



Prairie Capital Corvair Association

P.O. Box 454
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The Flat Six

July 2023

2023 Officers

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From the Prez

Congratulations to all the winners at the recently concluded 2023 CORSA international Convention held in nearby Wisconsin Dells. Special Congrats to Jim Allen who edged out Trevor Monninger to win the Mitchell Award for the highest score in this year's Concours. Trevor Monninger showed the Late John Cagvana's 1963 Spyder convertible. Jim showed his 1966 Orange 4-door. I bet they checked those scores 10 times.

I missed the convention as I needed to stay home to help clean up my dad's house. He's doing well but is not able to live alone in a large bi-level anymore. Happens.

July brings PCCA back to the Corvair Museum for our monthly meeting. My notes have Brian Nicholson giving a tech session style presentation. Jim Allen or Glen will need to lead the business meeting as I will do my last (of this year) multi day running event – 12 marathons in 12 days in just 6 states. I'll be visiting the ACD Museum before the first run. The Old dealership that houses the museum is as awesome as the cars themselves.

For August, PCCA will again exhibit our Corvairs at the Illinois State Fair - near the RT66 exhibit. Mike will try to get us on the grass, in the shade. The RT 66 exhibit gets better every year as it is now a permanent fixture at the fairgrounds. I'll be there for that show.

Now everyone go outside and wash you cars – Corvairs and waterpumpers (and EVs if you have one). We need the rain.

Tim



As kids, we played with legos, as big kids (adults?) we play with big cars (Corvairs) Tracy Leveque opted to play with both creating this Yenko Stinger with Legos using Michael's car for inspiration

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.

- July 8, 2023 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
Program: Editor notes indicate Brian Nicholson will do a tech session.
- August 14, 2023 **PCCA Meeting 12:00-1:00 pm. LOCATION: Illinois State fairgrounds near the
new permanent Route 66 association's RT 66 Exhibit.
Corvair Exhibit – information.
Need to drive into fairgrounds together. Meet at Hardees on Sangmon
Departure for Fairgrounds approx. 9:00am. club Meeting from 12:00-1:00 pm.**
Monday at the state fair is Senior's day, seniors get in free. As will those attending as
part of the Corvair Exhibit.
- September 9, 2023 **SOS Auto Show, downtown Springfield 8:00am to 3:30pm
PCCA Meeting 1:00pm. At the show.
MUST PRE-REGISTER.** Construction around capital complex has limited exhibit
space for the car show. Capital is still open for tours.
- Sept 29,30, Oct 1 Great Plains Corvair Roundup. Guthrie Oklahoma (just North of Oklahoma City)
Car display, Corvair Concours, swap meet, other activities
- October 14, 2023 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
- November 11, 2023 **PCCA Meeting 2:00-4:00 pm.
LOCATION: the CPF Museum** in Glenarm
- December 9, 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 on how to find the restaurant will be added closer to the date.

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



Robert Landers
on the autocross
course

zoom zoom

2023 CORSA Convention Wisconsin Dells

Congratulations to all the winners at the recently concluded 2023 CORSA international Convention held in nearby Wisconsin Dells. Special Congrats to Jim Allen who edged out Trevor Monninger to win the Mitchell Award for the highest score in this year's Concours. Jim showed his 1966 4 door sedan. Trevor showed John Cavagna's 1963 Spyder Convertible. The difference in scores? A mere 3 hundredths of a point – 0.03 out of 100 possible points. Jim scored a 97.81 and Trevor 97.78. That's close. Stephan Spence with a 1969 Monza coupe also scored 97.78. Larry Jahn was not far behind with a score of 97.53 with his 1962 red Monza Wagon.

Bill Pierson took that wonderful little 1962 Biege Coupe to the convention and scored a very nice 97.00 to earn Gold. Mike Hall was the next highest PCCA score with 94.75 score for his 1966 Blue Monza convertible. Pretty good for a guy busy with being the CORSA president which kept him in a meeting the day before Concours. Robert Landers showed his 1967 Yenko Stinger earning a 94.11 score and a Silver award.



Jim Allen with his Awards

I will report all the results and photos I can gather from the convention. But the reports are just now coming in and the editor's internet is "clogged." Just not responding as it should.

From Jim Allen

I won the Mitchell award, 97.81, Larry Jahn and Bill Pierson both gold senior division, Mike Hall earned a silver. Glen sold a boat load of parts. It was a great convention

Editor: ever so humble is Jim Allen . Mitchell Award is Best (highest) score in Concours

JIM ALLEN WON THE MITCHELL AWARD

Congratulations Jim.

Concours Scores – Counted 41 entries in Concours; 13 Golds, 17 Silvers and 8 Bronze awards

Jim Allen	97.81	1966 Monza 4-dr Sedan, Orange	Gold	Mitchell Award
Trevor Monninger	97.78	1963 Spyder Convertible, Red	Gold	
Larry Jahn	97.53	1962 Monza Station Wagon, Red	Gold	
Bill Pierson	97.00	1961 Moza 2-dr Coupe, Beige	Gold	
Mike Hall	94.75	1966 Monza Convertible, Blue	Silver	
Robert Landers	94.11	1967 Yenko Stinger, Marina Blue	Silver	

Trevor Monnieger (Show-Me Corvairs) completed and showed John Cavanagh's 64Spyder vert and scored 97.78 - John was a member of both SMCC and PCCA before his passing.

News From Robert Landers.

It was a good week for me... probably best I have ever done. I had a lot going on the past month so I withdrew from the Rally and thus did not compete for the Cole. Philip Levering from PA won it (The Cole award for best all around results in all competitions). Dale Dewald was the Rally and Econo-Run chair so he did not compete, nor did his wife who was helping him. Both Mike and Scott Seversin were running the convention so they also did not compete. Mike Dobie competed and I suspect he got 2nd. Titus mentioned 2nd place was less than 10 points from first.

As for me... I took the Yenke. (1967, Blue Yenke)

Concours – 94.11 (Silver Award)

Econo=Run – 32.380 mpg (good for 4th place trophy... Mike Dobie won 140/4-spd class with over 47 mpg)

Autocross – 1st place in IS-5 with 5th fastest overall time... not a lot of SM/CC cars but I did beat a few of them and every other IS and SS cars (*editor adds, Impressive, indeed*)

https://madisonsportscarclub.com/live/results_live_live.htm

Great facility for a convention. Large condos with living room and kitchen and even jacuzzi. Huge dedicated parking lot for Corvairs only all week and autocross was ½ mile down the street. Parking lot was rough but ended up being a good course. Swap meet was in another dedicated parking lot next to the Corvair parking and there was plenty of room for all the trailers in a grass parking lot next to it.

Trevor Monninger from SMCC finished John Cavagna's car and lost to Jim Allen by .003 for best of show.

Editor note: Dale and Dewald are usually near or at the top in the Cole competition, doing very well in Autocross, Rally and Economy run in their class. Mike and Scott Seversin as well as Mike Dobie are top competitors in the CORSA autocross. Mike Dobie seems to be on top of the economy run for 4 carbs Corvairs every year.



Larry Jahn's Gold winning Wagon



Jim Beck also gets an award



That is an impressive valve cover racer.

More Pictures from the Convention



Great trio of winners. Rob Landers, Mike Kost and Trevor Monninger



Paul Beck (in the shadows) and his V8 Corvair



Jim Allen's Orange Corvair (Luuggage rack)



Robert Landers Yenko Stinger – white stripe



Bill Pierson's Beige 61 Coupe, wonderful little Corvair



Editor Notes: Most of the pictures were from CORSA's Facebook Page. Mike Kost took many of them, including some nice shots at the Autocross. thanks Mike. Other photographers were Greg Mosholder and Elaine Harkless.

Mike Hall's Blue 66 convert was in the vendor room as backdrop for Cpf museum fundraiser. It was originally Bill Feger's car from Pekin about 20 years ago. It's almost complete. A few tweaks under the car, install new radio and center console. And it's done. Complete. (Ha, they are never completely complete.)

A Note From Paul Beck

Had a good Convention. Took advantage of the "Open Circle Track" Monday when I arrived. Did a total of 16 laps pretty much as fast as I could stand. They didn't do timing or speed so it was hard to tell how well you were doing. My GPS speedometer has a memory function that recorded 61.4 mph on the straightaway. On a 1/3rd of a mile track there really isn't much straightaway.

Did not do the economy run, maybe at Dayton. The only waterpumper (Corvaire) recorded something in the 12 mpg and I think I could beat that.

I did participate in the Autocross. Viewed from the ground the course looked pretty difficult. Consequently, I took it pretty easy on my first lap. Only turned a 63.925 but then pushed it harder each lap after and improved to a 46.503. Wasn't quick enough to win class but did get 2nd place. I felt like it was a win all around. I didn't break anything and made all 4 runs clean, which is pretty much a first.

The other award was at the Car Show on Saturday where I won the Speciality/Engineered Class. Travels to and from were uneventful and it was nice to sleep in my own bed on Sunday night.

Editor: bounced over to CPF FB page and found some more photos by Chris Whitney. Cool.



This interior just looks comfy, also has AC, a plus



Early convertibles – this one looks like the one Bill and Shelby Berta have (had, plus a matching coupe)



Mike Halls Convertible



The Ultravans Exterior matches the interior decor style.



Ultravan Interior - no safety belts

Note: Returning to the Heart of America Corvair Owners Association technical web page, I downloaded this Article by Mike Dawson. It is Preventive maintenance series number 177. As always thanks much Mike.

The Preventive Maintenance Series

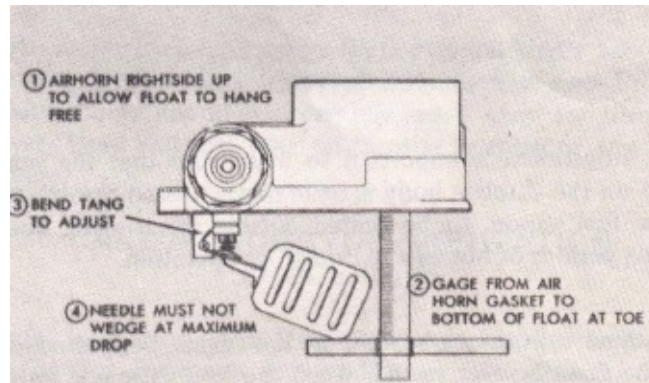
Mike Dawson

Carburetor Float Settings; Rochester 1 Barrel

The design engineers determined the best combination to maintain the correct bowl volume with both a float level setting and a float drop setting. Over the years I have found that the stock settings for the float level worked fine and I preferred to change the jet size to provide a richer mixture due to the ethanol contamination. This was because too high a float level can lead to flooding during extreme driving conditions such as an autocross, or even hard braking. In the old days (circa 1974) folks also were concerned about gas mileage, which both float level and jet size affected. Performance and dependability are usually the important issues today.

Two floats were used during the 10 year production run, the first series from '60 through '63 was the larger pontoon size and the second from '64 through '69 was the smaller with a stabilizing spring attached. There are 5 different float level settings listed between shop manuals and kit inserts. I have found that using the 13/64" for large floats and 1 1/16" for small floats works fine.

The float drop setting can be an issue under certain circumstances.



Float Drop, Note #4 In The Drawing

The issue that has occurred occasionally is a needle cocking in the seat in an empty bowl as the needle rises. The float is pushing the needle up and sideways as the bowl fills up and it has to slide on the top of the needle. Check the little float tab that contacts the needle and polish if necessary. If there is too much sideways drag on the needle, the carburetor will flood until enough pressure or vibration (such as a hammer tap) will cause the needle to seat.

Over the years the float drop setting in the shop manuals was listed as:

1 3/4" from '60 through '64.

1 1/2" in '65.

1 9/16" from '66 through '69.

I do not know the reason for the 1 1/2" dimension only listed in '65.

Current carburetor kit instructions show 1 3/4" or 1 13/16" (early/late) float drop.

Along with the various float settings was a change in the size of the opening in the fuel inlet seat where the needle resides; the late seats were quite a bit larger in area than the early design.

Below are the original GM seat openings plus the two that I am familiar with as being available today.

Seat openings:

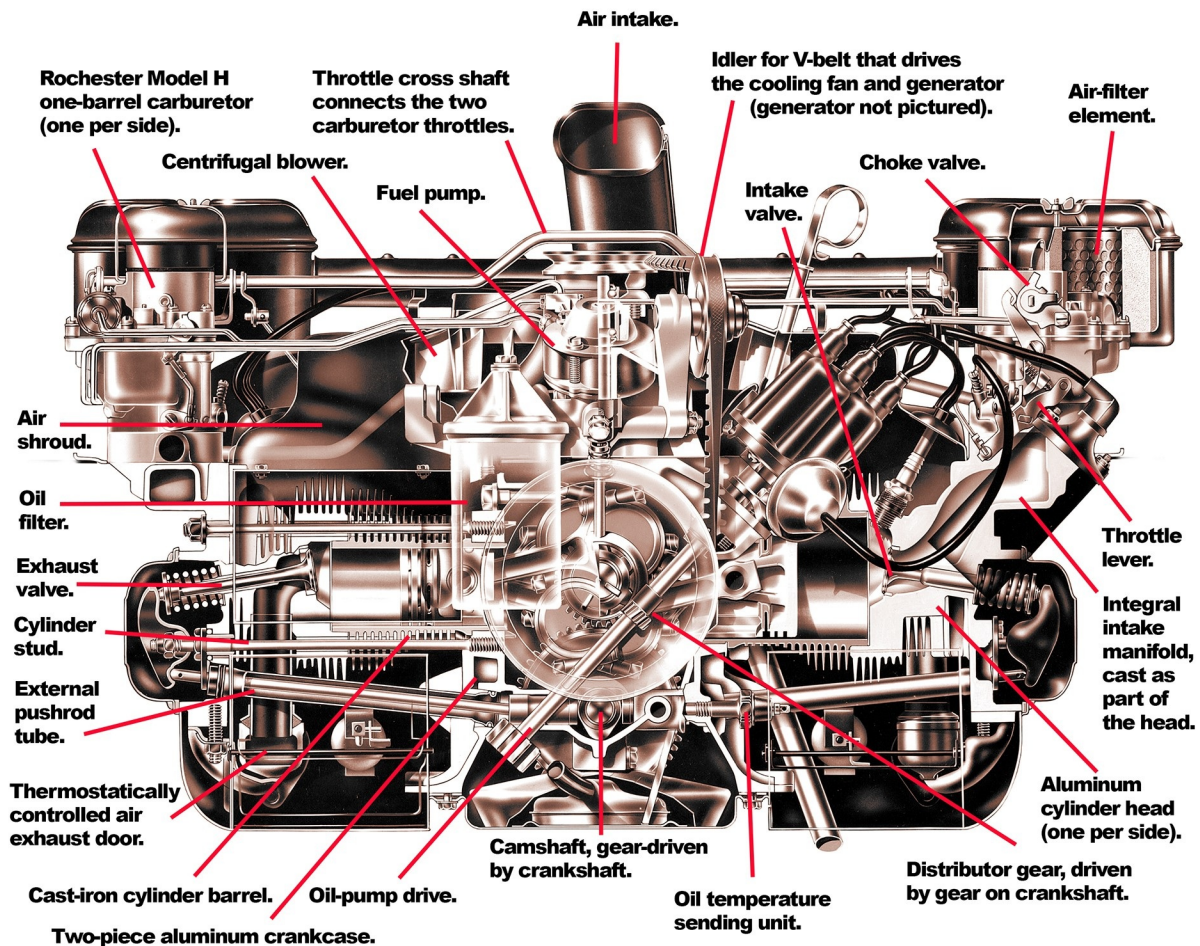
Early GM: 0.058

Late GM: 0.084

Walker 0.087

CCP: 0.098

Since the seat openings are now larger, I have been revising all float drop settings (with new seats) to 1 5/8" large float and 1 1/2" small float which seems to allow plenty of fuel into the bowl under maximum usage. This should help prevent needle cocking and the resultant flooding.



Cutaway illustration in detail of the flat six, horizontally opposed air-cooled engine of the Chevrolet Corvair. Let's appreciate what a feat of engineering this was back in the day. Vairy Cool!

Background: Work for the Corvair engine began as early as 1952 when Ed Cole (then Chief Engineer at Chevrolet) wanted to create a small compact economy car with an aluminum engine that would make a lightweight vehicle.

Choosing aluminum would be a costly decision over iron as GM didn't have an aluminum plant to accommodate this need. GM made a deal in 1956 with Alcoa Reynolds Aluminum and made plans to secure a site in Massena, New York. In 1957, GM signed a deal and Chevy began to build a foundry to create Corvair engine parts. The plant was completed in 1958 and the first production parts began in April, 1959 with 70 Corvair engines being built per hour at the Tonawanda Engine Plant. Talk about a time crunch! The first Corvair (including putting the engine together) was hand assembled at Willow Run by Cecil Cole (no relation to Ed Cole) beginning on May 20th, 1959, with the first production car rolling off the assembly line on July 7, 1959. The Corvair was officially introduced to the public on October 2, 1959.

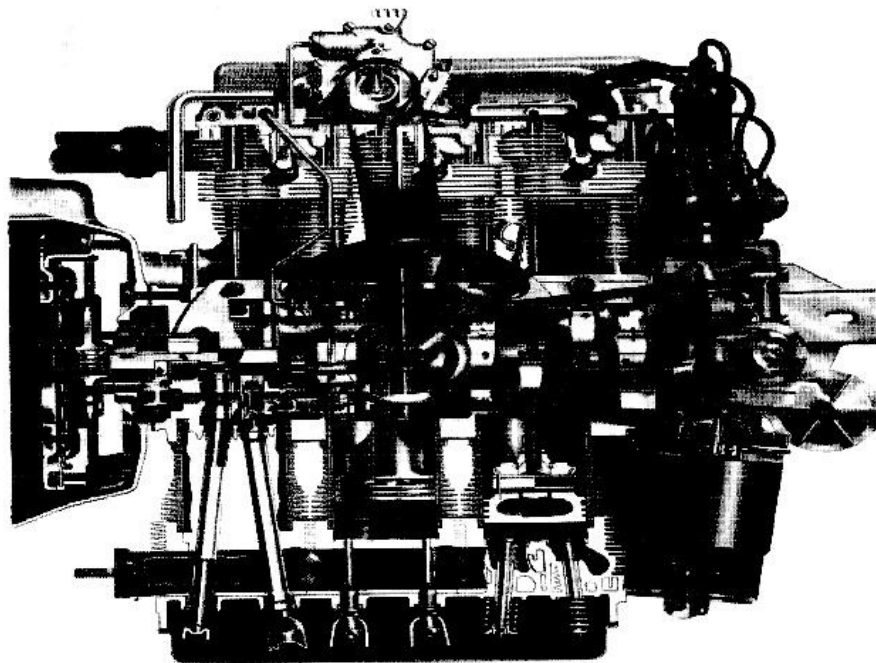
In the end, the Corvair's air-cooled engine was reputed to be more expensive to make than any other engine in Chevrolet's line-up except for the limited-production aluminum block 427 V8. GM spent 19 million dollars just to manufacture the engine parts for Corvair which would be \$198,570,892.00 dollars today!

Corvair engine fun facts: Ed Cole's inspiration and influence to develop the Corvair engine was partly based on his own personal pursuits of being a private airplane pilot during the early 1950's where he logged many hours on a Continental powered small aircraft. During this same time frame, he was working on military projects as Senior Engineer at Cadillac in 1950 and assigned to make a light weight military tank that would involve another Continental, horizontally opposed, flat six engine. These engines made a great impression on him that would set the stage when time came for Mr. Cole to have the final say on what power unit would be chosen for the light weight compact Corvair vehicle.

All the Corvair engines were made at the Tonawanda Engine Plant in Tonawanda, New York, and that is why you will see the letter "T" stamped on your engine. The month and date manufactured will follow that letter "T" with a one, two, or three letter code (like YC, ZF, RH to signify type of engine, horsepower, whether it's a powerglide or manual, etc. To understand the Corvair engine codes, go to <https://www.tpocr.com/corvairec.html>

By: Eva "Corvair Lady" McGuire CPF and National Corvair Museum Historian & Publicist

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