



Prairie Capital Corvair Association

P.O. Box 954
Springfield, Illinois 62705

The Flat Six

January 2021

2020 Officers

President -Chris Hall	(217) 691-6529	Vice-President Larry Jahn	(217) 283-7365
Secretary-Tim Mahler	(217) 793-3824	Treasurer-Jim Allen	(309) 361-5351
Membership-Chris Hall	(217) 691-6529	Historian/Inventory	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

Board of Directors

Mike Hall (2020)	(217) 494-7105	Sandy Myers (2022)	(217) 624-4400
Glen Rittenhouse (2020)	(309) 472-3882	Brian Nicholson (2021)	(217) 891-0808

From the Prez

Chris Hall

Greetings fellow P.C.C.A. Members! I hope you all had a Merry Christmas & are starting into a Happy New Year! Regretfully 2020 wasn't what we had hoped for. I'm grateful for the times that we were able to meet. 2021 should have some exciting times for us! We'll have to get the Board Members together and work out the schedule for the year. I do know we are slated to host the Mini-Convention in 2021 since we had to postpone in 2020. While driving down Interstate 55 this past Christmas season I saw the "C.P.F. Billboard



Photo cutesy of Brian Nicholson – from the CPF facebook page

Van" sitting in front of the Museum. I think even Lightning McQueen would say "wow! Look at that Shine!" It's great to see it out front! Hopefully I get to see you all at the next meeting! If you're able to come great! Don't forget your face mask! If you can't make it or are unable to come due to health safety I completely understand. Your health is by far our greatest priority! Now as our Sales Manager at Camping World says. I have a little joke to send you on your way. "How do you measure a snake? In Inches – they don't have feet." – <https://parade.com>

Calendar of Events - 2021

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. The building was the location of Elite Classic Cars a few years ago.

December 12, 2020 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

Just a meeting, casual get-together. The usual gift exchange, toy drive and dining has been postponed to 2021 because of uncertainties with the current pandemic. Feel free to donate to Toys for Tots or a charity of your choosing. All charities need assistance especially this year.

NOTE: Watch your eMail, the meeting may be cancelled. Currently, the museum is closed but it may be open again by mid January.

Events - 2021

January 9, 2021 **PCCA Board Meeting at the Museum 1:00-2:00**

New Officer orientation and Re-Boot of Planning for the Mini in May.

January 9, 2021 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

First PCCA meeting of 2021 – fingers crossed for a good start to another great year. January is the anniversary month for PCCA – Happy 44th Birthday PCCA!!

Program: History of PCCA presented by Tim Mahler with guidance (knowledge) from Bill Berta

February 13, 2021 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

March 13, 2021 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

April 10, 2021 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

May 19-22, 2021 **Mini Convention: The Next Generation, Springfield IL to benefit the CPF and CPF Museum**

The PCCA web site has a link to the 2021 Mini Convention - The Next Generation.

<http://www.corvair.org/chapters/chapter627/mini2020.htm> The information will be

updated for 2021, however, the events and presentations will be the same as were planned for 2020 including the presentation by William Wynne at a nearby airport. A Corvair powered fly-in is also expected at that airport. The host hotel will remain the **Crowne Plaza Hotel, Springfield Illinois.**

July 29-31, 2021 **CORSA International Convention, San Diego, California**

October 1-3, 2021 **Great Plains Corvair Roundup**, Hosts: Arkansas Corvair Club in North Little Rock.

Editor suggests using US Route 67 from just south of St Louis off I-55 to Little Rock - nice 4 lane road.

Host Hotel is the Wyndham Riverfront Hotel, events include Banquet, Peoples Choice display, Valve cover races and a Fun Run. T-shirts available too. Nice Hotel, friendly and the Arkansas river is across the street with a nice walking path/park. Short walk across the bridge to downtown Little Rock and a long walk to the Clinton Presidential Museum.

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



2021 PCCA

January 2021 is PCCA's 44th anniversary. PCCA first met on a cold day back in 1977. A presentation will be made at the January 2021 meeting about those humble beginnings. Meanwhile, because the current pandemic has everyone limited in what activities we are able to do, the editor went searching for a fun event from PCCA's past.

And, I found this visit to Shea's Rt 66 Gas Station from a tour back in 2004. Bill Berta arranged all the tour and did a fantastic job doing so. He usually does. Bill and Shelby, by the way, are charter members of PCCA. Yes, Bill has been a member for 44 years and counting.

Bill Shea passed away, as has some members mentioned in the article, many years ago. A good portion of his collection lives on at the Motorheads Resturant on Toronto road just off the I-55 exit.

PCCA July 10th, 2004 Route 66 Day

Where do you begin? Well, PCCA started the day at Shea's Rt66 Gas Station/Museum! What a place with signs, oil cans, models from the day and lots of other memorable stuff, most of which was before I could remember them. I had a great time listening to the older members talk about the items. The "I remember using that" and "I had those" comments were abundant.

The club spent every minute of the hour we allotted looking at the various items on the shelves, in the rafters and outdoors including a wooden washing machine. And although it was a very warm day – ok it was hot, every one was having a grand time visiting and reminiscing.

We then headed to the Sonic drive-in for a good old fashion drive-in experience – cheeseburgers, fries and a coke. – or one of the many other items on the menu. Most club members opted to sit in the shade on the picnic tables versus sitting in our cars.

And did we have Corvairs – everywhere. Remember the good old days, when everybody, or so it seemed, drove their Corvair to the Club meeting? Well, this was a good old day. Great looking cars that simply amazed the Sonic manager – I think he paced the row of cars so many times the soles of his shoes developed a hole.

I counted 10 Corvairs with a eleventh that made the meeting hall in Rochester but had to stay home after that as it was acting up and the president just wasn't going to have that. Garry made some inquiries and took a wrench to the car. That Corvair should make the State Fair show the 21st.





The other cars? 2 Rampsides were present – LC Smith and Loraine traveled south to honor us with their presence – plus Mike Halls favorite ride. Then two early models made it to both Shea’s and Sonic – my 62 Fitch Sprint and Bob Nicholson’s 64 coupe. The rest – 6 late models – Bill Pierson drove up from Murphyboro in his convertible, Jim and Bernie Allen drove the red coupe, Jerry and Thelma McKenzie had their update sedan, Floyd Wood opted to drive his late model this day, the every so quiet Richard Boxdorfer and Ruth drove up in their convertible and Sandy Myers managed to persuade husband Steve to join in the fun activities in her coupe. Whew. Not use to listing so many PCCA member cars.



A great turn-out. Bill Berta did a great job organizing the day’s activities. His work was well supported by the number of Corvairs that joined in the fun. Thanks to all. We showed Central Illinois and we didn’t get lost going to Sonic either (unlike the parade in Lexington, huh?)



And to continue the Route 66 Day, Bill had Pat Kuhn give a presentation after the PCCA business meeting. More Route 66 history and opportunities. At the conclusion of Pat’s presentation, an invitation to show our Corvairs at the State fair was offered. Have you watched Emil on Food Channell? Altogether now – BAM, BAM BAM. The membership jumped at the chance. President Sue quickly reconvened the meeting and we all voted to participate August 21st a week after our Show in Peoria. The State fair show is limited in number of cars that can be shown – If Tim Mahler hasn’t contacted you, please check with him. Club members are welcome, regardless, to help man the information sharing with all the fair goers. And, of course, we want everybody to bring their cars to the Peoria show at McComb Chevrolet.



In honor of PCCA's 44th Anniversary January, 1977 - 2021

PCCA's Presidents

1977	Rich Bright (part year)	1990	Carol Miller	2006	Tim Mahler
1977	Doug Dennis and Paul Abbott	1991	Garry Biggs	2007	Jim Allen
1978	Jess Rogers	1992	Max Tschauder	2008	Jim Allen
1979	Garry Biggs	1993	Bill Pierson	2009	Bill Berta
1980	Bill Berta	1994	Mike Hall	2010	Jim Allen
1981	Gordon Davis	1995	Mike Hall	2011	Jim Collier
1982	Bill Berta	1996	Mike Hall	2012	Jim Collier
1983	Mike Hall	1997	Mike Hall	2013	Tim Mahler
1984	Mile Hall	1998	Mike Hall	2014	Tim Mahler
1985	Gerry Burnett	1999	Mike Hall	2015	Lyle Rigdon
1986	Bill Pierson	2000	Brian Nicholson	2016	Lyle Rigdon
1987	Bill Pierson	2001	Brian Nicholson	2017	Jim Allen
1988	Jess Rogers	2002	Tim Mahler	2018	Brian Nicholson
1989	Jess Rogers	2003	Tim Mahler	2019	Brian Nicholson
		2004	Sue Biggs	2020	Sandy Myers
		2005	Sue Biggs	2021	Chris Hall

Newsletter Editors – 1977-1982 Garry Biggs, 1983-1997 Bob Long, 1998-2021 Tim Mahler

PCCA Minutes - December 12, 2020.

The December PCCA meeting was cancelled because of Covid-19 restrictions and a poor weather forecast.



That's PCA as in Philadelphia Corvair Association. Close enough to PCCA and the sediments are appropriate.



Posted to CORSA facebook page by Eva McGuire

CORVAIR
THE ONLY WAY TO GO!!

PCCA Membership Dues Are DUE!

Oops, even the editor is late.

Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2021 thru December 31, 2021

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:
Jim Allen, PCCA Treasurer
4130 N. Timber Circle, Peoria IL 61614

Please make checks payable to Prairie Capital Corvair Association or PCCA

50th Annual CORSA Convention in San Diego - NOW 2021 Hosted by the San Diego Corvair Club.

NEW dates are: July 29-31, 2021.
Location: 2270 Hotel Circle North San Diego, CA 92108
The Crown Plaza Hotel in San Diego will still be the venue for the convention activities. If you have not yet taken the opportunity to do so, please check out www.sandiego.com to get a feel for everything there is to see and do in this great coastal city.

OR Visit the host chapter website: www.sandiegocorvair.com
Chapter contact: Steve Lubliner stephenlubliner@compuserve.com.





Corvair Monza Spyder Convertible

Because of the way it hugs and squeezes

... you'll fall in love with a beautiful buy. Drive a Corvair on a stop-and-go shopping trip or jaunt in the country. Take it in any kind of traffic, on any kind of surface, over any kind of terrain, in any kind of weather. There'll be no doubt in your mind that you're driving a very special kind of car.

Right away Corvair's trim size and shape give you the feeling, maybe for the first time in your life, that you're the boss of your car—not vice versa.

With the engine in the rear taking all that weight off the front wheels, the steering's free and easy. So easy we don't even make power steering for the car, though that's what you'll think you've got when you turn a corner, take a curve or slip into little parking spots that others had to pass up.

And while any car will grip smooth dry roads,

Corvair gives added traction on all kinds—bumpy, wet, snowy or what have you. It's that engine weight on the rear power wheels that makes for such sure-footed going.

But here we are, almost out of space, and we haven't told you about the Body by Fisher craftsmanship. Or the cozy interiors and neat appointments. Or the big choice of beautiful colors. Or the modest price for all that. Happily, though, your Chevrolet dealer's ready to pick right up where we leave off. . . . Chevrolet Division of General Motors, Detroit, Michigan.



Sitting pretty in the picture is a '65 Corvair Corsa Sport Coupe

**In a word, Turbo-Chaaaaaaarged!
'65 CORVAIR by Chevrolet**

If you feel guilty about getting a '65 Corvair Corsa for its gorgeous looks, here's what you can tell your friends.

For one thing, there's a lot more engine. Corsa's standard Six—a 4-carb whirlwind—hits 140 hp. Corsa's ace-in-the-hole is another whirlwind with turbo-supercharger added. If you order it you get the massive blast of 180 hp right over the driving wheels. No wonder it feels like a lot more.

You've got some talking points in the suspension department too. Corvair's always been fully inde-

pendently suspended. Now it's fully independent with link-type rear suspension—a little idea we borrowed from Corvette. It does Corvette-type things to road-holding and handling, just as we planned.

Then there's the Corsa's interior. All the right things—black crinkle-finish instrument panel full of recessed circular instruments, bucket front seats, plentiful room, a quicker and slicker 4-Speed Synchromesh shift if you specify it. An atmosphere only someone who knows his way around sporting cars could create.

If your friends need more proof, mention that you can order a telescopic steering column, Positraction, AM-FM Stereo radio, air conditioning, and even a windshield-mounted compass.

After all this, if you still think they'll say you got a Corsa for its looks, relax . . . it's a compliment.



Chevrolet Division of General Motors, Detroit, Michigan

Avanti Fastest at Riverside Raceway



A PRODUCTION MODEL Avanti made fastest time of the day for its class at Riverside Raceway Dragstrip in Los Angeles recently, running through the traps at 128.94 mph. The car was driven by Ray Brock, technical editor of Hot Rod magazine. The best previous time run in that class, 123.27, was also set by an Avanti.

Studebaker News May 1963

Richard Quinn Collection

Posted to the CORSA FB page by Richard Quinn

Avanti struts its stuff at Riverside. This track was essentially a road course that featured NASCAR and Indy cars as well as sports car contests. However between 1961-67 the straight-away was used for drag racing. Hot Rod magazine sponsored races there during that period. While quarter mile (and occasionally 1/8) racing was the norm for most drag racing sanctioning bodies I am thinking based on the speeds shown in this article that this track may have been longer. Anyone know for certain?

Note: This article appeared in the *VairCor* - December 2020 edition. Because many still use mechanical fuel pumps, I thought it worthwhile to reprint this for the PCCA members. Thanks Mike Dawson and Scott for testing the 2nd pump.

Note 2: Many years ago, the mechanical fuel pumps for Corvairs failed regularly because the diaphragm was not re-enforced - so a rip would occur and gasoline would leak into your crankcase. This still may occur in older fuel pumps that fail – your oil level will rise and smell like gasoline. Replace your oil and fuel pump immediately. Most Corvair vendors stock re-enforced diaphragm fuel pumps (un-stocking the bad pumps). Look for fiber in the side of the diaphragm – the re-enforcemner.

Now, we need to look at the screws as well, and avoid that second fuel pump in this article altogether.

The Preventive Maintenance Series

Mike Dawson

Mechanical Fuel Pump Issues: Never Ending?

Fuel pump manufacturers have struggled with Corvair pumps for decades, with loose valves and leaking gaskets becoming revolving issues. This time there is something new with the regular Airtex pumps, both branded and re-boxed units. In addition, I can report on another brand of pump that is being offered for sale.

Issue One:

Many of the Airtex fuel pump boxes over the past few years have a red card inside telling you to tighten the screws before installation. That would be a good idea if their engineers had designed reasonable fasteners. The screw heads were changed on different production dates (the most recent screw used is a 5/16 hex) and with that change, the length of the screw was shortened causing the potential problems.

As can be seen in the picture below, the pump on the right has an issue with short fasteners.



- The screws on the right pump are shorter.
- The protruding screws on the left pump are missing 1 ½ threads; the same was true for the screws on the right pump when they were removed.
- The aluminum casting has only ¼" of threaded depth.

In the second picture above you can clearly see the number of threads that are not utilized by the screws and with the tapered end missing threads, you have the scenario that failure is probable during tightening. Heat cycles might cause pulled threads also.

Pictured to the right is a replacement screw you could utilize to correct a problem in damaged holes or as a preventive measure in undamaged holes. The left screw is an Airtex original.



The screws I used are 10-24 by 2" and are slightly larger with deeper threads than the original 10-32 screws so they cut their own threads into the stripped holes. Any screws in stripped holes should have a nut and lock washer added to the bottom and I also added a lock washer under the head when I installed them one at a time into undamaged holes. They seated into the original 10-32 threaded holes and held the torque I felt was necessary. The extra length of the screws will clear without cutting them off if you were replacing screws without removing the pump. If you question whether it would be better to use coarse or fine threads, please refer to the following link and decide for yourself (thanks to Keith Hammett):

<https://resources.tannerbolt.com/articles/coarse-vs-fine-thread-what-thread-type-do-i-need/>

Issue Two:

There is a new mechanical fuel pump being marketed by US Motor Works: USMP09970. The cost is \$53 plus shipping. It is manufactured by our Trans-Pacific Trading Partner and the pump I received needed immediate attention before installation as the tapered mounting hole had not been installed in the casting. Overall the PRC pump weighs 17 oz, while the Airtex design weighs 28 oz.



The GM spring is on the left with the tag

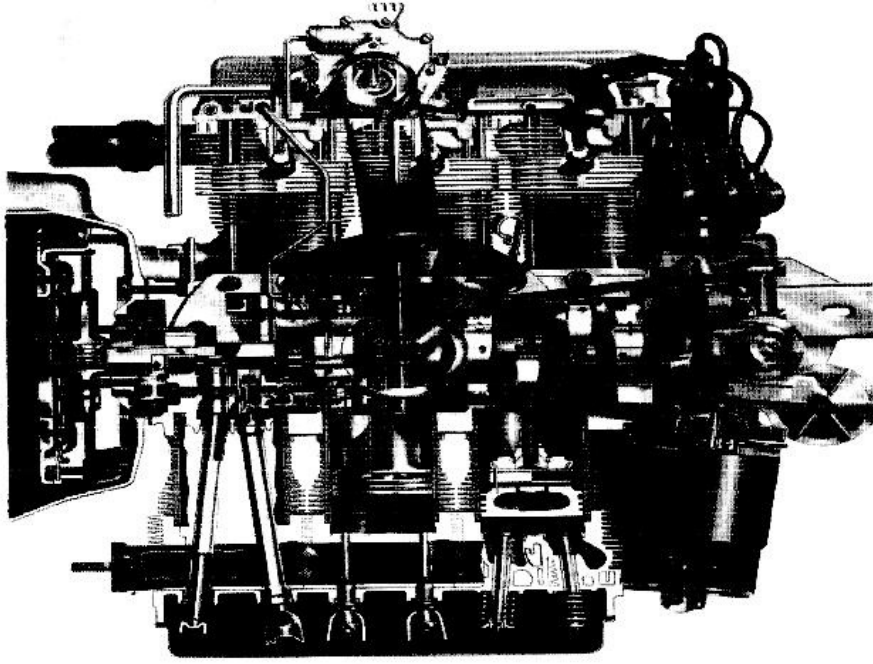


The gm spring is on the right with the tag

Subsequent testing on a running engine (thanks to Scott) was almost disastrous. The pump immediately pegged my Snap On fuel pump tester (15lbs max) and started leaking profusely around the pushed on hose connection. The original pump we started with produced 7lbs, and as noted in GM manuals, it should be 4.5lbs. And as shown in the pictures below, the pressure spring is taller, has no flattened coils (top & bottom) and some kind of epoxy used to seal the center of the diaphragm was already coming apart.



The Flat Six



Prairie Capital Corvair Association



Prairie Capital
Corvair Association
P.O. Box 954
Springfield, IL 62705