

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

April 2024

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## April 17 CCE Meeting at Villa Park VFW

The April 17 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.

## May 8 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*

Hi All,

Looks like Driving Season is upon us! (About time!) 2024 is looking good as far as activities are concerned, not that we've been lacking for stuff to do.

We recently concluded our annual Chili Cook-Off, and it seemed like we all had a pretty good time, let's hope we can get a bigger turnout of chili's (we had 11 this year, but 13 last year), next time around.

Coming up is our joint (with the Frankfort Car Club) tour out to South Bend, IN and the magnificent Studebaker Museum, lunch at the famous Tippecanoe Place, and other sights to see. See details in the Spring Tour report in this issue of the *Airhorn*.

Also recently concluded was another joint venture with the FCC—a trip to the Eastwood Company in Alsip, IL, where we were shown techniques on cleaning and polishing auto paint. Eastwood has long been known as a place where you can get virtually ANYTHING for auto restoration—welders, plasma cutters, sheet metal brakes, you name it.

We used to get catalogs from them, then they opened a brick-and-mortar store in Alsip about ten years ago. Incredible stuff, and nice folks to deal with.

This month's general meeting will feature our members

bringing out their model car displays—it doesn't matter if your model cars are Corvairs, just bring 'em out and show 'em off!



Coming up is another tour on June 22<sup>nd</sup> (a Saturday) run by the "A's" R Us Model A club—known as "Drivin' The Dixie" that starts in Markham, IL and runs down Dixie Highway to the end point in St. Anne, IL. This was an annual event that was curtailed in the COVID era, but now it's back. Another good reason to bring out our 'Vairs.

We hope to see you all Wednesday!



## From the Director

Mike McGowan

Is your Corvair running? I hope so. If not, perhaps you need some repair, or some special part, or maybe just advice on how to get it right. I do all my own work, and I have much technical knowledge plus deep supplies of tools and parts. But some of our members need help. Maybe they are new to Corvairs, or maybe unable to crawl underneath a car or lift heavy assemblies. I think that one of the missions of CCE should be to help members keep their Corvairs active on the road.



I think our Garage Squad is a good start, but this is for one-time one-day jobs, not the continuing maintenance of all the cars in the club. Also this is not a practical way to rebuild assemblies; that requires time to de-rust and wash parts, wait for paint and sealants to cure, acquire needed replacement parts, and carefully assemble. This is best done by one person in a specialized shop, without severe time pressure. I do this, and my obscure specialty is rebuilding Corvair differentials. I charge a fair price, but it's really not a rich profit-making enterprise. I do it because the work is interesting and therapeutic for me, and I believe that in some small ways it keeps our club's Corvairs running.

Others in our club do this too, with different specialties of course. I will not list them here because I would surely leave someone out. But maybe there should be a list, or a coordinator who could do referrals. Of course this is a hobby, so accepting jobs is voluntary, and a fair price should be agreed to. If we started a list, maybe more members would step up, to rebuild carbs or steering boxes or whatever niche task they know. Of course members may wish to fix their own stuff, and that's fine. Our tech specialists could give advice, or short presentations at a meeting.

I feel like there are a lot of Corvairs in our club that are not coming out to play, and I wonder if there is more that we can do to help them get moving again. Perhaps we should have a forum at monthly meetings, or in the *Airhorn*, or on our website, where members can announce what they are stuck on, and get advice or a referral to fix it. Likewise many of us have supplies of new and used parts we may never use, and that might be just what is needed to complete someone's project.

Some club members have great knowledge and abilities, and other members have needs. Maybe we can bring those folks together. I am not making any commitments on behalf of CCE, but if you have a talent to share, or a Corvair that needs repair or improvement, let me know how we might make this work. My contact info is on the back page.



## From the Editor

Charley Biddle

Ramblings from your Humble Editor—

**April Fools:** You can absolutely believe every thing you see in this *Airhorn* (or can you).

**No Mention of the *Airhorn*:** If you read the Treasurer's Report, you will see there is no mention of any expenses relating to the March *Airhorn*. There won't be any in next month's April Treasurer's Report, either. That is because we are now printing the *Airhorn* ourselves, on the new four color laser printer installed in my house. There is no postage cost reported because I purchased several month's worth of Forever stamps just before the USPS raised their rates by two cents. That should carry us thru May, at least, depending on how many members decide to renew their dues for the mailed and printed issues.

**Golden Quill:** For the second year in a row, the CCE *Airhorn* has been awarded a Golden Quill Award by Old Cars Weekly magazine, in the National Compact Size category (24 or fewer pages).

There were only three Corvair related newsletters on this year's list: CORSA Communique, Don Keefe editor, Corvanantics, Molly Bacon editor and the *Airhorn*, Charley Biddle editor.

I have not yet received the actual award certificate, but when I get it, I will share it all of you in the *Airhorn*.

**Thought:** "You don't see faith healers working in hospitals for the same reason you don't see psychics winning the lottery." — Internet meme

**Thought:** "Going to church doesn't make you a Christian, any more than standing in a garage makes you a car." — Anonymous

**Thought:** "I can resist everything but temptation." — Mark Twain

## Board Meeting Minutes

Kevin Kloker

**Date:** March 13, 2024

**Location:** Manny's Ale House, Elmhurst, IL

**Start time:** 7:33 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.**

All enjoyed a good meal and friendly conversation. Kirk received and paid CCE's CORSA chapter membership dues as his donation to the club.

**2. Treasurer's Report – Mike Charewicz**

The Treasurer's Report is in the March *Airhorn*. The new color laser printer and toner cartridges were paid for in February. The Feb 21<sup>st</sup> "Sweets Auction" \$461 fundraiser was deposited. Our bank account has been unchanged since then.

Mike received some membership renewal checks from Charley at the board meeting.

Diane Johnson requested and received a \$10 check payable to the Illinois Secretary of State for our annual non-profit organization renewal.

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

Charley printed a 10-page *Airhorn* on the new CCE color laser printer. Charley is asking Larry Claypool to update the old “Stock Is” articles, the first one is included in the March *Airhorn*. He also developed a color test chart to check when a color toner cartridge is running out.

Next month’s “From the Director” article will be from Mike McGowan.

### 4. **Membership Report** – Charley Biddle

We have 139 members – 94 have renewed for 2024, and 45 have not renewed yet. Charley is adding RED print to their *Airhorns* reminding them to renew. 31 memberships are expiring for various reasons.

We will reach out to members who have not renewed, encourage them to renew, and receive any feedback. We are always looking for ways to improve and serve our members.

One new member (Kenn Sinko) and one returning member (Keith Woodke) joined this month. Ray Johnson was changed to an Honorary member, and Diane Johnson to an Individual membership with a PDF *Airhorn*. We will be mailing out 39 *Airhorns*.

### 5. **Special Reports or Announcements:**

None.

### 6. **Activities** – Lin Parro

Lin has an excellent write-up in the *Airhorn* for upcoming activities, so I won’t repeat that here.

Next week is the Chili cookoff. We are asking the VFW for early access and extra tables so we can set up before our regular meeting. Kirk will send an “e-blast” to remind everyone to cook up their favorite recipes.

Spring Tour is now Saturday, April 20<sup>th</sup> to the Studebaker Museum in South Bend, Indiana. This event tours the Studebaker Museum with an optional lunch at Tippecanoe Place (the former Studebaker Mansion) and optional visits to the South Bend Chocolate Company store and their factory tour. We are joining forces with the Frankfort Car Club for this event and encourage everyone to get their Corvairs ready to roll! Larry Claypool has a plan for those who want to “Corvail together” and will share more details at the next meeting.

Suggesting a “Game Night” for the May meeting. However Rich Carroll is out recovering from back surgery and may not be able to “MC” his Corvail game.

No July meeting topic yet, which is one week before the CORSA convention so we may decide not to meet. No decision yet.

No August meeting topic yet, we could do a CORSA convention recap sharing stories and pictures. Our Summer Picnic is a few days earlier on Sunday, August 18<sup>th</sup> at Pottawatomie Park – River Pavilion (details in the *Airhorn*). Thinking about a mini-golf competition. CCE provides pop and water. This does not conflict with the Geneva Concours d’Elegance Sunday, Aug 25<sup>th</sup>, 10 AM–4 PM.

CCE is volunteering our members to do gate registration

(led by Dawn Castro) for the Annual Vintage Transport Extravaganza car show on Sunday, August 4<sup>th</sup> at the Illinois Railway Museum. There will be 2500 flyers mailed out for this. We’ll need lots of volunteers to help register cars.

Another club get together could be “A Day at the Dixie” on Saturday, June 22<sup>nd</sup>—come drive your Corvail on the historic Dixie Highway! Details in the *Airhorn* and their web site. Online \$20 preregistration by June 14<sup>th</sup> is recommended, as their on-site, day-of-event registration is \$25.

### 7. **Old Business**

Diane asked when we could have a new membership directory. Charley did not know when he could accomplish this.

### 8. **New Business**

Future “Garage Squad” working sessions are being planned by Jeff Wentz. Stan Naymola wants to do front springs and shocks. John Meyer also has stuff to do on his Corvail.

SMS text messages to T-Mobile mobile users are not working for 7 individuals. No solution yet.

### 9. **Adjournment**

Motion by: Paul Polster, Seconded by: Kevin Kloker, Time: 8:13 PM.

## General Meeting Minutes

Kevin Kloker

**Date:** March 20, 2024

**Location:** Villa Park VFW Hall

**Start time:** 7:36 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, **Social Media**–Shelly Claypool, **Absent:** none.

### 1. **Welcome from Presiding Board Member**

Kirk started the meeting with a fun story of a roadside police stop after hitting the squad car.

No new attendees tonight, but a great turnout!

### 2. **Treasurer’s Report** – Mike Charewicz

Mike reports we have a \$13,966 checking account balance. The *Airhorn* printer was purchased and seems to be working well. We have enough postage stamps for the end of this year. We received about \$1,400 in 2024 membership dues this month.

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

Charley sent out the March *Airhorn*, and no one reported missing their *Airhorn*. There is a \$36 additional charge for 2024 members receiving a printed *Airhorn*. We will take a look at the 2024 printing costs, and the additional printed *Airhorn* charge will adjust for 2025 membership. We hope to break even on the printer purchase near the end of this year.

### 4. **Membership Report** – Charley Biddle

Charley reports 139 members – with 40 printed and mailed *Airhorns*, more are choosing PDF *Airhorns* in 2024. A few more members gave Charley membership checks tonight.

The Detroit Corvail club reports 142 members, we gotta



step it up!

#### 5. CORSA News – Larry Claypool

Larry corrects (from last meeting) that he is not the only CORSA board candidate running in the Central division, so you have a choice but please vote for him. Ballots will be in the April CORSA Communique, you can also vote electronically on the CORSA web site.

The 2024 CORSA “Corvairborne!” convention will be July 22–25 in Dayton, Ohio. More details are in the March Communique. We have four hours to explore the US Air Force Museum, but you can’t possibly see it all in four hours so plan to go back Friday. The 2025 CORSA Convention will be in California, and the 2026 and beyond locations are pending.

#### 6. Library Report – Diane Johnson

Same as last month. A list of available contents is on the CCE web site. Please check them out!

#### 7. Social Media – Shelly Claypool

Shelly wants to list our members having YouTube channels on our web site, so everyone knows and we can support them. Please remember to “like and subscribe” their channels.

#### 8. Special Reports or Announcements

None.

#### 9. Activities – Lin Parro

Larry said the March 16<sup>th</sup> Eastwood Auto Supply garage tour on “paint correction” was great, a big turnout (~43) from three car clubs.

Lin welcomed everyone to tonight’s Chili Cookoff. Thank you for bringing your recipes. Dee Dee explained the contest rules. After tasting and counting the votes, the 2024 winners are:

Wimpy – #2 Renee Weisner

Alternative – #1 John & Jane DiProva

Spicy – #6 Kirk Parro

Inferno – #4 Vic Heen

Congratulations to everyone who participated!

The April 17<sup>th</sup> meeting will be a Model Car Night hosted by John Meyer and Jim Sikora. Bring your “automobilia collection” to “show and tell,” we’ll set up display tables around the meeting hall and have fun sharing stories.

Our Saturday April 20<sup>th</sup> “Spring Tour” road trip will be 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 Kennedy Ave. (opens at 8 am) and leave together at 8:30 AM. Larry Claypool has detailed directions for the 70-minute drive, note there is a one-hour time change. We can lunch together at Tippecanoe Place in the old Studebaker Mansion. Optional trips are to the South Bend Chocolate store and their factory tour (\$5 per person, last tour is 2 PM EST). Larry will send out links to the venues, menus, etc.

June 19<sup>th</sup> will be our Parking Lot Beauty Contest. Clean up and bring your cars to show them off.

The CCE Summer Picnic is set for Sunday, August 18, 2024. This does not conflict with the Geneva Concours d’Elegance on Sunday, Aug 25<sup>th</sup>, 10 AM–4 PM. More details to be announced.

Also mentioned was “A Day on the Dixie,” Saturday June 22 in Markham, IL, sponsored by the “As-R-Us (Model A car club). They start with a pancake breakfast at 8:30 AM, and

drive to points along the historic “Dixie Highway,” ending about 50 miles south at 3:30 PM.

#### 10. Old Business

Diane Johnson renewed our annual non-profit organization with the Illinois Secretary of State.

#### 11. New Business

The Mount Prospect Cruise Night invited us to have a “Corvair Night” at their weekly car show. Please look at your schedules and let’s decide at April’s meeting when to show up in force!

#### 12. Adjourn

**Motion by:** Paul Polster, **Seconded by:** Jim Sikora, **Time:** 8:10 PM

## Membership Report

*Charley Biddle*

#### New Members, Please Welcome:

James LeGrand  
2110 Joanna Ave  
Zion, IL 60099  
(708) 945-3541 (cell)  
saprissagringo@gmail.com  
1961 Corvair Monza Coupe Spyder Clone

Henry Stein & Judy Sidell  
3158 Province Circle  
Mundelein IL 60060  
(708) 955-6474 (cell)  
hrstein01@gmail.com  
1963 Monza 900 Convert

**Complementary Memberships:** A question was posed to me about the existence of a category of CCE memberships that are called Complementary Memberships. This category has been around as far back as I can remember (but I’ve been a CCE member for only 52 years). This is a category of membership in addition to the better known categories of Individual, Family and Honorary Memberships. Complementary Memberships are not publicized and are never listed in any Membership Directory. Complementary Memberships have no voting privileges and cannot participate in voting in the annual election of candidates for the board of directors (just like Honorary Memberships).

Complementary Memberships are a catch-all category for *Airhorn* deliveries granted to individuals or organizations who have performed or currently perform a meritorious service to CCE, but do not qualify as Honorary Memberships (Honorary Memberships are granted to CCE members who are or were active in the founding of CCE as a club or were active in its early organization) and are designated by official voting by the CCE board of directors. Complementary memberships are granted to journalists and publications who provide essentially free publicity to CCE and its activities and are designated by the board on some occasions, the *Airhorn* Editor or the Membership Chairperson.

The information about these types of memberships are never published because they contain personal information such as home addresses and phone numbers.



The CCE Library copy of the *Airhorn* is a Complementary Membership (the Library is currently housed at Ray and Diane Johnson's house). The Editor's Archive copy is a Complementary membership. The cost of providing *Airhorns* to Complementary Memberships is borne by the club as a cost of doing business (as it is for Honorary Memberships). In this last year we undertook an effort to contact holders of Complementary Memberships (as well as Honorary Memberships) to inquire if they will be willing to accept emailed PDF file issues of the *Airhorn*. CCE currently has nine Complementary Memberships. All but three have agreed to receive emailed PDF copies of the *Airhorn*. Two of the three have requested printed copies of our newsletter (as they do for newsletters they receive from other automotive clubs and organizations). The last of the three is the CCE Library copy which is printed, mailed and filed in the CCE Library. The Editor's Archive copy is a PDF version (as is my personal copy of the *Airhorn*, for which, as a CCE member, I pay dues).

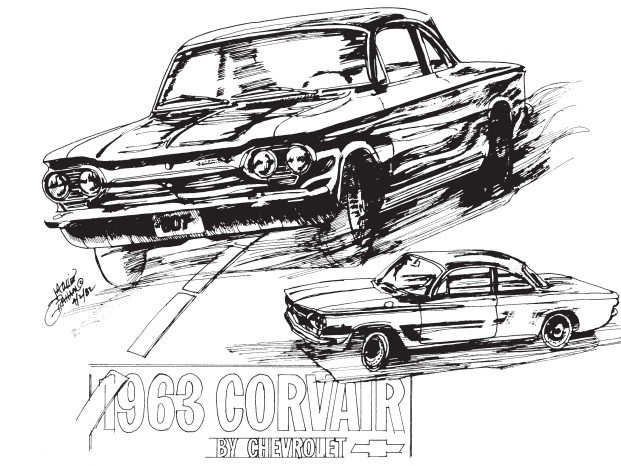
**Membership Status:** As of this writing (April 9) we have 141 memberships. We have two new members (James LeGrand and Henry Stein & Judy Sidell). There are 14 memberships that are expiring due to failure to renew their dues. They will not be receiving this April *Airhorn* and will be placed in Inactive status. Last month we had 31 memberships that were subject to expiration. Seventeen of them renewed this month.

**PDF Adoption Progress:** As of this month, we have 104 memberships receiving their *Airhorns* as digital emailed PDF files and 26 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 5/1 thru 5/31 are:** 5/1—David Scoble; 5/2—Connie Meeder; 5/5—LaRae Hirsch, Diana Summers; 5/8—Peter Biskis; 5/11—James LeGrand; 5/15—Joe Lynaugh; 5/16—Pete Koehler; 5/20—Doug Trezise; 5/21—Barb Carroll; 5/22—Robert Lyons, Sr.; 5/24—Ray Morales Jr.; 5/27—Algis Deckys, Richard Voboril; 5/28—Diane Johnson; 5/30—John Schiera Jr..

**Anniversaries for 5/1 thru 5/31 are:** 5/1—Leon & Rose Stonis; 5/3—John & Patty Schiera Jr.; 5/7—Harry & Kathy Jensen; 5/16—George & Elli Hauser; 5/20—Mike & Rhona Hall; 5/28—John & Kathleen Meyer.

**Membership Counts:** CCE has 55 Active members, 70 Family members, 7 Honorary members



## Treasurer's Report

Mike Charewicz

03/01/24–03/31/2024

### Fifth Third bank Checking Account

	Debit	Credit	Balance
03/01 Beginning Statement Balance			3,634.38
03/21 Chili Cook-Off prizes		125.00	
03/21 VFW hall rent	200.00		
03/21 2024 Sweets Auction (from last month)		20.00	
03/21 Meeting donation		8.00	
03/22 2024 Dues		1,393.00	

03/31 Closing Balance **4,730.38**

### Five Month CD, Matures in August 2024

	Debit	Credit	Balance
03/01 Beginning Balance			10,331.99
03/31 March Interest		38.05	

03/31 Ending Balance **10,370.04**

### Summary of Accounts

Account	Balance
Checking Account	4,730.38
Five Month CD	10,370.04

03/31 Grand Total **15,100.42**

## Activities and Events

Lin Parro

### April

#### General Meeting: Model Car Night

Calling all model car enthusiasts!!! Dig out those boxes and boxes of model cars (doesn't matter the make) and/or dioramas, dust them off and bring them to this night's general meeting. Tonight is YOUR night to show off your artistry and imagination, and to reminisce.

#### Saturday, April 20<sup>th</sup> – Spring Tour, 8 AM–Closing

CCE will be joining Frankfort Car Club to the Studebaker Museum in South Bend, IN. See article in this issue of the *Airhorn* for details.

### 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 Closed, Late Open, Late Closed, 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 2<sup>nd</sup> – 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](http://bigrockcarshow.org) for registration form and more event details.

**Saturday, June 22<sup>nd</sup> – 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.evenbrit.com/e/a-day-on-the-dixie-2024-tickets-795758664587](http://www.evenbrit.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](http://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](http://daytoncorvairclub.com) for event details.

**August**

**Sunday, August 4<sup>th</sup>, 33<sup>rd</sup> Annual Vintage Transport Extravaganza, 8 AM–5 PM, 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 27<sup>th</sup>, \$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.

**Sunday, August 18<sup>th</sup>, CCE Picnic, 11 AM–Closing, Pottawatomie Park–River Pavilion, 8<sup>th</sup> 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 25<sup>th</sup>–The Geneva Concours d'Elegance,**

10 AM–4 PM, located on Third Street in Geneva, IL. Visit website [genevaconcours.net](http://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](mailto:lindaparro@gmail.com).

Thanks everyone!

## March FCC Garage Tour

*Larry Claypool*

Our tour for March was to Eastwood's retail store in Alsip for a demonstration on “paint correction”. The weather was decent enough, so we expected an adequate attendance. What we got was GREAT attendance, completely filling the demonstration room with 43 guests and Vince, our presenter.



The room was set up with a with a neglected car hood, and various cleaning/polishing compounds, discs, and tools. Vince began with the *right* way to wash a car, pointing out some obvious and not so obvious mistakes people make with that process. Then we got into the selection of the polishes and compounds available today, including the new ceramics and how they differ. Vince demonstrated how to use a buffing wheel properly and the mistakes to avoid. The weathered hood section looked show ready at the end of the demonstration.





Questions and answers followed, and everybody agreed it was one of the best presentations of this kind they had attended. We were then free to wander the store, stocked full of automotive body supplies and tools. A tip of hat goes to the Eastwood staff and particularly Vince who shared his extensive experience with our group.



Many of us headed over to a nearby Portillo's afterwards which capped off a most excellent Garage tour.



## Crocodile Dundee Knows...



## FCC April Driving Tour

*Larry Claypool*

### April 20th

We will start this driving tour at the Indiana Welcome center, I-80/94 at Kennedy Ave. It is at the southwest corner of this interchange, visible as you take the southbound Kennedy Ave. exit off I-80/94.

It opens at 8 AM, has full bathroom facilities, climate controlled and enough stuff to look at until we leave as a group at 8:30.

[www.southshorecva.com/plan-your-visit/indiana-welcome-center](http://www.southshorecva.com/plan-your-visit/indiana-welcome-center)

We get back on 94 and drive east 37.5 miles to the Rt.20 exit, and take 20/2 right into South Bend. The Stude museum is a mere three blocks off that road.

Travel time about 70 minutes, so we should get there roughly 10:45 Eastern time.

The museum will have opened at 10. Admission is \$11 each, or \$9.50 (seniors, 60 and over). There are three floors worth of displays, so plenty to look at. There is no exacting schedule from here on out, you stay as long as you like.

[www.studebakermuseum.org](http://www.studebakermuseum.org)

Next stop—food. We're going to Tippecanoe Place, the Former Studebaker Mansion, which is one half mile from the museum.

[www.tippe.com](http://www.tippe.com)

There are two choices here, the Studebaker brewing company (basically the lounge) which has its own menu

[www.tippe.com/the-lounge](http://www.tippe.com/the-lounge)

and the main dining area [www.tippe.com/menus](http://www.tippe.com/menus).

Obviously, the lounge has limited seating, the main restaurant is huge. Because we are not planning a specific mass arrival, I think the restaurant should be able to handle our group as they trickle in from the museum. (Optional—you could go to the chocolate factory after the Stude museum, then to the mansion for a slightly later lunch. It's up to you.)

The last touristy thing I have in mind is the South Bend Chocolate Company. There's two locations, the Downtown chocolate cafe store, a mere one half mile from Tippecanoe Place, and the actual factory which is three miles from Tippecanoe place (but in more or less the right direction towards home). The downtown store is open until 10 PM; the factory is open only until 4 PM. The factory store also has a tour (\$5, includes samples) on the hour through 2 PM.

[www.sbchocolate.com](http://www.sbchocolate.com)

Aside from our departure time from the welcome center, there is no schedule, so folks can go to (or not) or stay at any of the three destinations as long or little as they like.

I will provide written driving instructions from the welcome center to the destinations. These will be handed out at the welcome center. If you plan to go to South Bend on your own (or just want them ahead of time), email me for the directions.

If you plan to attend, please email me with the number of people in your party so I can give the restaurant a heads up of what to expect.

—Larry Claypool  
vairshop@gmail.com



## Actual Ad on O'Reilly Web Site

[This is an actual ad on the O'Reilly Auto Parts web site. See [www.oreilly.com/flux-capacitor](http://www.oreilly.com/flux-capacitor)]



### Flux Capacitor



### Flux Capacitor

Part # 121g Line: EB

This item is not available for purchase.

#### Details

#### Product Information

Gigawatts: 121

Material Compatibility: Plutonium

Working Speed (mph): 88

Maximum Power: 121 Gigawatts

#### Applications for this Product

Modifications: Time Travel

Quantity: 1

#### Detailed Description

- Time Travel at your own RISK!
- Plutonium is required to properly operate the flux capacitor
- Plutonium is used by the onboard nuclear reactor which then powers the flux capacitor to provide the needed 1.21 gigawatts of electrical power.
  - Plutonium not available at O'Reilly Auto Parts. Please contact your local plutonium supplier.
- Flux capacitor requires the stainless steel body of a 1981-1983 DeLorean DMC-12 to properly function.
  - Once the time machine travels at 88 mph (142 km/h), light coming from the flux capacitor pulses until it becomes a steady stream of light at which point time travel begins!

Non-Functional Item Displayed for Entertainment Purposes Only

### Spring Tour '24

*Lin Parro*

This year's Spring Tour will be on Saturday, April 20<sup>th</sup>. CCE will be joining the Frankfort Car Club traveling to South Bend, IN for the day.

At 8:30 AM we will be departing the Indiana Welcome Center on Kennedy Ave. off of I-80/I-94. The Welcome Center opens at 8:00 AM. If you want to arrive early and have breakfast there's a Cracker Barrel next door which opens at 7:00 AM.

We will be traveling about 70 miles arriving at the Studebaker Museum (201 Chapin St.) around 10:45 AM. Admission fee: \$11-Adult; \$9.50-Seniors over 60; \$7.00-Students six to seventeen; Free-Children five and under. If you have never visited the museum before, you will be in for three floors of sheer awesomeness!

After the museum everyone is on their own to do as they please. A few suggestions:

- Have lunch at the Tippecanoe Place or the Studebaker Brewing Co. (both located at 620 W. Washington St.), which used to be the Studebaker mansion. Another amazing venue with a lot of history.
- Explore South Bend.
- Have lunch or dessert at the South Bend Chocolate Cafe (122 S. Michigan St.).
- If time permits, you can drive to the South Bend Chocolate Company's factory & museum (3300 W. Sample St.). Tours on Saturday run 9 AM-2 PM. Or visit the Outlet Store open from 9 AM-4 PM. The factory is approximately three miles from the Studebaker museum.

Thanks to the Frankfort Car Club for planning and sharing this enjoyable day with CCE. Hope to see all of you on the 20<sup>th</sup>.

## Stock Is...

Larry Claypool

*[This article is reprinted from the August 1986 CCE Airhorn.]*

Stock is...is...is...almost impossible! At the recently held CORSA convention [Grand Rapids, MI], I had the opportunity to classify all the cars entered in the concours. A lot of entrants desired "stock" class; less than a half dozen made it. Most of those who didn't would have if they had only read the assembly manuals that have been available for some time now.

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.

Early models (except wagons) came with a 6.50x13. Later day replacements for this size are B78, 175, 175x80, or 175x75. The 1965 Corvairs also used the 650 size for the majority of the run. In mid '65 (although the exact date is not clear) tire companies re-defined tire sizes and the old 7.00x14, 750x14, 800x14, etc. were replaced by new sizes of 6.95, 7.35, 7.75, 8.15, etc. 13" remained status quo, but Corvairs were upgraded at this time to the larger 7.00x13 size.

It would be safe to say that if your '65 Corvair has a one piece shaft from the steering gear box to the steering wheel (thus identifying it as an earlier production car) it came with 6.50's. Should your car have the later two piece shaft and coupler (near the gas tank filler neck) it could have come with the 7.00 size.

All 1966 and newer Corvairs (plus the 1961-62 station wagons) used the 7.00x13 size. Later day replacements include Cx78, 185, 185x75, and 185x80.

All trucks came equipped with 700x14's. Since this size was eliminated in '65, an exact replacement is unavailable. Most folks tend to go with a slightly larger replacement, thus making E-78, 195, 195x75, or 195x80 modern day substitutes. 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 damn whitewall? Well, the surest method is to just buy five blackwall tires and sidestep the issue entirely. (No, turning the whitewall in does not count!)

Currently [1986], the CORSA concours rules do not allow for deviation from original whitewall width. Many changes to this policy are proposed, and frankly, I think they're needed; something like + or - 1/16". But that hasn't happened yet, so good luck trying to match these: 1960 and '61 "500" and "700" models 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" thick.

All Corvairs (and F.C.'s) adopted this size in '62, and used it up thru the switch to the 700x13 in late '65. The new 700's introduced a 5/8" whitewall. This was used thru the end of production in 1969.

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.

## Ask Dr. Badwrench

Dr. Badwrench

This month, instead of the usual coverage of Corvair owner's problems, we will look at how Corvair technology can be used to help owners of other cars.

**A reader asks:** Dr. Badwrench, I own a 2015 Mustang with the 2.3L Ecoboost engine. It has the direct fuel injection. Although it runs great, I am afraid that the pressure and fire from combustion will flow backward through the injectors, back through the fuel system and blow up the gas tank. I was thinking about adapting a 66 Turbo Corvair carb to my engine, and getting rid of the direct injection. Do you see any problems with this?

—Flummoxed in Phoenix

**Reply:** WHOA there, Flummoxed!!!! That carburetor was designed for an engine with 2.7 liters! I think you will find that is way too much carb for your 2.3 4 cyl. While the Carter YH is widely regarded as one of the finest fuel/air mixing devices ever designed, you would probably find that overboosting the engine, even with the factory wastegate would be all too easy and common, resulting in major engine failure. A far better solution would be the smaller carb from a 62-64 Corvair Turbo. Installation should be a snap, requiring only fabrication of a mounting flange, throttle cable, fuel lines, fuel pump, air filter, and fooling the computer to think it still has injection.

**Another reader says:** My new 2016 Corvette with automatic is fantastic!! Power, handling, looks, it has it all. One thing bothers me though, that stupid plastic leaf spring in the back worries me. Can I convert it to coils?

—Sprung in Springfield

**Dear Sprung:** I think I have just the answer to your problem—and maybe the answer to other future problems too! Your car has a transaxle, right? With what? 6 or 7 speeds? Think of all the gear troubles you may face in the future. I think the best solution to your issue is to install the complete transaxle, rear suspension and crossmember from a 61-65 Corvair Forward Control. Not only will this give you the coil springs you want, but with the adaptation of a sturdy, reliable Powerglide transmission, you can put transmission problems out of your mind. Only minor fabrication is required, such as ripping the entire rear end out of your Corvette, and making new mountings for the FC crossmember. Making a drive adaptor would be as simple as what Pontiac did to make the 61 Tempest, just remove the front trans cover and make an adaptor to mate the PG to the existing torque tube. Even though the FC suspension has drum brakes, they are big for the weight of the vehicle, and should pose no problems. The swing-axle suspension may work to your advantage, as those ultra wide tires will just slide before any of that nasty tendency to "jack-up" or "tuck under" occurs, resulting in safe cornering speeds. The only other thing I would recommend would be a 4-spider gear diff to handle the Vette's torque. Result? Far fewer things to go wrong, and the smooth ride of coil springs—what could possibly go wrong with that?

## Front Wheel Drive Corvair?

Pete Koehler

Yes, they were thinking about just that. "They" being the folks in charge of Chevrolet back in the early 1960's. The Corvair was out in the marketplace. Ford had the Falcon aimed squarely at the same segment, but was working on an even smaller vehicle that was to be front-wheel-drive. Chevrolet got wind of those plans and started their own project smaller car. They had in mind a car very similar to the Austin Mini from England. The Mini had a front engine/drive system that was an in-line four cylinder mounted transversely up front. What Chevrolet came up with was a project called the "FTR" for Front Transverse. This didn't have much in common with the Corvair, but the next concept did. It was code named the "FLC" for Front Longitudinal Corvair and was to be front wheel drive.

At the same time the engineers were working on a variation of the Corvair engine that was less expensive to manufacture. This resulted in several sizes of a modular design. 2, 4, 6 and even a 10 cylinder version were designed and built. They also designed an 8 and 12 cylinder version, but none of them were ever prototyped. The engine was connected to a standard Corvair transaxle and mounted up front in a production Corvair. The engine choice at first was the 4 cylinder, but later a 6 cylinder one was used. To do this the gears in the differential had to be changed or else you would have multiple reverse gears and only "reverse" to go forward. Very few of these gear sets were made. Years later an aftermarket company made a run of these but they are/were expensive. A friend here in Detroit bought a set for \$800 to serve as a back-up for his mid-engined late coupe. His engine choice is a Weber-carbed 3.0 litre Corvair powerplant settled where the back seat used to be. Yes, it is a rocket on rails!

When Bill Mitchell saw the front engine longitudinal powerpack he thought it would be a great way to power a sports car. The result was the stunning Monza GT. Since the styling guys decided the GT was a show car the engineers lost their test bed so they came up with another chassis design. This time the Corvair engine was nestled in the rear of the monocoque chassis. This was done to make serviceability easier. A mid-engine design in a confining monocoque is a tight fit. After testing this chassis became the Monza SS roadster.

In the end all of these engineering and styling exercises did not result in anything tangible for Joe Public to buy at his local Chevy dealer. By 1964 the limitations of the Corvair engine design (cylinder spacing in the engine block) were well known. Turbocharging helped, but that only gave us 180 HP. The Mustang could be ordered with 271 HP and if you went over to a Shelby version they could be had with more than 300 HP. To counter that most of the engineer's efforts concentrated on the new Panther/Camaro project with a more conventional engine choice. The rest is history, but I still like my Corvair!



## Model Car and Automobilia Night

John Meyer

For this month's general meeting don't forget to bring your favorite model cars, dioramas, automobilia items, toys or any collections that you would like to share with us.

These are the items that we would like you to bring to display along with any stories behind them. The item can be a dash plaque from a memorable event to items that you searched high and low for and finally found.

What you bring doesn't have to be Corvair related. Anything automotive is welcome. If it has a story, brings back a memory, or is just something that you've never been able to part with, bring it to the April meeting to share with us.

Everyone in attendance will be entered into a raffle to win an AMT 1/25 Scale 1969 Monza kit re-issue with the parts for stock, Fitch Sprint or Yenko versions. There will also be small auction of 1/25 scale kits of various makes and models.

## Tech Tip

Larry Claypool

*[Editor's Note: This is the earliest Tech Tip from Larry Claypool that I could find in the Airhorn archives. It is from the July/August 1972 issue. I had the same problem with upgrading my 1964 Corvair from a three-speed to a four-speed. I had a friend torch out the rear suspension cross member until the four-speed drivetrain fit. I did this a year or two before I joined CCE.]*

The Corvair owner is blessed with a wealth of parts interchange. Take engines for example—the latest turbo or 140 will bolt right into your '60 sedan with only minor sheet metal changes. Having recently converted my 80 h.p. Powerglide equipped Lakewood to a 140 4 speed, I ran across something that might be of interest to anyone planning such a swap.

It seems that when the 4 speed option was added in '61, all passenger cars with the 4 speed required a different rear cross member to allow for the added length of the drive train. Three speed and 'glides have a 1" wide edge that prevents the 4 speed from fitting (as I regretfully discovered). This edge must be cut away with a torch until the width of the crossmember is 4"—just like the 4 speeds.

Greenbriers and late models have no problems as the frames all have adequate room. Maybe you will be able to have your drive train in on one try!

—Larry Claypool, KEEP on 'VAIRING!

## Classified Ad

**For Sale:** Exhaust manifold logs, NOS or great condition, left and right, regular and large sizes. No 1960 or smog. With stainless steel studs and brass nuts installed. Limited quantity. Regular size \$70 each, large "140" \$75 each. Mike McGowan, [mcvair@sbcglobal.net](mailto:mcvair@sbcglobal.net), 630/629-4392.







## Activities Calendar

### CCE Board

#### CCE SPONSORED OR RECOMMENDED EVENTS

**Apr 10 – 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.

**Apr 17 – General Meeting**, 7:30 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 7:00. The night's entertainment will be Model Car Night. Bring out your Corvair related model cars and dioramas for display to club members. See John Meyer's article on Model Car and Automobilia night in this *Airhorn*.

**Apr 2 – Spring Tour**, Tour to Studebaker Museum in South Bend, IN. See Lin Parro's Spring Tour '24 article in this *Airhorn*.

**Apr 24 – Articles are due for the May *Airhorn*.**

**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.

**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. 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 *Airhorn*.**

**July 22-25 – CORSA International Convention**, Dayton Ohio. Host hotel is Marriott at the University of Dayton. Visit [www.daytoncorvairclub.com](http://www.daytoncorvairclub.com) or the CORSA Communique for more information,

#### 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. 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/Spring Tour**, bring out your Corvairs and tour the historic Dixie Highway, along with a Model A club. More details to come.

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

**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.

#### 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](mailto:CCE.Corvair@gmail.com), and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



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](http://www.ccecorvair.com)

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

(or search on "facebook chicagoland corvair enthusiasts")

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

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