

January 2022

VOLUME 55
NUMBER 1

January 19 CCE Meeting In-Person at VFW Plus on Zoom



The January CCE membership meeting will be held upstairs in the main meeting room of the Villa Park VFW, 39 E St. Charles Road, Villa Park. Doors open at 7:00. Meeting starts at 7:30. All members are welcome. **COVID face masks are required by the VFW.** For members who do not attend in person, the meeting will also be broadcast on Zoom. Information will be sent out by e-mail via the CCE Alert system.



In Memoriam

Rolly Aiken

Rolly Aiken of New Tazwell TN, age 87, was born April 26, 1934 and passed away on July 13, 2021. He was preceded in death by his wife Elinore Aiken, sons John Aiken and Steve Aiken, and wife Beverly Aiken.

Rolly was a very early member of CCE. At that time he was living in Homewood, actually only about eight blocks from where Kirk and Lin Parro live now. He was a high school auto shop teacher, most likely at Homewood-Flossmoor High.

Rolly had a wide range of automotive interests. He crewed for Don Yenke's race team. CCE held its first banquet on January 18, 1969 and our guest speaker was Jerry Thompson (driver of the Yenke Stinger that won the 1967 SCCA nationals) along with none other than Don Yenke himself. Their appearance at our banquet was no doubt directly attributed to Rolly's involvement with them.

Rolly was on the CCE BOD in 1969 and had a 1966 Corsa convertible that he displayed (with other CCE member cars) at the World of Wheels show in November that year at the International Amphitheatre.

2022 CORSA Convention

Peachtree City, Georgia

July 11 – July 16, Tuesday to Sunday
Crowne Plaza Atlanta SW Peachtree City Hotel and
Conference Center
201 Aberdeen Parkway
Peachtree City, GA 30269

Five Hosting Chapters

Schedule, events, host hotel registration:
<https://2022corsaconvention.com>

From the President

Andy Allen

Hopeful New Year to Everyone!

I have to say "hopeful" because, as I write this message, the Omicron variant of COVID-19 has spread to 47 of the lower 48 States and we are, again, seeing public venues and events threatened with being shut down or cancelled. Just like all of you, I'm tired of hearing about it and hope we can get past this latest threat in a very short time. Enough about that.

We had a great meeting last week at our Post 2801 home with 28 members in attendance. A sign-in sheet was passed around to keep a record and be able to accurately report out that number. The goal is to inspire more of the membership to

join us when they see others are returning to the venue to meet and visit face-to-face!

Check out the minutes from the meetings and you'll see we are working hard to get back to normal and change things up a bit to make our activities more accessible, interesting, and fun. My hope (again that word) is we'll have more reasons to break out our Corvairs during the driving season and make our general meetings more meaningful off-season. With our new lease with Post 2801 we've preserved our Sweets Auction, the Chili Cookoff and Pizza Night but the board is ready to hear your ideas for entertainment, speakers and presentations to make every general meeting more engaging and interesting. Corvair related content, of course, is great but our cars also need everything any other 50 plus year old car needs so there's infinite possibilities. Please let us hear from you!

Speaking of hearing from you, if you have suggestions as to how we might manage and execute on traditional events we'd also like to hear that. The proper way to provide the board with your input is to put your idea or proposal in an email and sent it to all five of us so it can be considered. This will also serve to keep the 'business' part of our board and general meetings efficient and...businesslike...so we can move on to the fun stuff I'm talking about above.

I'd be remiss if I failed to remind the membership that we still need an Activities Chairperson. That person can count on the support of this board and especially this president. I have joined the SCCA and I'm reaching out to the Miata crowd to get CCE better informed about autocross events in the area so... I'd love to have a chairperson with whom to work on those possibilities!

Be sure to check on your stored Corvairs to avoid those nasty surprises when it's time to drive and let's do everything we can to make 2022 a year of fun times and great memories!

Be well and, I'll say it, Happy New Year!!

—Andy

From the Director

Lyle Rigdon

By the time this article gets to you, the 2021 Thanksgiving, Christmas, and New Year's will all be in our rear view mirror. For those of you who, like us, store your Corvair for the winter, this is a time for looking through catalogs (mostly Clarks) or online to see what goodies we want to upgrade once your Corvair comes back from storage. I'm embarrassed to say that we still have not had the basic AM radio upgraded. The radio project has been on the list for several years. Who knows, maybe this will be the year.

If the pandemic allows, we plan to be much more active with our car during the summer of 2022. I think we only had "Pat" (our '66 Monza) out three or four times during the summer of '21. Hopefully the worst of the pandemic will have passed by the summer of '22, and we can go back to attending our favorite shows and cruise-ins.

Even with such little use, the extensive resto work we completed seven years ago on Pat is starting to show its age. A tiny dent or two combined with a few scratches and, heaven forbid, a bit of rust starting to show through the body just behind the driver's door all are politely nudging us to do a bit

of touch up work.

We did about 95% of the initial body work in our garage and a friend of ours downstate painted the car in a paint booth he has in his home shop. He told us that this was a very difficult color to shoot, even using a base coat, clear coat type of paint. Apparently, if you don't do the spray layout just right, then you will have very uneven paint. Sure enough, if you look at our car at just the right angle and under enough light (like a clear day) you will notice a couple of very minor places where the spray out wasn't quite perfect.

Speaking of colors, we are often asked what color Pat is. According to GM, the color is officially Madeira Maroon, not burgundy as it is commonly referred to. And yes, this was the correct color from the factory. GM kept that color option on the color chart for several years, moving it from one model to the other. At one point you could order a Chevelle, Impala or a Camaro with the same color. The one car that seems to be missing from the list of vehicles from GM with this color was the Corvette. Note: in '65 you could order "Milano Maroon Metallic" and in '70 you could order "Black Cherry Metallic", both of which are very close to our color. I've always suspected that GM tweaked the color each year just enough to allow the marketing staff to give it a new name. Had we changed the color on our car, black cherry was on the short list of possibilities.

I do have a few tips we learned the hard way including, avoid trying to "guesstimate" what something will cost or what your budget will be. If you have a number in mind that you estimated without checking actual parts and/or labor, double it. The same thing applies to the time you think it will take to get a barn find like ours back on the road. We estimated ours might take a year or two. Five years later the car saw the light of day for the first time.

So, how do you establish a budget? I recommend that you make a list of parts you will need and then source them to determine the exact price a given part or service will cost you. There will be lots of things (translation: costs) along the way that you didn't anticipate. That happens to everyone so don't panic. Know your limits! For example, we did most of the body work on Pat and sent things out that we couldn't do (e.g. rebuilding the engine and transmission).

Finally, if you are going to do a full resto on your car, be sure to bag, tag, and photograph everything. By the time we got Pat completely blown apart and mounted on the rotisserie, we had eight boxes of small items we documented along with more than a few items sitting on the garage shelves because they were too big to box up.

There will be days that working on your car feels like banging your head against a wall. When that happens, step back, take a deep breath and clear your mind. If that doesn't help, it's probably time to clean up, put the tools away for the day and have a cold beverage or two.



From the Editor

Charley Biddle

Ramblings from your Humble Editor—

To Zoom or Not to Zoom: CCE has been using the Zoom meeting computer application for the board meetings. This has gone well. About ten participants, individual cameras/devices, usually one person talks at a time. We also have been providing Zoom for the in person monthly meetings at the Villa Park VFW Hall. We have two or three cameras, John Meyer's fixed position web cam at the front of the room, my panable and zoomable camera on the left side of the room and sometimes Kirk's iPad up on the stage, showing the entire room. We get about thirty members attending in person (out of 120 or so members overall) and one or two members joining the Zoom meeting. The question is: Is it worth it to provide Zoom access to the general membership meetings of only one or two members join the Zoom meeting? John Meyer brings a backpack of equipment. I bring a flip-top box of equipment plus a tripod and power cords that don't fit in the box. John and I arrive early and are usually the last ones to leave. Winter meeting attendance is usually low anyway, but that might be a reason for more people to attend the general membership meetings via Zoom, not fewer. For now, John and I will continue to provide Zoom access to the general meetings, but there will come a time of diminishing returns. If anybody out there has any opinions on this, drop me an e-mail. My contact information is on the back of the *Airhorn*.

Membership Dues are Due: Dawn Castro is collecting CCE membership dues for the 2022 year. If you dues are paid up, your *Airhorn* label will show "Paid thru: 2022" or later. PDF delivery memberships do not have *Airhorn* mailing labels, so they will have to keep track of their dues payments on their own. If a membership's dues are not paid by the time I mail out the April *Airhorn*, they will stop receiving *Airhorns*.

Thought: "A life is like a garden. Perfect moments can be had, but not preserved, except in memory." — Leonard Nimoy's last words on Twitter

Thought: "If Cinderella's shoe fit so perfectly, why did it fall off in the first place?" — Restaurant sign as seen on the Internet

Board Meeting Minutes

Lyle Rigdon

December 8th, 2021 via Zoom

1. Roll call - Board and Committee Chairs

- Board members: Andy Allen-President, Rich Carroll-Vice President, Diane Johnson-Treasurer, Lyle Rigdon-Secretary, Burt Nuener-Director at Large. Absent: None.
- Committee chairs present. Charley Biddle-Airhorn Editor, Rich Carroll-Outreach, Dawn Castro-Membership, Lyle Rigdon-Tech Committee, Ray Johnson-Librarian, Shelly Claypool-Webmaster, Activities-open. (We need a volunteer to step forward and take over the Activities committee. Contact Andy, Lyle, or Lin Parro for more information).

2. Welcome – Andy Allen, President

- Andy called the meeting to order at 7:30 PM, welcomed everyone to the meeting, and thanked John Meyer for setting the meeting up as a zoom conference. He also thanked Diane Johnson for her work on the new VFW contract. (more later).
- We had no new members or first time attendees with us this month.
- Andy welcomed Rich Carroll back following his spinal reconstruction surgery.

3. Treasurer's Report – Diane Johnson

- As of November 30th, we have approximately \$1,510 in checking, \$13,699 in savings, and \$30 in petty cash.
- The 50/50 drawing raised \$143 which was donated to the VFW.
Diane and John are updating bank signature authority for checks and the debit card.
- Diane worked with the VFW on a new contract for 2022. The room rent remains the same at \$200, which now includes the use of the VFW microphone and sound system. Diane was also able to get "exemption status" for the Sweets Auction and the Chili Cook-Off. Essentially, Diane was able to get the VFW to work with us on all items we needed. Great job Diane!!!

4. Airhorn Report – Charley Biddle

- Charley is working on more technical articles for each publication.
- There are two Corvairs for sale in our classified ads this month.
- Charley took care of some minor edits in board/committee chairs contact information on the back page of the *Airhorn*.

5. Membership Report – Dawn Castro

- No new members this month.
- Dawn reminded everyone that January is membership renewal time. Renewal forms are online at the CCE website. A paper version will be inserted into the *Airhorn*.
- It is now possible to renew memberships using the club website and PayPal. (Thanks Dawn!!)

6. CORSA News – Lyle Rigdon

- Lyle reported that the sale of Tech Guides 1-4 are temporarily on hold. It turns out that the document needs a bit more editing. The "flash drive" version should be available as soon as the current round of edits is complete.
- CORSA is looking for a new merchandise vendor. The search has been narrowed down to three potential suppliers. The three suppliers have been asked to supply CORSA with samples of their silk screening and embroidery work. The CORSA merchandise committee will recommend whichever vendor supplies us with the best quality at a reasonable price point.
- Tickets for this year's raffle car can be purchased online at corvair.org or from Lyle.
- Meet Ups are still occurring on the third Thursday of each month. The next presenter is from Meccum

Auctions. The session will cover how to buy and/or sell through a major auction house (e.g., Meccum/Barrett Jackson).

7. Library Report – Ray Johnson

- The library remains safely in the Johnson’s garage. There were no “checkouts” this month.

8. Social Media – Shelly Claypool

- The websites are starting to get a lot of traffic and more than a few “likes”.
- Information regarding the Christmas dinner has been posted to the website.

9. Special Reports or Announcements

- None this month.

10. Activities

- December – John Meyer. John has talked to the Orchard Brook Clubhouse and has set a tentative date of Saturday, the 11th of December.
- Diane Johnson has contracted with a local restaurant to have our awards banquet on Saturday April 2nd. More information will be provided as we get closer to the date.

11. Upcoming Activities

- We need someone to take over this topic.

12. Old Business

- Continue Zooming?? We are only getting a couple of people a month using the Zoom system to attend meetings. The board needs to discuss if we want to continue with the monthly zoom sessions of the membership meetings for such a low turnout. Everyone agreed that we should continue Zoom sessions for our monthly board meetings.
- The topic of who shall take over our Zoom sessions from John Meyer and Charley Biddle got people’s juices flowing. After some discussion, it was decided that a couple of board members should be responsible for setting up each Zoom session (i.e., announcements and equipment).

13. New Business

- Andy Allen mentioned that we need to complete our study of “Force Majeure”. Essentially, adopting this concept into our constitution will allow us to take whatever steps are needed should the current pandemic extend itself or some new bug comes along. You may recall that the board set aside the elections last year because we could not meet in person. The Force Majeure wording allows us to set the rules aside temporarily to handle crisis moments. Force Majeure shall only be used in a manner that allows for taking emergency steps that are in the best interest of the club. Rich Carroll and Charley Biddle have both created draft documents for the board to consider.
- A motion by Burt Nuener to continue the study of Force Majeure was seconded by Rich Carroll. A voice vote passed the motion.

14. Break/Entertainment

- None this month.

15. Adjourn

- A motion to adjourn at 8:15 PM passed unanimously.

Membership Meeting Minutes

Lyle Rigdon

December 15, 2021 7:30pm at the Villa Park VFW.

Board member roll call: Andy Allen–President, Rich Carroll–Vice President, Lyle Rigdon–Secretary (Via zoom), Diane Johnson–Treasurer. Absent: Director at Large–Burt Nuener.

Committee Chair roll call: Charley Biddle–*Airhorn* Editor, Activities–(open), Rich Carroll–Outreach, Dawn Castro–Membership, Lyle Rigdon–Tech Committee, Ray Johnson–Librarian, Shelly Claypool–Webmaster, Diane Johnson–Awards Banquet Coordinator. Absent: None.

1. Welcome from Andy Allen – President

- The meeting was called to order by President Andy Allen promptly at 7:30 PM. Andy noted that there were a couple of Corvairs in the parking lot and thanked those members for keeping their Corvair on the road despite the end of the cruise-ins for 2021.
- He also reminded the group that we still in need of an activity chairman for this year. Anyone interested should contact Andy or Lin Parro for the details.
- Finally, Andy brought up his recent military plane flight (as pilot) to Guatemala City with several million doses of COVID vaccine.

2. Welcoming Guests

- Mike Allen (Andy’s son) came to the meeting to talk to CCE about partnering with FCCA, a racing/autocross group. There was a brief discussion regarding the merits of how partnering with SCCA would help get our racing group restarted. This item was tabled for future discussion.

3. Treasurer’s Report – Diane Johnson

- Diane and John Meyer have completed the task of transferring signature authority for our bank accounts and Debit card to Diane. John will stay on until we can determine who else might be interested in assisting with the account (note: it is very common to have two people with signature authority so there is always a backup person).
- The beginning balance of all funds was \$15,239.44. end of month balance is approximately \$15,159. Revenue reported included \$120 collected for the Christmas party (room rental was \$250) along with the 50/50 drawing proceeds of \$200 (\$145 from the 50/50 plus \$54 from an anonymous benefactor) was donated to the VFW as approved via voice vote. Expenses included \$200 reservation deposit for the annual awards banquet at Allegra Banquets and \$200 for the VFW hall rental.
- Annual dues (Jan 1 – Dec 31st) will be coming in quickly.
- Finally, Diane reported that we have a new contract with the VFW for 2022. The charges for using their microphone were dropped as were the conditions for our annual Chili Cook Off, the Sweets Auction and Pizza Night. The hall rental fee shall remain at \$200. Essentially, the rental negotiations were extremely beneficial to CCE. Great work!!!

4. **Airhorn Report – Charley Biddle**

- Charley asked if everyone had not received their *Airhorn* newsletter for the month. There were no reports concerning postal delivery.
- This month's newsletter included a very interesting tech tip by Bob King (Lehigh Valley Corvair Club) on the very rare Judson supercharger. When installed correctly, the supercharger is capable of adding 40-50 HP to a stock engine. The article documents the installation of a supercharger on his Corvair.
- Charley noted that there were several items in the newsletter classifieds, including a number of Corvair parts and two early convertibles.
- Finally, Charley noted that membership renewal forms went out as an insert into this month's newsletter.

5. **Membership Report – Dawn Castro – general meeting**

- Dawn reported no new members this month (winter is generally the slow season for new members).
- Everyone is being asked to verify the information we have for home addresses, email names, and member phone numbers. If you find an error in your personal info, please let Dawn know.
- Finally, we now have PayPal set up so that you can renew your membership online. The PayPal method is faster than USPS and far less hassle. (Thanks Dawn!!!)

6. **CORSA News – Lyle Rigdon, CORSA Central Division Director**

- Lyle reported on the rumors and online postings that the Corvair museum was closing. He assured everyone that the lease on our museum space was "fluid" and basically has changed several times in the last couple of weeks. If the problem cannot be worked out with the landlord, the museum has several options available. This topic is currently being worked on by Mike Hall, CORSA/CPF President. Lacking an agreement with the current landlord, Mike is working on finding a location that has more space and less drama from the landlord.

7. **Library Report – Ray Johnson**

- Ray reports that the library is still in the Johnson's garage. Any current member may check out items by emailing Ray to set up a day/time. Note: a list of items available in the library is posted on the CCE Facebook page.

8. **Social Media – Shelly Claypool**

- Shelly reports that the websites (Facebook and Instagram) are both running well. We now have 606 followers!

9. **Outreach – Rich Carroll**

- Rich reported that there are literally hundreds of car shows and cruise-ins around the Chicago area. Each event has variations on how it is being run. For example, there may be fee to get in or not. Also, some shows have awards, some do not. The list of variations is quite long. He suggested that each of us should check our area by zip code and report your findings back to Rich and Shelly for posting on our

Facebook and Instagram pages.

10. **Special reports or announcements**

- Ray Johnson reported that the Miata club will work with almost everyone to set up autocross events. The contact for Miata is Bill Kowalewski.
- Larry Claypool reported that long time member Bill Wildt has passed away. Bill was very supportive of the club during the early years.

11. **Next *Airhorn* "From the Director" Author:**

- The January "From the Director" report will be from Lyle Rigdon.

12. **Close-in Activities**

- Diane Johnson, Banquet Chair, reported that the awards banquet is set for Saturday April 2nd at the Allegra Banquet Hall in Villa Park. The address is 237 W. St. Charles Street. The doors will open for a cash bar/beverages around Noon. Lunch will be served at 1:00 PM. The banquet was moved to noon so those attending will not have to drive home in the dark, plus the Noon meal cost is significantly less than the evening. Because of time constraints, the board had to take action on this item in order to nail down a room reservation.

13. **Upcoming Activities**

- Andy Allen reminded everyone that the national convention will be in rural Atlanta this year. (Note: there are some rooms left, but they will go fast after the first of the year).
- Rich Carroll reports that he will try to reschedule the tour, that has been cancelled a couple of times, and get it back on the calendar for spring '22. Depending on the date, some seasonal vendors may not be available. Rich will keep us posted on tour developments.

14. **Old Business**

- None.

15. **New Business**

- Andy Allen reminded us that we need to make an adjustment to our club constitution. This is the "Force Majeure" concept that we have discussed. In a nutshell, adding this item to our constitution will allow the board to temporarily set the rules aside when a substantial crisis has occurred (e.g. a pandemic) so long as doing so is in the best interest of the club.

16. **Break/Entertainment**

- Andy Allen bought pitchers from the downstairs bar so that those in attendance could enjoy a couple of cold ones with their Corvair friends and wish them a Merry Christmas!!

17. **Adjourn**

- Rich Carroll made the motion at 8:20 PM. Second by Jeff Wentz. A voice vote passed unanimously.

Respectfully Submitted,

—Lyle A. Rigdon

Membership Report

Dawn Castro

Membership Renewal Time

Welcome to 2022 and CCE's annual membership dues drive. Dues run from January 1 through December 31 each calendar year. A membership form was included in the December *Airhorn* (printed on yellow paper). You can also view and print a form by visiting: www.ccecorvair.com.

Listed below are the options and price levels for membership.

1. Paper Airhorn mailed to you via USPS:
 - a. \$35.00 per year for either the Family or Individual membership
2. Electronic PDF sent to your provided e-mail address:
 - a. \$32.00 per year for Family membership
 - b. \$30.00 per year for Individual membership
 - ▶ CCE Family Membership: You, your spouse or significant other and your children (18 and under) are invited to participate in all CCE and other CCE related activities.
 - ▶ CCE Individual Membership: You only, are invited to participate in all CCE and other CCE related activities.

Please mail in your payment at your earliest convenience to:
Dawn Castro, 126 N. Evergreen Ave., Elmhurst, IL 60126
OR see below to make a payment via PayPal!

NOW ACCEPTING PAYPAL FOR MEMBERSHIP DUES!

Log into your PayPal account and send money to anyone with an email address or mobile number. Here is how to send money:

1. Log into your PayPal account.
2. Click www.paypal.com/myaccount/transfer/ \t "_blank at the top of the page.
3. Select **Send Money**.
4. Enter my e-mail address (dawncastro@comcast.net) or mobile number ((630) 991-8601).
5. Enter the amount of money as related to the membership dues you want for the year and click **Continue**.
6. Review and confirm the information on the screen and click **Send Money Now**.

I will receive a PayPal recipient indicating you sent me money and I will forward you the receipt (via e-mail or mobile number) for your records. Note: Once you send money, you are not able to cancel or reverse the transaction. Please check the details of this transaction carefully before sending any funds.

No New Members to Report

Update Your Contact Lists:

New contact information for Larry Claypool. The familiar larry@vairshop.com will be decommissioned sometime this month, as well as the Vair Shop phone number that has been in place since 1972. The Vair Shop web site will also go down. The new e-mail is vairshop@gmail.com. It is already active. Larry can also be contacted at (815) 603-8556.

The February Birthdays are: 2—Jerry Malloy; 3—Ken Johnson; 4—Connie Lundin; 6—Bill Kowalewski, Kathy Rominiecki; 7—Rich Carroll; 8—Louis Zanon; 15—Lynda Neuner; 17—Vicky Benuska; 18—Joyce Quattrocki; 21—Bill Stricker; 26—Mike Pfingsten; 27—Eric Schuermann; 28—Lonny Rigdon, Nina Rossini

There are no February Anniversaries!

Membership Numbers: CCE has 43 Individual, 78 Family, and 11 Honorary members = 132 total

Treasurer's Report

Diane Johnson

12/01/2021 – 12/31/2021

Fifth Third Bank Checking Primary Account

	Debit	Credit	Balance
12/01 Beginning Balance			1,510.39
12/01 Deposit - Allegra Banquets	200.00		1,310.39
12/01 Adjustment/ Correction 50/50 Raffle		3.00	1,313.39
12/01 Additional Donation to 50/50 Raffle		54.00	1,367.39
12/06 VFW Rent (includes microphone)	200.00		1,167.39
12/06 VFW Donation from 50/50 Raffle (143.00 (prior) + 3.00 + 54.00 = \$200.00 Total donation)	57.00		1,110.39
12/15 Airhorn expenses - Charley Biddle (includes printing, postage & labels)	301.30		809.09
12/23 Membership Dues Deposit #1		927.00	1,736.09
12/27 Membership Dues Deposit #2		403.00	2,139.09
12/31 Ending Balance			2,139.09

Fifth Third Bank Savings Account

	Debit	Credit	Balance
Savings Acct.			13,699.05
12/31 Ending Balance			13,699.05

Summary of Accounts

Account	Balance
5/3 Bank Checking Total	2,139.09
5/3 Bank Savings	13,699.05
Petty Cash	30.00
12/31 Grand Total	15,868.14

Treasurer's Notes

The new CCE Debit Card is in hand.

The Checking Account signature card is corrected/updated to reflect the new Treasurer.

If you require an official CCE approved expense, please reach out to me, for the Reimbursement Form.

Thank you, and please have a safe, and HAPPY NEW YEAR 2022!!

CCE Annual Awards Banquet

Diane Johnson

We are pleased to announce a return of the CCE Annual Awards Banquet!

It's been a dry couple of years, and we are planning to offer a wonderful day out, with friends, and accolades to those who serve, and offer their time and expertise, to make this club one of the very best Corvair clubs in the country!

We are offering a fun event at the Allegra Banquets in Villa Park. Address is 237 W. St. Charles Road in Villa Park. It is located just two blocks west of our monthly meeting site at the VFW. South side of the street, just like the VFW.

We will be offering two main entrees to choose from. Vegetarian option upon request.

Cash bar, and beverages are available starting at Noon, and Lunch will be served at 1:00 PM.

An all inclusive plated meal with soup, salad, main entree, dessert, decorations, and coffee, tea, or thee...lol...all for the lovely price of \$30.00 per person.

Plenty of parking, and Handicapped accessible. Nice spacious private room, and coat check and bathrooms just outside our Banquet room.

If you attended the 40th Anniversary Gala, this is the same place...and delicious food!

Mark your calendars, Saturday April 2nd! A flyer will be available in the February *Airhorn!*

Fill it out, and return the lower portion to your Banquet Chair, Diane Johnson. Info will be provided on the flyer in the February *Airhorn!*

Rebirth of My 68

Gerry Zachman

I have had my 68 convertible for around 14 years. I have known for a while now that the engine was tired. It seemed to run okay however I was burning a quart of oil every 300 miles.

The previous owner had told me the only thing he had done was a valve job, other than that he had no history on the motor. I knew at some point I would have to make a decision on rebuilding the motor, possibly replacing it with another one, or having the decision forced upon me with the motor dying on me. I researched various options over the years including continuously looking to see if I could find a better car than mine, which I had no luck in finding. So, I continued to drive my car knowing I was operating on borrowed time. I kept hoping an answer would present itself, but it did not and in August my time had seemed to run out.

I started the car and I heard what sounded like lifter noise which was not unusual as I had a lifter that would be noisy when I first started the car but would tend to quiet down. This time though the noise did not dissipate, and I thought I may be experiencing the dreaded dropped valve seat everyone kept telling me about when they found out I had a 140. I tried a few people to help get a diagnosis without much success. The more I thought about it the more I thought regardless of what the issue was rebuilding the engine was the only option that made sense as the probability of other things going wrong soon was high. Simply repairing what was wrong on an obviously tired

motor with an unknown history did not make fiscal sense long term.

I did however have another problem, who do I get to do it. Larry [Claypool] was retired and Jim Allen in Peoria was a possibility, but he wasn't sure when or if he could get to it. There were a couple of guys from out of state that I had conversations with, but the demographics created other issues. I started to think that maybe this was the end of Corvairs for me. It also highlighted the growing issue of there being less and less dependable people with the expertise to work on Corvairs especially when it comes to the engine. As I pondered my situation an option came to me.

I knew that Fred Castro had rebuilt the motors on his two cars and maybe he could help me. I had never personally talked to Fred, but I had a few conversations in the past with Dawn. I thought well I know Dawn knows who I am, and she seemed like a nice person so maybe I could call her and feel her out if she thought Fred might be willing to help me. I called Dawn and she said well I know Fred likes to tinker in the garage all the time so he may be willing to help. She would talk to him and have him call me. Fred called me back in about fifteen minutes. He said he could come over and diagnose the issue and we could go from there. He determined that I had what sounded like a bad lifter and he could fix it. We had further discussions and I told him that fixing the lifter on an obviously worn-out motor was just a band aid and did not make sense unless I was only interested in getting the car in running condition to sell it as it would have more value in running condition. Fred responded that we could do a complete rebuild if I wanted to go that way.

Now I had to decide on which way I wanted to go. If I fixed the lifter so I could sell the car the only way I would get another Corvair was if I could find one that was completely rebuilt. I had not been able to locate such a vehicle in the past 10 years so the odds of that happening did not appear good. I decided if Fred was willing to do it, I would rebuild the motor.

The journey began with Fred coming to my garage one Sunday and pulling the motor to take it back to his garage. While dismantling the motor Fred found I had a bent push rod, my secondaries were a mess, and my harmonic balancer was about to fall off. It sounded like the decision to rebuild was the right one. I did what I could by following Fred's lead and ordered whatever he told me to as well as doing the leg work on whatever I could. I ended up having the car towed to Fred's garage as he thought it would be better reinstalling the engine there.

Everything is now complete, and the car runs great. Previously the motor had to work to get to 60 mph, now I find myself doing 65 - 70 mph without even knowing it. It is good to know exactly what I have and in knowing everything is new. I had been hesitant to drive the car any distances as I did not have confidence in its dependability. When I first got the car, Larry put on new springs and redid the front end. I completely redid the brake system including all new lines and master cylinder. With the motor done the car is in solid condition mechanically. Many people talk about the value of putting money into these cars in terms of recouping their investment. I really wasn't looking at it in those terms but rather was the enjoyment I was going to get in being able to keep the car and drive it worth the expense. In my opinion it was as I really enjoyed driving

Corvairs and the reactions I get from people. How many people can say they drive a vehicle that was one of only 1,386 made.

I was coming out of a UPS store and was putting a box in the trunk when a young man drove by in his new Charger. He stopped suddenly jumps out and came over to me and said excuse me, but did I just see you put a box in the front end of your car? I said yes you did, and I explained that the motor was in the back. He was amazed and asked if he could see it. When I showed it to him, he could not believe it and said that's the wildest thing I have ever seen. I'm driving the car as much as I can before the first snow to break in the motor.

I am excited about next summer in anticipation of the enjoyment I am going to have with the car. None of this would have been possible without Fred's help, he did a great job. He's a great guy and I am forever grateful for all he's done. Best call I ever made.

Two 140's

Fred Castro

As a few of you may know, I recently pulled a couple of drive trains.

The first was Gerry Zachman's '68 convertible with a 140 PG. Gerry was looking for someone to rebuild his engine and wasn't able to find anyone during the summer of 2021, so with no one offering to do it, I decided to dive in and take on the project. I tore the engine down completely and rebuilt it with new, Clark's +20 over full finned cylinders, forged pistons, and moly rings. He had the crank checked, rods demagnetized pressed in to the pistons and his heads were done by Mike Leveque! Gerry also took the time and money to do a nut and bolt restoration. I delivered the finished engine mid-December and he was in the process of breaking it in with the mild weather we had. I drove it 100 miles so I could change the oil before winter storage time. I know he has less than 1K on it and it is now tucked away for the season. It's a nice car, the best engine in our club as of today!

The next project was Jeff Wentz's 140. This car initially needed a clutch, carb rejetting, a harmonic balancer replacement, and a new driver's side strut rod. After sorting out all of the bugs in just over a week's time, everything was back together on December 23. I drove the car, a 140 with a standard transmission (now I want one)! It really ran great on my six mile test drive. Upon parking the car, I called Jeff to come and take it back before I get arrested! I had to call him right back telling him not to come as I noticed a big puddle of motor oil leaking from the bell housing.

On Christmas Eve, I repulled the drive train back out to replace the defective seal and on Christmas Day, I was able to replace the drive train and Jeff took it home at 6:00 PM! I did this under pressure because I had Jeff's car in the center of my 2.5 car heated garage and my two Corvairs stuffed into my cold garage resulting in leaving the Mother-In-Law's car outside in the alley! Dawn and I were leaving the next morning on vacation at 5:00 AM (and we did get out)! Luckily, everything worked out well and the cars are tucked in for their winter slumber!

I'm excited to see these two projects in the spring time and see how they run!

Happy New Year!

Ever Hear of the "Nash Fan"?

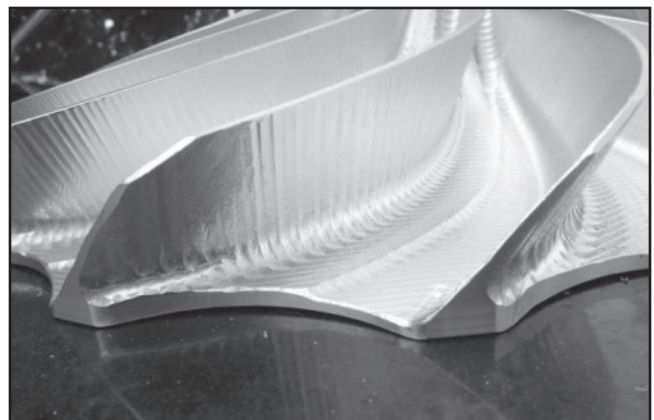
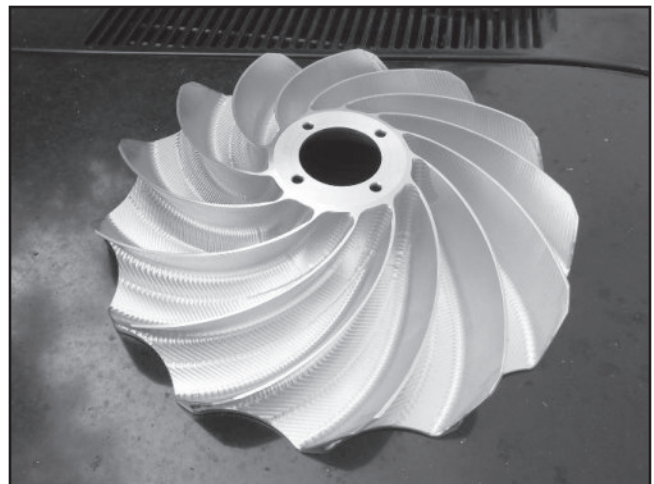
Author Not Credited

[This article is reprinted from the January 2018 issue of Corvairsations, the newsletter of the Tucson Corvair Association.]

No? Well, that's because it doesn't really exist—yet. Well, it does sort of. In 2013 Kevin Nash had posted that he was working on a new engine cooling fan, and he thought we all might like to see what he's done so far.

Here are some pictures of the completed prototype that he will be installing on his engine for testing. The expectations for this new fan are that it will simultaneously crank out a lot more cubic feet per minute and use a lot less horsepower, particularly at high rpms. He has been able to do some preliminary tests that simulate pressures near an engine speed of 1000 rpm, both with the stock fan and the "Nash fan", and this new fan does indeed appear to be living up to his high expectations. We'll see how it does on real on a running engine!!

The fan weighs about 2 pounds. If the shop had been able to machine it to the CAD design, it would have weighed in at about 1.4 pounds. A stock magnesium fan is right at 1.2 pounds. While Kevin isn't complaining about the weight, he reminds us that this is a prototype and fan weight is not a concern at this stage of the development. It will be perfect for testing the output and efficiency and gaining the information he needs for further development. For what it's worth, if the fan had been made exactly to the model and made from magnesium instead of aluminum, it would weigh around 11 oz.!

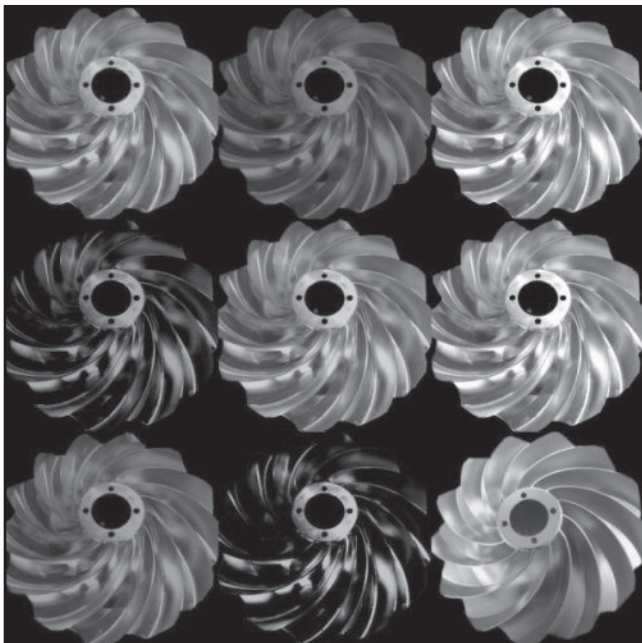


Random Notes (Nash Fan)

Jim Simpson

[This is an excerpt from a July 2020 article by Jim Simpson, editor of Group Corvair Comments, newsletter of CORSA chapter Group Corvair, located in the Washington DC area.]

Are you building a new engine? Is it going to be performance oriented? Do you know about the NASHFAN? If the answer to the first two is yes and the last one no, then read on: Kevin Nash in Washington state has been working on an improved cooling fan for the Corvair engine. He was inspired by the design of the vanes of the turbocharger impeller and made fans that look remarkably similar with spiral sweeping vanes that deflect the air downward. He claims that his tests show better cooling (more air flow) with less horsepower required.



Ray Sedman (American Pi, a performance Corvair engine specialist) has taken on manufacturing. These are CNC machined out of billet aluminum and are available in either raw aluminum or anodized to keep them from corrosion. If you pick the anodized version, you have a choice of colors! If nothing else, they sure look good. If you've never seen the American Pi web site, here's a link: <http://www.american-pi.com/corvair/corvhome.html> Unfortunately they don't have the fans on it yet so you'll have to contact Ray Sedman directly for prices and availability.

[CCE Editor's Note: As of January, 2022, the American Pi web site does not list these Nash fans. I have not been able to locate a vendor for them, yet.]

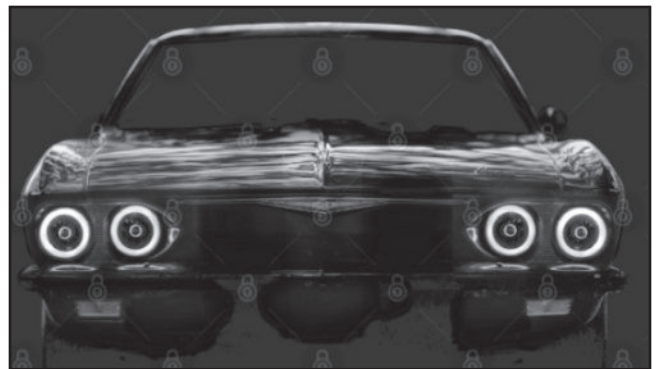
T-Shirts

Frank Regal

While looking for a gift for a customer with a 59 Dodge I came across the Teepublic website (teeublic.com).

They have various Corvair images that can be put on T-shirts, etc. and even masks. Might be something for your column. If you are already aware of this I apologize.

—Frank



Christmas Party

Diane Johnson

CCE celebrated Christmas on Saturday December 11th. Organized by John and Kathleen Meyer.

Held at the Orchard Brook Clubhouse in Downers Grove, Illinois.

Plenty of room, wonderful potluck dinner, desserts, and beverages!

Lovely CCE inspired centerpieces on each table.

Here's some fun captures of attendees.

—Diane



Kathleen and John Meyer



Large and spacious room.



Ann and Jeff Wentz



Dinner was potluck buffet.



Barb and Rich Carroll

Classified Ads

For Sale: 1963 Corvair Spyder Convertible, 4 speed Trans.

Work done during restoration: Body stripped to bare metal, Epoxy coated and new Base/clear paint. Body is solid. Floors solid. New Tires, master and wheel cylinders. New brake hoses and shoes. New Clutch. Rear of engine resealed, front of trans resealed, new axle seals, new 4" air hoses. Oil pan removed and cleaned and resealed. New gas tank, sending unit and fuel hoses. Carb rebuilt, Turbo rebuilt and upgraded w/ new Viton seals. New air filter, new plugs, points and condenser. Oil and filter changed, New Convertible top (6-year warranty) pads, well window and cables. New top motor and cylinders. New top weather stripping, new door, trunk and decklid weather stripping. New battery. Floors had sound proofing installed before the New Carpet was installed, Interior seats in great condition. Asking 13,000.00. Located in Markham, Illinois. Call 630-981-1580. Shipping will be buyers' responsibility. See pictures. [submitted 2021-11]



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

A number of CCE and CORSA meetings and events have been canceled or postponed due to the COVID-19 pandemic.

Jan 12 – Board Meeting, VIRTUALIZED on Zoom, 7:30 PM. Meeting particulars will be sent out to board members and committee chairs via CCE_Alert e-mail.

Jan 19 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. COVID face masks will be required per the VFW. Meeting will be also on Zoom, link will be sent out via the CCE Alert system. Featured will be the “What’s It Contest,” guess the arcane and obscure Corvair parts for fun and no prizes.

Jan 26 – Articles are due for the February Airhorn.

Feb 9 – Board Meeting, VIRTUALIZED on Zoom. 7:30 PM. Meeting particulars will be sent out to board members and committee chairs via CCE_Alert e-mail.

Feb 16 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00. VFW’s COVID-19 restrictions in place at that time will be followed. Meeting will be also on Zoom, link will be sent out via the CCE Alert system.

Feb 23 – Articles are due for the March Airhorn.

Mar 9 – Board Meeting, VIRTUALIZED on Zoom. 7:30 PM. Meeting particulars will be sent out to board members and committee chairs via CCE_Alert e-mail.

Mar 15 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. VFW’s COVID-19 restrictions in place at that time will be followed. Meeting will be also on Zoom, link will be sent out via the CCE Alert system.

Mar 23 – Articles are due for the April Airhorn.

DOWN THE ROAD

Some of the following events may be canceled or postponed, depending on the COVID-19 epidemic. Stay tuned to the Airhorn or the CCE website at ccecovair.com.

Date TBD – Spring/Fall/Seasonal Tour, postponed due to pandemic. Will be rescheduled to a later date.

Apr 2, 2022 – CCE Awards Banquet, Allegra Banquet Hall, 237 W St. Charles Road, Villa Park, Illinois. New afternoon time: 12:00 Cocktails (Cash Bar), 1:00 Lunch. Details to follow.

Jun 11, 2022 – All Corvair Car Show, Milwaukee Corvair Club 50th Anniversary, Waukesha, WI.

Jul 12–16, 2022 – CORSA International Convention, Peachtree City, Georgia. See corvair.org for details.

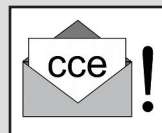
Second Wednesday of the Month – CCE Board Meetings, 7:00 PM, on Zoom. Meeting particulars will be sent out via CCE_Alert e-mail.

Third Wednesday of the Month – CCE General Meetings, Villa Park VFW Post 2801, 39 East St. Charles Road, Villa Park 60181, at the eastern end of the Jewel parking lot. Meeting is upstairs in the main hall. Meeting starts 7:30 PM. Doors open 7:00. **Note: May be virtualized due to pandemic.**

OTHER EVENTS OF INTEREST

Please let us know about any other events that you think should be listed here.

ALERTS AND REMINDERS



For alerts and reminders of these events and more, e-mail your name and e-mail address(es) to which you want the alerts sent, to CCE.Covair@gmail.com, and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



The monthly publication of CCE. Deadline for contributions is the 4th Wednesday of the month preceding the issue month. All articles and advertising should be mailed to the *Airhorn* Editor, Charley Biddle. Items can be e-mailed or sent direct mail. The *Airhorn* is mailed as a benefit of membership of CCE, and is also sent to most chapters of CORSA. All material is subject to editing.

Classified Advertising: Classified ads are considered any ad selling a car or car part. Classified ads are free to members of CCE. Deadline is the 4th Wednesday of the month preceding the issue month. Nonmembers may submit classified ads for a \$5 fee.

Commercial Advertising: Commercial ads are defined as those representing a business or commercial enterprise. Current circulation of the *Airhorn* is over 200 copies per month. There is a fee for all commercial ads. It's low rates make it an excellent buy for the alert commercial advertiser. Rates are \$30 for a full page, \$20 for a half page and \$10 for a quarter page. All advertising rates are quoted for camera ready or typeable copy only. Any production charges (including screening of photographs, special art, etc.) will be billed at cost. The Editor reserves the right to determine what is commercial advertising.

Original Articles: The *Airhorn* prides itself on publishing original material from a variety of contributors. This material represents a great deal of work by the authors, and therefore the *Airhorn* reserves all reproduction rights with the following exception: any material may be reproduced or reprinted by CORSA or any CORSA chapter only for nonprofit purposes benefiting Corvair enthusiasts. Any such reproduction must credit both the author and the *Airhorn*. Rights for any other use must be requested in writing from the Editor.

CCE Meetings: Meetings are held the third Wednesday of each month

at the Villa Park VFW, Post 2801, 39 E. St. Charles Road, Villa Park, Illinois 60181 (0.7 miles west of Route 83). Doors open at 7:00 PM; meetings begin at 7:30. Guests are welcome.

Membership: CCE offers printed newsletter memberships (\$35/year) or digital memberships, individual (\$30/year) and family (\$32/year), which are payable to the Chicagoland Corvair Enthusiasts. For information and applications, contact the Membership Chair below.

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Director/Treasurer: Diane Johnson, 151 S. Michigan Avenue, Villa Park, IL 60181, (630) 832-6425 (home), GigaWatts@sbcglobal.net

Director/Secretary: Lyle Rigdon, 9N818 Bowes Bend Rd., Elgin, IL 60124, (217) 778-2231 (cell), ejuk8em@yahoo.com

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Activities Coordinator: (open)

Webmaster: Mark Hardy, 1020 Aurora Ave., Aurora, IL 60505, (630) 815-2964, MarkDHardy@sbcglobal.net

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