

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

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## August 20 CCE Meeting at Villa Park VFW at 7:00!

The August 20 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.**

## September 10 CCE Board of Directors Meeting at Manny's Ale House

The September 10 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

*Jeff Wentz*

#### State with Worst Drivers

While I haven't been to India or to downtown Tokyo (where there seems to be no consensus which side of the road to drive on), in the US the hands down worst drivers are from New Jersey. I was first exposed to "Joizee" drivers while taking Sociology at Indiana University taught by a freshly minted Ph.D. from just off Exit 15 off the New Jersey Turnpike (ALL directions in Jersey are based on exit numbers—attempts at any other references elicit only vacant stares and shrugged shoulders). This guy's name was Johnny Degambetta, *aka* "Fishcakes"—which sounds like a wise-cracking, knuckle dragging Tony Soprano wanna-be—but was actually a nice guy that ate nothing but cakes of dried fish with the texture and taste of Styrofoam. Hence, Fishcakes.

Fishcakes drove three of us students, another guy and a girl, to a conference at another school—which proved to be one of the more unnerving events of my life. Starting out in fine spirits, Fishcakes blithely blew through a four-way stop saying "those are advisory," and ran several red lights, answering our cries of alarm with, "you have 10 seconds after the yellow." But the worst was yet to come—on the highway he drove a car like



swinging a yo-yo. He couldn't hold a steady speed, accelerating to 80 ("limits are recommendations...")—then backing off to 40, and then back to 80. Soon, the three of us felt like bobble-head dolls in a paint shaker. His response to our pleas was, "that's just the way we drive! Everyone does that." When we got to the event, all three of us were in varying states of distress. I had nightmare visions of having to spend my student loans on my chiropractor's Ferrari and his kids' Harvard educations. The guy in the back seat was hanging out the half-closed rear door being morosely ill and looking like he had added a couple of bottles of wine to his morning's Post Toasties. The girl's eyes were bulging out like a sled dog in a sauna, and she was twitching like a radioactive Tina Turner with her finger in a light socket. None of us could remember what the conference was about.

Later, in my career, I was manager of air pollution control for an international power company. One of our plants was in northern New Jersey, and while there was a simply amazing neighborhood Italian (of course) restaurant there, I still had to find my hotel. I had flown into Newark and then wandered South, dodging cars traveling on the same road but at speeds varying by 50 mph and doing the infamous "Jersey Bounce" (which entails bouncing off curbs and splitting lanes). I saw my hotel on the other side of the road, but I couldn't find a place to turn. Actually, you cannot turn left on NJ roads. It's the truth! I was almost to Trenton before I stopped the motel that sure as

hell wasn't the Crown Plaza, but I went to the office, and stopped in shock. It looked like an Iraqi campaign fort, encased in metal and bullet-proof glass and with an intercom that preceded Alexander Graham Bell. With grand gestures and hand written notes held up to the glass, the very nice lady receptionist took pity on some poor white dude and was able to point me back north to my Marriott. She also enlightened me about NJ's notorious Jug Handles. "To make a left, you have to turn right off the road and circle back under the road to get on the other side." Those are found in no other state and have confused more people than a Boston street map.

More next month.

## From the Director

Paul Polster

Hi, everyone. I have nothing to report on my '66 Monza convertible since I haven't done anything with it after a carburetor developed a "stuck open" float.

My Ultra Van is another story. The "whale" just completed her first road trip, having taken me to my annual trip to Indiana for my flying club's yearly convention with hardly any issues, not bad for being 56 years young. Prior to the her first trip, the brakes, drums in the front, had to be adjusted, a rebuilt starter and alternator were installed as well as an oil change, coolant and thermostat were also replaced.



I'm glad that many of my fellow CCE club members got the "50 cent tour" at our recent Parking Lot Beauty Contest, as they clearly enjoyed seeing it in all its glory. Speaking of the Parking Lot Beauty Contest, I always like to see the usual "contestants" and I did enjoy seeing Liam Coyne's early model make its maiden appearance at a CCE event. Thanks for bringing it, Liam.

I am hoping to see a large turnout again for our annual picnic. If my convertible isn't ready by then, I will drive the Ultra Van on the fall tour.

## From the Director

John DiProva

*[Editor's Note: There are two articles from a CCE Director this month. John submitted his September article early, and since it was apropos to his experience at the recent IRM Vintage Transport Extravaganza, I decided to run it this month, too.]*



### Illinois Railway Museum's 34<sup>th</sup> Annual Transport Extravaganza

Jane and I had the opportunity to participate in the tradition of getting the various cars, trucks and big rigs in and registered for the car show. This was our second year and we are starting to get the hang of it! The teamwork and effort of this crew is impressive! After all of the vehicle came through CCE command center.







We then got the pleasure of exploring the Illinois Railway Museum and its collection of various types of railway cars and locomotives. They have steam, diesel and electric locomotives at the museum. Last year we got to ride the Chicago and North Western diesel locomotive. This year we went for the Steam locomotive experience. We were waiting on platform two as we heard the distinct sound of a steam whistle getting close. I was in awe watching the IRM's **J NEILS Lumber Company 5 Shay** pulling up. I have never seen a steam locomotive like this. I was amazed by its unique vertically mounted three cylinders on the engineer's side. The cylinders power a driveshaft that turn the wheels via bevel gears. Not only did I get the opportunity to ride in a coach pulled by this, I got chance to learn about this interesting type of drive system and this workhorse.



Afterwards we walked around a little and headed back to the car. On the way I had to grab a picture with this massive machine.



To end the day, Jane and I sat by our car and ate lunch. We waved goodbye to the cars and trucks as they left for the day. We then headed home. What a fun day. Until Next year...

## From the Editor

*Charley Biddle*

Ramblings from your Humble Editor—

**Steam at This Year's IRM-VTE:** I always make a point to ride the trains pulled by steam powered locomotives at the IRM Vintage Transport Extravaganza. This year they were running only the Shay Number 5 steam engine. The Frisco 1630 was down for its FRA mandated inspection. While the diesel powered trains ran all the way to the far end of the line, the Shay powered train ran only a short distance, reversed to the beginning of the line in Union and came back to the museum station.

I asked an engineer why the Shay run was so short and he told me the Shay's top speed is only around 10 MPH. It would take almost an hour to go all the way to far end of the line at the river and come back. Since the line is essentially a single track, the other trains would be held up until the Shay wandered back. The Frisco 1630 and all the diesel locomotives can make

the run at 30 to 40 MPH.

The Shay was originally designed as a compact powerful locomotive, suited to hauling fresh cut lumber along winding mountain track lines. It even has the name of a lumber company on its tender.

As a side note, you can always get an indication of the top speed of a steam locomotive by the size of its driver wheels. The locomotives with driver wheels six feet or more in diameter, were used for transcontinental routes where speeds of 100 MPH were attained. Locomotives used in freight yard switching service had smaller driver wheels. The limiting factor for the top speed of a steam locomotive is the speed that steam can be pushed thru the driver pistons. It cannot exceed the speed of sound. Hence, larger driver wheels for higher top speeds.

**Thought:** "Nothing disturbs me more than the glorification of stupidity." — Carl Sagan

**Thought:** "People speak sometimes about the "bestial" cruelty of man, but that is terribly unjust and offensive to beasts, no animal could ever be so cruel as a man, so artfully, so artistically cruel." — Fyodor Dostoevsky

**Thought:** "Despite the high cost of living, it remains popular.: —Seen on a Sign

## Board Meeting Minutes

John DiProva

**Date:** July 9<sup>th</sup> 2025

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

**Start time:** 7:30 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:** Charley Biddle

**Other Members Present:** Kirk Parro, Mike McGowan, Ray Johnson, Jane Horak

**Welcome from Jeff Wentz, Presiding Board member.**

Jeff welcomed everyone and called the meeting to order.

**Treasurer's Report:** Kevin Kloker

- Kevin reported that the June financials are in the July *Airhorn*.
- Kevin wrote a check in July to CORSA to sponsor the Don Yenke award, which was awarded at the 2025 CORSA Convention.
- Kevin is giving Diane Johnson the Check for the VFW hall as Kevin will not be at the July general meeting.
- Diane Johnson mentioned in years back there was a different Treasurers report in the monthly *Airhorn*. She asked if it could be looked into going back to that type of report. This will be Discussed more in future Board meeting. Kevin Kloker stated that he will report the financials in any way that is required and John DiProva will report it in the meeting minutes appropriately once the details are decided.

***Airhorn* Report:** Charley Biddle

- Charley was out of town as of the board meeting, but the following report was submitted in advance:
- I finished the July *Airhorn* early and mailed 20 printed copies to members who receive printed copies, as of Tuesday afternoon, July 8, and emailed approximately 100 to 110 digital PDF copies.
- There would not be enough time to put the *Airhorn* together after I return from Ann Arbor. By sending out the *Airhorn* a little early, members will be reminded that the July main general meeting has been rescheduled from the third Wednesday, July 16, to the fourth Wednesday, July 23.

**Membership Report:** Charley Biddle

- Charley was out of town as of the board meeting, but the following report was submitted in advance:
- My membership report is what is printed in the July *Airhorn*. We have one new membership, one address change for Fred and Dawn Castro and an email address update for Doug Daniels. The membership numbers in the *Airhorn* Membership Report are accurate as of this writing.

**Library Report:** Diane Johnson

- Diane reported that it was exciting to see recent activity in the library in the last couple of months. There is so much technical information and CCE history available to members.
- Check out the Chicagoland Corvair Enthusiasts website to see what is available.

**Special Reports or announcements:**

- Nothing to report

**Activities:** Lin Parro

- Lin is going to contact Pottawatomie Park to pay for the August 17<sup>th</sup> CCE Picnic reservation.
- The Fall Tour is Sunday September 21<sup>st</sup>. We will be driving to Racine, WI for the Johnson Wax Museum / Frank Lloyd Wright Wingspread Campus tour.
- There may be a stop In Kenosha for the Kenosha history center and the Southport lighthouse.
- More details to come.

**Old Business:**

- Diane Johnson is working on getting the CCE logo sample for the CCE apparel.
- Charley Biddle is continuing to work on the Membership report.

**New Business:**

- Mike McGowan has transferred all the old slides from the CCE library onto a CD and flash drives.
- Mike also has added 2025 CORSA Convention pictures onto flash drives and CD. These will be available for presentation at future meetings

**Adjournment:**

- Motion by: Lin Parro, Seconded by: Paul Polster,  
**Time:** 8:50 PM



# General Meeting Minutes

John DiProva

**Date:** July 23<sup>rd</sup> 2025

**Location:** VFW Hall Villa Park

**Start time:** 7:40 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

**Committee Heads Present:** *Airhorn* Editor and

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

**Librarian:** Diane Johnson, **Social Media:** Shelly

Claypool, **Absent:** None

## Welcome from Presiding Board Member

- Jeff called the meeting to order and welcomed everyone. Jeff asked if any new attendees or returning members were present. Jackie Johnston, returning member was present.

## Treasurer's Report: Kevin Kloker

- In Kevin's absence there is nothing to report, all financials are in the *Airhorn*.

## Airhorn Report: Charley Biddle

- Charley asked if anyone has not received their *Airhorn*.
- Charley reported that while he was at the Detroit Area Corvair Club Homecoming show, many people mentioned seeing and reading the *Airhorn* on the CORSA clubs Chapters list.

## Membership Report: Charley Biddle

- Charley reported we have 121 current members.
- Charley mailed out 20 mailed printed copies.

## CORSA News: Larry Claypool

- Larry reported the 2026 CORSA Convention will be in Gettysburg, Pennsylvania with the date being June 22<sup>nd</sup> to June 26<sup>th</sup> 2026.
- CORSA is already looking ahead to the 2027 CORSA Convention with Tennessee being a potential location.

## Library Report: Diane Johnson

- Diane reported that she was very excited about the recent interest and activity with the library and welcomes all members to come by and take advantage of the resources and information that is available.
- Please check the CCE website and see what is available or schedule a visit.

## Social Media: Shelly Claypool

- Shelly mentioned that everyone should post their pictures of the Parking Lot Beauty Contest to the CCE Facebook page.

## Special Reports or Announcements:

- Abraham Golt posts Videos on you tube under the name **Corvair wild**
- His latest video is of the Detroit Area Corvair Homecoming show.
- Jeff Wentz mentioned that as reported in last month's General meeting, Mike McGowan has

transferred some old CCE slides and Convention pictures onto flash drives and CDs.

- Jeff asked is there a way to get those onto our CCE website or Facebook page?

## Activities: Lin Parro

- Tonight, July 23<sup>rd</sup> was our annual Parking Lot Beauty Contest in the parking lot of the VFW Hall.
- There were fifteen beautiful Corvairs and one Ultra Van that competed.

Long time CCE member, Joe Lynaugh, showed up in his old school cool '59 Edsel Ranger.

## Early Open:

- Fred Castro, 1964 Corvair Spyder convertible

## Early Closed:

- John DiProva, 1963 Corvair Monza coupe

## Late Open: TIE

- Renee Weisner, 1965 Corvair Monza convertible
- Shelly Claypool, 1965 Corvair Monza convertible

## Late Closed:

- Jeff Wentz, 1965 Corvair Corsa

## Forward Control:

- Paul Polster, 1969 Corvair Ultra Van

## Work in progress:

- Paul Polster, 1969 Corvair Ultra Van
- Other upcoming activities will be in Lin's activities report in the *Airhorn*.

## Old Business:

- None to report.

## New Business:

- Kirk Parro suggested that a backup for the Eblast / SMS system should be looked into and implemented.
- Greg Richards mentioned he does this type of messaging as he for another group he works with and is willing to assist.

## Adjourn:

- **Motion by:** Lou Zanon, **Seconded by:**, Paul Polster, **Time:** 8:27 PM

# Membership Report

Charley Biddle

## No New Members

**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; 9/13—Curt Shimp; 9/16—Margaret Charewicz, Dawn Ricordati; 9/18—Andrew Allen, Marge Gambow; 9/27—Beth Huning, Gene Miller, Lelia Novak; 9/28—George Hauser, Larry Cady; 9/29—Jim Cermak.

**Anniversaries for 9/1 thru 9/30 are:** 9/1—Allen & Jeanette Short; 9/2—Neil & Marge Gambow; 9/6—Thomas & Julie Godar; 9/7—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.

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

## Treasurer's Report

Kevin Kloker

07/01/2025 – 07/31/2025

### Fifth Third Bank Checking Account

	Debit	Credit	Balance
07/01 Beginning Balance			1,065.89
07/11 Bank Fee -			
Returned Check	15.00		
07/16 Summer Picnic			
Reservation	250.00		
07/18 CORSA -			
Don Yenke Award	35.00		
07/29 VFW July Rent	100.00		

**07/31 Ending Balance 665.89**

### Vanguard Savings Account

	Debit	Credit	Balance
07/01 Beginning Balance			15,211.44
07/31 Dividend		54.54	

**07/31 Ending Balance 15,265.98**

**07/31 Total All Accounts 15,931.87**

## Activities and Events

Lin Parro

### August

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

**General, August 24th, The Geneva Concours d'Elegance,**  
10 AM-4 PM, located on Third Street in Geneva, IL.  
Visit website [genevaconcours.net](http://genevaconcours.net) for any information.

### September

**General Meeting: Members Appreciation and Awards**  
**Pizza Night**

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

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

**Sunday, September 14th, Worth Cruisers' Car Show, 9 AM-3 PM**

Metra Train Station, 11030 S. Depot, Worth, IL

Entry fee: \$25. Registration 9 AM-12 Noon. This is a judged show, giving out 40 plus trophies including best truck, best motorcycle and Club Choice Award. During the day food and beverages will be available to purchase; enjoy listening to, what else, great Rock n Roll music. There are numerous raffles happening so don't forget to purchase those raffle tickets. Please keep in mind this club is a charitable organization and proceeds from this show are donated to numerous charities.

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

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

SC Johnson Campus Tour – a feature on the tour will be the Frank Lloyd Wright designed Administration Building.

Frank Lloyd Wright's Wingspread – designed for third-generation SC Johnson leader Herbert F. Johnson, Jr. in 1937.

Refer to the article within this *Airhorn* for details.

### October

**General Meeting:** Board of Directors votes counted and new members announced.

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

Thanks everyone!

## CORSA News You Can Use

CORSA Board of Directors

Daylight hours are getting shorter and the weather cooler, which means it's a great time to own a Corvair! Get out there and enjoy the drive before winter sets in for some of us!

There are still many Chapter events underway – check them out! [CORSA News & Events \(corvair.org\)](http://CORSA News & Events (corvair.org)).

**Election for the Board of Directors:** We need you!

Please consider running for the Board. Board members shape

the organization and your community. It is a rewarding role. Candidate Statements for the CORSA Board of Directors are due August 15<sup>th</sup>. Information was shared in the *Communique* and News You Can Use for August. There is still time to get in your statement. Positions are open in all the divisions.

Nominees need to provide an autobiographical article and a photograph for publication in the October issue of the CORSA *Communique*. 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](mailto:stephenlubliner@compuserve.com) and his physical address is Stephen Lubliner, 4801 N. Vista de Loma Segunda, Tucson, Arizona, 85749 or contact him at 520-664-6898.

CORSA Apparel is available from our vendor, **GM Car Clubs Apparel**. [gmclubapparel.com/collections/corsa-club-collection](http://gmclubapparel.com/collections/corsa-club-collection). For every item purchased, CORSA receives a percentage of the sale. So, you get to show off your Corvair and CORSA Support while helping out the club. Look for special offers too!

Support CORSA with members: Know someone who is not a CORSA member in your chapter? Have a Corvair friend who is not a member? Tell them about us! Help them become a





member of our community of people who have fun with their cars. When the world out there is crazy, escape to our Corvair world where there are cars, fun and friends. Membership has many benefits, including a connection to tech information through the Corvair Center Forum, the award-winning Communique Magazine, and CORSA provides the general liability insurance for CORSA Chapters run their events! It's easy to join at [Join - Renew - Contact \(corvair.org\)](#).

The **Corvair Preservation Foundation** is asking for input from Corvair Enthusiasts.

While the CPF trustees have been hard at work stabilizing the museum collection and keeping it accessible to the public, we could use your input in determining how to better serve you, the Corvair enthusiast, and further the mission of the Corvair Preservation Foundation. Please take a minute, follow the link below, and complete the short, confidential, six-question survey. When you are done, just click submit! It's quick, easy, and the information you provide will help us zero in on how to better serve you and the Corvair Preservation Foundation.

Thanks in advance for your participation

**Larry Claypool**, President

Corvair Preservation Foundation

[president@nationalcorvairmuseum.org](mailto:president@nationalcorvairmuseum.org)



## CCE Fall Tour

*Dee Dee Dickinson*

### Sunday, Sept. 21st

This year's Fall Tour was suggested by Jeff Wentz, and what a great suggestion it is! Therefore, we're heading up to Racine to tour two sites designed by Frank Lloyd Wright.

Our first tour will be of the SC Johnson Headquarters buildings and will be approximately 1-1/2 hours long. Please note: You will need to show your driver's license for identification.

Later in the day we will tour Wingspread, the home he designed for the Johnson family.

If you know anything at all about Frank Lloyd Wright architecture, you will definitely not be disappointed! And, by the way, there is no charge for either tour.

In addition to the two FLW tours, we'll also be visiting the Firehouse 3 Museum in Racine. The museum used to be a Racine Fire Department station from 1882 to 1968. They have a horse-drawn steamer and hose cart used from 1882 to 1918 when they upgraded to a motorized fire truck. In 1943 it became Racine's first full time Rescue Squad. But, in 1968, when a new Safety Building was opened and the companies were consolidated there, Firehouse 3 was closed.

The Museum is like a time machine, showing us how they used to fight fires over a hundred years ago and how much better they've gotten at it since then. There is no charge for this museum either, however donations are most definitely welcomed, as all the efforts of the docents are voluntary and they receive no funding from the city of Racine.

Our day is planned as follows:

- Meet at the Lake Forest Oasis on I-94
- Tour of the SC Johnson Headquarters buildings
- Lunch at the Douglas Avenue Diner, with a 1950s inspired diner theme
- Tour of Wingspread
- Tour of Firehouse 3 Museum
- Dinner at Reefpoint Brew House, right on the harbor overlooking Lake Michigan
- Head for home

There will be a sign-up sheet at the August meeting, with timing and directions following in September.

We hope you'll join us for a day of history, Corvairs and fun!

## CCE Elections 2026

*Charley Biddle*

**Election Process:** Elections of members to the 2026 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:

- Jeff Wentz, President (First term)
- Paul Polster, Vice President (Second term)
- John DiProva, Secretary (First term)
- Kevin Kloker, Treasurer (Second term)
- Lin Parro, 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, Paul Polster and Kevin Kloker have served two consecutive elected terms (2024/2025) and thus will be not placed on the ballot.

**Automatically Nominated:** Jeff Wentz, John DiProva and Lin Parro 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.

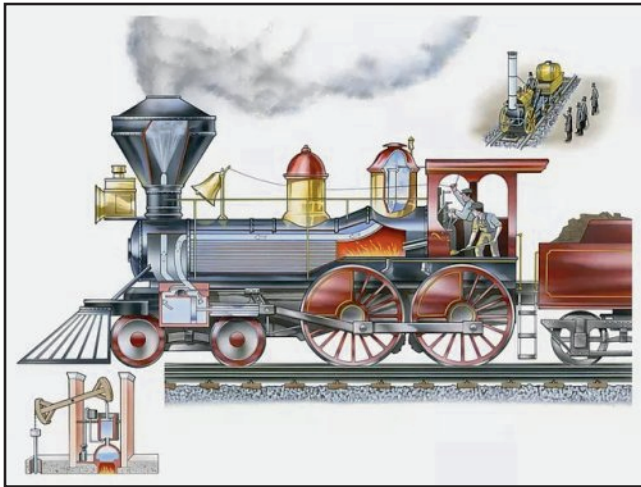
**New Board:** The five newly elected directors will attend the November board of directors meeting. At that meeting, they will decide among themselves who will serve as President. That President will then select who will serve as Vice President, Treasurer, and Secretary. The remaining director will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

## Go West Young Man

*John DiProva*

### The Steam Powered Locomotive



American Standard Steam Locomotive, in 4-4-0 configuration. Four leading wheels, four driver wheels and zero trailing wheels.

I have recently started studying the steam powered locomotive. It is quite fascinating. This machine creates steam from boiled water. High pressure steam is sent to a set of steam check valves and pistons. The pistons and piston rods are connected to coupling/connecting bars which transmit the power to turn the drive wheels. The drive wheels are 90 degrees out of phase in relation to the other side to keep the motion constant. The resulting chugging and hissing sound and the visible external drive system is quite fascinating to hear and watch. It is quite an engineering marvel. What is even more impressive is the significance and the role the steam locomotive

played in the expansion of our country in its early years.

Before the steam locomotives and railways were built, travel was by horse drawn wagon or stage coach. This was time consuming and a long difficult journey.

The Transcontinental Railroad, completed in 1869 connected the eastern and western coasts of the United States. It significantly reduced travel time from months to just a week and facilitated the movement of people and goods.

*The following is factual information borrowed from various sources.*

### Key Aspects of the Transcontinental railroad:

- Construction:

The project involved two main companies: the Central Pacific Railroad, building eastward from Sacramento, and the Union Pacific Railroad building westward from Omaha.

- Challenges:

Both companies faced significant challenges, including the Sierra Nevada mountains for the Central Pacific and the vast plains for the Union Pacific.

- Impact:

The railroad had a profound impact on American society, significantly reducing travel time, facilitating trade, and contributing to the growth of western cities.

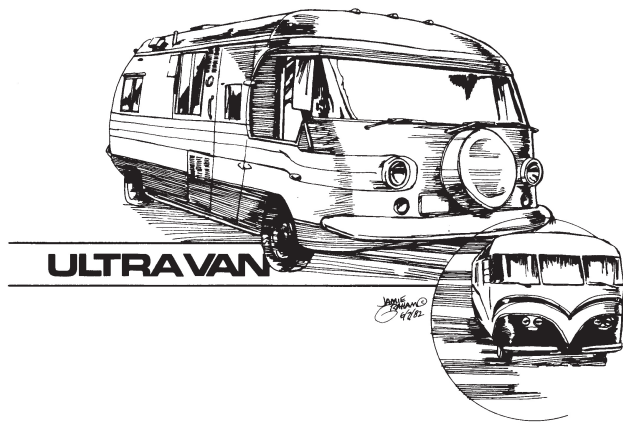
- Completion:

The two lines met at Promontory Summit in Utah, on May 10, 1869, where the "Last Spike" was driven, marking the completion of the transcontinental line.



Celebration of the completion of the Transcontinental Railroad.





## Stock Is...

Larry Claypool

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

### Weatherstrips Revisited

Let's go back a bit to the story on the deck lid weatherstrip. According to all the available parts books and cars parked around the shop at the time, 1963 and older Corvairs used a single rubber weatherstrip at the back edge of the deck. For 1964, the strip was to have been lengthened to wrap around the sides a few inches. It seems however, that Chevrolet did not make the switch coincidental with 1964 start up, but rather phased in the longer weatherstrips some time after introduction. A few readers of "Stock Is..." (Fred Edeskuty of Jemez Springs, New Mexico in particular) were kind enough to write, informing me their '64s appeared to have always had the shorter '63 style strip. It's pretty easy to tell which style strip was originally installed, as the weatherstrip itself has retainers which pop into holes drilled in the underside of the lid. The 1963 'short' style strip would have holes drilled in a straight line across the width of the lid. The longer 64 style strip has additional holes that curve forward near the outer edges.

It's another case of the more that you know, the less you know! That particular weatherstrip was unusually difficult to document, because it was installed by Fisher Body instead of Chevrolet, thus it is not recorded in the Corvair assembly manuals.

### This Month

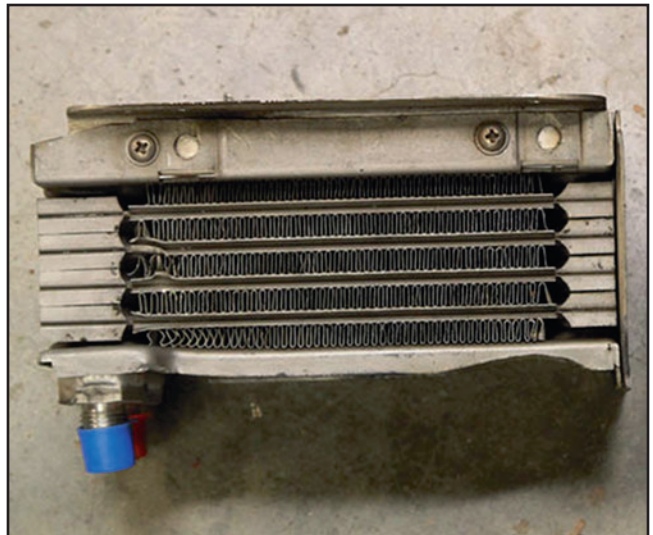
For this month's "Stock Is...", let's look at two often-changed parts on the engine: oil coolers and crankshaft pulleys.

### Oil Coolers

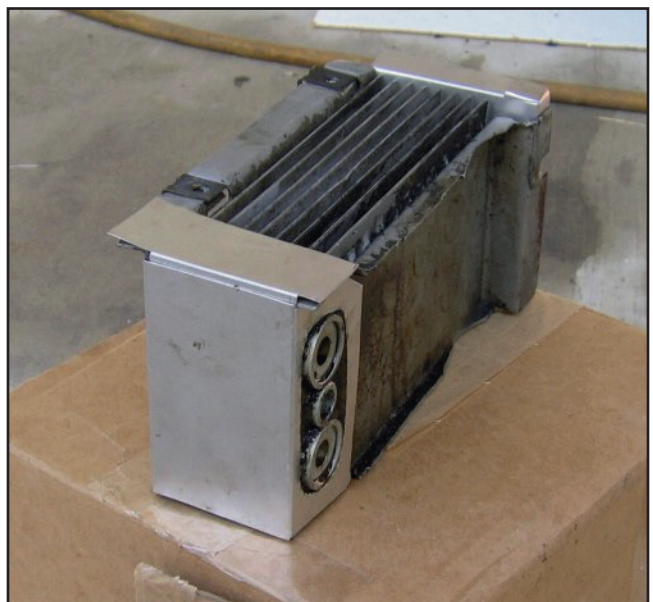
Corvair's air cooled engine required an oil cooler to keep the oil from bubbling into oatmeal. GM's Harrison division obliged with what we now commonly call the "folded fin" cooler. This unit looks like a mini-radiator when viewed with the access cover off. The sides are covered with flat sheet metal,

and the finish is natural aluminum. This cooler (which by the way is generally conceded as the most efficient) was used through 1962. Bean counters must have gotten into the picture for '63, as a new three plate oil cooler (read cheaper to make) appeared for all models except Spyders, trucks, and air-conditioned vehicles which got a larger 8 plate version. The other thing about the earlier folded fin style was the narrow air passageways between the fins were rather easily clogged by leaves and other debris. While the owner's manual instructs you to periodically remove the cooler cover and clean the cooler, hardly anybody did. I serviced many such coolers that had their fins completely blocked. The 'new' folded fin coolers allowed the smaller debris to pass around the fins without being trapped, but of course larger bits would still clog the airflow.

For 1964, greater oil cooling capacity was provided by using the former heavy duty 8 plate cooler as standard issue for all engines except Spyders, trucks, and A/C cars which got an even larger 12 plate version.



Harrison Corvair Folded Fin Oil Cooler



8-Plate Oil Cooler with Aftermarket End Plate

The rundown for '65/'66 is as follows:

- 8 plate — 95 & 110
- 12 plate — FC, 140, & 180 and all A/C equipped engines

1967 duplicates '65 offerings except for the California deliveries. Parts books suggest that at some point in the production run, cars with air conditioning and/or the air injection reactor (otherwise known as a smog pump) added side covers in both 8 plate and 12 plate styles for engines with this option (noted as "2<sup>nd</sup> design" in parts book).

Side covers are simple metal shields placed on both sides of the oil cooler, directing air that would normally blow out the sides, through the cooler instead. Where used, the covers are painted black. The '67 lineup looked like this:

- 8 plate — 95 & 110
- 8 plate w/side covers — 95 & 110 w/A.I.R.\*
- 12 plate — 140 (the 140 was a later special order item in 1967)
- 12 plate w/side covers — all A/C & 140 W/A.I.R.\*

\*Exact dates of when the side covers were added—if *they ever were*—are hard to track because the oil cooler (and side covers) were installed by the Tonawanda engine plant, not the Chevrolet assembly line—thus the installation of said covers is not covered in the available assembly manuals.

But, with the smog pump standard for 1968, and Corvair engine temperature still uncomfortably high, the 12 plate cooler with side covers was made standard for all engines. No changes were made (or expected) in '69.

Many owners have since added oil side covers to their engines that were not originally so equipped, and it's a good idea. Those covers \*do\* decrease oil temps. But if stock is on your priority list, they are only correct for the '67/up engines as noted above.

### Crankshaft Pulleys

The crankshaft pulley tends to give troubles after higher mileage, so it's not unusual to find something other than original in its place. '60-'63 models used a stamped steel pulley with rivets holding its center to the hub. The pulley is painted black, while the rivets remain natural metal finish. With air conditioning a special one-piece cast iron double pulley was used. The rear motor mount plate is revised to clear the additional pulley.

The new 164 engine for 1964 brought about new pulleys—a cast iron three spoke job for stick shift 95 hp units, and a harmonic balancer for all other engine/transmission combinations. The balancer, of course, is made of two iron pieces with a rubber strip bonding them together. Both style pulleys are finished in black, and all '64 cars used a new motor mount plate similar to the '61-'63 A/C part. '64 FCs also used a new plate to provide clearance for the harmonic balancer, although it is different (shallower) than the one used on cars. Cars equipped with air conditioning used a separate cast iron pulley bolted to the crank pulley (or balancer) to run the 2<sup>nd</sup> belt. When the air injection system came into use for 1966, a similar add on pulley was used to run it, but it is a smaller diameter than the A/C pulley.



Cast Crank Pulley, '62-'63



Two Piece Harmonic Balancer

Things remained the same until 1968 when all engines, regardless of horsepower or transmissions, used the balancer.

A word of caution—all things rubber will deteriorate over time and the rubber bond holding the two pieces of a harmonic balancer together are well known to fail. Any original, in use balancer is now well past its service life and should be replaced with a new or rebuilt unit.

Troubles for today's factory stock concours entrant often come about when later day replacement parts do not match the originals. The folded fin cooler has been out of production since '63, so Chevy supplied the 8 plate version as a substitute for it and the three plate model in later years.

Pulleys had much the same fate—the stamped and riveted version was discontinued in '63, with the later cast iron version specified by Chevy as the proper replacement. For a while after Corvair production had ended, Chevy parts counter supplied replacements painted Chevy engine Orange, and later GM were not painted at all. Rebuilt balancers presently offered by a number of vendors are usually of top quality as well as reproductions. All should be painted black to maintain stock appearance.





## Activities Calendar

### *CCE Board*

#### **CCE SPONSORED OR RECOMMENDED EVENTS**

**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](http://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.

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

**Oct 15 – 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.** Ballots for election of members to the 2026 Board of Directors will be counted and the results announced.

**Oct 22 – Articles are due for the November Airhorn.**

#### **DOWN THE ROAD**

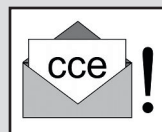
**Second Wednesday of the Month – CCE Board Meetings,** 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot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

**Third Wednesday of the Month – CCE General Meetings,** 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**

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



established 1968

**The monthly publication of CCE.** Deadline for contributions is the 4th Wednesday of the month preceding the issue month. All articles and advertising should be mailed to the *Airhorn* Editor, Charley Biddle. Items can be e-mailed or sent direct mail. The *Airhorn* is mailed as a benefit of membership of CCE, and is also sent to most chapters of CORSA. All material is subject to editing.

**Classified Advertising:** Classified ads are considered any ad selling a car or car part. Classified ads are free to members of CCE. Deadline is the 4th Wednesday of the month preceding the issue month. Nonmembers may submit classified ads for a \$5 fee.

**Commercial Advertising:** Commercial ads are defined as those representing a business or commercial enterprise. Current circulation of the *Airhorn* is over 200 copies per month. There is a fee for all commercial ads. It's low rates make it an excellent buy for the alert commercial advertiser. Rates are \$30 for a full page, \$20 for a half page and \$10 for a quarter page. All advertising rates are quoted for camera ready or typeable copy only. Any production charges (including screening of photographs, special art, etc.) will be billed at cost. The Editor reserves the right to determine what is commercial advertising.

**Original Articles:** The *Airhorn* prides itself on publishing original material from a variety of contributors. This material represents a great deal of work by the authors, and therefore the *Airhorn* reserves all reproduction rights with the following exception: any material may be reproduced or reprinted by CORSA or any CORSA chapter only for nonprofit purposes benefiting Corvair enthusiasts. Any such reproduction must credit both the author and the *Airhorn*. Rights for any other use must be requested in writing from the Editor.

**CCE Meetings:** Meetings are held the third Wednesday of each month at the Villa Park VFW, Post 2801, 39 E. St. Charles Road, Villa Park, Illinois 60181 (0.7 miles west of Route 83). Doors open at 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](http://www.ccecorvair.com)

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

(or search on "facebook chicagoland corvair enthusiasts")

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

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