

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

July 2025

VOLUME 58
NUMBER 7

July 23 CCE Meeting at Villa Park VFW at 7:00!

The July 23 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. **For one month only, the monthly CCE meeting will be on the fourth Wednesday!** 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.

August 13 CCE Board of Directors Meeting at Manny's Ale House

The August 13 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.



Extra!

Due to a **Scheduling Conflict** with
The Villa Park VW, the
Third Wednesday of the month CCE Meeting
originally scheduled for

July 16,

Will be held on the Fourth Wednesday,

July 23.

Same place, same time,, 7:00 PM, just a different
date, a week later.

This is a one-time thing, for July only. For August
we will return to having CCE Meetings on the
Third Wednesday of the month.

From the President

Jeff Wentz

Worst Drivers

Last month's article poked some fun at the struggles of people learning to drive. This month I have some personal observations and prejudices about driving in certain states. I feel I have some cred in this matter, having driven or been driven on six of the seven continents, every state in US, and all of the Canadian provinces except those covered in Permafrost. I've even driven in Mexico! (PTSD is real!).

Admittedly, Illinois has its share of bad drivers, but considering that the average speed on Chicago expressways would get you busted for reckless driving anywhere other than Texas and California, we don't do so badly.

Speaking of Texas, while most for the time Texas drivers do pretty well and drive at speeds comfortable to Chicagoans, you have NEVER EVER seen anything as insane as Texans in snow or ice. I was visiting my family in Arlington right on the main highway between Dallas and Ft. Worth. That area doesn't get much snow, but gets horrible ice storms. Evidently, ice-scrapers are forbidden there, and no one has any idea how to use heaters and defrosters. I watched a shocking number of ice-encased cars with the drivers' noses mashed against the windshield where they had cleared a credit card-size hole. Also, I saw an equal number of icy cars crawling along an eight-lane expressway with the drivers leaning out the door, struggling to keep it open with one arm and steer with the other. The mind reels.

Other states are about as bad. Humorist Dave Berry once attributed Florida's chaotic traffic to people coming there from all over the world determined to drive by the rules and customs of wherever the hell they were from. On holiday there, my friend Fred and I once stopped to help a woman who had driven her Thunderbird onto the beach and was stuck in some loose sand. She was spinning the tires, madly throwing sand like she was digging a deeper Circle of Hell. I explained the futility of that approach and told her to gently let off the brake and give it just enough gas to slowly turn the wheels. She tromped it again. I yelled at her to stop, and told her, "Look lady, I'm from Indiana and have driven in snow all my life. Either you do what I tell you or I'm done helping and you can hope you find someone who'll charge a hundred bucks to pull you out." She finally got with the program, and with our help she was able to get onto firmer ground. Once there, she stopped and said, "I didn't think that would work! Toodles!" No thanks, no goodbye, she just drove off. I got back in my car and chewed my beach towel to shreds.

Wisconsinites do well enough in their own environs, but they do have some quirks. Packers drive slowly compared to us FIFIs (F... Idiots From Illinois) and lane blockage is the state sport. On expressways, they bunch up in all the lanes to proceed in a 45-mph rolling roadblock. God help you if there is something off the side of the road. Then they will politely form a single file, and one by one, stop, and slowly gawk, as if expecting to see carnage like a cow that stepped on a land mine. Usually, it's a someone changing a tire.



But, there's more. I haven't gotten to the worst state of all – New Jersey.

Stay tuned for a future column.

From the Director

Lin Parro

My Dear Friends – as usual I never have a clue as to what to write for my Director's article. So I decided to dedicate this article to all of YOU. So here goes:

My Dear Friends,

For the past year and a half most of you know the health issues my husband, Kirk, has gone through, especially these past six months.

To recap: Jan'24 kidney remove due to cancer, went through immunotherapy; Apr'24 stent put in heart; Nov'24 Watchman put in heart to block any blood clots entering the body. Jan'25-until now: loss of appetite which caused rapid weight loss; in and out of hospital due to dehydration, blood pressure sky rocketing or crashing, some memory issues, as well as other issues, major and minor. These are signs of side effects from the immunotherapy. But doctors are not convinced because all tests come out fine, one kidney is healthy, heart and lungs are fine. So still not sure what is going on, but we as well as our primary doctor are baffled.

Through all of this mess all of you have been there for us and I want to say THANK YOU for being such awesome friends. Your kind offers, sincere concerns and well wishes are extremely appreciated and heartfelt.

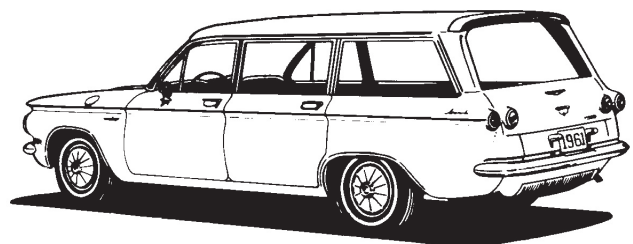
I know this is what friends are for and I know this is what friends do, so I must apologize for not taking you up on your offers. But just knowing that I can count on all of you when needed is enough.

Good news, Kirk is on the mend—just will take some time. His appetite is slowly returning and starting to get tastes for certain foods like Dairy Queen Blizzards. He has been going to Physical Therapy to help with his balance and to strengthen the muscles. One of the physical therapist mentioned how impressed she was as to how well he is doing and sees he is looking healthier. I think he's starting to look like his old self just a little, no a lot!, skinnier.

The goal for him is getting his legs strong to walk the cruise ship in August. I have been told by several physical therapists that it can be done...so fingers crossed.

Again, my dear friends, from the bottom of my heart and Kirk's—THANK YOU,

—Lin



From the Editor

Charley Biddle

Ramblings from your Humble Editor—

Early Airhorn: Normally I schedule the *Airhorn* to be delivered to members a few days before the monthly CCE meeting at the Villa Park VFW Hall. However, due to the VFW having scheduled another event for our usual third Wednesday of the month, the board of directors decided to move the July CCE meeting to July 23, the fourth Wednesday of the month. Therefore, I want to get the July *Airhorn* out to members before the traditional third Wednesday of the month, so they will be reminded of the meeting date change. Complicating matters is the fact that I will be attending the Detroit Area Corvair Club Homecoming event (July 10 to July 13). I won't be home during the time I usually would send out the July *Airhorn*. So, I am sending out this July *Airhorn* no later than the day before I leave for Detroit (Ann Arbor, really). This way too, the board of directors will have copies of the July *Airhorn* before the July 9 board meeting. I will not be attending that meeting, as I will already be on the road to Detroit.

Car Show Etiquette and an Apology: I was at a car show a few weeks ago. I got into a discussion with another car enthusiast about some aspect of Corvair Forward Control body construction. We were standing next to a Rampside. I opened the passenger door and pointed to the small body panel that I have not been able find in reproductions. I then closed the door. Unfortunately, I did not see the sign on the windshield asking show attendees to not touch the vehicle.

Later that evening I received a voicemail from the Rampside's owner. He was incensed that I had touched his vehicle, in spite of the do not touch sign. I apologized that I had not seen his sign, but his lecture went on for a few minutes more. He has spent a quite a bit of time polishing his Rampside for the show.

So, if you are at a car show and come across a vehicle on display with a do not touch sign, don't touch the vehicle! At least, try to find the owner (usually in a lawn chair behind the vehicle) and politely ask if the vehicle can be opened to inspect some aspect of it.

Thought: "It's fine to eat a test grape in the produce section, but you take one bite of rotisserie chicken and it's all, 'Sir, you need to leave!'" — Anonymous

Thought: "The best cure for insomnia is to get a lot of sleep." — W.C. Fields

Thought: "I always avoid prophesying beforehand because it is much better to prophesy after the event has already taken place." — Winston Churchill

Thought: "The democracy will cease to exist when you take away from those willing to work and give to those who would not." — Thomas Jefferson



Board Meeting Minutes

John DiProva

Date: June 11th 2025

Location: Manny's Ale House, Elmhurst, IL

Start time: 7:25 PM

Roll call: Board members present at meeting start:

President: Jeff Wentz, **Vice President:** Paul Polster,

Treasurer: Kevin Kloker, **Secretary:** John DiProva,

Director at Large: Lin Parro. **Absent:** None

Committee Heads Present: *Airhorn* Editor and

Membership: Charley Biddle, **Activities:** Lin Parro,

Librarian: Diane Johnson. **Absent:** None

Other Members Present: Kirk Parro, Ray Johnson

Welcome from Jeff Wentz, Presiding Board member:

Jeff called the meeting to order and welcomed everybody.

Treasurer's Report: Kevin Kloker

- Kevin reported the financials are in the *Airhorn* and that there is very little activity to report.

Airhorn Report: Charley Biddle

- Charley received pictures of the spring tour from John DiProva and DeeDee Dickinson and 2025 convention pictures from Andy Allen. Charley will edit and fit as many as possible of these into the *Airhorn*.
- Charley will also have flyers for the Detroit Area Corvair Club Homecoming and the IRM transportation extravaganza on August 3rd.
- This will be a large *Airhorn*.

Membership Report: Charley Biddle

- No new membership news to report
- Charley is continuing progress on the membership report hoping to have it complete in the near future.

Library Report: Diane Johnson

- Diane reported that Mike McGowan has converted some CCE 1971 Corsa convention slides and movies from the library to DVD

Special Reports or Announcements

- Diane Johnson brought T-shirts and zip up hoodies to the board meeting. These are very nice quality items. The board voted on and made a motion to have Diane the company move forward with providing a sample of our Chicagoland Corvair Enthusiasts logo. More information to come

Activities: Lin Parro

- Wednesday June 18th is the Parking Lot Beauty Contest at the general meeting.
- July 10-13 Detroit Area Corvair Club Homecoming. Ann Arbor MI.
- Sunday, Aug 3rd, IRM, Union, IL M there will be a Flyer in the upcoming *Airhorn*. More information to come
- Saturday, Aug 9th, Mt. Prospect Corvair Cruise Night, 3-8 PM Metra Station— East commuter lot at the SE corner of Northwest Highway and Maple
- Sunday, August 17th, CCE Picnic, 11 AM-CC Pottawatomie Park, River Pavilion. 8 North Ave., St. Charles, IL

- Sunday, August 24th, The Geneva Concours elegance, 10 AM-4 PM, located on Third Street in Geneva, IL
- The Fall Tour is Sunday September 21st Some suggestions and ideas are the Johnson Wax Building in Racine, Wisconsin. It is a beautiful Frank Lloyd Wright Art Deco building that has tours. Other suggestions are The Fitzgerald's Octagon house in Genoa city, Wisconsin.
- They have their Fish boil, BBQ ribs and BBQ chicken dinner. Lake Geneva was also mentioned.
- Other Suggestions are welcome.
- Lin mentioned a CCE get together for dinner at Sawa's Old Warsaw Restaurant located 9200 W Cermak Rd, Broadview, IL 60155 it has a traditional old world Polish Smorgasbord. It has been in business since 1972 and there aren't many old school supper club type places left. This is worth a visit.

Old Business:

- None to report

New Business:

- The July General Meeting is being moved to July 23rd. See June *Airhorn* for details.

Adjournment:

- Motion by: Kevin Kloker, Seconded by: Paul Polster
Time: 8:35 PM

General Meeting Minutes

John DiProva

Date: June 18th 2025

Location: VFW Hall Villa Park

Start time: 7:10 PM

Roll call: Board members present at meeting start:

President: Jeff Wentz, **Vice President:** Paul Polster,
Treasurer: Kevin Kloker, **Secretary:** John DiProva,
Director at Large: Lin Parro, **Absent:** Kevin Kloker, Lin Parro.

Committee Heads Present: *Airhorn* Editor and
Membership: Charley Biddle, **Activities:** Lin Parro,
Librarian: Diane Johnson, **Social Media:** Shelly Claypool, **Absent:** Lin Parro.

Welcome from Presiding Board Member

- Jeff called the meeting to order and welcomed everyone. Jeff asked if any new or returning members were there. Mike and Conner Powel were present and are returning attendees from last year.

Treasurer's Report: Kevin Kloker

- Kevin was absent and Jeff stated that all financials are in the *Airhorn*.

Airhorn Report: Charley Biddle

- Charley noted that this month's *Airhorn* was a larger one due to Spring tour and 2025 CORSA Convention pictures. Also, many articles and the Detroit Area Corvair Club Homecoming and the Illinois railway museum transportation extravaganza flyers.

Membership Report: Charley Biddle

- There are 118 current members.

- Members are still renewing during the year and the numbers will update.

CORSA News: Larry Claypool

- Larry reported that the convention was a very good time had by all.
- The Embassy suites hotel was very accommodating with the convention and its attendees.
- Club banners were displayed from railings over the Artium, details in the next *Airhorn*.

Library Report: Diane Johnson

- Diane reported that the library is open and there has been a lot of activity with members coming to appreciate the collection of literature and articles available to our members.
- Mike McGowan has transferred some CCE slides onto CDs and those are also going to be available.
- Diane brought a "goodie bag" from the 55th Milwaukee All Corvair show. There was a good turnout and a fun event.

Social Media: Shelly Claypool

- Shelly posted 2025 CORSA convention pictures on the Chicagoland Corvair Enthusiasts website and mentioned there was a long-distance winner. More in the *Airhorn*.

Special Reports or Announcements:

- Abraham Golt mentioned that there is a neat you tube Video *Duane Cartwright Fuel Injected Corvair Hot Rod Corvair Wild*. Duane has a very clean professional Fuel Injection set up on his Corvair

Activities: Lin Parro

- July 10-13 Detroit Area Corvair Club Homecoming. Ann Arbor MI.
- Sunday, Aug 3rd, IRM, Union, IL M there will be a Flyer in the upcoming *Airhorn*. More information to come.
- Saturday, Aug 9th, Mt. Prospect Corvair Cruise Night, 3-8 PM Metra Station- East commuter lot at the SE corner of Northwest Highway and Maple.
- Sunday, August 17th, CCE Picnic, 11 AM-CC Pottawatomie Park, River Pavilion. 8 North Ave., St. Charles, IL.
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- Other Suggestions are welcome.
- Lin mentioned a CCE get together for dinner at Sawa's Old Warsaw Restaurant located 9200 W Cermak Rd, Broadview, IL 60155 it has a traditional old world Polish Smorgasbord.
- It has been in business since 1972 and there aren't many old school supper club type places left. This is

worth a visit.

Old Business:

- None to report

New Business:

- Jim Sikora mentioned the Illinois region ACAA's 74th Annual car show on July 20th 2025 9:00 AM – 2 PM located in Carpenters Park in Carpentersville, IL.
- Any questions Contact Jim Sikora / Show Manager at 708- 691-9854, jamesikora@att.net featured car—75 years of Nash Rambler.
- Jeff Wentz mentioned he is still researching front and rear disc brake conversion for his 65 Corvair Monza.
- Ray Johnson said that he could machine engineered components if the prints and specifications are available.

Adjourn:

- Motion by: Diane Johnson, Seconded by: Lynda Neuner, Time 8:00 PM



Membership Report

Charley Biddle

Welcome New Members

Connor and Michael Powers
25 Harvard
Des Plaines, IL 60016
(224) 491-1282 (cell)
SoarerToyota15@gmail.com
1965 Corsa

Returning Members:

Dick Heuvelman
N2481 Knollwood Dr.
Lake Geneva, WI 53147
(630) 624-7545 (cell)
DickHeuvelman@outlook.com
1964 Monza Convertible

Wayne Janis and Beth Huning
3365 E. Silverwood Dr.
Phoenix, AZ 85048
(602) 316-6753 (cell)
wjanis@msn.com
69 Cpe., 66 Cnv, 68 Cnv

New Address:

Dawn and Fred Castro
1 Oak Ridge Drive
Newark, IL 60541
Dawn: (630)-991-8601 (cell)
DawnCastro@comcast.net

New Email Address:

Doug Daniels
Notsoso25@proton.me

Birthdays for 8/1 thru 8/31 are: 8/5—Ed Thompson;



8/8—Mike Schiera; 8/10—Eileen Cermak;
8/11—Maureen Burns, Kurt Mueller,
Jeanette Short; 8/13—Renee Schiera;
8/14—Alan Morgan; 8/17—Greg Richards, Anne
Richards; 8/28—Tim Ricordati.

Anniversaries for 8/1 thru 8/31 are: 8/7—Brad & Connie



Meeder; 8/9—Ray Morales Jr. & Jeannette
Alberte, Stanley & Donna Naymola;
8/17—Ted & Pat Malo; 8/21—Jerry & Susan

Malloy.

Numbers: CCE has 41 Active members, 61 Family
members, 8 Honorary members

Treasurer's Report

Kevin Kloker

06/01/2025 – 06/30/2025

Fifth Third Bank Checking Account

	Debit	Credit	Balance
06/01 Beginning Balance			1,175.89
06/05 Illinois NFP Annual Report	14.00		
06/12 Illinois NFP Reimbursement		10.00	
06/12 Membership Dues		124.00	
06/13 Returned Membership Check	30.00		
06/25 VFW June Rent	200.00		

06/30 Ending Balance 1,065.89

Vanguard Savings Account

	Debit	Credit	Balance
6/1 Beginning Balance			15,158.99
6/30 Dividend		52.45	

6/30 Ending Balance 15,211.44

6/30 Total All Accounts 16,277.33

Activities and Events

Lin Parro

July

NOTE: General Meeting will be on Wednesday, July 23rd
General Meeting: Parking Lot Beauty Contest *Arrive**
around 6 PM***

This is a members participation activity. Members who have a driveable Corvair brings it to the meeting to form a small car show. Those 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.** Categories are: Early Open, Early Close, Late Open, Forward Control, and Work in Progress. Ballots will be tallied during the business portion of the meeting announcing winners at the end of the break. All winners receive bragging rights for the year.

Th-Sa, Jul 10-13th, Detroit Area Corvair Club
Homecoming, Ann Arbor, MI

Wyndom Garden, 2900 Jackson Rd., Ann Arbor, MI
Look forward to a free buffet breakfast for hotel registrants, free lunch each day in Ken Pepke's World Class Hospitality Room, indoor and outdoor swap meets each day, Road Rally on Thursday. On Friday evening enjoy a cookout/picnic followed by an automotive related movie. Saturday will be the Valve Cover races followed by a live auction of various items. Seems like a good alternative if you did not go to CA. For more information go to detrtoitcovairs.com/homecoming.

Sunday, July 20th, Illinois Region AACA's 74th Annual Car Show, 9 AM-2 PM

Carpenters Park, 300 Carpenter Blvd, Carpentersville, IL
Featured car: 75 years of Nash Rambler. Being this is a judged show all vehicles must be 25 years old (2000) and older. If you wish to participate registration fees are as follows: Preregistration - \$20 Judged/\$15 Display Only; Day of Show - \$30 Judged/\$20 Display Only; no entrance fee for spectators. Preregistration deadline is July 15th. Judging starts at 10:30 AM, awards given out at 1:00 PM. See flyer/registration form for additional information. Any questions contact Jim Sikora/Show Manager at 708-691-9854, jamessikora@att.net.

August

General Meeting: Board of Directors nominations begin.

Sunday, Aug 3rd, 34th Annual Vintage Transport Extravaganza, 8 AM-5 PM, Union, IL

Illinois Railway Museum (IRM), 7000 Olson Road, Union IL.

Show is open to vehicles that are 2005 and older. Preregistration fee is \$15.00/vehicle; day of show registration \$20.00. Preregistrations **MUST** be received by July 26th to be valid. Vehicle driver and all passengers in participating vehicle at time of entry will have free admission and free train rides. CCE members, each year, are invited to volunteer to help work the gate and enjoy a free day visiting the car fields, museum and ride a few "rails" for the day. So, if you're looking for something to do with the kids/grandkids... This is the place to be. For more information contact Larry Claypool at 815-603-8556 or vairshop@gmail.com or Dawn Castro at 630-991-8601 or DawnCastro@comcast.net.

Saturday, Aug 9th, Mt. Prospect Corvair Cruise Night, 3-8 PM

Metra Station – East commuter lot at the SE corner of Northwest Highway and Maple.

Sunday, August 17th, CCE Picnic, 11 AM-CC

Pottawatomie Park, River Pavilion. 8 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 (or able) to drive to the 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.

Sunday, August 24th, The Geneva Concours d'Elegance, 10 AM-4 PM, located on Third Street in Geneva, IL.
Visit website genevaconcours.net for any information.

September

General Meeting: Members Appreciation and Awards Pizza Night

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

Also on the agenda is the continuation of Board of Directors nominations.

Sunday, September 14th, Worth Cruisers' Car Show, 8 AM-3 PM

Metra Train Station, 11030 S. Depot St.

More details to follow.

Sunday, September 21st, Fall Tour-Racine, WI

The plan is to spend the day in Racine visiting the following attractions:

- Frank Lloyd Wright's Wingspread – designed for third-generation SC Johnson leader Herbert F. Johnson, Jr. in 1937.
- SC Johnson Campus Tour – a feature on the tour will be the Frank Lloyd Wright designed Administration Building.

More details to follow.

Cruise Nights

Frankfort Cruise Nights are on Mondays 6/2-9/22

Located in and around the town square. Plenty of restaurants in the area to area to have a meal or dessert. Refer to website frankfortcarclub.club for dates, featured vehicle(s), various parking locations.

Rolling Meadows Cruise Night are on every other Friday, 5-8 PM, 5/30-8/22

Located at Meadows Christian Fellowship, 2401 Kirchoff Road, Rolling Meadows, IL.

Food and beverages available for purchase. For more information and dates refer to the church's Facebook page called "Meadows Cruise Nights" or website cruisenight@meadowsfamily.org.

Westmont Cruisin' Nights and Street Fair are on Thursdays, 5-9 PM, 6/5-8/28

(No event on July 10th due to Taste of Westmont)

Located in Downtown Westmont on Cass Avenue.

Classic and cool cars enter the event from Norfolk Avenue near Bank of America, 139 N. Cass Avenue. Refer to website westmontevents.com for dates, featured vehicle(s) and any additional information.

If you want to add a cruise night, send me the info and I'll add it to the list.

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!

CORSA News You Can Use

CORSA Board of Directors

-We hope you will enjoy the annual Convention Issue of the CORSA Communique. As you have read by now, the convention was in San Luis Obispo, CA and from the feedback shared, everyone in attendance had a great time. CORSA appreciates all the volunteers who participated and the many sponsors and donors who supported the events with contributions. As you will see in this issue of the Communique, our convention is one of the highlights of the year for Corvairs. It was great to see so many new members attend too. CORSA is looking forward to 2026 in Gettysburg. Registration and hotel information will be available later this year.

-There are still many events hosted by Chapters coming up this summer and fall. Coast to coast, you can find Corvair people gathering to drive, shop for parts and visit with our fun community. Please look for these events here and in the Communique: [Current and Upcoming Events \(corvair.org\)](#). If your event is not listed, let us know.

-It's probably time for a new shirt or hat to wear to car shows and cruise nights. Be sure to wear your CORSA membership- get new apparel here: gmclubapparel/collections/corsa-club-collection.

-Don't forget to take pictures and tag CORSA in Instagram @corsa_corvair_official and post your pictures on the updated Corvair Center Forum! corvaircenter.com. Members around the country enjoy seeing their friends what is happening at events around the world!

-Special Message about 2026 Board of Directors election from Steve Lubliner, Vice President and Elections Chair: When CORSA updated its bylaws last year it created a schedule for the election of new CORSA Board of Directors (BoD) members. This was done to avoid conflicts with a "floating" international convention date. The nomination period for new BoD members runs 1 July 2025 through 15 August 2025. Nominees need to provide an autobiographical article and a photograph for publication in the October issue of the CORSA Communique. In addition, nominees shall be required to sign and submit a copy of the Board of Directors Code of Conduct as a condition of candidacy. Nominations for the CORSA BoD may be submitted to the CORSA Vice President, Stephen Lubliner, via email or the US Postal Service. His email address is stephenlubliner@compuserve.com and his physical address is Stephen Lubliner, 4801 N. Vista de Loma Segunda, Tucson,



Arizona, 85749. Some additional points:

1) Upon receipt of a nomination, the Vice President will provide a hard copy of the BoD Code of Conduct to the nominee via the US Postal Service. Nominees, please provide your "snail mail" information with your nomination. It is required that the nominee sign the document and return it to the Vice President.

2) The incumbents up for election in the Western and Eastern Divisions either cannot or are not running again for the CORSA BoD.

3) Any questions regarding the election process may be directed to Stephen Lubliner at the addresses above or via telephone at 520-664-6898.



Illinois Railway Museum 34th Annual Transportation Extravaganza

Larry Claypool

Some might wonder how did we ever get involved with this show, started 34 years ago in the tiny burg of Union. I confess to being the instigator of CCE's involvement though my own experience at the museum.

CCE had just begun its Orphan Auto Picnic journey, and I had scoured all the usual car magazines of the time for clubs with orphan makes, inviting them to join us for next OAP.

While attending an IRM train event, I got talking to one of the IRM folks and he indicated they were planning to a car show that summer. I told them I could probably help with some club contacts (my OAP club list). The offer was accepted, and I became one of the usual suspects at registration, passing out OAP flyers to the orphaned makes rolling through.

In the early 2000's, as the event grew, there was some concern over the number of 'new' cars entering the show; it was after all, named the **Vintage** Transportation Extravaganza. Discussion ensued, and it was suggested that an arbitrary 20 years old was good enough to be 'vintage', so future shows would have 20 years old as a qualifier. This didn't sit well with the Camaro club that had been helping with the registration process for a couple of years prior to this restriction; after all, a number of their members had newer models. With that, they bowed out. Now left short staffed, Mike Wende, event chair, asked if we (CCE) could help with the gate registration. CCE participation in the show had increased significantly and allowed us a group parking spot, so, in 2005 I put Mike's request for help in the *Airhorn*.

That year, CCE became an integral part of the registration, handing out all the goodie bags, dash plaques, buttons, and tickets to each and every entrant. When Mike retired and moved to Arizona, we, or should I say Dawn Castro, stepped in and became the registration chair. All the preregistration is stamped, folded, mailed, data entered, cards printed, and



money collected at her capable hands. Charley Biddle designs the flyers and images for the commemorative buttons and dash plaques.

Then on show day, we process, on the average, 400 cars, trucks, buses, two-wheelers, and rail speeder cars through the gate in four hours. (We prepare for 500). That's 1.67 cars per minute. Of course, they don't all arrive nicely spaced out; there might 40 in line when we open the gate at 8 AM, or only two cars at 11:30. So that's where our general membership comes in- we need help at the gate between 8 and 12 to give out all the goodies, and collect money and registration information. We've changed up registration a bit this year (not sending out parking or windshield cards by mail), and accepting credit cards for payment, so each of our team will have a specific job to do, hopefully keeping the incoming lines to a minimum. We'll have a worker meeting at 7:30 AM to familiarize everybody with their task. Several of us will on hand at 7 AM to erect the popups, tables, and give aways. There will be coffee and donuts. At the close of registration, all our workers can enter the show and ride all the trains for free; those who drove collector cars (2004 or older) can park in our CCE area.

We'll have a sign up sheet at the July meeting.

Stock Is...

Larry Claypool

[This article was originally printed in the January 1988 issue of the CCE Airhorn. Larry has updated it to contain information as of 2025.]

Batteries

No matter how little you use it or how carefully you do, there's one part of your Corvair that will fail with some regularity — the battery. Although a few lucky folks have been able to nurse six, seven, or even more years out of the old black box, three to four years is typical battery life for the masses, putting the average '65 Vair on at least its 12th transplant by now.

Before the column gets too involved with what's stock, it should be pointed out that CORSA concours planners realize that nobody has their original battery anymore, and "exact reproductions" can be spotty.

Thus, current rules allow for some leeway in battery selection for stock classes. You can download the most current rules here:

corvair.org/index.php/resources/policies-procedures/file/14-concours-delegance-rules.

Battery cables and hardware, however, have an infinite life span, and providing electrolyte (battery acid) hasn't spilled or boiled over, original parts are often still seen even on daily driven cars. Thus, original style cables and hold downs are required for stock classes.

The battery delivered in each new Corvair built in the continental U.S. was made by GM's Delco division. 1960-66 models used the "Delco DC 12 Original Equipment Line" tar top model. These words are molded into the sides of the case, and the filler caps are molded with the word "Delco". For 1967, Delco came out with the "Energizer" which was a hard top

battery. The sides of this model are made up of half circles, which has since become part of the Delco trademark. The top of the battery is molded with "Delco Energizer", and this type of battery was used through the end of production.

The early cars and all FCs use an battery industry group 53 size, which as far as automobiles is concerned, doesn't fit much else. When properly installed (with the positive post toward the front of the car), the posts are closest to the fender (1961-64 and FC) or the engine (1960).

With the introduction of the '65 cars, a more conventional battery was found in Corvair engine compartments. The 22F was the standard issue item, with the group 24 size extra cost for all models. The 22F has its posts closest to the motor, while the 24 has them closest to the fender.

Venting the battery became a concern for Corvair cars because of either the direct air heater system, acid splash, or both. Normal battery charging and discharging creates hydrogen gases and acid droplets from the vent caps. Since the sealed maintenance-free battery of today wasn't around in the 60s, Chevrolet adapted two special 3-gang vent caps to replace the six individual caps normally used. The special vent caps had a hose nipple molded on so rubber hose (just like windshield washer hose) could be connected.

Assembly manuals show this venting system released on 2/28/64, but exact production line startup isn't known to us yet. On the '64s so equipped, two holes are drilled through the battery box at its upper rear corner, providing the outlet for the vent hoses. A bit of sealing compound helps seal and hold the hoses in place.

For 1965, the special 3-gang caps were again fitted to the standard battery, while the optional size 24 battery used two cap covers. The cap cover and its base is used with the regular battery caps, and features a hose nipple for connection to the vent hoses. With the standard battery, the hose nipples face the fender; with the HD battery the hose nipples are straight up, but are installed towards the rear. A large hole is drilled through the sheet metal that forms the battery tray; a rubber grommet is installed into the hole, then the two vent hoses pass through the grommet completing the external venting.

For '66, the hose grommet was apparently considered unnecessary. Instead, two holes are punched into the sheetmetal (in the same location as the '65 grommet). The vent hoses pass directly into these holes. This setup would remain in '67, but the grommet would return for the few '68-'69 Corvairs built.

The battery sits on a tray not only to hold it, but to keep any spilled acid from damaging any other parts of the engine compartment. Beginning in '61, a drain hole was added to the battery tray to let any spilled acid run out to the pavement. On the FC, a rubber hose connects to the battery tray drain and then runs down and out the bottom of the fender. Thus, spilled battery acid shouldn't cause the fender to disintegrate.

Further anti-corrosion steps were taken in late '63 (6/11/63, we are told, so that would have been 1964 production) with the addition of a plastic battery tray liner. This allows the acid to drain off without touching any metal parts. This tray continued to be installed on all later models.

To keep the battery from falling over, hold downs are used. As you would expect, the '60 hardware is different from

everything else. A hex bolt holds the battery retainer to the fender on the right, while a J-bolt and wing nut extend to the battery tray on the left. For '61, the rubber covered metal retainer was revised a bit to have its attachment points at equal heights. J-bolts are used on both sides of the battery, with wing nuts and washers securing the retainer. This setup is carried over on the Lakewoods and FCs except that different lengths of J-bolts are used.

No changes were made until mid-'63 production when a simple black plastic strap replaced the rubber covered metal retainer used previously. Assembly manuals show us 12/13/62 as the release date, but again, we've yet to determine the production line switchover date. FCs also adopted the plastic strap at this time.

The '65 Corvairs returned to a rubber covered metal retainer, sized to the new conventionally sized 22F battery. A J-bolt with a hex nut on top connects the left side, while a long hex bolt screws into a nut welded under the battery tray area on the right. The extra cost larger size 24 battery used longer bolts, but the same retainer.

All GM cars switched to a simple wedge style hold down for '66. A fixed metal wedge, welded to the base of battery tray area, rests against a depression in the battery case. When you tighten the single hex head bolt that passes through the removeable plate, the plate pushes the battery down and against the wedge on the other side of the battery. In practice, this setup is far less secure in rough use than the over-the-top retainers used previously, but that's what continued through '69.

An excellent resource for battery information is Kent Sullivan's site Corvairkid.com, corvairkid.com/batteries.htm.

Here Kent gives all there is to know about original batteries along with the great color pics.

To connect the battery to the car electrically, you need cables. Unfortunately, Corvairs used the peculiar Delco "spring ring" battery cables that have long been a headache to restorers. This style cable end was removed from production line use not too long after the Corvair, so those seeking the original look have had to go looking for NOS or reproductions.

The cables themselves have a black vinyl coating, and the part number is usually printed on the cover in white near the battery end. A smaller lead for the car's primary circuit is used on all positive cables. This smaller lead is black in '60-'63, then red in '64 through '66. For '67, a fusible link is added to the lead, with the link wire changing to brown. The negative battery cable on lates also features a smaller lead that connects to the inside of the frame rail for body ground. The lead here is black. The '60 ground cable is actually two cables: one from the battery to the bumper brace bolt at the right hand frame rail, then a short cable from that bolt to the coil stud on the right head. For '61-'64, Chevy chose to use a ground strap rather than a conventional cable. The strap is copper colored, and features an eyelet about three-fourths of the way along its length for connection to the bumper brace bolt at the left hand frame rail. The end of the strap has another eyelet to connect to the generator support bracket bolt.

Wagons and trucks use different length cables and straps because of their routing, and lates use longer negative cables with the optional size 24 battery because the posts are on the

opposite side.

The following chart should help you identify the cable or strap that was originally used on your model.

Chart 1. Corvair Battery Cables '60-'69

	Pos	Neg
'60	2975063	2972233 to body 2972660 to motor
'61-'64 cars	2978816 ('61) 2980903 ('62-'63) 2983625 (late '63) 2985719 ('64)	2978665
wagons	2978816 ('61) 2980904 ('62)	2978886
FC	2976096 ('61-'63) 2983926 ('64-'65)	2976097 ('61-'64) 2985923 ('65)
'65-'66 w/std.	2987264 (early '65) 2987281	2987251 ('65-early '66) 6289115
'65-'66 w/opt.	same as std.	2987283 (early '65) 6286146 ('65-'66)
'67-'69 w/std.	6289135	6289115
'67-'69 w/opt.	same as std.	6286146

As for today's Corvair owner, there's good news/bad in terms of reproduction items. At current (early 2025) there are no reproductions of the early model battery available. For the late models, *some* reproductions exist due to shared use with some other popular GM models of the era. The optional HD size 24 is easier to obtain in both the DC-12 tar top style, and the 67-9 energizer style than the smaller standard size 22F. And all the reproductions are quite expensive.

The special 3-gang plastic vent caps aren't available new or reproduced, but used ones do show up occasionally if you look diligently. Vent cap covers for the heavy duty battery were also used on Corvettes; they are similar, so supply is plentiful here.

The plastic battery trays and various hold down bolts are also available as reproductions from several sources. Vendors also list battery retainers for all styles.

The spring ring cables also are pretty well supported in the reproduction arena, though part numbers may not be same or missing entirely, even if the length is right.

Classified Ad

For Sale: 1963 Monza convertible, 102 Hp, four speed, white, new top, interior by Riggs Brothers, maintenance by Larry Claypool. \$15,000, Lee Carrier, moved to Nashville, TN, area 2017, (615) 707-2212 (cell), corvairstee@att.com. [submitted 2025-05]

Classified Ad

For Sale: Collection of Corvair Parts: I am Bruce Herschberger. My late father, Art, was probably best known fo producing modified Corvairs as Solar Cavaliers. 50 years ago my father had a Corvair business and I have some parts left over that I wish to dispense with. See the list below. I can be contacted at N139 Cty Rd Z, Neshkoro, WI 54960, 920-229-5573. [submitted 2025-06]

Used parts

complete Corsa dash
(2) bottom eng shrouds
(3) thermo bellows
(2) fuel pumps
alt/oil filter casting
(3)engine shroud block off tin
1 pair 140 heads w/dual springs&alum retainers
1 pair 140 heads missing 2 valves
LM 4 spd trans mount
LM rear eng bracket&mount
LM clutch forks (2)
pr Mitchell trombone exhaust w/manifolds
heim joint carb linkage w/4 primaries
4 carbs disassembled
4 single carb air cleaners
1964 transverse spring (axle restricter)
1 pr finned alum valve covers
w/rockers,balls&pushrods
seized shortblock w/0.60 over TRW pistons & Sig
Ersen cam
1960 oil cool
(2) 140 oil coolers
(2) 110 oil coolers
carb balancing tool (vaacum)
CORSA Bicentennial pewter mug

NOS parts

GM cam gear
GM box of exhaust studs
(2) carb rebuild kits
box of assorted gaskets, seals, exhaust donuts
GM u-joint repair kit

Corsa NOS

Corsa fuel gauge
set of LM rear Cahill sintered metallic brake shoes
pr LM front brake spring kit
pr LM rear brake cylinders
pr GM front brake spring & pin kit
master cylinder rebuild kit
LM front wheel cylinder
LM GM#5465641 wheel cylinder
LM GM#5465640 wheel cylinder
(3) LM turbo mufflers
66'-69' 4 speed transmission mainshaft w/ gears &
side cover W/shift forks
66'-69' positraction carrier & side sleeves

LM rear engine mount

Rajay Turbo from !980s sized for 2.8 litre engine
after market AC compressor & condenser

Used NAPA transmission jack w/ Corvair engine adapter

Corvair shop manuals

!960 Chevrolet shop manual
1962-63 Corvair & Corvair 95 shop manual
1965 Corvair chasis shop manual
1966 supplement
1967 supplement
1968 supplement
(2) 1969 supplement
Corvair Owners Handbook of Maintenance & Repair
by Floyd Clymer
(2) 1965 owners guide
1966 owners guide

Additional Books

How to keep your Corvair alive by Richard Finch
How to Build Corvair Based Dunebuggies & Bugs
(3) after market gear shift knobs 2 leather covered 1
wood
machined aluminum fuel pump block off w/ rubber
o ring
AMT 1966 Corvair model kit w/Fitch Sprint roof,
American made

Classified Ad

For Sale: 1962 Corvair 700 Club Coupe VIN 207270161610: 102 HP Hi-Performance, 4 speed. Light blue/white interior. Factory A/C. Upgrades include new tires, electric fuel pump, electronic ignition, and dual master brake cylinder. Very good condition. (see picture) \$14,500 OBO Connie Swenson, or David Kiefer (IL) 815 222 5786 [submitted 2025-06]



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

July 9 – 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.

July 16 – Geneal Meeting moved to July 23.

July 20 – Illinois Region AACAs' 74th Annual Car Show, 9 AM-2 PM, Carpenters Park, 300 Carpenter Blvd. Carpentersville, IL

July 23 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **Meeting postponed from July 16. We have the room until 9:30.**

July 23 – Articles are due for the August Airhorn.

Aug 3 – Illinois Railway Museum Vintage Transport Extravaganza, Union Illinois. CCE works the show car gate. Workers get into the museum for free. See flyer in this *Airhorn*.

Aug 9 – Mt. Prospect Corvair Cruise Night, 3-8 PM
Metra Station – East commuter lot at the SE corner of Northwest Highway and Maple.

Aug 13 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Aug 17 – CCE Picnic, Potwatomie Park in St. Charles, Illinois, at the River Park Pavilion. Grills preparations will begin at 11 AM. We have the park from 8:45 AM until twilight. No alcohol is allowed. No parking up by the pavilion.

Aug 20 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30. Meeting starts at 7:00. **We have the room until 9:30.** It's that time again: Nominations open for candidates for election to the 2026 CCE Board of Directors.

Aug 24 – The Geneva Concours d'Elegance, 10 AM-4 PM, located on Third Street in Geneva, IL. Visit website genevaconcours.net for any information.

Aug 27 – Articles are due for the September Airhorn. Candidate statements from members nominated for the 2026 board will be accepted.

Sept 10 – Board Meeting, 7:30 PM, 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.

Sept 14 – Worth Cruisers' Car Show, 8 AM-3 PM,

Metra Train Station, 11030 S. Depot St.

Sept 17 – General Meeting, 7:00 PM, at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Nominations continue for candidates for election to the 2026 CCE Board of Directors.

Sept 21 – Fall Tour-Racine, WI, The plan is to spend the day in Racine visiting the following attractions: Frank Lloyd Wright's 1937 Wingspread, designed for third-generation SC Johnson leader Herbert F. Johnson, Jr., and a tour of the SC Johnson Campus Tour. More information to come.

Sept 24 – Articles are due for the October Airhorn. Candidate statements from members nominated for the 2026 board will be accepted.

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.

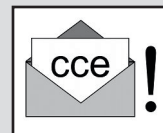
Third Wednesday of the Month – CCE General Meetings, 7:00 PM, Villa Park VFW Post 2801, 39 East St. Charles Road, Villa Park 60181, at the eastern end of the Jewel parking lot. Meeting is upstairs in the main hall. The bar is downstairs. Meeting starts 7:00 PM. We have the room until 9:30. Doors open 6:30.

OTHER EVENTS OF INTEREST

July 10-July 12 – Detroit Area Corvair Club Homecoming, Wyndham Garden, 2900 Jackson Road Ann Arbor, MI. It's not against the CORSA Convention this year. See www.DetroitCorvairs.com/homecoming2025 for more information.

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

ALERTS AND REMINDERS



For alerts and reminders of these events and more, e-mail your name and e-mail address(es) to which you want the alerts sent, to CCE.Corvair@gmail.com, and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



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 6:30 PM; meetings begin at 7:00.

Membership: CCE offers Individual (\$30/year) or Family (\$32/year) memberships with digital newsletters and printed and mailed newsletters

for an additional \$36/year Distribution Fee. All are payable to Chicagoland Corvair Enthusiasts.

CCE Website: www.ccecorvair.com

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

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

Director/President: Jeff Wentz, 4500 N. Kenton Avenue, Chicago, IL 60630, (773) 545-4027 (home), (312) 731-2487 (cell), jaw545@sbcglobal.net

Director/VP: Paul Polster, 25 Beacon Bay, Lakemoor, IL 60051, (847) 912-1610 (cell), paulnpepe@gmail.com

Director/Treasurer: Kevin Kloker, 435 W. Falkirk Place, Palatine, IL 60074, (847) 341-0611, kloker@comcast.net

Director/Secretary: 1922 Parkside Drive, Shorewood, IL 60404, (708) 767-9753 (cell), JohnDiProva@gmail.com

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Librarian: Diane Johnon, 151 S Michigan Ave, Villa Park, IL, (630) 336-2172 (cell), gigawatts@sbcglobal.net

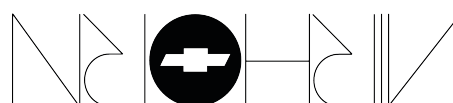
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Address correction requested

FIRST CLASS MAIL

208 South Caryl, Northlake, IL 60164





34th ANNUAL VINTAGE TRANSPORT EXTRAVAGANZA

Located at 7000 Olson Road, Union, Illinois,
5 miles off I-90 via Route 20, Marengo exit,
follow the Railway Museum signs.

Sunday, AUGUST 3, 2025

8:00 AM UNTIL 5:00 PM

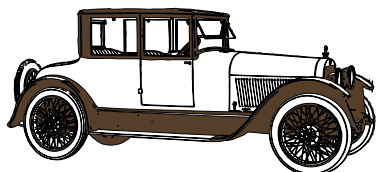
\$15.00 OPEN TO VEHICLES 2005 AND OLDER \$15.00

Send \$15.00 per vehicle, check or money order, payable to "ILLINOIS RAILWAY MUSEUM."

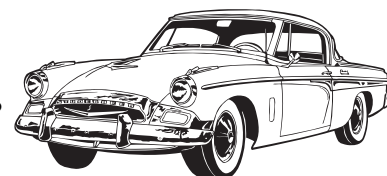
Vehicle driver and all passengers in vehicle at the time of entry only will get free admission, including train rides (an \$18.00 value) valid only for the day of the show. Vehicle registration the day of the show will be \$20.00. Pre-register and save \$5.00 and time at the gate. Pre-registrations MUST be received by July 26 to be valid.

THE VINTAGE VEHICLE GATE CLOSES AT NOON, NO FREE TICKETS AFTER GATE CLOSSES.

*****DISPLAY ONLY*** Dash Plaques
Awarded to first 500 arrivals.**



**For more information contact Larry Claypool,
(815) 603-8556 or vairshop@gmail.com
or Dawn Castro, (630) 991-8601 or
DawnCastro@comcast.net**



ATTENTION: We request vehicles arrive before noon and remain until 4:00 PM. By submitting this application, applicant agrees to release Illinois Railway Museum and protect, indemnify and defend it from any and all claims for any losses, damages, or injuries whatsoever arising in whole or in part from operation, transportation, or display of applicant's vehicle. Said applicant and guest(s) also agree not to consume alcoholic beverages at the show.

For complete driving directions to the museum or additional information, go to www.irm.org

>>> EACH VEHICLE REQUIRES A SEPARATE REGISTRATION FORM!!! <<<

Oversize Vehicles: An oversize vehicle is any vehicle that would not fit in a nominally sized parking space. This includes large trucks, busses, tractors, some military vehicles and "other". If applicable, please indicate vehicle size below.



Cut and send with payment made payable to: IRM/VTE, P.O.Box 353, Newark, IL 60541.

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

PHONE: (____) _____ My EMail Address for 2026: _____

_____ OR CHECK HERE TO MAIL VIA USPS A 2026 REGISTRATION FORM

VEHICLE YEAR 2005 OR OLDER: _____ MAKE: _____ MODEL: _____

Assigned field parking is determined by the IRM (by vehicle manufacturer or you may park with a recognized club affiliation). Circle one:

AACA CAATS BCA MODEL T & A STUDE/PACKARD VCCA

If oversize vehicle, specify size: _____

IRM operates the Vintage Transport Extravaganza, rain or shine. Please note when pre-registering, neither refunds nor exchange for other tickets will be issued due to inclement weather the day of the event. THANK YOU for supporting us!

CHOOSE AN OPTION BELOW TO REGISTER FOR 2025:

MAIL-IN REGISTRATION

- 1) Fill out the enclosed registration form and mail via USPS to P.O. Box 353, Newark, IL 60541, and include your check payment.
- 2) Pick up your windshield display and assigned parking lot cards on the day of the event at the registration tent. **They will NOT be mailed to you prior to the show.**
- 3) Additional blank forms can be downloaded from the IRM Website.
 - a) Visit the website: IRM.ORG
 - b) See left side; select FEATURED EVENTS
 - c) Scroll down to, VINTAGE TRANSPORTATION EXTRAVAGANZA
 - d) Click on VIEW DETAILS
 - e) Follow prompts to print form.

ONLINE REGISTRATION

- 1) Visit the website: IRM.ORG
- 2) See left side; select FEATURED EVENTS
- 3) Scroll down to VINTAGE TRANSPORTATION EXTRAVAGANZA
- 4) Click on VIEW DETAILS
- 5) Follow prompts to pay online.
- 6) Pick up your windshield display and assigned parking lot cards on the day of the event at the registration tent. **They will NOT be mailed to you prior to the show.**
- 7) Credit cards are accepted at the gate.

A NOTE REGARDING PARKING FIELDS FOR CAR CLUBS

- Long established car clubs (AACA, CAATS, Corvair, Buick Club of America, Model T&A, Studebaker Drivers Club, and VCCA) that have shown consistent, high participation in this event have been assigned specific fields for parking. On the Registration Form, if you are a current member of one of these clubs, check that box and this is where you will be parked.
- If your CLUB is NOT LISTED on the Registration Form, or you are not a member, you are parked in the appropriate Auto Manufacturer Field (GM, Ford, Imports, etc.).

What we can do to help:

- If you have a group and want to park near one another, we suggest coordinating with your fellow members to meet up before you arrive at the IRM. Maybe a breakfast place, truck stop, or empty parking lot nearby to use as your staging area. When your caravan arrives to IRM entry gate at the same time, we will make every effort to park your group together.