

A PUBLICATION OF THE CHICAGOLAND CORVAIR ENTHUSIASTS

A CORSA CHAPTER

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December 17 CCE Meeting at Villa Park VFW at 7:00!

The December 17 CCE membership meeting will be held upstairs in the main meeting room of the Villa Park VFW, 39 E. St. Charles Road, Villa Park. Doors open at 6:30 PM. **Meeting starts at 7:00 PM.** All members are welcome. **Room closes at 9:30, with further socialization down stairs in the bar until 11:00.**

January 14 CCE Board of Directors Meeting at Manny's Ale House

The January 14 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

Lin Parro

Hi all,

I hope everyone had an enjoyable Thanksgiving with your family and/or friends. Kirk and I spent the day with his sister and her family. It was a very nice day being able to chat with the nieces and nephews, go through the chaos of getting dinner on the table, cleaning up after dinner, then go to phase two...dessert.



After things quieted down, I did enjoy sitting with my sister-in-law with a glass of wine discussing all that had happened during the day and the both of us realizing all the work that goes into hosting Thanksgiving Day. It was also nice watching Dallas beat Kansas City.

Well, now that we are into the Christmas season, let the shopping and baking begin.

Just a reminder, the Christmas General Meeting will be a short meeting so that everyone can enjoy some holiday cheer, holiday desserts, or snacks, and participate in a game that is planned. Members are welcome to bring in a dessert or snack that **MUST BE store bought**. Unfortunately, homemade food items are not allowed to be brought in.

Happy Holidays!

From the Director

John DiProva

I am honored and excited to have been appointed the 2026 board Vice President.

I am looking forward to assist anyway I can in various club activities and outings.

I think the Garage Squad is a great idea that Jeff Wentz is working on the get our members Corvairs back on the road or to get them running better to get them to more shows and events.



I will ask Jeff how I can assist him in coordinating these outings. At the last general meeting, there were members mentioning they would like to see sessions of maintenance basics to drivetrain removal.

Maybe we can have "Tech Talk" discussions at upcoming meetings to go over thoughts and ideas.

We had a great 2025 with a dust-off tour, Spring Tour, CORSA Convention, Parking Lot Beauty Contest, CCE picnic, Fall Four, etc.

I will help with these events for 2026 as I know there is a lot of behind the scenes work that has to happen to coordinate, etc.

I thought it may be fun to do visits to members "Our place"—that place they like to go for weekly car shows or just have lunch in the off season, etc.

I enjoyed taking pictures of the 2025 season and will always have the iPad with me for future 2026 events.

It may be fun to do some Breakfast club or Lunch club get together when we can.

I am open to suggestions, ideas on making 2026 another fun year.

From the Editor

Charley Biddle

Ramblings from your Humble Editor—

No Major Issues this Month: The controversy about write-in ballots for the board of directors has been resolved (they won't be allowed).

No rants about Internet hacks, at least not until the next one happens.

I would like to wish everyone a Merry Christmas and a Happy New Year.

Thought: I was invited to a tree lighting ceremony. They rushed me out when I told them I brought my own matches." — Anonymous

Thought: "My kids say they want a cat for Christmas. Normally I serve turkey, but, hey, if it will make them happy..." — Anonymous

Thought: "The difference between genius and stupidity is: genius has its limits." — Alexandre Dumas Jr.

Board Meeting Minutes

John DiProva

Date: November 12th 2025

Location: Manny's Ale House, Elmhurst, IL

Start time: 7:55 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:**

Committee Heads Present: *Airhorn* Editor and **Membership:** Charley Biddle, **Activities:** Lin Parro, **Librarian:** Diane Johnson.

Other Members Present: Kirk Parro, Jane Horak and New Board members Liam Coyne, Joe Falbo and Mike Schiera.

Welcome from Jeff Wentz, Presiding Board member.

- The new board left the table went into the adjoining room area to officially determine who the 2026 board members will be. The 2026 board members will be:
 - **President:** Lin Parro
 - **Vice President:** John DiProva
 - **Secretary:** Joe Falbo
 - **Treasurer:** Liam Coyne
 - **Director at Large:** Mike Schiera
- The new board returned to the Board table and President Lin Parro officially started the meeting.

Treasurer's Report: Kevin Kloker

- Kevin reported that there was not much activity in October.
- We have \$771 in our checking account, \$13,917.11 in savings for a total of \$14,617.82 in all accounts.
- Checking account Debit Card holders— Lin's will carry over as President, Liam as Treasurer will get

one, Charley will get one and Jeff Wentz's card will be discontinued. Liam will also have online access as the new Treasurer.

- Kevin, Liam, Lin and Charley will meet At the Fifth Third bank branch in Oak Brook on Saturday November 22nd to sign the required paperwork for the checking account.
- Savings account: Liam and Lin will be on the account. Kevin will bring the required paperwork to the November General Meeting for Liam and Lin to fill out.
- Kevin created a 2025 income/expenses summary sheet and sent it to the current and new board members. It shows our income and expenses for the year of 2025. He also brought copies and we briefly discussed it.
- Diane Johnson mentioned that Ray Johnson has been saving our club money each year by being the Liaison for the VFW. Special thanks to Ray for his service as a Veteran and as a long term Valued club member and his ongoing efforts!

Airhorn Report: Charley Biddle

- Charley handed out temporary *Airhorn* copies.
- Charley will add the Christmas party flyer as well as the new CCE Apparel flyer to the *Airhorn*.

Membership Report: Charley Biddle

- Charley will start sending out membership renewal forms.
- Charley will continue working to get everything needed for Dee Dee Dickinson to assume the duty of Membership Chairman.
- The new 2026 Board will look at overall expenses and review to see if will need to raise annual Membership dues for the 2027 membership year. The 2026 dues will remain the same.

Library Report: Diane Johnson

- Nothing new to report.

Special Reports or Announcements

- Please see the *Airhorn* for Charley's article on the "scam email" article.

Activities: Lin Parro

- The November General meeting will be our annual Turkey Raffle.
- There will be (3) 25.00 Jewel gift cards.
- Kirk will bring his projector and will be showing old club pictures from a flash drive that Mike McGowan provided the Club.
- December 13th is our Christmas party. See flyer in back of the *Airhorn*.
- The December 17th general meeting will be a quick business meeting with Christmas socializing afterwards.
- See Lin's Activities report in the *Airhorn* for more upcoming activities.

Old Business:

• **CCE Constitution Election Process review**

- This Discussion was tabled from last month's general meeting and needed to be addressed.
- The old and new board reviewed the election

process. There is no “write in candidates” allowed.

- Therefore a “write in candidate” would nullify the ballot. For our next election season, this will be discussed again in board and general meetings long before the nomination process begins.
- This will be discussed at next week’s General meeting.
- Diane brought a sample of the beautiful Microfiber Fleece with our CCE logo on it.
- She sent the board members and Charley the nicely done catalog page that Diane’s daughter created.
- Charley will create a flyer attachment that has the QR code to scan.
- Please check out the new site to view the apparel and order.
- Diane will discuss this at the General meeting.

New Business:

- At next week’s General meeting there will be signup sheets (1) for helping to set up and (2) for dishes being brought to the Christmas party.

Adjournment:

Motion by: Lin Parro Seconded by John DiProva, Time 9:15 PM.

General meeting Minutes

Joe Falbo

Date: November 19th, 2025

Location: VFW Hall Villa Park

Start time: 7:07 PM

Roll call: Board members present at meeting start:

President: Lin Parro, **Vice President:** John DiProva, **Treasurer:** Liam Coyne, **Secretary:** Joe Falbo, **Director at Large:** Mike Schiera, **Absent:**

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

Welcome from Presiding Board Member

- Jeff Wentz called the meeting to order, welcomed everyone and thanked them for his year as President, then turned over the meeting to our new President Lin Parro.
- All were welcomed and new Board members and positions were introduced.
- Approval for last month’s general meeting minutes by Jeff Wentz and seconded by Paul Polster, respectively.

Treasurer’s Report: Liam Coyne

- Kevin Kloker began with a recap of Octobers report.
 - October meeting hall rent paid.
 - There was 1 service charge applied, and 1 service charge reversed.
 - Kevin donated to cover an overdraft fee.
- Liam Coyne continued by confirming the finalization of account turnover is in process from last year’s treasurer.

***Airhorn* Report: Charley Biddle**

- Charley further explained a potential scam occurrence as described in this November’s *Airhorn* and warned all members to be alert and vigilant about strange e-mails and text requests for money or to click on unknown links.

Membership Report: Charley Biddle

- No Change reported in membership.
- Dee Dee Dickenson will oversee membership once Charlie has finished details to assist her to take over membership duties.
- The CCE board of directors has decided not to raise CCE membership dues for year 2026.

CORSA News: Larry Claypool

- No report, as Larry Claypool was not at the meeting.

Library Report: Diane Johnson

- Diane brought in some duplicate *Communiques* for members to take.
- Reviewed and showcased new CCE Apparel Wear / Spirit Wear. *See flyer with info and QR code to order in this November’s *Airhorn*.
- No other library news to report.

Social Media: Shelly Claypool

- No report, as Shelly Claypool was not at the meeting.

Special Reports or Announcements:

- Plaque present to Mike Charewicz for service as Treasurer.
- CCE club stickers are available for \$2 each, three types, Contact Kirk or Lin Parro or until Board decides to sell as club merchandise.

Activities: Lin Parro

- Turkey raffle held and the three winners of Annual Turkey raffle \$25 Jewel Gift card are:
 - Kenn Sinko
 - Joe Lynaugh
 - John DiProva

Activities: Lin Parro continued...

- Kirk Parro brought in a flash drive and projector with past club pictures to view.
- December 13th is CCE Holiday party at Kevin Kloker’s home, See flyer in this November’s *Airhorn*.
- January general Meeting is the “What’s-It?” contest.
- See Activities Calendar in the *Airhorn* for future upcoming activities.

Old Business:

- The tabled discussion regarding Rich Carroll’s question last meeting of why ballots weren’t mailed (potentially preventing a write-in nomination), was reviewed at the November Board meeting by the old and new boards. It was unanimously determined that the CCE Constitution was followed, and the Board will honor what is stated; there will not be any write-ins on ballots. As stated in the Constitution, any additional markings to ballots, other than accepted nominees, would nullify the ballot. Furthermore, since the only accepted nominees for the 2026 board filled all open positions, and a motion to close nominations was made, and seconded at the September general meeting with no present members contesting, it was decided there was no need to send

out ballots, as all criteria was fulfilled. The results of the nominations and the decision not to send out ballots were published in following *Airhorn*.

- Jeff Wentz also added that in Roberts Rules of Order, although the allowance of write in ballots is stated, the CCE Constitution states Roberts Rules of Order is to be followed, accept when it conflicts with the actions of the Board. The rules in the CCE Constitution regarding Board nominations and ballots were carefully reviewed and the Board feels the Constitution has been followed with all good intentions, and final results stand.

New Business:

- Sign up for Potluck items at Christmas party provided at meeting.
- Joe Falbo brought in free boxes of Nitrile gloves for shop use and other giveaway items donated by his employer.
- Louis Zanon brought in a list of items he will be selling before the sale of his house if anyone was interested, or members can reach out to him.
- Jeff Wentz announced that he was looking for participants for the committee of the Garage Squad. John DiProva and Paul Polster volunteered. Also, he is looking for core members that have projects that are looking for help. The vehicle generally has to be running to be able to be used at the Garage Squad, unless it is at a location that can host that Garage Squad event for that vehicle.
- Greg Richards suggested a drive-in type clinic for maintenance and small repair events.

Adjourn

- Motion by: Jeff Wentz, Seconded by: Paul Polster, Time: 8:20 PM.

Membership Report

Charley Biddle

New Members:

(none)

Membership Directories: Everybody now has one free copy of the 2025 Membership Directory. Additional copies can be had for two dollars at a CCE meeting, three dollars if mailed.

Members Listed in the Directory: There are more members listed than are the current paid up membership. CCE has a "tradition" of being late in paying yearly dues. I went back two years to select members to list. I did not want to make up a new directory every time a past member "remembers" they haven't paid current dues. CCE is a family. Friendships have been forged over the years. Having extra members listed in the directory makes it easier to stay in contact with our extended family.

Information in the Membership Directory: The information in the 2025 CCE Membership Directory is taken from the forms members have submitted when they joined or renewed their memberships. The information is as good as I can read your handwriting. I

ask members to submit fully filled out renewal forms each year. People move and get new addresses. They change phone numbers. They add and subtract Corvairs. I make changes to the form each year. A previous Membership Chair allowed members to renew by writing "SAME" across the form. Then the old form was discarded. When I went thru the collected paperwork, my question was, "Same as what?"

Corrections to the Membership Directory: If you find incorrect information in the Membership Directory, send me an email. I will update the paper backups, update the membership database and publish the change(s) in the monthly Membership Report. Everyone can then update their copies of the Membership Directory.

2026 Dues; The CCE board of directors has decided to not to raise CCE membership dues for year 2026. Dues for 2026 will remain at \$30 for Individual memberships and \$32 for Family members. This will get members emailed PDF versions of the *Airhorn*. If they want printed and mailed versions of the *Airhorn*, there will be a Distribution Fees of \$36, over and above the cost of dues. Dues may be paid by check or cash. If paying by check, the check should be made payable to Chicagoland Corvair Enthusiasts.

Renewing Memberships: CCE memberships run from January to December of the calendar year. Membership renewal forms for year 2026 for members who receive their *Airhorns* by email will be mailed out at about the same time as the delivery time for the December *Airhorn*. Members receiving their *Airhorns* in the mail will have the renewal form included in the mailing envelope. The 2026 membership form is different from the 2025 form. The 2026 membership application/renewal form will be up on the CCE web site, ccecorvair.com.

These can be printed, filled out and mailed back with dues or brought to a CCE meeting. Forms will also be available at CCE meetings.

If dues are not renewed by the date the April *Airhorn* is delivered, your membership will be inactivated and you will receive no further *Airhorns*.

Birthdays for 1/1 thru 1/31 are: 1/1—Susan Mensik; 1/2—Kathy Voboril; 1/4—Joseph Falbo; 1/8—Linda Szafranski; 1/12—Paul Polster, Gerry Zachman; 1/15—Fred Castro, Paul Dehnert, Brad Adcock; 1/17—Elli Hauser; 1/26—Marcia Sikora.

Anniversaries for 1/1 thru 1/31 are: 1/1—Wayne Janis & Beth Huning; 1/18—Connie Swenson & David Kiefer.

CCE Numbers: CCE has 41 Active members, 62 Family members, 8 Honorary members.



Treasurer's Report

Liam Coyne

11/01/2025 – 11/30/2025

Fifth Third Bank Checking Account

	Debit	Credit	Balance
11/01 Beginning Balance			700.71
11/18 Turkey Raffle – ...Gift Cards	50.00		
11/20 Deposit - Donations		5.00	
11/24 Transfer from Savings		500.00	
11/26 VFW Rent – October	200.00		

11/30 Ending Balance **955.71**

Vanguard Savings Account

	Debit	Credit	Balance
11/01 Beginning Balance			13,917.11
11/21 Transfer to Savings		500.00	
11/30 Dividend		44.04	

11/30 Ending Balance **13,461.15**

11/30 Total All Accounts **14,416.86**

Activities and Events

Lin Parro

December

General Holiday Meeting: This meeting will be a quick business portion followed by socializing and wishing good cheer. Members are welcome to bring holiday desserts or snacks to share. Please keep in mind all items **MUST** be store bought. We are not allowed to bring homemade items.

January 2026

General Meeting: "What's It Contest"

How well do you know Corvair parts? Well, that is what this informal contest is all about identifying as many parts as you can that are on display. Some parts may be obscure and some not. This contest is also informational because each part is discussed as to how the part is being used on a particular Corvair year and model. At the end, whoever has the most points win bragging rights until next year's contest.

Sunday, January 11th, 51st Annual Swap Meet, 7 AM–1 PM

Will County Fairgrounds, 710 S West St., Peotone, IL
Hosted by Great Lakes Region Vintage Chevrolet Club of America. Car parts for all makes and models, \$7.00 donation, for more information go to oldcarswapmeet@aol.com.

February

General Meeting: Sweets Auction

This is a club fund raiser, created many years ago by a past Board President inspired by St. Valentine's Day since this month's meeting falls around February 14th. Members are encouraged to bring homemade, or

purchased, dessert type items. Some members get creative and name their goods that are Corvair related such as "Oil Pan Debris" (Peanut Brittle). **Not the baking type or into sweets? Auction items do not necessarily have to be sweet, non-edible items are also welcome to be auctioned off.** All proceeds go to CCE.

March

General Meeting: Chili Cook-Off

Another member participation event.

- Members bring their crock pots filled with their favorite, or experimental, chili recipe.
- All attending members taste and vote for their favorite chili.
- There are four categories: Wimpy, Spicy, Inferno and Alternative (non-beef or non-red chili).
- When the tasting is done, everyone is welcome to have a bowl of their favorite chili while the votes are being tallied. Each category has a winner, and their prize will be a gift card. Yes, Bean-o and Tums are on hand.

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!

News You Can Use

CORSA Board of Directors

Christmas Shopping is easy with a Gift of CORSA Membership!

Give your favorite Corvair person the perfect gift: CORSA Membership or extend their membership. One year e-Member is only \$40! Give a two year print membership for \$120 and get the *Corvair Basics* book sent for free. It's easy-Contact the Club Office at 630-403-5010 or corsacluboffice@gmail.com



HOLIDAY WISHES

We wish everyone in our CORSA family a "Vairy" Merry Christmas and Happy New Year! The holiday season is a time to gather with friends and family. We hope you are able to celebrate the season with the special community of Corvair people in your area. As the year comes to a close, it's a good time to reflect and be thankful for all the enjoyment this car and organization brings to us. We look forward to an exciting new year of driving, events and fun. May Santa bring you the tools, parts and apparel to make your Corvair experience great in 2026! **Happy Holidays to all!**

2026 CONVENTION

Get Ready for Gettysburg- 2026 Convention Update: Dates are June 22-26th. Look for the schedule, registration and hotel information in the first issue of the *Communique* published in January. To plan, key events are: Monday Evening- Car Show and Valve Cover Racing; Tuesday- Concours d'Elegance; Wednesday- Rally; Thursday- Autocross; Friday- EconoRun and Banquet. Tech Sessions, Tours, Specialty Chapter Meetings and Vendor Sales will also be on the schedule along with time to visit all the wonderful historic sites in the area. Read more about the convention in future issues of the *Communique*. See you there in your 'Vair!

Echoes from the Setting Sun

Jeff Wentz

It's right after Thanksgiving this year, and while my family's celebration was filled with the usual old stories, genteel gluttony, laughter and football - we've all experienced dinner disasters.

I thought of the first dinner my ex-wife and I (pronounced emphasis on **Ex**-wife) had at some friends' who had eaten at our house several times before. Now, you need to understand that part of my Ex's blistering un-charm was she was constantly opening her mouth and immediately inserting her foot. I think she savored the flavor of toe jam and flossed her teeth with her toes. Although she was a complete shrew, she was also an exceptional cook, so they wanted to impress her. Anyway, as we were sitting there, my Ex chimed in with the comment that she loved roasted dishes - except for duck, "it was too greasy!" The host sat there looking at her for a moment—Silence. That moment was so quiet you could have heard a mouse peeing on a cotton ball. The host blinked, stood up and said quietly as he left the room—"Duck can be good if it's cooked right." Giving her the side-eye, I said quietly, "I hope we're not having duck for dinner..." She made a face like she had just farted in front of the Queen and wanted to shrivel up and slip between the cushions of the couch. Fortunately, the host had prepared a pork roast. Unfortunately, his recipe said to insert three cloves of garlic in the roast—but he thought 26 cloves would be better. We reeked of garlic for the next 3 days—each of those nights we had to shower before we went to bed and then change the sheets each morning. That dinner fully qualified as a disaster.

I'm also reminded of another Thanksgiving several years ago when Ann and I went to the home of some recently married friends. He was from a very prominent and aristocratic old South American family, and she was from Eastern Europe. Ann and I were invited along with his brother, a wealthy Beverly Hills Oncologist, and a very interesting and urbane Armenian couple. Our host was a proud gentleman, anxious to put on a memorable Thanksgiving feast. It certainly was that, but not in quite the way he intended. Their table was lavishly set with their best china and silver, and replete with several appetizers and side dishes. After a toast, his wife proudly presented the *piece de resistance*, a large roasted turkey. All was well until the host asked me to carve the turkey. I swallowed, and took the carving knife and fork, and set to work. What do you do when you instantly realize things were about to go south, waay south. It was like trying to carve a bowling ball. I

innocently said, "I usually do this with an electric carving knife, do you have one?" He got the knife and I set upon the poor bird again, with similar results. The turkey was absolutely and solidly incinerated. All the guests were watching with furrowed brows and furtive glances. The host took over the carving, and after a few futile and scowling moments, he put down the tools, lifted the bird over his head, and bellowing at his wife to open the back door, proceeded to launch the bird as far as he could into the alley. That bird was as dead as the mood in the room. But it was a memorable meal.

Christmas Songs

Professor Nash

[Reprinted from the December 1979 issue of the Airhorn.]

In the spirit of Christmas, the Airhorn presents to our readers songs to carol by, so you won't have to sing the same old thrash year after year.

So, with that old Chevy parked out under the pile of snow, we (dis)respectfully submit

DINGLE BALLS

Dingle balls, dingle balls, dangle all the way,
Oh, what fun it is to ride in my Bizcayne, Chevrolet
Dingle balls, dingle balls, dangle all the way,
Oh, what fun it is to ride in my Bizcayne Chevrolet.

Thrashing through the snow, in my 4-door Bizcayne Chev,
Over curbs we go, laughing all the way.
Horns from other cars honk, making tempers high,
Oh, what fun it is to beat and thrash my Powerglide.

REFRAIN

Lifters they may click, powerglides they may whine,
Only 5 plugs work, but I think it runs just fine.
Cramming on the brakes, pulling to the right,
Oh what fun it'd be to hit
Some shopping carts tonight.

REFRAIN

OH COME ALL YE CHEVIES

Oh come all ye Chevies,
Bel Aires and Bizcaynes,
Oh come ye, Oh come ye, to Jessies.

Come with thrown rods
Come with blown powerglides,

Oh send them to the crusher
Oh send them to the crusher
Oh send them to the crusher

And get them OUT of here.

TUDIE THE STUDEBAKER

Tudie the Studebaker,
Had an engine with loud knocks,
And if you ever heard it,
You'd swear it wouldn't make two blocks.

All of the ancient Chevies
Sat with starters spinning free.
While Tudie the Studebaker
Knocked along endlessly.

Then one night the oil light came,
Glowing very bright.
The rod set sail right through the block,
And vanished out of sight.

Now all those ancient Chevies
Click along right past me,
Cause Tudie the Studebaker
Is just a piece of history.

THE 12 DAYS OF "S"s

On the first (or, as required) day of Christmas
My junkyard sent to me:

A Bizcayne made in '63
A two barrel carb
Three on the tree
Four bad grounds

Five broken rings
Six fouled plugs
Seven spun main bearings
Eight freaks a'smoking

Nine lugs a'missing
Ten volts a'charging
Eleven lifters clicking
Twelve mouldings missing

SOME FOLLY, BY GOLLY

(Reprinted from the "Connecting Rod", Corvair Atlanta)

'Twas the night before Christmas and all thru the garage,
Not a creature was stirring, no ghost or mirage;
Steering boxes were hung by the creeper with care,
In hopes that the parts folks soon would be there.

Six ACs were nestled all snug in their beds,
Awaiting some action from premium fueled heads;
And Ma in her kerchief, and my with dash plaque,
Had just settled down for eight hours in the sack--

When out on the drive there arose a valve clatter,
I sprang from my bed to see what was the matter.
Away to the window I flew like a flash,
Tripped over an oil pan and a '63 dash.

The moon on the breast of the new fallen snow
Gave a lustre of midday to objects below;
When what to my wondering eyes should appear,
But a turbo charged Rampside hung up in 1st gear.

With a mustachioed driver, and dark curly locks
|knew without question it was ol' Rollo Fox!
More rapid than Porsches his coursers they came,
And he whistled and shouted and called them by name.

"Now, Monza! Now Corsa! Now Spyder and Sedan!
On Greenbrier! On Stinger! On Lakewood and Corvan!
Up past the curbing, to the grease spot by the wall!
Now dash away, dash away, dash away all!!!

I could tell by the pinging some adjustments were needed,
But, no time for that . . . the convoy proceeded;
On up the driveway the coursers they flew,
With cartons of parts -- (and some Premium, too.)

A bundle of bushings, control arms, a jack,
Rollo looked like a vender just opening his pack.
Pump rods, converters, a coil and dip stick,
Some still confuse him with good old St. Nick.

Solenoids and sockets were allayed on the table;
Two distributor caps and an emergency cable.
He spoke not a word, nor got his hands dirty
When he hauled out twelve cans of 10-W-30.

And filled all the reservoirs up to the top;
I knew for sure, then, he'd soon have to stop.
"Cause there's more of these Corvairs he's destined to visit,
And ignore all the dummies that wonder, "What is it?"!

He buckled his seat belt, turned on the ignition,
Smiled at the surge of his powerglide transmission.
These cars he's attending are the best of a breed,
No question 'bout that . . . Mr. Nader take heed.

His taillights diminished, 'ere he drove out of sight,
I knew positively he'd had a good night.
And I heard his voice echo off that dark thoroughfare,
"Merry Christmas to all, and to all a CORVAIR!"

(Transposed by Jack Allison, with apologies to Clement C. Moore.)

Tech (?) Notes

[Reprinted from the December 1979 Airhorn.]

Reprinted from the CORSA of Baltimore Newsletter)

The following story was recently flung into my back yard. It

was wrapped around a nondescript much-used Corvair part whose true nature I have as yet been unable to ascertain.

The Life of a Gates 8562 or: Beltless For 20 Miles

Mr. Brutewrench

My show-quality '63 Monza convertible contained a slightly worked-over 102 hp motor which always had two trivial problems: a slight knock under certain unpredictable conditions and a tendency for the fanbelt to come off when engine speed reached 6,000-6,500 RPM. I could live with the knock, but the fanbelt problem was quite annoying (I could not harrass a Volkswagen without popping the belt). In an effort to reconcile this problem I purchased a ribbed Gates belt (#8562). Much to my dismay, the belt came off just as easily as before. Only now I kept putting the same belt back on, since I had \$5.00 invested in it. After throwing the belt thirteen times (including three poppings at the first Free State Corvair Affair Autocross) I managed to cure the problem. It was caused by the differences in fan heights in generator and alternator equipped cars (I had changed mine from a generator to an alternator). The problem was almost totally eliminated by the addition of a belt guard by the fan (as '64 and later Corvairs had). My Gates belt stayed put for 20,000 miles after this simple addition.

For two years the belt performed flawlessly; I kept it adjusted so loose that you could pull it off practically by hand. Unfortunately my flawless performance was ruined one evening after I gave a demonstration of the motor's performance to two fellow CORSA of Baltimore members. After this demonstration my curiosity was aroused as to how fast the car would go in first gear. So, on my way home I revved it up -- 25 mph, 30, 35, 40, thud 42mph. So much for that question -- 40 mph for the fanbelt and 42 for the motor. I nursed the car about 5 miles (mostly downhill) to a lighted parking lot at Carroltown Mall. I decided that I was too clean to touch my tools and proceeded to reinstall the belt by hand (no sweat since I kept the belt loose anyway).

Unfazed by this incident I proceeded to drive the car another 5,000 miles (through several attempted self-destructions of the engine) without any belt problems. That was, until I tried to make it on time to an 8 A.M. class after sleeping until 7:30... I put the belt back on by hand (I was clean again) and away I went.

Regrettably, the rest of my engine did not fare as well as my faithful Gates belt. In 25,000 miles of slight knocking in my engine had evolved into a severe banging. Many attempts at sandpapering the crank and installing new bearings proved futile. So, I finally decided that at 147,000 miles the 102 could be rebuilt no more.

Well, the weekend of the engine swap slowly drew near and I was becoming very anxious to dispose of this noisemaker. While in school (at College Park) that week I decided to make some final observations of my rapidly aging motor. I popped the hood and immediately noticed that my favorite Gates belt had developed some severe cracks. Nevertheless, I decided that the belt would last the life of the motor (3 more days). Friday finally arrived and I started my voyage back to Randallstown, as anxious as ever to leave school, when the great disaster

occurred. I was plodding along I-95 at a reasonable speed when I felt a kick in the accelerator pedal. From my vast knowledge of Corvairs I knew that only two occurrences could cause such a kick -- a turbocharger coming into action or a fanbelt going out of action. Since the turbo was only in my dreams (and nightmares), I concluded that my belt had been hiked. I limped the heap off the side of the road to replace the belt. As usual I had no tools in my trunk, so I want to slip old faithful back on. Much to my dismay, large sections of old 8562-Gates had vanished. Looking for the missing pieces would have been futile, since I did not have any silicon sealer to glue the belt back together with, anyway. Consequently, I went to my trunk to find that spare belt that every Corvair owner is told to carry by his mechanic.

My trunk was barren of belts. Frantic searching under the seats and behind the battery turned up only greasy rags and soggy paper towels. In an act of desperation I hung the shredded remains of 8562-Gates back on the engine and attempted to tighten it with the only tool I could find -- an old accelerator rod. This turned out to be an excellent technique -- for bending accelerator rods. After giving up on tightening the belt I decided that I had no choice but to nurse the car in the homeward direction (I was at least 30 miles away). So I went to start the car, but the motor must have been out to lunch. After a few kicks and a lot of fiddling with the ignition timing (the only thing I could adjust with no tools) I got the beast running. I cautiously chugged down I-95 with the heater on full blast to cool the motor. I only ran the motor going up hills or when big rigs threatened to put the heap out of its misery. Using these techniques, I nursed the car off I-95 onto Rt. 175 and down Rt. 175 to Rt. 104 behind Columbia. Proceeding along Rt. 104 I realized that the engine was getting a little more than warm, as ferocious knocking noises developed and a strange blue smoke propagated inside the car through the heater. So, I decided to make my destination an Amoco station at the intersection of Rts. 103 and 104, where I might be able to acquire a new belt. As I approached the station, I noticed that the entrance road from Rt. 104 to the station was one way the wrong way. (The intersection of 103 and 104 is one of the Howard County traffic engineers' prize butcherings). Naturally, as I smoked toward the intersection, the traffic light turned red. I was forced to stop, the poor heap gasping for breath within walking distance of the lifegiving Amoco station.

Finally the light turned and I forced the old Corvair another 200 feet into the station, where it promptly died. I walked into the station, which was amazingly neat and clean, and requested a fan belt for my '63 Corvair. After managing to contain his grins (the Heap was almost totally encompassed in smoke) the owner studied his books to find a Corvair belt. After a brief rigamarole, I was told that a belt would have to be ordered. I pleaded with him to match up my old belt but he refused, claiming that the Corvair belt had special angles. Finally, I offered to pay for the wrong belt, whether he thought it would work or not. My logic was that the belt only had to last halfway home (7 miles) since I could easily nurse the car 7 miles with no belt.

All problems behind me, I proceeded to the end of Rt. 29 where I stopped to turn on to Rt. 99, and the motor quit. The battery proved too weak to start it. So I started pushing the car

off to the side of the road where I could strip it for parts. However, I noticed that the Heap was building up speed, so I thrashed it into reverse and jumpstarted it.

1988 CCE EDITOR'S NOTE: After reading the above story, I'm publishing it in the hopes that we can identify the former CCE member who now lives in Maryland -- There's no doubt in my mind that the author is far too sophisticated not to have been in CCE at some time or the other.

[2025 CCE Editor's Note: We still don't know who the elusive former CCE member was.]



Stock Is

Larry Claypool

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

Classification Follies

Another year, another convention [1988, Asheville, NC]. New CORSA concours rules were used and everyone seemed pretty pleased with them. Over in the classification line there were a number of recurring deviations from stock and points deductions for operations check. Most of these could have been easily avoided, so let's touch on a few items.

While the above paragraph dates this edition from the late 80's, the non-stock deviations seen then are still common today, so lets continue on in Mr. Peabody's Wayback machine and see what wasn't quite right...



As far as what's Stock, several late model cars missed the boat by neglecting to have painted the rear grille center area silver as required on Monzas and '66 Corsas. Exact details were outlined in the November 1987 "Stock Is..." [see Stock Is reprinted in May 2025 *Airhorn*] As expected, rear grilles also caused heartburn on Spyder models when the right side reinforcement rod was missing, and on '64s where the stone deflectors were not installed. Both items were covered in the same article as the late grille details.

Lots of late models ran amok in the decal department, with use of the '67-69 black and silver semi-circular horsepower decal on '65 and '66 models as the most common error. Close runner-up was placement of the crossed flags horsepower water transfer decal on the upper shroud of '65 and '66s instead of correctly on the air cleaner crossover tube. Decal details were covered in the May 1988 "Stock Is..." [reprinted *Airhorn* September 2025].

Shroud bolts were another common problem, with missing bolts the most obvious fault, followed by wrong size heads and common "hardware store" instead of "GM look" appearance. Bolts were covered in the July and August '88 issue [reprinted *Airhorn*, October and November 2025], as well as later in this article.

Lastly, attachment of the battery ground strap to the

generator on earlies was a recurring problem. Details on this haven't been covered in this column; because this is plainly shown in assembly manuals, I didn't think it necessary.

I guess fewer people have consulted their manuals than I thought, so for their benefit, details on the battery cable/generator mounting are covered at the end of this article.

One thing I'd never seen was a flush rear cardboard shelf on a 1966 500 coupe. The rear shelf came down only as far as the top of the rear seat. The car did not have the extra cost folding rear seat nor a rear speaker. It was clearly not a 68/69 model with the rarely seen rear window defroster which *did* have an extra tall rear shelf. It was built at Willow Run, neither particularly early or late in the run. The car was very low mileage, mostly original, and the owner claimed the shelf to be correct. Normally, the rear 'shelf' is about 5" below the top of the rear seat to form a shallow parcel bin. I could not explain this anomaly, so I got permission from the owner to remove the back seat (simple matter on a standard non- folding model) to see what was going on. Once the seat was removed it was clear that a replacement cardboard shelf had been installed, but folded in the wrong locations to make the shelf height match the seat height. The fold lines for the 'correct' position were still present, but the installer must have thought it looked 'better' the other way... mystery solved.

As for the operations check that is performed at classification, several recurring point deductions were noted. Just as last year, loose vent window handles plagued many entrants. Even at maximum deduction, these would affect a score by only one tenth of a point, but a deduction is still a deduction. Reproduction handles are available for all models, so that's the first step in getting floppy hands snugged up. Don Wagner wrote a tech tip on how to make a shim for the handle shaft if a new handle alone doesn't tighten it up.

Anyway, next most common trouble was parking brake travel. Although well covered in assembly manuals and this column, many hand brakes failed to keep the car from rolling by ½ travel, with some first starting to take hold at the upper end of travel. Fortunately for safety's sake, only a few cars had to be penalized for excess travel of the foot brake, indicating a need for brake shoe adjustment.

Unusually sloppy (worn) shifters ate points on a few cars, as did noisy clutch cables – either squeaky in earlies or cable slap in lates. Two cars lost a great number of points by failing to idle without aid of the choke, while two more lost half as many points by demonstrating an idle kindly described as shaky.

Naturally, lights that didn't light, bulbs that failed to illuminate, clocks that didn't work, and air conditioners that wouldn't blow cold all lost points for their owners. A few points were also lost by the car that spewed leaves, twigs, and other junk onto the carpet when the heater was turned on. The point is that most deductions can be easily avoided by simply checking the function of all the lights, controls, and accessories before you enter the classification line.

Well, on to specifics. On my article dealing with shroud bolts, one alert reader pointed out that I'd forgotten to mention the 5/16" head sheet metal screw with captive flat washer found on '65-69 models. Indeed I had forgotten to mention this. It was used at first only on the engine perimeter seal retainers and the clamp around the crankcase vent tube at the upper shroud.

The ¼" head "top hat" style screws began to show up for '66 in various engine sheet metal locations, but their use was inconsistent. By '68, its use was expanded to most areas of the engine shrouding, including many of the locations formerly occupied by the self-tapping machine screws.

Another glitch came up with my description of air cleaner decals. I'd stated that the '64 models all switched to paper elements, thus necessitating new service instruction decals. Well, this is correct, sort of. Another alert reader questioned the Spyder model which he believed used the oil wetted foam element. Back to the books and sure enough, Spyders did indeed continue the AC151 oil wetted element while other Corvairs went to paper. So, '64 turbos still used the AC151 and "Caution — Remove excess oil" decal as in '63. Many thanks, gents.

As promised, here's the lowdown on generator mounting. All standard models use a support bracket, a bolt, two rubber grommets, two flat washers, a sleeve, a lock-washer, and a nut. Typical assemblies are shown in Figures 1 to 4.

A few details differ on certain models. 1960 and '61 use a "long" generator support bracket held on by two shroud bolts and a reinforcement plate. 1960s with the "short" generator have the bracket on the outside of the generator end frame while all others place it on the inside. For '62, the support bracket was shortened so it is held onto the head by one bolt rather than two. In 1964, the generator hole in the bracket was

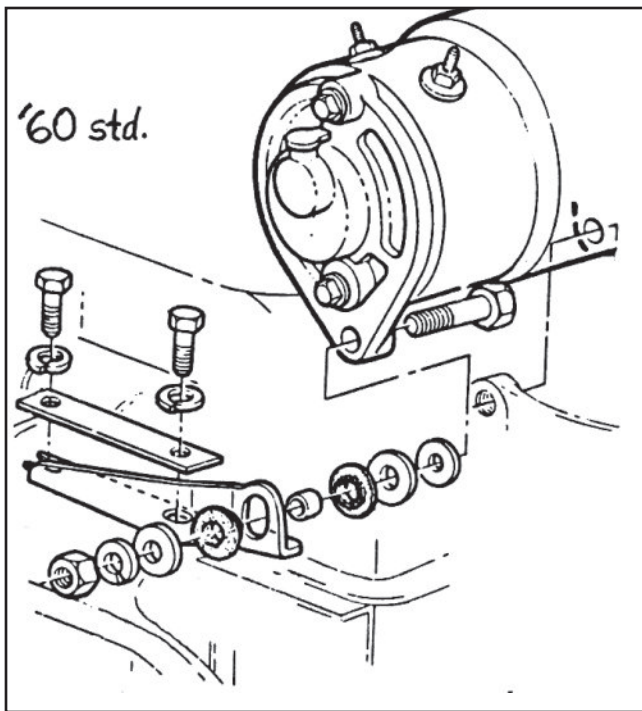


Figure 1

made very narrow and elongated, changed from the large oval hole used previously.

An exception to all of the above is the mounting of the heavy duty low cut-in generator. Because of its size (read that weight) the rubber bushings and sleeve used on standard models were eliminated, and the hole in the mounting bracket made smaller. For '62-64, the bracket is held to the head by two bolts (as in '60-61 but without the reinforcement plate) rather

than just one like regular generators. A notch is stamped into the bracket to clear the choke rod.

In all cases, the battery ground cable is installed just before the lockwasher and nut. Several cars at the convention had secondary nuts or bolts installed from the opposite side, both of which were incorrect.

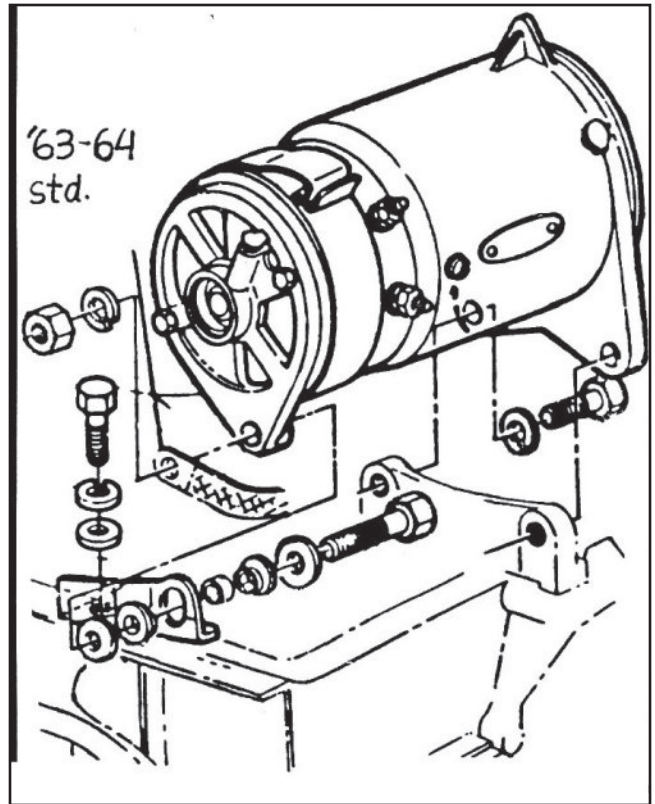


Figure 2

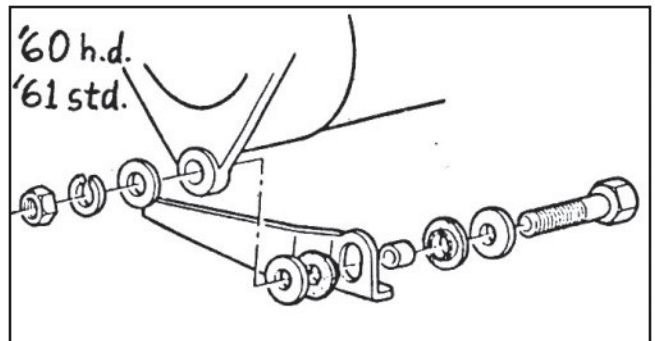


Figure 3

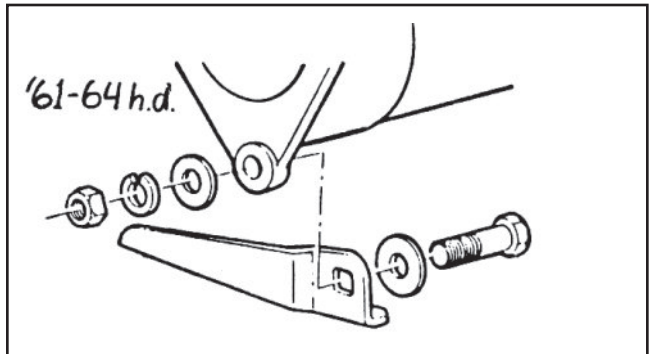


Figure 4

2026 CCE Board Members

Charley Biddle

President

Lin Parro



Vice President

John DiProva



Treasurer

Liam Coyne



Secretary

Joe Falbo



Director at Large

Mike Schiera



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

Dec 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.

Dec 13 – CCE Holiday Party, 6:00 PM, Kevin Kloker's house, 435 W Falkirk Place, Palatine, IL 60074. See flyer in last month's *Airhorn* and Lin Parro's Activity and Events article.

Dec 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.** Short business meeting, Holiday social meeting.

Dec 24 – Articles are due for the January *Airhorn*.

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

Jan 21 – 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.** Entertainment is the annual What's It Contest, where members guess at the purpose of obscure Corvair parts.

Jan 28 – Articles are due for the February *Airhorn*.

Feb 11 – 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.

Feb 18 – 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. Annual Sweets Auction.
Feb 25 – Articles are due for the March *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

Jan 11 – 51st Annual Swap Meet, 7 AM–1 PM, Will County Fairgrounds, 710 S West St., Peotone, IL. Hosted by Great Lakes Region Vintage Chevrolet Club of America. Car parts for all makes and models, \$7.00 donation, for more information go to oldcarswapmeet@aol.com.

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 100 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.

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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.

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(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

Director/President: Lin Parro, 2139 Hawthorne Road, Homewood, IL 60430, (708) 798-4525 (home), (708) 932-9966 (cell), LindaParro@gmail.com

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

Director/Treasurer: Liam Coyne, 833 Harris Road, Grayslake, IL 60030, (847) 507-5546 (cell), LCoynF030@gmail.com

Director/Secretary: Joseph Falbo, 1922 Parkside Drive, Gurnee, IL 60031, (847) 668-5929 (cell), JoeF2020@gmail.com

Director At Large: Mike Schiera, 11301 S. Nashville, Worth, IL 60482, (708) 448-0294 (home), (708) 285-0294, MSchiera.1976@gmail.com

Airhorn Editor: Charley Biddle, 208 S. Caryl, Northlake, IL 60164, (708) 344-2679, (630) 215-5817 (cell), CLBiddle@comcast.net

Membership Chair: Charley Biddle, 208 S. Caryl, Northlake, IL 60164, (708) 344-2679, (630) 215-5817 (cell), CLBiddle@comcast.net

Activities Coordinator: Lin Parro, 2139 Hawthorne Road, Homewood, IL 60430, (708) 798-4525 (home), (708) 932-9966 (cell), LindaParro@gmail.com

Webmaster: Mark Hardy, 1020 Aurora Ave., Aurora, IL 60505, (630) 815-2964, MarkDHardy@sbcglobal.net

Social Media: Shelly Claypool, 21403 S. 89th Ave, Frankfort, IL 60423, (779-254-3244 (cell), shells1424@gmail.com

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

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FIRST CLASS MAIL

208 South Caryl, Northlake, IL 60164

