#) being called the *leap day*. February is the third and last month of [meteorological winter](#) in the [Northern Hemisphere](#). In the [Southern Hemisphere](#), February is the third and last month of [meteorological summer](#), being the seasonal equivalent of [August](#) in the Northern Hemisphere. February is preceded by the first month of the year, [January](#), and is succeeded by the third month of the year, [March](#).

From the Rear Deck of the DACC VP,
Don Scharich dscharich88@gmail.com

What's coming? Happy Ground Hog Day. Hmm what will he see.....2026 has been filled with different weather changes. Cold, windy, snow, warm, sunshine, rain, wind & freezing ice. Grass has been covered with snow, then green again, covered with rain, then wet then snow again. Round & round it goes. Wonder if Mr. Ground Hog has even poked his head out, is he confused? Perhaps his calibration will result in a cloudy day on **February 2**. A sign of an early Spring, a sign to start gently getting our Corvairs out of hibernation. Waiting & watching in anticipation. —Don's thoughts written by little Sister. ■

NOTE: It is recommended that entrants make their racers with the wheels being the widest part of the racer.

President's article continued from page 1.

Racetrack Specifications:

1. Track launch ramp to be 24 feet long, starting four feet high. Total length to be 40 feet.
2. Track to have sides and a center divider. Outside rails to be one inch high and the center divider to be 3/4" in height.
3. Starting gate area to be 16" in length.
4. Starting gate to be 3" in height.

Race Procedure:

1. Races will be run in eight-car heats. First eight cars checked in are first heat. second eight cars checked will be the second heat, and so on. Then main event will be the heat winners. If less than 32 cars entered then six-car heats.
 2. No lane hopping, or interference with competition. First infraction re-run, second infraction disqualification. Which means one rerun for the entire event.
 3. If judges rule a tie, then the cars will re-run that race until a winner is decided. In this situation, re-runs will be made in the opposite lane.
 4. Must finish on wheels and in own lane.
- Now you know what can and cannot do. I will repeat my articles for Valve Cover Racers in the following months. Have fun! ■

My 2025 Racing Season Wrap Up part 2

Race two May? No points:

I Drove my (Ravens) 1963 Corvan to California for the nationals with my pup Radar. I realized 2 things on this trip, at work we have force gauges and we test each other's grip and I always have the highest grip strength out of everyone, Likely due to holding on to these old ass cars and keeping them on the road in extreme conditions, and that performance driving helped while driving my van through the mountains. I have a whole PowerPoint I have set up for this trip, I can share it if you like. I was still hoping to donate my Kidney during the race season, but the timing wasn't working out for that yet.

Continued on page 5.

**DACC Membership Report for the February
2026 AIRCOOLER**

Submitted January 17, 2026 by Lori Komora

Welcome to our new/renewed member: Rusty Pelham, Elaine Roerink, Charlie Farley

Thanks for keeping your membership up to date:

We have 155 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. ■

1/17/26 Treasury Report 12/17/25 BY Carol H.

Balance \$10,323.83

Income: Membership \$70.00 50/50 \$91.00

Expenses: 50/50 Payout \$45.00 Attendance \$10.00
Nov Newsletter \$189.73 Dec. Newsletter \$220.28 Jan.
Newsletter \$218.28 1/17/26

Balance 9801.54 ■

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Stuff to do for February

Feb 2nd: Monthly Meeting at NEW location!

Overtime Grille and Tap 4724 Dixie Hwy,

Waterford. Just north of the Dixie - Sashabaw

intersection on the north side. This is less than 5 miles from the 300 Bowl. Nice parking area. Big building. It should be a good change for us.

Feb 14th. **2nd Saturday** Breakfast Club meeting at the Starlite Restaurant 4125 E Court Street, Burton. Eats at 9 and then we caravan over to the Chrome and Ice event at the Dort Financial Center 3501 Lapeer Road, Flint. They open at 10 so this should work well for us. Support our Man Pete Cimbala and the Back to the Bricks Crew!

Feb 27 - March 1: Autorama at Huntington Place also known as Cobo Hall. Always a good show

After February is in the books you have "only" 130 days to get ready for DACC Homecoming 2026. Will you and your Corvair be ready and more importantly will you BE there?? Pete Koehler ■

DACC January 2026 Meeting Minutes

Membership: We have 153 members currently.

Treasury Report: The Treasury balance is \$10,736.48

Meeting Location: The February 2026 meeting will be held at the OverTyme Grill & Tap Room at 4724

Dixie Hwy, Waterford, MI 48329. This new location is about 10 minutes from the 300 Bowl location. We will meet in the banquet room. Come after 5:30 pm for social hour. Can order food & drinks off their menu.

Activities: The January 2nd Saturday event will take place Jan 10th at the Redford Grill at 9 am. This will be followed by a differential rebuild near 5 mile and Telegraph. Keep an eye out on Facebook for information on this event as well as future events. Pete C gave an update on the Chrome & Ice show on Valentine's weekend. The lobby theme for cars is Homebuilt vehicles.

New Members / Guests: There were no new members or guests in attendance

Swap & Sell: Pete C has a 63 Spyder w/150 Turbo for \$2250. He will have a 64 convertible available in the spring. He also has about 50 stock original wheels available for \$10 ea. Robert Jennings has Fender Skirts for early 4 door. Elaine Roerink has a 2015 Equinox 4 cyl with 209K miles for sale. Allen Numerick is looking for a '63 150 hp Turbo motor as well as a 63 Spyder IP. Finally, Allen has 2006 Lincoln Town Car for sale for \$5K.

Attendance: There were 36 attendees at the meeting. The \$10 winning ticket went to Adam Glumm. The new location for February does not have a marquee, so no added ticket was pulled for the marquee picture.

50/50: The 50/50 total was \$91, with \$45 going to Pete C.

Air Cooler: There are still several members that are not receiving their hard copy Aircoolers, and several not getting the electronic copy. Adam is working to get this resolved. As always, send articles to Adam for the newsletter. Share what you are working on etc.

Ken Heberling – Secretary ■

Growing up with Legends continued from the January Aircooler by Bill Shuster

Everyone knew this car. In fact, when my son and I drove the circuit and the Edsel Ford House (at a pandemic-inspired cruise replacing the Eyes on Design for 2020 or 2021), a number of people did double-takes and remarked how they remember seeing our Corvair and they could not believe that it was still around. It was unique. Sure, your aunt had a Corvair – but nothing she had was like this one. Plus, it sounded like a muscle car – it was loud, insouciant, and that added to effect of the grand entrance. Off the line, the Corvair was not fast. The IECO retrofit kit (replacement carb, intake manifold pipes, and complement of extractor exhaust pipes) was supposed to get the engine output from 140 to 180 horsepower, but you'd never know it given the early part of the acceleration curve. Even the mid-60s straight-six Valiant was faster off of the line. Yet, once into second gear (remember: 2-speed Powerglide), the sky was the limit, and the Corvair was and still is relatively quick from 50 to 80 mph. My cousin has a 1967 Firebird that he races, and it's a power glide. It is a versatile transmission. Back in 2019, I had my Corvair up to 120 on I-94, and once the shaking abated, it wasn't bad, save for what felt like a little float up front (scary...). The front air dam was lost to the dustbin of history, or maybe it never left. I need to go to the garage and look. The Carter 4 bbl dumped more air/gas mixture than the intake valves could sensibly handle; at least that's my take. In 1981, I had got my driver license, and by that time, we had a 1980 Buick Skylark and possibly the Continental, with the Corvair manually pushed to the side. I think Dad might have been driving the Continental to work and kept people at the Tech Center guessing as to what he might show up in on any given day. It was also around this time that Dad had drawn the longest straw and had the privilege of buying a 1981 Corvette. Apparently, each studio was allocated one (or a quota based on how many people were in the studio) Corvette, and if you were "lucky", you'd have, again, the "privilege" of buying one of these. It was pretty cool – purple metalflake (which was actually either Dark Claret (first year in 1980) or Metallic Maroon) with matching velour interior textiles. With an anemic 350 cid-190 hp engine matched to a 3-speed automatic transmission, it was not at all a performance car. With the state of the economy, I think it was an insane purchase, but whatever. Had I been in Dad's place at that time, I might have done the same thing. If I properly remember that time, the car lasted less than a year in the Shuster inventory. The Corvair had stable mates like the Buick, and at a low point, a Cimarron. In the next installment of this story, we will follow my fateful, more recent history with my father's star Corvair.

Part 2 – Growing Pains continued on page 4.

Part 2 – Growing Pains continued from page 3.

On the last day of my sophomore year of high school (1981), I had asked my father if I could take the Corvair out. I am not sure how it was that I had garnered the guts to ask this of my father. Had I temporarily disengaged from reality? What was even more unreal is that he played it cool, and said, “if the keys are on my dresser tomorrow morning, you can take it out.” So, he slept on it, and that’s about all that I could think of that night. When I got home from that last day of school, I went straight to Dad’s dresser, and the keys were right there. I could not believe it. My friend Matt Crocker (d. 2025) lived in a part of Birmingham that had dirt roads, and I think that I had him meet me where the paved part began. We were clearly the coolest guys in Birmingham. I remember cruising around Cranbrook and not much else. I thought it would be nice if I filled up the tank, so on the way back, we pulled in into the Shell station, which was on the southwest corner at Maple and Woodward. I ably pulled the sports car behind an early 70s Coupe De Ville (it was brown, funny what I remember about that day). But the filler cap was on the front driver-side quarter panel, so I’d have to kind of angle the car. With the effort expended on manual steering from a standstill, and looking to the rear of the car (why?) I heard the unmistakable sound of metal on metal. That’s a unique sound, and in this circumstance, terrifying. The day had now gone terribly wrong. I went white and literally into shock. For whatever reason, I think that I must have filled up the tank, as my friend Matt had to pay the astonished fellows who ran the station. I wonder if they were more surprised to see someone other than my father driving the car (perhaps assuming that I had taken it out without my father’s permission), or more that they knew that I knew that my ass was grass. Matt drove us both to 815 Madison, and then he walked the rest of the way home. This is where I was left to confront the immediate challenge of the present. In retrospect, I think that Mom must have called Dad to give him a heads-up. To add to the effect of what was coming at me, Mom had taken my brother and sister to my grandmother’s house across town. What this exodus told me was that when Dad got home, he was going to explode, which was never pretty. The years of tension of having this car in the family seemed to come to a head. Why did I ask to drive it? Could I have just taken a bike ride? Had the original aura, that which commanded that I maintain a safe distance been temporarily nulled? Would fate in form of tragedy collect its due? The answers to these existential questions were all in the affirmative. I was in bad shape though. Dad had an unusually even-handed reaction. I think he saw that I was shook up. We looked at the damage, and he said he’d mull it over. I know that this event alone took a few years off of my life. Dad took the ‘Vair over to Parmelee’s body shop. Just west of what used to be a Honda

motorcycle dealer (talk about cool color schemes). I ended up having my meager wages garnished. I came across the invoice from that time – 137 bucks. That covered bumping out the pinch, refinishing the lower windshield and pillar joint on the driver side with actual lead, and tapping out a few other dings that had actually come from the Nickle’s era. Overall, Dad got a lot of the work done that he would have otherwise had a difficult time convincing Mom that these repairs were necessary. More than 40 years later, there is now some crazing that marks the pinch repair. It now occurs to me that with this accident, the Corvair had been made somewhat more my own. However, it would be 37 years until I drove the car again. Shortly before Dad passed away, I remember that my friend Matt and I were with Dad in the garage, and Matt had brought up that fateful day. Without a hint of humor nor irony, Dad commented that “he didn’t want to talk about it.”

We eventually picked up a 1962 maroon ragtop, and then much later, a blue 1960. The 1962 made me the coolest guy on the high-school parking lot. The throw-out bearing melted at one point, and I remember trying my hand at “synchro-shifting” without the benefit of a functioning clutch. Dad and I put together a dolly to drop the engine and tranny, but I was absent for the actual repair of the bearing. Maybe one of you guys helped him do this, as it was not a one-person job. That’s also when I learned that you had to be careful about dropping the engine, as if there was no support after the mounts had been released, the engine could spin on the axle, a deadly outcome. Let me know if this is actually the case. It’s stuck with me all of these years.

After Dad passed on in 2019, Pete K and Ian S trailered the Corvair down to Cincinnati, where my son and I got into the Concours d’Elegance 2019. Dad had shown the car there back in the nineties, and a fair number of people remembered it. After a major mechanical restoration in 2019, tuning and touch up, oil changes with Rotella, and a shade-tree master cylinder replacement by yours truly, I continue to buzz the Eastside. My kids and many others are edified by the totally different driving experience offered by a rear-engine automobile, manual brakes, manual steering, and pretty much what is a comparatively raw driving experience. About 95% of the raw is gone from driving. Modern cars are like going into a living room. As the years go by, fewer and fewer people know what the car is. So, good on Dad for starting all of this. Today, and as I write this, I am astonished at how good the car looks. Sure, there are few more scratches and paint faded in parts, but it’s in great condition.

Bill Shuster ■

“If Groundhog says six more weeks of winter. My Corvair says... challenge accepted.”

Racing Season wrap up continued from page 2.

I had couple things to add to the repair list:

- It was pointed out that my shifter moves a mile between shift points and I had been grinding going into 3rd. I moved shifter back about 6 inches and found that the early 3 speed shifter was being used with a late model shaft and wasn't a good tight combination.

- My steering needed some attention as well. I found I had a stock box with really short arms. I replaced the welded arms with IECO arms and rebuilt the gearbox. (Overall outcome didn't help anything and after alignment my steering wheel is off center.)

Race three [June 28th](#) and [29th](#) 36 points:

I need to start this off with double/triple check your tie downs on your race car, even if you're only going a few miles. I was down a competitor because he lost one of his cars off the trailer. It was his IT7 car and not his EP car, but he did not make the race weekend because of it.

The car has been good, and is getting better, seat time was working and I qualified with a 1:17.234, that was better than my personal best the year before. I started 7th overall for race 1. I put in another PB chasing down a Miata that consistently runs in the 17s, once I got behind him, he slowed both of us down watching his mirror and I started losing my tires. Finished 6th overall and first in class. Race 2 started 6th ended 6th, spent some time side by side with my Miata buddy, but after about lap 4 he started to pull away, another first in class finish. Feature race, a couple of the top qualifiers did not show for grid, and I started 3rd and finished 3rd, I was feeling really good even though a couple competitors did show. I've never been this far forward and stayed there. It was a really good weekend. We still had no date for Kidney transplant, at this point I was trying to finish the season and make it to Barber.

Things I added to the never-ending list:

- Exhaust is still backfiring due to an exhaust leak

- Research steering issues

- Still grinding in third, but it's much better. I need to learn to heel/toe shift

Race four [Aug 2nd](#) and [3rd](#). 26 points

My buddy Alan was back for this race weekend in his EP RX7, he got permission to race it in the IT7 class and if he won, he would forfeit the points.

Track time is track time, he had already paid for the season. He qualified .15 seconds behind me, I had a 1:17.286, a pretty good run. I was so excited to start side by side with him and have someone racing for position in class, but that was not to be. During his IT7 race he rolled his car in turn 5 from what looks like a radiator hose failure. His weekend was done. I qualified 5th overall. Race 1 of the weekend I'm up front mixing it up with the leaders and some really fast cars in my group, I kept the leaders in sight the whole race, I feel the good stuff

coming, one of the leaders dropped out of the race early and I finished 4th overall. It wasn't a good race for my EP competitors, the 944 had a rod knock and was done for the season, and the other RX7 was having fueling issues. Race 2 I'm the only EP to start the race, the bad thing about this is it's only 4 points with no one else in class. I didn't post the race, and I don't remember if I had a camera issue, but I started in 4th and ended in 6th. If I remember right, we had a rookie in a new car driving a Lotus 7 that I had a pretty good battle with. Race 3, the RX7 makes it back out so I can get some points again. I started in 5th spot, but the Lotus had a better lap time than I had and started directly in front of me. I am not sure if he was nervous being side by side on the start but we lost a few positions on the first lap, I eventually got back around him and finished 6th overall, I was one lap away from getting 5th as I had chased down another Miata.

Car repairs:

- Fixed fuel pressure regulator finally

- Running out of tires, trying to make it the whole season on last year's tires bought at the Ozarks. I never had planned to race this much, and it was not in the budget (the cost of race tires gives Raven anxiety)

Race 5 [Aug 30th](#) and [31st](#). 26 points and co-driver weekend:

The car was going to get a couple extra races this weekend as my dad had planned to do the co-driver race. Unfortunately, my dad was still not able to drive so I let my buddy Kevin drive (he's the one that blew up the 944). Qualifying I didn't make it 1 lap, and my accelerator rod fell off and had no throttle. First time towed in a long time. The spring was on the track somewhere. My nephew, who is my head crew chief/pit monkey, made a mistake and it ended up pointing out an issue I didn't know I had. Going all the way back to the Ozarks and possibly before, I cannot ever remember checking for full throttle with the 390 installed. As we were trying to get a new spring set in there, we found out that I have been only getting 60% throttle. How is this possible with how good I've been doing? Race 1 was coming pretty quickly, and I got something that kinda worked, but trying to keep the double spring, I could not get full throttle and a regular idle. So, for race 1 I had to start in the back, the brakes were glazed and locking up, and the car would just not turn. Here I am thinking that I finally need to do tires. Unfortunately, the co-driver race is the next group out, my crew throws on some different rear tires, some fuel and I'm sending my buddy out in a car that I was not comfortable in while I am going out in a spec racer. It was kinda cool to pass my own car and see it on track while in another race car. Kevin held on to it and was able to finish without hurting it. Driving a spec racer is a whole different world. After the race Kevin went to get his extra-large tires off from his Porsche as he wasn't going to be using them for the rest of the season. I dismounted and mounted up that set of tires that evening (thanks Kevin) He also had brake issues during co driver and there was not much I could do overnight. Chris Hand ■

**Part 3 of? will be in the March
Aircooler.**

Judy and John O'Leary wants to share this letter with the DACC membership.



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December 10, 2025

Ms. Judy O'Leary and Mr. John O'Leary
Detroit Area Corvair Club
5447 Tequesta Dr
West Bloomfield, MI 48323-2354

Dear Ms. and Mr. O'Leary,

Thank you so much for your generous gift to HAVEN. We are deeply grateful for your thoughtfulness and support.

For over 50 years, HAVEN has been able to provide critical services to survivors and their families because of caring partners like you. Each year, we deliver more than 30,000 services—ranging from emergency shelter for survivors, children, and pets to case management, counseling, court advocacy, and personal protection orders. With these supports, survivors find the tools and hope they need to begin their path to safety and healing.

Here is a quote from one of our clients:

"Thank you for caring. Because of your generosity, I feel safe, supported, and ready to start a new chapter."
— A HAVEN survivor

Your gift ensures that we can continue this vital work and walk alongside survivors as they rebuild their lives. On behalf of all of us at HAVEN and the many individuals and families whose lives will be touched by your generosity—thank you.

With gratitude,

Christine Kinal
President/CEO

HAVEN is a 501(c)3 non-profit organization HAVEN's tax id number is 38-2426175.
No goods or services were provided by HAVEN in return for this contribution.
Date of Contribution: 12/8/2025 Amount of Contribution: \$500.00
Tax Deductible Amount: \$500.00 Form of Payment: Personal Check 287
Fund: Annual Fund

801 Vanguard Drive, Pontiac, MI 48341 Phone (248) 334-1284 Fax (248) 334-3161 www.haven-oakland.org
Crisis and Support (248) 334-1274 or (877) 922-1274

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).

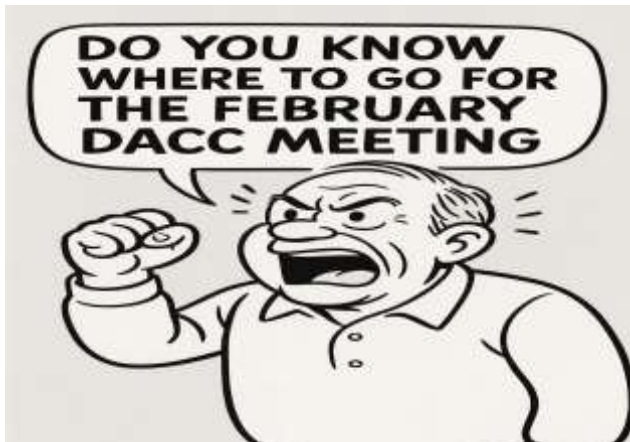


## Parts and Services.

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**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**

### **DACC HOMECOMING 2026**

**July 10–12 • Ann Arbor, Michigan**

Come celebrate Corvairs, friends, and club history at DACC Homecoming 2026!

- Three days of fun: cruises, displays, and social events
- All are welcome: longtime members, new faces, families, and fans
- Classic Corvairs: show, shine, and share your stories
- Summer in Ann Arbor: great food, great roads, great memories

Save the dates: July 10–12, 2026 – Ann Arbor, MI

Let's make this the biggest, happiest DACC gathering yet.

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## **Let's ask AI a question.**

 Michigan: The Left Lane Is for Passing Only

Michigan law makes it very clear: on multi-lane roads, the left lane is not a cruising lane. It is reserved primarily for overtaking and passing slower traffic.

### What the Law Says

- Michigan restricts left-lane use to passing on roads with two or more lanes going the same direction.
- Drivers who “camp” in the left lane—often called left-lane squatters—can be ticketed because they block the normal flow of traffic.
- The Michigan Vehicle Code requires drivers to stay right except when overtaking another vehicle.
- Trucks are generally required to stay in the rightmost lanes, reinforcing that the left lane is meant for passing only.

## ⚠️ Why It Matters

Left-lane cruising isn't just annoying—it's dangerous:

- It causes traffic backups and unpredictable lane changes as faster drivers try to get around the blocker.
- It increases crash risk when frustrated drivers weave between lanes to pass.

## ✓ The Proper Way to Use the Left Lane

1. Move into the left lane only to pass a slower vehicle.
2. Complete the pass safely and efficiently.
3. Return to the right lane once the pass is complete and it's safe to merge back.

## 📄 Simple Summary for Drivers

“Keep right except to pass. The left lane is for passing—not for cruising.”

Here's the real answer, Adam — and you're right that this is where Michigan drivers get confused. The law is not as simple as “two-lane = keep right, three-lane = do whatever.” The Michigan Vehicle Code and current interpretations paint a clearer picture.

Below is the Michigan-specific, law-based explanation, grounded in the search results you triggered.

## 🚗 Michigan Left-Lane Rules: Two-Lane vs. Three-Lane Freeways

### ✓ What Michigan Law Actually Says

According to the Detroit Free Press summary of Michigan law, drivers must keep right except when passing on roads with two or more lanes in the same direction.

That means the “keep right except to pass” rule applies broadly — not only on two-lane freeways.

The article also notes that left-lane cruising (“left-lane squatting”) can be ticketed because it blocks the normal flow of traffic.

So the law does not say that three-lane freeways are a free-for-all.

## 🗺️ So What's Different on Three-Lane Freeways?

Here's where your memory is partly right:

✓ Michigan does NOT explicitly ban cars from cruising in the center or left lane on a three-lane freeway.

The law simply says you must keep right except to pass — but it doesn't create a special rule for the center lane.

✓ Trucks have special rules.

Large trucks must use the two right lanes on three-lane freeways under current law.

A new bill would go even further and ban trucks from the left lane entirely.

✓ Enforcement is looser on three-lane roads.

In practice, Michigan State Police focus on left-lane blocking on two-lane freeways, where a left-lane camper can block all faster traffic.

On three-lane freeways, the center lane gives faster drivers another option, so officers are less likely to cite someone unless they're clearly obstructing traffic.

### The Practical Rule of Thumb

Here's the best way to explain it to drivers:

Two-lane freeway:

- Left lane = passing only
- Cruising in the left lane = likely to get you pulled over

Three-lane freeway:

- Right lane = default cruising lane
- Center lane = general travel lane
- Left lane = still intended for passing, but enforcement is lighter
- You can cruise there, but you shouldn't if you're blocking faster traffic

### Simple Summary

Michigan law says “keep right except to pass” on any multi-lane road.

But in practice, the rule is enforced most strictly on two-lane freeways.