

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

May 2024

VOLUME 57
NUMBER 5

May 15 CCE Meeting at Villa Park VFW

The May 15 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 PM. Meeting starts at 7:30. All members are welcome. **Room closes at 9:30, with further socialization down stairs in the bar until 11:00.**

June 12 CCE Board of Directors Meeting at Manny's Ale House

The May 8 board meeting will be held at Manny's Ale House, 683 St Charles Road, Elmhurst. Meeting starts at 7:30 PM. All members are welcome. Come at 6:30 and eat dinner.

From the President

Kirk Parro



Hello everybody, it looks like summer has finally arrived!

With that thought in mind, I would like to update you on the offer of a "Corvaire Night" at the Mt. Prospect Cruise Night. They asked us to suggest several dates for the Corvaire Night (we had a GREAT time last year!) as they were filling up their calendar quickly. We submitted several and they let us know that the date open was August 10, so that's when we're going.

The Mt. Prospect people have informed us that the cruise night will be held in a location close to, but not the same as last year. We will have further information on that as the time gets closer. These cruise nights are held on Saturdays, from 3:00 PM 'til 9:00 PM.

One other item has arisen of which we need to take notice. I mentioned that the VFW is wanting us to vacate the main meeting room (for our general meetings) by 9:30 PM at the beginning of the April meeting. They are serious about that, they had some of their members start to remove chairs and tables while we were trying to finish our model car auction at the end of the meeting.

The VFW wants us to know that our members are welcome

to continue socializing at the VFW after the general meeting concludes, but that we are asked to move such socializing to the downstairs bar.

The VFW has also let us know that there have been incidents where other groups who rent the facility have gone into (and behind!) the upstairs bar—which is restricted. They know that we haven't committed this offense, but they want us to know about the policy.

The VFW has also notified us that they want to have a VFW member present at all times during our meetings to ensure that all regulations are being met. There would be a charge for such, but we are working on a low cost solution for that.

It has been suggested that, since [the VFW contract] designated time for our general meeting is 6:30 PM to 9:30 PM, that we move the start of our meetings to 7:00 PM rather than 7:30 PM, so that we can finish our business on time. What do you think?

New VFW Policy:

**We must be out of the
VFW by 9:30**

From the Director

Kevin Kloker

Over the past two years, I have struggled to acquire knowledge and experiences getting started with my Corvair. I found that building relationships is key and even harder than reading shop (and assembly) manuals! I think anyone new or young in the club will have this problem. So, I want to suggest some "Open Door" policies to help...



Open Passenger Door – invite someone to sit in your car, show them the "old tech," take them for a ride, take their kids for ice cream! I never sat in anyone's Corvair until I asked Linda Neuner if my family could eat burgers in her Greenbrier at the Rolling Meadows Cruise Night last summer – we had a blast in that cute little van! Talking with board member Paul Polster, he has never been in anyone's Corvair either – let's fix that!



Kevin with his lunch.



Kevin's daughter Kelly and her husband Brett Kemsley.

Open Driver's Door – let someone drive your car, even borrow it for a day. Clever way to get them "hooked" on Corvairs! I would love to drive an "early model" – I have never even sat in one. I mentioned this to Fred Castro in the parking lot at the CORSA Convention last summer, he tossed me his

keys and said, "Have fun!" What a great attitude – unfortunately, I was with my family and busy at that moment. Still hoping for my first EM experience.

Open Garage Door – show someone what's under the engine lid, help them get their car running or invite them over to fix yours (don't forget to feed them!). All of us can't run to Larry Claypool all the time, which is what I have been doing for the past two years. I still don't know how to sync my carbs and wonder if my engine is weak or strong because I have no other Corvair driving experience to compare to.

Last week I introduced several Discount Tire service techs to my Corvair, they had never seen one before and thought it looked cool. They wanted to know who made them and what they cost, a sign of interest! I guess an "Open Door" policy is also good business if you are buying or selling Corvairs.

Having an "Open Door" policy is all about relationships – people helping people! I am thankful more help is on the way – Jeff Wentz is helping us get more technically connected with "The Garage Squad" and Mike McGowan also wants to connect Corvair experts with member's car needs. Have fun connecting!

From the Editor

Charley Biddle

Ramblings from your Humble Editor—

Stock Is... Update: Last month I ran Larry Claypool's Stock Is... article about Corvair stock class tires. That article was originally written in 1986. Things have changed since then. Larry sent me an updated Stock Is... article about the current state of tires that will be considered stock for Corvairs. I am printing it in this month's Airhorn. In addition, he sent me an updated Stock Is... article about the features of a stock Corvair trunk.

Thought: "You do not need a parachute to skydive. You only need a parachute to skydive twice." — Internet Meme

Thought: "If you put the federal government in charge of the Sahara Desert, in five years there would be a shortage of sand." — Milton Friedman

Thought: "I'm supposed to respect my elders, but it's getting harder and harder for me to find one now." — Internet Meme

Board Meeting Minutes

Kevin Kloker

Date: April 10, 2024

Location: Manny's Ale House, Elmhurst, IL

Start time: 7:37 PM

Roll call: Board members present at meeting start:

President–Kirk Parro, **Vice President**–Mike McGowan, **Treasurer**–Mike Charewicz, **Secretary**–Kevin Kloker, **Director at Large**–Paul Polster. **Absent:** none. **Committee Heads Present:** *Airhorn Editor and Membership*–Charley Biddle, *Activities*–Lin Parro, *Librarian*–Diane Johnson. **Other Members Present:** none.

1. **Welcome from Kirk Parro, Presiding Board member**
Good conversations over a meal and/or drinks. Time to call

this meeting to order.

2. Treasurer's Report – Mike Charewicz

The March financial report is published in the April *Airhorn*, we have a \$15,100.42 balance. Chili Cook-Off expenses were \$125. \$1,393.00 was received for 2024 membership dues.

Mike thinks we should go several years before adjusting the additional charge for printed and mailed *Airhorns*. We need more data to understand the home printing costs for fewer *Airhorns*. The Board will revisit this when preparing the 2025 budget.

3. Airhorn Report – Charley Biddle

The April *Airhorn* is being printed. Charley will be mailing 26 printed *Airhorns* this month and emailing 121 PDF *Airhorns*.

The next "From The Director" article is due April 24 from Kevin Kloker.

Charley has a trip in July, so *Airhorn* articles will need to be turned in earlier than usual.

4. Membership Report – Charley Biddle

We currently have 141 members, 14 memberships expired from last year for various reasons. This is a good response to our renewal reminders.

Kirk sent 42 emails asking current or former members on our "e-blast" email list if they wish to renew their membership. He has received two replies so far and will try one more time. We are keeping this positive and asking for feedback.

There was some discussion about the membership directory. There are security concerns about emailing PDF directories or putting member information on our web site. A printed directory is still a practical solution but requires C++ programming to extract the information from our database.

5. Special Reports or Announcements

None.

6. Activities – Lin Parro

Please see the April *Airhorn* for upcoming April-September activities. The April meeting is Model Car Night.

- Saturday April 20th is our Spring Tour to The Studebaker Museum in South Bend, Indiana, together with the Frankfort Car Club. This week we learned the South Bend Chocolate Factory, Tour and Museum are closed because they are moving. They hope to reopen the Factory Tours this spring, so we will check closer to our visit date. The retail Café and Store are still open.
- The Board decided to have our July general meeting. The CORSA Convention is the following week.
- Our volunteer registration event at the Illinois Railway Museum car show on August 4th is in the planning stage. More details coming soon.
- We decided the September general meeting is Member Appreciation and Awards night with pizza!
- The Mount Prospect car show needs our "Corvair night" date by April 19th. We will decide at our April 17th general meeting.
- The "Day at The Dixie" web site is up and running. Preregistration is required and is \$5 cheaper than paying on-site at the event.

7. Old Business

Our T-Mobile users not receiving SMS text messages are now up to 10 individuals. We discussed ideas to improve this, noting T-Mobile customer service was not very helpful.

8. New Business

Future "Garage Squad" working sessions are being planned by Jeff Wentz – Stan Naymola wants to replace front shocks and brake hoses on May 4th.

John Meyers has a clean transaxle (transmission and differential) that he can bring to a general meeting. Do we want closed or open cases? How to manage the time and the weight?

Parking Lot Beauty Contest at the June general meeting – we decided not to have a traveling trophy. We'll do a nice *Airhorn* write-up for the winners.

Rolling Meadows Cruise Night is also happening this summer. Kevin will share details when they are available.

Mike McGowan expressed concern that our members need more help getting their cars running and being used. Would a CCE chat room help people connect?

9. Adjournment

Motion by: Kirk Parro, Seconded by: Paul Polster, Time: 9:13 PM

Membership Meeting Minutes

Kevin Kloker

Date: April 17, 2024

Location: Villa Park VFW

Start time: 7:32 PM

Roll call:

Board members present at meeting start:

President–Kirk Parro, **Vice President**–Mike McGowan, **Treasurer**–Mike Charewicz, **Secretary**–Kevin Kloker, **Director at Large**–Paul Polster, **Absent:** none. **Committee Heads Present:** *Airhorn* Editor and Membership–Charley Biddle, **Activities**–Lin Parro, **Librarian**–absent, **Social Media**–Shelly Claypool, **Absent:** Diane Johnson.

1. Welcome from Presiding Board Member

Kirk welcomed everyone with a programming note – the VFW Hall requested that we vacate the room by 9:30 PM. Please go downstairs to the bar if you want to continue visiting.

Kirk shared a stupid criminal story about multiple unsuccessful attempts to rob a gas station using a live snake, a railroad spike, and a rock. The suspect was arrested, and his family came by later to apologize and offer to pay for any damages.

No new attendees tonight.

2. Treasurer's Report – Mike Charewicz

Mike said the CCE financial report is in the *Airhorn*. He received \$744 in 2024 membership dues at the recent board meeting and paid the VFW rent.

3. Airhorn Report – Charley Biddle

One person did not get his PDF *Airhorn*, due to an invalid email address. This *Airhorn* has a few April Fools jokes for you. Charley mailed 26 *Airhorns*, including his own (by mistake)!

4. Membership Report – Charley Biddle

There are 141 members as of early last week. Fourteen memberships are due to expire next month unless they pay their 2024 dues. The 2024 membership renewal drive is over.

5. CORSA News – Larry Claypool

Larry reports the 2024 CORSA Convention planning is going well. CORSA's block of hotel rooms is sold out, but we have acquired a few more rooms so reserve yours quickly.

The 2025 CORSA Convention will be in Santa Maria, CA, May 19-23 for affordable hotel rooms.

Please remember to vote for the CORSA Board of Directors if you are a CORSA member. Voting is open through the end of May.

6. Library Report – Diane Johnson

No report.

7. Social Media – Shelly Claypool

Eva McGuire has two YouTube channels – “Corvair Lady” and “Meet the Makers of the Chevrolet Corvair.” Please check them out.

Shelly is our Facebook group moderator, she received a “Clarks Corvair Parts” post but was suspicious, so she asked her secret question, “where is the engine in a Corvair?” The Facebook imposter answered, “front of car” and was quickly blocked!

Ray Johnson asked about suspicious Chinese emails offering Corvair parts. Just delete them.

8. Special Reports or Announcements

Jeff Wentz reports the “Garage Squad” will not meet on May 4th due to a schedule conflict.

Bill Kowalewski went to the Corvair Performance Workshop in Kannapolis, NC held April 5-6. The host Logan Dernoshok was a mechanic for Yenka and helped build Corvair Stingers. Twenty-five people attended, lots of interesting discussions.

9. Activities – Lin Parro

- Tonight is Model Car “show and tell.” John Meyer served as “Master of Ceremony.” The red raffle ticket is to win a 1969 Corvair model kit. Some model car kits were auctioned at the end of the meeting to benefit CCE. Dawn Castro said her brother is an avid car modeler who belongs to two clubs, if you want to meet other car modelers please see Dawn for his contact info.
- Larry Claypool shared more details about our Saturday April 20th “Spring Tour” road trip to The Studebaker Museum, an exquisite automotive collection, in South Bend, Indiana. We plan to meet at the Indiana Welcome Center on I-80/94 at the Kennedy Ave. south exit (opens at 8 am CDT) and leave together at 8:30 am CDT. Larry Claypool has written directions for the 70-minute easy drive, note there is a one-hour time change during the road trip. There is no set schedule. We can lunch together at Tippecanoe Place in the old Studebaker Mansion. Optional trips are to the South Bend Chocolate store and the restored Oliver Mansion (called Copshaholm). We learned the South Bend Chocolate Factory tour may not be available because they are moving the factory. Larry sent out links to the venues, menus, etc.

Future CCE events include:

- Weds May 15th – TBD.
- Weds June 19th – Parking Lot Beauty Contest. Bring your cars and vote for your favorites.
- Weds July 17th – no parade this year. The CORSA

convention in Dayton, Ohio is the following week.

- Sun Aug 4th – we will work the gate registration for the car show at the Illinois Railway Museum. Dawn Castro is coordinating our volunteer efforts. Bring your Corvair. Volunteers get in free.
- Sun Aug 18th - Summer Picnic at the River Pavilion in Pottawatomie Park in St. Charles, IL. No organized “potluck” this year, but you can bring food to share if you want. CCE provides the grill, charcoal, soda, and water. This does not conflict with the Geneva Concours d'Elegance on Sunday, Aug 25th, 10am-4pm.
- Weds Sept 18th – Member Appreciation and Awards night with pizza!

10. Old Business

The Mount Prospect Cruise Night invited us to bring our cars to a “Corvair day,” Saturday 3–9 PM. Kirk Parro will communicate June 8th is our first choice, Aug 10th is second, and Sept 7th is third. The Mount Prospect Car Show will finalize our “Corvair” date and let us know.

11. New Business

Lou Zanon brought some bad brake cylinders he removed from his “show car” to remind everyone to rebuild their brakes often, even if low mileage because they wear out with age.

Rich Carroll was approached by the owner of a 1963 Monza 4-door sedan with a PG, single owner, not running and sitting in a carport for several years. It has keys, a title, and it's FREE. It needs to find a new home immediately.

12. Adjourn

Motion by: Lin Parro, Seconded by: Lou Zanon, Time: 8:30 PM

Treasurer's Report

Mike Charewicz

04/01/2024–04/30/2024

Fifth Third bank Checking Account

	Debit	Credit	Balance
04/01 Beginning Statement Balance			4,730.38
04/08 Illinois Secretary of State – Annual Fee	10.00		
04/17 VFW hall rent	200.00		
04/17 Model Car Kit Auction at meeting		120.00	
04/17 Meeting Donation		25.00	
04/22 2024 Dues		744.00	
04/30 Closing balance			5,409.38

Five Month CD, Matures in August 2024

	Debit	Credit	Balance
04/01 Beginning Balance			10,370.04
04/15 April Interest		40.84	
04/30 Ending Balance			10,410.88

Summary of Accounts

Account	Balance
Checking Account	5,409.38
Five Month CD	10,410.88
04/30 Grand Total	15,820.26

Membership Report

Charley Biddle

Please Welcome Back:

Bill Sutton
1823 Power Ct.
Schaumburg, IL 60193
(847) 857-9624 (cell)

Membership Status: As of this writing (May 7) we have 129 memberships. We have no new members, but we welcome back Bill Sutton.

Thirteen memberships have been deactivated due to failure to renew their dues. They are no longer considered members in good standing and they will no longer receive the monthly *Airhorn*. I expect some of them to renew during the year.

Last month we had seventeen memberships subject to expiration. Four memberships renewed since last month.

PDF Adoption Progress: As of this month, we have 104 memberships receiving their *Airhorns* as digital emailed PDF files and 27 who will be receiving printed and mailed *Airhorns*. Since our membership drive is over, I don't expect these numbers to change much.

Birthdays for 6/1 thru 6/30 are: 6/2—Connie Swenson; 6/7—Jennifer Giliaizeau; 6/10—Andrew Golt; 6/11—Mike McGowan, Jeannette Alberte; 6/12—Donna Naymola; 6/14—Shelly Claypool; 6/18—Jean Bachrodt, Clarence Izydorski; 6/19—John Schiera, Jim Sikora; 6/21—Steve Wiltgen; 6/22—Brad Meeder; 6/23—Peggy Izydorski; 6/28—Fritz Wiesner; 6/30—Christopher George.

Anniversaries for 6/1 thru 6/30 are: 6/3—Ron & LaRae Hirsch, Geoff Morse & Amanda Bakken, Allan & Linda Pilloff; 6/8—Guy & Dawn Brandes; 6/10—Robert & Vicky Benuska; 6/11—Joe & Joy Lynaugh; 6/19—Ivan & Connie Lundin; 6/24—Ed Thompson & Linda Szafranski.

Membership Counts: CCE has 56 Active members, 70 Family members, 7 Honorary members

Activities and Events

Lin Parro

June

General Meeting: Parking Lot Beauty Contest

This is a members participation activity. Everyone who has a Corvair drives it to the meeting to form a small car show. Members who are participating in the contest will need to register their car. All members, whether you have a Corvair or not, will receive a ballot to vote for their favorite car in the following categories; Early Open, Early Close, Late Open, Forward Control, and Work in Progress. Ballots will be tallied during the business portion of the meeting announcing winners at the end of the break. All winners receive bragging rights for the year.

Sunday, June 2nd - Big Rock Classic Car Show, 8 AM–4 PM (Registration 8–11 AM)

Plowman's Park, 48w508 Hinckley Road, Big Rock IL; featuring Orphan Cars. Free registration, admission, and

parking; trophies awarded at 3:30 PM Visit website: bigrockcarshow.org for registration form and more event details.

Saturday, June 22nd, A Day on the Dixie Classic Car Tour, 7:30 AM–3:30 PM

Hosted by A's R Us Model A Club

This event will start at the Markham Roller Rink located at 6630 Dixie Highway in Markham driving about 50 miles ending in St. Anne. Preregistration fee is \$20/vehicle and **MUST** be received by June 14th; \$25/vehicle day of event. Preregistration is open in two ways: Online at www.evenbrite.com/e/a-day-on-the-dixie-2024-tickets-795758664587 (note there is a small fee for registering online); **OR** mail in completed registration form with payment. Registration form can be found on the club's website: as-r-us.com. Registration for on-site and preregistered check-in will be 7:45–10 AM. See article in this month's *Airhorn* for details.

July

M–Th, July 22–25, CORSA International Convention–Dayton, OH

Host hotel: Marriott at the University of Dayton, 1414 S. Patterson Blvd, Dayton, OH. Visit website daytoncorvairclub.com for event details.

August

Sunday, August 4th, 33rd Annual Vintage Transport Extravaganza, 8a–5p, Illinois Railway Museum (IRM), 7000 Olson Road, Union IL.

Open to vehicles 2004 and older. Entry fee: \$15.00/preregistration **MUST** be received on or before July 27th, \$20/day of show. Vehicle driver and all passengers in vehicle at time of entry will have free admission and train rides. CCE assists the volunteers of the museum in coordinating this event. CCE members, each year, are invited to volunteer to help run the gate and enjoy a free day visiting the car fields, museum and ride a few “rails” for the day. Keep an eye out for any updated articles in the *Airhorn* on this event. So, if you're looking for something to do with the kids/grand kids—this is the place to be.

Saturday, August 10th, Mt. Prospect Cruise and Corvairs, 3–9 PM

METRA train station. More details to follow as we get closer to the date.

Sunday, August 18th, CCE Picnic, 11 AM–closing, Pottawatomie Park–River Pavilion 8th North Ave, St. Charles, IL

Grill preparations will begin around 11 AM to be available for use by 12 Noon. Everyone brings their own food. There will not be a potluck unless you want to coordinated among yourselves. Unfortunately alcohol is NOT permitted. CCE will be providing pop, water and ice. Please note vehicles are NOT permitted to drive to pavilion to unload or to assist anyone disabled. Plenty of attractions and activities; go to the Park's website for information. All family and friends welcome. Anyone for a mini golf competition?

Sunday, August 25th, The Geneva Concours d'Elegance, 10 AM–4 PM, located on Third Street in Geneva, IL.

Visit website genevaconcours.net for any information.

September

General Meeting: Members Appreciation and Awards Pizza Night

This meeting the Board of Directors will take the opportunity to thank the members of CCE for their support and awards given out to recognize members who continually contribute to the club in some way.

That's it for me, if you have any activity ideas for club outings, general meetings, or know of any non-CCE upcoming events, **don't be shy**—please send them my way to Lin Parro at (cell) 708-932-9966 (if texting, please identify yourself—thank you) or email to lindaparro@gmail.com.

Thanks everyone!

A Day on the Dixie Classic Car Tour

Lin Parro

The A's R Us Model A Club is hosting "A Day on the Dixie Classic Car Tour" on Saturday, June 22nd. This driving tour is on the historic Dixie Highway.

The Dixie Highway, originally a footpath and cattle trail dating back to 1822, within Illinois from Danville to Chicago, was established as a state route in 1834. Demand for roads for automobiles pushed the route to be designated Illinois Route 1 from Danville to Chicago Heights in 1915 and paving of the road began that year. By 1925 the paved Dixie Highway stretched from downtown Chicago to Miami.

The tour starts out at the Markham Roller Rink, located at 6630 Dixie Highway in Markham, with a complimentary breakfast of pancakes or an omelet, starting at 7:30 AM, sponsored by Mayor Roger Agpawa and the City of Markham.

On-site registration as well as check-in for paid, preregistered participants is 7:45–10 AM. First car released will be at 8:15 AM.

While traveling on the Dixie some points of interest will be visited both on or adjacent to the highway. To name a few stops is the former Al Capone distillery and the Limestone Quarry Museum both in Thornton; stopping at one of the oldest Dairy Queens in the state of Illinois for a complimentary ice cream cone; art deco murals, Sears homes that were built in the 1900s with kits sold by Sears, Roebuck & Co. and many more interesting places. The tour ends in St. Anne where food trucks, beer sales and various activities will be available.

Preregistration fee is \$20/vehicle and **MUST** be received by June 14th; \$25/vehicle day of event.

Preregistration is open in two ways: Online at www.eventbrite.com/e/a-day-on-the-dixie-2024-tickets-795758664587 (note: there is a small fee for registering online); OR mail in completed registration form with payment. Registration form can be found on the club's website: as-r-us.com.

NOTE: As with any event, external circumstances may alter



planned events and activities. While driving classic cars is encouraged, any insured vehicle is welcome to participate.

For those who are interested in participating, I will gladly coordinate a meeting location so we can show a strong club front.

CORSA News You Can Use

CORSA Board

It's Election Time: In the April issue of the Communique you will find the ballot information for the Board of Directors Election. Every election is important so, Please Vote! We are fortunate to have members volunteer to run and to serve on the board and undertake important work for your Society. Voting begins April 1st and ends May 31st.

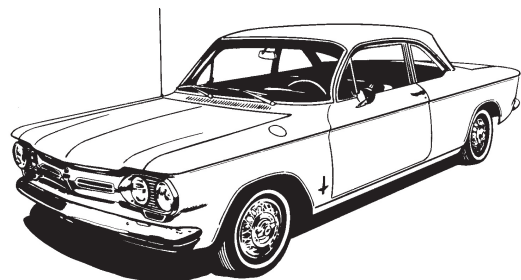
There are two ways to vote:

- o Follow the instructions printed on the wrapper of this Communique to vote by mail. It is important that you only vote for the candidates in your division and mail in your ballot.
- o Vote online. First, log in and look under User Tools to find the ballot. The ballot for the division where you are located is listed.

Convention News: Also in the April Issue is the 2024 CORSA International Convention registration form. It is in Dayton OH, July 22nd – 26th. Early registration runs through June 26th. Members asked that registration and event information be provided early and it is now available. You can also register online: 2024 CORSA International Convention - Dayton (corvair.org). Information about the convention and the detailed schedule can be found here: CORSA Headlines (corvair.org).

Are you showing your Corvair at **car shows or events**? Keep these brochures in the glove box and help promote CORSA. Many new members join from personal interaction with CORSA members. They can be printed at home to share, double-sided and folded. Contact the club office for larger quantities. **Chapter Publicity Materials (corvair.org)**.

And don't forget to take pictures at shows and events- Tag us on **Instagram Corvair Society Of America (@corsa_corvair_official)** - Instagram photos and videos where people can Corvair people having fun with their cars.



Corvair Connection to Dayton

Pete Koehler

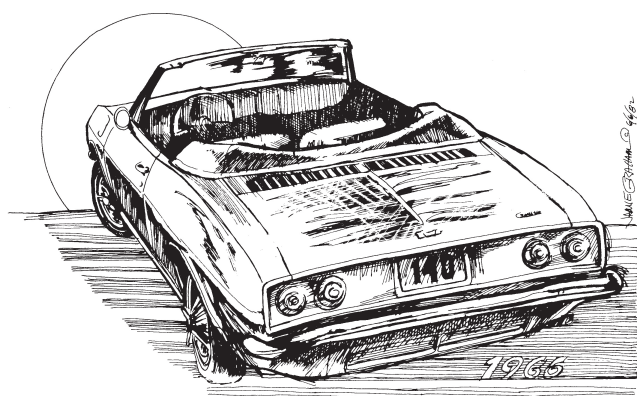
With the CORSA Convention being held in Dayton, Ohio this year it should be a short drive for CCE members and it will be a good time. But, did you know there is another connection between the Corvair Community and Aviation?

Ohio prides itself as the Birthplace of Aviation. And that is because the Wright brothers; Wilbur and Orville hailed from Dayton. Their first flight took place in North Carolina, but most of their experimentation occurred in Ohio. So how does this relate to Corvairs?

Many of you know about the Fitch Sprint Corvairs that were modified by John Fitch in Connecticut from 1961 through the end of the decade. John Fitch was a man of many interests. At the outbreak of the Second World War he traveled to England on his dime to volunteer with the RAF as a fighter pilot. They had pilots, but not enough airplanes so John returned to the States and bought a 32 foot sailing boat. Then he contracted to sail around the Gulf of Mexico on the lookout for enemies. What a deal! A paid "vacation" and a first mate to keep him company! He did return to England and eventually was able to pilot several aircraft including a P-51 Mustang in combat. Toward the end of the War he was shot down over Germany but survived with just a broken arm. He was smart enough to strap on a parachute before embarking on that mission and ejected just before the Mustang crash landed in a farmer's field. He spent the last few months of the war in a POW camp.

Here is the connection: Once liberated and recovered back in the States John Fitch was at an event in early January 1948. Being a War Hero he was well received by the others there. As John related to me a few years before he passed away there was a well-dressed short little man there who took an interest in talking with him. Seems he was Orville Wright—the second man ever to pilot an airplane! The two of them discussed flight and controls and Orville was very interested in John's experience with the P-51.

Now I know that they didn't talk about Corvairs. John's involvement with our favorite car didn't happen for another dozen years after that encounter with Orville Wright. Mr Wright passed away just a short time after his meeting with John Fitch. A chance encounter, but it does serve to connect aviation with Corvairs. Sort of. What do you think? See you in Dayton in July?



Stock Is... Updated

Larry Claypool

[This article was originally printed in the August 1986 issue of the Airhorn. Larry has updated it to contain information as of 2024.]

Stock is...is...is... almost impossible! At CORSA conventions, I have the opportunity to classify all the cars entered in the concours. One of the classes is "factory stock" class; very few make it. It takes a great deal of research and perseverance to be eligible to enter.

In this first installment, let's look at a common trouble spot for "stock" class: tires. Deviation from stock can come in two forms - tire size and whitewall width. Let's talk about size first.

1960-1965 Corvairs (except wagons) came with a 6.50x13. Later day replacements for this size are B78, 175, 175x75, and 175x80. Wagons and 66-69 Corvairs used a larger 7.00x13 size. In today's world, there are reproduction 6.50's in both bias ply and radial construction made by specialty tire companies like Coker, and Coker also offers a reproduction 7.00 x13 whitewall bias ply tire. In the cheaper mass market tire world, there is the P175/80Rx13 and P185/80Rx13 radial tire. Neither of those two sizes are *exactly* the same diameter as the 6.50 (the 175 a bit small, the 185 a bit larger, nor is the 185/80 quite as large as the 7.00). Only a few mainstream companies make these sizes anymore, and at this time, in the 175/80 size, only one has a whitewall version, the Milestar MS775. In the 185/80 size, the only whitewall choice is the Maxxis MA-1.

All trucks came equipped with 700x14. The modern equivalent is a P195/75x14. Reproduction 7.00x14's are available from Coker. Larger or optional sizes were never offered for any Corvair cars or trucks.

Okay, so now we've got the right size tire, what about the whitewall? Well, 1960 and '61 "500" and "700" models produced up through around December of 1960 used "wide whites". These are just under 2" wide and go all the way to the rim.

1960 and '61 Monzas used the new narrow band whitewall - 15/16" wide.

All Corvair cars produced in **calendar** 1961 went to the narrow "Monza" whitewalls and used it up through the switch to the 7.00x13's for the 1966 model year. The new later model 7.00's introduced a 5/8" whitewall. This was used through the end of production in 1969.

For purposes of entering the factory stock restored class, CORSA concours rules do allow tire manufacturer recommended sized radial tire replacements, and whitewall width can vary up to 1/8" from original. Thus, a P175/80 is the accepted size replacement for a 6.50x13, and a P185/80 is the accepted replacement for a 7.00x13.

One last note about tires - be sure your spare matches the rest of your tires for size and whitewall.

NEXT TIME - we look in the trunk.



Stock Is...

Larry Claypool

[This article was originally printed in the October 1986 issue of the Airhorn. Larry has updated it to contain information as of 2024.]

Stock is... almost impossible! In the last month's *Airhorn* I promised to write about the trunk, or more correctly, the features in it that keep it "stock". So here goes—

The first thing to catch the eye is the color. 1960 models (and all later Corvairs assembled outside the USA) have the trunk painted the same color as the body. Red car, red trunk, white car, white trunk, and so on down the line.

Starting for 1961, USA built Corvairs had the trunk area painted in gray and white spatter paint. (The inside of the hood, of course, remained body color.) This was used on all models thru 1965. In 1966, Corvairs assembled in California ("L" serial numbers) used a black-aqua spatter paint; the Willow Run cars ("W" serial number) continued to use the gray-white. In 1967, all plants went to the black-aqua color.

The wiring, master cylinder, washer bottle and brackets, wiper motor, horn relay, steering box access plug, and early model headlamp buckets were all installed after the trunk was painted, so these items should not have any spatter paint on them.

Master Cylinders – here's where lots of people get bumped out of stock, since this item is often replaced. The master cylinder of 60-61 models is actually not in the trunk, but under the dash. Only the filler cap is visible from the trunk. 1960 and early '61 models use a steel hex head cap. Late 61's use a plastic cap that can be removed by hand. 1962-63 models use a trunk mounted master cylinder with a thumb screw cap. '64-66 uses the same basic cylinder as the '62-'63, but the cap is different and uses a spring clip wire to retain it. In 67, Corvairs (as well as all other GM cars) switched to a dual master cylinder that continued unchanged thru 1969. None of the master cylinders used bleeder valves, and none used extra casting bosses for those or different outlet line locations as do many later day replacements.

Screw Caps – what are screw caps, you ask? Little plastic caps that fit over exposed studs or screw ends so you won't snag luggage (or yourself) on them. They are used on the front-end ornaments of '60-62 models; on the four inside screws holding in the headlamp buckets of late models and on the two screws that hold the fuse box to the inner trunk panel near the master cylinder; lastly on the two screws that stick out of the "shelf" over the gas tank of 1969 models. The caps are easily installed - and just as easily lost, so be sure you've checked to see they're all there.

The 63/4 models don't use screw caps on their front end ornaments, but use a plastic 'nut' that is tall and fully covers the ornament stud. The small 63 'Corvair and bow tie' emblem on the left side has sheet metal barrel nuts that cover the studs; the late front ornament that contains the trunk lock is also retained by barrel nuts. The 66/69 CORAIR front script is held on by three plastic nuts that fully cover the cover the studs of the emblem.

Trunk lid – 1960-61 lids have a roofing paper appearing

insulation between the inner and outer panels of the lid. It was used to help reduce the noise of the optional gas heater. Since the gas heater was dropped at the last minute for 1962, the insulation was also removed from production, although some early production 62's may still have had it. 1964 lids had CORVAIR letters across the front, at first being retained by push in clips from outside. This was later changed to nuts from underneath, necessitating access holes to install said nuts. 1965 and later hoods are identical except that only 1965 had a CORVAIR script on the front left corner. The access holes for the script nuts were continued thru '69, even though the script was not.

Decals for jack instructions are on the inside of the lid of '60-64 models, as well as 65-67 air conditioned cars. The positraction warning decal, if so equipped, will also be near the jacking instructions. Exact location of the decals varies with year, so rather than ramble on, I suggest you check the appropriate year assembly manual if factory glue marks aren't visible.

Jack, Spare, and Lug Wrench – the spare lives in the trunk of '60's, wagons, air conditioned cars, and '69 convertibles with a 140. The jack is behind the spare on '60's, late models with air conditioning, and '69 convertibles with a 140. 61-4 models have the jack and lug wrench in the left front corner of the trunk, secured by a spring which is fixed on top with a bracket, and hooks around another bracket on the trunk floor. Late models that had the spare factory mounted in the engine compartment place the jack under the spare, nestled in an indentation formed in the body panel over the muffler.

The lug wrench on late '60 thru 64 models has no holes drilled thru the side of the handle, and it is stored with the jack on all the early cars.

The lug wrench of 65 models has a hole drilled thru the bend of its U shaped handle so it can be mounted on a threaded stud protruding from the bottom side of the spare tire support in the engine compartment.

Air conditioned '65's and early '66's with A/C continued the earlier practice of storing the lug wrench with the jack in the trunk behind the spare. Just into the '66 model run, the lug wrench location was changed on all models to the left front corner of the trunk, atop the sheet metal cover for the parking light. A stud sticks out of the cover panel, and the lug wrench was redesigned by drilling a hole through both sides of the "U" shaped handle. The handle is thus placed flat on its side, retained by a wing nut. The lug wrench remained in this location through the end of production regardless of jack location or options. It is far easier to access from inside the corner of the trunk than the previous location under the spare tire, since you'd need that wrench to remove the nuts that hold the spare in place.

Trunk mats – this was the most difficult item to define as few cars still have the original mat left. First off, all sources indicate that 500 models of any year were not even equipped with mats in the first place. 1960 "700" and Monza's use a large custom fit black rubber mat that covers not only the bottom but the sides and areas below the parking lights as well. 61's use a rubber mat, but it covers only the very bottom. The bottom of the '61 mat is black, the top is medium gray with an erratic black pattern printed on it that loosely resembles widely spaced

Chinese letters.

'62 & '63 models use what Chevrolet describes as a foam backed cotton mat. It is very light in both color and weight. The top of the mat is light gray with a basket weave appearance. '64 models returned to a rubber backed mat but with a new pattern. The bottom of the mat is black, and the top is gray and black, in about equal amounts. The pattern is again erratic but left to right and top to bottom is the dominating theme. This style mat is commonly available as a reproduction today.

The '65-'66 mat is identical to the '64 mat except for its shape that is different to accommodate the revised trunk floor. It is also commonly available today.

'67 - '69 models used a new color and pattern, although the material and size are the same as '65-'66. The pattern is a hound's-tooth check done in an aqua gray tone over black. It is very even and precisely spaced on the mat. No problem finding this one either.

One last item to look for - on late models, there is a rubber seal (or filler, actually) between the edge of the sheet metal cover over the parking lights and the fender. It's supposed to keep stuff from falling down under the covers, but you'll often find the fillers themselves have fallen off and below. A dab of glue will keep 'em in place for good.

Next time we'll focus the technical eyeball on the front end appearance.

Driving Tour - the Studey Zone

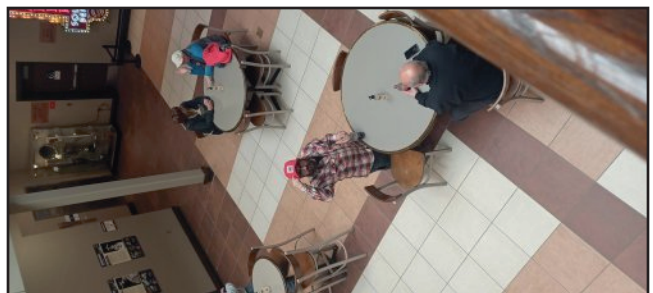
Larry Claypool

FCC members along with Corvair club and Studebaker chapter members ventured to South Bend Indiana on Saturday April 20th to visit the Studebaker national museum and other points of interest.



We gathered at the Indiana welcome center just off of I-80/90/94 in Hammond. About 25 folks were in attendance, queued for an 8:30 departure. The drive was uneventful and all arrived on schedule at the museum. Several other members met with us at that location, having driven there earlier in the day. The museum is quite impressive, being a purpose built three floor structure with fine displays and signage for each exhibit. Horse drawn wagons dating back to Studebakers beginnings in 1852 to the very last Studebaker automobile built in 1966 were all on hand. Adjacent to the Stude museum is the historic 37 room Oliver mansion, built in 1897 and restored to its opulent glory. A number of our group opted to take the mansion tour as well. Next on our route was lunch at Tippecanoe place, former mansion of Clement Studebaker, now turned restaurant.

Several of us did stop by the South Bend Chocolate café or factory on our way out of town for some tasty mementoes of the day. The weather and traffic cooperated all day long, so we'll mark this tour as a fine success!





Tech Tip: May 14

Steve Goodman

[This article is reprinted from the May 2022 issue of The Drip Line, the newsletter of the Pikes Peak Corvair Club of Colorado.]

Drive Your Corvair

As the 1966 model year began there were rumors it would be the last year for Corvairs. The new air emission rules for California were looming for 1967 as well as safety items such as collapsible steering columns/dual master cylinders and different interior features such as large dash knobs and then interior padding and shoulder harness were slated for 1968. Some of GM folks felt it was time to quit.

Luckily others prevailed and their logic was to continue the car at least for a while because stopping in 1966 would show 'caving in' to the detractors of the Corvair. What was stopped for the 1967 models was the CORSA line which meant no more turbo option. The concern was making the turbo engine comply to the California smog rules. The 140hp was initially stopped too, but then brought back both by popular demand and also by the influence of Don Yenko who was wanting to build more STINGER models.

The production waned every year and after 103,743 total Corvairs completed the 1966 year only 27,253 were built for 1967 and 1968 saw only 15,399 then the run ended in 1969 with 6,000 total Corvairs available for the buying public.

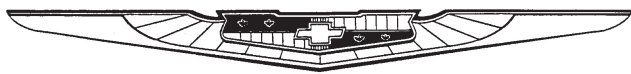
The last Corvair rolled off the line on May 14, 1969 amid a bevy of reporters and photographers and adding to the drama number 5999 refused to start and was pushed out of the way so number 6000 could be shown as the end of an era.

So whether you own a 1969 or a 1960 or any year between take your Corvair out for a drive on May 14 and be grateful that a total of 1,786,243 Corvairs were produced here plus others out of the country.

HAPPY CORVAIRING



The last made 1969 Corvair (car #6000) with Joe Strayhorn taken on the last day of Corvair production on May 14, 1969. Joe was the 8th level Senior Reliability Engineer and Superintendent of the last made 6,000 1969 Corvairs. [Photo courtesy Eva McGuire's Meet the Makers Facebook page.]



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

May 8 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

May 15 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00, meeting starts at 7:30. We have the room until 9:30.

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

June 12 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

June 19 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00, meeting starts at 7:30. We have the room until 9:30. Entertainment will be the Parking Lot Beauty Contest. Bring out your Corvairs for a people's choice judging in the parking lot outside the VFW hall. All members are welcome.

June 26 – Articles are due for the July.

July 22-25 – CORSA International Convention, Dayton Ohio. Host hotel is Marriott at the University of Dayton. Visit www.daytoncorvairclub.com or the CORSA Communique for more information,

Aug 4 – Illinois Railway Museum Vintage Transport Extravaganza, Union, Illinois, 8 AM – 5 PM. CCE members work the vintage car gate for free museum entrance tickets, special CCE club parking. More information to follow.

Aug 10 – Mt. Prospect Cruise and Corvairs, 3-9 PM. See Lin Parro's Activities and Events Article,

Aug 14 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Aug 18 – CCE Picnic, Pottawatomie Park River Pavilion, St. Charles, IL.

Aug 21 – General Meeting, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00. Meeting starts at 7:30. We have the room until 9:30.

Aug 25 – Geneva Concours d'Elegance, Geneva, IL, 10 AM – 4 PM, on the streets of Geneva, around Third Ave. No Corvairs this year, but many classic cars rarely seen in our area.

Aug 28 – Articles are due for the September *Airhorn*.

DOWN THE ROAD

Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in front of Manny's is full, there is a larger parking lot further west across side street Pick Avenue. The place we will meet in is the room with the pool table to the right when you come in the front door. The pool table is not being used during the time we will be meeting.

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. The bar is downstairs. Meeting starts 7:30 PM. We have the room until 9:30. Doors open 7:00.

June 2 – Big Rock Classic Car Show, Big Rock, IL, Plowman's Park, featuring Orphan Cars. See Lin Parro's Activities and Events article in this *Airhorn*.

June 22 – A Day on the Dixie, bring out your Corvairs and tour the historic Dixie Highway, along with a Model A club. See Lin Parro's article in this *Airhorn*.

OTHER EVENTS OF INTEREST

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

July 11-13 – Detroit Area Corvair Club Homecoming, Ann Arbor, MI, calling all Corvairs to come home to where they were made (Willow Run). Wyndom Garden Hotel. Rally, people's choice car show, swap meets (indoor and outdoor), free breakfast, free lunch, free beer. More information to follow.

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".



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.

Membership: CCE offers Individual (\$30/year) or Family (\$32/year) memberships with digital newsletters and printed and mailed newsletters for an additional \$36/year Distribution Fee. All are payable to Chicagoland Corvair Enthusiasts.

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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