

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

January 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
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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

An early newsletter – that’s the plan anyhow. Last month, I ventured to Dallas for 4 marathons in 4 days over the Thanksgiving holiday. And the newsletter was late. Trying to learn from my mistakes, I started this month issue early because I hope to be in Florida following Christmas to do 5 marathons in 5 days. Why? Because I still can. I’ll slow down soon.

PCCA celebrates its 47th anniversary at the January 2024 meeting. Bill and Shelby Berta were instrumental in getting things started back then. Sue Biggs, also still a member although living in Pennsylvania now, was also a founding member. I’ve been a member a scant 27 years now but am very thankful for club and all the friends I’ve met through the club.

As I write this, I am still struggling with arranging 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. Corvair or car related is best but we have done other things including creating crafts (mostly as a ladies activity). Remember, those ladies are really important to our hobby - In most cases, they are active participants and they do let us boys play with our cars.



Jim Allen’s 1966 4-door Sedan. Wow!

Would like to thank Bill and Shelby, again, for making arrangements for the PCCA Christmas luncheon. The food and server was excellent. Also thanks to Gloria Jahn for the fudge and cookies even though my waistline has yet to recover. The noted 5 marathons should help. Should.

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

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

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
LOCATION: the CPF Museum in Glenarm
Refreshments: James and Beulah Collier

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

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

PCCA Christmas Luncheon

Many thanks to Shelby and Bill Berta for setting up the luncheon at Witts End in Taylorville. The restaurant was easier to find than I expected. I counted 16 PCCA members at the luncheon. The number is smaller than years past but is close to what we have been having at our regular meetings.

PCCA enthusiasts of the year were announced after most everyone had completed their meals.

Jim Allen was awarded the Male enthusiast of the year with Bernie meriting the Lady enthusiast of the year. The Allens arrived to a meeting in a Corvair on numerous occasions plus provided refreshments and a program or two too. Of course, they remembered to sign the all important attendance sheet too.

President Tim Mahler opted this year to also award runner up awards because of what these individuals contributed to PCCA meetings. Male runner up enthusiast was Mike Hall for attendance and helping set up the meeting area along with Brian Nicholson. Mike did not take credit for arriving in a Corvair unless he drove one that day even though he has at least one Corvair on load to the museum.

Runner-up Lady enthusiast was awarded to Shelby Berta because she and Bill attended more meetings than any one other person in the club. Plus, Shelby provides the newsletter with many (most) of the photographs which really helps the editor. So yeah, I wanted to thank Shelby.

All the enthusiasts received a gift certificate, the gents for Clark's Corvair Parts, the ladies for – well, golly, I forgot to look. The amounts differed from first and runner up but otherwise they were the same. Congratulations and thank you one and all.

The other big note for the meeting was Gloria Jahn, again this year, brought fudge and cookies for dessert. The fudge was excellent (I snuck a second piece) and the cookie I had was made with mint chips - Oh so Christmassy tasting. I refrained myself and only had one cookie (that I'll admit).

The conversation around the table was good – some about Corvairs, some about family members near and far and mostly about friends around the table. It was a good time at a very nice location.



Larry Tucker poses for the camera



Christmas is about the kids - Hanna and Ella



And - cookies and fudge. Yum yum

PCCA Anniversary

January is PCCA's anniversary month this being number 47. Way back in 1977, Corvair enthusiasts in central Illinois got together to start a new club. Bill and Shelby Berta were there as well as Sue Biggs. Other current PCCA members have been members for a very long time, but those three are charter members - joining as the club was first formed - Bill was the editor back then too.

The following photos and snippets of information are from the scrapbook put together by Sharon Rogers. These date to 1988 and are part of the last scrapbook I have. I'll bring it to the meeting.

“ A Field trip tp Unkle Larry's April 16, 1988 – story by Bobby Tig

Some of us went to see Unkie Larry Claypool. Here's who went: The Berta's, the Bigg's, the Roger's, Art "Scrounger" Jameson, me and our new member from River City, Caroll Miller. We had fun. There were other Corvair friends there from Madison, Chicago and Milwaukee. We came and Larry was working on a late model, as usual (ha! ha!) He forgot he had company coming. He took us on a tour, gave us lots of food. (You should see Larry running and carrying food at the same time - he's sure funny!) And gave away a free tune-up. There were lots of Corvairs there.

I bought some parts, including a little-bitsy carb-thing for Neil Strief, only I lost it (after paying for it) not too smart huh. Larry had two trailers with bargain priced top boots and mats and one full of all sorts of stuff that was free, and that's where the scrounger jumped in – he was really happy, getting all that stuff he didn't need, free. You should go next year.



Sue Biggs, Jess and Sharon Rogers



Bill Berta and Garry Biggs

The Harmonic Balancer project and article is from April, 1989 written by Bill Berta. Although the pictures and story sound like it was a successful project, I recall hearing different recollections in PCCA meetings since that time – in the 2000s. The one's sold by Clarks are reasonably priced and probably worth the expense versus the time and aggravation. Tm



Shelby Berta

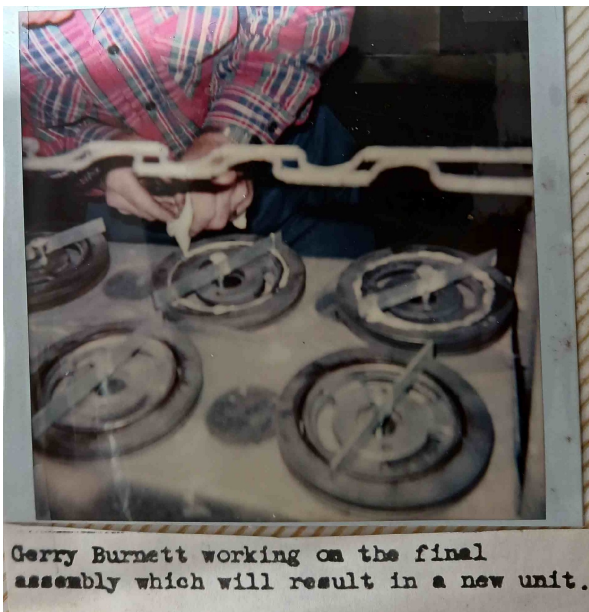


Larry Claypool, center, describing his shop

“ Harmonic Balancer Rebuilding Project - Bill Berta

April 1, 1989 saw 23 PCCA members, spouses and family members meeting at Gerry and Sharon Burnett's home for a little work, fun and a tasty lunch.

Garry had set up the work area in advance, so all was ready for the dismantling, sand blasting and rebuilding of the units provided by PCCA members in attendance. Helping hands were eager to make the project an unqualified success. Over 20 units were rebuilt, resulting in a feeling of satisfaction from those participating.



Gerry Burnett working on the final assembly which will result in a new unit.

During the project, a break was taken for a great lunch prepared by Sharon Burnett. It was also great to see the several Corvairs driven to this event. Sunny days bring out the cars, especially in early spring.

We are planning another session on rebuilding units here this summer - plans will be detailed later. We owe a big "Thank You" to the Burnetts for being such gracious host and hostess for this event. Gerry will bring the completed units to the May meeting for member pick up. Payment can be made upon receiving your completed unit(s). "



Bill Berta and Norbert Laubach preparing units for assembly

CORSA INTERNATIONAL CONVENTION 2024 INFO:

2024 CORSA International Convention - Dayton, OH

Hotel Booking is now open!

Monday July 22nd thru Thursday, July 25th.

To help you plan your trip, here are the days of the major events:
Monday 7/22- Welcome Party with 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

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.



Norman Laubach and Gerry Burnett during harmonic balancer rebuilding session

Remember, CORSA conventions are limited to CORSA members.

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

Hotel 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

Chevrolet evolution

The Chevy II/Nova then the Chevelle as well as the Camaro were the alternatives to the Corvair coupe and 4 door sedan back in the 60s. The Chevy II as the economy car and the Chevelle and later the Camaro for those wanting a sportier automobile. The G-10 Van appears to be a fitting replacement for the Corvan and Greenbrier allowing for more powerful engines including a V8 by the second generation of the G-10 van.

Glen Rittenhouse, following “bring a trailer” sales, noted that the early G-10 van used what appears to be the same instrument panel and steering wheel as the Corvair Greenbrier. The Greenbrier final year was 1965. Other Corvair FCs were discontinued a year earlier.

First-generation Chevrolet van refers to the first G-10 half-ton production years 1964 through 1966. General Motors saw a market for a compact van based on a modified passenger car platform to compete with the already successful Ford Econoline and Dodge A100.

Introduced as the successor for the rear-engine Corvair Corvan/Greenbrier, the model line also replaced the panel van configuration of the Chevrolet Suburban. The vehicle was sold both in passenger van and cargo van configurations as well as a cutaway van chassis that served as the basis for a variety of custom applications.

In 1967, the Chevrolet van received a major interior and exterior facelift. The forward control cab design was retained, but the doghouse was widened, and slightly relocated in order to fit an optional V8 small-block engine. This would be the 2nd generation G-10.

The Third generation G-10 vans adopted a front-engine configuration (adding a hood to the body[1]). While using a unibody chassis, third-generation vans derived mechanical components from the second-third-generation C/K pickup trucks.



1965 G-10 van



1968 G-10 van

facelift.
lengthe
Chevro
configu
the
and



Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (2)

1966 Monza Convertible, Glacier Gray, 4sp \$27,500



A third generation G-10 w/camper



1965 Chevy G-10 Panel Van, 3speed \$17,500



Corvair Promotional Photos

A yearly favorite holiday post that folks like to see, and for those who may have missed it: These well known promotional photos of a 1961 Corvair in winter scene were taken by Mr. Walter Farynk, Chief Photographer for General Motors at the time. The images were created at the GM Tech Center Photography Studio, and it was done by front projecting the background onto a screen and then building the winter landscape around the Corvair vehicle. This photo was done in color and black and white and it was used for public relations. If you look at the two photos, you'll notice some differences. The photographer did a good job of making this winter scene look realistic highlighting and promoting the fact Corvairs were (and still are) great in snow.

Ed Cole (a/k/a "Father of the Corvair") used this image for his Christmas card that same year. The inside of the card reads: "Best wishes for the happiest of holidays and smooth going in every way throughout the new year" (signed, E.N.Cole). How cool it must have been to receive a Corvair Christmas card from Ed Cole! I recently asked friend, David Cole (Ed Cole's son) who

said he does remember this card. David purchased a brand new 1960 Corvair when they came out and his wife bought a new 1965 Corsa which they took on their honeymoon.

Other fun facts: Although the Corvair had only been in production for one year (beginning in 1960), GM felt the front end design needed a "stronger look" according to GM Assistant Chief Designer, Paul Deesen, who is credited for giving the 1961 Corvair its new front end facelift. Paul also created some of the emblems for the early generation Corvairs, had design input for the 62 Corvair, was the third designer of the 1962 Monza GT concept car (designed the side), and created a wheel cover for the 1961 model. When he applied for his wheel cover design patent, the U.S. Patent Office mistakenly recorded it as a "Corvette" because whoever processed the paperwork never heard of Corvair and they never corrected the mistake!

Who was Ed Cole? Ed Cole was a brilliant engineer who was the driving force for getting the Corvair into production. He was Chevrolet's General Manager in 1956 and promoted to GM's Executive Vice President in 1965 and became President of General Motors in 1967.

By: Eva "Corvair Lady" McGuire
CPF Historian/Publicist
(Photos courtesy of General Motors)



Another great Article by Mike Dawson. Part of his Preventive maintenance series but I found it outside of the usual location but still under tech articles on HOACA website. This may be old news to many of you experienced engine rebuilders but I am still learning. Course, I learned a lot helping (er, watching) Jim Allen rebuild one of my engines. Thanks Jim. Thanks Mike.

The Preventive Maintenance Series Mike Dawson

Engine Assembly Tips – In No Particular Order

1. When chasing threads, remember that head studs, non-turbo intake studs, rear mounting studs and exhaust manifold clamp studs have a special thread.
2. Clean all oil holes in crankcase and crankshaft; remove Allen plugs in the end of the lifter bore. Check the oiling grooves in the crankshaft main bearing areas for incomplete tooling.
3. Use spacers if boring cylinders .030 or greater; calculate thickness needed, and use sealer.
4. Check oil pressure regulator operation and install a new set of pump gears and spring. Clean, sand and epoxy seal the oil pump dummy shaft where it exits the aluminum casting.
5. Heat shrink a new cam gear; do not press the cold gear on the cam – better yet, get a “fail safe” gear.
6. Use blue Loctite on crankcase nuts and rod nuts, be sure piston arrows (or divots) point to front of car.
7. Offset ring gap on top half of piston; most ring instructions are not for flat engines.
8. Check TDC on #1 against keyways in cam and crank for double check of cam timing.
9. Torque heads before installing top cover in case you need an insert installed for a stud in an open hole.
10. You must use antisieze when installing crankcase studs; also remember they are special threads. Make sure that no head studs protrude into the crankcase where the holes are open.
11. Remember to install air deflectors under cylinders before installing pushrod tubes.
12. The short flange of the pushrod tube fits into the crankcase.
13. Oil hole in side of push rod installs to the rocker arm end; the U on the pushrod tube retainer faces out.
14. The flywheel end main bearing is different than the other two similar center bearings. Check numbers.
15. Flex plate is installed with the concave side towards engine; the opposite can damage the transmission.
16. Polish crankshaft and pulley/balancer hub where main seals run.
17. Use Coppercoat or RTV on paper gaskets other than the oil pan. Use RTV on paper gasket with 10 ft.lbs. on a “straightened” oil pan. No sealer on rubber valve cover gaskets; tighten until the spring reinforcement bends in and just touches the valve cover. Use new Grade 8 bolts.
18. Secure top cover with Grade 8 bolts ¼” longer than original and use blue loctite, flat and lock washer, torque to 15 ft.lbs. Special bolts are available as a kit from vendors.
19. Double check your valve adjustment by looking for the same number of threads showing beyond the nut for each stud on the same side.
20. Clean flashing from heads for proper cooling and straighten fins; use a keyhole saw and long 1/8 bit.
21. Chamfer the inside edge of bored cylinders to accept rings. (The original chamfer was lost)
22. Most important, always have the valve seats professionally “staked” or “peened”. Avoid used late model cast pistons since they have a history of cracking at the oil ring groove.

There could be lots more, but this is a page full of things to keep in mind when you invest money and your valuable time.

General Meeting Notes December 9, 2023 taken by Tim Mahler, acting secretary

PCCA Christmas get-together was held at Witt’s End in Taylorville. Thanks to Bill and Shelby Berta for setting this up for the group. 14 PCCA members were in attendance. After everyone had finished lunch, President Tim Mahler got everyone’s attention for the lone item on this non-meeting day: Enthusiast of the year honors. This year’s Make Enthusiast of the year is Jim Allen who drove a Corvair, provided refreshments and provided a program more frequently than others in the group. Closely behind was Mike Hall. The President deemed it worthwhile to honor both Jim and Mike for their dedication to PCCA, the Musuem and Corvairs. Both received gift certificates for Clarks Corvair Parts. The Female enthusiasts of the year, for the same reason as Jim, is Bernie Allen. Coming in second with superb attendance record and great photos is Shelby Berta. The ladies received gift certificates as well but not for Clarks. Gloria Jahn again brought cookies and fudge. Yum.

Glen Rittenhouse’s Treasurer report is below:

Checking Account Beginning Balance	10/14/2023	\$ 5,097.21
Income - Dues deposited (2)		\$ 40.00
Expenses - Newsletter (June-Nov)		\$ -91.35
- Aleta Nicholson: purpose to secure 2 to 1 matching funds for the CPF		<u>\$ -1000.00</u>
Total Checking 11/10/2023		\$ 4,063.43
+ Savings Acct. Balance (required for a checking acct)		\$ 5.00
+ Cash on hand 11/10/23	\$ 183.63	
50/50 winner at November mtg (Collier)	+ 6.50	
Ladies Enthusiasm 2023 (1 st and runner-up)	<u>-65.00</u>	
Total Cash on Hand 12/9/2023		<u>\$ 125.13</u>
Total Checking/Savings/Cash	December 9, 2023	\$ 4,193.56

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 _____

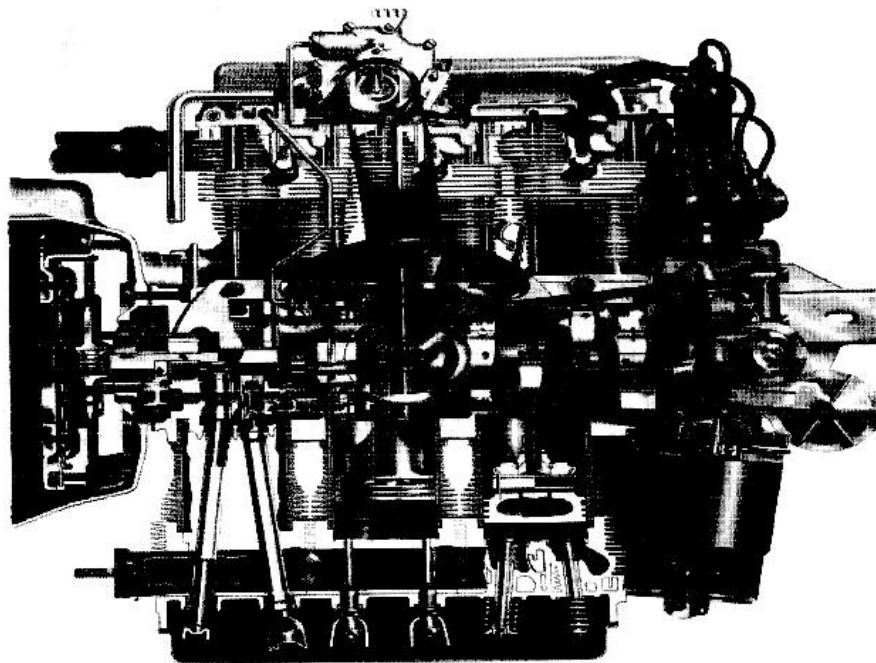
Other interests _____

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

The Flat Six



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