

February 2026

VOLUME 59
NUMBER 2

February 18 CCE Meeting at Villa Park VFW at 7:00!

The January 21 CCE membership meeting will be held upstairs in the main meeting room of the Villa Park VFW, 39 E. St. Charles Road, Villa Park. Doors open at 6:30 PM. **Meeting starts at 7:00 PM.** All members are welcome. **Room closes at 9:30, with further socialization down stairs in the bar until 11:00.**

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

The February 11 board meeting will be held at Manny's Ale House, 683 St Charles Road, Elmhurst. Meeting starts at 7:30 PM. All members are welcome. Come at 6:30 and eat dinner.

From the President

Lin Parro



Hi all,

Yes, another “grandson” story and a good one to share. Heads up—most likely one more. I will eventually get to a car related article, but as of now I must brag about my 12 year old grandson, Hudson.

Around the beginning of January our son, Chad, asked if I could come out for a few days. So, I went out for three days (Sa-Tu) while Kirk stayed back holding down the fort.

Hudson had no clue that I was coming into town. All he knew was they were going to pick up Angela, Chad’s girlfriend, from the airport. When I landed, I texted Chad to let him know where I was to pick me up. So, as they were pulling up to where I was, Chad asked Hudson, in a quizzical tone “Why is that crazy lady waving at us?” Hudson’s nonchalant response was “Oh, that’s just grandma (wait for it) ... GRANDMA! He could not get out of the car quickly enough to greet me. This was a “Kodak” moment.

On our way home we picked up In and Out for lunch. We kind of laid low and relaxed until Hudson had to get ready for his two soccer games that night.

Since I am used to packing lightweight clothes, it did not occur to me to ask about weather and was a bit in shock to find

out nighttime temperatures can be as low as back home, in spring or fall, a windy 50-55° maybe(?). (Of course, I am drafting this article while temperatures in Chicago are in single digits, so we would consider 50-55° a heat wave.) Between my shawl and a hoody, I was fine.

Hudson’s school won the first game and, sadly, lost the second. In the second game you could tell that the kids were tired and cold.

Cannot say how many Boggle games Hudson and I played or how many times we kept on saying one more game, just one more game especially around bedtime.

Sunday was spent having one of Chad’s best friends and his family over for a visit while catching bits and pieces of whatever football game was on. It is always a treat to see them.

On Monday, Hudson was able to skip school for the day to spend with grandma but had to go in to take a mandatory math test. While Dad stayed home, we went to Dave and Busters for the afternoon. For a venue ten minutes away, it took us a little longer to get there because we missed the exit.



But that was okay, highlight was trying to teach Hudson how to be a navigator reading directions off WAZE. (“Navigator in Training” for a future CORSA Convention Rally and/or Econorun.) Well, we made it to Dave and Busters. Hudson played all the games well. I was fairly good at Centipede but did not do so well with the car racing games. I could not keep the car on track and hit every obstacle.

After Dave and Busters, Hudson navigated me, and did extremely well, to Dick’s Sporting Goods so I could wear a sweatshirt to Hudson’s soccer CLUB team’s night practice. (Yes, he is on two teams—club and school.) (His club team is undefeated and are going for State Cup.) He also did great navigating home.

On Tuesday we had to part ways; I was dropped off at the airport and Hudson went on to a dentist’s appointment.

Later that evening we received a FaceTime call from Hudson letting us know that he had a great dentist’s appointment and announced he had made the Honor Roll!

Kirk and I are driving back to San Diego, and will miss the February General Meeting, to attend the State Cup soccer games cheering Hudson on. I cannot wait!

GO CRUSADERS!!!!

From the Director

Liam Coyne

Hi everyone!

This is my first director’s article as CCE Treasurer, and at risk of copying Joe’s excellent article from last month, I figure this is as good an opportunity as any to give some background about myself, my interest in cars, and my personal journey with my Corvair.

I grew up in Grayslake IL and was always obsessed with mechanical things for as long as I can remember. I loved hot rods and muscle cars when I was very young; the fact that the engine wasn’t hidden away in many custom hot rods was fascinating to me. I loved taking old electronics apart and saving the parts for new creations. Among other normal toys for a young boy, one of my favorites was my “Tinkering Box”, as my parents named it, which was full of parts from old VCRs, CD players, and other discarded electronics.

For a long time, my interest in cars waned, subsumed by a newfound interest in vintage computers and years of classical music training in trombone performance. Until one day, stuck at home in 2020 due to the pandemic, it dawned on me that owning a vintage car wasn’t as out-of-reach as I thought it was. A few months later, I bought my first car, a 1988 Jeep Grand Wagoneer, which I used as my daily driver throughout college. This began the slippery slope that is the vintage car hobby.

[Pic01]



I credit my interest in the Corvair to my late grandfather, Bernie Miller. Growing up, he would tell me stories about his first car, a 1961 Corvair Monza coupe. He always remembered the way the engine sounded; “There was no other car like it”, he would tell me. So, in late spring of 2024, I finally found my own Corvair, a 1962 Monza 900. I purchased the car from its second owner in Tyro, Kansas, a very small rural town of 191 people right on the border of Kansas and Oklahoma. The car ran, but as Tyro KS was almost 700 miles away from Grayslake, it was best towed home. I rented a U-Haul trailer and a big truck, and my brother and I set off on our great Corvair rescue mission, driving 25 hours round-trip in a weekend.

[Pic02]



The car needed a lot of work, though was extremely original, and most importantly, completely rust free (not to mention painted in my favorite Corvair color, Twilight Blue Poly). Interestingly, it was optioned with the non-synchro 3-speed and no external mirrors. The seller told me the original owner was a very wealthy man who bought the car later in life. I believe he specifically optioned the car with a 3-speed and no mirrors, having driven cars from the 30s, 40s, and 50s all his life. I’ll never forget the test drive I took with the seller, Terry, on that beautiful rural Kansas evening - I rolled the odometer over to exactly 70,000 miles on that drive and Terry laughed as I fumbled my way through the car’s 3 gears on the dusty gravel roads.

Three days after I got the car home, it quickly let me know how much work it needed, leaking oil all over my parent’s garage and refusing to stay running for more than five minutes. My intentions for the car then shifted from making it drivable and reliable to restoring as much of it as I could. First, I replaced the fuel tank and every fuel line in the car and added an electric fuel pump. To my surprise, the original fuel tank had corn kernels in it (standard-issue for Kansas, I guess). Next, it was time to clean up the engine bay. I disassembled everything on top of the engine and cleaned and repainted all of it. I rebuilt the generator, replaced the rubber engine-to-body seals, replaced the carburetors, replaced the points, plugs, cap, rotor, and wires, and put on a new fan belt. After that, it

was time to turn my attention to the bottom of the engine. I replaced the oil pan gasket, valve cover gaskets, pushrod tube O-rings, adjusted the valves, and replaced the rusted-out original exhaust with brand-new dual exhaust. I also replaced the distributor with a new Stinger electronic unit after I discovered the original one was too worn out to yield good results with a Pertronix upgrade. I then went on a detour restoring the interior: the car got new carpet and all new cardboard panels. After everything went back together and I had the carbs balanced correctly, the car was finally drivable and reliable. However, a few issues were still apparent: there was a noticeable clicking coming from the transmission and shifting into 1st gear was becoming progressively more difficult. There was no other way about it, the drivetrain had to come out.

[Pic03]



Anybody who's worked on vintage cars before is all too familiar with the concept of "while I'm in there". This turned out to be the ever-present mantra of the winter between 2024 and 2025. I dropped the drivetrain from the car at the beginning of winter, intending to do as much work as I could before spring. First came splitting the transmission and diff from the engine and lots of cleaning. Next was the rear main seal, a new bell housing gasket, pilot bushing, new re-riveted flywheel, clutch, and a rebuilt pressure plate (more on that later). I then rebuilt the transmission with the help of Ray Johnson—we had a great time, and it was a learning experience for both of us. Following this, the transmission and diff received a new paint job after being reunited. I replaced the differential side adjuster O-rings and yoke seals and replaced the input shaft seal and throwout bearing.

Now that the transmission was taken care of, I was looking for more work to do (and inevitably more things to spend money on). I rebuilt the starter, replaced the engine mounts, replaced the rear brake lines, replaced the top engine cover with a new one from Clark's with a new fan bearing. It was around this time that I started looking at the rear suspension subframe. It sure was dirty... And all those rubber bushings sure were worn out... Why not rebuild all of it? I then pulled the rear suspension frame out and stripped and painted it, replacing the control arm bushings and every other rubber part. The car also got a full set of Koni adjustable shocks (I couldn't resist) and a set of rebuilt rear axles. It was soon time

for the drivetrain to go back in the car.

[Pic04]



In May 2025, my Corvair finally drove out of the shop, and I was able to see how it ran after all the work I'd done to it. To my delight, it ran great and the transmission noise was gone. It also rode notably better than before with the new shocks. In preparation for the CCE parking lot beauty contest, I went through all the brakes. The car made the trip to the meeting without issue, enduring the 90-degree heat and 80 minutes of bad traffic. On the way home, I cruised at 70 on the highway with no problems at all. However, as it often goes with vintage cars, it's only a matter of time before the other shoe drops. In this case, the day after the meeting, my Corvair started to move on its own with the clutch on the floor in 1st gear. After that, it wouldn't go into gear at all. I've since come to the conclusion that my pressure plate likely broke a finger. We all know what that means—the drivetrain is coming out again.

There's more to come with my Corvair and yet more restoration work to be done. The front end still needs attention and my seats need reupholstered. With 5 other cars to work on, there's always something to keep me on my toes. That's what these cars are for: teaching me new skills and giving me lessons in ingenuity, creativity, and perseverance. And that's what makes them fun.

Cheers, -Liam

From the Editor

Charley Biddle

Ramblings from your Humble Editor—

Pictures in Articles: I encourage members who submit articles for the *Airhorn* to include pictures. However, I would prefer that pictures not be embedded in Word documents (or any other word processing program). Microsoft Word does nasty things to pictures and images when embedded in Word documents. Regardless of the size and resolution of the pictures from your camera, Word changes the resolution and size of the pictures to make them fit in the Word document in the image frame you define. Mostly, it makes the picture smaller and reduces the resolution. They look good in the Word document. I can extract pictures from Word documents. However, I am stuck with the resolution and size of the extracted picture. I resize all pictures and images that appear in the *Airhorn*, to

make them fit in the width of the columns used in the *Airhorn*.

For example, one of the pictures submitted by Liam Coyne for his From the Director article, is three inches wide as extracted from Liam's Word document. The same picture as submitted by Liam in a separate email is 42 inches wide, but at a low resolution. My *Airhorn* columns are 2.3333 inches wide (I don't use inches for the *Airhorn*, mainly because doing calculations in inches with all those repeating decimals are quite confusing and exhausting).

Starting with the 42 inch wide raw photo, I can raise the dots per inch resolution to be a multiple of the DPI specification of the commonly used printers used for the *Airhorn* and PDF files. This way, the printer internal software does not have to reinterpolate pixels before sending them to the print engine. This lowers the photo width to about 20 inches. I then can change the dimensions of the photo to match that of the width of an *Airhorn* column, all without degrading the photo to make it not look like it is being viewed thru someone's summer screen window.

If you want, you can submit articles for the *Airhorn* with pictures embedded in the articles. It is a great way to indicate to me where a picture should be placed with respect to the text. However, submit to me one or more separate email(s) with the original, non-Word mangled, pictures. I will remove pictures embedded in the article, before doing any serious editing (spell checking, grammar checking, name checking, etc.).

Old Cars Magazine Golden Quill Award: Old Cars Magazine has awarded the Chicagoland Corvair Enthusiasts *Airhorn* club newsletter a Golden Quill Award, for the third year in a row. Old Cars has many categories for awards. The *Airhorn* was the only Corvair club to be given an award in its category (Regional Clubs). Also, congratulations to the Corvair Society of America *Communique* for being awarded a Golden Quill in the National Car Club category.

A copy of CCE's Golden Quill Award is on display elsewhere in this *Airhorn*.

Thought: "I hate it when people act all intellectual and talk about Mozart, when they've never even seen one of his paintings." — Anonymous

Thought: Driver: "What am I supposed to do with this speeding ticket?" Officer, "Keep it. When you collect four of them, you get a bicycle." — Anonymous

Thought: : I reckon they had to come out with Artificial Intelligence (AI) because there ain't much real intelligence left." — Anonymous

Board Meeting Minutes

Joe Falbo

Date: January 14th, 2026

Location: Manny's Ale House, Elmhurst, IL

Start time: 7:00 PM

Roll call: Board members and others present at meeting start:

President: Lin Parro, **Vice President:** John DiProva, **Treasurer:** Liam Coyne, **Secretary:** Joseph Falbo, **Director at Large:** Mike Schiera, **Committee Heads Present:** *Airhorn* Editor and **Membership:** Charley Biddle. **Other members present:** Kirk Parro, Jane

Horak.

Welcome from – Lin Parro, Presiding Board member.

- Lin called the meeting to order and started the meeting.

Treasurer's Report – Liam Coyne

- Liam reported totals for December's diecast car auction are still pending, not reflected in account totals at this time.
- End of December account balances after transactions, donations and transfers is \$783.71 in checking, \$13,504.06 in savings, for a combined total of \$14,287.77 in all accounts.

***Airhorn* Report – Charley Biddle**

- Charley handed out temporary *Airhorn* copies.
- No new *Airhorn* news.

Membership Report – Charley Biddle

- Two new members, and one returning member. Names and info in *Airhorn* Membership report.
- Mailing out of the new form for 2026 membership dues are in process.

Library Report: Diane Johnson

- No new Library news.

Special Reports or Announcements

- No new announcements.

Activities – Lin Parro

- January, after general meeting is the "What's it" contest.
- February, after general meeting, there is the annual Sweets Auction.
- See Lin's Activities report in the *Airhorn* for more upcoming activities.

Old Business:

- No old business.

New Business:

- No new business.

Adjournment: Motion by: Joseph Falbo, Seconded by: Liam Coyne, **Time:** 8:00 PM

General Meeting Minutes

Joe Falbo

Date: January 21st, 2026

Location: VFW Hall Villa Park

Start time: 7:05 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

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

Welcome from Presiding Board Member

Treasurer's Report: Liam Coyne

- Account balances: Checking \$783.71, Savings \$13,504.06 for a combined total of \$14,287.77 in all accounts. (See details in the Treasure's Report.)
- Diecast car auction totals from last month's meeting will be tallied and deposited as soon as all final

payments collected.

Airhorn Report: Charley Biddle

- Charley notes the *Airhorn* will be 13 pages this month and back page will show blank if printed simply based on content layout.
- Charley will test for print ink quality on mailed out *Airhorns*.

Membership Report: Charley Biddle

- Current membership is 127 members, *see **Membership Report** for detailed info regarding new members.
- Membership renewal forms are being mailed out now to all members for 2026 dues. *NOTE Please fill out form completely. Please DO NOT fill out “same as last year”.

CORSA News: Larry Claypool

- Reminder to get your hotel reservations now for the CORSA convention coming up June 22nd thru-26th 2026 in Gettysburg PA. Convention registration will be available in March in the CORSA communiques or on the CORSA website March 1st. *Follow CORSA news in the *Airhorn* for more details.
- Larry brought in a variety of duplicate literature from the Corvair museum to sell after the meeting.

Social Media: Shelly Claypool

- Shelly encourages members to share their winter projects on the CCE Facebook page.

Activities: Lin Parro

- February meeting is the Sweets Auction, and March meeting will have the annual CCE Chilli Cook-Off.
- Any ideas for activities for 2026, please feel free to contact with suggestions.
- *See Activities Calendar in the *Airhorn* for future upcoming activities.

Library Report: Diane Johnson

- CCE new Apparel/Spirit wear for purchase will close Feb 15th, so get orders in before then. Sales will reopen in the spring.
- An original 1965 Car and Driver magazine featuring *The Corvair Sprint package* was donated by a member of a Motorcycle club that has their board meeting at the same location and time as CCE does at Manny’s. It was given to us at our January board meeting, and Joe Falbo presented it to CCE for the Library.
- Larry brought in a variety of duplicate literature from the Corvair museum available to donate to the CCE library.

Special Reports or Announcements:

- January’s “What’s-It?” contest after the general meeting Bragging rights for winner undetermined as multiple “Ties” for correct answers were evident. Call outs to Ray Johnson and Mike McGowan but there were others as well...we have some smart CCE members!
- Garage Squad: **Jeff Wentz:** Absent, nothing to report.

Old Business:

- No old business.

New Business:

- **Lou Zanon** announced that he would be having a

garage/tool sale at his home on Saturday the 24th of January. CCE email blast will be sent out with time and location.

Adjourn: Motion by: **Lou Zanon**, Seconded by: **Jane Horak**. Time: 8:55 PM

Treasurer’s Report

Liam Coyne

01/01/2026 – 01/31/2026

Fifth Third Bank Checking Account

	Debit	Credit	Balance
01/01 Beginning Balance			783.71
01/05 Diecast Auction Check		30.00	
01/06 Gift Card Check	50.00		
01/26 Diecast Auction Check		32.00	
01/27 VFW Rent – January	200.00		
01/29 Diecast Auction Cash		210.00	
01/29 Membership Dues - Cash		38.00	
01/29 Membership Directory Sales		3.00	

01/31 Ending Balance 846.71

Vanguard Savings Account

	Debit	Credit	Balance
01/01 Beginning Balance			13,504.06
01/30 Dividend		41.76	

01/31 Ending Balance 13,545.82

01/31 Total All Accounts 14,392.53

Membership Report

Charley Biddle

New Members:

(none)

Membership Renewal Progress: We are now in our three month 2026 membership dues renewal campaign.

I sent out 117 letters and renewal forms. Not all names in the database were sent renewals. For example, the CCE Library did not get a renewal notice. We already know where the Library is (Ray and Diane Johnson’s garage). It gets a complimentary copy of the *Airhorn* each month. Some journalists don’t receive annual renewal notices. Neither do a number of CORSA offices.

As of today’s mail (2/13/2026), I have received 59 membership renewals. There are still 58 renewals outstanding. We are only a few weeks into the 2026 dues renewal period. I expect almost all 2025 members will renew for 2026.

We usually lose several memberships each year. Some people simply forget to renew (they eventually renew later). Some people sell their Corvairs. Some people have moved on to That Great Garage in the Sky.

Birthdays for 3/1 thru 3/31 are: 3/1—Ted Malo; 3/3—Juliet Godar; 3/6—Tony Perino, Mandie Perino; 3/10—Al Harris; 3/11—Robert Benuska, Christopher



Johnson, Charles Wascher; 3/12—David Kiefer; 3/14—Pat Malo; 3/16—David Davenport; 3/17—Patty Schiera Jr.; 3/19—Kathleen Meyer; 3/21—Cathy Carroll; 3/31—Laura Schoenher.

Anniversaries for 3/1 thru 3/31 are: 3/23—Kurt & Jeanne Mueller.



CCE Numbers: CCE has 45 Active members, 61 Family members, 8 Honorary members

Activities and Events

Lin Parro

February

General Meeting: Sweets Auction

This is a club fund raiser. Members are encouraged to bring homemade, or purchased, dessert type items. Some members get creative and rename their goods that are Corvair, or car, related such as "Oil Pan Debris" (Peanut Brittle). **Not the baking type or into sweets? 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). Please make sure that you know what category your chili belongs in.
- When the tasting is done, everyone is welcome to have a bowl of their favorite chili while the votes are being tallied. Your choice of chili toppings will be available along with various desserts and snacky type items.
- Each category has a winner receiving a gift card as their prize. Yes, Bean-O and Tums are on hand.

April

Sunday, April 12th, Spring Dust Off

Tentative plan is to visit the AMC museum in Kenosha, WI. Details to be announced soon. An excuse to bring out your Corvair and start getting it ready for Convention in June.

May

Sunday, May 17th, Spring Tour – To be announced

Plan was to tour the SC Johnson Business Campus and Wingspread to view the Frank Lloyd Wright décor. This is not going to happen due to a Frank Lloyd Wright Trail event scheduled for that weekend (F-Su). Both venues are participating in this event since they are part of the trail. If we still want to tour these two venues we will need to either change our date or move it to the Fall Tour. Will advise when a decision has been made.

June

M-F, 6/22-6/26, CORSA Convention, Gettysburg, PA
Wyndham Gettysburg, 95 Presidential Circle SE (Corner of Rt 30 & Rt 15)

As of now you can make your hotel reservations, call the hotel direct and follow prompts to the front desk, room rate including tax is \$176.49. Check the March Communique or go to the CORSA website for registration information.

August

Sunday, August 16th, CCE Picnic, 12 Noon-CC
Pottawatomie Park, River Pavilion. 8 North Ave., St. Charles, IL

- Preparations will begin around 11AM to be available for use by 12 Noon. Everyone brings their own food, cooking utensils, picnic paper goods. There will not be a potluck unless you want to coordinate among yourselves. Unfortunately, alcohol is NOT permitted. CCE will be providing pop, water and ice.
- Please note vehicles are NOT permitted to drive to pavilion to unload or to assist anyone disabled. There are plenty of attractions and activities, go to the Park's website for information. All family and friends are welcome.

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!

Upcoming Events in February and March

Dee Dickinson

February – Sweets Auction

Cakes, pies, cookies - YUM
Cakes, pies, cookies - YUM
Cakes, pies, cookies - YUM
Show up in February and bid on some!

But, whether you bake or whether you buy
You can wave to your diet
BYE, BYE, BYE!

March - 17th Annual Chili Cook Off

In March, it's Chili Cook Off time
And, yes, I'm continuing in rhyme.
Wimpy, Spicy, Inferno, and Alternative too
Bring whichever chili appeals to you.

If making chili just isn't your thing
There's other things that you can bring.
Sides, desserts and chips to name a few
The toppings we provide for you!

And if you suffer from excess gas,
We have Tums and Beano which will help that pass.

And now my rhyming thing is done
So please show up and have some fun!

For anyone who is a new member or needs a refresher on the Chili Cook-Off guidelines (and to make Charley happy), here you go...

All you need to do to participate is:
There are four categories:

- Wimpy (mild)
- Spicy (medium)
- Inferno (my head's on fire!)
- Alternative (Entries would include: green chilis, white chilis, meatless chilis, chicken chilis, turkey chilis...or...basically any chili that is not your traditional red chili.)

CCE will provide:

- Power strips and extension cords
- Tasting cups and spoons for sampling
- Bowls for you to enjoy more of your favorite chili AFTER the sampling has been completed and all the votes cast
- Essentials such as cheese, onions, sour cream, oyster crackers, cornbread, Tums and Beano

Prizes will be awarded to the winner of each category and the judging will be done by your fellow club members. Sampling and voting will be done during the break, with the winners announced at the conclusion of the meeting.

So, if you want to compete
Or just want to eat
Come to March's meeting
Because it's chili we'll be eating!

Vehicle Warranties

Kirk Parro

Our Records Indicate That Your Vehicle Warranty Has Expired

Aren't you tired of getting those mails and phone calls? Back when I was driving my old Crown Vic Interceptor, I was pretty confident I could handle most problems.

That was then, now is a 2020 Explorer Hybrid Police Interceptor. I came to the realization that I didn't know how to fix *anything* on this car. Heck, I couldn't even find the oil filter!

OK, cars today are ridiculously expensive to repair, and it pretty much takes a guy with both an SAE certificate AND a degree in computer science to do so.

Therefore, I decided to bite the bullet and contract with a well-known after-market warranty outfit (no, it was not the one with Danica Patrick).

I had had the service for a few months when I received a call

from another similar outfit trying to sell me what I already had (or so I thought). I politely told this lady I was already covered by so-and-so, then she asked me if I had heard of the class action lawsuit pending against them. I was sitting at my computer at the time, so, while I was talking to her, I looked up the company/lawsuits.

Sure enough, there were TWO lawsuits pending—for not paying the full price of repairs, leaving the customers stuck with that bill, unlike their advertising.

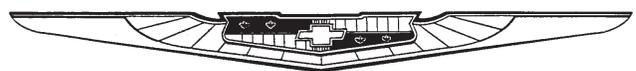
OK, score one for the new outfit. Then the lady asked if I had a Ford. I replied yes, and she told me that many Ford dealers refused to deal with that company. After I concluded the call, I decided to check it out. Sure enough, the Ford service department confirmed—this outfit had caused most dealers so much trouble that they would not accept it.

For fairly obvious reasons, I chose not to identify the warranty company by name, as I don't care to have them breathing down my neck for publishing it, but you can still figure out who.

So lesson learned? Be sure to double check if you are dealing with a reputable firm—I note also that the company in question advertises as having an A+ rating with the BBB. How? I do not know.

Classified Ad

For Sale: 1963, 102 HP engine (originally from the Green Goddess, 1970's Corvaire show car). Ran good when removed from our Monza conv several years ago. Stored in our heated garage since removal. Includes many upgrades. Some of which are alternator adapter, magnesium fan, folded fin oil cooler, belt guides, turn cutout modified carbs, etc., plus many others. \$350 Call for details. Ray Johnson 630 207 8405. [submitted 2026/02]



Classified Ad

For Sale: A favorite daily driver. 1965 Corvair Monza 2 door coupe. Has Corsa upgrades. Automatic transmission on center console. Modified a bit w/Corvette taillights, Corvette side mirrors, an add-on front fascia below the front bumper, and blue and white seats. Strong 140hp engine w/4 carbs. Air conditioning, good brakes and tires. Drives great. Looks good but clear coat is delaminating. Needs a paint job at an estimated cost of \$2,500. With new paint you can have a car worth between \$20k to \$24k. Sales price of \$11,800. OTHERS AVAILABLE. Mike Kelley, (309) 363-6690 (Kingsland, Texas)

[This ad came to the office of the *Airhorn* from Jeff Wentz, who got it from Lyle Rigdon, who knows the seller in Texas. For more pictures, go to www.facebook.com/share/p/iCbhjdKok9/]



What's It Contest Results

Charley Biddie

CCE held its annual What's It Contest, where CCE members are challenged to identify unusual and obscure Corvair parts.

Due to time constraints and life getting in the way, the results of the What's It Contest will be postponed to next month's *Airhorn*.

Stock Is...

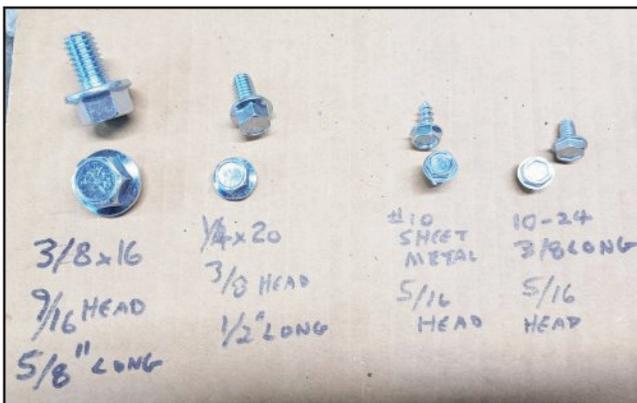
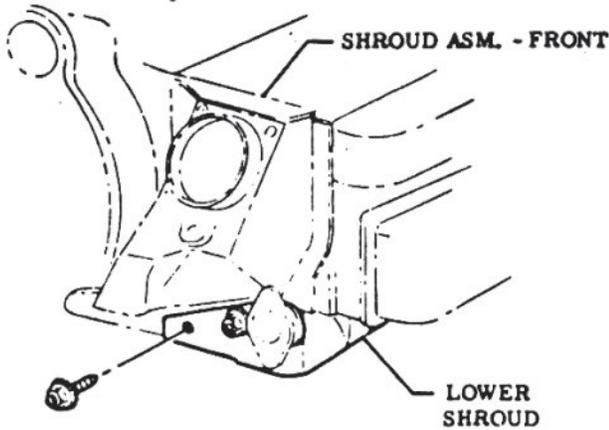
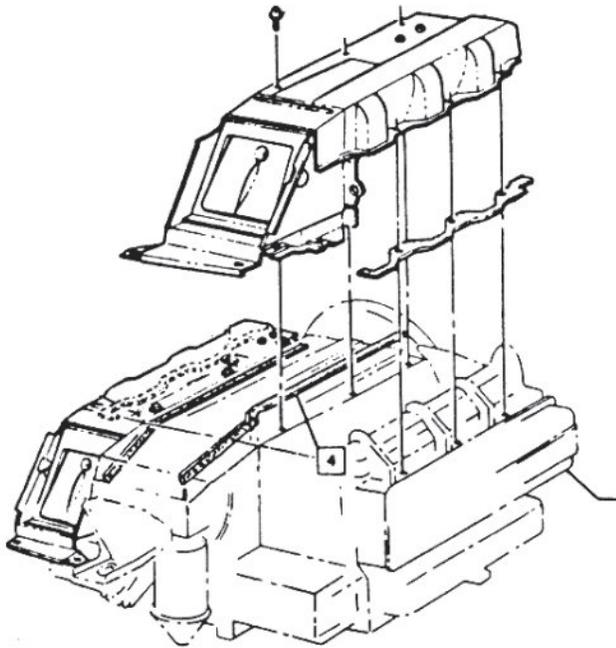
Larry Claypool

[This article was originally printed in the November 1988 issue of the *CCE Airhorn*. Larry has updated it to contain information as of 2026.]

Bottom of the Motor

The last article had us on our knees peering at the exhaust system. As long as we're down there, let's look at the bottom of the motor.

The first thing to catch the eye is the color (or lack of it) on



engine parts. Shrouding (including the damper doors, skid plate, motor mount cover, and heater ducts) is all done in "shroud black" which, as we described in earlier articles, is a semi-gloss black.

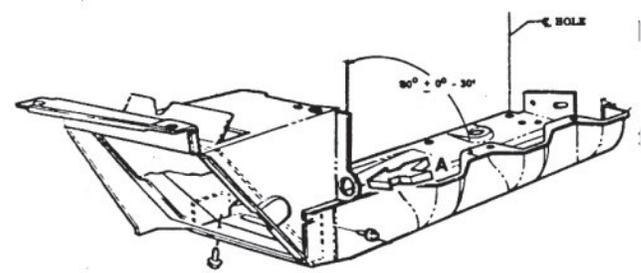
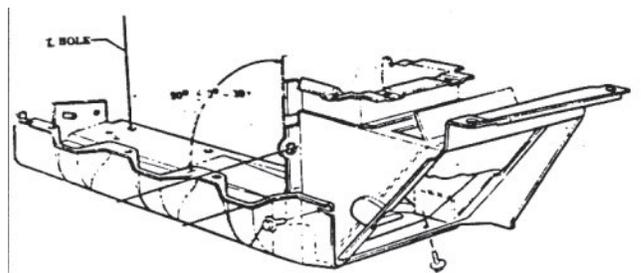
The valve covers and oil pan are stamped steel and then terne plated which gives them a dull silver look, but not a 'flat' as bare aluminum. In Factory Stock Original class, refinishing these (or any other part) is not allowed. In all other CORSA

concourse classes, you may renew these items, so coating them with dull silver would probably be the best choice for protecting the "natural" look.

All aluminum castings are left natural, that is to say, uncoated.[Pic01][Pic02][Pic10]

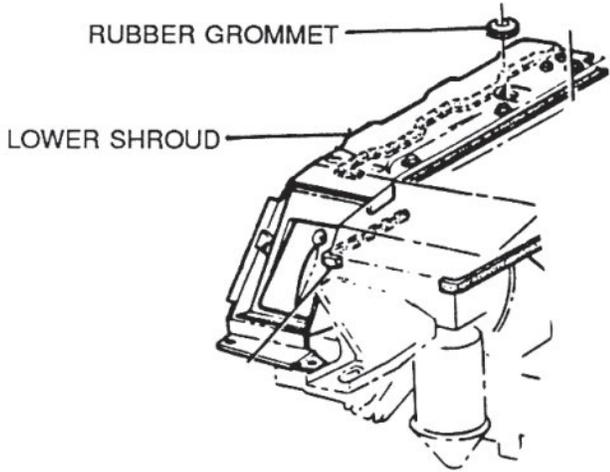
Missing or wrong hardware holding all that shrouding on is a very common situation found on many Corvairs. Let's see if I can give you an idea what's supposed to be where. Early lower shrouds (the parts that cover the exhaust manifolds) are attached to the crankcase by three, $3/8$ " head $1/4-20$ bolts with an integral washer head. Three identical bolts hold the outboard side of the shroud to the cylinder head. Except for '60's, at both the crankcase and cylinder head, a foam gasket is placed between the shroud and the mating surface to keep out water that would cause the defroster to produce steam instead of clearing the windshield. Two more bolts hold the front of the lower shroud to the bottom of the front shroud, just inboard of the exhaust manifold. In early 1965 production, this was redesigned to delete one of these two bolts, and relocate the remaining one to the center. The front shroud was likewise revised to match, with one weld nut instead of two. The rear of the lower shroud is held on by two more $3/8$ " head bolts on '60s (only). For '61, the shrouding was revised to include damper doors and their surround, one on each side. The rear of the lower shrouds were then spot welded to the damper doors so no bolts at the rear of the lower shrouds are used. This meant to remove a lower shroud, you had to take off the lower shroud *and* damper door as an assembly (including the rear grille and motor mount plate cover for access) to remove the lower shroud. Finally, in early '62 production, Chevy made it easier to service by no longer welding the damper door assembly to the lower shroud; now the two pieces were joined by using two $5/16$ " hex washer head sheet metal screws, one on the side and one on the bottom. These two screws would remain here through the end of production.[Pic03][Pic04]

While on the subject of lower shrouds, the thermostat



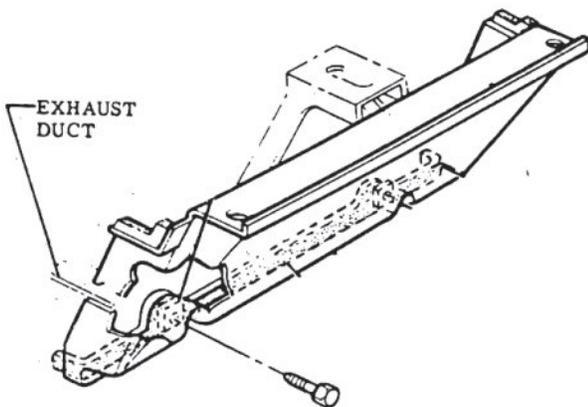
bracket is riveted to the middle of the shroud on '65-69 models. The thermostat is located in the far forward portion of '61-64 shrouds; riveted on in '63 and 64, bolted on with two $5/16$ "

head machine screws in '61-62. The road draft tube exits from the right-hand lower shroud on all 60-62 models except those with California optional crankcase ventilation equipment. On these cars a rubber plug covers the hole, and on cars with the road draft tube a rubber grommet seals the tube to the shroud. 1963 and later RH shrouds all have the depression for the tube, but it is not punched out.[Pic05]



The LH damper door shroud (the '60 has no door, of course) is held to the rear of the cylinder head by another of those 3/8" washer head 1/4" bolts through early '65 production. This was then enlarged to a 1/2" head 5/16" bolt. In 1960, the right side door surround is held on to the head by a 9/16" nut, washer, and locknut, much like the coil bracket just 3" above it. For 1961 this was changed to a washer head, 3/8" bolt that also holds on the bottom of the muffler bracket. The 3/8" head bolts are the "GM style" with integral washer head base (also found in several places holding the upper shroud to the head.)

The side shrouds (the ones under the carburetors) are held onto the side of the damper door shrouds by one 5/16" head machine screw on early models, and by two 3/8" head 1/4" bolts on lates. The very back of the side shrouds are attached to the damper door shroud by a 5/16" washer head self-tapping machine screw which also holds on the perimeter seal retaining strip on 60-64 models. 65-9 models use the familiar 3/8" head 1/4" bolt at this location. All of the rest of the side shroud bolts are in the engine compartment, except on late models where one more 3/8" head bolt holds the outside edge of the front



shroud to the side shroud.

The engine skid plate (that's the rectangular heavy gauge steel plate directly to the rear of the oil pan) is held to the engine rear housing by one 9/16" head, 3/8-16 bolt with a lockwasher.[Pic06]

The rectangular sheet metal shield that covers the motor mount nut(s) is attached to the bottom rear of the skid plate by two 5/16" head machine screws. The top of this shield is held on by two 3/8" head bolts into the 'damper door' outlets, and two more 5/16" head self-tapping screws on '60s only. The two 3/8" head bolts were deleted for 61/up, relying on the two remaining 5/16" head screws for 61-63. 64 models (and 61-3 with air conditioning) use four screws at the top. On early models, the metal retainer strip for the rubber engine-to-body seal also share these screws.

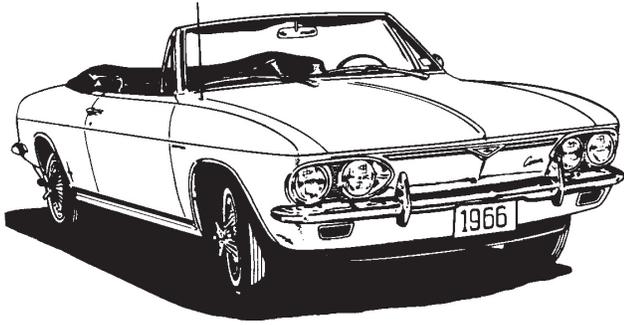
The left heater shroud at the very front of the engine is held onto the cylinder head by two 9/16" head, 3/8-16 bolts with integral washer heads. Since one of these is *inside* the heater duct (except on the '60s, which have no duct) only one bolt is visible from outside. On the right front shroud, '60 through early '65 use two 3/8" head 1/4-20 bolts. These were enlarged early in 65 production to 1/2" head, 5/16-18 bolts. These two bolts, in either size, also double duty to hold on the front of the muffler heat shield.

The oil pan is held on by 1/4-20 bolts with a 7/16" head. On motors up through 1964 number T0528, there's no washer visible under the bolt head. Motors after that date use a captive flat washer to help prevent warpage around the bolt holes. The drain plug in all years has a 7/8" diameter head.[Pic21/Pic22]



The valve covers and retainers went through a number of changes through '64. Most '60 and '61's through June '61 production use six 1/4-20 Phillips head screws with special washers for each valve cover. For very late '61 and all '62 and '63, four hex head bolts (with the same special washers) are used even though the cylinder heads continued to be drilled and tapped for six. Those four bolt '62/'63 valve covers used a wider sealing surface than the earlier covers and had a slot on each side for the tab of the gasket to be better retained in place. In '64, 5" long steel hold down spreaders replaced the little washers previously used. Complementing the new hold downs were wider valve cover gasket surfaces, all of which helped to prevent oil leakage that was (is) not uncommon for the Corvair. Dealers were advised to retrofit earlier Corvairs with the new '64 style valve covers and hold down hardware when work requiring valve cover removal was done, so technically it is acceptable for a '60-63 engine to be fitted this way.

Next month, we'll still be on the floor checking out the transaxle.



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

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 and no later.** Entertainment is the Annual Sweets Auction.

Feb 25 – Articles are due for the March Airhorn.

Mar 11 – 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.

Mar 18 – 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 and no later.** Entertainment is Annual Chili Cook-Off.

Mar 25– Articles are due for the April Airhorn.

Apr 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.

Apr 12 – Spring Dust Off, See Activities and Events for proposed details.

Apr 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 and no later.** Entertainment is the annual What's It Contest, where members guess at the purpose of obscure Corvair parts.

Apr 22 – Articles are due for the May Airhorn.

May 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.

May 17 – Spring Tour, See Activities and Events for proposed details.

May 20 – 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 and no later.** Entertainment is the annual What's It Contest, where members guess at the purpose of obscure Corvair parts.

May 27 – Articles are due for the June Airhorn.

DOWN THE ROAD

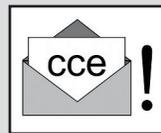
Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in 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. Doors open at 6:30. Meeting starts 7:00 PM. We have the room until 9:30, by when the room must be cleaned up and all of us out of there.

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, 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".



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.

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.

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

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

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