



THE *Aircooler*

DETROIT AREA CORVAIR CLUB

ESTABLISHED 1974

Volume 6, Issue 7

"250 Years of America — 65 Years of Corvair Pride."

JULY 2026

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

Yay, July is here! First, we celebrate our country's independence, then we convene the "Homecoming" of our Corvairs, thus calling it Homecoming. While not actually in Ypsilanti, it's close enough to it. We'll be able to see many different expressions of how we keep our Corvairs on the road, from strictly stock to various modifications including race versions (if Ken Hand or Chris Hand show up). In addition, there will be many other activities including our outstanding hospitality room (everyone likes to eat, LOL). Ken Pepke had made this unmatched by any other Corvair convention and will accept any support for his efforts. Yours truly has volunteered to help in any capacity that is needed. If you want to assist there, contact Ruth Pepke. Ken is not the only one who needs support from our members, so if you want to keep our Homecoming running smoothly, see Lori Komora and she will direct you to where there is a need. Besides Homecoming, there are a number of club activities during the month of July. Pete Koehler is our Activities Chairman, and he can let you know about what is planned. One part of Homecoming that I forgot to mention sooner is our 50/50 raffles. The proceeds from these raffles (yes, there are more than one) will go to the DACC treasury to help cover Homecoming expenses. Some people attend Homecoming without registering. Those who don't register are missing out on all of the extra activities the club provides and could

Continued on page 2.

INSIDE THIS ISSUE

- 1** Articles by President, Pete Cimbala
- 2** DACC Officers, VP, Treasury, Lori K.
- 3** Activities, Car events, Corvair for sale.
- 4** Meeting Minutes, Membership, Article by Pete K.
- 6** Slone form Homecoming form
- 7**

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

Detroit Area Corvair Club Memorial Day Parade May 25, 2026

On May 5, 2026, it occurred to me that we were about to begin the celebration of the 250th anniversary of this great country. On May 7th I received a call from the Greater West Bloomfield Historical Society asking if my Corvair could join their group in the Keego Harbor Memorial Day Parade. On previous occasions, I was joined by a Cadillac convertible that actually transported Astronauts in the NYC ticker tape parade and a restored NYC yellow cab on another occasion. On another occasion we had three Corvairs (Red, white and blue) in the parade.

For this occasion, I thought perhaps several Corvairs would be appropriate. So, I passed a sign-up sheet around at the May 4th DACC meeting. A total of 16 Corvair owners signed on indicating whether they had a red, white/and blue Corvair. For this event, seven vehicles replied positively plus 2 maybes.



Mustered in a red, white and blue sequence were Kerry B, Anne B, Mike H, Tod and Steph M, Al N, Bob and Yvette W and John and Judy O. A good time, good friends and an appreciative crowd made for a good Memorial Day.

Also, we now have a patriotic roster of Corvairs going into the 250th anniversary year.

- John O'Leary ■



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



President's report continued from page 1.

make DACC lose money for Homecoming. You don't have to sign up for all of the paid extras, but basic registration does help. So, if you haven't registered by now, you can sign up at the Registration Desk in the hotel lobby. Please do so and help the club to continue providing an unmatched gathering of Corvairs. See you at Homecoming!



6/17/26 Treasury Report by Carol Hairsine

5/17/26 Balance \$9407.31

Income: 50/50 \$170.00 Homecoming \$1230.00

Expenses: 50/50 Payout \$85.00 Attendance \$10.00

Newsletter \$252.06

6/17/26 Balance \$10460.25 ■

**"Red, White, Blue... and Corvair Too
Happy 250th, America!"**

Like us on Facebook

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Corvair For Sale

Price reduced to \$11,000

If you have any questions, please call me. Robert Lehman 248-250-2559. My email is lehman48073@gmail.com



Reminder

Just a reminder that **your dues are due**. Everyone who comes to Homecoming will be receiving an envelope in the registration envelope. You can fill it out and put your \$20 in the envelope, then drop it off in the box on the registration table. If you are unable to make it to Homecoming you are more than welcome to drop it off in the mail to Lori Komora 38143 Richland St. Livonia, MI 48150 or pay at the August meeting. **If payment is not received by the 17th of August** an updated list will be given to the printer and modified online list. Some of you are paid up until **June 2027**.

Lori Komora ~~ Membership ■

Homecoming

We are looking forward to seeing all of you! As you know it is a terrific event. If you have not pre-registered for the event you can walk into the hotel and sign up at the registration table. I am aware many of you are coming only for the day, the cost of the registration covers many cost that we have a set amount that we pay for, example the hotel cost for

DACC June 2026 Meeting Minutes

New Attendees: There were no new attendees at the meeting. **Membership:** We currently have 163 paid members. **Note:** Membership Renewal forms will be part of the Homecoming package. You will be able to renew at Homecoming. If you are not paid by August 17th, you will be dropped from the roster.

Homecoming: The Room Block will be lifted June 7th. Lori still needs volunteers, see Lori to help where needed. Lori has received donations for door prizes etc. Please get your registration in soon. This information goes towards figuring out how much food is needed. Applications are on F.B. page.

Secretary: There were 11 Corvairs in attendance tonight. A card was sent around for Jerry Huff who is not feeling well. **Treasury:** Current balance is \$10,385.25 **Aircooler:** Adam needs articles and would like to get inputs earlier so that the printer can get the Aircooler out sooner. **Toy Corvairs:** Pete K had asked everyone to bring their toy Corvairs in for all to see. After the meeting people were able to go around to the various tables to enjoy these.

Attendance: There were 48 people in attendance. The \$10 attendance winner was Al Ybarra. The winner of the Facebook Picture was Doug Loew. Doug will need to get his picture to Kerry Borgne for posting to the site. **Swap & Sell:** Only item was DACC License plates for \$5 each. **Activities:** The Memorial Day Parade in Keego Harbor had 8 Corvairs in attendance. The June second Saturday event will be June 13th at the Farmington Diner at Middlebelt & Grand River. Afterwards will be a trip to the Caveman Garage. On June 27, 28 is the Crossroads Village Sloan Museum Auto Fair. **50/50:** A total of \$170 was brought in. The winner of \$85 was Bill Kussy. Remember that we will not have a July meeting at the OldTyme Grill. We will have Homecoming that week instead! Next scheduled Monday meeting will be August 3rd.

Ken Heberling – Secretary ■

Homecoming continued.

the use of both banquet rooms, and DJ cost. We like it when people pre-register it helps us get the right amount of food, beer, pop and water. A nice plus when you register in December you get a calendar with the top 25 cars.

We are still looking for help during the weekend in the areas of hospitality room (prep work, serving and clean up), pop and water buying and checking coolers during the weekend to make sure everything is topped off (even if you can help one day with checking coolers that would help too), Funkana help running one of the challenge stations. (I hope we don't get rained on this year!)

Lori Komora ■

FI on a Corvair?

Recently a short YouTube video surfaced showing Drag Racing Legend Don Garlits walking through the "Engine Room" at his Museum of Drag Racing in Ocala, Florida. He was showing off a Corvair engine display and telling the story of it. There were several inconsistencies in his "story" so I would like to address some of those inconsistencies. First a short history of the Fuel Injection (FI) program for the Corvair engine. Back in the early 1960's Chevrolet was looking into ways to increase the output of the flat 6 engine in the Corvair. Several methods were considered. Supercharging, turbocharging, multiple carburetion and yes - even fuel injection. As you probably already know, the Turbo team won out and the 1962 Spyder model was born. Then in 1965 the 4-carb 140 HP engine appeared. That same year the turbo version's output was boosted (pun!) up to 180 HP. But FI never made it to the starting gate. Or did it? Engineers from Rochester Products in New York worked with Chevrolet Engineering in Warren, Michigan to develop a fuel injection system for the Corvair back as early as 1962. We know this because the various bits of the system that surfaced had casting dates in that range along with experimental part #'s. These parts were assembled onto at least one engine and installed in a Corvair for testing. Testing is a relative word. If the goal was to actually enter the FI equipped Corvair in an organized speed event the SCCA (Sports Car Club of America) put the kibosh on that since they knew Joe Public could not so equip his Corvair with FI and enter the fray. So, the engineers went to Canada! In 1965 an FI equipped Corvair coupe got past the tech inspectors at the Mosport track in Bowmanville, Ontario. Laps were run and times recorded. Later that same year these "test" engineers returned with the same Corvair but this time with a production multi-carb'ed engine and ran laps. The car was faster with the 4-carb setup. Could this be what doomed the FI Program? So, the production Corsa hit the streets with multi-carb and/or turbocharged power. What ever happened to the FI bits? It wasn't me... but someone "saved" the fuel injectors and the pumps and other parts of the setup. Years later these same parts showed up at a Corvair convention in California. CORSA (the National club) purchased these for \$500. They made their way back East, but nothing really happened to them until the mid-1980's when Larry Claypool and I had the idea to mockup an engine and put the FI parts back on it. Originally, we thought we could actually get it running, but in the end, we just made it look like it could run. The engine was displayed at the Alfred P. Sloan Museum of Transportation in Flint, Michigan in 1986 for a 6-month run. After the Museum display which was promoted as "Corvair Mania" the engine went back into storage until around 2010 when Clark Hartzel of the DACC (Detroit Area Corvair Club) and I picked it up and dusted it off. With this rebuild we replaced the basic engine that Larry had used with one of mine that was just an empty shell of its former self. No pistons. No camshaft and only a small part of the crank. The goal was to gain lighter weight, so it was easier to move around. The original

90-degree bent injector tubes were either too far gone or just plain missing, so Clark improvised with, you guessed it, bathroom sink drainpipes. Hey! They were chrome and they looked great and they reminded Clark of the straight tubes on Hilborn injected small block Chevy race cars. So that is what we did. In this configuration the club's display FI engine went on a tour to several car events to promote the Corvair Preservation Foundation (CPF). At that time the engine was officially an owned asset of the CPF. After the tour it went back into storage, but we had an idea. Since we did not have a permanent or even a semi-permanent location for our Corvair artifacts, why not loan the engine out to someone who did have a location? I remembered visiting the Garlits Museum of Drag Racing on one of my trips to Florida and took interest in the "Engine Room" where Don had amassed quite a collection of Chrysler Hemi engines and a few other lesser power plants. One of the "lessers" was a very early 1950's Volkswagen 36 HP air cooled 4-cylinder engine. This might be a cool place to display our Corvair FI engine since there were a couple of Corvairs also on display at the Museum. Fast forward to the summer of 2011 and the annual Back to the Bricks event in Flint, Michigan. Don Garlits was the guest of honor (well, they paid him to show up) and he brought one of his "Swamp Rat" dragsters along. I did get to talk to Don, and the conversation centered on his desire to find the correct original engine for the 1950 VW beetle that he and his brother had restored years ago. He eventually sourced a correct 25 HP engine and then he put the 36 HP version on display. We agreed that the CPF's FI engine would be welcome at his museum and a hand-shake agreement was made with proper paperwork to follow. We loaded the engine into the trailer with the dragster and off it went to Florida. That is where the story takes a twist. Don's daughter Donna was sent a proper loan agreement between the CPF and the Garlits Museum with a promise from Don to have it signed and sent back to our club's business office in Illinois. This never occurred. Years passed and the engine stayed on display in Ocala. We have made several attempts to regain ownership, but these have failed. At one point we were offered a "loan" for our engine back to use if we posted a \$10,000 bond. That offer was declined. This brings us up to the recent YouTube video of the engine still on display at his museum. The dialogue had several missteps including calling it an electronic fuel injection system (historical note: the first ever EFI system by GM was in 1975 on the Cosworth Vega!) and the misinformation that "Chevrolet" gave the engine to Don Garlits. Sadly, not true. There was also a mention of someone named "Rader". He might have meant Nader, but Ralph had nothing to do with the Fuel Injection program at General Motors. So, if you want to see a very early attempt at getting more power from your little Corvair flat 6 and you are in Florida or just passing through, a stop in Ocala at the Don Garlits Museum of Drag Racing will get you a view of "our" engine. Will it ever come home and be a part of the National Corvair Museum? I wish it could.

Pete Koehler ■

From Aaron Greer

Hey Adam! This could be a fun addition for the next Air Cooler, a game to "name that Corvair copycat!". The attached picture has a bunch of cars that were inspired by Corvair styling, and during the next meeting we can challenge to see who can name the most models correctly. FYI, a designer in the Cadillac design studio provided me the photo.



Parts and Services.

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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

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Other Corvair club newsletter links.

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260526/d2438107/attachment.pdf>

<http://www.daytoncorvairclub.com/>

<http://www.corvair.org/chapters/chapter627/newsltr/Jun26PCC.pdf>

<https://static1.squarespace.com/static/545e267de4b04efe627bcf85/t/6a177b9bf4b3610c4ea83915/1779923867208/CPCC+June+2026+Newsletter.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260531/369a39b3/attachment.pdf>

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<https://sfbacorsa.com/>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260614/4fc25f31/attachment.pdf>

<http://www.vv.corvair.org/pipermail/chapters/attachments/20260612/d69b9d76/attachment.pdf>

Let's ask AI

The **Michigan zipper merge** is the traffic-engineering method MDOT and the Michigan State Police want drivers to use during lane closures because it **moves traffic faster, cuts backups by up to ~40%, and reduces road-rage conflicts**. The key idea: **use both lanes all the way to the merge point, then alternate—one from the left, one from the right—like a zipper**.



Core explanation (the short version)

The zipper merge works because **two full lanes carry more cars than one half-mile-long single-file line**. When everyone stays in their lane until the barrels physically force the merge, the traffic queue is shorter, smoother, and more predictable.



Why Michigan uses the zipper merge

Michigan doesn't have a statute literally called a "zipper merge law," but **MDOT and MSP officially recommend it** as the safest and most efficient way to handle construction-zone lane drops.

Their reasoning:

- **Early merging wastes road space.** When drivers move over too soon, one lane becomes empty while the other becomes a long, slow queue.

- **Using both lanes reduces backup length by up to 40%.** (Based on research used by MDOT and other DOTs.)
- **Alternating at the merge point keeps traffic flowing.** One car from each lane takes a turn—just like teeth on a zipper.
- **Blocking the open lane is illegal.** MSP warns that drivers who straddle lanes to “teach others a lesson” are committing traffic obstruction.

What actually happens at a Michigan lane closure

1. You see “Lane Closed Ahead.”

Most drivers instinctively merge early. MDOT says this is the *wrong* move unless traffic is still moving at near-free-flow speeds. In **slow or stopped traffic**, stay in your lane.

2. Both lanes should remain full and moving slowly.

This is the part that irritates early-mergers—they think late-mergers are “cutting.” But MDOT’s stance is blunt:

“If we needed you back further, we would have moved the arrow back further.”

3. At the merge point, drivers alternate.

Left lane → one car Right lane → one car Repeat.

This prevents the “accordion effect” that happens when everyone squeezes too early.

4. Courtesy still matters.

- Let **one** car in—not three.
- Don’t speed up to block someone.
- Don’t leave huge gaps; it breaks the zipper rhythm.
- Don’t stop dead at the merge point; keep a slow roll.

✂ Why the zipper merge works (engineering logic)

Traffic engineers design merges around **capacity** and **queue length**:

- **Two lanes at 50% capacity each > one lane at 100% capacity.**
- **Shorter queues reduce rear-end crashes**—a major issue in Michigan work zones.
- **Predictable alternation reduces side-swipes and aggressive lane changes.**
- **Using the full lane delays the point where traffic becomes stop-and-go.**

MSP and MDOT emphasize that the zipper merge is **not rude**—it’s **mathematically optimal**.



Common Michigan problems (and why they happen)

✗ Early mergers think late mergers are “cheaters.”

This is cultural, not technical. Michigan drivers were taught for decades to merge early.

✗ Drivers block the open lane.

MSP calls this *illegal traffic impediment* and warns it increases road-rage and crash risk.

✗ People let too many cars in.

Over-courtesy breaks the alternating pattern and slows everyone down.

✗ Some drivers refuse to alternate.

This creates a “clump” at the merge point and causes sudden braking waves.



When NOT to use the zipper merge

MDOT’s guidance applies **when traffic is slow or stopped**. If traffic is moving at near-normal speed (45–70 mph), **early merging is safer** because high-speed side-by-side merges are risky.



Bottom line for Michigan drivers

- Use both lanes until the barrels force the merge.
- Merge at the point of closure.
- Alternate one-for-one.
- Don’t block lanes.
- Don’t get angry at late mergers—they’re doing it right.

Michigan officials are trying to shift driver culture, but the zipper merge only works when **everyone** participates.

THE

AIRCOOLER

NEWSLETTER OF THE
DETROIT AREA CORVAIR CLUB

July 1982



Volume 8 Number 7

THERE WILL NOT BE A REGULAR MEETING AT HOWARD JOHNSON'S THIS MONTH!!

JULY ACTIVITIES

**=Club Event

****Sat. July 3rd. Cass City Parade.** Convoy will form at the First Federal Bank corner of Walton St. and Perry St. in Pontiac. At 10:30 A.M. We will leave at approx. 11:00 A.M. going up M-24 with a stop in Lapeer at the Hamady Food Store plaza to pick up the Flint group, and from there to Cass City. Parade starts at 2:00 P.M. Swap-Meet, Antique Show and Sale, Car Show, Tractor Pulls, etc. will be the highlights of the day, not to mention BBQ Chicken and lots of good food.

Mon. July 5th. Parade in Lake City.(up-north)

****Sat. & Sun. July 10th. & 11th. (Monthly Meeting)** Gilmore Car Museum/Kalamazoo Air Zoo Tour. Meet at Briarwood Mall, Sears end at 9:00 a.m. with departure at 9:30. We'll convoy straight through to Marshall(sorry, no breakfast stop) for a short walking tour of this historic city. Lunch will be at the original Win Schuler's restaurant.(about \$5.00 per person) at noon. WE arrive at the Gilmore car museum about 30 min. after lunch for the afternoon(modest admission charge). Overnite people will continue on to Kalamazoo(about 30 min.) For dinner and a nights stay at Red Roof Inn West(about \$23.00 Double). Breakfast at 9:00 a.m. on Sunday and a tour of the Kalamazoo Air Zoo at 11:00 a.m.(\$3.00 admission) We then travel 15 miles up I-94 to Paw Paw and a tour of the Warner Wineries at about 2:00 o'clock. I expect we'll return to Detroit about 6 o'clock. C.B'S

at. & Sun. July 10th. & 11th. Ford and Mercury Restorers Club Swap Meet & Car Show, Wayne County Fair Grounds. Belleville, MI.

Sun. July 18th. Oakland-Pontiac enthusiast organization. 9th. annual Show & Swap Old Packard Proving Grounds, Utica, MI. on VanDyke.

****July 28th. to Aug. 1st. 1982 National Convention, Syracuse, N.Y.**

Sat. Aug. 7th. Auto Expo. '82 Cars & Concepts in Brighton, GREAT SHOW !!

This years National Convention runs four full days of activities starting early Wednesday morning. This is why we have planned to leave the Detroit area on Tuesday morning, allowing ample travel time to reach Syracuse and check into our hotels.

We will be grouping at the Howard Johnsons (The "Meeting Place") where we will leave at 8:00AM and head for the Ambassador bridge.

For those of you that are concerned about the seat belt law in Canada, I understand that cars built before belts were a required option may drive through the country without them. But put them in anyway if you have a set just to be on the safe side.

The trip should take approximatly 9 hours so we expect to get into Syracuse around 6:00PM. A stop for lunch is planned about mid-way, probably near Hamilton, so this may alter the timing somewhat.

We will be using C.B.'s on whatever channel may be convenient so bring yours, along with the license for Canadian authorities. For any late arrivals or those that wish to join the convoy somewhere along the route, we will be monitoring channel 19.

Several club members have joined this convoy so far and we'd like even more.

If you would like to join us or if you have any questions or suggestions, I can be contacted in the evenings at 973-4555 and I will call you right back on a W.A.T.S. line so it won't cost you anything.

So let's have a strong showing at the Syracuse National Convention!!!!

Jay Nugent

'81 "Ralphie" Winner
(Never Again!!!)

SAVE PLASTIC CUPS FROM POWDERED DRINK MIXES FOR XMAS PARTY COMMITTEE, PLEASE!

VACATIONLAND MAY VI MEET

The Westervelt's

The Ohio May Meet was held this year at Dorr Chevrolet in Milan, Ohio just South of Ohio Turnpike Exit 7. A one day event this year held on Sunday, May 23 began with a very foggy morning to feel our way down I-75 and finally into a clearer morning on the Ohio turnpike. Sue and Don Arner were the only other members of the DACC to enjoy a chance to view many nice Corvairs on display. As no fee was charged to enter the concours, we entered our '65 black four door in the wash and shine competition and won a first place plaque to add to our trophy mantel.

MEMBERSHIP REPORT

BY Marilyn Westervelt

6/12/82

Membership in the DACC, Inc. is \$12.00 per year, payable to the Detroit Area Corvair Club, Inc., 267 Arizona Ave., Rochester, MI 48063. CORSA, Inc. membership is required.

Welcome to new member, Rev. Leo J. Priemer-9555 St. Mary-Detroit, MI 48227; 272-0275. He is the owner of a 1963 Spyder Coupe and a 1967 Monza Convertible.

Please correct Al Laurie's phone number on the last membership list to read: 288-1628. Bob and Adele Kirkman have now moved into their new home; 1820 Moffat Road-RFD-Leonard, MI 48038; 628-2431. Bob now has three garages to work in, no more backyard restorations?!!

Renewals for July: Herbert Boss, Cal Brown, Jim Crosby, Kevin MacFadden, Dave Pederson, Ken Pepke, Wm. Petrocy, Brad Westervelt August
Renewals: Louis DeRocco, Poly Endrasik, James Hollon, Wm. Hubbell, Jim LaMay, Walter Mayer, Val Mierzwa, Charles Petrie.

"140" ENGINE RAFFLE

Interested in winning a completely rebuilt 140 engine at the National?? The Western PA Corvair Club will ship it to you at their expense. 2nd prize-your choice of early or late model battery, 3rd prize-case of PF4 oil filters. Winner need not be present to win. Tickets are \$1.00 each---contact Jim Westervelt, 267 Arizona, Rochester, MI 48063; 651-4317. All money and unsold tickets will be put into the mail to them on July 7.

NOTES FROM THE SECRETARY

Chip Dip was won and lost by Mike Diviney Jr. \$20.00. Now it will be worth \$25.00 in July. 50/50 drawing was split by the club and Jim Wilson, \$22.00 each. Board Meeting was short and attended by all board members. Club Membership at 120, Tres. at \$526.22 Larry gave a sales pitch on car covers complete with a sample on car in parking lot., he also agreed to look into window decals, new membership cards/info were made avail. July meeting/Gilmore trip was announced, 57 people and 21 cars enjoyed the nice June evening.

A WORD FROM YOUR PRESIDENT

You may have noticed the different way that the banquet seating is being handled at the National. If you are going and plan to attend the banquet you'll receive your tickets at registration. Please have them to Marilyn or myself before 2 P.M. Thursday, July 29, so that we can exchange them for the preassigned table.

As mentioned at the last meeting I checked with the Ontario Provincial Police and was told that they do not enforce the Ontario mandatory seat belt law for vehicles not originally equipped with them.

Did you enjoy the last meeting--"Parking Lot Social"??? Any comments would be appreciated, as we have another one planned for September 7. The official July meeting will be July 10 & 11, so do not come to HO-JO's the first Tuesday that month.



JULY 4TH CELEBRATION

Lake City Area
Chamber of Commerce

Lake City, Michigan 49651

P.O. Box 52

— Telephone 839-4969 —

Schedule for the Greatest Forth in the North

Theme "GOLDEN OLDIES"

JULY 1-2-3-4 & 5

July 1 - Family night at the Carnival

2 - 8:00 P.M. - Boat Show on Lake Missaukee

3 - 10:00 A.M. - Kiddies Parade

12 to 6 - Kiwanis Bar-B-Que at the Fire Station

1:00 P.M. - Kiddies Games

2:30 P.M. - Marathon - Downtown Lake City

4:30 P.M. - Ski Show - Cadillac Ski Club

7:30 P.M. - Fiddlers Festival - Lake City High School

July 4th-Carnival Open All Day

6 P.M. to 9 P.M. - Sacred Concert Ray Overholt Singers-
Lake City High School

July 5 - 10:00 A.M. - Grand Parade ✓

Noon - Ox Roast - Maple Grove Park

2 to 5 - Fiddlers - Everyone welcome to join in

4:00 P.M. - Firemens Waterball Fight - men and women

7:00 P.M. - Old Fiddlers Square Dance

10:45 - Drawing for the 1940 Chevy Deluxe - Carnival Grounds

11:00 - Fireworks Display



Fireworks

Meet at Foster's Market M-55 $\frac{1}{4}$ mile east of M-66 at 8:00 A.M. SHARP.

For more information please contact Ken or Linda Hand. Make it a weendend!!

P.S. The Hands will be leaving from Cass City. Hope to see all of you there!!!!!!!!!!!!!!

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BURGUNDY denotes Large
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No. 80696.

DARK BLUE denotes
Extra Large (up to 18 feet,
8 inches). No. 80697.

Car Covers- The "Bodyguard" 100% nylon Taffeta car cover shown at our June meeting will be ordered on July 15th. for Distribution at our August meeting. Color (burgundy) one size (For Corvair '60 to '69) Not totally waterproof, breathes ok, stuffs into a pillow type bag. Has a 5-foot zipper for drivers door access, good tie-downs, but you slit a seam for your antenna (no big problem) Send a check or money order made out to Lawrence J. Czapla. 174 Lenox. Detroit, MI. 48215 \$44.00 includes freight. I will be sending the order July 15th.!!

TECH TIP!! From; Don Eichstaedt.

A "Gasoline storage stabilizer" is available from Mayfair auto parts in Taylor, which preserves gas in vehicle tanks for one year. About \$10.00 a can good for 20 gallons of gas. Made by Performance Lab. 183 E. Washington St. Chagrin Falls, Oh. 44022.

Sell & Swap

FOR SALE:

'61 Monza Cpe. White w/red inside, California Car, 5 years in storage, slight rust on lf and rr fenders, PG, engine overhauled 18,000 miles ago, Car has 101,000 miles, detailed records, asking \$1100.00 Dennis Eichstaedt. 455-7428

'64 Monza Cpe. Rust Free body, tint glass, Damaged front, motor stuck. \$225.00 4 spd. also

'69 Monza Frost green excellent interior, good body-Ziebart when new-blown head-gasket. \$1300. Automatic. Ken Pepke. Ph. 759-4865.

'66 Monza Conv. Body damage, repairable. Very good interior, minimal rust, not running. 110/4spd. also; SELL OR SEPARATE AS BODY'S ONLY!!

'64 spyder Conv. Slight body damage, low rust, Fair interior, bad top. Not running. turbo disassembled and looks good. Four early 4 door doors, auto transaxles, early and late. One early two door door. Lots of misc. Make offer and pickup or the junkyard gets it all!!! Al Sleeman. Ph. 227-2499 Brighton, MI.

'65 Monza 4dr, 140 h.p. 4spd. Bought new and more or less wore it out, has been in garage since 1974 with idea of fixing it up, but that is not going to happen, getting rid of it, would like to see it go to someone who appreciates Corvairs, It's in fair cond't. rusted in usual places, ran when put in garage, although does not run now, J. Didrichsons 207 S. Center. Sebawaing, MI. 48759

'67 cpe. 20,000 miles. Mrs. MacRae (517)872-3365 Cass City, MI (PARADE ON 3rd.!!)

'60 4dr, auto. good tires, great body. Ken Hand. 666-9736

'65 Monza 2dr. All or Parts., 110/auto Runs very good! Red w/white interior, driver seat has two small rips other seats good, padded dash, front bumper w/guards, body damage lr corner, no brakes, rusty, less windshield, radio, some trim. \$175.00 or offer. also early 4spds. basket case engines, etc. After 6:00 Call: Pete Cimbala 732-2333 Flint

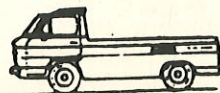
Headliner- Custom Made \$30. W/material. \$20. W/O Seats repaired, \$30. w/material for first panel & ten Dollars for each addtl. panel. Linda Hand. ph. 666-9736

MORE TECH TIPS

When changing your oil, the sticky part is removing the oil filter without spilling oil into the recesses at the back of the engine compartment. An easy solution is to wrap a plastic Sandwich bag around the filter before removal to catch the oil that spills once the retaining bolt is loosened.

IN LAST MONTHS AIRCOOLER THE ADDRESS FOR KEN HAND WAS HIS OLD ONE. THE NEW ONE SHOULD BE:

KEN HAND JR.
6426 Harriet
Pontiac, MI. 48054



The DETROIT AREA CORVAIR CLUB, Inc. is a Charter Chapter of the CORVAIR SOCIETY of AMERICA.....the officers are;

President	Jim Westervelt	651-4317	Membership	Marilyn Westervelt	651-4317
Vice-President	Lou DeRocco	531-6689	Activities	Larry Czapla	331-1176
Secretary	Brad Westervelt	651-4967	Editor	Pete Cimbala	732-2333
Treasurer	Agnes Surma	885-6505	Service/Parts	Pete Theisen	872-4140
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 8:00 P.M. Come early and have dinner in our meeting room. Friends, relatives, and guests are welcome.

Coming Events SEE PAGE 1.

Newsletter Deadline *Friday JULY 16TH (EARLY BECAUSE OF NATIONAL CONV.)*

The AIRCOOLER

3077 Courtez Isle Apt. 7
Flint, Michigan 48504



267 ARIZONA
ROCHESTER, MI. 48063



FIRST CLASS

Mr. Ken Pepke
25760 Pineview
Warren, MI 48091