



October 1999

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### From the President

*Jim Read*

I guess we should start with the big news first. If you missed the September meeting, you may not yet have heard that CCE has been approved by CORSA to host the 2001 National Convention. We had previously announced that our convention site would be the Pheasant Run Resort just outside Saint Charles, IL. We are now planning to meet at that site for our first official convention planning meeting. Details on that will appear elsewhere in the *Airhorn*. If you have *any* interest in the success of the convention, please arrange to be at that meeting. If you are unable to attend, but wish to be part of a specific committee, please let me know about that prior to the 10/17 planning meeting.

The Ypsilanti trip was a huge success. Only one minor breakdown along the way, making dinner come a little later than most of us would have liked. Cereal City in Battle Creek was a good stop, and I would recommend it, especially if you are traveling with children. Lots of things for them to do and see. The Heritage Trust Museum (current keeper of the power train display) is small, but has a lot packed into it. Jack, the proprietor, can probably tell stories all day long without repeating anything. Another fellow there, Clyde, worked at Willow Run until late in 1966. He was the "fill in" man. He knew every job on the line and filled in when someone went on break or was absent for some reason. Most of our CCE member cars probably came out of Willow Run.

The second day of the "Ypsi" trip found us all at the General's Proving Grounds near Milford, Michigan. This was a 75th anniversary open house. With special parking for antique autos, we became part of the show! Several interactive displays were presented, such as air bag and seat belt safety and battling robots. Several 2000 model autos

were also on hand for tire kicking, seat testing and door slamming. There were also several driving demonstrations on "black lake" which is a 67 acre patch of asphalt. One of the demonstrations was a practice for the GM safety department. They pretended to have a crash victim in a Geo Tracker. They destroyed the car right before our eyes in the simulated rescue. The neatest part of the day (to me anyway) was the "self guided" tour and where it led as we exited the proving grounds. We actually got to drive on a portion of the proving ground circuit which included a high banked sweeping turn. I think we all took that at 80 or above. It was great!

CCE has a lot going on at this time. I can't really cover it all in this column. But, I don't want to miss a rather important item. Board elections will take place at the October meeting. Several very capable folks have accepted nominations and a ballot is included with this *Airhorn*

### From the Editor

*Liz Biddle*

I've heard it said that the percentage of people who vote within a particular generation is based on that generation's number. For example, 20% of 20 year olds vote, while 30% of 30 years olds and so on.

You're thinking that voting in our little dynasty pales in comparison to the national elections. Well, I say not true. I think our elections are more important. No, our elections will not determine taxes or matters of national or international importance. However, this is *our* little world. It's where we come for fun and socializing. It's the world that determines what many of us do on many weekends. It's important to our lives. Isn't it?

And you don't even have to leave home to do it.

## Board Meeting Minutes

Bill Jensen

Sept 8 1999

Board Present: Jim Read, Liz Biddle, Bill Jensen

Others: Barb Sizemore, Harry Jensen, Kathy Jensen, Charley Biddle

Liz: *Airhorn* articles are due by Sept. 19. The early deadline is due to the ballots needing to be in hand of the membership early. The candidates for BOD should also have their articles in by that date. CCE spent \$200 for raffle prizes for the Orphan Auto Picnic. Next year's board should consider continuing this practice, as it made for a really nice selection of prizes and created a feeling that the club was doing something for the members. Secretary needs to send thank-you notes to those that contributed to the picnic. A list was provided.

Barb: Tom sends a reminder that the next Adopt-A Highway clean-up is Sept. 12.

JR: "CCE should honor in some way the person that has provided the place for our picnic for the last 9 years." After discussion, it was decided that a plaque and a several year paid membership would be presented. Wording will be decided at a later date.

Harry: Reported that the CORSA BOD has accepted the bid by CCE to host the convention in 2001. Oct. 27 will be the first convention planning meeting- time and place to be announced. July 25th to the 28th, 2001 is the date we have set for the convention. The place we have been negotiating with is Pheasant Run in St. Charles IL.

Other discussion: The convention budget should be overseen by the CCE BOD. Nominations will be open at the Sept. meeting. Candidate statements should be delivered to the *Airhorn* editor by Sept.19 to be published. Ypsilanti trip-persons going need to sign up at the Sept. meeting. We need to know numbers for some of the events planned. Xmas party budget was set at \$150. We still need a volunteer to host. Host will be asked if they wish a committee to help set up and clean up.

## General Meeting Minutes

Bill Jensen

Sept. 15 1999 7:45. JR called the meeting to order. Minutes as printed in the *Airhorn* were approved.

Visiting was Bob Wyskowski.

First timer: Steve Brown with his '67 monza 2 dr. (finally getting both the name and car.) It's pretty sweet. I checked it out.

*Airhorn*: Liz said the *Airhorn* has an early deadline this month. Sept. 22 is the deadline for all articles and candidate statements to be delivered to the editor. It's a week early, but the October issue needs to be printed and delivered early due to the election in October. The ballots will be included in that issue.

Treasury: Liz states the picnic did very well. So we're doing pretty good right now. (See report.)

CORSA: Mike McGowan said If not a member, you probably should be. There are many benefits which include the national publication the *Communique*. Also, it's the only way you can attend a convention.

For Sale items: Membership directories and Clark's Catalogs.

*Old Business*:

We have received a plaque from Elliot's Deli in appreciation for CCE hosting their cruise night's in August.

OAP: Larry stated there were lots of cars (we ran out of room), lots of people, lots of donations and lots of fun. Thank all for making this year's picnic a huge success.

Adopt-A Highway: Tom reports that the state would like us to hold our last clean-up of the year on Oct.9 in order to participate in the Statewide Clean-up. We will meet at 10 am.

Harry Jensen reports that the CORSA BOD has accepted our bid for the 2001 convention. Dates are July 25-28, 2001. First Convention planning meeting will be Oct.17 at Pheasant Run. Details to be published in *Airhorn*.

Ypsilanti trip: Larry says we're leaving Lincoln Oasis at 9 AM. Kellogg's in Battle Creek for lunch. Heritage Trust museum & dinner. Sunday activities will be at the Milford Proving Grounds. Will return to Chicago area before dark. Congratulations to Jim MacDonald, the new president of "Corvanatics".

Summer mileage ends this month. See JR at break.

Morris Show-Oct. 10. If judging, please sign up. We need 25+ judges.

Waterman Show-Oct.3. See Larry if interested in judging.

Nominations: Dan Morgan-accept; John Skowron-decline; Lee Carrier-accept; Sharon Arendt-decline; Lou Zanon-(he wasn't there to defend himself); John Meyers-accept; Steve Skwiat-decline; Jim Cermak-decline; Burt Neuner-decline; Linda Neuner-decline; Ken Blaauw-decline; Nominations closed.

*New Business*

Harlem Furniture Mall Show has been canceled at this time.

CEMA: Dennis reported on a new "scrapage law" going before the Illinois legislature. See Dennis for information & form to send to our representatives.

Christmas party: Burt & Linda Neuner have agreed to host (It's rumored they just want to show off their new addition.)

*Break*

After the break, Pat Carroll shared all of his newly acquired knowledge about our powerglide transmissions. He had a tranny with him and some great charts. After his presentation, there was a question & answer period.

## Membership Report

Larry Claypool

With such a busy time for activities in CCE, it's no wonder we have another member to add to our ranks. Please welcome:

Brian Kelly

Brian has a real nice '67 Monza sport sedan with a 4 speed-a rare car even when it was new.

The birthdays this month are: 5—Donald Schreiber; 6—Art Collins, Bernie Berkes, Jim Read, Judy Luczak; 9—Ray Dyreson; 10—Dee Dee Dickinson; 12—Sue Sunday; 14—Ivan Lundin, Pat Carroll; 16—Ann Braga, Kathy Jensen; 17—Harry Jensen; 18—Barbara Onchuck; 19—Sandy Strickler; 21—John Skowron, Kathy Sliva, Steve Wikel; 23—Ann O'Neill; 25—John Albanese; 27—Richard Froelich; 28—Glenn Trcka; 31—Steven Pokrajac.

The anniversaries this month are: 3—Fred & Jean Bachrodt; 8—John & Sue Weber; 9—Larry & Marybeth Claypool; 10—Pat & Cathy Carroll; 18—Tom & Connie Seversin, Gerald & Karen Kling; 23—Jim & Marcia Sikora; 30—Paul & Chris Dehnert; 31—Steven & Cindy Pokrajac, Earl & Joanne Renc.

## Treasurer's Report

*Liz Biddle*

The following are the transactions from our checking account with the Firststar Bank in Northlake.

<b>Firststar Bank Northlake</b>			
	<b>Debit</b>	<b>Credit</b>	<b>Balance</b>
08/25 Beginning Balance			2857.89
08/30 Firststar Bank Service Charge	1.00		2856.89
09/03 Liz Biddle Airhorn Postage	83.50		2773.39
09/03 Bill Jensen Picnic Prizes	40.77		2732.62
09/15 Jim Read Adopt-A-Highway	19.29		2713.33
09/15 Elmhurst VFW Rent	80.00		2633.33
09/17 Thrift 'n Swift Airhorn Printing	80.14		2553.19
09/18 Membership Dues		24.00	
Clark's Catalogs		25.00	
CCE Directories		20.00	2622.19
09/20 Ending Balance			2622.19

<b>Harris Bank Certificate of Deposit</b>			
	<b>Debit</b>	<b>Credit</b>	<b>Balance</b>
08/25 Beginning Balance			6636.57
08/29 Quarterly Interest		87.82	6736.57
09/20 Ending Balance			6724.39

The usual checks for *Airhorn* printing and mailing were written, as well as the rent check. Jim Read received a check for food at the Adopt a Highway cleanup. Bill Jensen was paid for items he picked up for the OAP raffle.

There were no transactions in the Harris checking account or the Harris Certificate of Deposit this month.

### Summary

	<b>Balance</b>
Firststar Bank Northlake	2622.19
Harris Bank Frankfort	2047.00
Petty Cash	50.00
Harris Bank Certificate of Deposit	6724.39
<b>Grand Total, 09/20/1999</b>	<b>11443.58</b>

## CCE Board of Directors Elections

### Candidate Statement

*Jim Read*

Not wanting to break a CCE tradition in which Board of Director's members traditionally run for a second term, I did not decline to run for a second year on the board. When I accepted the nomination a year ago, I was not really expecting the "baptism of fire" of being thrust into the president's role. Hopefully, you feel that I've done a decent job over the past year. I've also learned a good deal about

how the club runs during this first year on the board. For personal reasons, I would prefer a slightly less visible role if elected this time around. CCE and the people that make up this club are important to me and I will give my best effort to see that it continues to function in a positive manner for the benefit of its members.

### Candidate Statement

*Liz Biddle*

This has been a fun year for me. I have really enjoyed serving on the CCE Board of Directors. We have been a productive, albeit quiet board. There have been so many new members, and fortunately, the board has been able to keep you busy with activities.

For those who are new, I've been a part of CCE for almost 20 years. I've helped plan many activities, and as you know, I've been editing the *Airhorn* for about 3 years now. A year ago we bought a '66 working Monza. Our other '66 Monza hadn't been working or awhile.

I would enjoy being a member of the board again. This year will be more exciting with all the groundfloor plans we will be starting for the 2001 convention.

### Candidate Statement

*Tom Henrich*

As most people know, I've just completed my first term as vice-president of CCE. This year has been a successful year for the club. On the light side, we've had plenty of picnics, parties and parades but we've done some very good work, too. I feel satisfied with the work we've done on the Adopt-a-Highway program. It's a great way to gain a positive exposure for the club and give something worthwhile back to our community. The real credit for the success of our program goes to the volunteers that have come out to support the club and community.

I enjoyed the spring tour that Barb and I ran. We had a chance to highlight parts of the western suburbs that many CCE members haven't seen before. We hope that next year we will be able to put together an overnight tour to Indiana to explore the Amish country and tour the Alburn Museum. Could be a winner.

The next year is going to be setting the groundwork for the 2001 CORSA National Convention here in Chicago. I would like to be a part of that action. I believe I have a lot to offer the club and I feel honored to have the opportunity to contribute something to the club that has given me so much over the years.

### Candidate Statement

*Dan Morgan*

My name is Dan Morgan. I have a 1965 Corvair Monza. I have had it for about 4 ½ years. It's been a pleasure putting it back together. CCE has helped a great deal, too. It gave me people or places where I can find the parts and pieces to put it back together again.

I've been a member of CCE for about three years now. Some of my ideas are to help plan more weeknight activities and to do more things during the winter. I would also like to help with planning different ideas for activities for the national CORSA Convention.

## Candidate Statement

*Lee Carrier*

Hi, my name is Lee Carrier. I have been a member of CCE since 1994, I think. Time flies when you're having fun, and meeting some really nice people. I am a 50's type guy and grew up when all the "neat" cars were being built. When I was in the service, Air Force, I was a crew chief on a B-52. It was during this time period, 1961-65, that I had my first acquaintance with the rear air cooled machine known as the Corvair. My first was a 1960, two door with gas heater, which was standard. I really needed it since I was stationed in Minot, North Dakota where it was -25 degrees on average during the winter. Eventually, I traded this one in for a 1962 Monza convertible. Just what everyone wants in N. Dakota.

At any rate, my wife, Karen, and I enjoy driving our 1963 Monza convertible and participating in the various club events. We try to participate in as many events as possible and try to support them whenever possible. Therefore, if I am elected to the board, I will do my best to encourage full participation by all members, not just a few. "It takes a Village." Sorry! I just had to add it. Thank you for your vote.

## Candidate Statement

*Lou Zanon*

Let's describe Lou: five foot, six inches tall; about one hundred and sixty-seven pounds, the same for the last thirty-five years. You all can eat your heart out. Good genes, and I don't mean Levis. Thanks to Mom and Dad.

Well, now down to the serious stuff. I've been a member of CCE for the last twenty years. I have served as membership chairman, if any of you older folks can remember. I was the guy that got membership information onto that new fangled computer and off of the file cards. Well, I must admit that I had nothing to do with the actual computing end. The Charewicz's did all the hard stuff. Thanks, if it was never mentioned, for bringing CCE into the future.

I also served as a past president of CCE. Although I'm not really happy with the job that I did during my term. A failure perhaps, but I am always willing to dig in and add my support.

CCE has been a great source of joy and friendship. Thank you for your consideration.

## Candidate Statement

*Andrew Mesk*

I had been a member of CCE for 15+ years and have attended the second CCE sponsored CORSA Convention also. I have attended several other CORSA Conventions.

I had been involved with restoring the 1960 camouflage 4 door, plus have owned and maintained a '63-65, and a pair of '66's. And, of course, have driven well over 100,000 miles in our favorite car.

I have been involved with other organizations and have served as a trustee and recording secretary.

I will acknowledge that I have not served on the CCE board in the past. But may I just say, that we should all give time and serve our club.

## 2001 CORSA International Convention

*Harry Jensen*

It seems like it has been a long time in coming, but CCE was awarded the 2001 CORSA International Convention. At the last convention in Lake Tahoe, no chapter expressed a willingness to host the affair in 2001. Our friends in Texas said they would put together a bid, if no one else could be found, but would rather wait until 2004 or later.

We put together a bid in an amazing 6 weeks, because the CORSA Board had expressed a desire to have a decision made by September 1. Because of that time constraint, our bid was incomplete; it did not include a convention chair or a list of committee heads.

First, let me express a few overall comments. I helped host the second convention CCE hosted in 1974, which means I have been involved in hosting or attending conventions for 25 years. In my opinion, the success or failure of any convention is based upon whether after the convention, all of the people involved with hosting it are still friends. Although we can and will strive for perfection, the plain facts are that in all likelihood, something will go wrong, either because of or in spite of our best efforts. This is a huge undertaking; it's a lot of work. But we have a lot of members to do that work. When we work together on a project like this, our club grows closer together.

This will be somewhat like having a group of friends over for a party. And what a party it will be!

The host hotel is the Pheasant Run Resort in St. Charles, Illinois. We will have our first convention meeting at the host hotel on October 17th. Pheasant Run has a brunch on Sundays. Meet us for brunch at 10:30 am. If you cannot make brunch, the meeting will start at 11:30 am. If you want to work on the convention, please try to make this meeting. If you cannot make this meeting and have an interest in a specific area of the convention, please give me a call at 630/257-5503 or see me at the meeting. We will have a list of convention events and committees at the General Meeting and the Convention Meeting.

Our own Larry Claypool is CORSA's convention coordinator. I, as CORSA's Executive Secretary contribute a lot to the planning of most CORSA conventions. So we have a lot of expertise in hosting conventions.

The convention committee will operate more or less autonomously from the government of the club. We will have our own elected officials, our own bank account, and our own committee structure. At that meeting, we will elect our convention chairs. From CORSA's convention planning guidelines:

First the chapter should select a convention chair. This person should be leader, planner, and be willing to follow-through with overseeing convention details until its conclusion. The convention chair should take on as few as possible individual event responsibilities. The most effective chairmen are the ones who manage their committee heads rather than doing it all themselves. Duties include the following:

- Organize team structure, select strong leaders for committees and events.
- Assist in preparation of a convention budget in conjunction with CORSA's Convention Coordinator and Executive Secretary. Committee chair(s) shall contribute their event's portion of the overall budget.

- Work with committee heads and CORSA's Convention Coordinator and Executive Secretary to set up convention schedule.
- Require periodic reports from committee heads. These are essential to good communication within the entire convention committee and should be published in the chapter newsletter. The reports will also be essential for the generation of publicity for the Communique. The Convention Coordinator and CORSA Board of Directors can monitor the progress being made on the convention by reading these reports.
- Oversee the publicity of the convention.
- Inform the Convention Coordinator, Concours and Competition Committee Chairs of planning actions of concern to them.
- Coordinate with nearby chapters to get help and worker participation.

A good leader knows how to choose (and recruit) good people for the jobs that need doing and then get out of the way while they do their jobs. The problem in a volunteer organization is finding the good people. (A perennial truth in volunteer organizations is that 90% of the work gets done by 10% of the people). Simply attending committee meetings is not good enough. The volunteer must be willing to do the job that needs to be done.

And all these "people" considerations are compounded by the fact that it is extremely difficult to "fire" a volunteer committee head who isn't doing what needs to be done.

Participation by all actively concerned members should be encouraged. This seems like an obvious truth but it goes further than that. Participation should never be prevented. If a member is interested enough to try to take part, and especially if that member has contributed in the past, that person has a right to feel as though he or she has a stake in the outcome.

Let me add to the above qualities. Experience going to conventions is a plus; seeing what can and does go wrong helps eliminate those things from going wrong again. And the ability to work with *all* of our members is necessary.

As far as I know we have four people interested in the job of convention chair: Ken Blaauw, Charley Biddle, Kathy Jensen, and Burt Neuner. (If you are interested in throwing your hat in the ring, give me a call or see me at the meeting.) All of these people I consider friends. In my opinion, all of them will make great chairs. We will need to select two or three people to serve in this capacity.

I understand from Liz, that this issue of the *Airhorn* lists statements from some or all of these people. As I write this, I have not read any of these statements (even from the one I know the best!), because I wanted this article unbiased and not compromised. So, let me make a few more comments.

The job of convention chair is about getting a number of different people with different backgrounds and agendas, working together for a common goal. This is a "people" position requiring "people" skills.

Recently, there was a lot of acrimony in some quarters over, among other things, the donation of the Powertrain display. At some point, we, as a club, need to forgive and forget. We, as a club, need to put these disagreements

behind us, and go forward. Some people have expressed to me that they could only work with this person, or can't work with this other person. My opinion: this is a car club. This isn't like work where you have someone you do not get along with, but still have to go to work. We are putting on this event because we *enjoy* it. If you feel that you cannot volunteer for *your* club without conditions, stay home: don't volunteer.

We are hosting this convention because it is fun. Let the party begin.

## 2001 Chair Candidate Statements

*Ken Blaauw & Burt Neuner*

With the news that CCE has received the bid for the 2001 CORSA Convention and the date for the first convention meeting being set, we would like to inform the CCE membership of our interest in being selected the co-chairmen, or head honchos if you like, for the 2001 convention. Are we a little premature? Maybe. But we just wanted to express our interest in the position to the membership of CCE. Are we trying to be the only candidates for the position? No, and we also do not wish to exclude anyone wishing to hold the same position we are trying for.

Then why are we doing this? Because Burt has previous convention experience, and we share the same convictions about the convention. Plus we want CCE to host this convention for the right reasons. First because the club wants to, and secondly, to do something positive with the profits we are going to make from the convention.

That is why we wish to co-chair the convention. Prior to moving forward with the planning, we want a commitment out of the convention committee on what to do with the profits. What are our thoughts? Either give convention profits to the Corvair Preservation Society, or to a local charity called the Neediest Kids Fund of Chicago.

We both feel that CCE does not need the money. We have a nice bottom line that has grown steadily over the past few years. So why not share our good fortune with others. We feel a commitment up front is necessary so everyone understands what they will be working for, and because we do not live in a perfect world where our good intentions will be followed through once the convention is complete. It is also all right if you do not agree with us, but we feel the club still needs to have an idea of what they expect out of this convention. Because with CCE running it, it will be a huge success.

*Kathy Jensen*

Please let me introduce myself. I am Kathy Jensen. Some of you might not know me because I have been busy raising our two children and have not been able to attend CCE's monthly meetings. Currently I have been working for 5 years doing customer service, working with the public.

I have been an active member of the Chicagoland Corvair Enthusiasts since 1974. I was president in 1988. My background consists of working every Rod & Custom show that CCE has helped sponsor. Not only did I work registration, but I successfully solicited commercial advertising. I have attended every Corsa convention since 1974. At the 1974 convention in Chicago, I worked Concours. At the 1987 convention in Chicago, I worked registration and helped plan the banquet.

I am interested in the position of chairperson for the

2001 convention because I would enjoy helping CCE put on the best convention ever. I have always enjoyed working with the many different personalities of our club. We have a strong membership and with everyone pulling together, even if only for an hour or two, I feel this could be one of the best conventions. With my background, I could help when needed to make sure everyone enjoys this undertaking, making it fun for all. I also have an excellent rapport with neighboring Corsa chapters. If CCE decides to have one or more chapters give us a hand with certain events, I am already familiar with many of their members and would find working with them enjoyable.

The first convention meeting will be held on October 17, at the Pheasant Run Resort. I hope to see many familiar faces as well as new ones on that day. Thank you for taking the time to read my article and hope to receive your support. I would appreciate the opportunity to chair such a prestigious event.

## Roselle Cruise Nights

*Sharon Arendt*

A great big thank you to all the club members who came out and helped make our August sponsorship of Roselle's Friday Cruise Night a great success. We got a lot of great feedback from all the other car owners who attended the cruise nights. We passed out a bunch of CCE cards to people who were interested in Corvairs, whether they own one or not.

On August 6th, a 1960's Cars Trophy Night was held. There were a great many cars from the 60's. Ray and Diane Johnson volunteered for the thankless task of tabulating the votes. It was very difficult since so many cars were involved. Best of Show and 1st Place went to two cars outside the club. Second place went to Dennis for his '68 white coupe and 3rd place to Jim Read for his blue convertible. After all Jim's been through with that car lately, it's about time something nice happened.

August 13th was a rainout, but our fearless president came out with his car and so did a few others. Needless to say, they all went home very early.

August 20th was Car Club Trophy Night and seventeen vairs showed up. The voting was done by CCE members only, but interest from all the other car owners and spectators was gratifying to all of us. Bill Strickler brought his car and went back to bring Steve's convert, since the Skwiats were on vacation. Dennis and I brought both our vairs and Jim and Linda Felbinger also brought two. The votes were counted in front of the members. Special thanks to Lorraine Morgan for helping Dennis count and Lorraine and Lynda Skowron for verifying the results. Best of Show-Dennis Arendt; 1st Place-John and Lynda Skowron; 2nd Place-Jim and Eileen Cermak; 3rd Place-Bill and Kim Jensen.

August 27th was a nice rest for all of us since we did not have to tabulate results for the People's Choice Trophy Night. Paul Wilde, owner of Elliott's Deli, did that job. We got to enjoy the great evening and talk to everyone who wanted to know about our cars.

It was certainly a great experience and if we choose to do this again next year, we will be much better prepared since we now have some experience. If I have left anyone out, I do apologize. We had such a great turnout each Friday, it was very hard to keep track of everyone.

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## Activity Calendar

*Brian Schuller*

### CCE SPONSORED OR ENCOURAGED EVENTS

**Oct 13-CCE Board Meeting** at Elmhurst VFW

**Oct 17-2001 Convention Meeting**, Pheasant Run, St. Charles

**Oct 20-CCE General Meeting** at Elmhurst VFW

**Oct 24-Fall Tour**, Bolingbrook to Braidwood

**Nov 10-CCE Board Meeting** at Elmhurst VFW

**Jul 25-28, 2001-CORSA Convention**, St. Charles, IL

### OTHER EVENTS OF INTEREST

**Oct 10-Morris Classic Car Show**

If you know of any event our club may be interested in or have questions, call 708/



## GM Proving Grounds Tour

*Larry Claypool*

CCE was well represented at the 75<sup>th</sup> anniversary celebration of the Milford Proving Grounds (otherwise known as the MPG). The occasion was not well publicized outside the MPG itself. Indeed most of the attendees were MPG employees. We were fortunate enough to have heard about the event through an article on the history of the MPG in *Old Cars Weekly*. From there, our own Keith Onchuck had a contact within the MPG that helped us with all the details.

Once we arrived at the gate, all of us were instructed to buckle up and follow the roads that had been marked. The route took us past, or on, many of the test areas used at the MPG. A handout sheet provided details on the history and purpose of each test area or building. We eventually wound our way to the "black lake," an enormous piece of blacktop pavement that would make any autocross plan-



ner's head spin: no light poles; no curbs; not even a ripple in the surface for as far as the eye could see. It would be here where the driving demonstrations for the day would take place. On "the beach," next to the "lake" were several



items set up for the celebration. A huge tent contained displays for various GM "stuff" or programs (credit card, retirees, recruits, T-shirts, proving grounds photos, etc.). Outside the tent were displays for crash testing, airbag test sled, robotic competition, and a NASCAR driving simula-



tor. The main garage had been set up as eatery, with hot dogs, chips, sloppy joes, cookies, and cake available all afternoon long. Outside the garage were several ex-autoshow display pieces: a '40 Olds chassis with cut away Hydramatic; several additional cut away transmissions and engines; and several show cars including a one off mid-engine Corvette. Of minor, but amazing note, was the fact that you are welcome to sit in this car. The keys were left in the ignition as well as the battery left connected! Further up the hill was a gigantic Delco hot air balloon and vehicles on display. The display consisted of new 2000 model GM cars and trucks. Want to sit in a new Vette or Trans Am convert? Seville STS? Or maybe a big block dually pick up? No problem. Everything was open and available for perusal!. Next in line was a variety of GM made military vehicles, and finally, up on the grassy hill, was the vintage vehicles including our Corvairs. Corvairs far outnumbered





any other single type of car on display, with ten all together. Seven of those from CCE, the balance from DACC.

The most entertaining part of the day was the driving demonstrations. New Corvettes, Camaros, Grand Prixes and a few other models were precision driven on 'the black lake' to show the comparative advantages of anti lock brakes, traction control, and some high speed maneuvering. Needless to say, there was sufficient tire smoke, spin-outs, and J turns to amuse the masses. A specially outfitted Caprice sedan showed the effects of blowouts at speed, and a poor Geo Tracker was modified into a convertible during the "jaws of life" rescue demo. It was a lot of fun to watch, and in case you missed anything, they repeated the



whole routine 2 hours later. Most CCE members headed towards home before the second round of demos. And here was another surprise; a continuation of the self-guided road tour was the exit route. A personal highlight was seeing the famous Belgium block road, and getting to drive on part of the high speed, banked, test track (at, we shall say, a 'little' faster than your average highway speed). The driving tour probably took a total of 25 minutes, but after viewing the gratis overhead Ariel photos, it was obvious we hadn't even covered a ¼ of the huge facilities' grounds. All in all, this was a great CCE tour to have been on. Only



one car suffered a mechanical problem that was repaired without severe difficulty or expense. Jack Miller was a great host for us at the Heritage Trust Museum in Ypsi. The Powertrain Plaque was du



## Milford Proving Grounds

*Bob Pohlmann*

Just got back from Milford, Michigan-home of the General Motors Proving Grounds. What a place. The word *huge* cannot even come close to describing the size of this facility. My wife and I are members of Chicagoland Corvair Enthusiasts and we were invited up on Sunday for this event. This was thanks to Larry Claypool who arranged everything for the club. I have not been a member that long, but would bet good money that all members who attended would agree this was the best Corvair outing ever. I totally enjoyed the weekend and what a surprise when it came time to leave that our exit route would include a run through a banked turn on there high speed course. Wow! The proving grounds put on a very nice demonstration of their driving school with many of their vehicles. I would have let them use my Corvair if they wanted to. This was done on what they refer to as Black Lake. I believe I heard someone say this was 65 acres of blacktop. This by itself was a sight to be seen. Well, just wanted to give a brief description of a great weekend in Michigan. (*Reprinted from Virtual Vairs.*)

## Classified Ads

**For Sale:** '65 Monza Convert. Power top, 110 turbo air, auto trans, push button radio. Engine resealed. Master cylinder rebuilt. \$1100 obo. Duane 630/

**For Sale:** 1 set of 4 wire wheel covers 62/63 type, 13", \$100. 1 set of 4 mag style wheel covers 65/69 type, 13", \$100. Both sets in good shape. Jim 317/

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## **BOOKED**

Well that's the way our appointment book gets this time of year. So many cars with troubles, only so many hours in the day. We still have Saturdays available for first come serve repairs, but that's really for more minor problems. If you find yourself with big troubles (like a clutch or valve seat) remember there is one more option-Emergency Room Service. We'll tow in your car the same day, and start on it that night. In most cases, it will be repaired by the next day. Higher rates apply, but that's how emergency rooms work!

Exhausted-A special purchase of original style round mufflers for 60/63 cars and all trucks. These are correct in all dimensions and have the large diameter 90 degree tailpipe included; \$45 while they last.

Tires-We have a really nice matched set of four 195/70 x13 radials with the impossible to find 3/4" whitewall. Ultra brand. Used, in excellent condition \$80. Also a matched set of four 195/75 x14 radials, 1/2" whitewall, great for a Corvair truck; used, but are practically new \$80. Mounting and balancing available.

**Expert Corvair repair since 1972. Four Wheel Alignment Our Specialty**  
**Huge stock of New, Repro, NOS Rebuilt, and Road Tested Parts**  
**Hours: Open 9 AM To 5 PM, Closed Wednesday & Sunday. Phone 815/469-2936**



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