

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

December 2023

2023 Officers

President -Tim Mahler	(217) 793-3824	Vice-President Jim Allen	(309) 361-5351
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 (2024)	(217) 494-7105	Chris Hall (2024)	(217) 691-6529
Jim Collier (2024)	(217) 972-2285	Brian Nicholson (2025)	(217) 891-0808

From the Prez

The president was late in sending this column to the editor. That's the publisher's excuse for the newsletter being a few days behind schedule. OK, the reality is I took off Thanksgiving weekend to run 4 marathons in those 4 days. It was warmer in Texas than here but not as warm as I would have liked by Sunday.

Thanksgiving. I do want to thank those individuals who make the national Corvair Museum (AKA CPF) successful. Mike Hall, Brian Nicholson, Sandy Myers and Eva McGuire are wonderful ambassadors for the Corvair. There are others - Ray Morales, Jeannette Alberte, Larry Claypool and Jim Allen to name a few. They do a wonderful job. If you want to help with tours, museum cleaning or others things related to the Corvair Museum, please let Mike or Brian know. They could use all the help they can get.Plus, the more days the museum is open, the more visitors can see the wonderful collection.

Christmas (and other holidays) are just around the corner. The time of year most americans are in a giving mood. CPF (which includes the Museum) donations are tax deductible.

For PCCA locally, it means the Christmas get-together. Bill and Shelby Berta (another pair of wonderful PCCA "get R done" people) have arranged for a private meeting room at "Witt's End" in Taylorville. If you haven't RSVP already - why not? - yes, the weather can be iffy, understand that.

Regardless of your holiday plans, may they be joyful and trouble free.



Jim Allen and Tim Mahler at the head table. Shelby Berta took the photo.

Tim

And yes, I'll be running between Christmas and New Years day. Gotta work off the pie.

Calendar of Events - 2023

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.

December 9, 2023 **PLEASE RSVP by December 1, 2023**

PCCA Christmas get together, luncheon 1-4PM.

Witt's End 1800 Lincoln Trail Road, Taylorville, Illinois. 217-713-2310. The reservation is for a private room. Let Bill and Shelby Berta know by December 1 if you are attending as the restaurant will have to know if additional staff will be needed. More info in this newsletter. **PLEASE RSVP**

Expected 2024 Meeting Dates - Location – the National Corvair Museum in Glenarm

- January 13, 2024 PCCA Board meeting 1:30pm just before the general meeting
- January 13, 2024 PCCA Meeting 2:00-4:00 pm - PCCA Anniversary Meeting
- February 10, 2024 PCCA Meeting 2:00-4:00 pm
- March 9, 2024 PCCA Meeting 2:00-4:00 pm
- April 13, 2024 PCCA Meeting 2:00-4:00 pm



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

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (7)

- 1968 Monza Coupe, bright yellow \$10,000
- 1964 Monza Sedan, 4sp, blue \$6,200
- 1966 Monza Coupe, blue \$17,585
- 1962 Monza convertible, white \$6,205
- 1965 Monza Convertible, yellow \$12,250
- 1965 Monza convertible, maroon, no sale high bid \$10,250



- 1969 Monza convertible vin#5997
last Corvair convertible
frost green
\$42,000



CPF Exhibits FCs

The CPF National Corvair Museum sponsored Forward Controls at the Mecum MCACN (The Muscle Car and Corvette Nationals) event in Rosemont, IL the weekend before thanksgiving at the Rosemont Convention Center. The exhibit featured a Corvan, an 8 door Greenbrier, a Rampside and the Tow Truck. The tow truck is from the museum. Last year we featured Corvair Station Wagons. Thank you to the owners for taking the time and energy to participate in this show. (Photos courtesy of Kevin Clark)



This beautiful Corvan (owned by Kevin Clark) was recently showcased at the Rosemont, Illinois, MCACN show as part of the CPF National Corvair Museum FC truck display. It is currently on special display at our museum until Spring.



On display courtesy of the Klairmont Kollection, Chicago



Rick Crawly, owner (rampside)

The tow truck is owned By Mike Hall



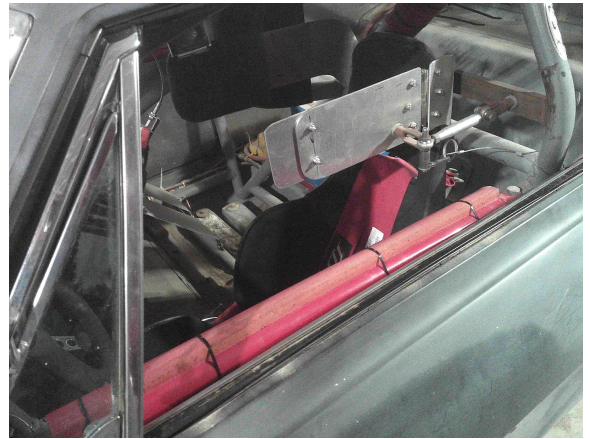
PCCA Meeting News

Photos by Shelby Berta

The meeting was rather quiet this month. The biggest news was the recent Covair Museum acquisitions, notably the late model dragster that was recently donated. Ray Morales delivered it.

In the photo of the parachute, you may notice a bar below the chute. It has a roller on the end and is used to push start the car. My guess is that the bar will be stored inside the car in the near future as Brian seems to trip on it whenever he tries to walk around the car. It does stick out a ways.

The Corvair engine power is supplemented by nitro-oxide – two large canisters sit in the passenger seat area. Behind those tanks are counter-weights to balance the car when the driver is in the drivers seat. A mass of gauges and switches are pointed toward the driver who would have limited mobility once he/she is fully strapped into the seat. Seeing this car in person is a treat.



Drivers seat – note: head restraints



Close up side window, class designation



Note push bar below the chute, trip hazard

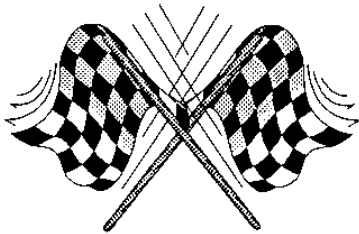


Twin turbos, nitro aided boxer 6 engine

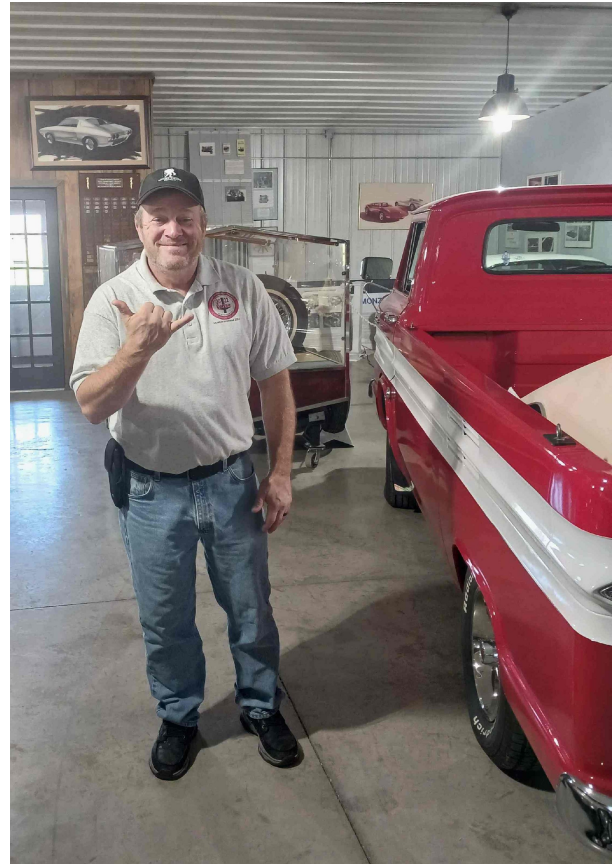
2024 PCCA Election Results

Second verse same as the First – Oh wait, that’s from a song that started repeating in my head.... However, it does fit as the PCCA Officers for 2024 are the same as 2023 that happens a lot in chapter history. Tim Mahler will be President and Jim Allen Vice-President for 2024. Glen Rittenhouse will serve one more term as Treasurer which he does exceptionally well. Board of directors will consist of Mike Hall, Chris Hall, Brian Nicholson and James Collier. PCCA couldn’t ask for a better board. Well maybe, there are others in the PCCA membership who are quite capable. Thankfully, everyone is able to offer their advice, suggestions and other comments whenever. Tim appreciates all the help he can get.

There will be a board meeting before the January General membership meeting. Not a lot to discuss, but the board needs to meet even if it is just to touch base. Expect the Board meeting to start at 1:30pm with the general meeting at 2:00pm. PCCA membership is invited to the board meeting if they so desire to attend.



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Assistant Curator Brian Nicholson next to a rampside in the Corvair Musuem. The happy smile is likely because Brian is enjoying a lifetime passion - playing with cars – Corvairs specifically

Directions for Restaurant for Christmas Party:

Party will be held at Whit's End 48, 1800 Lincoln Trail, Taylorville, IL. The restaurant is at the eastern edge of town at the intersection of Route 48 and Lincoln Trail. East Main Cross becomes Lincoln Trail after crossing Route 48. If you are coming in on Route 48 you will turn to the east on Lincoln Trail and then make a quick right hand turn into the back parking lot at the restaurant. If you are coming in on Route 29 from the south you will turn to the right on East Main Cross/Lincoln Trail continuing across Route 48, and then turn right into the restaurant parking lot. Coming from the north on Route 29 after going through town turn left on East Main Cross/Lincoln Trail cross over Route 48, then turn right into the restaurant parking lot.

For further information you can bring up Whit's End 48 on line and see a map. The menu is on line We **need reservations by December 1** to advise the restaurant. We have a private room.

Contact Bill via email at [wbarta27@comcast.net](mailto:wberta27@comcast.net) Or phone : 217-246-4752 Or the November Meeting

Corvair History - November 1968

This week in Corvair History - (November 14, 1968)...The Corvair was taken off the main assembly line at the Willow Run Assembly Plant to make room for the high demand of Novas being made. At that time, there were 57 Novas and only 3 Corvairs coming down the main line in November of 1968 during the 1969 production model year.. It became difficult for workers to put those random Corvairs together when they were now trained for Nova production. The bosses decided to take the Corvair off the main line and construct a mini assembly area in the Chevrolet Division called the "Corvair Room" to make the remaining cars by hand assembly. There were a total of 6,000 1969 Corvairs made and car #2194 would be the last car produced on the main assembly line.

On Friday, (November 15, 1968), hand assembling of the remaining 3,805 cars would begin in the "Corvair Room" with car #2195 being the first hand assembled 1969 Corvair on that same day. The last made Corvair (car #6000) would end production of this air-cooled wonder and was completed on May 14, 1969 at 1:30pm. This last made car was placed in a truck headed for the GM garage in downtown Detroit but was never seen again creating a mystery about its whereabouts all these years later. (click on article link below for details).

Workers were hand picked by Supervisor, Joe Casey, to work in the "Corvair Room" due to their expertise in putting these cars together. These guys went from working on a Corvair for a few moments on the main line to now having to learn 20 minutes of work with all the different options. Joe states that they had 1-1/3 jobs per hour with 45 minute cycle times. They had a clock that would sound every 45 minutes and they would push the carriers to the next station. They always had two shifts working (1st shift from 6am to 2:30pm and 2nd shift from 3:30pm to 12Midnight). Joe was first shift (and main) Supervisor and Jim Comiskey was in charge of second shift. They usually made 3 cars per hour. They only made one convertible a day as Joe said, "They were a pain in the a@\$ to make." Car #5997 was the last (and only) 1969 Corvair convertible made on May 14, 1969.

I asked Joe how many Corvairs did they make on the last day of production. To the best of his memory, he believes there were only 3-5 cars made as they only had one shift due to the production ending at 1:30pm. He said they held the last three cars (#5998, #5999, and #6000) until the press arrived at 9:00am.

How did they make the "Corvair Room?" Joe Casey explained how the Corvair Room was created when he gave a talk presentation at my Meet the Makers event in 2015, and excerpts from that speech appeared in an article I wrote about "The Last Corvairs" in the June 2016 Corsa Communique.



Photo in this post is one of the few images we have of the last made 1969 Corvair (car #6000) on the mini assembly line in the Corvair Room on May 14, 1969. Notice the press off to the right filming the last Corvair being made.

Joe Casey:

"When we started this Corvair Room, we decided we'd build a little spot in back of the plant and take the Corvair off the main line because, at three an hour, you hated to see the Corvair coming because you learned all of your job on the Nova and then you had to do just about the reverse when the Corvair came. And so, it was a nightmare from an assembly standpoint, material standpoint, and so on. We set up about nine bays which were 50' by 50' of an area and put a wall around it, and that was the Corvair Room at the end of production. We built 1-1/3 cars an hour which was the opposite of the problem of building something every minute because you had to learn what to do in 45 minutes, and to do everything that was required in 45 minutes took a lot of training. If that person was missing one day, we were really in trouble in the Corvair Room. We learned a lot about building on small volumes.

The bodies had come over from Fisher; we'd stage them outside (usually five to six at a time were available to us), and then we'd select what order we were going to build them depending on what options and so on, and what material was available. And as was mentioned briefly, that last year of material availability really became difficult because, as you can imagine as a supplier, there was a custom at the beginning to building 250,000 a year of these pieces that had to come down to building 50 a month. So they were having to pull out tools and run a whole bunch and then warehouse them; and, hopefully, they ran the right amount before they put it back into production. So, as we got down to the last few days, it got really tough. We were told there was going to be a big show; the press was coming on the last day and top management was coming on the last day, and so that last Corvair better run!"

For those who wish to learn more about those last made 1969 Corvairs, please click on the article link below for all the details: <https://www.corvair.org/.../meet-the.../the-last-corvairs>

The Corvair Preservation Foundation owns the last known surviving 1969 Corvair coupe (car #5999) and is proudly on display in our National Corvair Museum located at 10041 Palm Rd. (Old Route 66), in Glenarm, Illinois. For those who would like to book a tour, you can contact Museum Curator, Mike Hall, at (217) 494-7105 or email mrhvair@aol.com.

Eva "Corvair Lady" McGuire
Historian/Publicist & GM Liaison
Corvair Preservation Foundation
& National Corvair Museum



Another great Article by Mike Dawson. It is Preventive maintenance series number 174 - Starter Solenoid Caution. HOACA posted the article November 2022, so it is fairly recent. If your new Starter just Clicks, this article is for you. I'll take note, but am not sure I could fix it the way Mike did. As usual, Thanks Mike

The Preventive Maintenance Series

Mike Dawson

Starter Solenoid Caution

Inspired by actual events, this is another irritating example of replacement parts offered for Corvairs that either don't work or fail early.

I have a complete engine sitting on the floor of my garage with a differential case attached to it for the purpose of testing reconditioned starters. I had completed a batch of standard Corvair starters and lined them up for checking voltage drop and amperage draw with a complete car wiring harness attached. All went well except the last three starters would make a loud click as the drive engaged the ring gear, however the starter motor itself only ran occasionally. Attaching a voltmeter to the starter motor tab or the "R" terminal showed no voltage when the clicking occurred. The solenoid was pulling the drive into the ring gear but not transferring anything to the motor. I also attached the voltmeter to the "R" terminal on the solenoid and again found nothing where there should have been battery voltage.

All three of the defective starters had newly purchased Standard Motor Products solenoids while the others did not. I transferred one of the solenoids that had worked perfectly on a previously tested starter and installed it. Now the starter performed normally – the solenoid was the problem.

The issue turned out to be the plunger rod length plus a small change in the solenoid case of the three new solenoids I had recently acquired. The combination caused the contact disc in the solenoid to stop short of transferring power from the battery to the motor and the resistor bypass. I measured the distance from the mounting surface to the top of the rod and found a 0.080 difference from a Delco solenoid. It is enough to cause intermittent clicking and would surely get worse as the contacts wore down. The solenoids were all made in China while previous units had been made in Mexico. I think I can assume that any future Standard Products will have the same issue.



This is the plunger rod that is shorter. It is aluminum and too small for my welder or I would have attached a bead to it and dressed it up. The case is also slightly longer



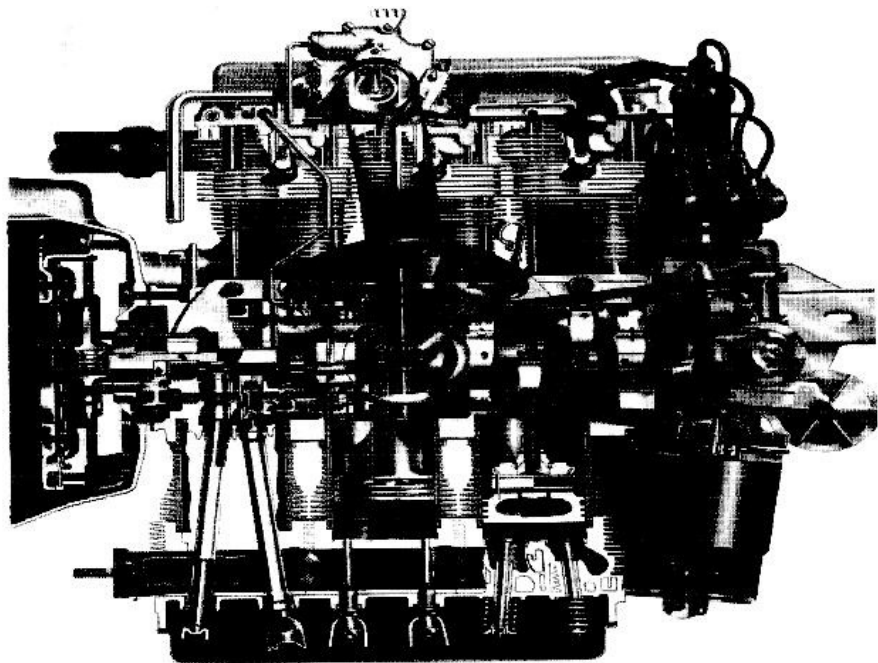
This is a view of the end of the plunger rod

I did add a small screw to the lathe hole in the plunger to confirm the issue and with the screw effectively reducing the travel needed, the starter worked perfectly.



The terminal on the left is the resistor by-pass and should show battery voltage anytime the key is turned to start.

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