



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 6, Issue 3

Dustoff your Corvair, Cruising 2026 starts.

March 2026

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

Now that we have the current rules for Valve Cover Racers from CORSA, it's time to plan your racer. Before starting on your racer and making it go fast, some theory is needed. This may seem a little boring and dry, but it is important if you want a winning racer. A valve cover racer has two main forces acting on it: gravity and friction. Even at its fastest, aerodynamics normally doesn't play a significant role. Gravity is limited by the weight of the racer. The rules specify a maximum weight of 4 1/2 pounds, so the main effort is to reduce friction as much as possible. Experience has shown that unshielded ball bearings (preferably flanged) combined with CDs or DVDs make the best wheels and bearings. The flanges aren't essential, but they do help to minimize wheel wobble. Just make sure that the grease that may be in the bearings has been washed away and a light oil is used for lubrication. One other consideration to consider is determined by the design of the starting system. Rods are placed to keep the racers at the start and are dropped to release the racers. Those rods are 3" high and the sooner your racer clears those rods, the sooner it will start to roll. A racer that has a lower clearance just under 3" has an advantage over a racer with a lower clearance. It may seem like a small thing at the start, but the advantage becomes greater even before the finish line. The slope of the track also offers another design consideration. Also, about 3/4 of the way down, the slope of the track decreases significantly. If the majority of the racer's ballast (to reach 4 1/2 pounds, you WILL need ballast) is placed at the rear of the racer, the greater slope

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

Here are some interesting links offered to you from Bill Hubbell & Steve Spilatro of the Stock Corvair Group. If you are reading this online, click the link, the paper people will have to copy the link into your browser. Enjoy.

Steve Spilatro and I have just published a new article attempting to answer the question, "How many different Upper Shrouds were made for the Corvair Engine?" You can access the article here: <https://stock.corvair.org/wordpress/2026/02/engine-top-shroud-variations/> We also have many other recently published research articles on the site, including:
Corvair Idle Speed-Up Control Assemblies: <https://stock.corvair.org/wordpress/2025/12/corvair-ac-idle-speed-up-control-assemblies/>
1965-69 Heater and AC blower resistors: <https://stock.corvair.org/wordpress/2025/11/1965-69-heater-and-a-c-blower-motor-resistor-networks/>
Corvair Antennas: <https://stock.corvair.org/wordpress/2024/06/corvair-antennas/>
Corvair Powertrain Installation and Removal Tools: <https://stock.corvair.org/wordpress/2024/05/corvair-power-train-installation-and-removal-tools/>
Oil Bath Pre-Cleaners: <https://stock.corvair.org/wordpress/2024/03/oil-bath-pre-cleaners/>
And many others as well. Chapters and CORSA Communique are welcome to reprint any of our articles as long as proper credit is given.
Bill Hubbell
President, Stock Corvair Group ■

**(Spring Forward)
Daylight Saving Time begins on Sunday,
March 8, 2026.
At 2:00 AM, clocks move forward to 3:00 AM.**

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

The next generation of Corvair enthusiasts; one being my Granddaughter. Born, raised & still lives in a small town outside Dallas, Texas. 2023 I invited her to spend a week with me, Papa & join in the Back to The Bricks Tour. My Granddaughter has been to Michigan numerous times on vacations. Her favorite places are Frankenmuth & Mackinaw Island. This tour allowed her to visit & discover more of Michigan; hidden treasures it has to offer in small towns. This was her first experience of riding in Papa's 1963 Corvair. The thrill she had being in a car I once owned as a teenager. The Corvair history & stories sparked her, as well as the people & their stories. Returning again for the 2024 tour. Another adventure & more memories to make. 2025 I purchased a 1961 automatic Corvair. When she arrived from Texas, driving lessons began. I taught her how to drive this treasure. Scary??! standard steering & brakes. Not ready however, very determined to 'drive this gem'. During that tour my Granddaughter logged 642 miles on this Corvair. She enjoyed driving it but she loves & appreciates her 2025 Buick. Looking forward to this year's tour. Don's thoughts written by little Sister ■

President's article continued from page 1.

of the track will let gravity push the racer longer than if the ballast is placed further forward. Remember, you want gravity working for you as much as possible. This also keeps the racer in the "spirit" of the Corvair in that the weight is greater at the rear. Needless to say, you want your wheels mounted so that the racer will track as straight as possible. We will cover techniques for that in a later part. Even if your wheels are aligned perfectly, minor irregularities in the track will cause it to scrape against the barriers on either side. This is where reducing friction comes into play again. By mounting rods at each corner of the racer that are slightly outboard of the wheels and extend down to about 1/2" above the bottom of the wheels with a ball bearing on the bottom of each rod, any contact will be rolling friction and thus will be very low. This covers the theory and design considerations for a valve cover racer. In later articles, we will look at various construction technique suggestions and possible variations. All of the above has nothing to do with how you decorate your racer, so there are no limits there as long as you don't mount sails that might actually slow things down. LOL Until next month, this is your President signing off. ■

“March is the month Chevrolet first unveiled the 1960 Corvair to the public in early previews — a radical rear-engine idea that signaled Detroit was willing to rethink everything.”

DACC Membership Report for the March 2026 AIRCOOLER

Submitted February 17, 2026 by Lori Komora

Welcome to our new/renewed member: David King,
Mark Irons, Mike McFarland

Thanks for keeping your membership up to date:

We have 158 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. ■

2/17/26 Treasury Report by Carol Hairsine

1/17/26 Balance \$9801.54

Income:

Membership \$50.00

50/50 \$145.00

Expenses:

50/50 Payout \$72.00

Attendance \$10.00

Newsletter \$243.40

Homecoming Calendars \$1141.51

2/17/26 Balance \$8529.63 ■

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DACC OFFICERS

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DACC February 2026 Meeting Minutes

The February 2026 meeting was the first meeting at our new location. The Overtyme Grill & Tap had a large banquet room that has more than enough room for the club. There is even enough room to have a car in the room as well!

There were 2 Corvairs that made it to the meeting, one even had heat!

Treasury Report: The Treasury balance is \$10,323.83

Membership: We have 155 members currently.

Homecoming: Lori needs Goodie Bag items, as well as Goody Bags.

Activities: The February Second Saturday event will be the Chrome & Ice show. The March Second Saturday event has not been determined, but Pete K noted that he is targeting doing something on the East side.

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

Swap & Sell: Alan Numerick had 3D printed door handle removal tools for anyone that wanted one.

Attendance: There were 53 attendees at the meeting. The \$10 winning ticket went to Al Houtman. The second ticket was won by Alan Numerick. The new location does not have a marquee, so the plan is to put the winner's picture on the Facebook page.

Air Cooler: Adam is trying a new method to get electronic Aircooler out. He will send an email with a link to download a .pdf copy of the Aircooler.

50/50: The 50/50 total was \$145, with \$72 going to Tim Duve.

Ken Heberling – Secretary ■

Activities by Pete Koehler

March DACC Club Meeting is [March 2nd](#) at the OverTyme Grill and Tap Room in Waterford Twp. Addy is 4724 Dixie Hwy just north of the Sashabaw intersection. Meeting starts at 6 with a social hour followed by the regular meeting at 7. We will try to have some interesting topics as a part of the evening agenda.

Next up is the [2nd Saturday](#) Breakfast Club Meeting. This month we will travel to the East side to the Rams Horn Restaurant in Fraser. Date is [March 14th](#). Time is 9 AM. Addy is 31917 Utica Road. This is at the corner of Utica and Masonic. Join us for food and Corvair talk.

If any of you find an event that you think others would be interested in please let me know and I will include it in these monthly reports. Hoping with warmer weather the Garage Squad can get back in action. Future events will be reported here so check out the Aircooler every month! ■

“If March had a soundtrack, it would be the first warm-idle of a Corvair waking up.”

Things to do Corvair-wise in March

First off, I hope this month will bring better Corvairing weather. The Garage Squad is gearing up for a couple of events in the near future. One will be a tech session held at the Ypsilanti Automotive Heritage Museum in Ypsi. The topic will be how to stop a Powerglide shift cable leak. The patient is new member, Brooklyn's 1960 700 coupe. Details to follow. Next up is a planned trip to Ohio to retrieve a hoard of parts that were donated to the Corvair Museum. Our friends at the Friends of Corvair club have secured these parts at Bill Richards' storage location in Canal Fulton, OH. I have arranged to store these for the Museum until we can sell them off either through FB Marketplace or at the Homecoming in July. You ARE going to the Homecoming, aren't you? Finally, the GS is traveling to Horton, MI (near Jackson) to replace a sick torque converter in a new member's 1964 Monza coupe. As plans and dates are firmed up, I will post on our FB page. Pete Koehler ■

My 2025 Racing Season Wrap Up by Chris Hand

As I was working, I thought about what was going on and realized that the front brakes are glazed, I had been using them harder than ever running up front and I exceeded the heat range of the Hawk pads I had on. So, I threw the tires and a belt sander into the van for the morning. Oh yeah, remember Alan with the RX7 that rolled his car the last race weekend? He had his car back together for this weekend and qualified 7th for race 1 and finished in 5th with a fast lap of 1:17.339, I don't know what he did, but he is back to flying in the same car he rolled, it's pretty impressive! I got out to the track early the next day and pulled the pads off the car, yup, definitely glazed. I use the belt sander to get the glaze off the pads, there's not much else I can do at this point. I put all 4 “new” to me really huge tires on the car and because of the way the schedule is I take Raven out for a couple parade laps(note Raven is editing this for Chris and I couldn't figure out what to do with my head, I was bopping back and forth and thought I'd get whiplash) I had to find out if the tires were rubbing anywhere and to hopefully find out if the brakes were going to work before going in to turn 1. Good thing I did, I found the front tires were hitting the sway bar on the inside and would not have made a whole race. Oh yeah, while I was working on the front brakes, I found the cause of the car handling like crap, there was a broken sway bar link on the passenger side. Race 2, I started out in 8th place, got a good jump on the start, I really felt something different from the day before. Holy crap was the car moving, the 2 big changes are the larger tire and getting more throttle. I finished 7th overall and right on the bumper of my EP buddy Alan. On my last lap I got a new personal best of 1:16.586!!! I hit my goal for the year and when I did so, I was in the middle of the 16s. Race 3, My new personal best had me starting in 3rd overall. The feature races go be best race lap time of *Continued on page 4.*

Racing season continued from page 3.

The guy ended up in the lead and slowed the group for 3 laps, made a good battle between Alan and I with some side-by-side racing at the start. I had a pretty good lead on Alan coming in to lap 8 and I had been trying to get around a T3 Toyota (not sure why they are in my group in the first place), he's slowing me up, and I'm pushing him faster than he normally goes, we were both racing hard all while my brakes are still locking up, but working better than the day before. I pushed really hard going in to turn 6 (end of the straight) a little too late on the brakes and lock them up, well most people reading this know, you can't turn when your tires aren't turning so I go straight and end up in the grass, I had looked behind me before the braking zone to see how far back Alan was, and he was about a half straightaway behind. I knew he would be coming quicker when he saw the dust. I gathered up the car and was able to make it back on track and stay in front of him, but he was on my ass. My tires were pretty used up from the previous battle; it took all I had to keep him behind me. I hit another 1:16.852. super excited that the first one wasn't a fluke. What a trying weekend but wait there's more! There is one more co-driver race and Kevin had to get in a hot car. He went out and put in some decent times.

Things that need fixing: Brakes!!! Full throttle!!!

So, I did a lot of work trying to get full throttle, what I found was there was no way to make the stock Corvair levers and rods to fully work with the 390. The rotation of the two different systems would not allow full throttle. I ended up putting a cable system in. it took a lot of work, but I was able to get full throttle with 2 return springs. It needs some more work and I need to move the throttle pedal back to help me be able to heel/toe shift, I really need that throttle speed match on downshifts. I ordered up some higher heat zone brake pads from Hawk and got them installed, scuffed up the rotors the best I could. Gues what I found while doing the brakes? Another broken sway bar link. I went back and looked at the video of Kevin driving the final co driver race and I see he's hitting the curbs the same as he does in his Porche, I'm pretty sure I know where he broke it. Race 6 [September 27th](#) and 28th. 31 points Race 6 is always a good race weekend as we have our local Corvair and Volkswagen club come to the track for a car show. I did this last year, and I again set up my paddock spot outside of the track where the car show is. It makes for a little more work getting to grid, but a good time showing the club what goes in to racing. I have high hopes for qualifying and some time to break in some new front pads. I go out and put in a 1:16.670, I'm all assuming I got the top spot locked up In EP and Alan puts in his personal best of 1:16.217, he just beat my best, damn, let's go! I want competition, now I got it! We have talked about wanting to bring EP to the front of the group, and here we are starting him 3rd and me 4th in race 1. Race one, My new pads on the front are not quite bedded in all the way and are locking up under pressure, but they are not pulling like before. I think Alan and I stayed side by side for a lap and a half with

me eventually pulling ahead. I quickly caught one of the 2 Miata's in front of us and I'm putting pressure on someone I have never done before. I'm fighting for 2nd place, this is awesome. All while this is going on Alan is right behind me waiting for a mistake, I finish 3rd overall with a win in class and another 1:16.820. Race 2 someone had oiled down the track and screwed up the timing for our race; while waiting I was talking with the second place Miata, and he didn't realize that we were fighting for position behind him. If race 2 was to go the same way as one, he would let us both go and fight it out. Finally, I get out racing and starting in 3rd overall is pretty cool with Alan beside me in forth, we start this race opposites where I'm on the inside this time, again we go side by side, this is fun and exciting. I end up in front again and try to chase down the Miata's again, but our side-by-side racing let them get pretty far out front. I put in a fast lap time 1:16.667 on the last lap with Alan following putting a 1:16.749, we both put in our fastest laps on the last lap. Race 3 and the final race of the season. We are sitting on grid and the first and second place guys aren't in position on grid, we are thinking we both might be front row, the excitement is growing, and then right about the 5, the first-place guy shows up, but the second-place guy does not. I'm starting front row against the guy and car that has the track record for EP. I've been chasing this guy and I'm super excited to be lining up with him. Green flag drops, and the drag race is on, I keep up but cannot hold the speed on the outside lane, Alan follows him through the corners and fall into line in third place not knowing there was huge turn one wreck behind us, starting at the front has its advantages. They bring us in to pit row while the cleanup happens. We get back out and start back up single file, I drag race Alan to turn 1 but he maintains the position, Alan is up there fighting for first place while I'm in a battle for third. I lose my position and finish fourth overall. What a season, and I put on a great show for the Aircooled people at the car show. I did go into this weekend worrying about Barber coming up in a couple weeks, I wanted to take my car and would not put it in a position to force any issues and risk something happening. My back up plan was my dad's race car. I'm super happy with the fun I had with my competition and running in the front of the pack. You'll never reach your goals if you don't have any goals to begin with. Running pretty consistently in the 16s, my goal for next year is obviously the 15s. At this point we still don't have a surgery date for the kidney transplant, and we are figuring it will be right after Barber. Things to fix on the car: Man, this thing has done nothing but get better. I'm scared to touch it. Barber SVRA [October 17th](#) -19th: Man, we planned this early hoping that we could a good gathering of Corvairs together for another racer's reunion. I get it life happens and sometimes it doesn't unfortunately, we started out pretty strong with a total of 7 people possibly going and a few people actually paying their registration to end up with just Mike and I. 2 days before I'm set to leave we finally get a surgery date! The transplant will happen in a month on [November 12th](#). **Continued on page 5.**

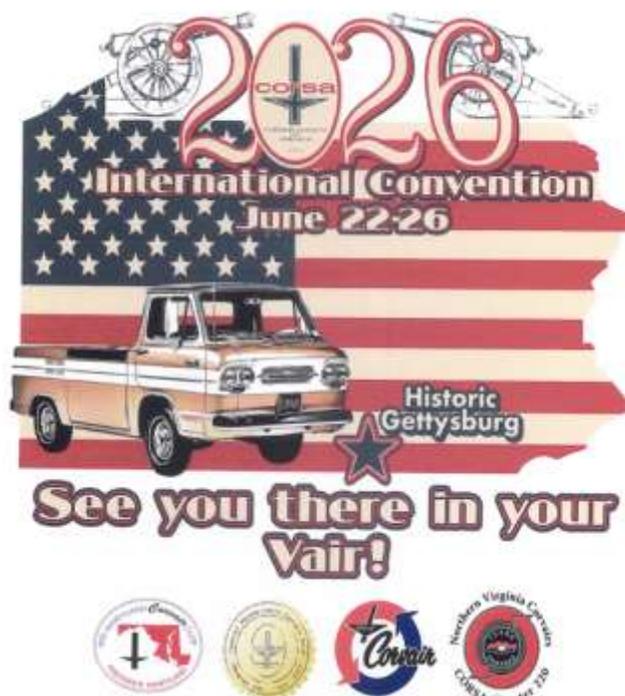
Racing season continued from page 4.

It's been real all summer, but now it's really real. We left on a [Wednesday](#) and made our way to Mike and Tracey's house. We hung out with them and stayed the night. We couldn't get in the track until the evening the next day, so we just hung out and told stories all day. As Mike has said load in was nuts after dark. I went to tech with just my logbook and my gear. I had just raced 3 weeks before and they didn't need to see my car, my SCCA annual was good. They placed Mike in group 3, I was to be in 12, I asked if they could place us together, they asked me why I was placed in group 12 in the first place, I told them the truth about being a current race car set to SCCA rules, since I was not going for points and we were the only 2 Corvairs there, they place me in group 3NC. I'm perfectly fine with that, I'm not set up to GT3 specs and can't compete with the v8 cars, they ended up being 10 seconds faster a lap. If you've never been to Barber, I highly recommend it for how beautiful the whole complex is, my only complaint is that there is no power in the grid and the camping they set up was horrible also with no power. [Friday](#) comes around we have a drivers meeting and have to be on the race track a half hour after. Scheduling around the trans am guys is not their strong suit. We have 5 times on track in 3 days, and the last race is late on [Sunday](#). Practice 1 and 2, I've never driven on track with open wheels cars and it's a little nerve racking to think of what if I can't see them. The speed range of cars in group 3 is all over the place also. The track layout is not horrible, it is a pretty easy track to learn, basically 4 long straightaways with some elevation changes. The car does okay the first day, and I pick up my lap times. I don't get to say this often, I was faster than Mike, but Mike bringing the Roe car is just about the coolest thing ever and getting it back on track is just awesome, I'm so happy I got to be on track with him and that car, it's like I'm a part of history with it now. Qualifying, feeling very confident, had a good run and some clean track for a couple laps. I caught a few cars, and it was messing up my clean lap times, so it was just track time at the time Mike started catching up. Having Mike catch up makes me want to go fast and have some fun with him on the track, going in to turn one I could not down shift and with the clutch in, I couldn't get it into any gear. Coming around 2 into 3 I tried rev matching, and it went into 2nd, after that everything shifted fine. It was coming to the end of the session, Mike and I pulled in. I played with the clutch the whole way around the track and in the paddock, at this point, who knows. Race cars are funny sometimes, we all know this, race 1 is only a couple hours away. Performed all the normal checks during the time off track. Race 1, I'm starting in 5th overall and up until this point none of our practices or qualifying was streamed, I'm excited to be up towards the front for the start and hoping for a

podium finish. Pull out on to the track, everything is great, nothing making weird noises, warming up tires and brakes and getting ready to grid up for the start and suddenly no more go and a bunch of bad noises. BOOO. I could not see Mike behind me and dealing with my own situation performing functions checks and trying to get race group past me, I couldn't see him in my mirror I thought he passed me with the group. My weekend is done. With the schedule the way it was with one race in the afternoon the next day, we just loaded the car in the trailer thinking it was a broke crank. Going back and watching the stream, to whoever the dude was that was bashing me and my car, I do love my Corvair even when it doesn't run, your favorite car on track being a bug says a lot about you, I bet you'd cheer a Porche or Miata wrecking one of us. We're driving vintage cars and spend our own hard-earned money to come out, I was pretty disappointed with his comments. Other than that and my car breaking it was a good weekend with good people. We had safe travels home.

Part 4 of Chris Hand's racing season will be in the next Aircooler.

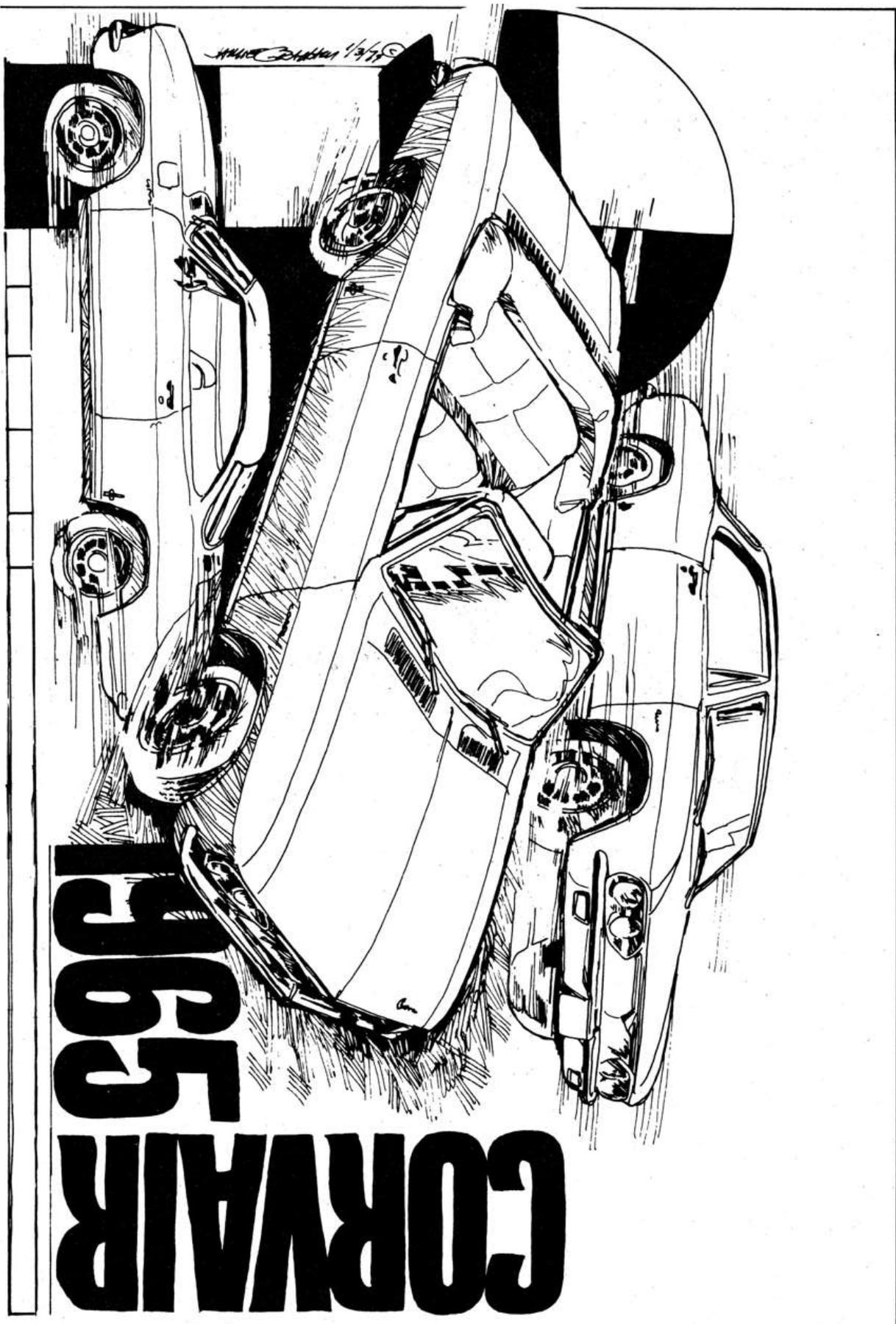
SAVE THE DATE!



The **2026 CORSA Convention** is scheduled for **June 22 - June 26, 2026**, at the **Wyndham Gettysburg Hotel & Conference Center** in Gettysburg, PA. This event is a significant gathering for Corvair enthusiasts, offering a variety of activities and events.

For more information and to register, visit the official CORSA website or the Wyndham Gettysburg hotel's website. Don't miss the chance to participate in this exciting event and enjoy the Corvair community's spirit. ■

Seth Emerson of the Corvair Owners Group was cleaning his office when he found a calendar with line drawings of Corvairs for two Corsa convention calendars drawn by Jamie Graham and provided by the Chicagoland Corvair Enthusiasts club. This pic was titled Jamie 1, most likely by Seth to keep track. I will use his id for each pic. The pics will be used in the Aircooler as a fill it in when needed. I would also like to thank Seth for giving you and I the opportunity to enjoy this quality artwork. ■



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 (1st 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

Clark's
Corvair Parts®

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



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

BULK RATE
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PAID
PERMIT NO.
0000

Corvair club newsletter links.

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<http://www.vv.corvair.org/pipermail/chapters/attachments/20260126/2d59b38b/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260128/9c2a9659/attachment.pdf>

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<http://www.corvair.org/chapters/chapter627/newsltr/Feb26PCC.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260201/59f80003/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260209/5252be82/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260208/33ba11f9/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260209/f0dad0ca/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260210/86108166/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260211/c8a9163e/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260216/ca066014/attachment.pdf>

Let's ask AI about Michigan's 5 signal traffic light. This is entertainment information, not actual law.

Here's a clear, simple way to understand Michigan's **5-signal traffic light** and how right-on-red works—plus what to do when **opposing cars are turning left**.

 Michigan's 5-Signal Traffic Light (Simple Explanation)

Michigan often uses a **5-section “doghouse” signal** for intersections with dedicated turn lanes. It usually looks like this:

Top row:

 **Red** |  **Yellow**

Bottom row:

 **Green arrow** |  **Yellow arrow** |  **Red arrow** (sometimes)

Here's what each part means in plain English:

1. Solid Green (circle)

- You may go straight.

- You may turn right.
- **Left turns must yield** to oncoming traffic.

2. Green Arrow

- You have a **protected turn** (usually left).
- Oncoming traffic is stopped.
- You can turn without yielding.

3. Yellow Arrow

- Your protected turn is ending.
- Prepare to stop unless unsafe.

4. Solid Yellow (circle)

- Light is about to turn red.
- Stop if you can safely.

5. Solid Red

- Stop.
- Straight and left turns must wait.
- Right turn may be allowed (see below).



Can You Turn Right on Red in Michigan?

Yes — in most cases.

Michigan law allows a right turn on red **after a complete stop**, as long as:

- There is **no sign** saying “No Turn on Red.”
- You yield to pedestrians and cross traffic.
- The turn can be made safely.

This is confirmed under Michigan Vehicle Code **MCL 257.612**, which governs red-light turns and requires a complete stop before turning.

What About Opposing Left-Turning Cars?

This is where people get confused, so here’s the simple rule:

If you are turning right on red:

- Opposing left-turning cars have a **green arrow** or **green light**.
- They **have the right-of-way**.
- You must **wait** until they clear.

Why?

A right-on-red is **optional** and only allowed when the way is clear.

Opposing left-turners with a green arrow have a **protected movement**, meaning they go first.

Easy way to remember:

Green arrow beats red turn every time. A right turn on red is optional, not mandatory.

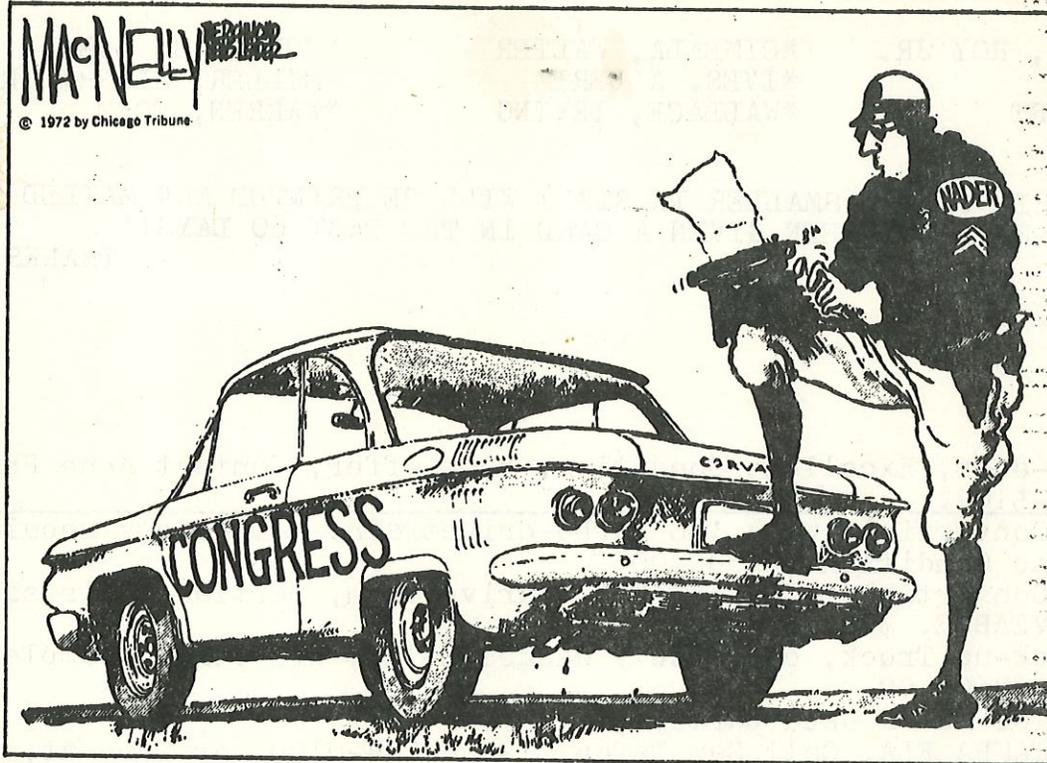
A lot of cautious drivers do exactly that, and it’s perfectly legal.



Election of Officers

NEXT MONTHS MEETING WILL BE AT HOWARD JOHNSONS, TUESDAY MARCH 6th. It will begin at 8pm. Elections will be held that night so all members are encouraged to attend and either nominate themselves or a friend, as well as to vote.

Guest Cartoon



SPECIAL THANKS TO STU SHUSTER FOR THE BEAUTIFUL "CORVAIR CUT OUT" WHICH APPEARED IN LAST MONTHS ISSUE. I'M SURE IT TOOK A GREAT DEAL OF TIME TO PRODUCE. IT REALLY DOES GLUE TOGETHER, STU EVEN BROUGHT ONE IN AT LAST MONTHS MEETING TO SHOW EVERYONE. (STU ALSO SENT IN THE ABOVE.)

Membership Report BY PETE CIMBALA

Membership in the DACC is \$12.00 per year. Please make checks payable to The Detroit Area Corvair Club Inc. and send to either the clubs address or to the Membership Directors address. Membership in CORSA is also required. They have changed the rates to as follows:

- 12-month U.S. Membership.....\$22.00
- 26-month U.S. Membership.....\$44.00
- 12-month Canadian Membership.....\$32.00

Make your check payable to CORSA Inc. at: Association Management Center, 2506 Gross Point Road, Evanston Illinois, 60201.

Remember, when renewing your membership, include your CORSA membership # on both checks.

THE FOLLOWING MEMBERSHIPS WILL EXPIRE IN MARCH:

- | | | |
|-----------------|---------------------|------------------|
| *COOPER, LARRY | *POSKIE, FRED | *CASEWLL, BILL |
| *STROBEHN, FRED | *MC GINNIS, G. JOHN | *SHUSTER, STUART |

APRIL:

- | | | |
|----------------------|------------------|---------------------|
| *CARTWRIGHT, ROY JR. | *CIMBALA, WALTER | *CUMMINGS, LARRY |
| *GUY, PAUL | *IVES, ALBERT | *MILLER, ALBERT SR. |
| *SHUERT, BERT | *WALLACE, IRVING | *WARREN, NORM |

NEW MEMBERSHIP CARDS (SMALLER IN SIZE) WILL BE PRINTED AND MAILED TO ALL MEMBERS WHO HAVE NOT BEEN GIVEN A CARD IN THE PAST 60 DAYS!!

THANKS, PETE..

WANT ADS:

1962-700, 2-door, Excellent Condition, Best Offer, Contact Anne Price, 812-235-5107.

1965-Corsa Convertible with '66 turbo drivetrain, completely rebuilt to Concourse Condition. \$4800.00

1964-Monza Convertible with '65 "140" drivetrain, partially disassembled NOT DRIVEABLE. \$400.00

1961-L/S Pick-up Truck, completely disassembled, drivetrain completely rebuilt. \$600.00

****- A ton of new & used parts.

ALL IN TAMPA FLA. Call Sam Tafoya, 1-813-794-0199, or Tony at, 1-813-349-5819.

1965-2-door, 110HP, Restorable, Best offer, Write: Joe Bellew, P.O. BOX 728, Jackson Mich, 49204

1965-Monza Coupe, 110 hp. -3speed, originally an Alabama car, Restored in 1981, 14,000 miles on complete engine rebuild, Runs excellent. Very good over all condition, 2 new radials, AM/FM/ 8-track stereo, Rear defogger, \$2500.00 or best offer, Larry Cooper, 389-2615

1961-Monza Coupe, White, W/ red interior, Cal. car. Stored 5 years, Slight rust on L.F. & R.R. fenders, PG. Engine overhauled 18,000 miles ago, Car has 101,000 miles, Detailed records, Don Eichstaedt, 455-7428.

1969-Cutlass Convertible. New paint & top. Crome perfect, less than 50,000 on engine, \$1500.00 or best offer, Craig Balow, LA7-1524.

1961-700 Coupe, Original unrestored, 36,000 miles, radial tires, originals also included, Resealed, fully serviced, ready to drive. Very dependable, \$1000.00

1964-Monza Coupe, Palomar Red (MAROON), Black interior, Wire wheel covers, Resealed, fully serviced, ready to drive, dependable. Fun to drive. Sharp Car. \$2750.00

Selling both cars to reduce my collection

Contact G. John Mc Ginnis, 5415 Sturbridge rd. Grand Blanc, Mi. 48439
(313)-694-8910

****** Disposing Of Collection**

1962- Monza Coupe, 44,000 Actual Miles, Very Clean, Original Condition, Must See To Appreciate

1963- Spyder, Rough Condition, Have The 150 Turbo & 4-Sp.

1966- Corsa Convertible, Ermine White, 99% Restored

Best Offer Or Will Consider Trade For Land, Contact Craig Balow:
LA7-1524

1965-68 Engine- Complete, 110hp. Manual, #T0908RD, all parts including shrouding, Carbs and air cleaner, overall appearance good. Make offer Also Misc. other engine parts, Contact Dick MacDonald, 632-7395

1966-Wire wheel covers, (Monza), Contact Brian Cummings, 517-792-4133 until 2pm. 517-776-5792 after 2pm.

****-Greenbrier axle shaft with rear wheel bearing, \$65.00

****-Early four speed trans, (3.65 first gear) With input shaft. \$150.00

****-Greenbrier four speed trans mounting bracket- \$40.00

****-Differential Assemblies for manual transmissions:

3.27 ratio - \$125.00

3.89 ratio - \$175.00

-Above units are for use in '61-63 pass. cars or 61-65 forward controls

****-Instrument panel for manual transmission, (4-speed), Greenbrier, \$15.00

****-Other misc. parts also available,

1964-Corvair passenger car engine- \$300.00 (mostly complete)

Contact Chuck Latty, 421-7897

1966-Corsa Conv. Parts

-Motor & drive with harness & switch for Power Top. \$50.00

-Instrument Panel & glove box, \$75.00

-Right & Left door with glass, Very good condition, \$50.00 each

-180hp engine with all sheet metal, exhaust & induction systems, \$350.00

-Front suspension, Complete drum to drum, solid. \$125.00

-Wiring harness complete, \$50.00

-Gas Tank, very good, \$35.00

1965-Right & Left rear doors, both with Soft Ray Glass, Very good, \$50.00 ea.

**All parts plus shipping, Contact Robert Clevenger, (313)-979-7535
after 6 pm.

1963-Spyder Coupe, Good condition, Previous California car, Many new parts including rear wheel bearings, Carpeting, U-joints, starter & solenoid, Heavy duty heater motor, fuel pump, spark plugs, wires, Wheel cylinders Master cylinder, brake shoes, Chrome tail pipe extension, good tires, Can be driven as is, which is what I use it for or ideal for restoring Very minor rust. only on outer fender lips on front of rear fenders The best spyder Coupe \$1700.00 will buy.

1962-Red bucket seats and both rear seats, Original, May be used in other than '62. one small seam split on driver seat, not show quality, \$100.00

1963-Back upper seat, red, very good condition, \$20.00

Contact, Don Arner, 29645 Windsor, Garden city, (313)-427-8205

LIQUIDATION OF ESTATE

63' Monza - Blk. w/ red interior, 4-speed, body straight, has small ding. Driveable but without battery. Cracked windshield.

** Complete Red interior, Back Seat, Buckets, Deck Cover, Dash Pad.

MOTORS; Early Models.

10- Full, Complete Motors, Carbs, Distributors, Starters. 110 HP.

1- Van Motor, Complete, as above.

1- Block, assumed to be new.

** 5- Starters

** 5- Heads

~~** 3- Doors~~, 2- 63' (L&R), 1- 64' (R ?)

** 3- Trunk lids,

** 5- Engine lids,

** 5- Cowl Decks

** 5- Tire & Rims

** 4- Rims

** 1- 63' Windshield

** 4- Brake Drums

** 3- Misc. Manuals

** - Assorted Yokes

** - New Rings, Gasket Sets, Still in Boxes

** 5- Trans W/Gear boxes, 4-speeds, (?)

** 1- Trans W/O Gear box

** - Plus many Misc. Parts

***** \$2500.00 or best offer,

Has Clear Title on Car, Wants to sell all rather than just part,

Contact: PAT MCGOWAN, 313-227-6749 (after 6pm)

Pat is not a member, but would like a Corvair enthusiast to get these parts.

**** 140 HEADS, RECONDITIONED, \$350.00, Contact Bernie, 775-5296****

****WANTS TO BUY****

Corvair with Spyder Engine, good to excellent condition, Mark Weitzman, 547-1020

ADAMS, Dan & Virginia-42373 Dianna-Mt. Clemens 48044; 286-8274
 ADAMS, Johnnie & Mary Ann-7447 Theisen-Dearborn 48126; 584-2409
 ALLESEE, Jo-604 Lambkins-Saline 48176; 429-1183
 ARNER, Don & Sue-29645 Windsor-Garden City 48135; 427-8205
 BALOW, Craig-12492 Iains-Detroit 48224; LA7-1524
 BINGE, Francis & Michael-24246 Fargo-Detroit 48219; 537-3428
 BITNIAS, Joseph & Susan-929 E. Sunnybrook Dr.-Royal Oak 48073; 589-9178
 BOOKOUT, Harry & Betty-42342 Schoolcraft-Plymouth 48170; 420-2963
 BOSS, Herbert-1912 E. Spinningwheel Ln.-Bloomfield Hills 48013; 335-2937
 BOYER, Harold R.-364 Chalfonte-Grosse Pte. Farms 48236; 885-7717
 BROWN, Calvin-26515 Wellington-Franklin 48025; 626-1773
 BROWNELL, RALPH-650 E. Tennyson-Pontiac 48055; 334-8866
 BRYSON, W. Scott Jr.-53143 Franklin Dr.-Utica 48078; 781-5846
 BUERGER, William-1070 Hackberry Circle-Rochester 48064; 651-8668
 CASWELL, Bill & Kari-3571 Newgate-Troy 48084; 644-8115
 CARTWRIGHT, Roy Jr. & Noreen-33811 Calumet-Westland 48185; 326-3629
 CICCARELLI, Eva & Felix-14122 Centralia-Redford 48239; 538-1545
 CIMBALA, Pete & DeLynn-1058 River Valley Dr. Apt. 1048-Flint 48504; 733-1558
 CIMBALA, Walter & Mildred-3087 Curtis Dr.-Flint 48507; 732-3418
 CLEVENGER, Robert-35424 Grayfield Dr.-Sterling Heights 48077; 979-7535
 CONFLITTI, Bernard-19600 Georgia-Roseville 48066; 775-5296
 COOPER, Larry & Sue-1930 Morris- Lincoln Park 48146; 389-2615
 CROSBY, Jim & Joann-1751 Dorothea Rd.-Berkly 48072; 544-3874
 CUMMINGS, Brian-1317 Cranbrook Dr.- Saginaw 48603; 517/792-4133
 CZAPLA, Larry-174 Lenox-Detroit 48215; 331-1176
 DEANE, Alastair-2500 Lake In The Woods Blvd; Apt. A405-Ypsilanti 48197; 482-8303
 DE ROCCO, Louis-21505 Karl-Detroit 48219; 531-6689
 DIVINEY, Michael Jr.-39908 Clintonview-Mt. Clemens 48045; 468-6265
 DIVINEY, Michael Sr. & Patricia-140 Clinton-Mt. Clemens 48043; 468-7123
 ENDRASIK, Poly Jr.-24626 Ford Rd.-Dearborn Hgts. 48127;
 EVENSON, Ric & Pat-13412 Glenview Dr.-Plymouth 48170; 453-0513
 GILHULY, Albert & Gerry-16298 Westbrook-Livonia 48154; 591-2483
 GOULD, David & Shirley-725 E. Fourth-Royal Oak 48067; 548-2655
 GOULD, Nathaniel David-725 E. Fourth-Royal Oak 48067; 548-2655
 GUY, Paul-25150-Audrey-Warren 48091; 755-5251
 HAMILTON, Robert-3812 Dudley-Dearborn 48124; 562-3944
 HAND, Kenneth Jr. & Linda-6426 Harriet-Pontiac 48054; 666-9736
 HARTZEL, Clark & JoAnn-16911 Anita-Fraser 48026; 293-1587-work 293-3000 ext. 384
 HATHERLEY, Richard & JoAnn-7665 Darlene Dr.-Brighton 48116; 229-7372
 HAUBERT, Gene & Jennie-13310 Kilbourne-Detroit 48213; 372-4396
 HAVRELOCK, Walt-2401 Harris-Ferndale 48220; 545-7830
 HERMANN, Robert & Clara-810 Harmon-Birmingham 48009; 646-3531
 HILDEBRANDT, Warren-521 First St.-Rochester 48063; 651-4401

I V E S, Albert & Betty-17 Autumn Ct.-Windsor, Ontario, Canada N9E 1r2; 519/969-2136
J O H N S O N, Gene & Joan-14202 Deering-Livonia 48154; 261-8334
J O N E S, Nancy & Larry-539 Lavender-Monroe 48161;
K A S H E M E R I C K, Ted-208 Aintree Rd.-Rochester 48064; 651-7275
K E L L E R, Peter-26770 Pennsylvania-Taylor 48180; 941-5055
K I N G, Norman & Jean-3333 Timberview Dr.-Flint 48504; 767-4769; work 238-4121
K I N G, Scott-1875 Cicotte-Lincoln Park 48146; 388-7315
K I R K M A N, Robert & Adele-1820 Mofrat Rd.-RFD Leonard 48038; 628-2431
K O S T E L N I K, Walter & Francine-15617 Champaign-Allen Park 48101; 382-9378
K U H N, Richard A.-55 E. Coy-Hazel Park 48030; 546-0597
K U L H A N E K, Mike & Ruth-4107 N. W-52-Owosso 48867; 517-723-5348
L A M B E R T, James & Marlon-10816 Gratiot-Richmond 48062; 727-1465
L A M B E R T, John C. Jr.-3401 Ivory Rd.-Metamora 48455; 797-5166
L A R S O N, Bernard & Betty-4319 Briggs Rd.-Otter Lake 48464; Winter Rt. 2-Box 639-Inverness, FL. 32650
L A T T Y, Chuck & Veronica-33129 W. Chicago-Livonia 48150; 421-7897
L I T A L I E N, Michel J.-3581 Pheasant Run #7-Ann Arbor 48104; 971-8714
L I T W I N, Bill-916 Wolverine Dr.-Walled Lake 48088; 624-1226
L O B A, John & Barbara-4857 Sundale Dr.-Drayton Plains 48020; 673-8977
M A J O R, Keith & Pat-1215 W. Windemere-Royal Oak 48073; 435-9599
M A R S E E, Dave & Janet-45157 Pinetree Dr. Plymouth 48170; 459-9356
M A Y E R, Walter & Betty-June-50673 Linda Lane-Utica 48087; 739-4260
M C C A R T H Y, Patrick & Sheila-Michael-21717 Bedford Dr.-Northville 48167; 348-2639
M C F A R L A N D, Ed & Frances-530 Hilton Rd.-Ferndale 48220; 543-3307
M C G I N N I S, G. John & Margo-5415 Sturbridge Rd.-Grand Blanc 48439 694-8910
M C N A L L Y, Bob-42367 Diana-Mt. Clemens 48044; 268-3215
M I L L E R, Albert Sr. & Beverly Jean-Albert Jr.-4016 Blackthorn Ct. Birmingham 48010; 742-7861
M I L L E R, Anthony & Irene-5221 N. Seymour Rd.-Flushing 48433; 659-9416
M I N N E A, Arcadie Pete & Mary-4196 Hessen Rd.-Richmond 48062; 727-1553
M O R T O N, James & Barbara-33977 Moore Dr.-Farmington 48024
M U C H A, Kathryn-3024 Brimley Dr.-Windsor, Ontario, Canada N8R 1M2
M Y E R S, Al-39186 Marne-Sterling Heights 48078; 247-3537
N E L S O N, Stephen & Karen-25534 Hunt Club Blvd.-Farmington Hills 48018; 476-2671
N U G G E N T, Jay-307 Ross Dr.-Monroe 48161; 241-3906
N Y G A A R D, Mary-1365 S. Karle-Westland 48185; 728-7322
O l e s, Bernard & Margie-6251 Snowapple-Clarkston 48016; 625-5256
O N O F R I C I U K, Vic-20501 Cortina-Mt. Clemens 48043; 286-0681
O S O S K I, Dan-32262 Glen-Westland 48185; 721-5170
P A T O N, Eleanor-473 Dury Lane-Birmingham 48010; 642-9820
P A V L O V I C, Frank & Carol-2749 Kathleen-Brighton 48116; 229-4983
P E D E R S O N, David & Barbara-360 Melinda Circle, East-Union Lake 48085; 698-9380
P E P K E, Ken & Sharon-25760 Pineview-Warren 48091; 759-4865
P O S K I E, Fred-1735 Aberdeen Ave. Canton 48187; 981-0393
R O D Z E W I C Z, Jerry T.-19184 Osmus-Livonia 48152; 474-0959
S C H N E I D E R, Charles & Marjean-1306 Englewood-Royal Oak 48073; 588-0244

SEWRAU, Waldemar & Marilyn-61256 N. Ridge Trail-Romeo 48065; 651-3288
SHUERT, Bert & Eileen-12990 Croftshire Ct.-Grand Blanc 48439; 694-6351
SHUSTER, Stuart & Elinor-815 Madison-Birmingham 48008; 642-7490
STROBEHN, Fred & Marlene Heff-11578 Haylock-Davisburg 48019; 625-5935
SURMA, Agnes-17580 Mack-Apt. 4-Grosse Pointe 48224; 885-6505
TESCHEL, Mary-315 Huntley-Clawson 48017; 588-7503
TRAUBENKRAUT, Richard & Alice-13116 August-Detroit 48205; 371-8038
TRIPPETT, Richard J.-1200 Hillside Dr.-Birmingham 48009; 642-8374
TURK, Karl-7933 Inkster Rd.-Westland 48185; 421-3725
VANDALL, Grady-17940 Robert-Melvindale 48112; 388-1139
WALLACE, Irving & Viv-14225 Elwell Rd.-Belleville 48111; 697-4871
WARNER, Robert E. Jr. & Colleen-8071 Dover St.-Grand Blanc 48439; 694-8274
WARREN, Norm-171 Cedarhurst-Detroit 48203; 869-7237
WEIERMILLER, Richard & Lucinda-9823 Burning Tree-Grand Blanc 48439; 695-3356
WESTERVELT, Brad-267 Arizona-Rochester 48063; 651-4967
WESTERVELT, James & Marilyn-267 Arizona-Rochester 48063; 651-4317
WILLIS, Larry-6540 Burnly-Garden City 48135; 422-7472
WILSON, James & Liz-1965 Davison Lake Rd.-Oxford 48051; 628-1535
WILSON, Scott-31179 Avondale-Westland 48185; 728-9553
WILSON, Steve-31179 Avondale-Westland 48185; 728-9553
WITHEROW, Joseph G. & Carolyn-37421 Walnut Dr.-Romulus 48174; 942-9556
WORLEY, Gregory & Dottie-29345 Perth-Livonia 48154; 427-3807
ZACHARIAS, Stephen & Sue-23154 Nona-Dearborn 48124; 561-8862
---HONORARY MEMBERS---
COLE, Mrs. Edward N./Nick-1371 Kirkway Rd.-Bloomfield Hills 48013
VAN NANCE, Steve Jr.-2076 Ellwood-Berkley 48072; 398-5409

NICHOLS, Gary & Jolene-54367 Queens Row-Utica 48087; 652-4848 (out of order on list, sorry!)
EICHSTAEDT, Don & Nancy-18222 Redwood Ave.-Lathrup Village 48076; 559-9029



New Jersey Association of Corvair Enthusiasts
A Chapter of the Corvair Society of America

HILTON HOSPITALITY

by Dave Tilton

In addition to planning a wide array of exciting activities for you to enjoy, the New Jersey Association of Corvair Enthusiasts has chosen the sensational Parsippany Hilton as the host hotel for this summer's 1984 CORSA National Convention.

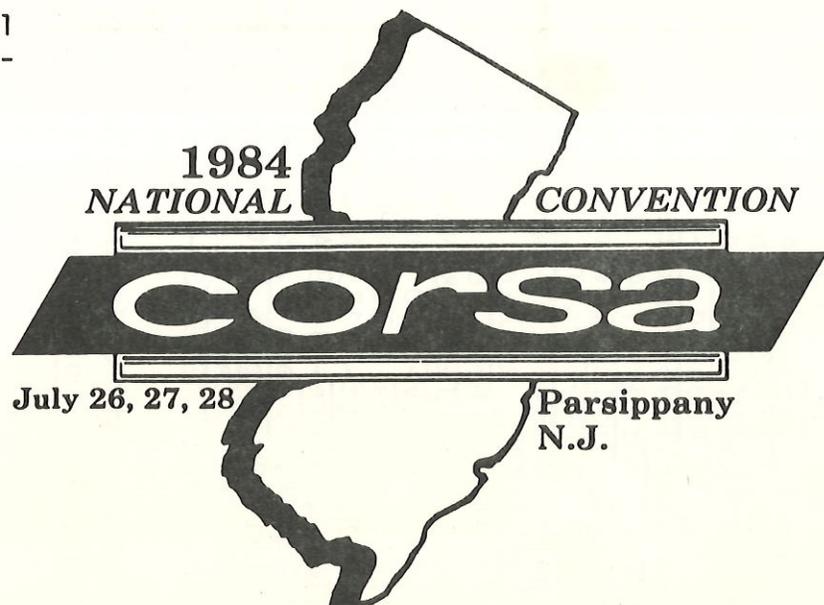
The Parsippany Hilton is situated on six acres off Route 10 outside historic Morristown, New Jersey. Over 500 immaculate guest rooms ensure that there will be enough space for all of us to be accommodated under one roof. The Hilton has indoor and outdoor pools, a whirlpool, tennis courts, and a completely-equipped exercise room. In addition, there is an expansive lounge-lobby available to us for socializing. The two restaurants boast some of the best dining anywhere. And to add to our pleasure, the "Shadows" nightclub is contained within the hotel.

Two meeting rooms (the Heritage and the Estate) have been set aside to house Corvair vendors. The main ballroom will be the location of the Thursday evening membership meeting and dinner, as well as Saturday night's awards banquet. Tech sessions and special meetings will be held in any of ten smaller Algonquin meeting rooms.

More than adequate space has been provided, so CORSA members and friends can mingle freely without feeling closed in.

Plus, I'm sure that you will be delighted with the price of accommodations at the Hilton. As CORSA members, you will pay only \$59 per day, for a single, double, triple or quad. That's \$59 for up to four persons in a room during the Convention. How's that for a bargain?

Watch for hotel and Convention registration forms appearing in upcoming issues of the CORSA COMMUNIQUE, and we'll see you at the Parsippany Hilton in July!



VITON O RINGS

Set includes:

\$7.50 set

- 24 - Push Rod Tube Seals
- 12 - Rocker Stud Seals

CYLINDER HEAD NUTS - Original GM style,
hex/flanged, serrated.

\$7.50 set of 12.



CORVAIR DATA BOOKLET

- Paint & Trim Comb.
- Engine Serial #'s.
- Trans. & Rear Axle #'s.
- Model series ID.

SPECIAL CLUB PRICE \$2.50

NOTE* UPS SHIPPING: Please add \$1.75 per order.

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FROM THE EDITOR:

Although I've only held this office a short while, I feel it has Brought me much closer to the membership. It has allowed me to get very involved in the club. I would like to thank everyone for their help and support in making the AIRCOOLER all that it could be.

Thank You, Bernie

THE DETROIT AREA CORVAIR CLUB, Inc. IS A CHARTER CHAPTER OF
 THE CORVAIR SOCIETY OF AMERICA.....THE OFFICERS ARE:

President	Lou DeRocco	531-6689	Membership	Pete Cimbala	733-1558
Vice-President	Walt Kostelnik	382-9378	Activities	Larry Czapla	331-1176
Secretary	Kathryn Mucha (519)	252-0257	Editor	Bernie Conflitti	775-5296
Treasurer	Marilyn Westervelt	651-4317	Service/Parts	Ken Hand, Jr.	666-9736
AUTO SPORTS HOTLINE		296-5640	PARADES	Ralph Brownell	334-8866

Regular Monthly Meetings are held at HOWARD JOHNSONS RESTAURANT, 25050 Northwestern Highway (corner of 10 Mile Rd.) in Southfield, on the first TUESDAY of the month at 8:00PM. Come early and have dinner in our meeting room...

Friends, relatives, and guests are welcome!!

NEWSLETTER DEADLINE: THE 20th OF EACH MONTH

THE AIRCOOLER



Ken Pepke
 25760 Pineview
 Warren, MI 48091

First Class

267 ARIZONA
 ROCHESTER, MI 48063