



## Prairie Capital Corvair Association

P.O. Box 954  
Springfield, Illinois 62705

# The Flat Six

July 2018

### 2018 Officers

President -Brian Nicholson	(217) 891-0808	Vice-President Allen Monts	(309) 243-7477
Secretary-Tim Mahler	(217) 793-3824	Treasurer-Glen Rittenhouse	(309) 472-3882
Membership-Chris Hall	(217) 691-6529	Historian/Inventory	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

### Board of Directors

Chris Hall (2018)	(217) 691-6529	Larry Jahn (2018)	(217) 283-7365
Jim Collier (2018)	(217) 875-5841	Jim Allen (2019)	(309) 361-5351

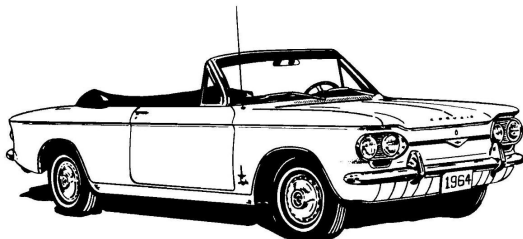
## From the Prez



From 2017 Decatur Corvair Exhibit at SpeedLube. Can PCCA outdo itself for 2018?

This year continues to fly by. The Pawnee prairie days show came and went as well as the Tremont Turkey Festival. We got a "little" rain at both events but both turned out great. The turkey festival had a nice turn out and were a little short on Pawnee prairie days were a little short. Mr. Hall's new 4 door actually received more votes in the participants choice awards than any other car at the show. The count down until the convention is on and we will be having a great time in Decatur this month as well. Hope to see you all there.

Brian



# Calendar of Events - 2018

Meeting Location –unless otherwise noted, PCCA meets at the Rochester Community Building located off Il Route 29 in Rochester Illinois. The community building is on the east end of Rochester at #1 Community Drive. PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>

**July 14 PCCA General Meeting and Board Meeting**

This meeting will be in Decatur Illinois at Mark Allen’s place of business in Decatur. Speed Lube, 925 E Eldorado, Decatur- Mark Allen's place of Business. This is down the road from the Decatur Chevrolet Hall of Fame Museum, Corvair Museum Car Exhibit, etc Details to follow.

**July 23-28 2018 The Western Pennsylvania Corvair Club will host the 2018 CORSA International Corvair Convention in Pittsburgh, PA!**

Held at the DoubleTree Hotel in Greentree just west of downtown Pittsburgh.

**August 13 PCCA General Meeting State Fair Corvair Exhibit - Senior Day at the fair grounds. Last year, The Corvairs were invited to participate in the Daily Fair Parade. Such Fun.**

August 25-28 DACC - Detroit Homecoming - Plymouth MI

September 8 PCCA General Meeting - SOS Automobile Show downtown Springfield, IL meeting at 1:00pm  
September 15 CCC All Corvair Show – Date is based on last year’s show date. Have not seen 2018 info yet

Oct. 6-7 Newport Hillclimb – this is near Danville Illinois.

Oct 6-7 Proposed 4 way Fall Cruise-in. Volo and Wheaton IL stops. Low cost, lots of fun expected.

October 13 PCCA General Meeting and Board Meeting Rochester Community Building  
Board meeting usually starts at 1:00 pm, Regular meeting 2-4:30 pm

November 10 PCCA General Meeting PCCA returns to the Community Building 2-4:30pm

December 8 PCCA General Meeting - Lincoln Illinois restaurant.  
Annual Christmas Dinner, informal meeting, lots of fun

For more Corvair Events Check the calendar on the CORSA Web site: [www.corvair.org](http://www.corvair.org)

## Corvair Preservation Foundation Corvair Museum Opening

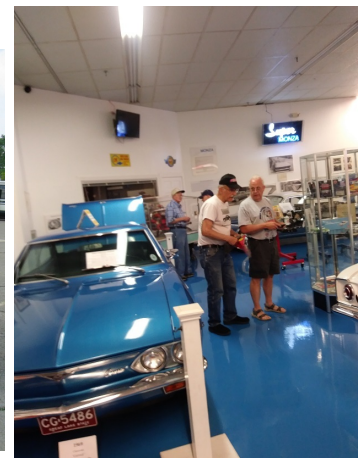
May 18-19, 2018 Decatur, Illinois More Pictures



A “Corvair” Bicycle



The 2018 raffle Car, got your ticket?



# Pawnee Prairie Days

The day before the Tremont Turkey festival was the Pawnee Prairie Days car show. A total of about 60 vehicles attended the show. However only two Corvairs made it, both owned by CORSA/CPF President Mike Hall. Mike is also a big part of the Pawnee Prairie Days car show.

Brian Nicholson came to help Mike and brought Mike's newest procurement, a Blue 1965 Sport Sedan. The car show has a Corvair class. But better than that, Mike's 65 Sports Sedan won BEST OF SHOW. Congratulations Mike.



Mike's Blue 4 door Sports Sedan



Seen above still on the trailer from the ride home, and to the left after the Pawnee show. Yep it rained off and on all weekend both in Pawnee and Tremont and parts between.

Look close – rear antennae on the Monza!

Call to All Corvairs, Call to All Corvairs.....Your presence is requested,

The next three PCCA meetings all feature a Corvair Exhibit. First in Decatur at the SpeedLube on El Dorado Street – just down the road from the newly Opened Corvair museum. Mark and Linda Allen will be our hosts. They are also having Pizza and drinks for us at 1:00. The meeting will follow. This was a great event last year.....lets make it better this year with lots of Corvairs.

The next big exhibit is at the Illinois State Fair – on Senior Day, which is a Monday. The fair is beginning to grow again, and the seniors really remember the Corvair. The youngsters will be there too - - as it is also Scouts day. Participation in this exhibit suffered two years ago after heavy rains. PCCA needs to get it back to “full strength” to keep this fun day goinf into the future. Last year, Mike Hall invited everyone to participate in the daily Fair parade. I nice tour of the fair (short tour) that leaves you near an exit gate for that drive home. The parade is mid afternoon, PCCA meets at the Dirksen Parkway Steak and Shake at 8am for breakfast before heading to the fairgrounds before the crowds. Driving through a fair street full of people is tricky at times.

The finale of this trifecta is the SOS Automobile show in downtown Springfield. This has been a tradition for PCCA since before I was a member (I joined twenty years ago) and it has been improved over the last few years with more food vendors and revised – enhanced – awards.

Hmmm. With the tremont show, this is actually Corvair exhibit number 4. Isn't summer grand? Editor : It's Car show season – send me your photos and a sentence or two (more if you want) . Other PCCA members would like to see your car in different settings as much as I would.

[PrairieCapital@corvair.org](mailto:PrairieCapital@corvair.org) Gets it to the editor or text me.



# Tremont Turkey Festival - Car Show Report

After a mostly dry May, the rains fell on the plains of central Illinois. And at times, the rain came down in buckets. I'm editing this morning, in part because it is due, and in part because it is still too wet outside for me to do the yard work that needs to be done. It's an excuse, however feeble.

Jim Allen responded to my request for some information about the Tremont Turkey Festival. His notes make up most of this article. Thanks Jim.

There were 5 Corvairs from PCCA at the Tremont Car Show held as part of the Turkey Festival. Jim and Bernie Allens Lakewood, Dick and Neta Moons 63 sedan, Brian and Sue Seyler's 66 convertible, Rick and Shelli Jameson's 64 convertible (For old time members, this is Art Jameson's Woody Spyder) and Mike and Rhona Hall's 65 Corsa coupe.

Brian & Sue won the Corvair class, and the show awarded the Allen's Lakewood the trophy for the Odd and Unusual Class. Jim called that a First.

PCCA had a short meeting at 1:30 in the same location as last year. President Brian Nicholson presided and also took notes as the secretary was out of town. When we got out of the meeting, the awards were over. A lot of rain came down and that was the end of the show.

NOTE: The editor found pictures of the five Corvairs at the show from his archives. Because of the rain, I have not been able to get any "same day" photos of the show. Have some of the event which I will share here with the Corvairs. Tim



Tremont Parade



A Renault Daulphin



One of many Bed racers.



Strawberry Dessert. Yum



These were all FarmAll tractors



Corvairs pictures are from the fair



Hmmm Turkey sandwich

This article From Heart of America Corvair Owners Association is available on HACOIA web site under technical articles. This is a great resource for newbies and old timers alike. Mike Dawson is a top notch Corvair person, and writes darn good too. Tim

# The Preventive Maintenance Series

by Mike Dawson

## Corvair Trivia

Early model Corvairs have holes in the underside of front and rear bumpers that were to accommodate a bumper jack which had a lifting arm that fit into the hole. That idea was revised to the final design of a scissor jack but the holes were continued. The 1960 New Product Information booklet had a description and drawings of the bumper jack procedure.

Beginning in 1966 the Corvair shop manual recommended that cars with wire wheel covers be balanced with the wheel covers in place.

The Spyder dashboard introduced in the spring of 1962 was also originally designed to be installed in all Monza models, including the wagon. Non-turbo dashboards would have had a clock instead of a tachometer and an oil pressure gage (sic) instead of a vacuum gage. Look at the back of any Spyder dash and you will see the casting block outs for the Powerglide shifter and if you check the assembly manual in the accessory section, it lists the clock and pressure gage. The Monza application was officially dropped in December of 1961.

Despite what many of us thought over the years, all Corvair manual transmissions were built at the GM Saginaw Michigan plant. There was no "muncie" assembled 4-speed.

The Corvair utilized a Dana Positraction unit while other GM Cars were equipped with Eaton Positraction units.

In May of 1965 Chevrolet Service news noted that the 110 engine supplied for air conditioned cars would have a new timing tab that provided for initial advance of 24 degrees vs 14 degrees for the first design '5 110 engine. This was due to the use of lower compression (95) heads on air conditioned cars late in 1965 production. The timing tab looks like the turbo tab and is riveted on top of the original timing tab casting.

The 1966 140 Powerglide air conditioned models utilized a thicker head gasket to revise the compression ratio to 8.75:1 and the initial timing was revised from 18 degrees back to 14 degrees.

In March of 1966 the refrigerant capacity of the Corvair system was revised from 5 lbs to 4 lbs. However, the label data continued to state "5 lbs"

When the 164 CI engine was introduced in 1964, the re-designed camshaft necessitated changing the lifter bore angle and spacing in the crankcase. Chevrolet Service News ran a review of the changes (9/63). Corvair owners have modified the early design crankcases, with the obvious exception of the lifter bores, to accommodate the 164 CI components but as far as I know, there have been no major problems with the lifter/camshaft operation.

In 1965 Corvair service technicians were warned that inverting carburetors to drain gas out of them could displace the power enrichment valve and it could cock in the bore, causing flooding or poor gas mileage. This only applied to the '65-'77 models that were fitted with a power valve.

Many times over the years I have heard folks say that the muffler on a turbo was necessary (and specifically calibrated) to give the turbo maximum boost. That is really not the case - as anybody who has run an autocross with no air cleaner or muffler knows. I quote from SAE Paper 531A, page 8: "if the muffler and air cleaner were removed to put the engine in the 'gross power' condition, the induction and



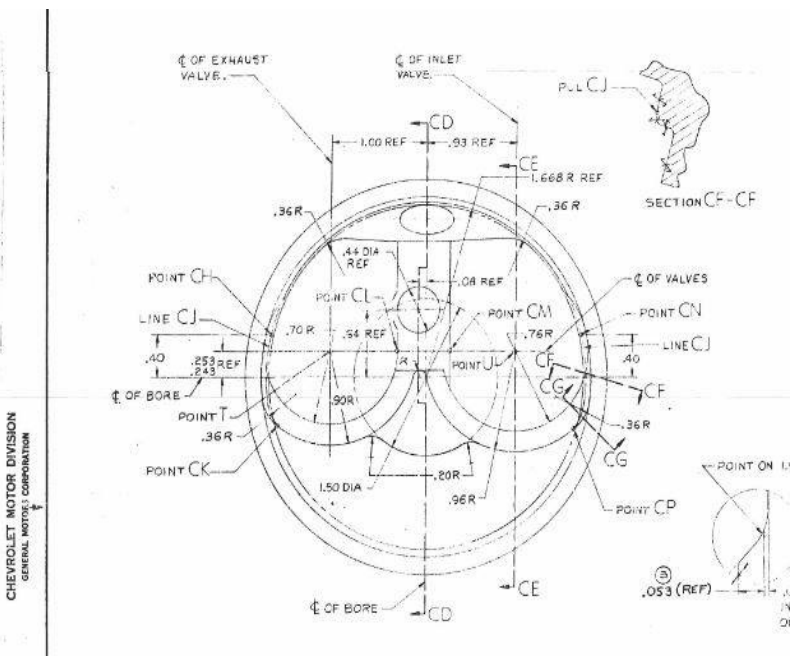
exhaust systems no longer would be matched. The controlling effect of the matched system would be lost, and output would increase excessively, possibly beyond the structural limitations of the engine.” Pretty good engineering, no waste gate needed.

Corvair Powerglide transmissions were required to survive “100 W.O.T. low to reverse shifts on dry pavement.” SAE Paper 140C, page 35. More good engineering.

The cylinder head temperature snap switch in the right cylinder head will turn the dash board warning light on at 575 degrees (SAE Papers). Sounds a little too hot to suit me –check for rodent nests, de-flash heads, check thermostat door operation and inspect your belt regularly.



The editor first saw this and thought of LC Smith running his Rampside thru the covered bridge concrete bypass for a creek back on the CCC/PCCA covered bridge tour. Think we all have had a Corvair that kept on going when we thought it should have quit. Well engineered, indeed



**In Memoriam \_ James Law, Heart of Georgia Corvair Club**

Jim Allen called to note that James Law, of Leesburg GA, passed away in early June. For us PCCA’ers, especially those who attended the Helen Springfest, James owned and showed a beautiful Turquoise rampside. His wife, Lillian helped PCCA with the Banquet table assignments as well as registration.

Excerpts from James obits follow: James E. Law, 89, of Leesburg, GA died Thursday, June 07, 2018. The United States Marine Corps Honor Guard will provide Military Honors. Mr. Law was born in Montezuma, GA. He entered the United States Marine Corps in 1953 and served our country seven years. He came to the Albany area in 1980 from Montoursville, PA and worked as a mechanic for W.W. Williams. Mr. Law was a member of the Heart of Georgia Corvair Club and the Artesian City Car Club. Survivors include his wife, Lillian S. Law, Leesburg, GA, his son, Chris Law (Joan), Worth County, his daughter, Pat Taylor (Bill), St. George, Utah, his grandchildren, Derrick Law (Valerie), Riverview, FL, Wade Law (Jessica), Piedmont, SC, Emily Taylor, St. George, UT, and two great-grandchildren, Kenly Law and Ruby Law



Editor Notes: Sometimes you put things in the newsletter to remind yourself that something needs to be discussed, approved et cetera. This is one of those things. Lyle Rigdon sent this note to several people in the quad club area back in Mid March when everyone was suffering from cabin fever – remember how COLD March (and April) were? Then came the heat wave and then the monsoons, and here we are, officially in summer-time.

So before we (ahem, the secretary/editor) forgets again.....this action item should be discussed at the July meeting – it's an optional, tour in the northern region of the State of Illinois. Easy to get to by automobile and what should be wonderful Fall weather. Plus, Lyle could use a rough headcount to help with planning!!

## 4 way cruise-in for Fall '18

Lyle A. Rigdon, Coordinator

I've spoken to a handful of people about having another fall cruise-in similar to what was done in Pontiac last year. After much counseling and consideration, here is what I am proposing for this year.

Date: October 6 and 7. (Yes two days - attendees may attend either date or both). I will make arrangements for a hotel somewhere near by one of the two sites for people who wish to drive in and spend the night. I will also try to find additional activities near both sites for those who finish early and just want to roam a bit. We will be attending two different sites on back to back days.

October 6th\*\* we will meet at noon in the parking lot of the Volo Car Museum in Volo, Illinois. Meeting later in the morning will give folks some additional time to drive in for the day. We will spend day one touring the museum and the grounds. There is a charge for the museum (reduced for us, details later). There are very nice antique stores across the parking lot for those who want to wander a bit. There will be reserved parking for anyone driving a Corvair. The museum also has a neat, working, 50's style dinner inside. For those wanting to eat next their cars, no grilling is permitted on the property.

October 7th. The second day the group will move to Cantigny in Wheaton, Illinois and will meet in their parking lot at 11:00am. This is the family estate of the McCormicks (owners of the Chicago Tribune among other assets). There are tours of the home, walking tours of the property (acres of well groomed landscaping and gardens that you have to see to believe) and tours of the "Big Red One" military museum also located on the property. There is a parking fee (\$5) and we will have a reserved space for those driving Corvairs. We will also have a pavilion nearby for those who wish to grill something. However, there is a large cafeteria on the property as well. Even though the cafeteria serves beer and wine, both locations have strict "no alcohol" on the grounds rules.

Like last time, this is a no-pressure end of summer event. No judging, no dash plaques, just a relaxing trip that will allow people from the different clubs to get together and chat about their cars. We will meet in the parking lot of both locations to kick things off for the day. I will have a sign in sheet so that we can track who is in attendance.

I have a tentative blessing from both PCCA and CCE for the dates and the location. I did move the date by a week to avoid the Morris car show (a very large show in our area).

Finally, I will make hotel arrangements and finalize entry fees when I know that this is a go. I will also be sending an invite to the Wisconsin clubs who are close by. If they are interested, this may end up being a five or six way club cruise in!!! Once all that is complete, I will make up a flyer for distribution to the various clubs members. I hope to have all of that wrapped up by July 1, well ahead of the date.

Please let me know your thoughts and suggestions since arrangements are still fairly fluid at this point. The farther along we get, the more challenging it will be to start moving things around.

Many, many thanks,  
Lyle

PS. I know that this location is far north. I plan to move it back south the following year if there is still interest. (How about a Route 66/Corvair Museum/Abe Lincoln trip?).





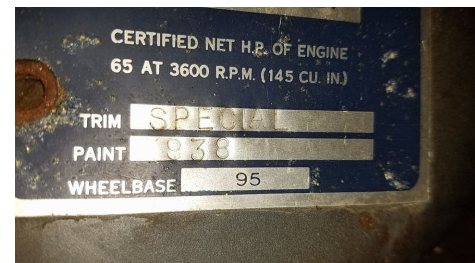
Perusing Facebook finds some interesting gems. Most notably, the CORSA FB and Corvair Preservation Foundation (CPF) FB pages have some interesting items. The CPF site gets several historic postings every week. A sampling is shown here of a 1965 Cylinder head drawing located with the tech article and the options for a Corvair FC camper – which the owner of the one of a kind FC in the Corvair Museum is looking for a few examples of those options, specifically the cargo net in the upper left corner of the photo. The Corvair Lady, Eva McGuire updates the CPF pages on a regular basis and I believe it is accessible to anyone, including those not on facebook. Need to be a member of the group to post comments or questions.



The van “all opened” at the Corvair Museum



The “barn find” photo





# Prairie Capital Corvair Association (PCCA) Membership Form

## March 1, 2018 thru February 28, 2019

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 August 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  
 OR to PCCA Treasurer P.O. Box 954 Springfield, IL 62705

### MINUTES OF MEETING - PRAIRIE CAPITAL CORVAIR ASSOCIATION    Sunday June 10, 2018

Due to limited attendance because of weather an abbreviated meeting was held.

Meeting called to order at 1:30 and opened with the pledge.

There were not any meeting minutes to report from May as the meeting was canceled at the museum opening due to the museum grand opening schedule. President apologizes to the Colliers and others who waited for the meeting. Fiscal report was discussed. Several items were to be finished from the museum opening before finalization. Treasurer Rittenhouse gave a very detailed report regarding the monies being split between the club and museum opening. Was entered in that the board approved the expenditures of the monies for the museum opening trophies.

#### old business

Museum opening was discussed. Good turn out for the opening larger than anticipated.  
 Pawnee Prairie days was discussed. We had down attendance

#### New business

A traveling poster board was suggested for the museum. The board could travel with members to other shows that members attend to promote the show with museum material.

It's been requested PCCA assist with a yearly show to assist the museum. A planning committee should be convened for future shows if we choose to assist yearly.

Rochester meeting room needs to be discussed as a meeting place for future meetings. The payments need to be made for the remainder of the year to hold the dates.

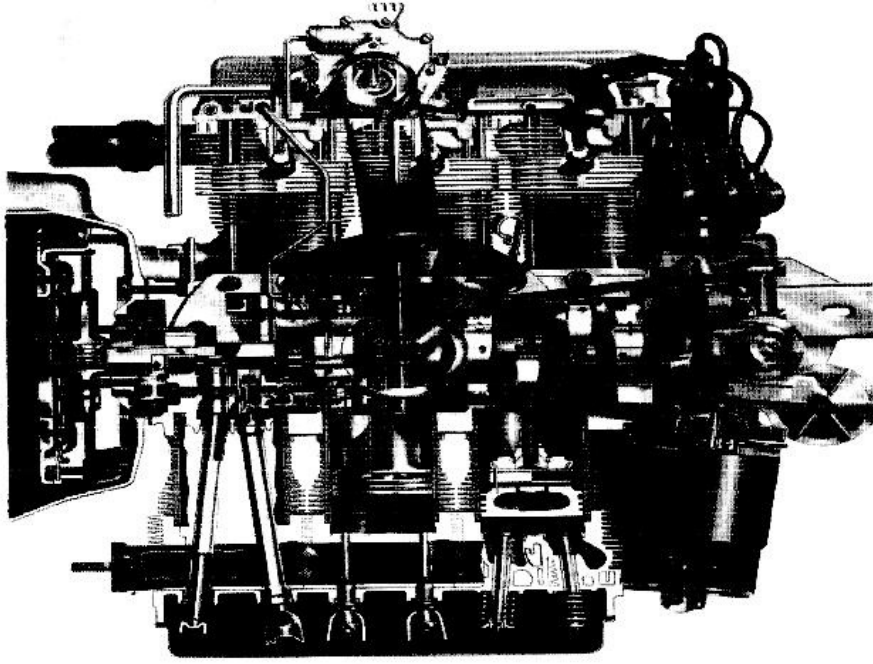
October board meeting and open meeting needs to be attended well in order to make decisions regarding future meeting location.

There was various discussion regarding upcoming shows.

Jim Allen motion to adjourn. Seconded by Aleta Nicholson

Minutes submitted by the president Brian Nicholson

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