

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

February 2024

2024 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

Is it Spring YET ??? Snow, bitter cold then ice on the trees and roads. All of that contributed to the cancellation of the January meeting – mostly the bitter cold. I am ready for Spring. So much so, I usually declare March 1 as the first day of Spring. I think the meteorologist do too - because it fits their 3 month per season schedule. Spring equinox is March 19 this year – just feels too late. OK I'm impatient. I want spring now. <grin>

I am still seeking ideas for programs, speakers, tech sessions. If you have a thought, idea or would like to present something to the rest of the club, please let me know. Maybe something about Corvair springs, he asked still dreaming about an early Spring.

On the National Corvair Museum front, CPF President and PCCA member Mike Hall asked if there were PCCA member willing to volunteer at the Museum on weekends to allow the advertising of regular hours for the museum. Good idea, and you wouldn't need to volunteer every weekend. Once a month spread out amongst several members would cover the bases quite nicely.



The president's 64 monza is an early assembled model. May need to get it back out on the road to celebrate 60 years.



Only rust was under the letters for CORVAIR. They were removed, rust repaired and left off.

Stay warm, dry and cozy – Spring will get here.....eventually
Tim

Calendar of Events - 2024

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.

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

February 10, 2024 PCCA Meeting 2:00-4:00 pm
LOCATION: the CPF Museum in Glenarm
Refreshments: James and Beulah Collier

March 9, 2024 PCCA Meeting 2:00-4:00 pm
LOCATION: the CPF Museum in Glenarm

April 13, 2024 PCCA Meeting 2:00-4:00 pm
LOCATION: the CPF Museum in Glenarm

Below are the anticipated dates for the remainder of the PCCA year

May 11, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
June 8, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
This may become the Pawnee Prairie day Show in Pawnee.

July 11-14, 2024 DACC (Detroit) Homecoming - always a great event
Wyndham Garden Ann Arbor 2900 Jackson Road Ann Arbor, MI

July 13, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

July 22-25, 2024 2024 CORSA International Convention
Marriott at the University of Dayton 1414 South Patterson Boulevard Dayton, Ohio
Hosted by Dayton Corvair Club, Corvair Club of Cincinnati, and Columbus Mid-Ohio
Vair Force **Concours, Road Rally, Economy Run, Autocross, swap meet, tech sessions, More**

August 10, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

September 7, 2024 **SOS Auto Show, downtown Springfield 8:00am to 3:30pm**
PCCA Meeting 1:00pm. At the show.

October 12, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

November 9, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

December 14, 2024 **PCCA Christmas get together, luncheon.** Need location and ideas, please.

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

Before the 2016 National Convention “Flat Sixes on the Prairie” there was the local PCCA May Car show - dubbed by Dick Moon “Flat Sixes on the Prairie” (yes, we re-purposed the name for the convention). This is from 2004 – 20 years ago - wow. Lots of familiar faces and some familiar Corvairs (still owned by PCCA members) - the story was written by Dick Moon.

The 8th Annual PCCA’s

Flat Sixes on the Prairie

Springfield Illinois

Maybe some places April showers bring May flowers, but in Springfield, Illinois we seem to not only get flowers, but more showers, especially on the weekend of our FlatSixes get together. And not only showers, but a sprinkling of snow and as an added attraction, some hail. But not to worry, the show must go on, as they say.

Friday evening a few of the faithful of the host Prairie Capital Corvair Association gathered in the hospitality room, hoping to welcome Corvair fans of other clubs. None came, so we broke for dinner at restaurants of each person's choice and gathered again later in the hospitality room. Saturday morning, the day of the car display, was our first indication of things to come. About the time for the display to officially start, an on-again, off-again rain started. Nonetheless, at its peak there were fourteen Corvairs on display, thirteen of them to be voted on for prizes that evening, including one driven from Burlington, Iowa by a member of the Iowa Corvair Enthusiasts. The 1967 Corsa Coupe of John and Chris Miller turned out to be the only non-PCCA car at the show. Six of the Corvairs were early models (at least one from each year of earlyies), including one Rampside and one 1960 4-door that was recently "discovered" in an upstairs storage by PCCA member Bob Nicholson. This low mileage example still has the original tires mounted and is almost totally original. We are expecting to see this car judged in the Original Unrestored category some day soon. The seven late model cars that were on display, included one convertible, five coupes, and one sedan. Of the cars on display, it is believed six of them will appear at the Lexington Convention, maybe more. About the time the People's Choice voting slips were handed out a bar-b-que lunch was prepared for everyone in the hospitality room. Coming in out of the rain for those



Bernie and Jim Allen’s Maroon 65 coupe. Think the car made it’s way to Arizonia. Behind the coupe is “Cool white” an air conditioned convertible. It did make it’s way to Arizonia to another PCCA member



Bob and Betty Nicholson’s 1960 4 door sedan - the garage find. Last report, the car resides across the pond.



This wonderful 1961 coupe was owned at the time by Garry and Sue Biggs. Bill Pierson purchased it, restored it, and has won numerous awards for his efforts. It is a beautiful Corvair.

delicious sandwiches and fixin's was a real treat.

Saturday also brought a couple hard luck stories. PCCA member John Seaman started for Springfield with his Ultra Van, only to be sidelined by a broken rear wheel bearing. The Ultra was left behind for the weekend. Another disaster befell PCCA member and CORSA Director Joe Robbins. Joe's recently restored 1965 Corsa Convertible threw a belt somewhere between his home and Springfield. When Joe called to say he was in trouble, Bill Pierson and Mike Hall quickly departed to help get him going again. But Joe's black cloud persisted and a few miles further one of his pulleys (air conditioned car; it was his harmonic balancer) broke. Now the PCCA disaster team really swings into action. Bill and Mike call back to Tim Mahler to round up the parts and a puller, Joe arranges to have him and his car hauled to Springfield, and an hour or so later an impromptu tech session was held in the parking lot of the host motel, even though it was still raining part of the time while this was going on. Joe got a new pulley and was able to drive his car home that evening. That episode really demonstrates how Corvair people are willing to help one another.

Everyone got plenty of good food at the Saturday evening banquet before the door prizes were distributed and winners of awards were announced.

1st Peoples' Choice: John and Chris Miller, 1967 Corsa Coupe

2nd Peoples' Choice: Betty Nicholson, 1960 4-door

Officers' Award: Jim Allen, 1965 Corsa Convertible

Max Tschauer Memorial Award (chosen by Max's widow): Bill and Shelby Berta, '64 Monza 4-door

Seven teams departed the motel parking lot Sunday, each with instructions for running the forty mile rally and questions to answer along the way. To stay in form, the weather provided yet more excitement, this time in the rain contained snow flurries and hail. At least the hail was not damaging, but most of us can relate to the concern of at least two teams driving cars to be entered in the Concours judging at Lexington. By the rally's end, however, the storms were over and as participants' scores were tabulated an outdoor picnic was prepared by Betty Nicholson and her crew, Neta Moon and Bernie Allen. This is



The crew around Joe Robbins involuntary tech session convertible. Joe is the tall gent.



Bill Pierson's Convertible "LugNut" Bill eventually sold the car to another PCCA member



John and Chris 67 coupe



The Hospitality Room

the crew who also were in charge of the hospitality room for the weekend. What a job they did! Brian and Donna Nicholson won the rally first prize of \$25; Bill and Thelma Pierson took second prize of \$15; Tim Mahler and Sandy Myers took the \$10 third prize.

Soon everyone was headed for home. No doubt PCCA will begin discussions about a similar event for 2005, hoping for better weather next year and also hoping to attract more Corvairs from other clubs. For 2004 though, everyone managed to have a good FlatSixes On The Prairie in spite of adversities that had to be overcome.



Picnic post Rally. A park around Lake Springfield?



Rally lined up and ready to go. Blue skies



Rally meeting led by Art Jameson and Dick Moon

CORSA INTERNATIONAL CONVENTION 2024

2024 CORSA International Convention - Dayton, OH

Hotel Booking is now open!

Monday July 22nd thru Thursday, July 25th.

Here are the days of the major events:

Monday 7/22-

Welcome Party, Car Display and Valve Cover Racing!

Tuesday 7/23 - Concours d'Elegance during the day; Special evening event: "Dinner under the Wings" at the National Museum of the United States Air Force

Wednesday 7/24 - Econo Run and Road Rally

Thursday 7/25 - Autocross and Banquet



Shelby Berta next to her 64 coupe

There is much more planned for your enjoyment and many local attractions to visit before and after the convention. More details on these attractions and information about the convention schedule will be updated to the CORSA site and published in the Communique. Convention Registration will open in late February 2024. Watch for posts and more information.

Remember, CORSA conventions are limited to CORSA members.

If you're not a member, join now! – CORSA <https://www.corvair.org>

Hotel information: (Call the 1-937-223-1000 number, the 1-800 doesn't have the right information)

Marriott at the University of Dayton 1414 South Patterson Boulevard Dayton, Ohio 45409 1-937-223-1000

Room rate is \$142 per night. Mention The Corvair Society of America 2024 for special room rate.

This rate is available for Sunday thru Friday night reservations.

Go to the CORSA Web site to find the link to the hotel reservations page www.Corvair.org

Corvair Promotional Photos

As we celebrate the 60th Anniversary of the 1964 Corvair this year, here are some statistics gathered in that same year as to who the average Corvair owner was (provided by the Willow Run Assembly Plant):

- ...82% were men
- ...67% were married
- ...63% were fathers of at least one child
- ...Average age of one car owner was 31
- ...Average age of two cars+ was 39

Eva "Corvair Lady" McGuire, Historian
CPF & National Corvair Museum

(1964 Corvair Ad courtesy of
GM/Chevrolet)



National Corvair Museum News

From PCCA member and CPF President
Mike Hall

Hi all. I wanted to see if there is any interest in our membership helping at the museum on weekends during the winter so we can advertise to be open for tours. Brian and I are not always available so I wanted to reach out to see if anyone has an interest in helping us accommodate winter tours. As you know we are the only OPEN corvair museum in the country, and establishing hours other than by appointment will help us grow. Please let Brian or I know as soon as you can if you have interest in doing this. We will train you and provide you a script.

Thanks All, Stay warm, great news is museum is at 70 degrees so its very comfortable.



The photo is 3 years old. But both Corvairs are on display at the National Corvair Museum on historic Route 66 in Glenarm

Mike Dawson always has good tips for us Corvair folk. I borrowed two from his archives on the HOACA website under tech articles. The first on how to move your Corvair after you lost the key, the second is how to prevent someone else doing that to your Corvair without your permission. The latter is something I haven't thought of before but makes sense. Thanks Mike.

The Preventive Maintenance Series

Mike Dawson

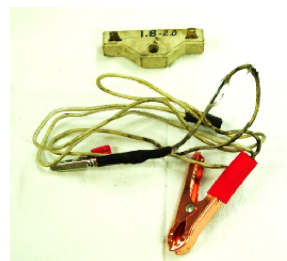
Driving a Corvair Without the Keys (Tech series number 183)

1. A useful little device than can be carried in your billfold (or purse) for gaining entry into any Corvair is the little spring clip that holds the air baffles up against the cylinders in all Corvair engines: about 3 ½ inches long with an eye on either end. To open a wing window, gently push one end past the rubber under the vent handle with the eye to the rear of the car. Push in on the vent window and rotate the clip counter clockwise. The vent handle will unlock and you can reach in to open the side window or door. This method is quick and will not damage anything.
2. The wiring for the Corvair starter operation begins at the battery, travels twenty plus feet through several connectors and switches (depending on transmission) to end up only two feet from the battery where it started. To bypass all of that, run a jumper wire from the positive battery terminal to the purple wire in the two wire connector found at the left front of the engine compartment. Unplug the connector and touch the jumper wire to the purple wire that leads through the rubber grommet in the sheet metal to the starter. Anytime you make the connection, the starter will engage. The engine will only start if the key is on, so you can use this for compression checks, setting dwell, mechanical fuel pump testing etc. A commercial remote starter is a good tool to have. To actually run the engine you need the next step.
3. During normal running, the coil receives less than six volts to the + terminal because of a resistance in the wiring (1.8 ohms). Full battery voltage is supplied only during the cranking to help starting under extreme conditions. If you apply 12 volts during running, the points will quickly burn and the engine dies. To run an engine with out using the ignition switch, make up a jumper as follows: cut a length of standard wire (any gage from 12 to 20 will work) that reaches from the positive battery connection to the positive coil terminal. Attach a clamp or large clip for the battery end and a smaller clip for the coil + terminal end. Purchase a coil resistor from a parts store (1.8 ohms is a standard listing) and attach it in series anywhere in the middle of the wire. Wrap it with tape because it gets hot to the touch. You also could use the original resistance wire from another harness. Anytime this jumper is hooked up, the engine will run until you unhook it. You cannot run other accessories with this jumper, only the ignition part of the engine. Also be sure you don't lay the wire against anything that moves when the engine starts.

When I need to drive a locked car without keys, I use all three of the above.



Vent Window Tool



Resistors

The Preventive Maintenance Series

Mike Dawson

Theft Protection (Tech series number 184)

Last month's article covered how to provide access to a locked Corvair and how to operate it without a key. This month covers one way to prevent that.

Most attempted thefts occur by accessing the back of the ignition switch, cutting into the wiring harness behind the dash or using a puller to remove the lock tumblers. And, of course someone could use all of the tips from last month to drive off with your baby. There are several choices to deter theft, including steering wheel locks (The Club) and alarm systems. The following is one method of adding some protection with little cost and is a quick on/off as you leave and return to your car.

My feeling is that if a thief cannot get a car on the road in the first couple of minutes the odds are that he will make a hasty retreat. A cranking car that will not start attracts far too much attention, thus my suggestion:

Install a hidden switch under the dash, grounded on one side and connected on the other side to the negative side of the coil. You are simply grounding the coil when you close the switch. Use a wire that looks original, combining it with the regular harness, and it will look identical to a tachometer wire. If you have a tachometer in your car, wire the switch into that wire in your dash harness. It will take a technically inclined person with some time on their hands to determine what you have done. This works for points systems as well as Pertronix and will not harm the system.

Every Corvair that I have worked on in my career after they were stolen and recovered had been started and run by jumping the wires under the dash. Getting access to Corvair wiring is easy but you are still safe with a grounded coil. If you do have an attempted theft, repairing dash wiring is better than waiting in vain for your car to return in one piece.

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (3)



1962 Monza convertible, red \$9,000

1967 Monza coupe, yellow, black wall tires. First listing was a no sale at \$6,400
Second listing the car sold for \$8,000



1963 Monza Spyder convertible, red, 4sp
\$16,050



General Meeting Notes January 13, 2024

by Tim Mahler

Um, after consultation with VP Jim Allen, president Tim Mahler cancelled the January meeting. The weather was cold and snow was possible. It just wasn't a good travel day. An email was sent to most PCCA members – but a couple were missed. Apologies. The editor has updated the mailing list based on what the Membership chair has on file. Next meeting is February 10 at the National Corvair Museum in Glenarm.

Glen Rittenhouse's Treasurer report for January is below:

Checking Account Beginning Balance	12/09/2023	\$ 4,063.43
Income - Dues deposited (7)		\$ 114.00
Expenses - None		\$ 0.00
Total Checking 01/13/2024		\$ 4,177.43
+ Savings Acct. Balance (required for a checking acct)		\$ 5.00
+ Total Cash on Hand 12/9/2023		\$ 125.13
Total Checking/Savings/Cash	January 13, 2024	\$ 4,307.56

It is Time to Renew your PCCA Membership.
A handful have already (Thank You)
Don't be left out of all the fun and activities for 2024
Renew Now!

Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2024 thru December 31, 2024

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 _____

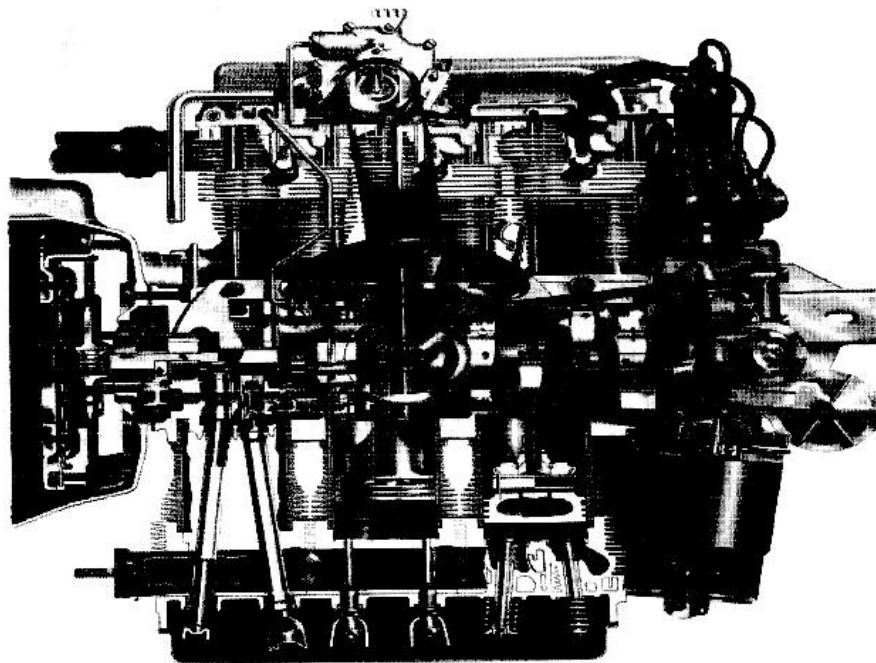
Other interests _____

PCCA strongly encourages membership in CORSA. Do you want/need information about CORSA? Y / N

Return the completed form and dues to: Glen Rittenhouse, PCCA Treasurer
1804 Columbus Dr, Pekin IL 61554

Please make checks payable to Prairie Capital Corvair Association or PCCA

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