

April 2026

VOLUME 59
NUMBER 4

April 15 CCE Meeting at Villa Park VFW at 7:00!

The April 15 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.**

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

The May 13 board meeting will be held at Manny's Ale House, 683 St Charles Road, Elmhurst. Meeting starts at 7:30 PM. All members are welcome. Come at 6:30 and eat dinner.

From the President

Lin Parro



Hi all,

Everyone pretty much has a story about their Corvair. So, here's mine.

Shortly after we got the '64 Monza convertible, I mentioned to Kirk that HE had three fun cars and I did not have one. I suggested that he could convert one of the 4-speeds into a powerglide. Apparently, that is sacrilege. (Yes, I did try to learn how to drive a 4-speed. I find it not to be my cup of tea. I just want to put the car in drive and go. Anyhoo, back to my story.) Kirk put the word out for a new (?) Corvair.

So, the hunt was on for a late model Monza convertible. We purchased a late model rust bucket to use as a parts car. Our good friend, Freddie Backrodt, called to say he found a '69 Monza convert with a 140 engine in pretty good condition but needed some work. We purchased the car and had it transported from Arizona.

Fred had noticed that the parking brake cable was rusty and, if set, the left rear wheel would not release. He told the transport driver NOT to set the brake, but guess what?

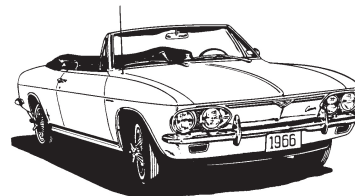
Now the car has arrived. We had to meet the driver at the end of our street where there was room to park the semi and unload the car. Our house is about a half mile away from the

end of the street which made it too far away to push the car home, so we towed it with my Xterra. As I am driving, very slowly, up the block the Monza was SCREECHING loud enough for all the neighbors to step outside their homes to see what all the noise was. Driving that short distance felt like a mile. There was a long skid mark leading right to our house.

After several years of being on jack stands, Kirk rebuilt the engine-had certain parts ceramic coated, some parts powder coated and other fancy stuff. Did a complete color change inside and out. From silver exterior, black interior and top to a Toyota indigo pearl exterior, '65 powder blue interior, white top. Also, the cove on the back end and pinstripes in powder blue matching the interior. Did I mention that he converted the new car from a 4-speed to a Powerglide? Apparently, he did not have a problem converting someone else's car!

The break-in drive was out to California and debuted at the 2008 Ventura convention. In the Rally we took Third Place -Touring Class.

Named her Roxie (after the Roxie Hart character in the movie/play "Chicago") because she has pizzazz and sassiness.



From the Director

John DiProva

Hello and Welcome to the 2026 Car Show Season "THE OTHER CAR"

As you know I have a 1963 Corvair Monza. I love and enjoy my Corvair and have some work to do on it like we all do with our cars. Our cars are works in progress and never really finished.



As some will recall, I talk about my favorite place: Aces Classic Cars in Minooka, Ill.

They have their Bar and Grill there with the weekly Friday Car shows as well as monthly Saturday shows. They also have a car showroom with cars for sale. Aces had a 1997 Ford Thunderbird LX Special Edition for sale in the showroom and as they say the rest is history.

Here are two showroom pictures of the Thunderbird. Pic01 Pic02



Here is the Corvair and Thunderbird together at a Friday car show. Pic03



Here is Jane and her daughter Gillian posing with the Thunderbird. Pic04



Here is Tucker enjoying his car show with his new car.Pic05
Last but not least, here is Jane and Tucker in his new car.Pic06



We are looking forward to 2026 with the Dust off tour, Spring tour and the 2026 CORSA convention in Gettysburg PA and all of the other CCE events ahead this year.

Looking ahead I am hoping to add to the collection a late model Corvair at some point in time.

Eyes and ears always open !!!!!!!!!!!!!!!!!!!!!!!!!!!!!

From the Editor

Charley Biddle

Ramblings from Your Humble Editor—

Undeliverable March *Airhorn*: I just received an *Airhorn* from the post office, stamped with “insufficient address”. The address label came off sometime during the post office’s processing. The post office was not able to deliver that *Airhorn*. Without a mailing label, I cannot determine whose *Airhorn* could not be delivered. As best as I can tell, this is a printed *Airhorn* for a non-expired member. So, if there is someone out there who did not receive your printed and mailed March *Airhorn*, please let me know. I will send out a replacement issue.

April Fools: I don’t have any good April Fools articles for April this year. I used most of my “good stuff” in last year’s April issue. However, check out “lower case larry’s” The Right Sound article in this *Airhorn*. .

Thought: “I want this on my headstone: RAN WHEN PARKED” — Internet meme

Board Meeting Minutes

Joe Falbo

Date: March 11th, 2026

Location: Manny’s Ale House, Elmhurst, IL

Start time: 7:13 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 as of February 1st, checking account beginning balance was **\$846.71**.
- Deposit of Sweets Auction total \$247.00 plus additional club donations, totals **\$257.00**
- Expenses were VFW rent \$200.00—Checking account ending balance was **\$903.71**
- For our Vanguard savings account the beginning balance was **\$13,545.82**
- There was a dividend of \$37.36—Ending balance is **\$13,583.18**
- **Total for all accounts \$14,486.89**
- Membership renewal checks were deposited and will be added to next month’s report, as a few more will be collected between now and then.

***Airhorn* Report – Charley Biddle**

- Charley handed out temporary *Airhorn* copies.
- Charley placed and order for new B/W and Color printer ink for printing mailed *Airhorn* copies.
- No new *Airhorn* news.

Membership Report – Charley Biddle

- Reported 127 total members. 25 still have not renewed their dues.

Library Report: Diane Johnson

- No new Library news.

Special Reports or Announcements

- No new announcements.

Activities – Lin Parro

- March general meeting will have the Chilli Cook-Off contest.
- Spring Dust Off and Spring Tour dates and locations TBD.
- See Lin’s Activities report in the *Airhorn* for more upcoming activities.

Old Business:

- Discussed options for Spring Dust Off and Spring Tour dates and locations. Possible options Crazy 80’s Museum, AMC Museum and Route 66 Tour.

New Business:

- No new business.

Adjournment: Motion by: Joseph Falbo, Seconded by: John DiProva, Time: 8:07 PM.

General Meeting Minutes

Joe Falbo

Date: March 18th, 2026

Location: VFW Hall Villa Park

Start time: 7:15 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, **CORSA:** Larry Claypool, **Social Media:** Shelly Claypool, **Library:** Diane/Ray Johnson

Welcome from Presiding Board Member

- Lin Parro called the meeting to order and welcomed everyone.
- Welcomed returning member **Rob Hentschel**.
- Approval of last month's general meeting minutes by **Joe Falbo** and second by **John DiProva**.

Treasurer's Report: Liam Coyne

- February Sweets Auction plus additional club donations totals: **\$257.00**
- A combined total of \$14,486.89 in all accounts. *See details in the **Treasurer's Report**.

Airhorn Report: Charley Biddle

- The March *Airhorn* will display a notice to those who aren't paid up on their dues.

Membership Report: Charley Biddle

- Charley reported membership is 128 members, *See **Membership Report** in the *Airhorn* for detailed info regarding new members, corrections and detailed membership numbers breakdown.

CORSA News: Larry Claypool

- Registration IS OPEN for the 2026 International CORSA convention, June 22nd thru-26th 2026 at the Wyndham Gettysburg Hotel & Convention Center, 95 Presidential Circle, Gettysburg, PA 17325. - Hotel Phone: (717) 339-0020
- Don't forget to reserve your hotel room! When calling to reserve rooms, do NOT call any corporate toll-free or 3rd party numbers, call the phone number above which is the hotel directly, do NOT choose Option 1 for reservations, INSTEAD, **choose Option 3** and use the name *CORSA National Convention* for the registration rate.
- (Approx.) Late May, ends the convention's early registration price of \$65, so register early on the CORSA webpage.
- Questions regarding the CORSA Convention, contact the CORSA Club office at (630) 403-5010 – Email (corsacluboffice@gmail.com) – Website: www.corvair.org, or snail mail at: Corvair Society of America P.O. Box 68, Long Lake, MN 55356.
- Corvair Museum in Chatham IL will re-open in April on select weekends. See their webpage for more details at: <https://museum.corvair.org>.

Social Media: Shelly Claypool

- Visit the CCE Facebook page, Join and give us a

LIKE!

- No new Social Media news.

Activities: Lin Parro

- April 12th is the Dust-off Tour, Crazy 80's museum was planned, unable to secure the day/time so we are heading up to **Kenosha History Center**. An Email blast will be sent out with location, times and details.
- May 17th is the Spring Tour – Route 66 Tour to help celebrate 100th Anniversary Tour route and details to come!
- *See Activities Calendar in the *Airhorn* for future upcoming activities.

Library Report: Ray Johnson for Diane Johnson

- No new Library news.

Special Reports or Announcements:

- May 24th Sunday is the 54th Annual Auto Show at the Sandwich Fairgrounds. 6 AM–3 PM. Address is 1401 Suydam Rd. Sandwich, IL 60548. It's a very large show with a parts swap meet. Contact **Jim Sikora** before May 21st at Jamessikora@att.net or 708-246-4707. Jim will try to reserve space for all our Corvairs to park together!

Garage Squad: Jeff Wentz

- Nothing to report

Old Business:

- No old business.

New Business:

- No new business.

Break for the Chile Cook-Off.

- *Chile Category* winners: *Inferno* : **Vic Heen**, *Spicy* : **John DiProva**, *Wimpy* : **Frank Regal**.
- Congrats to the winners!

Adjourn: Motion by: **Renee Schiera**, Seconded by: **Dee Dee Dickinson**. Time: 8:47 PM

Membership Report

Charley Biddle

New Members:

(none)

Address and Phone Correction:

Liam Coyne
318 Brittan Ave.
Grayslake, IL 60030
(847) 507-5346

Address Correction:

Gary Nelson
8 Coventry Ln.
Lincolnshire, IL 60069

Dues Renewal Process: As of this April, members who have renewed their annual CCE membership dues by this time, will be dropped from the roles of CCE membership. They will no longer receive issues of the *Airhorn* and will no longer be members in good standing. As of this writing, ten members have not renewed their dues.

I expect some number of them will renew their dues sometime in the next few months.

Birthdays for 5/1 thru 5/31 are: 5/2—Connie Meeder;



5/5—LaRae Hirsch, Diana Summers;
5/9—Jim (Edwin) Nicolalde; 5/15—Joe
Lynaugh; 5/16—Pete Koehler; 5/20—Doug
Trezise; 5/21—Barb Carroll; 5/22—Robert Lyons, Sr.;
5/24—Ray Morales Jr.; 5/27—Algis Deckys, Richard
Voboril; 5/28—Diane Johnson; 5/30—John Schiera Jr.

Anniversaries for 5/1 thru 5/31 are: 5/3—John & Patty
Schiera Jr.; 5/7—Harry & Kathy Jensen;
5/13—Gary Ross & Ruth Ann Morgan;
5/16—George & Elli Hauser; 5/28—John &
Kathleen Meyer.



CCE Numbers: CCE has 45 Active members, 62 Family
members, 8 Honorary members.

Treasurer's Report

Liam Coyne

03/01/2026 – 03/31/2026

Fifth Third Bank Checking Account

	Debit	Credit	Balance
03/01 Beginning Balance			903.71
03/05 Sweets Auction Check		7.00	
03/05 Membership Check		68.00	
03/11 Membership – Checks		2,011.00	
03/17 IL Secretary Purchase	11.00		
03/17 Chili Cookoff Gift Cards	125.00		
03/24 VFW Rent – March	200.00		
03/30 Tool Sale Cash		68.00	
03/30 Membership – Cash		95.00	

03/31 Ending Balance **2,816.71**

Vanguard Savings Account

	Debit	Credit	Balance
03/01 Beginning Balance			13,583.18
03/31 Dividend		41.31	

03/31 Ending Balance **13,624.49**

03/31 Total All Accounts **17,303.60**

Classified Ad

For Sale: 1962 Corvair 700 Club Coupe VIN
207270161610: 102 HP Hi-Performance, 4 speed. Light
blue/white interior. Factory A/C (not functioning).
Upgrades include new tires, electric fuel pump,
electronic ignition, and dual master brake cylinder. Very
good condition. See picture. \$10,750 OBO, David Kiefer
815 222 1280, or Connie Swenson 815 222 5786 (IL)
[Submitted 2026-04]



Activities and Events

Lin Parro

April

General Meeting: Blast from the Past – Part I

Movie Night with Larry Claypool and Kirk Parro: Vacuum
Cleaner Blow-Ups.

May

General Meeting: Blast from the Past – Part II

Story time with Kirk Parro: John Lennon's Bentley.

Sunday, May 17th, Spring Tour Rally

Redoing a tour from ten years ago. Starting in Homewood,
going south to Kankakee heading north ending at the Chicken
Basket in Willowbrook. Some parts we will be traveling on old
Route 66. This would be a fun practice run if you attend the
Convention, in Gettysburg, and participating int Rally.

Sunday, May 24th, AACA 54th Auto Show, 6 AM–3 PM

Sandwich Fairgrounds, 1401 Suydam Road, Sandwich, IL
sponsored by the Silver Spring Chapter. Antique, classic,
special interest cars and trucks. Take a stroll through the flea
market, parts swap and cars for sale corral. Breakfast and lunch
on grounds. First 250 cars receive a collector plate and dash
plaque. Entry fees: Show cars (no pre-registration) \$15; Car
Corral \$20; swap spaces \$25; cars for sale in show area \$30.
Spectator donation \$8 adult, free under 12. If you thinking of
attending the show contact Jim Sikora at (708) 246-4707 or
jamessikora@att.net before Thursday, May 2st. Jim will be
reserving space for the Corvairs so we are able to park together.

June

General Meeting: Parking Lot Beauty Contest

This is a members participation activity. Everyone who has
a Corvair drives it to the meeting to form a small car show.
Members participating in the contest will need to register their
car.

All members, whether you have a Corvair or not, will
receive a ballot to vote for their favorite car. Categories are:
Early Open, Early Close, Late Open, Forward Control, and
Work in Progress. Ballots will be tallied during the business
portion of the meeting announcing winners at the end of the
break. All winners receive bragging rights for the year.

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.

July

Sunday, July 19th, 75th Annual Car Show, 9 AM–2 PM

Carpenters Park, 300 Carpenter Blvd., Carpentersville IL
hosted by the Illinois Region AACA.

Feature car: 75 years of AACA member cars. Judged cars
must be 25 years or older (2001; display only, cars through
2023 and slightly modified are welcome. Awards will be given
out at 1 PM. Advanced registration deadline is Wednesday,
July 14th. Pre-registration fees: Judged \$20; Display only \$15.

Day of Show: Judged \$30; Display only \$20. No entrance fee for visitors. Any questions contact Jim Sikora, Show Manager, at (708) 691-9854 or jamessikora@att.net. Can also contact Bob Wenderski (registrar) at 847-226-7591 or bsw60045@comcat.net.

August

Sunday, August 16th, CCE Picnic, 12 Noon–Closing

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!

CORSA News You Can Use

CORSA Board of Directors

We hope spring has arrived for everyone, although as this is being written, we know many are digging out or bracing for storms! Knowing the weather will turn warmer soon gives us all hope that our cars are ready for a great driving and show season.

There are several shows and events coming up soon. Check them all out in the Communicate and here: "Current and Upcoming

Events" on corvair.org. Chapters work hard to put on these events for our community. Take a trip and attend one to show your support and have fun. Chapters receive free advertising for their events from CORSA- just let us know- "CORSA News & Events/Add an Event" on corvair.org. Enjoy an event soon!

Membership: Talk about CORSA when you attend car shows or interact with other Corvair owners! Members are our best ambassadors, even on social media sites. You can be part of growing CORSA- just tell them people you are a member of CORSA and your local chapter. "CORSA Publicity Materials for Chapters" on corvair.org are available here to print and use when you are out with your Corvair!

2026 in Gettysburg: It's a great place to celebrate American's 250th! Read more in this issue about all the great events being planned and places to see. The registration form is



again in this issue. We encourage you to register online soon! Use the NEW Official Convention website 2026corsaconvention.com. This is your "one stop shop" for everything convention! Event descriptions, hotel registration and *newly added* camping information are here. Please note important cutoff dates for vendor spaces, apparel, and early registration prices.

Hotel reservations are still available. The **Wyndham Gettysburg** is the host hotel. The rate is \$159 per night, not including local taxes.

Make your reservations before May 21st to ensure we fill our room block. The phone number for the hotel was

incorrect on the printed form included in the March Communique. It is correct in this issue. Use this number and instructions: Phone the hotel at **717-339-0020**, select option #3 and use the name CORSA National Convention for the convention rate. A credit card will be required to hold the reservation.



2026 Corvair Performance Workshop

Bill Kowalewski-Barrera

A few weeks ago, I took a drive to North Carolina, to the 2026 Corvair Performance Workshop at Logan Dernoshek's shop, Dernoshek Racing and Restoration. No, I didn't drive a Corvair there. My only Corvair currently is my vintage race car, so I took our Tesla. Ah, traveling in an electric car is so comfortable... but I digress. Let me tell you about this annual meeting of Corvair folks interested in racing and other performance-oriented subjects.



These pre-summer annual meetings have been going on since the first one in Dayton in 2004 (except for a couple of years). They have moved around from location to location, but basically in the eastern half of the country. They are an opportunity for racers to discuss the upcoming season, for high-performance fans to learn and share ideas in general, and for folks that sell performance Corvair parts to market their

wares. There are also presentations throughout the one-day event, both organized and ad hoc. And of course, a lot of reconnecting with old friends and discussing life in general. Besides myself, Greg Lehman was also there, so CCE was represented by two people.

The event unofficially started on Friday, when the vendors set up their tables and Logan rented out dyno time for tuning. Then we all got together for an evening meal at Chophouse 101, which has excellent food and a friendly staff, at very reasonable (compared to Chicago) prices. This year there was a largish crowd, which felt pretty good.

For those of you that don't know Logan's shop, it's a substantial tuning and fabrication shop split into two rooms. One area had vendor tables, where the usual suspects, Rick Norris (Corvair Alley, and the first President of CORSA), Mike Levine, Norm Latulippe, David Clemens (Stinger Motorsports), and Bob Coffin were selling a mix of both old (vintage) and new performance items. I was tempted several times, but kept my money to myself this time. Greg did pick up a set of very nice, new quick steering arms.



There were excellent presentations throughout the day, with questions and answers. By the way, lunch was some tasty pulled pork with the fixings. Most of the talks were pre-arranged, but not all.

Billy McColl, from Chair City Corvair Center, gave a great talk on the work they do with fuel injected Corvairs. They both do complete conversions and can sell parts to make the conversion easier. I learned a lot from him about what is the easiest and cheapest way to fuel inject a Corvair, along with

spark control and the engine computers that run the whole thing. We learned about an easy fuel pressure regulator (Corvette part), about putting a temp sensor in the oil cooler air flow (to approximate more conventional temp sensing instead of a head temp sensor), a thermocouple signal amplifier sourced from brewery equipment, and some tips about controlling engine temp and idle speed.

Rick Norris and Gary Funkhouser gave us an entertaining history of the Performance Workshop from its beginning in Dayton in 2004 to now. Like a lot of other things Corvair, it started as a small idea and grew faster than anyone expected. If you run into either of them, ask them about how many folks came to the first Workshop.

Brian Cunningham laid out the background and history of his Doug Roe car, essentially the sister (or cousin) to the LeVeque car. Brian talked us through photos how the car came to be, worked on by some engineers (who may or may not have been GM engineers...). This was a real barn find for Brian, and the family thought so much of him that they gave him a bunch of original documentation, results, etc. for the car. This was really good stuff. The unrealized long-term plan for the car was for it to be mid-engined, according to what the car and documentation told Brian, and he intends to take it on the rest of its journey to get there. This is a huge job. I wish Brian luck on the project.



The last presenter was a surprise. Logan asked me to speak about my car, and even though I do like to talk, putting my thoughts together on the spur of the moment was a challenge. I gave some early background on the '69, from the fact that I'm only the third owner (after Ray Johnson and Craig Donath), though the days of SCCA autocrossing at the time I was crewing for Jon Brakke on his car. Some of the folks remembered my car when I talked about racing it in the 90s, when I was the "other" white GT3 Corvair (the slow one), compared to Jon's car. A number of folks follow the Corvair Racecar Resurrection on YouTube, where the racecar restoration is being documented. The current plan is for the car to be on track for the '27 season.

After the presentations were given, there was a good deal of discussion about the current state and future of vintage Corvair racing. Like any Corvair racing, there are many challenges and many rewards competing nowadays. There was agreement to get as many Corvair racers as possible to attend the Carolina Motorsports Part VDCA event in September. It was totally worth the drive from Chicago.

The Right Sound

larry claypool

Around 3rd grade, my mother thought I'd be amused if we attached a baseball card to the fork of my bike, so it made noise as the wheel spokes hit it. Not quite an engine sound, but a sound that got louder as I went faster. Indeed, I was amused. This seeming innocent addition to my 'wheels' would have lifelong consequences...

My earliest recollection of distinct **engine** sounds was perhaps a year later when my folks took me to the now long gone O'Hare Speedway in Shiller Park, just south of O'Hare airport. The local roundy round boys duked it out on the ¼ mile oval without any pretense of a muffler and were *loud*, like nothing I'd heard before. How cool was that!!!!

On my young path to gearheadom, I eventually acquired an old lawnmower that lent its horizontal shaft one lugger to a contraption I named the Charge Barge. It was basically a well-used radio flyer wagon that I mounted said engine, a standard 12v car generator and regulator I acquired from an abandoned clunker near the railroad tracks, with requisite belt and pulley to make a portable charging unit. The little hot dog style muffler simply had to go for something that sounded, well, *louder*. Poking around the dumpster at the local gas station, I surmised that an oil filter looked kinda like a muffler but was bigger, so it must be better. I grabbed a couple of discarded spin on filters, hoping one of them was the same thread as the exhaust port on the engine. As luck would have it, one of them fit the piece of ¾" pipe that I lifted from dad's box of plumbing parts and screwed it easily onto the engine. My filter turned muffler looked impressive but turned out to have a couple of initial *issues*. First off, since the inlet/outlet of the filter are roughly in the same place, as soon as I started the engine the old oil in the filter element spewed out, pointed squarely back at my once shiny Briggs. Then, while revving the engine up to assess its sound quality, it began to smoke—**alot**. The hot exhaust began to cook the oil and filter media, creating a blue cloud that soon engulfed the immediate neighborhood. Undaunted, I kept it wide open, figured it would stop smoking, which it eventually did, thankfully before anybody called the fire department. The jury is still out whether it sounded any better than the little OEM hot dog muffler, but it was bigger so it **must** be better.

With the actual usefulness of the Charge Barge in question, I moved on to go karts. A factory-made kart was out of the question, so I, along with best buddy Larry B., built one with stuff we could find. Some Unistrut, 2x4's, a kitchen chair with the legs cut off and the main component—a Chicago built Pincor (Pioneer Products) horizontal shaft engine. Of course, the ubiquitous hot dog muffler would have go. No ex-filter muffler this time—straight pipe! A simple piece of straight water pipe could work, but perhaps I do could better. Dad's box of old plumbing pieces didn't have much to offer so I rummaged around the bins at the local hardware store until I pieced together an industrial grade extractor. A ¾" piece of pipe long enough to get past the gas tank, then an ¾ x 2" adapter, ending with a 2" straight pipe several inches long. It looked cool and was **loud**. This was just perfect for the sound of power...and annoying the neighbors as we bombed endlessly up and down the alley. Eventually a fault became

apparent—the weight of my custom extractor, the inherent engine vibrations, no suspension and solid tires all conspired to metal fatigue the extractor headpipe which busted off flush with the engine and clanged its way to the curb. With only cave man grade tools available, we really struggled to get that broken piece of pipe out of the block...

At 15, I bought my 1st Corvair, a 61 Lakewood with a tired 80 Hp automatic. One of the 1st modifications I made was to get rid of the stock exhaust and install a pair of glasspacks from Warshawsky down on State and Archer. The whole kit was \$12.95. And they were...loud. Especially with the 80 Hp and Powerglide, because at 15, I was basically flooring it all the time, so the little 80 was working hard to go slow. Two years later I had upgraded to a 140 / 4 speed powertrain and chose the costly (\$29.95) trombone style exhaust which had, essentially, two glasspacks per side in series with a nice long chrome tailpipe (BTW, these are still available today for a mere \$497. I am not joking!) Those sounded nice, but not so loud as to drown out my stock non transistorized AM radio with under dash FM converter, but loud enough to be 'sporty'. My only complaint was they rusted out so quickly in the Chicago winters—after three years the 90 degree elbows had simply disintegrated.

My next Corvair was a 65 4 door with a 95 HP automatic. This was soon changed to a 140. In search of the right sound, I didn't need to look further than the Corvair Spyder Turbo muffler; these had become quite the rage for performance cars in the 70's and 80's, spawning a slew of 'turbo mufflers from various manufacturers. I of course bought a pair of genuine GM units from the local Chevy dealer on Milwaukee Ave, Gateway Chevrolet. The parts manager there gave CCE members a discount, so I remained a loyal customer there for many years. The turbo mufflers had a good deep sound and held up well. I later built a 65 Coupe for autocross duty equipped with dual turbo mufflers and cable-controlled exhaust cuts outs. This permitted the occasional indulgence of "straight pipes", but I rarely used them; the autocross venues typically had some noise restrictions that seriously frowned upon open exhaust.

Here I am 50 years later, and I'm still rather fussy about the sound of my cars. I've given up on the glass packs and turbo mufflers, but a number of them still wear twice pipes, sometimes with the pipe diameter increased for a little less backpressure. And a *little* more sound... but preference these days is to hear my exhaust only if I have my foot on the floor; otherwise, I'd rather just listen to my favorite station on the XM radio.

But apparently loud exhaust is still quite in vogue judging by the number of not very old Challengers, Chargers, Mustangs, and any American brand truck with their chromed oversized tailpipes belting out the barely muffled sound of combustion. I still get a smile when I hear somebody with loud pipes 'get on it'.

I have read that some electric cars have fakey engine/exhaust sounds piped into the dash speakers, and the new electric Dodge Charger has external speakers at the *back* of the car which are supposed to fool some idiots into thinking it has a real powerful hemi under the hood. If I ever hear one those in person, you can join me in hysterical laughter at that salute to the—"Sound".

Stock Is...

Larry Claypool

[This article was originally printed in the January 1989 issue of the CCE Airhorn. Larry has updated it to contain information as of 2026.]

Underbody

This time around, “Stock Is...” takes a look at the rest of the underbody. Hopefully we can finally get off the floor!

Color of the various components is the first thing to catch the eye. The basic unibody of the car has some specific primers sprayed on over the bare metal. First was a Zinc Chromate primer that is kind of a yellowish green. This was applied only in specific areas, mostly structural box sections. Unless you have the car totally stripped down to a shell, you won't see much of the zinc chromate showing. Next up is red oxide primer; this was used quite liberally throughout the whole car. If you have the interior out, you'll see good deal of it in areas that did not get oversprayed with the actual interior or exterior color paint. This primer is also used on the underside of the body shell before any other parts or exterior color is applied. You'll see some of that primer inside the underbody control 'tunnel'. Lastly, the body itself is painted so much of the underbody ends up with some body color overspray, particularly in the wheelwells, bottom of the trunk floor, and floor pan area. The suspension and drivetrain are not yet installed at this point of assembly, so body color won't show up on those parts.

For the 64 model year it appears that a semi gloss black paint, not unlike the shade of the engine sheetmetal was applied to the bottom the car, covering most all of the body color overspray. I don't have documentation on exactly when the change took place, nor whether it was done at **all** the Fisher Body plants. Could the change have been done in May of 63 when Willow Run began painting the engine compartments in black instead of body color? It would make sense, but there's no Fisher assembly manuals to document exactly what/when happened, and good, known original examples are far and few between. We also know different plants had some different procedures – for instance, the Oakland CA. Fisher plant had the headlamp buckets of 61-63 models in place when they spatter painted the trunk (thus also becoming spatter painted) whereas Willow Run added the black painted buckets *after* the trunk paint was applied. The Canadian plant did the trunks in body color in all years, unlike the US plants that use spatter paint 61/up. So the bottom line is for your particular car, carefully investigate what colors are *under* what's on top to see what was actually sprayed on first.

Next applied is undercoat—the heavy black tarish substance that is now hard as rock. The factory undercoated all the wheel wells (only) as a fairly final step in the underbody assembly. All the suspension parts were in place and little (if anything) was masked off, so undercoat randomly shows up on the shock towers, parts of the crossmembers, ends of the brake hose and brake line grommets, etc. At the dealer level, undercoat was a common “dealer applied” profit generator and promoted in the various dealer brochures, so it was not uncommon for any vehicle, especially in the salt belt, to receive this treatment. In

this case, pretty much *everything* under the car gets covered except the powertrain. Technically it's acceptable for any vehicle in any class. A word of caution, though: an undercoat job will never look as nice as a detailed undercarriage, thus will never score as high, either. For a show car, most judges consider a fresh undercoat job as a lazy man's chassis detail. Admittedly, it's a whole lot easier to hide rust, dents, and repairs than to fix them. In such cases judges are supposed to base their score on how *well* the undercoating was applied, i.e., did the floor pan get evenly covered without over spraying else or did the low man on the dealer service pole take aim at ten paces and hope for the best.

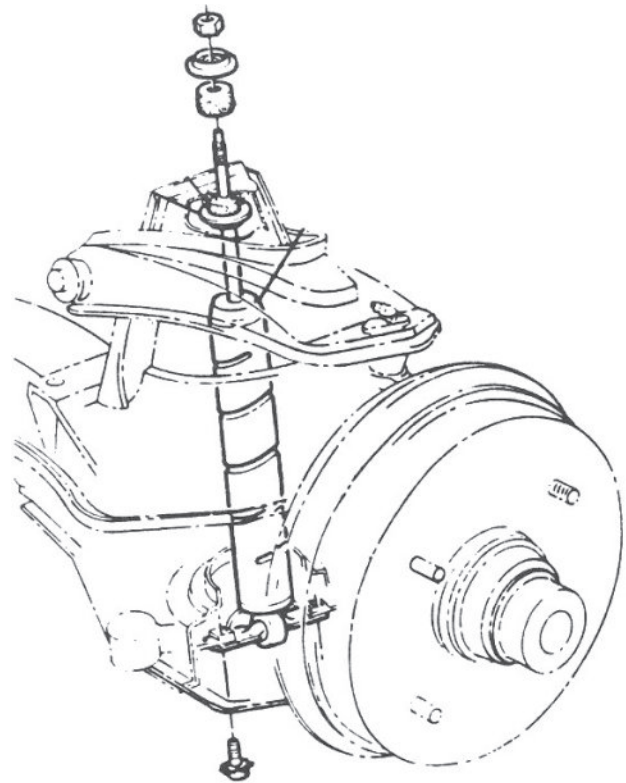
The main parts of the suspension are also done in “shroud black.” Bolts that attach the various components are left in their natural plated finish, unless they happen to be in the wheelwells; some undercoating overspray as mentioned above often ends up on pieces closest to the tires.

Coil springs are left natural, which translates into rust in a short time; 60-3 models have a ½' wide color coded stripe applied to springs to identify their application. In 64, a paper part number tag was attached to each spring, and lates have a tag with a letter code (HA, HB, HC, etc.) on theirs.

The steering box is also left natural finish; aluminum on '60-63, cast iron on '64-69.

The gas tank is tern plated and left in that finish, as is the tank sending unit.

[Pic01]



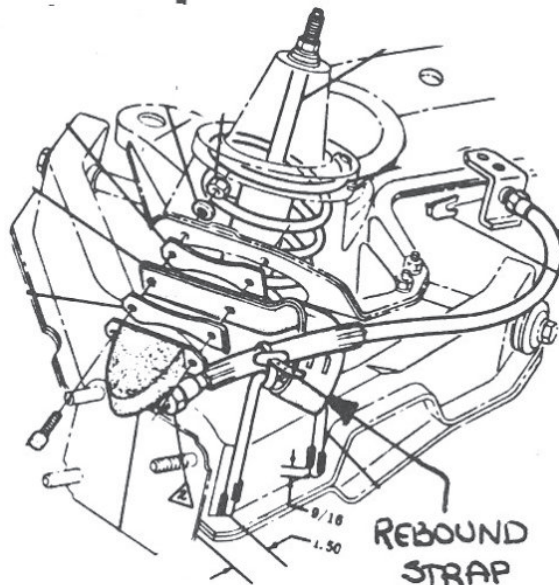
Shocks are non-gloss medium gray as originally supplied, and all shocks (except the front on trucks with H.D. suspension) wore the Delco spiral design on the main body. CORSA concours rules call for these original style stocks only in Factory Stock Unrestored class; Factory Stock Restored is

allowed any of the later Delco replacements (Ride King, Pleasurizer, or Big D); and any brand goes in all other classes.

Hardware often gets folks in trouble, so if Factory Stock is your goal, avoid worm gear hose clamps like the plague — use those awful GM style “tower” clamps on early heater hoses and all gas tank filler necks. Lates use a screw and nut type clamp for heater hoses. All years use spring type clamps for the fuel feed hoses and, when used, the 3/16” fuel return line (for most turbos, gas heaters, and ‘68-69 models) uses a tiny clamp with a Phillips head screw.

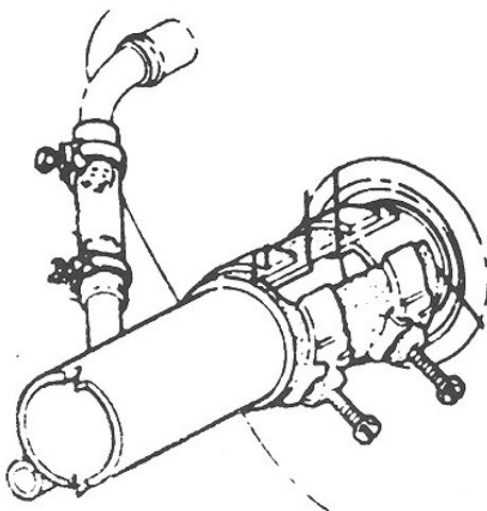
Tunnel cover bolts are often substituted as originals become lost or too small for stripped-out holes. Earlies use a 5/16” head self tapping sheet metal screw with a thin star washer. Lates use a 1/4” head sheet metal screw with a large captive flat washer.

[Pic02]



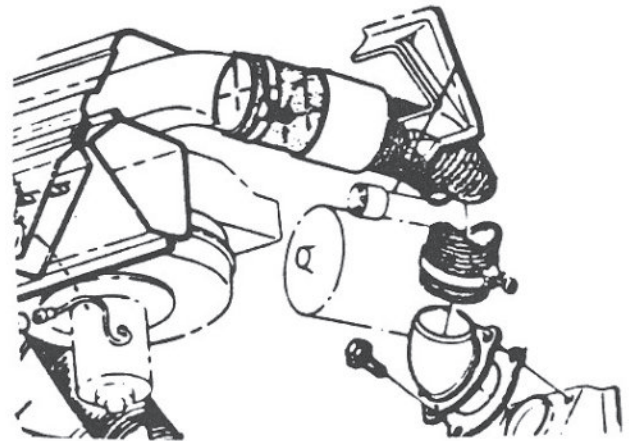
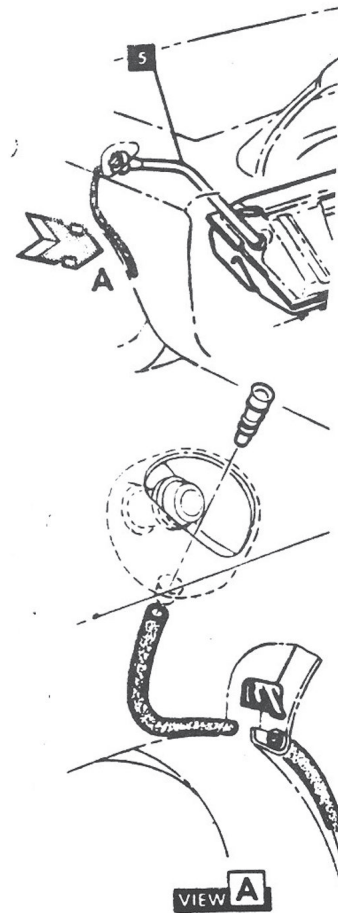
Other details that are particular to certain years include rear axle rebound straps that were part of the heavy duty suspension option in 1962 only. The option also included a 5/8” front anti-sway bar which continued with that option in ‘63. The front anti-sway bar became standard for 1964, increased in diameter to 3/4”.

[Pic03]



1961-64 cars have a gas pocket drain consisting of a nipple, hose, and clip. This keeps any spilled fuel from staining the tire.

[Pic04]



Heater hoses are a black cloth type material with a spiral reinforcing wire. For those seeking the original look, this type hose is still available in 4” size as a reproduction from a few Corvair vendors and many Corvette vendors (it’s used as a fresh air intake hose on earlier Vettes). Earlies additionally use a black sponge rubber type sleeve around the left heater hose at the starter. This prevents the hose reinforcement wire from touching the starter solenoid battery terminal to create a giant resistor coil that would drain the battery dead overnight.

Next time we’ll be more comfortable as I sit in the front seat and begin a look at the interior.

Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

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.

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.** All members are welcome. Movie Night with Larry Claypool and Kirk Parro: Vacuum Cleaner Blow-Ups.

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.** Story time with Kirk Parro: John Lennon's Bentley.

May 24, AACA 54th Auto Show, 6 AM–3 PM, Sandwich Fairgrounds, 1401 Suydam Road, Sandwich, IL sponsored by the Silver Spring Chapter. Antique,

May 27 – Articles are due for the June Airhorn.

June 10 – 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.

June 17 – 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.**

June 22 – 26, CORSA Internation Convention, Gettysburg PA. See CORSA *Co,munique* or corvir.org.

June 24 – Articles are due for the July Airhorn.

July 8 – 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.

July 9 – 11,- DACC Homecoming, Wyndom Garden,

2900 Jackson, Ann Arbor, MI. See detroitcorvairs.com/Homecomin2026html for more information and schedule of events.

July 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 Annual Chili Cook-Off.

July 19 – 75th Annual Car Show, 9 AM–2 PM, Carpenters Park, 300 Carpenter Blvd., Carpentersville IL hosted by the Illinois Region AACA. Feature car: 75 years of AACA member cars.

July 22– Articles are due for the August Airhorn.

DOWN THE ROAD

Aug 16 – CCE Picnic, 12 Noon–Closing, Pottawatomie Park, River Pavilion. 8 North Ave., St. Charles, IL

Aug 19 – General Meeting, Nominations open for election of members to the 2027 CCE Board of Directors.

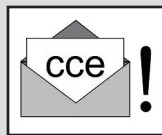
Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in 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.

CCE Website: www.ccecorvair.com

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

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

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