

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

June 2022

VOLUME 55  
NUMBER 6

## June 15 CCE Meeting In-Person at VFW Plus on Zoom

The June 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 requirements of the VFW will be observed.** 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

#### Jerry Berger

It is with a heavy heart that we report the passing, on May 18, of CCE member Jerry Berger, at age 74. Jerry was born on January 30, 1948. He was a veteran of the Air Force. He joined Chicagoland Corvaire Enthusiasts in 1997. He served on the Board of Directors, many times as President, starting in 2001, usually two years on and one year off (we have term limits). He usually started off meetings telling a joke or two (generally not repeatable in a family magazine). At one meeting, somebody "borrowed" his joke book from his President's briefcase. That did not stop him, as he had more books at home and had memorized all of them. He suffered a stroke a few years back that slowed him down and ended his runs as club President. He still was able to serve as the Chair of the Economy Run at the 2019 CORSA Convention at Pheasant Run. He still drove, but suffered a heart attack on the road that put him in the hospital. He recovered from that, but while recuperating at home, he fell and broke his hip. Some time later he fell and broke his arm. While in a rehab facility, he ended up with a second stroke. He passed of complications from that. He is survived by his brother Tom (another car enthusiast).



### In Memoriam

#### Burton H. Neuner, Jr.

With great sadness we report the passing of long time CCE member Burt Neuner, at age 68. Burt joined CCE in 1971, only three years after the club was formed. He took a few years off to complete his schooling for tool and die work, a career he maintained until his retirement. He married his wife Lynda in September of 1976. They lived in Rolling Meadows, IL. Burt was very active in CCE, serving on the Board of Directors many times, most recently, Director at Large (2022).

For the May 18th CCE meeting, Burt was slated to present the topic of what to bring in your toolbox when traveling to a CORSA Convention (or any road trip in a Corvaire). Our club heard word about is passing when his wife Lynda reached out to a board member, saying that Burt had passed. She explained that she returned home from work and found him in the garage. His presentation materials were staged on the kitchen counter and he was in his favorite chair in the garage. His passing was sudden and unexpected. Burt is survived by his wife Lynda of 45 years, his son Burton III and wife Carrie, his two grandchildren, Wesley and Katherine, his daughter Colleen and husband Ryan and many more loved ones.



## From the President

*Andy Allen*

Hello to Everyone,

This is a very difficult article to write as we find our club mourning the loss of two long-time CCE members, friends and Corvair colleagues. On the same day, May 18, 2022, Jerry Berger succumbed to long illness and, just before our May meeting, Burt Neuner was suddenly gone!

Most of this readership knew Jerry as a friendly fellow Corvair nut and a past president of CCE who liked to punctuate the meetings with notoriously bad jokes (I wish I had that talent). We had met but, as a relatively new member, I had to learn about Jerry from the many members that have related their stories and memories of a really nice guy who you could count on when the chips are down.

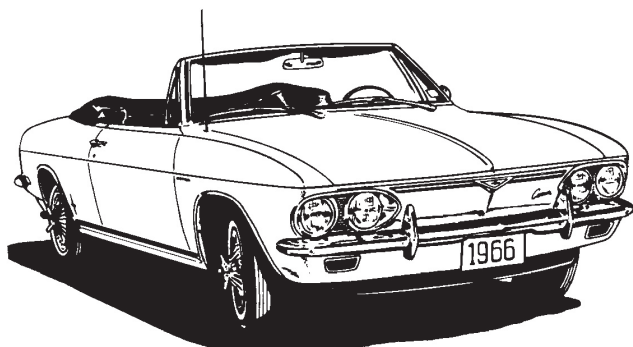
Burt, on the other hand, was a friendly force to be reckoned with right up to his untimely departure! In the relatively short time I knew Burt, he made sure to make me feel at home as a CCE member and fully supported in my role as president of the club. His presence at every meeting was something I always looked forward to. He certainly forgot more about Corvairs than I will ever know and truly knew our favorite car inside and out. More than that, Burt was a real family man and he's going to be missed as Lynda's beloved husband and his entire family.

I hope the membership reflects on the contributions of these two gentlemen and how important CCE was in their lives. It was heartening to see everyone at Burt's visitation sharing their memories and setting aside their differences. When an organization has a long and rich history like CCE's, it is inevitable there will be disagreements, disappointments and, sometimes, hurt feelings. It is also my hope we can set aside these past differences, disappointments and hurt feelings for the good of the club and the Corvair Community.

We have a few events coming up with the Corvair Only show in Milwaukee on Saturday, June 11, Parking Lot Beauty Contest at the June 15 Meeting, The Detroit Area's Homecoming in Ann Arbor the weekend of July 7-10 and, of course, The CORSA International Convention in Peachtree City near Atlanta the week of July 12-16. Of all those, I'll be able to attend the Milwaukee Club's event.

Stay well, make sure those you love know it and let's get CCE rolling again!

—Andy



## From the Director

*Rich Carroll*

I usually have an idea percolating for a topic for a "Director's Article" some time before I write it. Then I try to consider a thought from alternate viewpoints, before writing. This month, prior thoughts were erased by the devastating news of the deaths of Jerry Berger and Burt Neuner. My question became one of how do we adapt to survive as a club.

I see several factors that lead to the demise of both single marque and multi-marque clubs.

- Increased government rules and regulations
- Increased state and local taxation
- Changes in legal opinions on legal responsibility
- Dramatic increases in the cost of car insurance
- Very significant increases in the price of fuel
- Many differences in how cars are serviced and how much upkeep costs

Essentially, the more difficult it is to participate in a show, a rally, a slalom, a fuel economy run, the less participation there is. Aging members, pandemic losses, and financial difficulties add to the magnitude of the problem. I reviewed the bullet points above and see almost nothing I can change at all.

So, How do we survive? I think a multi point approach might help.

- Insist on making it more fun. I'm willing to create a Corvair Jeopardy game to play on a laptop in front of the large VFW Screen.
- Coordinate moving events and shows with other clubs. Piggyback on their slalom organization, join their gimmick rally, enter their show.
- Encourage Corvair owners to break out of their shell. They may not have many folks they know if they attend a local to them show, but they can still have fun and talk to other gearheads. We all need a Corvair 'fix' sometimes, so we can't forget our own events.

Be aware that 50 years from now we may not have car rallies, gymkhanas, shows, races, etc. One hundred years from now there won't be cars. But, while we are still here, let's enjoy what we have.

## 2022 CORSA Convention

**Peachtree City, Georgia**

July 12 – 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 Editor

Charley Biddle

Ramblings from your Humble Editor—

**Difficult Airhorn Issue:** I put In Memoriam articles in the *Airhorn* whenever a member passes. This is a particularly difficult month. I had to write two In Memoriam articles, one for Jerry Berger and one for Burt Neuner. I have known these two individuals for decades. I have served in this club with both of them. I have edited and published their articles for years. I have been to family events for both of these individuals and I have met their families. I have partied with them in club events. I have paraded with them, celebrating Corvairs. I knew both of them as friends. They passed on the same day, only hours apart. I will greatly miss both of them.

**Call for Articles About Jerry and Burt:** The In Memoriam articles in this *Airhorn* cannot do full justice to the lives of Jerry Berger and Burt Neuner. They were so much more to this club than birth dates, family and passing dates. If any members have good stories about Jerry and Burt, I would like you write them up for printing in future *Airhorns*. Supporting pictures would be welcome.

**Article Deadline Reminder:** I'd like to remind those who submit articles for the *Airhorn*, that the deadline for submission of articles is the fourth Wednesday of the month. There may be a distinct possibility that articles submitted after the deadline will not make it into the *Airhorn*. I very much dislike having to cram working on the *Airhorn* at 1 AM to get the *Airhorn* out such that members will get their *Airhorns* before the CCE meeting.

**Only an Eight Page Airhorn this Month:** Due to extensive research on the passing of Jerry and Burt (most of which did not make it into the *Airhorn*) and a number of very late articles, I was unable to fit in any more technical articles. Hopefully, next month.

**Thoughts:** "All politicians are crooks. The difference is some are crooks for you and some are crooks agin' you." — Paul Fawley

## Board Meeting Minutes

Diane Johnson

[Submitted by Diane Johnson as requested by Lyle Rigdon.]

May 11, 2022 (via Zoom)

Members in attendance: Lyle Rigdon (presiding for Andy Allen), Burt Neuner, Rich and Barb Carroll, Diane Johnson, Dawn Castro and Charley Biddle, Absent: Andy Allen.

Welcome and opening - Lyle reports that Andy is out of town on business. He is presiding in his absence. Lyle reports on Andy Allen's presidential notes.

Andy felt he perceived the Awards Banquet to be a good location and excellent venue!

Luncheon time worked out well.

Treasurers Report - Diane Johnson -Beginning balance - \$16,088.33. Ending Balance - \$15,848.96

See further details in Treasurers Report.

Airhorn Report - Charley Biddle - Discussion of how many previews? It was decided there would be two reviews unless there are extenuating circumstances.

Discussion of Printer moving next month.

Membership Report- Dawn Castro - Main membership drive is over. Total income from Membership renewals is \$ 3,035.00.

13 members have not renewed. Discussion of how to handle donations moving forward.

Discussion of cleaning up list of free Airhorns sent to former associates. Dawn has contacted some, and we no longer need to send these to specified people. Discussion of sending PDF copies to all current Honorary Members. This would affect approximately 10 people, but would reduce expenditures.

It was agreed that we would do this going forward. Discussion of a Welcome Packet.

CORSA Report - Lyle Rigdon - CORSA car raffle has brought in a good sum to date. Drawing is June 5th!!

Discussion of possible locations for new CPF site. CORSA board is working hard on this.

Library Report - Ray Johnson - no report

Social Media Report - Shelly Claypool - no report

Next Airhorn "From the Director" author will be: Lyle Rigdon

Close In Activities - Starved Rock Spring Tour -Rich Carroll Discussion of moving forward with Spring Tour

Upcoming Activities - Parts auction in May is deferred.

Presentation by Burt for May meeting - Road Trip Tool Kit

June is the Parking Lot Beauty Contest

New item on agenda - Andy Allen - concerns may be brought to Board meetings for Discussion

This will not be on the agenda for the general, in person, meetings.

Old Business - Andy has asked Charley to update the CCE Constitution with Amendment 1 and distribute.

New Business - Diane will be working with Dawn on CCE "job descriptions" for Board Members and Operational Chairs.

Adjournment 9:08 PM

—Respectfully Submitted - Diane Johnson

## General Meeting Minutes

Rich Carroll

[Rich took the meeting minutes, standing in for Secretary Lyle Rigdon, who was absent.]

May 18, 2022

### 1. Call to Order – Welcome

- Andy Allen called the meeting to order at 7:33 P.M. asking if there was anyone new to the group. The meeting started with two, brief, sad announcements:

- ▶ Jerry Berger, Past President and long time CCE member had passed earlier in the day.

- ▶ Burt Neuner, Past President and long time CCE member and current Board member also was found to have passed away.

- Andy Allen announced this would be a short business meeting, and asked reports to be kept concise.

### 2. Treasurer's Report – Diane Johnson

- Diane reported a starting balance of \$16,033.33 and an ending balance for the month of April of 14,840.49. The recent *Airhorn* has greater detail.

### 3. *Airhorn* Report – Charley Biddle

- Charley surveyed the meeting attendees and found that all members had received an *Airhorn*.

### 4. Membership Report – Dawn Castro

- Dawn Castro has resigned, Andy mentioned she did a remarkable job and will be difficult to replace.

### 5. CORSA News

- Lyle was absent, mentioning he was under the weather. He did wish to communicate that anyone wishing to purchase tickets for the Corvair Preservation Foundation raffle car should submit that form immediately as the raffle is two weeks away.

### 6. Library Report – Ray Johnson

- Nothing new to report.

### 7. Social Media – Shelly Claypool

- No news to report.

### 8. Special Reports or Announcements

- Next *Airhorn* “From the Director” author will be: Rich Carroll

### 9. Close-in activities

- The VFW Parking lot Beauty Contest is coming up for the June General Meeting and Mike McGowan will present his collection of Corvair related publications inside the building.
- All Corvair Show in Milwaukee on June 11. They have 40 cars registered, with room for more.
  - Date: Saturday, June 11, 2022
  - Time: 9 AM – 4 PM
  - Coffee and donuts during registration
  - Hamburgers, hot dogs, and brats will be served for lunch along with water, pop, beer and wine
  - Trophies will awarded
  - They will honor the early registration fee of \$10, with the monies being returned on the day of the show, if received the completed registration forms by June 1, 2022.
  - Mailing address is on the form: 1903 Edgewood Drive; Algonquin, IL. 60102

### 10. Upcoming Activities

- The Convention is the looming

### 11. Old Business

- Charley has produced the updated CCE Constitution. He will have these available.
- Barb will ask Kirk to send an eBlast to contact Barb with car and other details for the Oak Lawn Parade on July 2, in the afternoon.

### 12. New Business

- Larry Claypool mentioned the Illinois Secretary of State Show in Springfield on September 10. Commemorative license plates featuring Corvairs and Studebakers were featured.
- Diane took the names of several folks going to the CORSA Convention.

### 13. Adjourned 8:22 PM

- Everybody was invited to have a beer in toast to Jerry Berger and Burt Neuner.

## Membership Report

*Dawn Castro*

### New Members:

No new members to report.

### July Birthdays:



4—Charley Biddle; 7—Cindy Pokrajac; 8—Doug Daniels; 14—Jeff Kamin; 15—Jim Novak, Leon Stonis, Vic Heen; 17—Gloria Zanon, Pam Dunn; 18—Phil Peszat; 19—Ray Behrends; 21—Susan Malloy; 24—Jackie Miller; 25—Allan Pilloff; 26—Lorraine Morgan; 28—Ian Hellings

### July Anniversaries:



1—Jim & Lelia Novak; 4—Rich & Barb Carroll; 8—Kirk & Lin Parro; 19—Dave Kolber & Maureen Burns; 20—Jeffrey & Ann Wentz

### Membership Totals:

35 Individual, 78 Family, 10 Honorary members = 123 Total

## Treasurer's Report

*Diane Johnson*

05/01/2022 – 05/31/2022

### Fifth Third Checking

	Debit	Credit	Balance
05/01 Beginning Balance			14,840.49
05/18 VFW Rent	200.00		14,640.49
05/29 Deposit, Dues		100.00	14740.49
05/31 Ending Balance			<b>14,740.49</b>

### Treasurer's Notes:

Charley advised that he will submit the *Airhorn* printing invoice as he receives it from the printer. This can be adjusted for the 6/1/22 to 6/30/22 Treasurers Report.

## Another Toy for Your Tool Collection

*Jim Simpson*

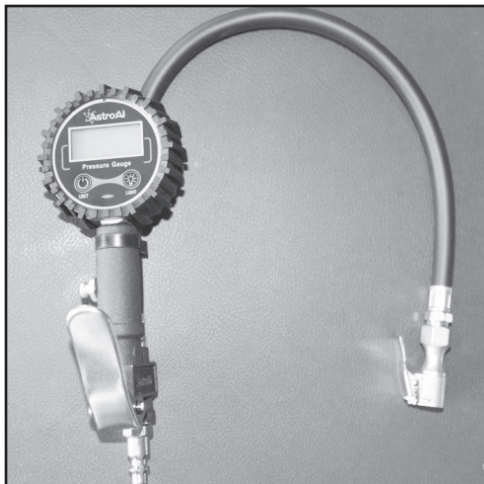
*[This article is reprinted from the September 2021 issue of Group Corvair Comments, the newsletter of CORSA chapter Group Corvair, in the Washington DC area.]*

I'm sure that as a Corvair owner, you are very attentive to tire pressures, not just for your Corvair, but for all your wheeled vehicles. If you own an air compressor, you also know how much more convenient that is than trying to find a service station with “free air” anymore. But it's still something of a chore to fill the tires. Check the tire with a pressure gage (and accidentally bleed off a bit of air), top off with a leaky tire chuck, recheck the tire pressure with the gage, fill some more, recheck the pressure, bleed off a little—Just as the shampoo instructions say, “lather, rinse, repeat”. Well, here's a neat invention that makes this so much quicker and easier.

This is an “AstroAi” brand tire inflator gage system. I'm



sure there are others on the market, but this is the one I have. You just plug it into your compressor's hose with the standard quick release fitting and clip the other end over the tire's fill stem. If you have the digital version, as I do, it automatically turns on and displays the tire pressure. Squeeze the silver handle to fill the tire, stop and read the gage, then either fill some more or if you overshoot, bleed a little off using the brass bleed button on the side.



This all takes just a few seconds. No more swapping back and forth with gages, filler chucks, leaking air, etc.

This brand comes in at least two versions on Amazon; a digital display as shown in the picture (about \$25) and one with an analog gage (about \$15). The digital gage is advertised as having 1% accuracy with 0.1 psi resolution. It lights up when it turns on and one nice feature is that it uses standard AAA batteries that are easily replaceable. (I had another digital gage that was nearly impossible to replace the batteries.) The analog gage has a "glow dial" and is advertised as being 2-3% accurate with +/- 1 psi resolution.

The company's web site <https://www.astroai.com/promotion> shows several variations available – different ranges (100 psi, 250 psi), different style handles, rotatable dials, and accessory kits (valve caps, nozzles, motorcycle right angle adapters, bicycle Presta valve adapters, etc.). So, shop around and pick the one you need. I really do like the one I bought!

## McScellaneous Ramblings

*Mike McGowan*

### Numbers Lie

Numbers seem like simple objective reality. If there are 140 beans in a jar and you count them, that seems to be a fundamental truth: 140. Unlike statistics, which are based on numbers but can be horribly misleading. The problem with numbers is that sometimes they are not just a simple count, but some kind of measurement that can depend on conditions, or viewpoints, or definitions.

I have a Corvair engine with four carburetors. Many people call that a "140" because Chevrolet said it makes 140 horsepower. There are published dynamometer tests, so it must be true. A dyno is actually a fairly simple machine. You hook up an engine to a brake of some kind that resists the

torque. Put a lever on the brake and hook that to a scale to measure force. Force multiplied by lever length is torque. Engine RPM is easy to measure, and horsepower is simply torque times RPM. Numbers don't lie.

Except, there are some variables. The SAE said to disconnect parasitic loads such as generator and fan. That makes sense, most engines will run without them. But a Corvair really needs that cooling fan, and neglecting a 10 HP loss is a big fudge factor.

Then it gets worse. The "140" engine was also offered with the Powerglide transmission. To make that work smoothly with the torque converter, the high-strung engine was seriously de-tuned by changing the cam timing. The true net horsepower was probably down near 110. But I had a Corvair with the factory four-carb engine and Powerglide, and the badge on the engine lid said "140".

Sometimes the discrepancies are just plain lies. In the 1960s there was a huge horsepower race among the Big Three automakers, while they all swore (fingers crossed) that they were not racing. One of the most potent V-8 small-blocks was the Z-28 302 developed for Trans-Am racing in 1967. With hot cam, solid lifters, chambered pipe exhaust and even tubular exhaust headers (in the trunk, DIY), it made...290 horsepower. Gee, that sounds low. Actually, because insurance companies surcharged hot cars that had more than one horsepower per ten pounds, Chevy simply weighed the Camaro (2,900 pounds), divided by ten, and presto, 290 HP. No dynamometer needed.

Over at Corvette in 1967, the 427 big-block was king, and horsepower ratings ranged up to 435. I'm not sure what was magic about that number. There were numerous optional engines around that number, but the king of them all was the L-88. It was a purpose-designed, hand-built racing engine intended for a few well-connected racers. It was not intended for the general public, but it had to be legally offered as an option. So they made it look as unattractive as possible, with a huge price tag and mandatory options and deletes that made the car uncomfortable. There were also optional engines with the same horsepower rating that were cheaper and looked more exotic (three carbs!). The ruse worked, and only 20 of those L-88s were sold the first year. Maybe would have sold more if the true horsepower of 560 was advertised, but they lied.

The boldest lies were about engine displacement. How can you fake that? Everyone remembers that the Pontiac GTO broke the GM rule about putting a big-block V-8 in the mid-size Tempest, but the cheating started the previous year. GM rules allowed a V-8 in a mid-size, but not more powerful than the king, the 327 Corvette. Since they knew, as you know now, that horsepower numbers are a lie, it was actually a limit on displacement. In 1963 Pontiac installed their 336 V-8 but made "326" fender badges. Who did that fool? The shop manual gave the true dimensions. You cannot lie to the mechanics or the parts won't fit.

So after the GTO came out, GM management pretended that they were still in charge and said, okay, big-blocks are allowed but only up to 400 inches. So Buick equipped their Skylark Gran Sport with their famous "Nailhead" 401 but called it a "400" because numbers lie.

## Fire at Pheasant Run

*Charley Biddle*

On Saturday, May 21, a major fire broke out at the former Pheasant Run Resort in St. Charles, Illinois. Pheasant Run was closed in March 2020, not quite a year after CCE hosted the 2019 CORSA Convention at the facility.

I went out there on Sunday, May 22, with a video camera. Firemen were still dousing hot spots, so I was not able to get very close. Most of the western side of the resort complex was destroyed.

If you remember the layout of the resort, Courtyard buildings A, B, E, F and G on the western side were destroyed. The fire appeared to start in those buildings. They were destroyed. I could see blue sky thru the remaining roof beams. These were the original resort buildings and were of rustic wood beam construction.



Courtyard B, 2018, Before the fire



Courtyard B, 2022, After the fire

The fire crossed to the hotel lobby and burned half of it. Bourbon Street and all its little shops, as well as the New Orleans Ballroom (where we viewed the Car on Trial movie) were destroyed. Although I could not verify it from vantage point along North Avenue, the indoor/outdoor pool behind the hotel lobby is now probably entirely outside.

The white Harvest Restaurant building appears to be spared along with the old silo next to it. The Pheasant Run property was originally a dairy farm and these two buildings were incorporated into the resort and repurposed. The silo was scorched from the fire in the buildings next to it but did not appear to be damaged.

The Theater and Zanie's Comedy Club were not damaged. Heavy construction equipment was brought in to tear down the interconnecting hall ways, keeping the fire from spreading east.



Bourbon Street, 2018, Before the fire



Bourbon Street, 2022, After the fire

The ten story tower did not appear to be damaged, although the side facing North Avenue appeared to be covered in soot. Some of the windows on the western face were boarded up. That was probably done well before the fire broke out.



MegaCenter, 2018, Before sale



Former MegaCenter, 2022, Becoming a McGrath Honda dealership



The Mega Center to the east of the property has been sold and is in the process of being reconstructed into a McGrath Honda dealership. It was not affected by the fire. Large windows have been cut into the front and a new entry way is being constructed. The passage way between the former Mega Center and the resort ballroom area has been removed.

DuPage Airport purchased the golf course out back and has sold it to an investment company for construction of industrial buildings and a storm water retention facility.

The several buildings on the far western edge of the resort property, that were closed and not in use at the time we hosted the 2019 convention are still standing and not part of the fire.

## Classified Ads

[No classified ad were submitted for this month.]



## 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.*

**June 8 – 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.

**June 11 – Milwaukee Corvair Club's 50th Anniversary ALL CORVAIR Show.** Everyone in [milwaukeeecorvairclub.org](http://milwaukeeecorvairclub.org) hopes our friends in CCE will be able join us at our Big Event (postponed from 2020) on Saturday, June 11, at Frame Park, on the river, in downtown Waukesha WI, just west of Milwaukee, from 9:00 AM to 4:00 PM. Several vehicle classes, free food and beverages, including beer, for all participants. Register by May 15th, only \$10 — attend in your Vair, and get your \$10 back, and several neat take home items, what's not to like! We hope to see many of you, and your Vairs, in June. Please contact (fellow CCE member) Bill Scherer at 847-812-8849, or [mccpushrod@gmail.com](mailto:mccpushrod@gmail.com), for a show flyer, and more information. Thank you. See flyer in March's *Airhorn*.

**June 15 – General Meeting, 7:30 PM**, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00. Meeting will be also on Zoom, link will be sent out via the CCE Alert system.

**June 22 – Articles are due for the July Airhorn.**

**Jul 7-Jul 10 – DACC Homecoming**, Ann Arbor, Michigan, Wyndom Inn. See [DetroitCorvairs.com](http://DetroitCorvairs.com) for more information.

**Jul 12-16, 2022 – CORSA International Convention**, Peachtree City, Georgia. See [corvair.org](http://corvair.org) for details.

**July 13 – 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.

**July 20 – 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.

**July 27 – Articles are due for the August Airhorn.**

**Aug 10 – 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.

**Aug 17 – 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.

**Aug 24 – Articles are due for the September 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 [ccecorvair.com](http://ccecorvair.com).*

**Second Wednesday of the Month – CCE Board Meetings, 7:30 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.Corvair@gmail.com](mailto:CCE.Corvair@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".



chicagoland  
corvair  
enthusiasts

established 1968

**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.

**CCE Website:** [www.ccecorvair.com](http://www.ccecorvair.com)

**CCE Facebook:** [www.facebook.com/Chicagoland-Corvair-Enthusiasts-CCE-106483452772030](https://www.facebook.com/Chicagoland-Corvair-Enthusiasts-CCE-106483452772030)

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**CCE Instagram:** [www.instagram.com/chicagocorvairclub](https://www.instagram.com/chicagocorvairclub)

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