



Prairie Capital Corvair Association

P.O. Box 954
Springfield, Illinois 62705

The Flat Six

January 2015

2015 Officers

President -Lyle Rigdon	(217) 646-5004	Vice-President Garry Biggs	(217) 498-8241
Secretary-TimMahler	(217) 793-3824	Treasurer-Rhona Hall	(217) 483-5289
Membership-Dick Moon	(309) 382-3903	Historian/Inventory Garry Biggs	(217) 498-8241
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

Board of Directors

Jerry McKenzie (2016)	(217) 585-1495	Jim Allen (2015)	(309) 685-9614
Bud Laubach (2015)	(309) 374-2572	Jim Collier (2015)	(217) 875-5841

From the President

Happy New Year! My first newsletter as president for 2015! First and foremost I would like to thank Tim Mahler for the wonderful job he has done as our multi-tasking president for the last twelve months. Tim is a tough act to follow but I will do my best.

Our December luncheon again proved to be a huge success. Tim and I counted five cars in the lot which for December is pretty darn good. Jim Collier led us in prayer before we dove into a very good meal. Tim Mahler again was the consummate host and directed the activities. The gift exchange went off smoothly with some lucky person taking home another excellent example of Bud's woodworking skills. The toy collection went equally well with over 40 items collected for distribution. Finally, the annual attendance awards were a family event this time. The top three point getters went to the McKenzie's, the Collier's, and the Allen's, in that order. Congratulations to all six of you!!

The next twelve months promises to be a very exciting time for our club! Mike Hall and Tim Mahler will have their hands full as we begin making preparations for hosting the national gathering in the summer of 2016. Vice President Gary Biggs and I will do our best to hold down the fort on the local front as planning moves ahead.

Do know that I am honored to be the club president for the next year. Lonny and I have been members of several clubs over the years (Corvette, Street Rod, Oldsmobile, and Toronado) and we have enjoyed our membership in PCCA more than any other due to the membership camaraderie that comes from the monthly meetings and summer tours. Speaking of which, the tour schedule for the next year will be on the agenda for the January meeting in Rochester. Please bring your ideas and suggestions for places to go and things to see. We want this summer's touring to be the best yet!!

Finally, please feel free to email me with questions, comments, and suggestions for agenda items as we move through next year. This club belongs to all of us and I certainly encourage everyone to be involved!! When we get closer to meeting dates each month I will send out an email reminder with the tentative agenda attached. Doing so will allow those that are not able to attend to still have some notion of what we plan to discuss and will give those who are able to attend a bit of time to consider the agenda in advance the meetings.

All the best,
Lyle and Lonny

Calendar of Events - 2015

Meeting Location – Is 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>

2015 Calendar

- January 10 **PCCA BOARD Meeting at the Rochester Community Building. 1-2 p.m.**
Annual change of officers/board meeting. Expect a discussion about programs and events
- January 10 **PCCA Meeting at the Rochester Community Building. 2-4 p.m.**
program: Bill Pierson will attempt to make the meeting to give a presentation from his days as a major fast pitch player. Bill was played behind the plate, catcher. I've heard good stories about his excellent defensive play, maybe not to the level of the Cardinal's Molina, but quite good non-the-less. Bernie Allen volunteered for refreshments.
- February 14 **PCCA Meeting at the Rochester Community Building. 2-4 p.m.**
This is also Valentine's day – gentlemen
- March 13-15 Spring Warm-Up - Mytle Beach, South Carolina. Hosted by Central Carolina CORSA
- March 14 **PCCA Meeting at the Rochester Community Building. 2-4 p.m.**
- April 11 **PCCA Meeting at the Rochester Community Building. 2-4 p.m.**
- April 24 & 25, 2015 Springfest 2015. Helen Georgia - Always a good time in very scenic country.
- May 9 **PCCA Meeting at the Rochester Community Building. 2-4 p.m.**
- May 14, 2015 (Thursday) from 1PM to 4PM Event: "Meet the Makers of the Waterless Wonder From Willow Run" Chevrolet Corvair (1960-1969)
Location: Ypsilanti Automotive Museum 100 East Cross St., Ypsilanti, MI 48198
- June 23-27, 2015 **2015 CORSA International Convention. Knoxville Tennessee.**
- Sept 25-27,2015 **Great Plains Round-Up.** North Little Rock, Arkansas Host hotel Wyndham Riverfront Hotel, 2 Riverfront Place. Hosted by Arkansas Corvair Club.

For more Corvair Events Check the calendar on the CORSA Web site: www.corvair.org Upcoming events are now on the home page, left side. Click on Events to see other future events.



December Christmas get-together - a recap

Pictures by Shelby Berta and Tim Mahler

Let me start this with a big thank you to Bill and Shelby Berta who were the team who finalized the arrangements with the Round Table Café. A big thank you as well to the staff at the Round Table Café, especially the two servers who were very helpful in meeting any requests we had as a group or individually. The room was nice, comfy, and set up nicely for the PCCA Christmas festivities.

Maybe even more important, we were allowed to linger in the room to socialize. The food was great, the five Corvairs in the parking lot were all very nice. But, it is the group of great PCCA members that I and many others have really come to enjoy. Being able to mingle for more than a little while really was a grand.

And for a change, the weather cooperated. The sun actually came out and said Hi. The temperatures were mild, especially for mid-December - in the mid to upper 40s. It's raining as I type this recap with cold temperatures scheduled to return before I finish this newsletter. It is Illinois and it is December almost January. The good news? The days are getting longer which means Spring is not far behind.

Tim got the group's attention shortly after 1:30 so we could get started. The room was very much a-clatter so that did take more effort than expected, Tim said happily. Everyone was busy socializing which, of course, is the real reason for the gathering. Bill Berta went over a few guidelines for the salad bar and such and we were off.

Whoa.....not quite so fast, Tim. First grace. Jim Collier was asked to say grace and as usually did wonderful. The group than filed, orderly, to the salad bar, mostly, while others opted to just go straight to the main entre buffet.

The food was great – tasty and ample. Personally, I probably ate too much but it tasted so good.

When most everyone had eaten, Tim once again called for everyone's attention. While PCCA does not have a business meeting at the December Christmas get-together, there were a couple of items that needed to be covered.

First was reminding everyone that the program for January would be presented by Bill Pierson, who was hiding right in front of me. Bill's presentation will cover the many years that he spent as a catcher for fast-pitch softball. I've heard some of the stories at various car shows, this should be a very good program.

Second was that a board meeting would be held before hand to discuss PCCA's programs for the coming month/year. Any ideas or thoughts may be shared with Garry Biggs before or during January meetings.



Third, the PCCA Enthusiasts award needed to be presented. Tim spent some time tabulating the results and noticed that the top 5 Gentlemen and top 5 Ladies were from the same family – in order, even, even. Tim referred to this phenomenon as a Family Affair.

The fifth place family was the Halls, Mike and Rhona. Fourth was the Moons, Dick and Neta. Placing third was the Allens, Jim and Bernie and taking second was the Colliers, Jim and Beulah. Remember, Enthusiasts points are based on meeting attendance, showing support for the club by wearing Corvair apparel and your PCCA name tag and finally arriving in a Corvair (passenger or driver).

So does it come as a surprise to anyone that these Corvair Enthusiasts ranked so high? And that the ever so thorough, thoughtful and helpful secretary would be the Lady PCCA enthusiasts of the year? With equally enthusiastic husband winning the Gentleman PCCA enthusiasts of the year?

Congratulations to Thelma and Jerry McKenzie, the PCCA Family PCCA enthusiasts of the year for 2014.

Final note came from CORSA board member (and current PCCA board member) Mike Hall. Mike had returned from a recent pre-convention meeting with the Knoxville convention hosts. Almost all activities will be at the host hotel location and new, fun, tours have been added since the last report. This should be a very well attended, very enjoyable convention. You may want to get your reservations in early if you want to stay in the host hotel. Mike did mention that hills (mountains) really start to be noticeable within about 50 miles of Knoxville. Those pulling a trailer may want to keep that in mind. The trip is doable in 1 day but both Mike and the McKenzies (who travel that way often) recommend allowing two days to avoid fatigue.

The room was then handed over to Thelma McKenzie who was elected (drafted) to be the chief coordinator for the gift exchange. When everyone got to the room, they were asked to put their name on a slip of paper which was collected by Jim Allen. Thelma used those papers to select who was to select a gift from the table (one side for Ladies, the other for Gents).

Once everyone had a gift selected, Thelma allowed everyone to open their selection. Once that “chore” was completed, each person presenting what was received. This worked well and also provided for a pause when Bud was informed that nice container he thought was the sole part of the gift exchange contained more surprises inside. It’s nice to have some extra fun and Bud took the ribbing well.

Back to those slips of paper. Jim Allen had everyone place their name in the hat not for the gift



exchange but because he had Clark's Corvair Parts gift certificates to hand out to a lucky few. The winners were Garry Biggs, Tim Mahler, Richard Boxdorfer and John Cavagna.

Also before the gift exchange started, Board member Bill Berta took the floor. Bill presented the outgoing president, Tim, with a gift certificate in appreciation of the Tim's services the past two years. The gift certificate was fitting – Cold Stone Creamery - Ice Cream. Tim Thanks PCCA, I have had fun the past several years and have really enjoyed spending time with everyone in PCCA.

Tim counted 31 PCCA members enjoying dinner with 5 Corvairs gracing the parking lot. The Corvairs were Mike and Rhona Hall's 65 coupe, Tim Mahler's 66 coupe, Richard and Ruth Boxdorfer's 65 Corsa convertible, Lyle and Lonny Rigdon's convertible and Jim and Beulah Collier's 65 coupe.

The following morning, Tim drove his 66 coupe to drop off the 40 plus toys PCCA collected to the Marines Toys for Tots program. Tim was greeted by two Marines in full dress uniforms. I thought I waited a bit to arrive, but they were still really getting things set up when I arrived. Regardless, they were happy to accept the donated toys, with many of them being used as display items to help solicit additional donations. It is a very good cause run by an excellent group.

Jeff Barrett, a CORSA member from North Carolina, will be driving a Corvair from coast to coast next year to raise money for the Make-A-Wish foundation. He wrote a letter asking chapters and individual members to support his efforts.



For those I missed – MERRY CHRISTMAS and a Happy New Year. Tim

MARCH 1, 2014

Prairie Capital Corvair Association (PCCA)
Membership Application (Dues are for one year: Mar.-Feb.)

Type of Membership Single _____ \$15
 Family _____ \$18 (2 adults at one address plus children under 18)

Name _____ Spouse/ 2nd Adult _____

Address _____

City _____ ST _____ ZIP _____

Corsa # _____ Home Phone _____ Work Phone _____ Cell Phone _____

eMail Address _____

Cars, Corvair and other _____

Other interests _____

PCCA strongly encourages membership in CORSA Do you want/need information about CORSA? Y / N
 Return this completed application and dues to: Rhona Hall, Treasurer, 23 Ramblewood Dr, Chatham, IL 62629

GMC Display at MACUM.

Muscle Car and Corvette Nationals Bob Dunahugh

They never invite anyone back in under 2 years to keep the show fresh. The GMC display was so popular that the owner of this event asked me Sunday if I would come back next November.

People were lined up on Linda's wheel chair ramp all day. This display was featured in the ballroom of the convention center. Plus, with all the show cars. (469 of them.) Some that don't even have any oil in them to prevent oil stains. And all the Q tips they use to clean the chrome trim edges.



My COPO Yenko Stinger Goodyear tire test car/ track car got a silver award. I used 2 paper towels. One wet, and one dry. I did vacuum out the grass from my agricultural tours off track. I got 919.7 out of 1,000. Missed Gold by 10.3. I still like high speed track events more. Taking my GMC display back next year. I'll get the Q tips out. A Gold would be nice. Bob



Auction News

Fall Carlisle Auction, Carlisle, PA, Oct 2-3, 2014 as reported in OCW December 11, 2014

1966 Chevrolet Corvair 2 door convertible condition 2 \$6,250

Vicar Auctions Cruisin the Coast, Biloxi MS, Oct 9-10,2014 as reported in OCW January 1,2015

1964 Corvair Monza, convertible condition 3 \$6,750

HARD TO REACH BOLTS

Part 1

written by Ken Schiffner, May 2001 the topic was raised again on Virtual Vairs September, 2014
NOTE: The article has been trimmed to fit the space in this edition of the newsletter; part 2 In February

It started innocently enough. I posted a simple question to the Virtual Vairs following: “What bolts on the Corvair are hard to get to and, more importantly, how do you get to them?” I hoped to get some “war stories” and some tales of “victory”. If anybody would know how to get to these devils, these folks would.

I wasn't disappointed. You'll read later on the results of some of the many responses I got.

Being an inquisitive member of both the Coyote Corvair Club and the San Diego Corvair Club (SDCCC), I “picked a little brain” too. The guys in the Coyote Club told me about a few challenging bolts and how to get to them. Frank Siebenborn, Will Demastes, Jack Hughes, and “Ranger” Halvorson of the SDCCC met me at Jack Martin's in Chula Vista, CA to conduct a traditional “When in Doubt, Ask Jack Martin” session. Jack has been a Corvair mechanic for decades and if anyone could share some insights, certainly Jack could. Here are some of the results.

Bell Housing Bolts

By far the “number one” mentioned tough bolts to get at were the bell housing bolts on each side of the bell housing. The top bolts are easily accessed by removing the upper front shroud. The side bolts, however, require some special techniques and life is made easier with some special tools. The darn cast gussets restrict the movement of common wrenches.

The bolts are threaded through the transaxle housing and the threads can get dirty making the bolt difficult to remove.

What Jack Martin uses is a special wrench that he modified. Other folks reported similar wrench designs that they concocted. It is a pivot end 9/16” multipoint combination wrench from which about 1/2” has been removed from the socket end. The following photos show the dreaded bolt and the weapon used to slay it.

Note the pivoting end of the wrench and the thin wall of the socket. This lets you clear the reinforcing webs on the bell housing. Some folks call these things “wobblers”. If you use one you'll know why.

To make life easier the next time, it was suggested that a slot be cut in the end of the bolt (opposite the cap) wide enough for a screwdriver to fit. What one does on subsequent attacks on the bolt is to use a screwdriver to turn the bolt out far enough until a wrench can be fitted to the cap end. Don Bowen, Bill Loftin, Norm Helmkey, Charlie Doerge, Jr, and others recommended this slot trick. Bill uses the pivot wrench and bends it beyond 90 degrees (towards the differential) to get extra leverage and help wedge the socket on the bolt.

John Ryall goes one step further and drills out the threads in the differential side and uses a nut on the engine side. The bolt becomes a stud (so to speak) and it is easier to remove the nut that way.



Transmission to Differential Bolts

Close cousins to the bell housing bolts are the upper transmission to bell housing bolts when the assembly is still in the car. Jack said that he uses the same type wrench for them. It takes some contortion to get to them but it works. The slotted end of the bolt idea was suggested by Norm Helmkey and others to make the next removal easier.

Idler Pulley Nuts

It has been said that no Corvair tool kit is complete without a 9/16" wrench. Innumerable bolts on the Corvair are of this size, but none more important than the ones at the fan belt idler pulley used to adjust belt tension. Box end, pivot end, and "special" wrenches have been made to get to this bolt.

Frank Siebenborn of the SDCCC uses the following "customized" wrenches for that purpose and others (the two flare fitting wrenches at the bottom snuck into the picture).

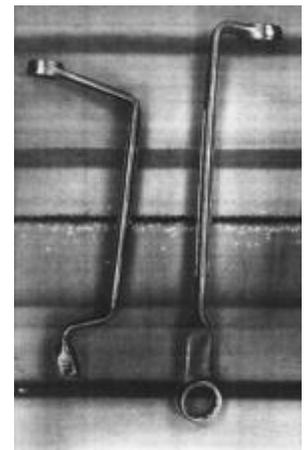
Note the twist on the upper wrench. When adjusting the idler pulley, it is helpful to have three (3) hands. Since most people are not so equipped, the box end type wrench allows the left hand to pull back on the idler pulley while the right hand tightens the bolt that fits through the arc shaped adjusting slot. The bolt through the pivot point is just snugged up enough to allow the idler to move under hand pressure. The box end helps the wrench stay on the bolt head.

I'm told a fellow named John Moody, alias "Mr. Bentwrench" of Group Corvair, pioneered the use of these twisted wrenches and used to sell them. I was not able to find John but I'm told that some of our vendors have them or can get them if you don't want to make ones yourself. Wherever you are, John, thank you.

Bill Elliott and other folks (me included) reported they used a pivot type wrench like the one described for the bell housing. It works well particularly if the pivot is not too loose. If it is loose, it pivots according to Murphy's law, in the opposite direction that you intended. If the pivot pin loosens, I peen it with a center punch to take up the clearance.

Some folks reported little or no problem getting to the idler pulley bolts. Ron Hinz uses a coupler nut about 1 1/8" long, he said, to gain easier access to the adjustment nut with standard tools.

Chuck Sadek sent the following picture of two twisted wrenches used for special bolt access. The one on the left is a 9/16" by 1/2" box wrench and the one on the right is a 9/16" by 5/8" box wrench with a 90 degree bend at the 9/16" end.



Turbo Bolt(s)

Actually, the Turbo nut(s). This nut (see photo) holds the YH carburetor to the throttle housing. One nut is on the front and the other is on the back. Both are a bit tricky to get to particularly if you want to just remove the carburetor. The rather delicate carburetor linkage is immediately over top of the front bolt and if you are not careful you can hit the throttle pivot and loosen it.

What Jack Martin did was to make the following "mini-wrench". About 3-4" long, it is a surgically foreshortened open-end design with a ball end that would make OSHA and carpal tunnel syndrome sufferers proud. The ball end reduces the pressure in the palm of the hand if the nut is exceptionally tight.

Ray Sedman of American-Pi and "Safeguard" fame uses a specially contorted combination 9/16" wrench. Note the grinding job done on the open-end side. This lets the wrench get into the tight spot between the YH housing and the flange that supports the throttle.

Turbo Impeller Nut

Not hard to get to once you remove the Turbo but still can cause some swearing.

The nut is left hand threaded. Repeat. Left hand threaded. What I do is twist a towel into the "wring" position and wrap it around the impeller so the latter can be held without injuring any of the impeller blades. I then repeat to myself the "left hand thread" mantra as mentioned above then turn the nut the opposite way from which I would loosen a right hand threaded nut. Or turn it the same direction as one would tighten a right hand threaded nut. It sometimes helps to do the exercise of moving the wrench in the air, almost like playing "air guitar", imagining you are loosening a right hand threaded bolt, then do it the other direction to loosen a left hand threaded bolt.



PCCA did not hold a meeting in conjunction with the PCCA Christmas get-together at Taylorville’s Round Table Café. President Tim Mahler asked Bill Berta to describe the dining procedure. After Jim Collier gave the grace, everyone enjoyed the buffet meal.

After the meal, Tim presented the annual PCCA enthusiasm awards, based on those attendance sheets that are passed around at each meeting. This year’s PCCA enthusiasts of the year were:

Lady - Thelma McKenzie

Man - Jerry McKenzie

Four gift certificates from Clark’s Corvair Parts were given as door prizes. The lucky winners were Garry Biggs, Richard Boxdorfer, John Cavagna and Tim Mahler.

Bill Berta presented a Cold Stone Creamery gift card to outgoing President Mahler in appreciation for his leadership during the past two years.

Those who brought a gift were able to select a gift. After all gifts were selected and opened, members showed what they had received.

Announcements:

Preceding the January 10 meeting, the 2014 and 2015 Board of Directors members will have a joint meeting. Program ideas should be suggested to Garry Biggs

Mike Hall reported on the 2015 CORSA Convention. He also indicated he had some of the leftover 2014 convention awards for sale.

Jeff Barrett, a CORSA member from North Carolina, will be driving a Corvair from coast to coast next year to raise money for the Make-A-Wish foundation. He wrote a letter asking chapters and individual members to support his efforts.

Treasurer’s Report:

Jim Allen distributed the December 2013 Treasurer’s Report to the PCCA officers. The chapter had \$3,883.78 in total funds. The checking account balance was \$3,868.78, and petty cash had \$15.00.

Respectfully submitted,

Thelma McKenzie

Thelma McKenzie, Secretary

Board members participating in electronic correspondence: At-large members: Bill Berta, Richard Boxdorfer, Mike Hall, Bud Laubach. A quorum was established. Chapter Treasurer Jim Allen also participated.

Bill Berta moved: The PCCA board of directors authorize the PCCA treasurer to purchase a suitable token of appreciation (\$25 gift certificate) to be presented to outgoing President Tim Mahler at the Christmas luncheon. Mike Hall seconded the motion and suggested a certificate for ice cream. Jim Allen suggested Cold Stone Creamery. That was agreeable to the Board members.

For: Bill Berta, Richard Boxdorfer, Mike Hall, Bud Laubach

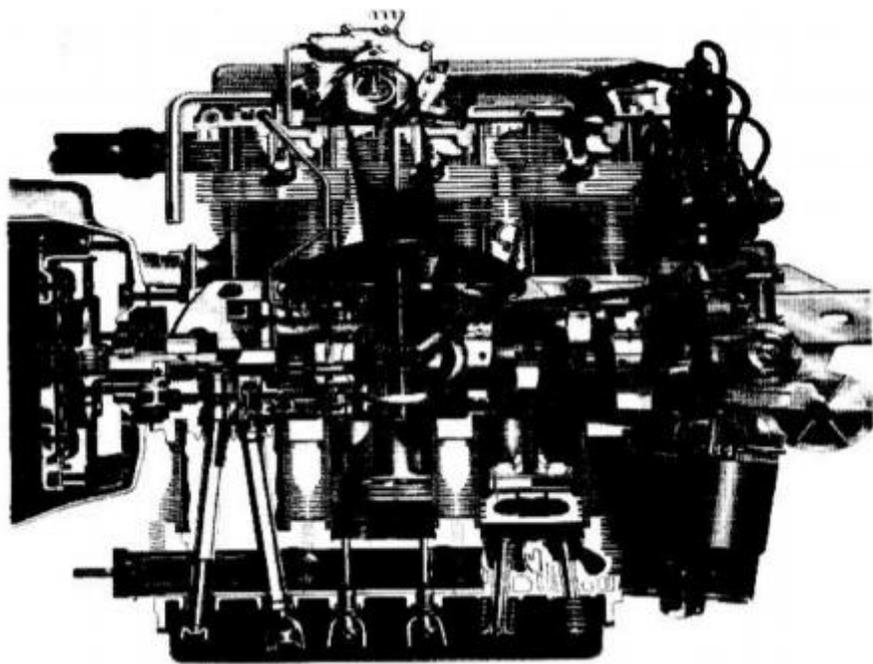
The motion was approved.

Respectfully submitted,

Thelma McKenzie

Thelma McKenzie, Board of Directors Scribe

The Flat Six



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