

Prairie Capital Corvair Association

**P.O. Box 954
Springfield, Illinois 62705**

The Flat Six

April 2022

2022 Officers

President -Chris Hall	(217) 691-6529	Vice-President Tim Mahler	(217) 793-3824
Secretary-vacant	(Call Tim)	Treasurer-Glen Rittenhouse	(309) 472-3882
Membership-Chris Hall	(217) 691-6529	Historian/Inventory	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	January 10, 2022

Board of Directors

Mike Hall (2023)	(217) 494-7105	Sandy Myers (2022)	(217) 624-4400
Jim Allen (2022)	(309) 361-5351	Larry Jahn (2022)	(217) 820-8895

From the Prez

Greetings PCCA Members!

We're coming around the corner to warmer weather & fun times!

At this months meeting we're going to have a guest speaker give us a presentation on his Ford Model A! I sure hope you can attend! I know next month we're going on a road tour that our gracious members the Jahn's have set up for us! We do need a head count for lunch I do believe? If you can't make the April meeting & plan to attend the road tour in May please let us know!

Here locally we're going to be working on a '66 more door that I can take my girls to events in. Just gotta have some time to help with it. Who out there in PCCA land might want to attend a Baseball game? I think it'd be cool to attend one. Hope everyone is staying healthy out there! If you think of anything please reach out!

Chris Hall, PCCA President



The Auto Carrier was made by MTH in 2009. Its catalog number is 30-76310 and its description is Union Pacific Auto Carrier w/4 1969 Corvair Monza Convertibles. It is "O" Gauge and is compatible with Lionel.

Calendar of Events - 2022

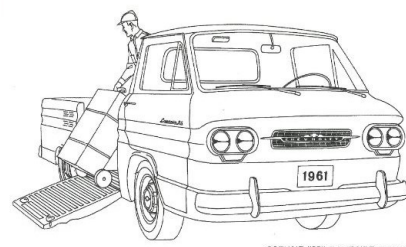
PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>

Directions to the CPF Corvair Museum near Glenarm Illinois. Take exit 88 from I-55, from either direction, head west – turn right if you are traveling south on I-55, left if traveling north. Follow the road as it curves to the left, south. Go straight at the stop light (turning right takes you to Chatham). The Museum is 1.3 miles from the stop light on the right hand side – just past the Double J campgrounds.



April 9, 2022 **PCCA Meeting** **2:00-4:00 pm.**
LOCATION: CPF Corvair Museum (exit 88 off I-55)
Program: The Model A Ford

May 14, 2022 **PCCA Meeting at 12:30pm, tour starts 11:00 am.**
Tour to Tuscola and Atwood Museums and other attractions. Meet in Springfield to caravan (9:30am) to Tuscola or go directly to Tuscola (11:00 am). Lunch Meeting at Flesor's Candy Kitchen in Tuscola at noon.



CORVAIR "96" RAMPSIDE PICKUP

June 11, 2022 **Pawnee Prairie Days, Pawnee**
June 11, 2022 **PCCA Meeting** **2:00-4:00 pm.**
LOCATION: Pawnee Prairie Days, Pawnee
June 12, 2022 Tremont Turkey festival and Car Show, Tremont, IL

July 9, 2022 **PCCA Meeting** **2:00-4:00 pm.**
LOCATION: the CPF Museum

July 12-16, 2022 **CORSA Convention in Peachtree City.**
Host hotel is the Peachtree City Crowne Plaza.
Convention rates are \$119 plus taxes good from July 10 to July 17. Is a web link or call the hotel 800/227-6963 group code is TU5. The host hotel is now accepting reservations.



August 15 **Corvair Exhibit at the Illinois State Fair**
PCCA Meeting at the fair (it's senior day, free admittance for seniors) 1:00-2:00 pm.

August 20, 2022 **PCCA Morning Tour** to Pekin Museum - plus lunch and maybe another museum
August 21, 2022 Antique Auto Show & Swap Meet Sunday, Pinckneyville, IL
Sponsored by the Egyptian Antique Auto Club - Judging at 1:00pm

September 8-10 **CPF Museum Event, in conjunction with the SOS Auto Show.**
Thursday, Sept 8 - Welcome dinner at the Museum.
Friday - Rte 66 Road Tour, SOS Show Welcome Party.
September 10, 2022 Secretary of State Auto Show, Springfield Illinois
Banquet hosted by PCCA and CPF

October 8, 2022 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
Program: Historic Items presented by Bill and Shelby Berta.

For more Corvair Events Check the calendar on the CORSA Web site: www.corvair.org

CPF RAFFLE CAR!!



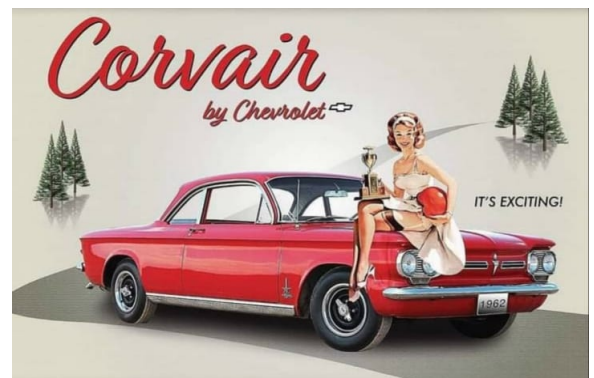
Win this Concours-quality black 1961 Corvair Monza Sport Coupe with red interior, 102hp, 4 speed that's ready to drive and show! More pictures on the CORSA web site . www.corvair.org under merchandise for sale. click on the raffle ticket to take you to the page with all the details and pictures.

Tickets are only \$10.00 each and will help to support the Corvair Preservation Foundation and Corvair Museum. The more tickets you buy, the better chances to win. The winner will be announced on June 5, 2022. You do not need to be present to win.

It's past Time to Renew your PCCA Membership!!!

To date: Ten (10) members have yet to renew. I am sure it is because we are all too busy.

John Cavagna, Chuck Dunning, John Funk, Mike Hall, Rick Jameson, Clay Logan, Allen Monts, Sandy Myers, Brian Nicholson, and Clara Wood. PLEASE renew. Thank you.



Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2022 thru December 31, 2022

Type of Membership	Individual	— \$17
	Family	\$20 (2 adults at one address plus children under 18)

Apply a \$5 discount for receiving the electronic version of the newsletter and other correspondence.

If joining after July 31, dues are: Individual \$8.50, Family \$10.00. If applicable, the discount is \$2.50.

Name	Spouse/ 2nd Adult

Street Address

City, ST ZIP

Home Phone _____ CORSA Membership ID _____

Cell Phone(s) _____ Spouse/ 2nd Adult _____

e-Mail Address(es)	Spouse/ 2nd Adult

Cars, Corvair and other

Other interests

PCCA strongly encourages membership in CORSA. Do you want/need information about CORSA? Y / N

Return the completed form and dues to: Glen Rittenhouse, PCCA Treasurer
1804 Columbus Dr. Pekin IL 61554

Please make checks payable to Prairie Capital Corvair Association or PCCA

FLASHBACK to 2006 – a fall tour to Moonshine

PCCA has two tours planned so far for 2022! The first is MAY 14, 2022!

This year's May Tour may not be as full packed as this tour in 2006, but it is expected to be quite interesting, and, of course, there is a great food stop mid way through, with Ice Cream!

PCCA Fall Tour - Moonshine, Illinois October 14, 2006

Sue Biggs arranged for a wonder fall tour though southeastern Illinois. Some assistance from Shelby Berta and the husbands was likely, events like this are rarely a one person thing. Sue was hoping lots of Corvairs would be in the caravan. Sue did expect some water pumpers, but I bet that did not include a nice Dodge Diplomat that Floyd Woods decided to drive.

PCCA met at the Rochester Community Building just before 8:00am. Dick and Neta Moon as well as Jim and Bernie Allen drove down from the Peoria area in their Corvairs. That's two. An 1963 700 sedan and a 1965 Corsa convertible gets the caravan off to a good start. The Bertas, Bill and Shelby arrived in their Chevrolet convertible, water pumper but a nice car none the less.

Tim arrived with his sister Debbie in his 68 Fitch Sprint Coupe. While the Mckenzie's, Jerry and Thelma, opted for the ultra comfortable, and probably faster than my Sprint, modified 65 sedan with A/C. I am still amazed how quick that sedan with a 110 powerglide is. Of course, it could be that Jerry is just a better driver than I am. It's possible.

At the break of 8:00am, arrived the tour leaders, Garry and Sue Biggs. Garry was driving, Sue navigating, their 1961 Monza coupe. After everyone received a highlighted map, the tour was off to Greenup and then Moonshine.

The tour took the group through Taylorville and Pana, in one of those towns, the caravan got into Corvair year order – Biggs 61, Moons 63, Allans 65, McKenzies 65 and Mahlers 68. My sister thought that was fitting; mostly coincidence, but interesting. We stayed in that order to Green-up.

The tour stopped briefly at Boarmans in Shelbyville. This is a private collection of 13 50s and 60s Chevrolets. We were treated to a just completed 1959 Chevrolet with only 1100 miles on the odometer. The exterior paint had to be redone due to overly friendly birds, but the trunk and interior were still showroom condition, not restored showroom, factory showroom. Inside were the 12 Chevrolets, from 1956 to 1963. All very unique vehicles worth the trip by themselves.

As the tour went through Toledo, we went around the town square. The tour didn't stop, to make up for lost time, but like so many southern Illinois towns, the courthouse is a beautiful



building. A tour just to see various courthouses would be interesting.

At Greenup, we stopped at the visitor's center, which was closed, as was most of the town, or so it seemed. We lingered while a few visited the two nearby antique shops, and one found more fuel. John and Joan Cavagna, PCCA and SMCC members, joined us here. John is still restoring his latest Corvair project so arrived in his water cooled vehicle.



Lawrence and Gloria Jahn were trying to meet up with the tour here, but were not successful. They were 2 blocks away at the right time, just out of sight. Lawrence did managed to find Moonshine so the 63 Spyder convertible joined the caravan there.

We arrived at Moonshine, promptly at 11:25 or somewhere around then, almost on schedule. This was surprising considering we left Greenup behind schedule knowing the Jahns were planning to meet us there. And we took a scenic excursion through the farmlands in the area. It was a good thing I wasn't leading the caravan, I would have taken us further off course. Garry and Sue got us back on track fairly quickly.



The Moonburgers were very good. Hamburgers, Cheeseburgers, double cheeseburgers, chips, soda and cake. It was a true country atmosphere. Order at point A in the back. Pay up front, on your honor. And I mean, on your honor. No tickets, no guard at the door, eat inside or outside. Pay before picking up your food, afterwards, or even after you have finished eating. And they even made provisions for those who leave forgetting to pay, simply put the money under the door. The food was good.

After Moonshine, we headed back toward Greenup. Along the way is the auto enthusiast country store, AKA, a junk yard, Stutesman's Used Cars and Garage. This is not your typical junkyard. Started 50 years ago, it looks more like a farmers pasture that was used to store a few than many junked vehicles. We passed the pigs on our way to see the many cars in the year. Spotted were a Greenbrier, a 64 monza that had donated parts of its fenders and some 60s further down the hollow.



Now the farmers were prepping to unload some grain, it is harvest season. But were not willing to do so while all the nice Corvairs were parked nearby. Farmers are nice folk, always helping even if it impedes them. To encourage those done in the hollow to hurry up, several of the group proceeded to Greenup and gave their horn a toot on the way. The hollow folk arrived shortly thereafter (they were almost back anyway).

Back at Greenup, the quick tours to the antique shops and quilt store were ended so that the tour could continue to the Thomas Lincoln sites. The first stop along this route was the church and cemetery

where Thomas Lincoln is buried.

The next stop was the Thomas Lincoln farmstead from the 1845 period. The visitor center here is fantastic, with a short film and numerous exhibits to preview. My impression was that this was a better site than New Salem in terms of the visitor center. The interpreters in the Thomas Lincoln home were fun too. Like so many of the stops along the way, we didn't have a lot of time here. But it was enough to get a good feel for the area and make us want to visit again.

After touring the site, the club had a quick meeting while everyone was snacking on the great refreshments that Sue Biggs and Shelby Berta brought. Thanks Sue, Shelby, the snacks were great, even though I ate too much.

After the meeting, the tour began to break up. The first stop, back in Matton, was fuel, it was a long tour, and some of us have a heavy foot. The Mckenzie's followed 16 back home, the Cavagna's found the interstate, the Peoria foursome took US45 north (I think) and the rest took the Assumption black top back to Taylorville. It was a great tour.

November 7, 1959

YOU CAN'T IMAGINE HOW JOYOUS A COMPACT CAR CAN BE ★ until you've driven the **REAR-ENGINE Corvair** by Chevrolet



There's nothing like a new car—and no new car like this de luxe Corvair 700.

Ad From
Bill and
Shelby Berta

via

“Corvair Ads
1960-69
by
Hi-Tech
Software”

You can read about Corvair's air-cooled “pancake” Six, its aero-light frameless construction, its remarkable independent suspension at every wheel. But words can only hint at Corvair's thistledown steering, the wonderfully *supple* quality of its ride, the nimble bulk-free precision of its going. You'll have to drive it before you really know how big a revolution in auto design Chevy has touched off—America's only compact car that isn't just a small echo of a big one.

Practically flat floor—Corvair's the only compact car that gives you this kind of 6-passenger comfort.

A magician on mileage—Gets 25 to 40% more miles than conventional 6's on a gallon of regular.

No fussing with antifreeze—Only time it uses water is when you wash it.

Trunk's up front—Lots of luggage space under the hood, where it's convenient to get to.

Unpack power team—Wraps engine, transmission and drive gears into one compact package. Takes less room, leaves you more.

Fold-down rear seat*—Converts easily for a total of 17.6 cu. ft. of extra storage space behind front seat.

All at a practical kind of price—Check your dealer on the short, sweet details. Chevrolet Division of General Motors, Detroit 2, Michigan.

*Optional at extra cost.



The revolutionary Corvair . . . with the engine in the rear where it belongs in a compact car.

Note: This article appeared in the *VairCor* - sometime in the past. I retrieved it from Heart of America Corvair Owners Assn web page - tech section. Tech article number 164. Again, my thanks to Mike Dawson for writing another great article.

The Preventive Maintenance Series

Mike Dawson

Speedometer Winter Service

With winter very close, those who drive their Corvair in cold weather may experience either of two issues associated with old age as follows: A screeching noise combined with the speedometer needle pegging itself to the right (until it breaks off) and/or a clicking noise accompanied by a gentle flipping of the needle. To service your speedometer for either or both of those conditions you need to unscrew the connection from the back side of the speedometer, move the cable/casing down enough to access both the end of the speedometer head and the cable sticking out of the casing. Some models take some wiggle work but I have done this to all models at one time or another.

1. All Corvair speedometer heads are constructed with a bronze bushing in a sleeve. The combination of ancient galled grease in the bushing and cold temperatures will cause the bushing to make a screeching noise as it vibrates and excites the needle. The new WD40 flex straw works great for one quick squirt into the back of the head. Use your fingers to turn the end of the head a couple of time and add one additional quick squirt without putting the straw in the hole. Usually good for an entire year as a preventative measure also.
2. The flipping of the needle is the action of the cable in the casing due to dried out lubrication and the bends in the casing causing excess resistance. Since the cable is stranded and flexible, it winds up and releases causing the needle to try and follow the movement. Except in extreme situations needing new parts, you can reduce the issue with lubrication as follows:

Early Models & FC: At the dashboard end, use a pair of pliers to pull the cable out of the casing. It is long and likely dirty so plan accordingly. Clean the cable, and I like to lube it with light machine oil since you are probably dealing with a rusty casing and it may have dried lubricant from decades ago. Actual speedometer cable lubricant may not work in this instance. Leave the lubricant off of the top last few inches of cable. To reinstall the cable, use your fingers to get it started as far as it will go, then use a cordless drill to slowly (it can suddenly wind into a ball with too much speed) until you are within about three inches of the end of the casing; Stop. You must use your fingers to work the cable in the last distance until you feel it enter the cable drive at the differential which is square and fits the square end of the cable. Reattach the cable and casing to the head.

Late Models: The cable is driven by a special dust cap on the left front spindle and you may find the cable will not pull out of the casing at the dashboard end. If not, remove the wheel and carefully remove the dust cap first. At that point the cable usually will pull out from the cap and then from the dash end with some coaxing. If you find rust and water in the cap, the seal where the casing enters the spindle is bad or the casing is cracked and the wheel bearings will need service along with a new seal or possibly the entire cable assembly. If the parts are all good, clean the cable and use light machine oil except for the top few inches of the cable. The cable sometimes start to hang up at the sharp bend in the casing due to the mounting. To help with this issue, I like to free the casing from its mount in the fender well and use a wire tie to loosely attach it back to the brake line, reducing stress in turns. Finally, use a drill at slow speed to insert the cable if necessary. The last step is to carefully insert the dust cap.

To the right is pictured the speedometer drive dust cap for the left front of a late model. The current price is \$29, thus the reason to use caution, particularly during removal. Wiggle with channel lock pliers while pulling straight out.



*ANNOUNCEMENT...We're very excited to announce that the Corvair Preservation Foundation in conjunction with the Corvair Museum in Central Illinois are now able to provide CPF and Museum up-to-date official GM licensed apparel just in time for the summer season.

In cooperation with the General Motors Club Apparel, we are pleased to join this fine group in being able to offer new products designed just for us. You'll find men and women's CPF polo shirts and t-shirts in a wide variety of colors as well as baseball caps, banners, etc. Just click on the link below and start shopping.

This site will be ever changing just like the Corvair Museum, so we hope you will find something that you like and wear proudly while supporting a good cause... with a portion of the proceeds going to CPF/Corvair Museum to preserve the history and legacy of the Chevrolet Corvair.

Thank you for your support!

Mike Hall, President Corvair Preservation Foundation ; Curator, Corvair Museum



Polo shirt in beige

*NEW VIDEO...I'm pleased to announce that I created a new "Meet the Makers of the Chevrolet Corvair" YouTube Channel today, and this is the first posting. This particular channel will showcase first hand stories taken from interviews I've conducted over the last several years of the former GM designers, engineers, and auto workers (and other special guests) who had anything to do with creation of the Chevrolet Corvair and those contributing to sharing its history. It will also showcase never before seen video clips from the "Meet the Makers of the Chevrolet Corvair" tribute event held on May 14, 2015, at the Yankee Air Museum near the Willow Run Assembly Plant. I do have other maker videos that were previously posted on my Corvair Lady YouTube Channel, but you'll want to sign up for this "Meet the Makers of the Chevrolet Corvair" channel if you wish to see new videos.



In this never before seen clip taken from the 2015 event, I had invited Mr. Robert Edwards, Producer of the American Dreaming film project about car designers, to showcase and discuss three original Carl Renner sketches of proposed Corvair designs from July, 1957. Carl Renner was the Assistant Chief Designer and one of the contributors to the the first Corvair (1960) under Ned Nickles, who was head of the design projection the Advanced One Studio. Mr. Edwards purchased these sketches to add them to his own private collection, and we were all very grateful that he shared them at this special gathering that had well over 350+ people in attendance paying homage to the former Corvair Makers. We also had Corvair owners and enthusiasts from all over the U.S. and Canada in attendance including my special guest of honor that day, Mr. David Cole (son of Ed Cole a/k/a "Father of the Corvair") who also gave a speech.

Sadly, Robert Edwards passed away in 2018, but his work and legacy continue through the efforts of his wife, Julie Hyde-Edwards. We can thank Robert for being the catalyst for having the car designers artwork recognized in museums. He was the inspiration behind the Detroit Institute of Arts show, "Detroit Style: Car Design in the Motor City, 1950-2020," which has entertained more than 160,000 visitors to date. The exhibit opened on November 15, 2020, and runs until June 5, 2022.

Stay tuned for more informative interviews and presentations.

Eva "Corvair Lady" McGuire

Corvair Historian

PCCA General Meeting Minutes for March 19, 2022 taken by Chris Hall

The March 2022 PCCA meeting was called to order at 2:16PM by President Chris Hall. The meeting began with the Pledge of Allegiance.

The President announced that the minutes of the February 2022 PCCA meeting were submitted in the March 2022 edition of the Flat Six by acting Secretary & Vice President Tim Mahler. The President asked if there were any questions regarding the minutes presented in the Flat Six. With no questions or corrections to the minutes they were approved with a motion by Brian Nicholson with a second by Jim Collier. The motion carried. The Treasury report was provided by Treasurer Glen Rittenhouse to the President. The report was presented as provided by the President. Beginning Balance on 2.12.2022 of \$4884.81 with a deposit of membership renewal dues of \$15.00 on 3.10.2022. The Checking Account Balance as of 3.12.2022 was \$4899.81. Savings Account Balance of \$5.00. Cash-on-hand Balance of \$79.00 as of 3.12.2022. There was no 50-50 drawing on 2.12.2022. Total Checking Account Balance as of 3.12.2022 was \$4983.81. With no questions the Treasury report was approved with a motion by Jim Collier with a second by Rhona Hall. The motion carried.

Brian Nicholson provided a report on the CPF Corvair Museum and his trip to the Performance workshop where he gave a presentation. He also mentioned that there is now CPF merchandise available for sale on the CORSA website.

The President went into Old Business with mentioning club advertising material & apparel. For New Business mentioned was mainly coming up with meeting locations for the May road tour to Tuscola. Larry Tucker provided that there is a car show in Hillsboro, IL. On August 7th, 2022.

The CORSA President Mike Hall came in towards the end of the Meeting. He was busy giving Museum tours during the Meeting. He stated there has been a change in location for the CORSA server. With no further business to discuss the meeting came to a close with a unanimous vote from the floor to have some Tea & cookies provided by Jim & Beulah Collier.

Respectfully Submitted,
Chris Hall, acting, acting Secretary.

PCCA Tours

May Tour Coordinator: Larry Jahn.

Douglas County Tour on May 14, 2022

Leave Springfield at 9:15-9:30 Tuscola is 78 miles, approximately 1 ½ hours.

Meet at Douglas County Museum at 11:15 Tour in one room, takes about 45 minutes.

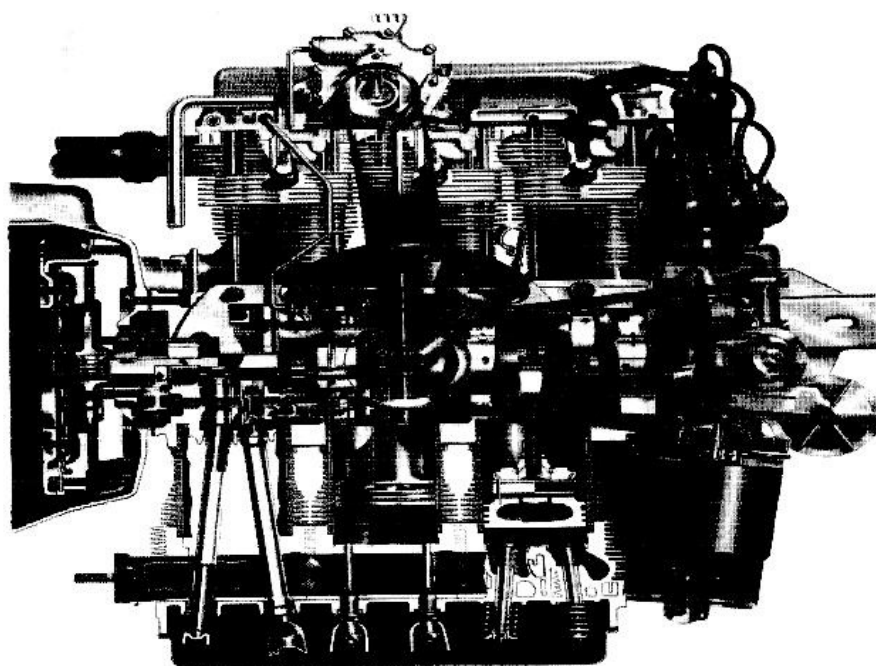
Flesor's Candy Kitchen in Tuscola for lunch---12:00
Would have our own private meeting room

Travel to Atwood, Il to Museum 15 minutes Tour Harris County Museum 1:30-3:00.
Larry would like to have headcounts for the tour and lunch – at least a good estimate.

August Jim Allen has made arrangements for PCCA to tour a private museum in **Pekin Illinois for August 20, 2022**. Memory lane is on the first floor of a former school building with numerous "room/store settings". A morning tour is planned with option for lunch to be determined. Some members may want to visit the Wheels O' Time museum in Dunlap in the afternoon. Sunday is the Pinckneyville car show in south central Illinois.



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