

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

May 2022

VOLUME 55
NUMBER 5

May 18 CCE Meeting In-Person at VFW Plus on Zoom

The May 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.

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>

weather. Lisa and I essentially spent the day in Utica which we found to be a nice spot populated with nice people.

An agenda item has been added to the Board Meeting called “Membership Input and Concerns”. The presiding board member will advise members attending the meeting that if there are any concerns or input they would like to convey to the board, this is their opportunity. The rules will be one at a time, as called on by the presiding board member, no interruptions and lack of civility will not be acceptable. *This will NOT be on the agenda for the general, in person, meetings.*

I’m looking forward to Burt Neuner’s Road Trip Tool Kit presentation at the next general meeting so we can all be prepared for the expected and unexpected this driving season. Let’s get ‘em out!

—Andy

From the President

Andy Allen

We finally managed to have our long delayed Spring Tour with a jaunt to Starved Rock State Park and the surrounding area. Mother nature failed to cooperate and did not provide the kind of weather one would want if you’re going to drive 180ish miles in your Corvair. I don’t mind getting caught in bad weather but the forecast, which turned out to be accurate, kept the Corsa safely in the barn. Kudos to Rich and Barb for putting together a lot of interesting and fun attractions and eateries as it seems everyone had a nice time and made it home safely. We started the day with breakfast at the Starved Rock Lodge and took in parts of the planned attractions individually or in smaller groups since we weren’t caravanning a gaggle of Corvairs. Hopefully, the next driving event will have better

From the Director

Lyle Rigdon

By now some of you are probably wondering whatever happened to that survey form you filled out a couple of months ago. Do know that they have certainly not been forgotten. I have them in my possession and have been working on tabulating the results. I will be presenting a full summary to the CCE board at our next meeting. With the board’s approval, I will provide an overview summary at the next membership meeting as well. In the meantime, I thought I would give everyone a brief snapshot of a few highlights.

First, and most importantly, we had an excellent return rate! We certainly want to thank everyone who took the time to send in a survey!! To date I’ve received 41 surveys from the 100+ originally sent out. While that might not sound very good to some of you, I can assure you that anything beyond a 25-

30% return rate for this type of survey is wonderful. Here is a quick snapshot of the results.

- If you think the club is getting older, you are right! All 41 returns (100% of survey returns) indicated an age of 55 or older. The next time we do this I will be sure to add a couple of “more senior” categories to select from.
- The question regarding length of CCE membership reflected the age category as well with the largest number of survey respondents selecting “15 years or more”.
- 20 members responded that they attended meetings often. Of those who didn’t attend meetings, the travel distance was the most commonly selected reason.
 - Where our members live was somewhat spread across the categories, with “Western Suburbs” and “Outside of Chicago” being the two most commonly selected locations.
- The drive time to meetings was also a mixed lot. The largest responding group listed a drive time to meetings as “more than 45 minutes” which was closely seconded by “36 to 45 minutes”.
- Most of our members own just one Corvair (25 of the respondents). With one person reporting the highest number (5).
- Ranking the satisfaction of our current activities received some interesting results. The Chili Cookoff, Parking Lot Beauty Contest, Sweets Auction, IRM event, and Awards Banquet all scored very well (ten or more surveys ranked these items as number 10 in satisfaction). Having said that, there was only a slight difference between the grouping above and the remaining items. For example, the Spring and Fall tours both received 8 number 10 rankings.
- Of the options for activities the board should consider adding to our annual activities list, restarting the parts auction was ranked highest, closely followed by “tips for getting your car ready for concourse judging”.
- Overall satisfaction with the *Airhorn*, and the CCE Club in general, also received very high marks with the *Airhorn* receiving 32 of 39 ratings of 10 (the highest value) and the Club slightly less with 26 members rating us with either 9 or 10.
- Finally, and perhaps most importantly, the survey asked club members if they would be willing to serve in a mentorship role with regards to individuals who are having problems with their cars. Of those who responded, we asked each person to select an area they felt comfortable helping others with and then asked them to rate their experience level between 1 and 3 with 3 being an expert. The good news here is that we received a very good number of survey respondents who indicated they would be glad to help!!

At this point I am still pulling together a number of items from the survey. First, I am putting together a master list of those who indicated they are willing to help mentor those needing advice, along with the areas they indicated they are comfortable in covering. I hope to have that list ready for the next board meeting. I am also typing up all of the comments provided (anonymously of course) into a summary for the board. Between the survey results and the

comments/suggestions, we have a lot of very good information to consider.

Regards,

—Lyle A. Rigdon, Secretary CCE

From the Editor

Charley Biddle

Ramblings from your Humble Editor—

Name Tags: Wear your CCE name tags at meetings and events. It makes it easier for guests and new members to “break the ice” and have conversations with existing members.

Comment on the Awards Banquet Meal: Diane Johnson should be commended on her selection of the luncheon menu for the 2022 CCE Awards Banquet. I had the Salmon meal. Often, banquet facilities never get salmon cooked and presented properly. This banquet meal is an exception. It was excellent. The appetizer was a salad of chopped lettuce leaves, topped with just the amount of ranch dressing. The salmon was cooked to perfection, with a glaze of a dill sauce. Desert was a rainbow sherbet of just the right proportion to top off the meal. The meal was of generous proportions. In fact, upon returning home, I was able to skip dinner.

Thought: “Stephen Hawking threw a party for time-travelers on June 28, 2009 and nobody came—however, his invites weren’t sent out until the next day. On this, he claims, is experimental evidence that proves time-travel is impossible.” — Internet meme

Thought: “The strength of a civilization is not measured by its ability to fight wars, but rather by its ability to prevent them.” — Gene Roddenberry

Thought: “I follow three rules: Do the right thing, do the best you can and always show people you care.” — Lou Holtz

Board Meeting Minutes

Lyle Rigdon

April 13, 2022 (via Zoom)

1. Welcome from President Andy Allen - 7:31 PM

- Board member roll call: Andy Allen–President, Rich Carroll–Vice President, Diane Johnson–Treasurer, Lyle Rigdon–Secretary, Burt Neuner–Director At Large. Absent–None.
- Others in attendance : Dawn Castro, Charley Biddle, Barb Carroll.
- Recognition of new member(s) attending: None.
- Andy offered kudos to those involved in the awards banquet. Diane Johnson stated that she had received thank you cards for a job well done. Diane will look into moving the banquet later in the month of April so that we may have better weather (which will likely bring out more Corvair’s).

2. Treasurers Report – Diane Johnson

- Beginning Balance - \$16,088.33, Deposits - \$345.00, Payments - \$584.37, Ending Balance = \$15,848.96

3. Airhorn Report – Charley Biddle

- PDF sent to Board members of *Airhorn* day prior to Board meeting. The newsletter is already back from the printer.

- This month included a few “April Fools” jokes and a flyer for the Corvair/Corvette. Next month we only have nine days to get the newsletter ready to print so submissions and edits will need to be very timely. The print shop is moving in the near future. Hopefully their move will not interrupt the newsletter distribution schedule.
- Next *Airhorn* "From the Director" author will be Lyle Rigdon.

4. Membership – Dawn Castro

- Dawn reports that the membership drive for 2022 has concluded. We have 13 members who did not renew, 33 individual memberships, 77 family memberships and 10 honorary memberships. A donation of \$35 was made to the club for anyone who needed help paying the annual dues. After some discussion, it was decided that we need to have all future donations go into the general fund. Andy Allen stated that he will reach out to the 13 members who did not renew to see why. The board decided that honorary members will be provided with an e-membership and will get the newsletter via email in order to help keep print costs down.
- Burt Neuner suggested “welcome packets” for all new members as had been done in the past. Burt is to work with Dawn to restart this effort. Andy suggested that we have future printings of the club “window stickers” added to the packets and that they should be of the window cling type that are applied to the inside of the glass. The board agreed with that recommendation. Charley Biddle mentioned that the Corvair club in Springfield (PCCA) has a “greeter” that welcomes everyone as they enter their meetings. Lyle Rigdon stated that it would be helpful to new members if everyone would wear their name badges to the meetings. Dawn added that Jeff Wentz was trying to organize an improved welcoming format for new members but that the initiative had fallen through the cracks. Lyle Rigdon is to contact Jeff to see where this effort left off. Finally, Dawn recalled that Jeff Wentz had added an item to the membership meeting agenda that asked if anyone needed help with something on their car. This was supposed to be an effort to match people needing help with members who can provide assistance or advice for specific areas. Lyle Rigdon noted that the recent membership survey provided for a list of members who were willing to assist on a variety of Corvair related issues. Lyle will have a complete survey summary ready for the next board meeting.

5. CORSA – Lyle Rigdon

- The 2022 CPF raffle car ticket sales are coming to a close. The winning ticket will be pulled on June 5th. Tickets can be bought from Lyle or purchased online at corvair.org.
- CPF is working behind the scenes to organize a fundraising event to either build or buy a new location for the Corvair museum. The current owners have sold the building. Andy Allen suggested

that CPF should try to find a vacant auto dealership to replace the current rented space.

6. Library – Ray Johnson

- No use of the library materials this month.
- Ray reports that he now has possession of the GM “J-Tools” from Mike McGowan. (Note: generally speaking, the J-Tools are specific to use on a Corvair.) It was suggested that Ray write up a list of what we have and what each tool is to be used for. This information would be included in future newsletters.

7. Social Media – Shelly Claypool – None (not in attendance)

- Andy Allen did report that he was able to get a short video showing the spring start up of his red CORSA posted to the CCE website.

8. Close In Activities

- Spring Tour – After some discussion of date conflicts, it was decided to move forward with the spring tour on April 30th. We all understand that finding a date that works for all 100+ members is next to impossible, so we are staying with the date that has been advertised. Rich Carroll authored a very nice write up of the tour for the April newsletter.

9. Upcoming Activities

- April is Pizza night. Andy Allen recommended doing a delivery order from Lou Malnati's pizza. The board agreed. Club treasurer Diane Johnson is to make the arrangements.
- May meeting entertainment will be Burt Neuner doing a presentation of what to pack in a kit for Road Trips.
- June will be the parking lot beauty contest. Barb Carroll is to find someone to organize and chair the event. Also, the Milwaukee Corvair Club "All Corvair Car Show" will be on Saturday June 11th 9 AM to 4 PM. (see flyer in March *Airhorn*)

10. Old Business

- Andy Allen has asked Charley Biddle to update our current constitution to include Amendment One which was recently passed by a membership vote.

11. New Business

- We are working on updating the position descriptions for board members. Barb Carroll has created a position description for the Activities Coordinator. Barb is to work with Dawn Castro and Diane Johnson to merge the document that Barb produced into the document under development.
- The board discussed if we should try to restart the “parts auctions”. Andy Allen stated that his experience with these things is that they are nothing more than everyone trying to get rid of greasy worn out parts (several board members nodded in agreement). Andy will add this item to the next membership meeting to see if the members want to restart this event. The parts auction was typically in May.
- Lyle Rigdon reported that he has completed the first round of summary work on the club survey that

concluded on March 30. Lyle will have a full digest of results ready for the next board meeting.

12. Adjournment – 9:10 PM

Respectfully Submitted,
Lyle A. Rigdon, Secretary

General Meeting Minutes

Lyle Rigdon

April 20, 2022, 7:30 at Villa Park VFW and via Zoom

(Secretary's Note: We need to thank John Meyer, Charley Biddle, and Kirk Parro for continuing to provide the behind the scenes technical work required to keep our meetings alive on Zoom. If you are unable to attend meetings in person, please consider joining us using Zoom each month so that you can stay up to date on various activities and discussions. Let any board member know if you need assistance. Again, many thanks to John, Charley and Kirk!!)

1. Welcome from Andy Allen, CCE President - 7:30 PM

- Board member roll call: Andy Allen–President, Rich Carroll–Vice President, Lyle Rigdon–Secretary, Diane Johnson–Treasurer. Absent: Burt Neuner–Director At Large.
- Committee Chair roll call: Charley Biddle–*Airhorn* Editor, Barb Carroll–Activities, Rich Carroll–Outreach, Dawn Castro–Membership, Lyle Rigdon–CORSALiaison, Shelly Claypool–Social Media, Ray Johnson–Librarian, Diane Johnson–Awards Banquet, Lou Zanon–New Member Liaison. Absent: None.
- Andy gave a brief overview of the topics we will cover. He stated that the pizza for the after meeting party was ordered from Lou Malnati's.
- We have added items to our board and general session meeting agenda's. For the regular meeting, we plan to conclude each meeting with a "mini-tech" help session. If someone needs help with an item, they can bring it up at that time. If time permits, we may discuss the item. Otherwise, members who think they can help are free to stop and talk to the person needing assistance and try to give them advice. For board meeting agendas, we are adding a "comments from the club" item so that club members with a concern or question have a forum to bring an item to the board's attention.
- Andy asked members to please start wearing name badges to our meetings so that new members (and those who come up with a blank when trying to remember someone's name) would know who-is-who. If you need a name badge, please contact Dawn Castro and she will make one up for you.

2. New Members

- Attending: Mike and Clarence Izydorski from Huntley. Mark Hardy, our website administrator, was also in attendance.

3. Treasurer's Report – Diane Johnson

- Previous Balance: \$16,083.88 Ending Balance: \$15,019.96. Please see the Treasurer's Report in its entirety elsewhere in the *Airhorn*.

- Wearing the hat of Banquet Coordinator, Diane reported that everyone enjoyed the banquet. She received a couple of very nice "Thank You" notes in the mail following the event. Dee Dee Dickinson inquired as to how many were in attendance. Diane replied approximately 30. Diane also introduced those previous board members who were recognized at the event. They included Jeff Wentz–President, John Meyer–Treasurer, Kirk Parro–Board member, Lin Parro–Activities coordinator, Lyle Rigdon–CORSALiaison, Lou Zanon–Board member, Al Short–Board member. President Andy Allen then took the microphone to present Diane Johnson an award for her work as our past librarian. The CCE Member of the Year was awarded to Shelly Claypool. It was noted that Charley Biddle won an honorable mention for the club newsletter from Old Cars Weekly (the annual award is called the Golden Quill).

4. *Airhorn* Report – Charley Biddle

- Everyone in attendance indicated they received the *Airhorn* newsletter. The newsletter included a flier for the Corvette and Corvair car show in Wood Dale. Charley also included some "April Fools" cartoons and tech articles in the newsletter. Did you catch them? Asking if the members found the "real" tech articles useful, there were numerous heads around the room nodding the affirmative.
- Next *Airhorn* "From the Director" author will be Lyle Rigdon.

5. Membership Report – Dawn Castro

- No changes since the last report, other than the two new members attending tonight (see above).
- Dee Dee Dickinson rose to address Dawn and the board regarding our stance on what is considered to be a "Guest". Apparently, a long term member stopped paying dues long ago and continues to randomly drop into meetings and club events. Dee Dee stated that, as far as she was concerned, this person is her guest. Since the club constitution and newsletter state that "guests are welcome" she feels that the club needs to abide by that statement and let any guest attend any meeting or event without restriction. Dawn replied that allowing someone to attend an unlimited number of meetings and events is doing a disservice to dues paying club members and that anyone who does such things is taking advantage of the club's good will. Dee Dee then started to repeat that the board's position doesn't reflect what is stated in the constitution or newsletter. At that point the club president called a "point of order" and directed Dee Dee to take her concern to the next board meeting for the board to discuss. Andy had to raise a point of order twice with Dee Dee to redirect her comments to the board.

6. CORSA News – Lyle Rigdon

- CPF Corvair raffle tickets are still on sale, but time is running out. The drawing is June 5th.

7. Library Report – Ray Johnson

- The "J-Tools" (factory developed tools for certain

repairs) are now in the library. Ray is planning to produce a report on the history of these tools, why they were developed, and which repairs they are used for. Following that, he will provide the group with a more in-depth write up on how to properly use each tool.

8. Social Media – Shelly Claypool

- Shelly reports continued good progress on the Facebook page. We currently have 684 “followers”.
- The Facebook page is open to members for posting thoughts, questions, or pictures. Simply go to the CCE webpage on Facebook and click on the “post” item. From there you can post your comments and pictures. Everyone is encouraged to post pictures of their cars and any events you attend.

9. Close-in Activities

- The April Spring Tour is still on for the 30th.
- In May Burt Neuner will make recommendations for a ‘trip kit’ toolbox and what items we should have with us on any Corvair road trip.
- The Corvairs and Corvettes car show in Wood Dale is scheduled for May 15th. It is held at the Thornwood Bar and Grill. Keith Watts and Lyle Rigdon are going to set up a “caravan” of Corvairs that will travel as a group to the show parking lot. An Eblast will be sent out with information and directions.
- Mike McGowan will present his collection of Corvair Publications at the June Meeting.

10 Upcoming Activities

- The Milwaukee Corvair Club is hosting their annual All Corvair Car Show June 11th. Please let Rich Carroll know if you plan to attend. Andy has suggested that, if enough members are interested, we should try to coravan together.
- Franklin Park is having a downtown cruise in June.
- Oak Park has a Cars and Coffee show on Sunday mornings. President Allen attends this event and highly recommends it (go early—parking is limited).

11. Old Business

- Charley Biddle has added Amendment One (Force Majeure) to our constitution. This amendment allows the board to make decisions and take action on behalf of the club in times of dire need (e.g., a pandemic).

12. New Business

- Dawn Castro reported that the board is working on position descriptions for board members and that Barb Carroll has already worked up a detailed position description for the Activities Chair. Dawn indicated that the document provided by Barb will be merged into older documents that were found during a deep dive into the club’s historical files. Dee Dee Dickinson interrupted by stating that position descriptions are already in the club constitution, thus making further position descriptions unnecessary. President Andy Allen and Dawn both explained that the descriptions in the constitution are far too vague and that a more refined description is needed for when the officers’ positions change at elections. The

lack of specificity in the current position descriptions has already led to one important item being overlooked. The new position descriptions will become a part of “Board Policies” and will not require amendments to the constitution.

13. Announcements

- Larry Claypool mentioned that he knows of a ’65 Monza convertible in Oak Park that is for sale by a long time owner. The car hasn’t been driven in at least three years and is in the typical shape of a Midwestern vehicle. Unfortunately, the title has been lost so the car will need to be considered “parts only” unless you want to deal with the Secretary of State’s office for a new/replacement title. Please contact Larry for additional details.

14. Tiny Tech

- President Andy Allen asked if anyone had Corvair related questions or problems for the group. If you missed the meeting, you missed a really good discussion of brakes, proper brake fluids, and the fuel octanes required by our air-cooled machines.

15. Adjournment:

- Smelling the aroma of Lou Malnati’s pizza in the air, Rich Carroll made the motion to adjourn and was seconded by Jeff Wentz. Sensing a potential pizza stampede to the back of the room, President Allen adeptly avoided a potential calamity by quickly adjourning the meeting at 8:16 PM.

16. Tonight’s Social Event: Pizza Night!!

- Several pitchers of beer were donated by John Meyer. Everyone who stayed enjoyed pizza and cold beer (if they wished) and good conversation!

Respectfully submitted,
Lyle A. Rigdon

Membership Report

Dawn Castro

New Members:

No new members to report.

June Birthdays:



2—Connie Swenson; 11—Jeannette Morales, Mike McGowan; 12—Christine Dehnert, Donna Naymola; 14—Shelly Claypool; 18—Jean Bachrodt; 19—Jim Sikora, John Schiera; 21—Steve Wiltgen; 22—Brad Meeder; 28—Fritz Wiesner; 30—Christopher George

June Anniversaries:



3—Allan & Linda Pilloff, Ron & Larae Hirsch; 7—Rick & Susan Crawley; 8—Guy & Dawn Brandes; 10—Steve & Chris Epstein, Robert & Vicky Benuska; 11—Joe & Joy Lynaugh; 19—Ivan & Connie Lundin; 24—Ed Thompson & Linda Szafranski

Membership Totals:

33 Individual, 77 Family, 10 Honorary members = 120
Total



Treasurer's Report

Diane Johnson

04/01/2022 – 04/30/2022

Fifth Third Checking

	Debit	Credit	Balance
04/01 Beginning Balance			16,088.33
04/20 Airhorn Printing	206.00		15,882.33
04/20 Airhorn Postage	78.00		15,804.33
04/20 VFW Rent	200.00		15,604.33
03/25 Awards --			
Viking Awards	420.86		15,183.47
04/02 Gift Cards for --			
Awards Banquet	119.80		15,063.67
04/02 Allegra Banquets	604.47		14,459.20
04/04 Dawn Castro--Laminate			
for nametags	35.71		14,423.49
04/04 Dawn Castro--Frames			
for Awards	8.00		14,415.49
04/04 Membership Dues #8		130.00	14,545.49
04/04 Membership Dues #9		65.00	14,610.49
04/04 Awards Banquet #4		150.00	14,760.49
04/26 Deposit for Pizza Donations		80.00	14,840.49
04/30 Ending Balance			14,840.49

Spring Tour

Diane Johnson

Saturday, April 30th, we participated in the CCE Spring Tour. The weather peeps predicted intermittent rain during the day, and possibly some strong storms later in the afternoon. The weather was warm and windy, but very pleasant in spite of brief sprinkles along the way.

We started the day at the Starved Rock Lodge main dining room. Breakfast was tasty, and a group photo was taken. See below.

Included was Rich and Barb Carroll, Ted and Pat Malo, Andy and Lisa Allen, Burt and Lynda Neuner, Ray and Diane Johnson, and Jeff and Anne Wentz (not in photo).

After breakfast you could choose to tour ala carte, your own way!

Ray and I, and Andy and Lisa took in the views from the top of the cliff outside the lodge, looking out over the canyon down to the Illinois River and off in the distance to the original "Starved Rock" cliff.

The three of them hiked down into the canyon and up to the summit of the Starved Rock cliff. Some 150 stairs down, over, up and back down. I remained on the veranda soaking in the beautiful sunshine and warm breeze. (See photo of Ray and Andy at the summit.)

After a few liquid refreshments, we headed off to Historical downtown Utica.

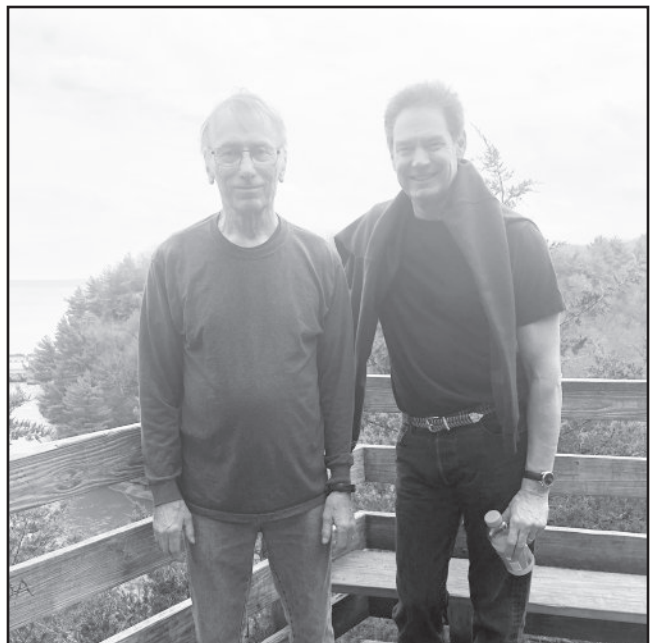
Two wonderfully put together museums of History...and a ride down into a mock up of a coal mine...and we were ready for more liquid refreshments! (See photos of museum and beer garden.)

Ray and I have relatives in the area, and I spent much of my childhood either in LaSalle or Ottawa, so we headed to an old

favorite...The IGLOO Diner...in Peru. Home to the best pork tenderloin sandwich and homemade root beer! That was so delicious, and nostalgic on my part!

We headed back home to Chicago suburbs, drove thru a horrendous rain storm, and came out on the other side seeing the most beautiful rainbow! The ending to a fun, carefree and delightful day! (See photo of rainbow.)



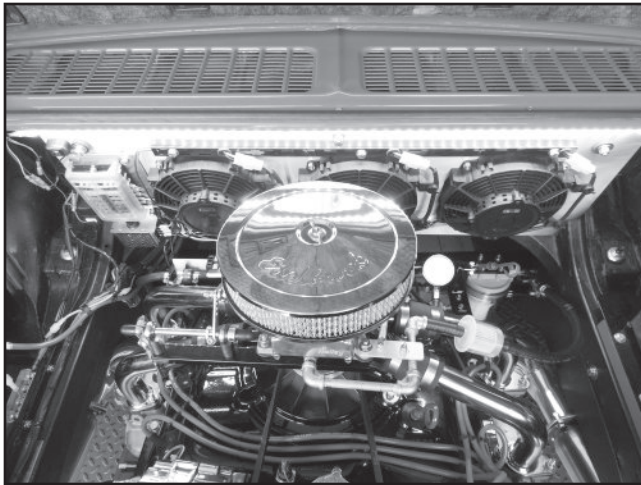


Engine Cooling

Keith Watts

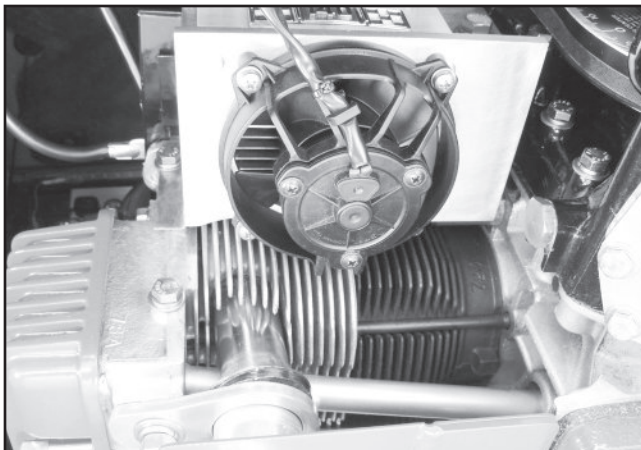
Necessity is the Mother of Invention

Keeping air cooled engines cool has always been a bit of a challenge. My Corvair was no exception. Oil and dirt in the cylinder and head cooling fins hampers heat transmission and can cause seal failure and oil breakdown, both costly problems, not to mention an occasional “thrown” belt. Having roots in Engineering Research and Development, my mind starting buzzing (almost a headache) to come up with another approach. I never did like the engine shrouds so I removed them (I know that they are necessary) as they make it difficult to keep an eye on the cleanliness of the cylinders and heads.



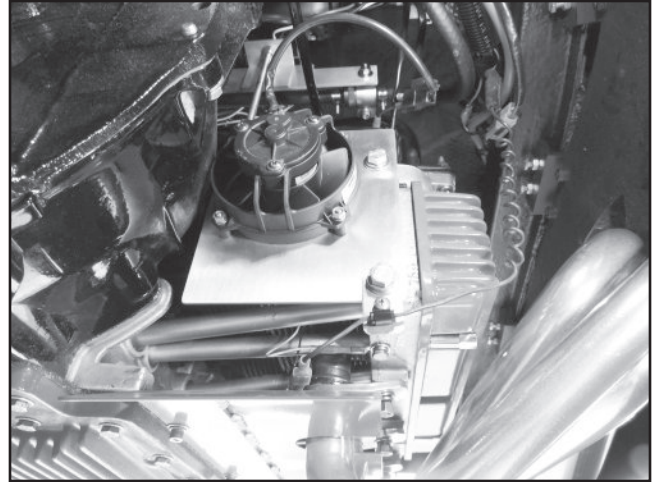
Picture 1: Four barrel Holley induction and three electric cowl fans.

So, my first addition was to pressurize the engine compartment to allow the main cooling fan to work more efficiently by adding three electric fans to the cowl box beneath the rear window (see Picture 1). I remember seeing this approach on an air conditioned Corvair and really liked the concept. Removing the engine shrouds made them even more necessary. The additional air flow through the engine compartment helped keep road dust from entering as well with the shrouds removed.

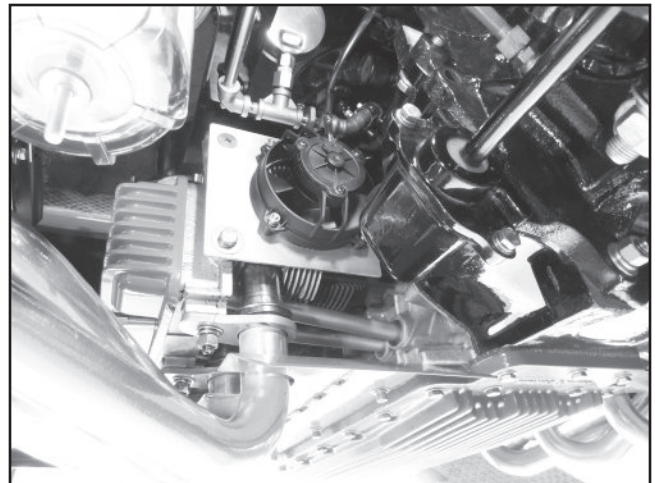


Picture 2: Puller 4" fan mounted on the bottom of the oil cooler.

The stock oil cooler also depended on air flow from the main fan which, in my opinion, was minimal. Originally, I saw oil temps of over 200F. So I added a 4" puller fan to the bottom of the cooler (see Picture 2). The amount of heat being pulled from the cooler was amazing. Adding Clark finned aluminum valve covers and oil pan dropped oil temps to about 160F. Much better for keep seals from frying.



Picture 3: Pusher 4" fan mounted on the front of the left cylinder bank.

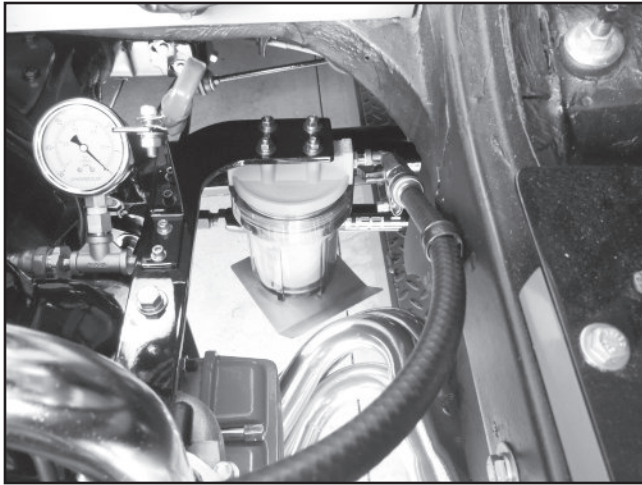


Picture 4: Pusher 4" fan mounted on the front of the right cylinder bank.

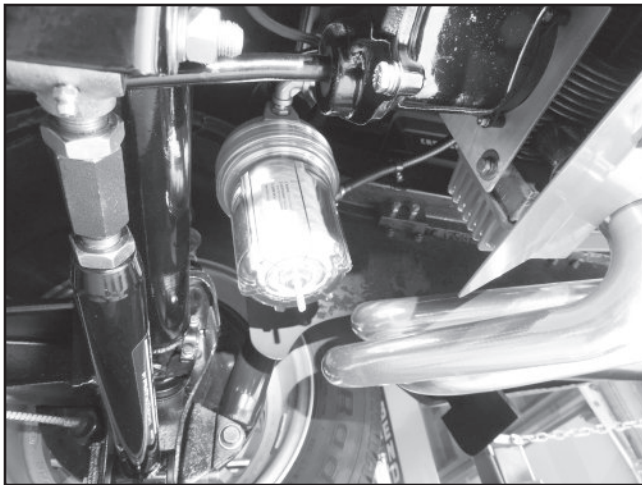
I also added the same 4" fans (pushers) to the front of each cylinder bank. This dropped head temps to a more comfortable level (see Pictures 3 and 4).

So, total number of fans providing cooling to the engine is seven. Yes, it is a little more noisy, but certainly tolerable.

Next, I was very unhappy with the four Rochester carburetor set-up. Between trying to tune the carbs and working around the linkage, it was a hassle. Clark's offered the Holley 390 cfm kit which really worked well. Now, one pump on the pedal and it fires right off. Freezing intake plenum issues were resolved using a 50 watt electric cartridge heater installed in the base of the plenum just below the carb. I have seen other approaches using engine oil as the heat source, but I felt that did add more stuff to the engine compartment creating additional accessibility issues. An electric fuel pump was also a welcome addition.



Picture 5: PCV system from topside engine compartment.



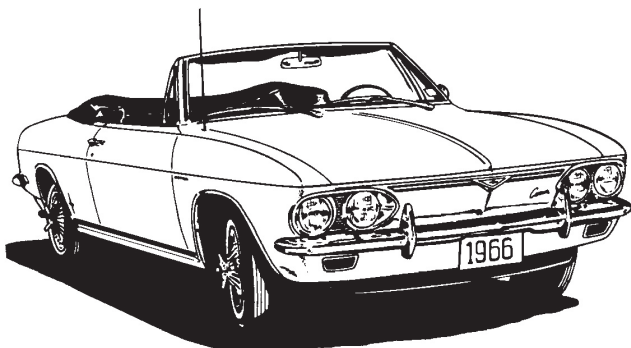
Picture 6: PCV filter from underside of car.

I didn't care for the stock crankcase breather system as, eventually, oil would start to accumulate in the compartment. Pulling crankcase air directly into the vacuum port of the carb just brought oil into the intake manifold, eventually gumming it up. To resolve those issues, I installed a filter between the crankcase and carb with a vacuum gage (see Pictures 5 and 6). Now, any blow-by oil mist from the engine is caught in the filter and only clean vapors go into the carb. The gauge usually shows about 10 in Hg which also helps engine seal oil leakage.

Out of writing room. I can write about more changes in upcoming issues.

Keith Watts

1965 Corsa 140 Convertible



Member Reports

Curt Shimp

[This article is reprinted from the March 2022 issue of Group Corvair Comments, the newsletter of CORSA chapter Group Corvair, based in the Washington DC area. Curt was a founding member of CCE. He worked for Mobil Oil in the Chicago area, until he was transferred to Mobil Oil the Northern Virginia area. He now lives in Silver City, New Mexico (sort of near Albuquerque).]

Why a Corvair??

Why indeed. Already as a teenager in the 50's I was a car guy. Before I was 16 and could drive, I was pulling engines with a homemade A frame and taking them apart. I was not so good at putting them back together. Every year there were major changes in cars with ever bigger engines, multiple carbs, and fuel injection of which I had two. Power and noise that is what I wanted. Then off to the service and when I got back it was a first year 409 strictly for the drag strip.

My commute to work was fairly long and my new 400 CID Oldsmobile with a 3:89 gear got poor mileage and so I thought I would get an economical commuter car for work. I found a guy who was willing to trade his '62, 102 hp, 4 speed, Monza coupe for a '56 Corvette with a blown engine. I enjoyed this car beyond the good gas mileage but did not really bond with it. That is, I kept my hands off the engine, wheels/tires, exhaust, and suspension. After all it was supposed to be just a commuter car. What I really did like about it was light steering and maneuverability. In the winters in the Chicagoland area I would often challenge my buddies to a drag race in the snow. I quickly took to over-steer and thought that all cars should exhibit this type of handling. I even had my favorite Corvair corner on a remote country road. I could get the rear end to hang out a bit and kind of drift through the corner. Soon bored with my Olds 442 I bought a new '67 Camaro with wide oval tires, quick steering (it was manual, ugh), and positrac. Just for kicks I thought I would take it out to my favorite Corvair corner. It had so much under steer that I plowed right off the road and into the corn field. I kept the car less than a year.

And then my brother-in-law invited me to go to watch an autocross or Gymkhana. I was hooked. This was a sport that I had to get into. There were a number of car clubs in the area, usually marquee specific, that joined to host these events on a rotating basis. There were usually one to two events each month from spring to fall. But what kind of car to get? The British sports cars cost more than \$3,000, way too much for me. Besides when they went around tight corners the inside rear wheel would lift up, the tire would spin in the air, and the car went nowhere. I did not want a car like that. Then one day I came across an older British car magazine. In it they had a technical article about Chevrolet's 2nd generation Corvair. They were really impressed by the new suspension. They went into details about the double-jointed half shafts, the, I think, trapezoid movement of the rear suspension that kept the rear wheels vertical during compression and rebound, and the width between the wheels compared to the length of the car. They noted that Pontiac had a marketing term called "wide track". They said the new Corvair for its length was even wider.

But the one feature that sold me was the roll center. They said the roll center, the horizontal axis running lengthwise through the car around which the car wanted to rotate (i.e., rollover), was so low that it was below ground. Impossible I thought. But I had to have this car.

So off to the dealers to get all the brochures I could. No Internet then on which to do my research. I was pleasantly surprised at what Chevrolet offered on this car. They had features like positrac, F41 suspension, 4 speed, quick steering, and a 4-carb engine, wow. I never had a car before that had more than 3 carbs. So, I ordered a 500 with all the go-fast goodies. Back then you did not have to buy from a couple of trim levels. You had a menu of every option Chevrolet offered and you could check the boxes for the ones you wanted. No need to get a vinyl roof if you wanted an FM radio. And best of all I got it for about \$2,200. Take that you Brits. Why a 500 instead of a Monza or CORSA? Well, my girlfriend could not sit next to me if I had bucket seats. We had this arrangement where I could keep my arm around her, I would work the pedals, and she would do the shifting. Oh yea, this is about the Corvair.

Soon after I took delivery of my new Corvair I began to auto cross with it. At the very first event I was approached by a guy driving a Yenko Stinger, whatever that was, who asked if I wanted to join a Corvair Club and so I did. So now I had a not only a new venue in which to immerse myself but also a group of people to share my enthusiasm and provide much wanted information about this rear engine, 4 carb, flat six powered car.

Okay, so that is how I got into Corvairs. But in 10 short years I had already owned 15 different cars a number of which, like Corvettes, that most would consider more desirable. First, I really bonded with this car spending hours working on it to make it more competitive at the autocross events. Things like making sure the fan belt flew off on the first shift, lots of negative camber, aftermarket quick steering arms on top of the quick steering box, stock looking 13" Corvair wheels that had been widened and the questionable practice of rubbing sticky resin on the tires before each run. Then there is the uniqueness of the car. But most of all it was the social life and friendship of fellow Corvair owners that came along with ownership. And now, almost 60 years later with continuous Corvair ownership, I still communicate with and visit those very first club members.

I can't end this story without some closure on that first Corvair. Remember my favorite Corvair corner? I took the new Corvair there with the expectation of more of the same, that is, a graceful slide through the corner. But no, that did not happen, and I was disappointed. So, three more times I entered this corner each time upping the speed and still nothing until it dawned on me that the Corvair was going through the corner right where I pointed it, no under steer, no over-steer and at a much higher speed. So how did the Corvair do at autocross events? Mine and other Corvairs were very competitive in the late 60's and through the 70's. Cars were separated into a number of classes and then by street tires or racing tires. I often won best time of the day against all makes and models that raced on street tires. It got to the point where the Corvair was set up strictly for auto crossing, so I bought another late model for my everyday driver. Eventually Illinois rust got to that first,

new Corvair and I sold it. So, what happened to the replacement Corvair I bought in 1975? I still have it and can say that I have driven it to the four corners of the US and down into Mexico. In addition to CORSA I have been a member of seven different Corvair clubs. And still, the Corvair experience has not ended for me. I currently have a number of projects both active and planned for my Corvair. I also am planning on attending five Corvair events this year in my Corvair that range from Colorado to Georgia. So, in the words of Sonny & Cher, "And the Beat Goes on".

GC Comments Editor:

(Curt Ship would win the "long distance" award hands-down if he ever came to one of our meetings. After a career with Mobil Oil in the Virginia suburbs, he retired and moved to Silver City, New Mexico. But he retains his connection to the area and is a dues-paying member of Group Corvair as well as being a regular attendee of the CORSA International Conventions. Among his current projects is a "big bore" Corvair engine.)

CCE Editor's Note:

I remember Curt from the first days I joined CCE (late 1972). He was not part of the initial board of directors, but *Airhorn* Volume 1, Number 1 was addressed to him as "Curtiss Shimp" in Naperville.

Back then, Curt had a handle bar moustache. His nickname in the club was "Snidely", as in the Snidely Whiplash villain character in the Rocky and Bullwinkle cartoons.

I had occasions to see Curt at various CORSA conventions over the years. He comes up to me and reintroduces himself to me each time. Each time, I tell him that I remember him from back in the day.

History of the J-Tools

Ray Johnson

Any of you Corvair Enthusiasts out there have probably noticed the J-Tools page after each section of the Manual. At least those who have done any repairs, or at least cracked open a shop manual.

J-Tools are special purpose tools designed and sold by a company called Kent-Moore, to perform specific tasks for our purpose, on the Corvair. They also were used on other mostly GM vehicles.

Back in the day, in the early 1970's, when I first started to do some serious repairs on my Corvair, there was a Kent-Moore business office on St. Charles Road in Berkeley, Illinois. This was only a few blocks from where I lived at the time. I remember ordering items through them, which I could pick up there in a few days. One part I recall in particular was the power train cradle J-7894, which I still own to this day. Our friend Bill Kowalewski returned it to me a few years back.

Back in the early 70's, a man named Harvey Knesek was a Chevrolet Technician Trainer at the local GM Tech Center in Hinsdale. Old time members will recall that Harvey was our CCE sponsor who enabled us to hold our CCE monthly meetings at the GM Center. After one of our meetings, he went over to a closet in the Center, and started handing us some of the J-Tools. They were no longer of any use to the Center as current training tools, as they had moved on to newer models. Big win for CCE!

Since that time, the J-Tools have been housed by many of us members over the years. Al Harris had the tools, and then myself throughout the 80's, Larry Claypool had them, as well as Mike McGowan. Currently, they have returned back to me as the current Librarian. As I get time, I will take some photos, and write descriptions of our J-Tools owned by CCE. I will be writing a series of articles for the *Airhorn*, showing photos of a few tools per month, with descriptions for use.

If you have any questions, concerning these tools, feel free to contact me.

Classified Ads

For Sale: 1964 Monza Spyder, red with white interior. Car gone thru at a very good body shop. Interior from Clark's Corvair and the engine, transaxle, brakes, suspension and a new gas tank, plus other things were done at the Vair Shop by Larry. Two sets tires and wheels, original hubcaps and some spares. \$9,000. Jack Dunn, (815) 509-1029. [submitted 2022-02]

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.

May 11 – 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.

May 15 – Annual Corvette & Corvair Car Show, T-Wood Sports Bar & Grill, 1051 N. Wood Dale Road, IL. 9:30 to 2:30. Entry fee \$20.00, spectators free. See flyer in last month's *Airhorn*.

May 18 – 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.

May 25 – Articles are due for the June *Airhorn*.

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 milwaukeeclub.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, 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 for more information.

Jul 12-16, 2022 – CORSA International Convention, Peachtree City, Georgia. See 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*.

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.*

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, 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."



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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

CCE Facebook: www.facebook.com/Chicagoland-Corvair-Enthusiasts-CCE-106483452772030

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

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Address correction requested

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