

Prairie Capital Corvair Association

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

The Flat Six

September 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,

Mercy how time flies! Recently my oldest daughter began her final year of Preschool! Speaking of how time flies by our CPF Museum event is coming around the corner very quickly! I sure hope you can participate & possibly give a small helping hand wherever it may be needed! Many thanks to all that have assisted in any capacity for this event! I want to again thank all members that were able to attend the Illinois State Fair event! I certainly hope you enjoyed your day at the Illinois State Fair! Looking forward to the future & where we are going as a club. Please consider hosting a road tour event or giving a presentation at one of our club meetings. Perhaps you have another idea or topic that the club might enjoy? Club Election season will also be around the corner shortly. Perhaps you could assist the club next year? Everyone have a safe & enjoy full Labor Day weekend! See you at the museum event!

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.



- September 8-10**
 Thursday
 Friday
 Saturday
- CPF Museum Event, in conjunction with the SOS Auto Show.** One Registration fee.
 Welcome dinner at the Museum. Open house 2:00pm Dinner at 5:00pm
 Rte 66 Road Tour 9am, SOS Show Welcome Party is at 5:30 at the Crowne Plaza
 Secretary of State Auto Show, Springfield Illinois arrive 7-10am, prep time 10-noon
 Judges starts at noon. Awards at 3:30 pm
 PCCA, Corvairs – **Meet at the Crowne Plaza ready to leave for downtown at 8:00am**
 This will allow the Corvairs to be parked together.
- 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 round across northern Missouri.
 Expect Car Show, Concours, vendors and lots of other activities.
- October 8, 2022 **PCCA Meeting 2:00-4:00 pm. LOCATION: Ace Sign Co Museum** in Springfield.
 Separate meeting room, RT66 Signs, Club Hosts are Bill and Shelby Berta.
- 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 in place in Rochester, Illinois on IL 29

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



Personalized, special event license plates promoting the 72nd Illinois Secretary of State Vehicle Show are available for \$23 per set (includes shipping). They are displayed for 60 days prior to the event. To request a brochure, call 217-557-7220, email jryg@ilsos.gov, or write to the Jessica Ryg, Intergovernmental Affairs, 450 Howlett Building, Springfield, IL 62756.

PCCA exhibits at the State Fair

Mike Hall led 8 Corvairs and a MG to the 2022 edition of Illinois State Fair. We parked in a different location than prior years. At first, the comments were less than positive, we weren't in the grass under the shady trees. But after a bit, the new paved location proved to be quite good, perhaps better than the previous location. There was a pavilion to provide shade and protection from any passing shower. There was not rain on this beautiful partly cloudy day. Temps in the low 80s and a nice breeze made the day all the better.

The new location is part of the much much bigger RT66 association exhibit. The paved lot will be used, in part, as the sitting area for viewing a large screen (stadium size) showing various short movies or documentaries. RT66 Assn took over the area once used by the farm setting meant for youngsters. It will be transformed into an enhanced RT66 exhibit, with numerous signs and dioramas, in the next year or two.

For PCCA, the big advantage was that the Corvairs were more visible to fairgoers, translating into more visits. The comments from the general public were as entertaining as always. In general, the public is beginning to learn the truth about Corvairs – such as they all came with 6 cylinders, no 4 cylinder engines were ever made.

PCCA had a nice assortment of models. Glen Rittenhouse drove his 1963 Red with tan stripe Rampside displaying it with engine lid up and ramp down. Cool. The engine lid has been modified to lift up for easy display, that was cool too.

Next to Glen was Rob and Lori Preston's 1964 red Convertible. Brian and Sue Seyller held the next slot with their 1966 green convertible. Tim Mahler's 1966 red Coupe, Fitch Sprint was next in line. Then Jim and Bernie Allen's 1966 500 4 door sedan - Orange Crush. It isn't often you see three 1966 models in a row like that, especially with the three offered body styles, convertible, coupe and sedan.

Next in the row was Joe Ori and his blue 1964 convertible. Joe is one of the newer members of PCCA. His 64 is definitely a nice looking Corvair. Welcome Joe.

Speaking of welcomes, Rob and Lori Preston renewed their membership at the Fair too. Welcome back.

OK, I procrastinating getting to Bill Pierson's beautiful fawn beige 1961 coupe. Bill and Thelma drove up to the fair from Murphysboro, IL – that's a long drive folks. This is the same wonderful car that Garry and Sue Biggs drove around Rochester and Springfield. Bill did a wonderful job bringing this Corvair back to top show condition.



Corvairs all in nice row. Photo by Glen Rittenhouse



The Prestons have giving lots of rides to celebrities. Photo by Glen R.



Preston's prep their display

Rounding out the Corvair group was Rick and Shelly Jameson's black 1963 coupe. Rick drove the coupe to the fairgrounds with some excessive blowby. He was followed by a modern vehicle, just in case. Of course, the rest of the northern PCCA group, including Jim Allen, would follow most of Rick's path home. I haven't heard any war stories yet, but maybe we all will at the next PCCA meeting Rick is able to attend.

In the group of Corvairs was a MG convertible. A nice vehicle. Mike Hall invited the owner and car along with a few others to help fill out the exhibit space. Only the MG showed, and being a small car, it didn't fill a whole lot of space. Mike did have two Corvairs at the fairgrounds. Both were in the antique tractor exhibit building about 3 blocks away from the RT66 exhibit. I saw the Shiner Flag car and his red Corsa coupe. He also had 3 orange AC (Allis Chambers) tractors and one red International Super C. I never pulled myself away from the Corvair exhibit which means I was having a good ole time right there.

All in All, I think PCCA had a good day at the Fair - both for the club and for Corvairs in general. The Corvair exhibit also helped the RT66 Association exhibit by adding something related to Old Route 66.



Glen's Rampside.



Brian and Sue Seyller's convertible

Rick Jameson's 1963 Black coupe



Joe Ori's blue convertible



Jim and Bernie Allen's 1966 4-door sedan

2022 CORSA Convention News Part II

Rob Landers sent a note a few days after the newsletter went to print. And Lawrence Jahn sent a note and picture about his Grandson experience at the Valve Cover races. There has been years when PCCA had a small contingent of competitors in the valve cover races.

Remember: Next years convention is at Chula Vista Resort, Wisconsin Dells, WI. All events will be held on the Hotel Property, it's a big place, and a water park.



From Larry Jahn

Kids valve cover race at Georgia Convention. Grandson Reed Holler finished 2nd. Was undefeated in 1st round. Corinne received a participant trophy.

From Rob Landers

Obviously, missed publication date for the “award-winning” Flat Six (congratulations!) but letting you personally know I did compete in the Cole with the Stinger scoring a 93.66 in Concours and taking 1st place in the highly competitive IS-5 autocross division beating out Mike Dobie, Mike Seversin and others. My son, Noah, was my navigator for the Econo-Run and we did a respectable 25.xx mpg but once again, in the highly competitive 140/4 group with Mike Seversin taking the event’s overall best MPG with 35 miles per gallon!! My son-in-law, Avery, was my navigator for the Rally and we did finish it but went 52.4 miles off-course (mostly in the ODO check) but also one bad leg so we didn’t have a top-5 finish. Even though we drove 125 miles, I was able to subtract all of the off-course miles plus correct the ODO (recalling previous rally ODO correction factors) to within one-mile and so my answer of 73.5 miles was only one mile off from the actual mileage of 72.5. So, I had that going for me!

The weather was actually below average high temps on Tuesday-Thursday with only the Friday auto-x and Saturday car display being in the really hot zone. And I also did spend the best \$10 of my life for laps around the Atlanta Motor Speedway. Pocono, Gateway and other Nascar tracks that I have driven do not have 28-degree banking like AMS. Now those were steep “walls” and you needed to be going at least 100mph to run the top groove. Very, very cool despite how hot the temps were!!



Bill and Thelma Pierson’s very nice 1961 coupe, which did the same events as Rob at the convention including the high speed laps on the Pocono track. Corvairs do go!



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

Habits to Develop Around Old Corvairs!

Belt Adjustment: After you install a new belt, check the tension several times when the car is fully warmed up. New belts will stretch over a short period of time, especially if you drive at high speed. If your car has a history of either wearing out belts or flipping them off, there is a correctable reason. Please refer to PMS 20 on our Website.

Carburetor Inlet Nuts: On two and four carburetor engines you should check this item after any long storage and make a habit of a quick check any time the lid is up after the engine has been running.

Tire Pressure: Time can get away from us, so save wear, increase gas mileage and improve handling by checking monthly. For cars, keep a 10-12 psi difference between front and rear. FC vehicles handle much better on the highway in wind with pressures 40-45 psi front and back. Your spare should be filled to whatever your rear maximum pressure is.

Battery Cable Ends: Another maintenance item that can get away from us. Pull both battery cables off the battery and clean the contact areas twice a year. Keep track of your battery dates to avoid a no start from a seven year old battery you forgot about.

Brake Stomp Test: Unless everything in the brake system is new, you should sit in your garage twice a year and do a brake pedal stomp which would be harder than you would use in a panic stop. The system is designed to accept that and you could head off any pending brake disaster.

Oil Filter Bolt: The '65 Shop Manual called for 15-20 ft.lbs. torque on the oil filter bolt (filter to housing) which is far above "hand tighten only" which is printed on some older Corvair filter boxes. The big issue is that the filter torque is like fan belt tension noted above, the filter bolts can loosen up due to fiber gasket shrinkage. Following a filter change, be sure and check the torque at least once after several driving activities. Half of the cars I checked at the convention last summer had loose bolts, A couple had oil stains on the sides. The 15 ft.lbs number appears to be adequate and that is actually pretty tight.

Lug Nuts: Corvair lug nuts should be at 65ft.lbs. and will not loosen up with that torque. However, if you do some air wrench tightening be sure and check them with a torque wrench because some air wrenches make a lot of noise without producing much actual torque. Using a 4-way wrench works fine if you muscle the cross bar a little.

Mechanical Fuel Pumps: The single pointed bolt that secures the mechanical pump seems to loosen up due to vibration. Grab the top of the pump and try to rock it. Do not over tighten or you could lock up the pump internal push rod, but if the pump is loose and allowed to jump up and down it will quickly erode the aluminum parts. It also makes a rapid knocking noise. Always keep an eye out for leaks.



Speaking of the hard harder brake test, one person who knew to do that from his autocross days, forgot. No breaks in the lines, but the front brakes weren't there until Tim refilled the (dual) master cylinder and bled the front lines. Got home safely by being very cautious. Dual Master cylinder saved the day.

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.

Glen Rittenhouse follows the sales on “BringATrailer” these Corvairs were spotted in the last few weeks. The 61 Lakewood sold for \$12,200. The 65 Corsa Coupe sold for \$8,900 and the 62 Greenbrier sold for \$9,400

No Reserve: 1961 Chevrolet Corvair Lakewood 700

Sold for \$12,200



1965 Chevrolet Corvair Corsa Coupe 4-Speed

Bid to \$8,900

66



Make
Chevrolet

Model
Chevrolet Corvair

Yr
1965

Origin
American

1962 Chevrolet Corvair Greenbrier

Bid to \$9,400

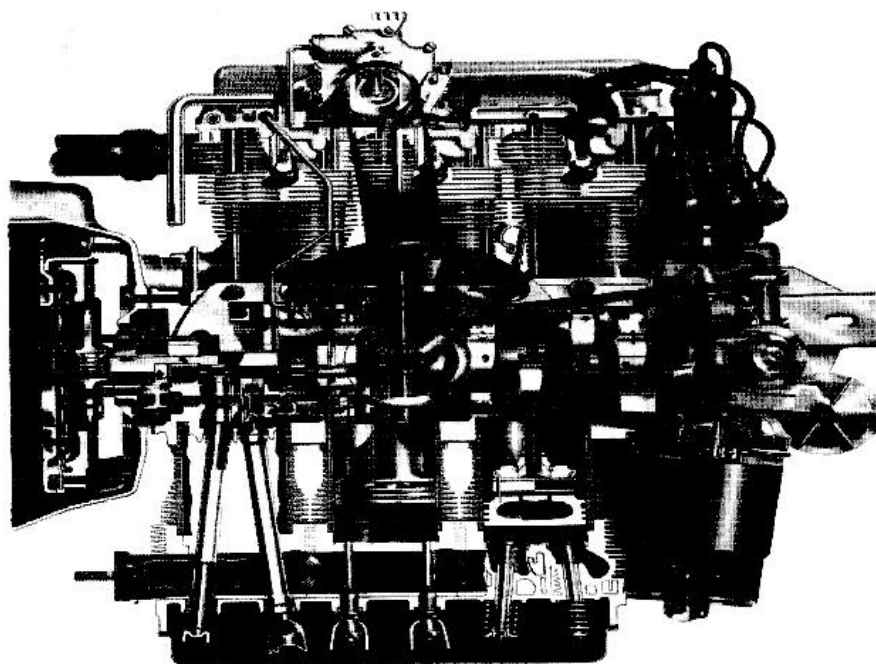
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And to cap things off, a couple of photos from the Corvair Museum curtesy of Shelby Berta. Don Yenke shirt and a concept Corvair drawing



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