

Prairie Capital Corvair Association

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

The Flat Six

October 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 - vacant	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

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 fellow PCCA Members,

I hope you're all enjoying the slightly cooler weather we've been having! Currently sitting at the park enjoying the cool breeze while my oldest daughter plays. Rather hard to believe that Fall is already right around the corner! Perhaps we can do a random fall color drive before our Corvairs get put away until spring. We do still have some things to do before that happens. Thank goodness! Most certainly hope that you can make it to our

October meeting this year! We'll be meeting at the Ace Sign Company Museum. I'm really looking forward to it! I just hope I can slide out of work early or long enough to attend! I'm also hoping to enjoy the Great Plains Round Up this year. Please keep in mind that our club election will be upon us in November. I'm hopeful that some of our members will step in to serve while a select few may need to step aside as stated by our club bylaws. As always should you have any suggestions for the club don't hesitate to reach out to a Club Officer or Board Member. I'd like to sincerely thank all members that assisted in any way, shape or form with the CPF Museum Fundraising event this year! Events like this don't happen with help & dedication! Had I had more availability during the event I most certainly

would have been there! Sometimes having to work gets in the way with fun! Hope to see you all very soon!

Chris Hall, PCCA President



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.

Sept 29 - Oct 3, 2022 **Great Plains Corvair Round-Up** – Hosted by the Heart of America Corvair Assn. Stoney Creek Hotel in St Joseph Missouri. Just 4 ½ hours west of the Corvair Museum along I-72/US36 – a nice 4 lane road across northern Missouri. Expect Car Show, Concours, vendors and lots of other activities.

October 8, 2022 **PCCA Meeting 1:00-3:00 pm. LOCATION: Ace Sign Co Museum** in Springfield. Separate meeting room, RT66 Signs, Club Hosts are Bill and Shelby Berta. **Tour starts at 1:00pm.** Meeting immediately after in the break room of the Ace Sign Co.

PLEASE RSVP To Bill Berta By October 6. A Head count for the Tour is IMPORTANT. Thanks. Contact can be made by phone – (217)498-9259 or email – Wberta27@concast.net

Ace Sign Company Address 2540 S 1st St, Springfield, IL 62704

Directions: From the I-55 Sixth street exit, Follow 6th street north toward downtown. Turn LEFT at Stanford – first light after the County Market. Follow Stanford to W. North street - turn RIGHT. This is just past D-arcy and at the intersection with a large Casey's gas station. Follow North street as it becomes First street (about 1.5 miles). Ace Sign will be on the right....with a sign out front. The museum is part of the manufacturing facility. Alternatively, take the South Grand exit from I-55, to Fifth street, turn LEFT, then Right onto ASH street finally a LEFT onto first street. Ace Sign is now on your left. Because of train tracks, there is no direct route. Google Maps on your smart phone may help.

November 12, 2022 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm. Need a suggestion/volunteer for a program....and someone for refreshments

December 10, 2022 **PCCA Holiday Get together.** Location: Open to Suggestions, Ideas, Planning. Editor is investigating a place in Rochester, Illinois on IL 29

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

Call For Officers - for 2023

This includes the “easy” positions of Board of Directors. PCCA need volunteers, nominees for 3 Board of Director Members – 2 1-year terms and 1 2-year term. Mike Hall is the carry over 2-year person.

PCCA also needs a volunteer to be **Secretary – Or Vice President.** Tim Mahler is eligible for a second year as VP but will return to Secretary if someone else wants to be VP.

Glen Rittenhouse is eligible to be **treasurer** for another year if he is willing.

However, PCCA does need a **volunteer for President** – Chris Hall has done an excellent task the last two years but current by-laws limits him to two terms.

PLEASE VOLUNTEER. A slate needs to be presented at the October meeting for voting at (or before) the November Meeting. Terms start the first of the year. December is the Christmas Get-together.

PCCA October meeting

Bill Berta

Ace Sign Company Sign museum is a 75+ year old, fourth generation, business with a collection of over 85 historic signs from Springfield and Route 66. They are responsible for numerous new and refurbished signs in central Illinois. Samples are the Tropics sign at Lincoln, IL. and the new huge Rt 66 sign at Motor Heads Bar & Grill –Museum south of Springfield, IL.

Ace Sign Company and Museum will be the location for PCCA's October meeting. On October 8, we will assemble at 1:00 PM for a tour of their facility at 2540 South First Street, Springfield, IL. We are to have an Ace family member guide us during the tour. At 2:00 PM we will have our meeting in the employee dining room until 4:00 PM. Vending machines are available. They have their regular tours Mon – Fri.; however, they are willing to have us in on a Saturday.

A head count would be convenient in planning the tour. Therefore a **RSVP to Bill Berta is requested by Thursday, October 6.** Contact can be made by phone – (217)498-9259 or email – Wberta27@concast.net.

If you want a sneak peak of the Museum, go to www.acesignco.com/museum.

Pictures from the Route 66 Tour visit to the Ace Sign Co. Museum. The gentleman in the yellow shirt was group Bs tour guide. An employee of Ace Sign Co. Group A tour guide was a family member and co-owner.



Sputnik



2nd only to ice cream....Donuts



CPJ Corvair Museum Weekend Event

Wow, what a busy weekend. Mike Hall was happy even though he didn't attract the 50 Corvairs to the SOS Auto Show. The Museum Event did attract 20 Corvairs and their owners, 35 or more individuals not all driving a Corvair attended most of the weekend events – from the tour and dinner at the museum, to the RT66 Tour on Friday and finally the SOS Auto show on Saturday.

I had a blast. So much so, that I neglected to conduct the PCCA business meeting at the Show on Saturday. Too busy talking to fellow Corvair enthusiasts from around the midwest (mostly) - Circle City has a sizable contingent at the show. Lyle Rigdon and Lonnie arrived from northern Illinois to help with registration and participate as well. Paul Sergeant arrived from the west side of Missouri. Plus we had visitors from Michigan, Ohio and Kentucky.

Long distance award would have gone to Guy and Lyne who arrived in a V8 powered Corvair from Quebec Canada. They toured RT66 but missed the SOS Show because they broke a rear u-joint as they prepared to line up for the show at the hotel. Fellow V8 enthusiast Paul Beck drove them Guy to the local Auto Zone for a replacement, arriving 5 minutes before official opening time, but the employees were kind and opened up early for them. Guess that would have earned them a hard luck award too. Think they enjoyed the sight seeing and was expecting to do more before they headed home. The Corvair Museum weekend was just an additional excuse to visit Springfield.

Thursday afternoon was the start of the Weekend – Everyone who had pre-registered arrived at the museum by 4 PM or so. Brian and Mike guided a few people around the museum, but I think they spent most of their time just answering questions. There is a lot in the Corvair Museum to see and ask questions about from mostly stock Corvairs to modified to custom built for speed or show. The Super Monza would be the star of the custom built cars. Lyle handled registration, name tags and such.

Around 5 pm, BSA opened the dinner line. Those registered had tickets for dinner and used the adjoining bar room to eat. BSA also served dinner/lunch at the Mini Convention and the SOS Show.

Friday Morning was the Route 66 tour, led by Tim. However, the tour route with instructions from getting from each stop to the next were handed out during registration with extra copies available before the Tour. The instructions included numerous optional, further south, stops for those who wanted to venture further down Route 66. It also allowed everyone to proceed at their own pace without playing follow the leader. Surprisingly, those with tour guide Tim and the independents arrived at "Doc's just off 66" at roughly the same time – Lunch time.



One corner of the Corvair Museum. Photo by Shelby Berta



Jean Allen makes a point to Tim Mahler at one



A new addition to the Corvair Museum, a mostly stock Monza with factory wire wheels. Beautiful car. Photo by Shelby Berta

The RT 66 tour started with a tour of Ace Sign Company's Sign Museum. WOW. This was my second tour, and I was still impressed. Ace Sign company has been around for 80 years and now has a collection of signs that have been retired from service. Many were displayed at businesses along Historic Route 66 - such as Sonrise Donuts and A. Lincoln Hotel. The Bel-Aire Sputnik was rescued in 2015 before the old hotel was demolished. It was restored and is now on display in the Museum.

The museum is actually part of Ace Sign company manufacturing facility, so a tour gets you both a viewing of all the historic signs, but also of the current manufacturing process. This was part of the reason it was at the start of the RT 66 Tour. PCCA will get its own tour at the October meeting. It is worth the trip. Although Ace Sign gives tours regularly during business hours, PCCA is visiting on a Saturday so PLEASE RSVP Bill Berta to attend. (Being off 1 or 2 will likely be OK, but...)

From Ace Sign Company, the RT66 tour meandered over to the last Covered Bridge in Sangamon county spanning Sugar Creek. Although we couldn't drive over the bridge, you could, and we did, walk across the bridge.

Next up was the part of RT 66 that is still paved with bricks. The road is a bit rough after many years of modern traffic but is still quite usable. Everyone had an opportunity to walk the road and take photos of the road with their Corvair on it.

The next stop on the tour was scheduled to be the Virden Historic Courthouse and nearby mural. This area of Virden also has numerous new and used shops for those interested in browsing those institutions. They are sometimes more interesting than a like period museum, especially because you could take an item home if you so desired, and the price was reasonable to you. The guided tour did a drive by because it was getting close to lunch time, but Tim noticed several Corvairs stopped to take a closer look.

Ah, lunch. The destination was Doc's off RT66. This is an old drug store converted into a café and ice cream destination. The café maintains a lot of the old drug store displays and artifacts which makes for a interesting dining experience. Friend Jean Allen opted to just have a scoop of delicious ice cream, eating lunch later in Litchfield at Ariston Café. My kind of gal, why risk not having room for desert, eat ice cream first. So I joined her and enjoyed a wonderful scoop of ice cream and good conversation to boot. While waiting for the rest of the crew to eat lunch, I visited one of the used goods stores next door. Interesting knick-knacks at inexpensive prices.

The next stop involved traveling historic RT66 Concrete pavement. The pavement is from the 1930-1936 alignment of RT66 and is just 16 feet from shoulder to shoulder. Would modern semi's would fit in a single lane?

The destination was the "famous" turkey tracks. Yep, turkey tracks that got imprinted on a portion of that concrete pavement before the road became RT66 (the 1920s).

The final stop for the guided tour was the Carlinville Historic Square and the Million Dollar Courthouse. The guide intended to drive everyone around the Square because it is the only square in Illinois that



Sugar Creek Covered Bridge



The Canadian V8 Corvair on the brick road



The American V8 Corvair Paul Beck

Route 66 went completely around. A celebration (high school football, I think) was scheduled which blocked the exit to the Courthouse. The 2 remaining Corvairs stopped on the Square while the guide went to the Courthouse. We met up again on foot. The Square had lots of interesting shops to browse. Al and Jeanette Short did make it to the Courthouse for some photos.

After the guided tour portion, there were other optional stops further south along RT 66. I made them optional because in an un-air conditioned Corvair, participants may be getting fatigued. Plus, Mike Hall and the the SOS Show had a welcome party waiting at the Crowne Plaza.

I do know that Jean Allen made it to Ariston's in Litchfield. Ariston's is another Historic eatery on RT 66 well known for its good food. Jubelt's is also in Litchfield with more good food as is a RT66 Museum.

There were, are, other sites to see such as Soulsby Service station in Mt Olive. Mother Jones Monument is also in Mt Olive. Further south is Livingston with the Pink Elephant Antique Mall. And of Course, Staunton has Country Classic Cars and Ra66it Ranch.

On the way back to Springfield, I did note many Corvair enthusiasts stopped at the other Ice Cream destination in Girard - Whirl-a-Whip. Whirl-A-Whip may not look like much from the outside, but the ice cream is simply delicious. I almost stopped for another scoop, but my pants were already telling me enough is enough. Dang. Maybe I need to run more.

Saturday – SOS Auto Show day. Corvair and Studebaker were the Marquee cars for the 72nd annual Vehicle show. Although the number of Corvairs didn't reach the numbers of the 40th anniversary of the Corvair back in 2000, we still had an impressive number on the show field.

Nineteen Corvairs managed to arrive at the event mostly as a group. Number 20 missed the event in the aforementioned u-joint failure - better in the parking lot than on the road. We attempted to leave the Hotel parking lot as a group, but quickly got separated as the majority took a different meandering route then the lead Corvair. Fortunately, Jim Allen recognize the errant Corvair was "lost" and took the lead of that group of Corvairs. What is surprising...or just lucky...was that the 19 Corvairs arrived almost at the same time and were still able to park together except for 4 non Corvairs in the mix. This excludes Rob Preston's t-bird which was traveling with the Corvairs behind Lori Preston driving their 1963 red Monza convertible.

Listed below are the Corvair Participants and the awards they won at the show. I had a good time talking to all my fellow enthusiasts and walking around all the other great looking classic cars. Lower case c. There were several Classic (upper case C) cars at the show including two Pierce Arrows and a 3 row seats, V12, Lincoln. Very impressive indeed. Only one antique tractor was at the show this year, a Ford Golden Jubilee. 10 motorcycles were also at the show.

Statistically, Corvairs ranged covered the years 1961 to 1966 plus a 1969. The 66s was the most popular year with 6 cars present followed by the 62s. There were 2 61s and 2 63s but only 1 64. Body style wise, all types were present except a Corvan. * convertibles, 5 coupes, 2 4 doors (1 early, 1 late), 1 wagon, 2 rampsides and a Greenbrier.

Early Open	CR-1		
Lori Preston	1963 Monza convertible	1 st	Illinois
Rod Lasley	1964 Monza convertible	2 nd	Indiana



Turkey tracks



Al Short outside the 1860s county jail in Carlinville



Inside Docs off 66



Lori Preston's 63 Convertible

Early Closed	CR-2		
Larry Jahn	1962 wagon	1 st	Illinois
Bill Pierson	1961 Monza coupe	2 nd	Illinois
Kevin Gallagher	1962 Spyder coupe	3 rd	Ohio
Paul Sergeant	1962 Monza sedan		Missouri

Late Open	CR-3		
Gene Miller	1966 Corsa convertible	1 st	Illinois
Allen Toon	1966 Monza convertible	2 nd	Indiana
Doug Arnold	1969 Monza convertible	3 rd	Michigan
Lyle Rigdon	1966 Monza convertible		Illinois
Ron Burten	1965 Monza convertible		Indiana



Rod Lasley 64
Convertible



Kevin Gallagher 62
Spyder Cvt

Late Closed	CR-4		
Jim Allen	1966 500 sedan	1 st	Illinois
Randal Sheary	1965 500 coupe	2 nd	Illinois
Tim Mahler	1966 Corsa coupe, Fitch Sprint	3 rd	Illinois



Bill Pierson's 61 Coupe

Engineering/Race	CR-5		
Paul Beck	1965 Monza coupe	1 st	Illinois
Guy and Lyne	1965 Monza coupe, Unable to show		Quebec Canada

Rampside and Greenbrier	CR-6		
Glen Rittenhouse	1963 Rampside	1 st	Illinois
Al Short	1961 Rampside	2 nd	Illinois
Dave Beck	1962 Greenbrier, Hippie Van	3 rd	Indiana

Display			
Layton Curtis	1966 Corsa Convertible (for sale)		Kentucky



Larry Jahn's 62 stationwagon



Layton Curtis 66
Corsa cvt



Tim Mahler's 66 Coupe



Gene Miller's 66 Corsa
Conv.



Allen Toon's Monza cvt



Ron Bunten's 65 Cvt in
Evening Orchid



Doug Arnold 69 Cvt



Paul Sergeant's 62 Sedan



Lyle Rigdon's 66 Monza



Randal Sheary 65 Coupe



Glen Rittenhouse 62 Rampside



Jim Allen's 66 4 door Sedan



Jim Allen and Abe - Marquee award



Paul Beck's 65 V8 Coupe



Al Short's 61 Rampside



Dave Beck's 62 Greenbrier

General Meeting Minutes September 10, 2022 taken by Tim Mahler, acting secretary

Vice President Tim Mahler neglected to call the meeting. Glen Rittenhouse did send a Treasurer report.

- Beginning balance - \$4,961.81, revenue - Dues - \$10, Museum Event registrations \$125, Expense - newsletter \$10.50, ending checking \$5,086.31. \$5 in savings, cash on hand - 50/50, Chelly Jameson donated her winnings back to the club (\$20.50) total \$41.00 - cash on hand balance \$141.63, Total funds available. \$5,232.94

Mike Hall was (is) chief judge for the SOS Vehicle show and host of the Corvair Museum Weekend, so was quite busy. The VP did hear that the GM representatives were impressed with the Corvair Museum in Glenarm. More news likely at the October meeting.

Tim Mahler has reviewed the bylaws with only four suggested changes - two deal with term limits. These will be presented to the group at the October meeting to get them on the November ballot. Need volunteers for officers.

Proposed By-Law Changes – Summary

Article 1, Section 3. Change Board meetings from once each quarter to twice a year

Article III, Section 3. Allow Officers to serve 3 consecutive years vs the current limit of 2.

Article IV, Section 3. Allow board members to serve up to 4 consecutive years, up from 2 terms (years)

Article III, Section 2. Change club donation for bereavement - club member or spouse from \$25 to \$50.

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 126. Again, my thanks to Mike Dawson for writing another great article.

The Preventive Maintenance Series

Mike Dawson

Checking Alternators off of the Car and on the Car

The '65 Shop Manual has a very good explanation of testing alternators and adjusting regulators, however most of the text and photographs are from a full size Chevy, so keep that in mind. I have tried to condense the information and add some personal experience to create a "quick check".

Checking Alternators off of the car (such as at a swap meet) can be done with an ohm meter. The following is a pretty reliable test that I have used, but there can always be something new so do some research if this guide does not cover your situation.

The following checks were done while looking at the end opposite the fan.

Alternators with external regulators (OEM):

- Output Stud to Case: Open
- Right Spade to Case: Closed
- Left Spade to Case: Open
- Spade to Spade: Open
- Stud to Either Spade: Open

Alternators with Internal regulators:

- Output Stud to Case: Open
- Left Spade to Case: Closed
- Right Spade to Case: Closed
- Spade to Spade: Closed
- Stud to Either Spade: Open



Full Fielding an Externally Regulated Alternator

Checking an alternator with an external regulator while running:

With engine warmed up, attach a voltmeter between the output stud and case, and run engine at 1500 rpm (top step of fast idle cam): charging voltage should be 13.5 to 15. If voltage is no higher than battery voltage, check the alternator by removing the four wire connector from the regulator and make a jumper (see below) between the red wire and the blue wire (full battery voltage to the field). The alternator should load and voltage output should jump. Do not let the voltage approach 20 or you will burn out miniature bulbs. If nothing happens, the alternator is bad. You have provided the alternator field with full battery voltage, bypassing the regulator.

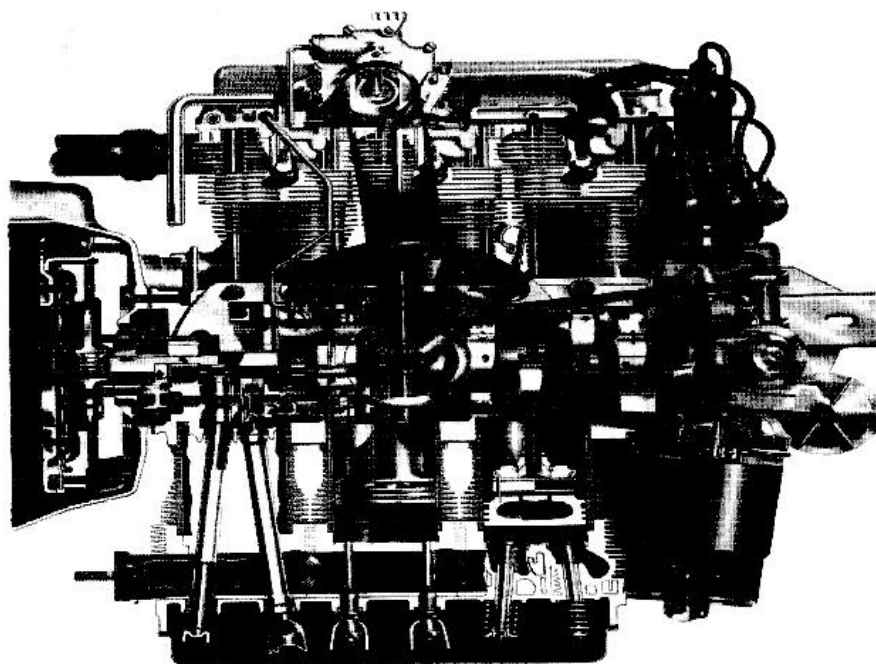


Full Fielding an Internal Regulated Alternator

Checking an alternator with an internal regulator while running:

With engine warmed up and running at 1500 rpm (top step of fast idle cam), attach a voltmeter between the output stud and the case; charging voltage should be 13.5-15. If the voltage is battery voltage you can full field the alternator (bypassing the regulator) by inserting a small pick or screwdriver straight through the hemispherical shaped hole opposite the output stud and ground the internal regulator tab against the case. The alternator should load and the voltage should jump. Do not exceed 20v or miniature bulbs will burn out. If the voltage jumps then you have a bad regulator. No adjustments to the regulator are possible but they can be replaced.

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