

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

August 2024

VOLUME 57  
NUMBER 8

## August 21 CCE Meeting at Villa Park VFW at 7:00!

The August 21 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 6:30 PM. **Meeting starts at 7:00 PM.** All members are welcome. **Room closes at 9:30, with further socialization down stairs in the bar until 11:00.**

## September 11 CCE Board of Directors Meeting at Manny's Ale House

The September 11 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,

I thought I'd start out with a few upcoming events that will be in the past when you read this—hopefully all these events will be well attended (“Many hands make light work!”) and a good time will be had by all.

First off is the Vintage Transport Extravaganza at the Illinois Railway Museum in Union, IL on Sunday, August 4th. This is an event that CCE has helped out many times in the past, and we're still going strong. We provide registration and move-in the day of the event. Volunteers get a free pass into the event, along with tickets to ride all the trains operating that day.

Monday, August 5th is a Frankfort Car Club cruise night in downtown Frankfort, IL (FCC is a sister club to CCE, and we have many joint members) and the theme for this cruise night is CHEVROLET. Things start rolling about 5 PM.

Saturday, August 10th is the Mount Prospect Cruise Night, featuring CORVAIRS.

Sunday, August 18th is the CCE Annual Summer Picnic at Pottawatomie Park in St. Charles, IL.

Monday, August 19th FCC is featuring “Orphan Makes”—same venue and time in downtown Frankfort.

Wednesday, August 21st is our general meeting.

Saturday, August 24th is the Berwyn Route 66 Car Show (more on that at the General Meeting).

Sunday, August 25th is the Geneva Concours d' Elegance in Geneva, IL.

There is a reason I'm getting this out to you all, all at once. You may have noticed that I failed to attend the CORSA National Convention. This was due to some medical issues that have caught up with me, and I am afraid I will be unable to continue as CCE President through the end of my term. I am deeply disappointed. It appears that back surgery is unavoidable, and it may be months before I can regain my mobility. Even traveling in a car is difficult and painful.

I'm sure that you all know my wife, Lin, has put in many hours planning various club events like Spring and Fall Tours, and that brings up another problem- this has always been a “labor of love” between us, but I will need Lin to attend my various problems, so we're asking for other CCE members to step up and help set up the events we all love so much.

Lin and I will be available by phone to assist as much as we can, but our participation will be necessarily limited.

One last item: Nominations for the CCE Board of Directors will open in the August Meeting. Please consider volunteering for the Board, we still need interested people to keep our club interesting.



## From the Director

Mike McGowan

Beginning at this month's meeting, nominations open for the next Board of Directors of CCE. Everyone says that this is an important and worthwhile position, and members will have a rewarding experience. Blah, blah, blah. Then, most people duck their heads down and hope that nobody nominates them. We have other things to do. We have Corvairs to work on. Who needs more work for no pay?

I was one of those people. Modestly, I thought I have done my share for this club, and more. I attend meetings and events to represent CCE, and I have performed after-meeting activities both technical and entertaining. Over the longer time I have served as Director, President, *Airhorn* Editor, and monthly host of the Slalom Team. I've done enough, I thought, let somebody else take a turn.

But, in recent years the number of members accepting nominations has diminished. Some years there are just enough people to fill the five seats. Thankfully we have always had enough. I look around at less-active Corvair clubs around the country and I see many cases where most of the working positions are done by the same few people, year after year. I have always been proud that CCE has many members who take a turn doing the necessary work of operating the club we all enjoy.

Last year, the progress of nominations looked iffy. After two months we had fewer candidates than seats. Members who were nominated would decline for personal reasons, which I do not judge. I resolved that if I were nominated I would accept, although I would rather not. It is a test of character, I think, to give something of yourself for a common cause.

So here I am, on the Board. I have no ambitions, and I have no particular vision of what our club should be or what we should do. I am a caretaker. I am an introvert by nature. I wish to leave the Board and return to a seat in the back of the room, although I continually push myself to attend events and do things to promote the club. Unlike our national politicians, I do not believe that the reward for service should be more service, forever.

My plan requires that other members should step up for a turn. Now that I have done it I can challenge you without shame or hypocrisy. Being a Director is not a lot of work, just one more meeting each month plus some duties at the general meeting that you would attend anyway. If you've never done it before, you should embrace a new experience. And if you have, then you know what you are in for. Take my seat, please.



## From the Editor

Charley Biddle

Ramblings from your Humble Editor—

**On Kirk Parro:** Kirk has informed us that he will be going “in the shop for repairs”. He is “under warranty” and we expect him back when the “frame specialists” have complete their repairs.

**Airhorn Postage:** On July 9, I purchased 500 first class Forever stamps and 500 Forever second ounce stamps. This was to beat the US Post Office increase in postage, to take place on July 14. On July 14, first class postage went from 68 cents to 73 cents and second ounce postage went from 24 cents to 28 cents. Forever stamps are good forever, regardless of any postal rate increases. It is not necessary to purchase additional stamps if the Post Office raises rates while you have a stock of Forever stamps. Five hundred Forever stamps will last us for over a year, well past the next two anticipated postal rate increases. The anticipated savings will be \$45 over the next year. Not a lot, but why spend it if we don't have to.

**Recent Internet Hacks:** I have received two recent Internet hacks, related to CCE members.

One was from relatively new CCE member Chris George. I received an email from that contained a link to an RSVP invitation. No information about what the event is that I am being invited to. I contacted Chris and he said he never sent it. Apparently his email address list has been hacked.

The other hack was an email from CCE member Joseph Day, thanking me for paying \$928.90 in Ethereum crypto currency, charged against my PayPal account. I checked my PayPal account and no such transaction was placed there. I looked up Joseph Day, who had not paid CCE dues for about five years. That is most likely because Joseph passed away in 2020. There was a toll free number in the email to be used to contest the transaction. I did not call it. An Internet search on this phone number showed it was a scammer number, located near Ft Lauderdale, Florida. I've been getting a number of assaults on my PayPal account, but this is the first one from a name that I knew.

Hackers like to use names familiar to you, in hope you will think them is one of your friends and fall for their schemes.

If you get a questionable email that does not seem right, never click on any links in the email and never call any phone number at the bottom.

For grins, I called one of these numbers one time and a guy with a thick foreign accent tried to talk me to enter a link for a site that would allow the foreigner to take over my computer. I recognized the web site as a hacker tool. If he had gained access to my computer, he would have been able to access all my personal information, including my banking information. I interrupted him, told him where go and what to do he gets there and I hung up on him.

The most interesting hacks I have received was one from Lin Parro, saying she was on family business in London, England, and she had been robbed and needed money to buy a ticket back home. Funny thing, I had seen Lin at a CCE board meeting the previous night and she did not mention any international travel. Furthermore, I would have thought she would have emailed her husband, Kirk, who was at the same

meeting. I called Lin at home and she was there, not in London.

The most repeated internet hack I have received over time is a series of emails from Bo Loster, asking for emergency money. Long ago CCE member Bo Loster had passed from cancer about fifteen years previously. I attended his visitation.

Apparently, Lin's and Bo's email address books had been hacked, either on their own computers or on some site they regularly accessed. Be careful out there. The Internet is written in indelible ink. Once something is out there it is impossible to get it back or delete it.

**Thought:** "Never in recorded history has a four year old found his father's loaded book and accidentally killed his younger sister. But, we ban books." — Internet meme

**Thought:** "Before we work on artificial intelligence, why don't we do something on natural stupidity?" — Roadside Sign

**Thought:** "Do not grow old, no matter how long you live. Never cease to stand like curious children before the great mystery into which we were born." — Albert Einstein

## Board Meeting Minutes

Kevin Kloker

**Date:** July 10, 2024

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

**Start time:** 7:15 PM

**Roll call:** Board members present:

**President**—Kirk Parro, **Vice President**—Mike McGowan, **Treasurer**—absent, **Secretary**—Kevin Kloker, **Director at Large**—Paul Polster. **Absent:** Mike Charewicz. **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.

Kirk would like to keep the meeting "short and sweet". We all agreed.

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

Mike sent a copy of the monthly deposits and expenses, which is included in the July *Airhorn*. Our total balance is a healthy \$15,546.08.

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

Charley prepared a 10-page *Airhorn* and mailed out 25 printed copies. Charley says our new printer needs calibration to align the colors, and he will learn the procedure.

### 4. Membership Report – Charley Biddle

Currently we have 138 members, including two new members and one renewal.

### 5. Special Reports or Announcements

None.

### 6. Activities – Lin Parro

- At our July 17<sup>th</sup> general meeting we will make traveling plans to the July 22-25 CORSA Convention in Dayton, OH. We will organize several groups of Corvairs to travel together, there is safety in numbers. Some want to travel faster on the highway and some slower on the back roads.
- Lin reminded us that July 19<sup>th</sup> is the next Rolling Meadows Cruise Night.

- August 10<sup>th</sup> is "Corvair night" at the Mount Prospect Car Show. Please bring your Corvair to the east lot of the METRA train station by 3 PM.
- The Cruisin' Frankfort Car Show features Orphan Makes on August 19<sup>th</sup>. Downtown Frankfort fills up by 4 PM, so get there early to secure a spot.
- Charley will start the process of board member nominations at the August 21<sup>st</sup> general meeting.
- August 24<sup>th</sup> is the Berwyn Route 66 Car Show on the pavement of Route 66 (a.k.a. Ogden Ave). This is a first-class event with food, live entertainment, and awards. All cars will be judged. Cars must pre-register to participate, the cost is \$45 by August 11 or \$66 at the gate. Google "Berwyn Route 66 Car Show" for all the details.
- Our September 22<sup>nd</sup> "Fall Tour" could be a Route 66 drive, but nothing is finalized yet.

### 7. Old Business

Diane asked again about a new membership directory. Sounds like Charley is working on it.

No planned Garage Squad meeting yet. Paul Polster would like help getting his Corvair running.

### 8. New Business

None

### 9. Adjournment

Motion by: Paul Polster, Seconded by: Kevin Kloker, Time: 7:40 PM

## General Meeting Minutes

Kevin Kloker

**Date:** July 17, 2024

**Location:** Villa Park VFW

**Start time:** 7:05 PM

**Roll call:** Board members present at meeting start:

**President**—absent, **Vice President**—Mike McGowan, **Treasurer**—Mike Charewicz, **Secretary**—Kevin Kloker, **Director at Large**—Paul Polster, **Absent**—Kirk Parro. **Committee Heads Present:** *Airhorn* Editor and **Membership**—Charley Biddle, **Activities**—absent, **Librarian**—Diane Johnson, **Social Media**—Shelly Claypool, **Absent**—Lin Parro.

### 1. Welcome from Mike McGowan, Presiding Board Member

Mike McGowan opened the meeting with a story about the first Corvairs. They were built in secret starting July 7, 1959, building up inventory for delivery to dealers. The factory stored them outside in a field which flooded, requiring new motors, carpet, and other repairs before delivery.

Mike asked any new attendees to introduce themselves. A new attendee bought a 1962 Corvair, he lives in Grayslake. He came with a friend who has a classic VW Beetle, both love old cars.

Another new attendee Mike and his son Connor came to the meeting. Burt Neuner gave Connor a Corvair engine many years ago, which sparked his interest in getting a complete Corvair. He is currently looking for one.

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

Mike reported we had little financial activity in June. His

report is in the July *Airhorn*.

Charley gave some new dues money to Mike for deposit. Charley plans to buy more stamps soon.

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

Charley mailed out 25 color hardcopies of the July *Airhorn*. This *Airhorn* is 10 pages, next month's issue will be larger.

### 4. Membership Report – Charley Biddle

The July *Airhorn* highlights two new members and one renewal, totaling 138 members. Twelve members were dropped for non-renewal. Diane Johnson asked about a new membership directory, and Charley said he is working on it.

### 5. CORSA News – Larry Claypool

For those who want to drive together to the CORSA Convention, Larry is planning a route to Dayton, OH. We will leave from Thornton's gas station at I-57 and Monee-Manhattan Road in Monee, IL. He will email travel instructions to those who sign up at the meeting.

### 6. Library Report – Diane Johnson

No report.

### 7. Social Media – Shelly Claypool

Shelly, our Facebook group moderator, let the new attendees know about the CCE Facebook page and web site.

### 8. Special Reports or Announcements

None.

### 9. Activities – Lin Parro

Lin is absent tonight but shared all the future events through September in the July *Airhorn*. There are many upcoming summer events, please check them out.

- Several members went to the "A Day on the Dixie" car event. It was a long road trip with lots of interesting stops along the route. It was very well organized.
- Several members went to see the Rich Harvest Farms private car collection on July 7th. We were treated like royalty and had a good time.
- The remaining dates for Rolling Meadows Cruise Night are July 19<sup>th</sup> and August 2<sup>nd</sup>, 16<sup>th</sup>, and 30<sup>th</sup>. Kevin volunteers there and Lynda Neuner lives close by, so there are always Corvairs!

### 10. Old Business

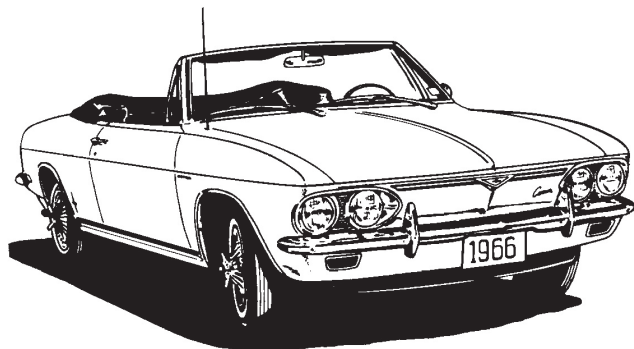
None.

### 11. New Business

No planned Garage Squad meetings. Paul Polster would like help with his Corvair and has been talking with Jeff to plan a future Garage Squad meeting.

### 12. Adjourn

Motion by: Diane Johnson, Seconded by: Paul Polster, Time: 7:45 PM.



## Treasurer's Report

Mike Charewicz

07/01/2024–07/31/2024

### Fifth Third bank Checking Account

	Debit	Credit	Balance
07/01 Beginning Statement Balance			5,054.38
07/09 USPS, Stamps for <i>Airhorn</i>	460.00		
07/17 VFW hall rent	200.00		
07/17 Meeting donation		5.00	
07/19 2024 membership dues		132.00	
07/19 St Charles Park Dist, Picnic grove rental	188.00		
07/31 Closing balance			<b>4,343.38</b>

### Five Month CD, We will rollover in August 2024

	Debit	Credit	Balance
07/01 Beginning Balance			10,491.70
07/15 July Interest		39.96	
07/31 Closing Balance			<b>10,531.68</b>

### Summary of Accounts

Account	Balance
Checking Account	4,343.38
Five Month CD	10,531.68

07/31 Grand Total **14,875.06**

## Membership Report

Charley Biddle

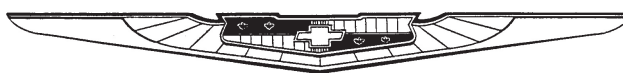
**Membership Status:** No new members. I handed out four membership applications at the July CCE meeting to the people who stood up that this was their first meeting. So far, none of them have been mailed back to me.

**Correction:** Mike Schiera's birthday was omitted from last month's list of birthdays. Mike's birthday was August 8. A belated Happy Birthday to you, Mike.

**Birthdays for 9/1 thru 9/30 are:** 9/1—Fred Bachrodt; 9/3—Ron Mensik; 9/4—Paul Quattrochi; 9/8—Larry Claypool, Kevin Kloker; 9/11—Judy Sidell; 9/13—Curt Shimp; 9/16—Margaret Charewicz, Dawn Ricordati; 9/18—Andrew Allen; 9/19—Rob Hentschel; 9/24—Jim Benak; 9/26—Ralph Allen; 9/27—Elizabeth Janis, Gene Miller, Lelia Novak; 9/28—George Hauser, Larry Cady; 9/29—Jim Cermak; 9/30—Karin Eakin.

**Anniversaries for 9/1 thru 9/30 are:** 9/1—Allen & Jeanette Short; 9/6—Thomas & Julie Godar; 9/7—Andrew & Lisa Allen, Renee & Fritz Wiesner; 9/15—Michael & Melissa Izydorski; 9/21—Mike & Margaret Charewicz, Larry & Shelly Claypool; 9/22—Tim & Dawn Ricordati, Bill & Sandy Stricker; 9/25—Jim & Eileen Cermak.

**Membership Numbers:** CCE has 56 Active members, 74 Family members, 7 Honorary members





# Activities and Events

Lin Parro

## August

**General Meeting:** Board of Directors nominations begin.

### Friday's, August 16<sup>th</sup> and August 30<sup>th</sup>, Rolling Meadows Cruise Night, 5-8 PM

Meadows Christian Fellowship, 2401 Kirchoff Road, Rolling Meadows, IL

For a good spot may want to consider arriving around 4 PM or earlier. Food and beverages available for purchase. For more information visit the church's Facebook page called "Meadows Cruise Nights" or website: [cruisenight@meadowsfamily.org](mailto:cruisenight@meadowsfamily.org).

### Saturday, August 10<sup>th</sup>, Mt. Prospect Cruise and Corvairs, 3-9 PM

East parking lot of the METRA train station. There are plenty of restaurants surrounding the train station for food and beverages.

### 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?



[Editor's Note: The 8 North Avenue listed as the address above is NOT the North Avenue we know in our area. Our North Avenue is Illinois Route 64. That does continue to St. Charles and is a very good way to get there, but it is named State Street at that point. Take Illinois Route 64 west, whatever names it has, to Illinois Route 25, also called 5th Avenue. Go north to

Pottawatomie Park's North Avenue and turn west. The parking lot you want is south of this North Avenue. If you miss it, you will be in the Fox River. The River Pavilion is south of the parking lot, past the Mini-Golf. If you get to the Collins Tower, you have gone too far.]

### Monday, August 19<sup>th</sup>, Cruisin' Frankfort featuring Orphan Makes, 5-8 PM

Hosted by Frankfort Car Club, located in Historical Downtown Frankfort, IL across the street from Trails Edge Restaurant, 20 Kansas Street. Plan to arrive early for a good parking spot. Go to [frankfortcarclub.club/events](http://frankfortcarclub.club/events) to view map of the various parking areas. Any rain outs will be posted by 3 PM on the website and on [facebook.com/frankfortcarclub](https://facebook.com/frankfortcarclub).

### 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.

[Editor's Note: The Concours is about ten minutes (three miles) south of the picnic site, on the west side of the Fox River. Cross at Route 64/State Street, take Illinois Route 31 south to Campbell, turn west.]

For further information please contact Keith Watts, email [micron506@msn.com](mailto:micron506@msn.com).

## 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. Board of Directors nominations continuation.

### Monday, September 9<sup>th</sup>, Cruisin' Frankfort featuring Rear-Engines, Mid-Engines and Import Cars , 5-8 PM

Hosted by Frankfort Car Club, located in Historical Downtown Frankfort, IL across the street from Trails Edge Restaurant, 20 Kansas Street. Plan to arrive early for a good parking spot. Go to [frankfortcarclub.club/events](http://frankfortcarclub.club/events) to view map of the various parking areas. Any rain outs will be posted by 3 PM on the website and on [facebook.com/frankfortcarclub](https://facebook.com/frankfortcarclub).

**Sunday, September 15,** The Worth Cruisers is having their 14th Annual car show Sunday September 15th in the Metra lot in Worth. The address is 11030 S. Depot Worth IL 60482. Registration opens at 9AM with a \$20 entry fee. The car show is from Noon until 3 PM. Goodie Bags to the first 100 cars. There will be food, beverages and Rock N' Roll music plus our Worth Cruisers T-shirts and hats for sale. The rain date is Sunday, September 22nd. There will also be a **Worth Cruisers Cruise Night** on every Monday night weather

permitting, at Waters Edge golf course in Worth from 5 PM until 8 PM at 115th and Harlem in Worth IL.

### Saturday, September 21, Fall Tour

Date change. We will be traveling north behind the cheddar curtain spending the day in Menomonee Falls and Hartford, WI. In Menomonee Falls we will be spending time at Old Falls Village where we will take a tour of historical homes of Menomonee Falls, attend a car show and have lunch. After our visit in Menomonee Falls we will travel to Hartford to the Wisconsin Automotive Museum. The tour ends at the museum so attendees have the choice to go home or return back to Menomonee Falls for dinner. See article in the *Airhorn* for more detailed information.

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!

## CCE Elections

*Charley Biddle*

**Election Process:** Elections of members to the 2025 CCE board of directors are coming up. Beginning in August and continuing into September, we nominate members to serve on the next year's board of directors. The election ballot will be included with the October *Airhorn*, with the results announced at the October general meeting. The new board takes office at the November board of directors meeting.

**Current Board:** The CCE board currently consists of the following members:

- Kirk Parro, President (Second term)
- Mike McGowan, Vice President (First term)
- Kevin Kloker, Secretary (First term)
- Mike Charewicz, Treasurer (Second term)
- Paul Polster, Director at Large (First term)

**Eligibility:** According to the CCE Constitution, of these current board members, only those who are not currently serving their second consecutive term are eligible to run again.

On this board, Kirk Parro and Mike Charewicz have served two consecutive elected terms (2023/2024) and thus will be not placed on the ballot.

**Automatically Nominated:** Mike McGowan, Kevin Kloker and Paul Polster are on their first terms and are automatically nominated, however only two of them can be elected to serve a second term.

**New Directors:** Three new directors are to be elected, nominated from the general membership.



**Ballot Categories:** The ballot will contain two categories.

One will be the list of incumbent board members who have agreed to run for second terms. Members will be directed to vote for no more than two candidates in this category.

The second will be the list of non-board members nominated by the general membership at the August and September general membership meetings. Members will be directed to vote for three candidates in this category.

**Ballot Deliveries:** The ballots will be mailed to members a week before the October general meeting, generally in the *Airhorn*. Members who receive digital copies of the *Airhorn* will receive separate printed ballots in the mail. No ballots will be included in the digital *Airhorns*. Ballots are sent out only to active dues paying members. Individual memberships will receive one ballot. Family memberships, representing a member and a spouse/partner, will receive two ballots.

**Counting Ballots:** The ballots will be collected counted at the October CCE meeting. The results will be announced after the midmeeting break.

**New Board:** The five newly elected directors will attend the November board of directors meeting. At that meeting, they will decide among themselves who will serve as President. That President will then select who will serve as Vice President, Treasurer, and Secretary. The remaining director will serve as Director at Large.

The new board will participate in a joint November board meeting with the old board. The new board will officially introduced and take office at the November general membership meeting.

## CORSA News You Can Use

*CORSA Board of Directors*

Summer is in full swing. Car shows and driving events are going on all over the country so get your Corvairs out there!

The **2024 Convention** has just been completed, and it was a great one! We appreciate all the work it took for this event. The three host chapters, Dayton Corvair Club, Mid-Ohio Vair Force and Corvair Club of Cincinnati all worked together to make it happen.

Thank you all. Check out the event Facebook group for all the great photos of the convention **2024 Dayton Corvair Convention information page on Facebook** The October *Communique* will have the convention content so be sure to read about it then. If you attended the convention, look for a survey from [corsamembership@gmail.com](mailto:corsamembership@gmail.com). It will be sent this week to the email address used to register for the convention. Check your spam folder if you don't see it. We want your feedback! Many ideas were trialed at Dayton based on last year's convention feedback. CORSA and the host chapters strive to make conventions fun and cost-effective for everyone to attend.



Get Ready: 2025 will be in Santa Maria, California (near Santa Barbara) May 20-23. Yes, a West Coast Convention! Drive or Fly- it is a beautiful location, great for a convention and a vacation. More to come in future issues of the Communique.

CORSA Apparel: Did you know you can buy CORSA apparel online? Missed getting a shirt at the convention? Click here- It's easy- and there are often special offers CORSA Club and CPF Museum – GMClubapparel.com.

Chapter events are also ongoing- and if you are looking for one in your area, click here Current and Upcoming Events (corvair.org). Is your chapter holding an event? Tell us and we'll get it posted.

CORSA Congratulates the winners of the Tony Fiore Memorial Chapter Newsletter Editors Award. This annual award is given to newsletters judged by a group led by Terry Kalp. It honors people who work to keep members engaged and informed in their chapters. Your chapter can be a part of this prestigious award by emailing a copy each month to [Chapters@Corvair.org](mailto:Chapters@Corvair.org).

- First Place, *Group Corvair Comments* newsletter for Group Corvair (serving the National Capital Area); Editor Jim Simpson
- Second Place, *Corvan - Antics* newsletter of Corvanatics; Editor Molly Bacon
- Third Place, *the fifth wheel newsletter* of the Lehigh Valley Corvair Club (PA); Editor Allan Lacki.

## Cars, Clubs and Camaraderie

*Jim Sikora*

I would like to thank VCCA-GLR president Diann Kohley and members Glenn and Lana Fiala for setting up a wonderful tour of Rich Harvest Farm's car collection on July 7th.

The staff were extremely helpful, providing refreshments, and providing a Q&A session where members questions were answered by the museum's manager. Members were able to view the collection at their leisure and then return to the atrium to enjoy a snack and a drink, then wander back to the museum to enjoy more of those beautiful cars.

Aside from visiting this museum that was packed full of cars from all eras, something else happened that may have been overlooked. But what could it be? Well let me tell you. That morning three of the largest car clubs in the area got together at the same time and same place! Car clubs getting together is not a new thing, but when you get about ninety-two members from different clubs, VCCA-GLR (host club), VCCA-Northern.IL., AACAA-IL. Region, and CCE, and give them ample time to wander and a place to relax, old friends reunite, and new friendships are made. What could be better? This may be the future for car clubs booking museums, and other auto related attractions due to decreasing membership. It is not all gloom and doom. We are all bound by one common denominator, the automobile. So, let us focus more on our cars, clubs, friends, and activities. When other car owners see us enjoying activities together, this could be the best 'selling tool' to get us new members.

—Jim Sikora

## Fall Tour

*Dee Dee Dickinson and Lin Parro*

**\*\*\*FALL TOUR DATE HAS CHANGED TO SATURDAY, SEPTEMBER 21st\*\*\***

We will be traveling north behind the "Cheddar Curtain" into Wisconsin. The tentative itinerary is as follows:

**8:30 AM** – arrive Streets of Woodfield in Schaumburg, IL in front of Dick's Sporting Goods. If you want to arrive a little earlier for breakfast, the Corner Bakery is across the parking lot.

**8:50 AM** – drivers meeting.

**9 AM** – leave Streets of Woodfield.

**10 AM approx.** – arrive at the Kenosha/Wisconsin Welcome Center (off of 294N) for gas and/or personal breaks (if necessary). For those who would prefer to join up with the group enroute can meet us there.

**11:30 AM** – arrive Old Falls Village, Menomonee Falls, WI. We will take a tour of several historical homes and buildings of Menomonee Falls, take in a car show, and have lunch, all located in the same scenic park. Lunch will be in the Beer Garden serving beer, hard and soft beverages. There will be two food trucks on site-one for vegetarians and the other for carnivores (various sandwiches). Note: when we arrive, those driving Corvairs have been invited to join the show cars (just won't be eligible for judging).

**1:30 or 2 PM** – depart Old Falls Village.

**2 or 2:30 PM** – arrive Wisconsin Automotive Museum, Hartford, WI. Admission fee is \$12-Adult, \$10-Senior (62+); \$6-Children (6-16); Free-Children under 5. At the time of this writing we are inquiring about a group rate. For more information about the museum please feel free to check out their website: [www.wisconsinautomuseum.com](http://www.wisconsinautomuseum.com).

**5 PM** – Museum closes; return to Menomonee Falls for dinner at the Hot House Tavern (which has an interesting history) or, if you wish, leave to head home.

We hope that you'll join us for a day full of fun, food and, of course, CARS!

There will be a sign up sheet at both August and September General Meetings so that we can have an accurate head count for the car show and a possible museum group discount. You can also RSVP to Lin Parro at 708-932-9966. Also please advise if you will be driving a Corvair. (If you text Lin please identify who you are, thank you.)





## Stock Is...

Larry Claypool

### Wheel Covers and Hub Caps

**1960:** I'll assume you can tell the differences among the basic Monza style wheel covers, so let's discuss less obvious details. No full wheel covers were offered for 1960 500 or 700 models, but chrome trim rings with little Chevy bow ties around the perimeter were. There were both early and late hub caps used in '60; the 1<sup>st</sup> type is 2-9/16" tall; the 2<sup>nd</sup> style is 2-1/16" tall, thus less of a dish to reduce the possibility of scraping them on curbs. The Monza coupe, introduced just after the 1960 Chicago Auto Show where the "Super Monza" was displayed, used its own unique full wheel covers. Those covers were surprisingly re-issued (without the Chevrolet bow tie, of course) on some models of late '70's Pontiac Astres.

**1961:** The '61 hub cap/trim ring setup carried over from '60, but a new full wheel cover was now available on all models, and continued to be a standard Monza feature.

**1962:** 1962 found new hub caps on non-Monzas, and these were shared with bottom line Chevy II's also. Trim rings were no longer offered. Full wheel covers were still standard for Monzas, extra cost for all others. The new '62 wheel cover had a removable plastic center, so a Monza crest center was used on that model, and a bow tie in a triangle used on lesser versions. Spyders used the standard Monza covers. Newly optional for all models were two-bar spinner style wire wheel covers.

**Kelsey-Hayes:** Also optional (but pricy) for all cars except the wagons were Kelsey-Hayes real wire wheels. This mid-year option included four adapters with knock-off centers, 5 wheels, a lead hammer, and a special spare tire bracket with retainer. The wheel center had a bow tie with "Chevrolet" in block letters both above and below. Availability of the knock wire wheels was very spotty when first announced, prompting the issue of a sales bulletin advising dealers to consider the alternative wire wheel covers instead, to prevent long delays in processing assembly of a car with the 'real' wires.

**1963:** 1963 carried over from '62, except the color of the ribbed area on the standard style wheel cover was changed from silver to black.

**1964:** Along with the rest of the trim, all wheel covers and hub caps were revised in 1964. 500 and 700 models still used a hub cap as standard, but it was a new style used for one year only, and not shared with the Chevy II. Full wheel covers again used plastic center inserts. Monzas simply said Monza, lesser models continued the bow tie in a triangle motif, and Spyders got their own center for the first time. A large gold spider (black widow, perhaps?) on a black background was used. Too bad Chevy didn't use it again on the horn button cap!

Wire wheel covers of a completely new design were available on all models. These are the three-bar spinner style you see a lot at shows. Real wire wheels continued as an expensive option, with a new center design—a bow tie in a triangle with black background—used this year only.

Incidentally, the 1964 500 and 700 style wheels covers would find their way back into production some 12 years later on various models of the Chevy Monza.

**1965:** As you might expect, all new hub caps/wheel covers graced the new '65 Corvairs. 500 still used a hub cap, while all Monzas and Corsas used a wheel cover. As in '64, each model had its own center emblem for use in the full wheel covers—the trusty bow tie in a triangle for 500's, a Monza crest for Monzas, and a Corsa "C" emblem as on the rear quarter panels for that model.

The real knock-off wire wheels were discontinued, but the wire covers remained as before. A new addition for all models was a simulated "mag" style cover. These would be offered all the way through 1969, but at \$46 extra for the set, most folks preferred to spend just \$8 more and get the fancier wire covers.

**1966:** 500's carried over their standard style hub caps for 1966, but the full wheel cover for all three models was new. As before, different plastic inserts were used for each model. The insert was much larger than any previous wheel cover, but the basic design for each of the 500, Monza, and Corsa style emblems continued as in 1965.

Both wire and mag style covers remained optional.

**1967:** For 1967, 500's got new hub caps, and the wire wheel covers got a new "safety inspired" center, which was a simple round cap that read "Chevrolet Motor Division". 500, Monza, and the mag style full wheel covers remained as in '66.

**1968-1969:** No changes would be made for Corvair's two remaining years in production.

**Forward Controls:** Trucks used hub caps as standard equipment in all years. Only two styles were used, the '61-'63, and the '64-'65 caps. These were shared with regular Chevy light duty trucks. Hub caps were painted white with a red Chevy bow tie in the middle, unless you ordered your Corvair truck with the deluxe equipment package—then you'd get the same hub caps but they'd be chrome instead of painted.

Full wheels covers were optional for all trucks, these covers being the same as that year's full wheel cover used on the regular Chevy Biscayne and Bel Air. Each year used a new style. Also available from '62-'65 were the wire wheel covers, again the same as on the regular Chevy; two-bar spinners on the '62-'63, and the three-bar spinner style on '64 and '65's. The mag style covers used on '65 Chevys were not listed as available for the '65 Greenbrier, but since they would of course fit, some dealers may have installed them. Technically speaking (that's our point here, isn't it?) they're not stock.

**In Conclusion:** We've filled up a page or so here and have only gone as far as the wheels, so I guess the side of the car is going to be a two-parter.

Happy Hub Cap sorting 'til then...



## CCE Team at the 2024 CORSA Dayton Convention



Back Row Standing (l-r): Brad Adcock, Andrew Golt, Doreen Prucha (and puppy), Mike McGowan, LaRae Hirsch, Ron Hirsch, Kevin Kloker, Charley Biddle, Jackie Miller, Gene Miller Fred Castro, Ray Johnson and Larry Claypool.  
Front Row Seated (l-r): Paul Dehnert, Lynda Neuner, Louie Zanon, Jeff Kamin, Diane Johnson and Shelly Claypool.

## CCE at Dayton

### CCE Members in Competition at the 2024 CORSA Convention in Dayton, Ohio

**Brad Adcock** - 1966 Monza Sedan

Autocross, 72.950 Seconds, Street Stock 4  
Rally, Navigator Lynda Neuner, 2650 Score

**Fred Castro** - 1964 Spyder Convertible

Economy Run, 16.204 MPG, Turbo Class  
Concours, Gold Award, 97.11 Score

**Larry Claypool** - 1965 Monza Convertible

Economy Run, 25.599 MPG, PG Class, Third Place  
Autocross, 61.664 seconds, Street Stock 3, First Place  
Rally, Navigator Shelly Claypool, 322 Score

**Paul Dehnert** -

Model Car Concours, First Place, Craftman Stock

**Ron Hirsch** - 1965 Corsa Coupe

Economy Run, 19.466 MPG, 4-carb Class

**Jeff Kamin** - 1963 Spyder

Concours, Silver Award, 95.93 Score, Preservation  
Award, Factory Stock Restored

**Kevin Kloker** - 1969 Monza

Concours, Silver Award, 95.86 Score  
Rally, Navigator John Funck, 501 Score

**Gene Miller** - 1966 Corsa Convertible

Economy Run, 23.091 MPG, Turbo Class, First Place  
Autocross, 73.208 seconds, Improved Stock 3  
Concours, Gold Award, 98.94 Score  
Rally, Navigator Jacki Miller, 582 Score

**Ramon Morales** - 1961 700-Series

Concours, Gold Award, 96.45 Score

**Lynda Neuner** - 1966 Monza Sedan

Economy Run, 17.151 MPG, PG Class  
Autocross, 70.549 seconds, Street Stock 4, First Place  
Concours, Bronze Award, 88.37 Score  
Cole Competition, 988.37 Points

**Fritz Wiesner** - 1966 Monza Convertible

Rally, Navigator Renee Wiesner, 946 Score

**Renee Wiesner** - 1966 Monza Convertible

Economy Run, 18.129 MPG, PG Class  
Autocross, 102.968, Street Stock 3 Women

**Lou Zanon** - 1963 Monza

Concours, Silver Award, 95.93 Score

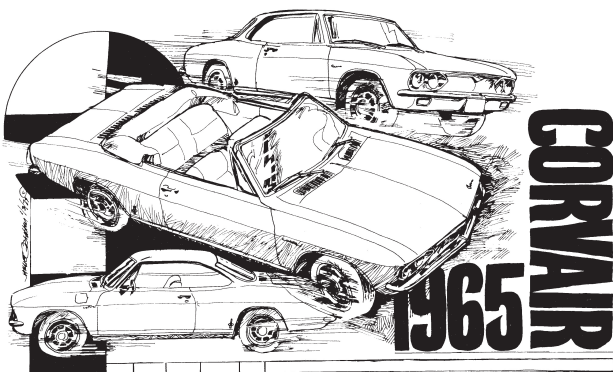
## My 1965 Cord 810 Story

Tom Godar

I have always loved old, unique cars and the stories behind them. For about the last 10 years or so I had been covertly stashing away funds to surprise my wife with an Anniversary gift representative of my most sincere appreciation of her and our life together. So as I was periodically checking various car sites when I saw an ad with an unusual white convertible listed as a 1965 Cord. Now being a fan of old cars, and having just visited the ACD museum with my wife, I knew the Cord ceased production in 1938 and the listed asking price way too low. But I was intrigued so I contacted the seller for additional photo's, details and if this was a kit car. He responded no, suggesting I look up Glenn Pray and the Cord "Sportsman" or 810. A quick google search provided sparse details but enough that the more I read the more I was hooked.

Now it was around 9 PM when I convinced the seller to let me come see the car, over two hours away, at 6:30 AM so I could make it to work by 10 AM, then stayed up till 1a searching for more details on the car.

To say the least the sellers price, stating it came from a "private" family collection, 22k original miles on a 59 year old low production number car had me more than a little leery on what I was going to find. But from the moment I began to look her over this truly appeared to be original, non-restored Glenn Pray Cord. It had many of distinctive features I had found in my short research such as; the Turbo Charged Corvair engine and front wheel drive powertrain, Coffin Nose hood, Royalite molded body, reverse opening doors and roll up headlights. From almost first glance I completely fell in love with this car, a perfect parallel experience to meeting my wife for the first time over 40 years ago... so you could say it was destiny. The wonderful article Charley has found and posted provides much more history and details. I'm really looking forward to driving and sharing this unique Corvair powered vehicle especially with you all and telling the story of Glenn Pray who was much like all of us, just a guy who loved a particular type of car and pursued his dream to design and produce what Lee Iacocca referred to at its debut, "A unique second generation Cord".



## Cord 8/10 Sportsman - Corvair Power

Allan Lacki

*[This article was originally printed in the December 2016 issue of "the fifth wheel", newsletter of the Lehigh Valley Corvair Club, Allan Lacki, Editor.]*

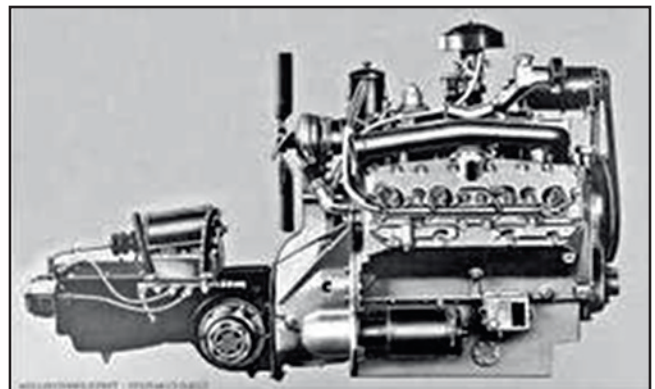
This is a short story about the Corvair-powered Cord 8/10 Sportsman replicar, announced to the press in September 1964 and manufactured by the Cord Automobile Company through 1966. It was an 8/10ths scale replica of the immortal coffin-nose Cords produced back in the 1930s.

### The Sensational Cord 810 of 1936

The original Cord 810 created a sensation when it first appeared at the New York Auto Show in November 1935. Unlike earlier classic American cars, this was not a limousine to be piloted by a haughty chauffeur. That kind of car went out of fashion with the Great Depression. No, the Cord 810 was meant to be driven by the owner; a driver's car.



Distinctive nose of the original Cord 810.



Cord's Lycoming V8 with transaxle.

Like the wildly successful Miller Indy cars, it had front wheel drive. It was powered by a Lycoming V8 - a sister company that made aircraft engines. It had an electrically-operated Wilson pre-selector gearbox. The instrument panel was filled with gauges. And it was so sleek, so low.

Nobody had ever seen a car like this. In the front, it had



pontoon fenders, much like an airplane. Retractable headlights added to its sleek appearance. The back of the car was equally clean, with flush mounted tail lights. The aerial for the radio was a grid, mounted on the bottom of the car where it couldn't be seen. The fuel cap and door hinges were hidden. And instead of a conventional chrome grill for the radiator, it had horizontal slats wrapping around its box-shaped hood. It became known as the "coffin-nose" Cord. The styling team was led by Gordon Buehrig, whose career spanned into the 1960s and who is also credited for his work on the 1956-57 Lincoln Mark II coupe.

Like most radical designs, the Cord 810 had teething problems that sullied its reputation. It was offered for only two years, 1936 and 1937. In its second year, it was accompanied by a supercharged version - the Cord 812, but sales remained in the tank. The Recession of 1937-38 didn't help. Production was suspended and the body dies were sold. But the coffin-nose Cord was not forgotten. It was an instant classic.

### Glenn Pray's Dream

When the Auburn Automobile Company declared bankruptcy in 1937, a man named Dallas Winslow, a Buick dealer from Flint, Michigan, bought some of the remaining assets which included the complete parts inventory of for Auburn, Duesenbergs and Cord automobiles. The price was \$85,000 plus an additional \$25,000 for the Auburn administration building. Thus, the Auburn-Cord-Duesenberg Company was formed. ACD Co. continued to offer parts and service from the Auburn, Indiana facility throughout the 1940s and 50s.

In 1960, Glenn Pray, a school teacher who was a big Cord enthusiast, bought the remaining assets of Auburn-Cord-Duesenberg Company from Dallas Winslow and moved them to a vacant pickle factory in Broken Arrow, Oklahoma. This would continue to be Pray's base of operations into the future. The venture was financed in part by an associate named Wayne McKinley.

Glenn Pray probably could have prospered by simply selling parts for these classic cars, but he had higher ambitions. He wanted to begin building replicas of them for paying customers. And to make his dream come true, he picked the boldest, most beautiful of them all. The Cord 810. While retaining his interests in ACD, Glenn Pray and several inventors established a new entity to design, manufacture and sell the replicas.

### What's Inside?

It was important to Glenn Pray that his replica be a front-wheel drive car, just like the original. But during the planning stages, no front wheel drive cars were being built in America. The Oldsmobile Toronado had not yet arrived. Mr. Pray had to get creative. Luckily, Chevrolet was still producing Corvairs at that time.

The original Cord 810 had a unitary power train, meaning that the engine, transmission and differential were all bolted together as a single assembly, with the transmission in the front, differential in the middle and engine at the rear, just like the Corvair Uni-Pack power train. So, it was natural that Glenn Pray would select the Corvair power train as the basis for his

replica of the original car. It was simply a matter of positioning the Corvair power train up-front instead of at the rear.

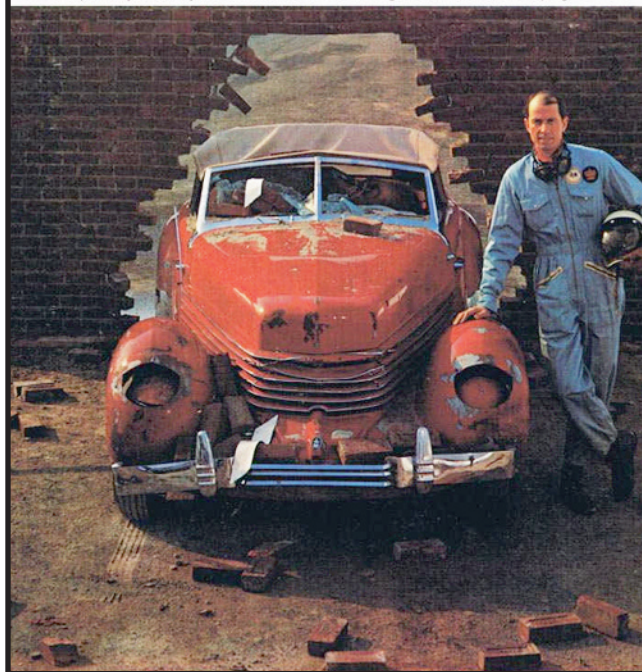
The next challenge was to design the suspension. The original Cord 810 had independent front suspension with half shaft axles. To enable the front wheels to steer as well as transmit power to the road, the axles were equipped with Cardan joints instead of simple universal joints. Aside from that, the suspension was simple: Nothing but one trailing arm on each side. Springing was provided by a transverse leaf secured to the chassis in the middle and connected to the outboard ends of the right and left trailing arms. It could be argued that a DeDion setup as found on the earlier L-29 Cord may have been a sturdier arrangement. In the rear, the original Cord 810 had a simple beam axle suspended on semi-elliptic leaf springs, like a Dodge minivan.

Glenn Pray's replica was more modern in the suspension department. Like the original, it had independent front suspension with half shafts, but instead of trailing arms, each wheel was located by upper and lower control arms. Pontoon fenders don't leave much space for springs, so Pray's engineers specified longitudinal torsion bars, just like those on Chrysler products of that time. At the rear, there was a beam axle located by trailing arms and a Panhard rod.

Like its predecessor, the 8/10 had a conventional steel frame consisting of long box sections running front to rear, cross-members, mounting points for the suspension, and pads for the body. The frame weighed about 400 pounds. Nevertheless, the entire car was rather light in weight at 2,100 pounds.

## Royalite ABS takes 30mph impact.

Expanded Royalite ABS body is still intact after John Fitch drove car through wall. Doors and hood were not sprung.



John Fitch drove this Royalite-bodied Cord 8/10 through a wall!!



## Plastic Body Beauty

It would have been more authentic if the 8/10's body was made of steel, like the original. But there was no way this would be financially feasible for a small upstart like Glenn Pray. He had to think outside the box.

Around the same time, U.S. Rubber Company was promoting a product named "Expanded Royalite" as a suitable material for boat hulls and heavy duty truck cabs. A specialty car made of Royalite would be a good promotional tool for U.S. Rubber. And so it came to be.

Expanded Royalite comes in large sheets. It's a laminated ABS-based plastic that has a cellular inner core sandwiched between inner and outer skins. (ABS stands for acrylonitrile butadiene styrene). Nowadays, there are probably dozens of plastics that would be suitable for molding car bodies, but back in the 1960s, Expanded Royalite had a unique combination of characteristics. It was advertised as being exceptionally rigid, light in weight, and resistant to weather, salts, alkalis and most chemicals. But it's main selling point was that it was easy to form into shapes using conventional vacuum molding techniques. That meant low tooling costs for low-volume production.

To get the ball rolling, Glenn Pray provided an original Cord convertible to U.S. Royal to serve as a pattern for the 8/10 replica. U.S. Royal's Consumer and Industrial Products Division in Mishawaka, Indiana took it from there. To get the dimensions right, they made an 8/10th scale clay mockup of Glenn's donor car. Then, to accommodate the sizes and properties of Royalite sheet, they made a five-piece plaster mold. Finally, for production purposes, they prepared an epoxy vacuum-forming mold in which Royalite sheets were formed into individual body parts. It took about five minutes to mold each piece. The pieces were assembled into a complete shell using epoxy-based adhesives and standard mechanical fasteners. The complete body assembly weighed only 200 pounds.

U.S. Rubber manufactured the body shells for all Cord 8/10s at their Mishawaka plant and shipped them to Glenn Pray's facility in Oklahoma. There, they were fixed to rolling chassis units that were assembled by Pray's staff. The rest of the work was performed there, at Pray's workshop.

Glenn Pray and his people did their best to use commonly-available parts throughout to ease maintenance and repair for future owners. Of course, some of the parts were unique, like the NOS Cord instrument panel with its full complement of gauges. Aside from it's smaller size, the Cord 8/10 was a fitting tribute to the original car.

## Rave Reviews

Car magazines like Motor Trend and Automobile Quarterly gave reviews when the Cord 8/10 arrived on the scene. In addition to being faithful to the original styling, they were well-trimmed with quality components. Although the body was made of plastic, this was no kit car.

The magazines praised them for their comfort, handling and acceleration. Pray didn't skimp with the engines - Cord 8/10s came with the high-performance 140 Corvair engine, with the turbo 180 being optional.

Whether they were that good is open to debate. Some folks

who have driven them aren't too impressed with their roadability. But nobody can debate that they attract attention. They are truly handsome cars.

## Aftermath

Glenn Pray and Wayne McKinley were not alone in financing the Cord Automobile Company. There were other investors and a dispute arose when sales failed to meet expectations. In January of 1966, Pray was ousted and six months later, in July of 1966, the Cord Automobile Company stopped producing cars after building just 97.

But that's not the end of the Cord story. In March 1967, the assets of the Cord Automobile Company were purchased by a new outfit underwritten by William P. Lear of Lear Jet fame. The name of the new company was Sports Automobile Manufacturing Company. SAMCO produced 13 more Cord 8/10 Sportsman cars, probably to use up existing supplies, and then introduced two new Cord replicas. Known as the Cord Warrior and Cord Royale, they were nowhere near as faithful to the original Cord design of the 1930s. Apparently, the car-buying public didn't care. They bought 400 of the them, so sales were much better than Glenn Pray's 8/10 Sportsman. Nevertheless, around 1974, SAMCO made a decision was made to produce motorhomes instead of Cords and Cords were produced no more.

Meanwhile, after leaving the Cord Company, Glenn Pray started yet another venture - to build replicas of Auburn Speedsters. Production continued from 1968 into 1981. Concurrently, Pray's Auburn-Cord-Duesenberg Company continued to sell parts and services for the original cars built in the 1930s. Glenn Pray passed away in 2011. ACD Co. is now owned by his son, Doug Pray.

From time to time, investors announced plans to introduce yet another version of the classic Cord 810, but none were ever built in any quantities. On or about November 25, 2016, another entrepreneur announced plans to build Cord replicas. Maybe so, but they certainly won't be powered by Corvair!

## Author: Allan Lacki-Sources:

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