

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

August 2026

2026 Officers

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From the Prez

Greetings, Fellow PCCA Members,

How are you doing? Hopefully you've been able to get to some local car shows! Like always, I haven't been so lucky. Where has the summer gone? I'm literally sitting at a week until I have to get my daughters registered for the upcoming school year. It's always something it seems. Focusing on PCCA, I'm hoping to provide a different perspective. I grew up with this club. I'd love to see our club prosper! What can we do to get us all motivated & engaged with the club? I had intended plans to attempt an overnight trip to Hannibal, Mo. Regretfully, I haven't had much time to get everything all planned out. Not being able to have a meeting hasn't helped me out much either. Therefore, I'm going to place that plan on the back burner. Hopefully we can come up with something else. Looking forward to September for the Illinois Secretary of State Antique Auto Show! Get your Corvairs ready and get your registration in if you haven't done so already! Let's fill the show field with flat sixes!



Speaking of Auto shows: 1929 Auto show in the Illinois Arsenal in Springfield. The Arsenal burnt down in 1934 replaced by the IL State Armory - 2nd and Monroe. The overhead sign in the background reads "Overland" plus one for Packard and Oldsmobile. May be Willys up front

Chris Hall, PCCA President - 2026

2026 Calendar – watch closely, things change

It's Summer Time

Back to a Week Night Meeting – gather at 4:30 for a good meal meeting at 5:30.

- July 20 **HAPPY CORVAIR VINDICATION DAY! THIS DAY IN CORVAIR HISTORY...**(July 20, 1972) - We celebrate the 54th anniversary date when the National Highway Traffic Safety Administration (NHTSA) exonerated the Corvair (thus proving Ralph Nader wrong) when it published its report findings after a two year investigation of the 1960-63 Corvair. The report concluded: "The handling and stability performance of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover and it is at least as good as the performance of some contemporary vehicles, both foreign and domestic." (Note from Eva)
- August 13 Illinois State Fair parade (early evening) Expect a Corvair to be in the show.
August 23 Concours in Geneva Illinois
- Sept 10-13 Great Plains Corvair Roundup Springdale Arkansas
- September 12 Secretary of State Automobile Show.** Near new State Capital Springfield IL
- September 25-27 IL RT66 Mother road Festival - Very big Car Cruise and Car Show Springfield IL
- October 10 Club Tour to Atlanta Illinois** and the American Giants Museum. Times to be determined, expect to eat lunch in Atlanta. Lots to see and do.
- Nov 14, 2026 PCCA Meeting date Details to follow. Expect Toni's Café at exit 82
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm



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

Corvair Museum "open" hours -

August 8, 2026	10 AM to 4 PM	August 9, 2026	10 AM to 2 PM
August 22, 2026	9 AM to 4 PM	August 23, 2026	10 AM to 3 PM
September 26, 2026	9 AM to 5 PM	September 27, 2026	9 AM to 2 PM Last open weekend for 2026

The World's Largest Club Dedicated to Corvair Trucks And Vans



All Corvair FC Enthusiasts Welcome!

www.Corvanatics.org



Repeating this "AD" from Corvanatics Club. open to all FCs (Greenbriers, Corvan Rampsides, Loadsides) Enthusiasts. You do NOT need to own a FC, just be an interested in these interesting Forward Control Vehicles.

Pinky Corvair

By: Eva "Corvair Lady" McKeel (formerly McGuire)

"Pinky"



Sue Earl's 1960 Corvair



"PINKY CORVAIR" - Meet "Pinky" – This special one of a kind 1960 Chevrolet Corvair convertible was created for Harley Earl's wife, Sue, who wanted a Vairy special car. Harley Earl was the founder of GM Styling and was involved in the Corvair project before he retired from General Motors in late 1958. As GM's Vice President for Styling, Bill Mitchell would take over for the Corvair project after Earl's retirement.

Pinky was created in the Chevrolet Interior Studio by a very talented designer by the name of Blaine Jenkins. Outside of the uniqueness of being Corvair's first hand made convertible (as Corvair didn't introduce its production convertible until the 1962 model year); Pinky was equipped with power seats and windows, air conditioning, and a pink carpeted trunk. Mrs. Earl approved the drawings, paint, and fabric that went into making her special Corvair. The color is a pale pink, but a pearlescent pink with matching leather interior and top boot. It also had a customized hand made top assembly equipped with a rain sensor! The windshield frame was

cast bronze. Pinky was fitted with a three speed Hydramatic experimental transmission and turbocharged engine (a one off turbo 350 automatic prototype that was being considered for the production Corvairs at the time).

During the time Sue Earl owned Pinky, it went back to GM Styling several times for some cosmetic updates to make the car look like the newer Corvair models. Some of the changes included receiving a 1962 nose panel and Corvair wire wheels. I can about imagine how that car must have stood out going down the streets in the early 1960's and the fact that Corvair didn't introduce its production convertibles until the 1962 model year. Then again, cars of that era were quite flashy and colorful. After the Earl family had their fun with Pinky, it is reported that a GM employee bought the car for his daughter and drove it for the next ten years (including the wintertime). This ultimately destroyed the car with rust. Apparently this car changed owner's hands a few times, and; by the time the last owner had it, they didn't even know that Pinky was a special Corvair as it just looked like a rusted out car that was only good for parts. It's too bad as this special Corvair should have been saved and restored.

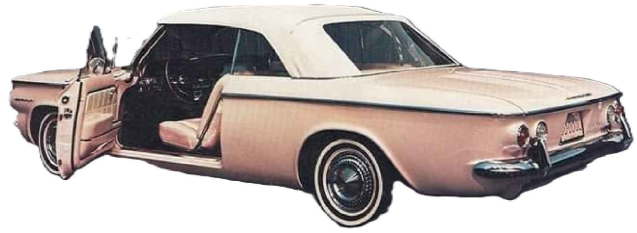
COINCIDENCE? Could Pinky Corvair have been inspired by the Barbie doll? Maybe/maybe not..but who knows? The iconic Barbie doll (known for its iconic color "pink") originally came out in March of 1959 and might have inspired (at least) the color of this custom made pink 1960 Corvair convertible. After all, Corvairs started being made in July of 1959. Timeline kind of fits...



FUN FACTS ABOUT PINKY'S DESIGNER:

Blaine Jenkins worked for GM for over 40 years in different studios including Chevrolet, Oldsmobile, and Pontiac. He ran the color studio at GM Styling for four years and was the chief interior designer for Oldsmobile, Pontiac, and Chevrolet. He was assigned to the Chevrolet Interior Studio in 1959 where his first project was the new 1959 Chevrolet. His specialty was interiors including instrument clusters, steering wheels, seats, and trim panels of cars. He frequently worked on interiors of one off cars made for the GM top executive wives and daughters.

Mr. Jenkins made many contributions to Chevrolet including the interior for the 1961 Corvette Mako Shark, and he created designs for all the Corvairs from 1960 to 1969. His specialty Corvairs included "Pinky", the special two 1960 Monzas (Feminine/Masculine) show cars (one had cloth interior; one had leather); and the interior of the 1960 "Super Monza" Corvair for sixteen year old Lynn Mitchell (Bill Mitchell's daughter) which helped to bolster the successful Corvair Monza production.



By: Eva "Corvair Lady" McKeel (formerly McGuire)

Corvair Historian/Creator

Meet the Makers of the Chevrolet Corvair

*Please contact author of this article at corvailady@gmail.com to obtain permission to reprint in any newsletter, magazine, blog, web site, etc. Thank you!

Eva McKeel Corvair Pics of the day

Corvair Photo Picks of the Day...Back in the 1960's, the Corvair 95 FC trucks were popular for use in various business ventures. The Corvair Greenbriers (window vans) and panel vans were great for commercial use. Utility and Telephone companies (like Bell Atlantic) purchased fleets for their large cargo space and ease in parking ability (due to their 95" wheel base). Other companies used these air-cooled wonders for delivery services, business promotions, private schools, airport shuttle vans, and hotel guest transportation vehicles. There were aftermarket companies that converted Corvair vans into fire trucks and ambulance/emergency vehicles (i.e. Amblewagon).

The Rampside pick-ups were utilized by contractors and tradesmen due to the folding side ramp allowing for ease of loading heavy equipment, tractors, motorcycles, etc.

The Corvair trucks were produced from 1961-1965. Due to the uniqueness of the air-cooled engine's placement over the rear axle taking up valuable interior cargo space and being expensive to run and operate; companies later opted for purchasing traditional front engine vans. The Corvair trucks were discontinued after 1965, and Chevrolet decided to focus on producing front engine vans thereafter.



FUN FACTS:



General Motors famously named the van after (and promoted it to) The Greenbrier Luxury Resort in White Sulphur Springs, West Virginia.

Corvair 95 FC trucks were produced at two locations: Flint Truck & Bus, Flint, Michigan and the St. Louis Assembly Plant, St. Louis, Missouri.

FC stands for "Forward Control" - the driver's cab, steering wheel and pedals are positioned directly ahead of the front axle (over the front wheels) instead of behind an engine compartment.

Ken Genest, GM Senior Designer, is credited for naming the Corvair panel van as "Corvan." He is also credited for the front end design of the Corvair 95 trucks, and making design contributions to the first and second generation of Corvair cars while working in the Ned Nickles Studio.

Here is Ken Genest's first hand account of the truck design: "At one point, we were asked to contribute ideas for a Corvair van. I made a sketch in a front three-quarter view showing a protruding peak beneath the windshield that went across the front, over the headlights, dipped down and wrapped around the headlights, and then went straight back to the rear of the vehicle. It was related to the Corvair car front end, but different. That sketch disappeared one day, and three years later the van came out with that design on the front end.

Design management would pick ideas, usually at night, from whatever studios they found them in, probably going through the studios after work hours and bringing them into the grist mill where they were applied. That Corvair 95, in its Corvan and Greenbrier versions, was developed in a full size clay model somewhere else in the Design building, I don't know where, probably Truck Studio. I never saw the clay model. That wraps up my involvement with the design of the first Corvair. Thank you for listening." Ken Genest, GM Senior Designer



If anyone has a Corvair truck that was formerly utilized for commercial use, please post a photo and provide its history in our comment section.

Eva "Corvair Lady" McKeel
Corvair Historian/Creator,
Meet the Makers of the Chevrolet Corvair

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DID you Notice - Eva got married to Mike McKeel (aka the "Corvair Wizard") on July 7 2026. July 7 is also the anniversary for the start of Corvair Production at Willow Run (1959), Congrats Eva and Mike.

Road Tour To Atlanta (Illinois) - attempt Number 2.

Editor Tim is again going to try to lead a road trip to the American Giants Museum in Atlanta Illinois. The current plan is to do the tour on October 10, 2026 - this is a Saturday. Start time? before lunch is as far as my mind has gone. I'll try to make a pre-tour visit in the next week or two.

The American Giants Museum has added a LOT of giants since last year, so delaying the tour may have been beneficial. Besides this museum, other possible (likely?) stops include the Atlanta Museum, the RT66 Arcade museum, the grain elevator and carriage house and the Arch Street Artisans. There are more possibilities most within easy (2-4 blocks from the Giants Museum) walk. October should be much cooler than this very hot July/August heat we have had lately.

There is also a segment of original RT66 that we could drive including an old pre red Stop sign (its yellow). The turn around is gravel so be warned. If we keep our feet light on the go pedal, we shouldn't throw any rocks.

For lunch – what's a club meeting tour without a food stop? - I'm debating on family style a short drive / long walk (half mile) from the museum versus burgers at the across the street bar and grill. Both should be excellent food, but with different atmospheres.

One final note: Because Atlanta is midway between Springfield, Peoria and Decatur members, it may be best if we met near or in Atlanta. Lincoln Illinois is just south but may be just another hassle. Maybe we could just meet for lunch at the Country Aire Restaurant in Atlanta and have an afternoon of exploring?

If you have thoughts – send Tim an email. PrairieCapital@corvair.org Thanks



Editor's Note: Still back near the beginning of Mike Dawson's excellent Preventive Maintenance Series. This is tech Article # 11 from Heart of America Corvair Owners Web site. Once again, Thanks Mike. OH, R12 may or may not be available today. Conversion to 134a coolant is possible. Requires new hoses, connectors etc but doable, parts available from Corvair Vendors, including Clarks Corvair Parts.

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Air Conditioning Problems

Air conditioning problems unique to Corvairs and to old age:

The condensers become plugged with leaves, dirt and oil. Engine runs hotter and the A/C has poor efficiency. Clean as necessary. You can use a hose or car wash on the late style while still mounted on the car. Early style: flip the condenser on to a towel on the fender to clean. Use a fin comb to straighten the fins. REMOVE LOWER SHROUDS FOR SUMMER OPERATION! This will lower the engine temperature 40-50 degrees. The 66 style condensers require a completely sealed engine compartment: good perimeter seal, tight lid seal, covered air recirculation hole, and no holes in the fenders.

Threads pull out of the compressor mount holes because the bolts are loose. Use longer bolts with flat & lock washers on the pre-66 design. Be sure the compressor brace is in place on the early style - get one if it is missing. Be sure ALL of the pieces are in place if you have a 140 style.

Switch problems: There are two dash control switches for the 65+ A/C. Both go bad because of current draw and age. Remove both, disassemble, clean and lube. The mode switch is the one, which chooses between heater and A/C and must be fully up for the heater fan to work. Install relays to lower current draw through the switch on all models.

Compressor will not engage but the blower works: Check the ground wire for the clutch. On 66 and later, there is a lid switch for the ground on the right side hinge. This keeps the A/C from operating with the lid up. Also check the thermostatic switch on the side of the evaporator (65 & later) because passengers kick them.

Engine dying at idle (healthy engines only) is usually caused by a loose (or missing), misadjusted, or broken idle speedup solenoid. All models had them; they improved over the years.

My experience has shown that ALL original filter/dryers on Corvairs need to be replaced. A dryer is only good for the original factory charge and I doubt anybody still has that. When the desiccant is saturated, the system starts to corrode and plug up the filter. Replacements are available and can make a noticeable contribution to efficiency and reliability.

Leaks: If you bend 40-year-old hoses, pinholes appear. The service port valves can leak and the o-rings in the back of the compressor (look like push rod tube seals) harden. These can be repaired when you install your new filter/dryer!

R-12 in the 12-oz cans is now available again at any parts store if you have any one of a number of types of certification such as ASE or MACS. Once the price was raised to where the manufacturers and the tax collectors wanted it, it apparently no longer harmed the ozone!!

There are several publications available for A/C system conversions, use of different compressors and various designs that can improve A/C and maintenance of the system. There is also a CORSA chapter for A/C buffs and an on-line group.

STAY COOL!

Editor's Note: Still back near the beginning of Mike Dawson's excellent Preventive Maintenance Series. This is tech Article # 9 from Heart of America Corvair Owners Web site. Once again, Thanks Mike

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Carburetor Overhaul

The single barrel downdraft Rochester carburetors used on Corvair engines are a very basic design, work quite well for the application, and can be reconditioned to perform like new. Keep in mind that there are H and HV models (V for venture operated choke control diaphragm) and lots of different calibrations and model upgrades. The key to good performance is a matched pair with at least the upgrades that apply to your particular year. There are lots of articles about identification so that will not be addressed here. The following suggestions will reveal that this basic design can have a lot of small issues that require your attention.

Plan on installing a throttle shaft seal kit along with the regular rebuild kit. This greatly reduces any vacuum leaks around the shaft which disturbs idle and off idle performance. Also clean, inspect and seal or replace the base insulators. Thin gaskets are available for this area. Check or replace the two balance tube hoses, both vacuum modulator hoses if Powerglide, check both choke pull-offs if equipped, air & fuel filters and clean the vent system. This includes all vent tubes, pcv valve, road draft tube and fixed orifice "C check the orifice size since people do strange things to them. All of the above items directly affect carburetor performance. Disassemble the carburetors, clean and make sure all parts make up a matched pair. The alloy metal used is somewhat soft so watch for damaged areas.

- Check the accelerator pump system components for the following: the new pump cup is installed correctly, the vapor check ball in the pump is free, both upper and lower springs are the correct length, the brass discharge needle is in place with the top of the needle resting below the gasket surface. Use a strand pulled out of a wire brush to check the two discharge holes in the carburetor base at the discharge needle and check for a clean smooth bore for the cup to run in.
- Special notes: 140 secondary carburetors have a shorter and stiffer accelerator pump return spring, may not have a cup (works better with one) and may only have one discharge hole.
- Carburetor base: use a straight edge to check the bottom mounting area and dress up if necessary. Install a shaft seal kit as mentioned above. If the base is too badly worn, sleeves are available and the shafts are available new. Check the shaft to lever fit for looseness (can be welded), make sure the valve screws are tight, use a mirror to inspect the power valve inserts (65-67), be sure the idle passages are clean and not damaged, and be sure the two venture mounting holes do not have residual water or carburetor cleaner in them which will freeze the screws in place. If a jet is frozen, use a screwdriver with a good tip and strike it smartly a couple of times to free the jet. Use this to loosen venturi cluster screws also.
- Carburetor air horn: Straight edge for damage from over tightening the top mounting nut, make sure the choke shaft-to-lever fit is solid and the screws are tight. Check floats for gas, check float alignment (pre 64 floats are bigger than late floats and do not have springs), make sure the fuel filter threads do not have crusty material in them that will come off when you screw the nut in. Be sure to install the accelerator pump rod in the proper direction through the lever.
- Venturi Cluster: Check all holes, particularly the small tube which is the idle pickup and which easily traps debris. Match up the casting numbers, check that all the hole sizes match between clusters and watch for missing brass plugs. Also, straightedge the mounting areas of the clusters since they can warp.

Editor Notes: Option 2: try to talk Jim Allen to rebuild them for you (Some dollars involved).

Prairie Capital Corvair Association (PCCA) Membership Form
January 1, 2026 thru December 31, 2026

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: Mike Hall, PCCA Treasurer PO Boc 454, Pawnee IL 62558
Please make checks payable to Prairie Capital Corvair Association or PCCA

Glen Rittenhouse follows sales on Bring-a-trailer. Last month he spotted these Corvairs on the site.



1961 Rampside, reserve not met at \$14,100



1967 Blue Monza coupe sold for \$8,600

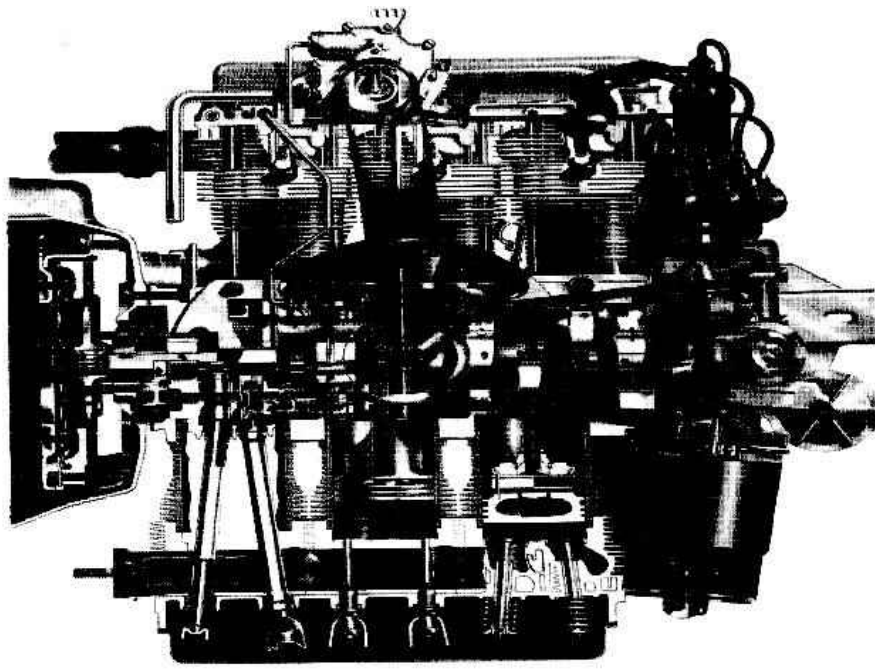


Tom Keosababian Record setting propane (single) turbo (1965). Very nice car. Record predates the twin turbo in the museum. Sold for \$48,550



Red 1963 Monza Coupe. Some rust issues.
Sold for a fair price of \$5,750

The Flat Six



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