

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

July 2026

2026 Officers

President -Chris Hall	(217) 691-6529	Vice-President Brian Nicholson	(217) 891-0808
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Board of Directors

Shelby Berta (2026)	(217) 361-7089	Jim Ori (2027)	(217) 725-8049
Jim Collier (2026)	(217) 972-2285	Jim Allen (2026)	(309) 361-5351

From the Prez

Greetings, Fellow PCCA Members,

As I write to you fighting my slight depression for not being able to attend the Convention. I'm reminded how lucky I am that we have Facebook these days for those that wish to post some photos. I was able to view some photos of some Forward Controls! For those of you that were able to attend, I hope you enjoyed it for me! I reflect on the first half of our year as a club. Regretfully, I haven't been able to attend our planned events. I had really looked forward to them. So, I have been thinking about our events in the Fall. Regretfully, we've lacked a quorum for some of our meetings. Without a quorum per our Bylaws we can't really have one. Therefore, our next slated meeting this July I'm asking that all of our members please let us know if you're able to attend, or if you're unable to upon receiving your newsletter. I'd really like to attempt to get everyone involved. My daughters' Teeball & Softball Summer seasons have ended. I'm hopeful to get some tasks accomplished to allow me to get to some shows to help promote our club. Granted, I've had a little bit of storm damage to my property but, I'm attempting to get that all taken care of soon. I hope everyone has a safe & happy 4th of July weekend this year! Please take the time to soak in all the festivities! To our members that have served our Country. God Bless you & thank you so much for your time within the Service to protect our Freedom!



Chris Hall, PCCA President - 2026

PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>

2026 Calendar – watch closely, things change

It's Summer Time

Back to a Week Night Meeting – gather at 4:30 for a good meal meeting at 5:30.

July 9 to 11 Corvair Homecoming - Detroit Michigan

Corvair Museum Dates and hours July 11 9am to 5pm July 12 9am to 2pm

Museum open dates are on the CPF web site <https://museum.corvair.org/index.php/visit/museum-schedule> and may change so it's good to check – info@corvair.museum.org or call (815) 603-8556 to verify the Museum will actually be open when you arrive.

July 14, 2026 PCCA Meeting at Toni's Café: I-55 and Rt2 104 - Exit 82 near gas station.
Early Dinner Meeting. Gather at 4:30 to eat. Meeting slated for 5:30 pm
Room reserved in the back portion of the restaurant.

Please Let Chris Hall know if you plan to attend email: cmhvair@AOL.com

August 13 Illinois State Fair parade (early evening) Expect a Corvair to be in the show.

August 23 Concours in Geneva Illinois

Sept 10-13 Great Plains Corvair Roundup Springdale Arkansas



September 12 Secretary of State Automobile Show. Near new
State Capital Springfield IL

September 25-27 IL RT66 Mother road Festival - Very big Car Cruise and Car Show Springfield IL

Sept or Oct **Overnight tour to Hannibal MO** - Mural tour – details still be worked out.

Nov 14, 2026 PCCA Meeting date Details to follow. Expect Toni's Café at exit 82
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm

The World's Largest Club Dedicated to Corvair Trucks And Vans



All Corvair FC Enthusiasts Welcome!

www.Corvanatics.org



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

Repeating this "AD"
from Corvanatics Club.
open to all FCs
(Greenbriers, Corvan
Rampsides, Loadsides)
Enthusiasts. You do
NOT need to own a FC,
just be an interested in
these interesting
Forward Control
Vehicles.

Pawnee Prairie Days Car Show

What a nice day for a car show! Sunny with a breeze not too hot but warm enough to prefer sitting in the shade. Show-Me Corvair Club joined Prairie Capital Corvairs at the show. The initial intent was to meet up before the final drive to the show field. But, editor Tim mis-read the email from SMCC to their members resulting in arriving an hour before the expected meet up time. Oops.

Tom Curry and Tim were the only two at the gas station waiting. We opted to just drive to the show versus waiting in the open sun. We got parked in grass on the west side of the show field. SMCC arrived 30-45 minutes later and were parked on the grass field on the east side of the show field. Jim and Bernie Allen also arrived about that time and were also parked on the east side.

From SMCC Newsletter: "Our Pawnee Prairie Days trip was successful again this year. Kent Goddard, Mark Moyer, Trevor Monninger, Kurt Arthur, and Jack Hollahan and a pal made the trip to Pawnee and connected with members of the Prairie Capital Corvair Association including our own member Mike Hall. Kent brought home the First Place Award in the Corvair class, beating out even the fine cars displayed by the PCCA members."

Jim Allen's orange 66 4 door sedan took second place (I think without Jim doing any detailing after driving from Peoria, the car is that nice.) PCCA other Corvairs included Tom Currey's 66 Monza convertible in red, and Tim Mahler's 66 Corsa "Fitch Sprint" Coupe also in red. It was the year of the 66s - Mike Hall's Flag car is a 1865 convertible. Brian Nicholson was the DJ, Emcee for the show. Bill and Shelby Berta also arrived and took some photos while saying hi to everyone.

Show-me's Corairs spanned a greater number of years. Mark Moyer 65 Corsa Coupe, Kent Goddard's 66 Corsa Convertible, Trevor's 62 Monza coupe, a 64 Monza convertible and a 66 Corsa convertible. A total of 9 Corvairs at the show. Not bad considering 2 other car shows were being held the same day in the same vicinity as this one.



Jim Allen's Sedan



Tom Curry's Convertible with Tim's Coupe tucked behind. Photo by Shelby Berta



Mike Hall's Flag car (and his 56 Chevy)

Oldest Surviving Canadian Corvair

Oldest documented surviving Canadian built 1960 Corvair - Built in early November of 1959 at the Oshawa, Ontario Plant, this Corvair sedan is a base 500 model, Jade Green in color, and equipped with a gas heater.

It has a certificate from the Vintage Chevrolet Society...unrestored, original paint and trim. David Vicari is the owner of this unique Corvair who also happens to be an airplane pilot.

The Oshawa Plant built Corvairs from 1960-1966 model years. There were a total 3,261 Corvairs made in 1960 at the Oshawa plant and this particular car was the 236th made.

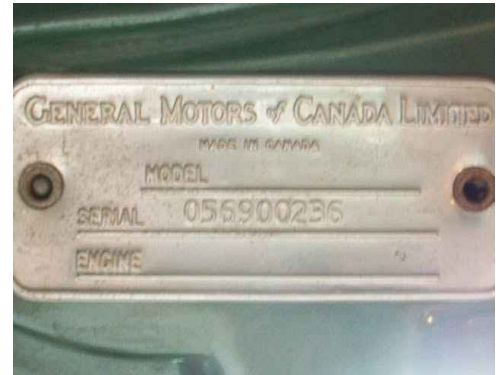
CANADIAN CORVAIR FUN FACTS: There weren't too many differences in the Canadian built Corvair versus the American made version, but there are a few tell-tale signs that distinguish a Canadian Corvair from its American cousin. In an American Corvair, you usually find the familiar gray speckled paint finish inside the trunk; whereas a Canadian Corvair will have the inside trunk painted with the solid body color. This paint theme was also applied to the inside engine lid which is also body colored. Some speculate that the Canadian builders chose to do it this way to save money. For more details on the differences, click on the link provided by Kent Sullivan: <https://corvairkid.com/oshawa.htm...>

OSHAWA PLANT CORVAIR FUN FACTS: All CKD (Completely Knocked Down Assembly kits) were made at the Oshawa, Ontario Plant. They were exported (without batteries or glass due to difficulty in shipping) to the following countries for the following model years:

- Mexico City (1961-1963)
- Caracas, Venezuela (1960-1962)
- Bienne, Switzerland (1960-1967)
- Antwerp, Belgium (1960-1967)
- Copenhagen, Denmark (1960-1961)
- Port Elizabeth, South Africa (1960-1962)

*All CKD Plants were operated by GM Overseas Operations (GMOO)

Eva "Corvair Lady" McGuire, Corvair Historian/Creator,
Meet the Makers of the Chevrolet Corvair



VIN# of the oldest Canadian 1960 Corvair. The last three digits (#236) indicates that it was the 236th Corvair made out of all the Corvairs made for 1960 which was a total of 3,261



*Please contact author of this article at corvailady@gmail.com to obtain permission to reprint/publish in any newsletter, blog, website, etc. Thank you! (Photos courtesy of David Vicari)

Photos - Start of Hemmings Great Race

The annual race route changes every year. Because we are celebrating Historic Route 66 100th anniversary this year (note all the RT66 events, everywhere, along RT66) The race started this year in Downtown Springfield (on Route 66 and will follow RT66 all the way to Pasadena California. The event has specific stops for lunch and overnights. The race started June 20 and is expected to end June 28, 2026.

The Owls Head Museum team visited the Corvair Museum on Thursday. The team will be driving their 66 Corvair Convert in the Hemmings Great Race which starts in Springfield on Saturday morning (June 20, 2026).



The Owls Head Museum crew and Corvair



Three of the Show-me Corvairs at the Pawnee Show. Tom Goddard's winning 66 convertible is in the middle with Tom and Jim discussing things.

Editor's Note: Still back near the beginning of Mike Dawson's excellent Preventive Maintenance Series. Below is an article about things to check before going to the CORSA Convention – Running here a month or two LATE. Sorry. This is tech Article # 8 from Heart of America Corvair Owners Web site. Once again, Thanks Mike.

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Things to Check before the next long road trip

The following list of items to check before taking a trip are suggestions for all Corvairs in general. Remember that even long trips are usually less than the mileage between a single oil change. Serviced properly, your Corvair will cruise to all of this summer's events and back - and be happier for it!

1. Check or clean & pack all four wheel bearing assemblies, and check & lube the 2 or 4 U-joints. Check front end parts and lube the fittings.
2. Have tires balanced and aligned if necessary. Before trips, check all five tire pressures and tighten lug nuts with the tool you use to change a tire.
3. Check or change all fluids: oil, transmission, differential, brake fluid, washer fluid and battery level if possible. Synthetic Powerglide fluid is a very good idea.
4. Check the oil pressure sending unit and change this inexpensive item if you do not know its history.
5. Check the engine tune, and include cleaning the crankcase vents. Check the breaker plate in the distributor, lube the distributor cam and inspect the electrical connections such as the primary coil wires, alternator wires (no generators allowed) and multi-connectors. Check carburetor inlet nuts for leaks.
6. Check the battery date, cable ends, ground cable mount and check the overall charging system with the lights and accessories on maximum.
7. REMOVE the belt and check the condition of the entire length. Spin all three pulleys and lube anything questionable. Tools are available to grease the fan and idler bearing.
8. Check all running lights, check the fuse block for rust, check the large connector in early model engine compartments, check warning light operation.
9. If air conditioned, blow out the condenser, check the mounts and belt, check the evaporator drain, and remove the lower shrouds for better cooling.
10. Check the harmonic balancer, and if it is original, replace it! Be sure to check the fuel pump mount, they can work loose. To be safe with the increasing ethanol additions, you should have a new Airtex pump.
11. Lube your late clutch cable ball and look for frayed cable between the two pulleys under the dash on early models – also check parking cables in the same area..
12. Check brakes; wheel cylinders, shoes, master cylinder (push rod leak), and most important, the steel and rubber lines. Give your car the “stomp test” in the driveway. Steel lines above the gas tank and next to the transaxle are the most prone to rust, with tunnel lines next.
13. Be aware of any speedometer error you may have and know your oil consumption rate. Test drive 15 minutes on the highway on a hot day, pack up and head out!

Spares and tools? My favorites would be a belt, a new fuel pump, one rocker arm with pushrod and valve cover gasket, one 30 amp fuse, a set of points and condenser, oil as required, tools for these items, and a CORSA Travel Roster.

Editor Notes: CORSA Members can log onto the CORSA Web Site and search for members in the area if you have Corvair problems on the road. This mostly replaces the old printed Roster.

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

The “as Long as It’s Out” Situation

The Corvair was designed to have the engine and transaxle (the drivetrain) removed as a unit for major service operations. Removing the engine with the transaxle in the car or removing the transaxle with the engine in the car is a good way to break a differential snout or bend a shaft. And by the time you finish this awkward procedure, you are within five minutes of having the entire drivetrain out anyway. With the drivetrain removed, check as many of the following as possible:

Manual Transmission

- ☐ Check disc thickness: .290 minimum (original GM was .320 squeezed with a caliper) - no grease! Check or replace pressure plate – use special bolts. Install the disc with the correct side towards the flywheel.
- ☐ Rebuild flywheel if it is original (No exception!), balance pressure plate on the flywheel - check ring gear. Use blue Locktite or sealer on flywheel bolts (TORQUE!). Flywheel and converter bolts are different lengths, also be sure you use the reinforcing ring on the manual flywheel.
- ☐ Change flywheel housing seal, use a Clark's reproduction. No washers on bottom 4 bolts.
- ☐ Change pilot bushing every time the transaxle comes off, they take a wear set and will get noisy if you try to reuse them. Pressure oil the bushing! Replace clutch shaft seal with the proper size, be sure the split ring is against the seal. Change or repack the (correct) release bearing.
- ☐ Polish the seal and bushing area on the shaft; insert the shaft in the transaxle, add the disc and turn with the stub axles to check for true. Lube the disc splines and the shaft splines. If you separate the transaxle, check the internal splines in the differential pinion shaft with a flashlight – they wear out first.
- ☐ Lube release bearing shaft for cracks or severe wear, Check the fork pivot, and fork fingers.
- ☐ Check U-Joints and yokes (bolt & splines), and re-pack rear wheel bearings.
- ☐ Check differential side seals, O-rings, shifter seal, and clean differential vent.
- ☐ This is also the time to replace or service items that are hard to do with the engine back in the car, such as heater hoses, heater box and cables, blower motor, brake lines, gas line connection, positive battery cables, harmonic balancer, etc.

Automatic Transmission

- ☐ Check the flex plate carefully for cracks around the mounting holes. Use blue locktite or sealer on flex plate bolts. Flex plate bolts are shorter than flywheel bolts.
- ☐ Replace converter housing seal and gasket – Use Clark's reproduction as noted above.
- ☐ Check converter hub bushing, polish seal area and replace the converter hub seal in the differential. If you are correcting a leak, make sure the converter does not have a crack around the hub area.
- ☐ Adjust low band (loosen lock nut, tighten to 40 inch pounds and back off 4 full turns).
- ☐ Replace governor seal, check vacuum modulator.
- ☐ Install a 1/8 pipe plug in the converter for draining the fluid. A tech sheet is available for instructions.
- ☐ Clean the vent on the back of the pump cover.
- ☐ See also the last three items as listed with the manual transmission above.

CPF Tours, Open Dates Tidbits May 19, 2026

Pictures are by Larry Claypool posted to the CPF FB page (lots of cool pictures there.)

HOT ROD POWER TOUR COMES TO THE MUSEUM!

Wednesday June 10th found the HRPT headed towards Springfield IL. As one of the featured optional attractions, we thought there could be a fair number of visitors and we were not disappointed! Some tour cars had already arrived before our published opening at 9AM, so the 3 volunteer docents for the day - Jim Allen, Harry Jensen and myself quickly opened up for business at the advertised time. Eventually some 150 tour goers came through that day. As a car oriented group, most all of the visitors knew at least a little about Corvairs and a couple of them currently own one (or more!) The HRPT attracts a very wide variety of vehicles - anything goes, really- and the diversity seen in our parking lot showed it.

It was fun to interact with everybody; I think we were able to gain some new respect for the Corvair through the displays & history of our favorite car

The guest book showed our visitors that day drove from 19 different states- probably more including those who didn't sign in.

Big shout out to Jim & Harry for helping out (again!)

Next week we'll be open beginning on Wednesday (June 17) for the start of the Hemming's Great Race.

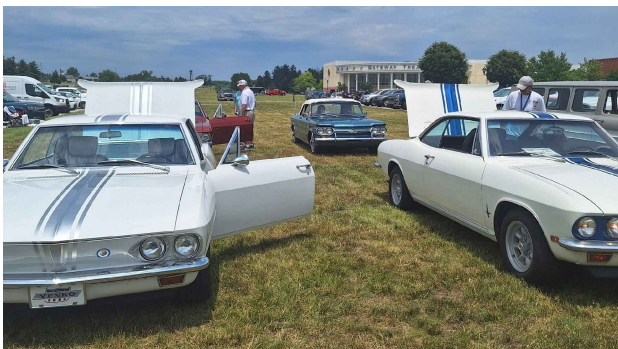
THURSDAY AT THE MUSEUM-The Owls Head Museum team stops by! We had a great visit with all the team members who will be driving their 66 Corvair Convert in the Great Race which starts here in Springfield on Saturday morning. Several couples stopped in unrelated to the Great Race festivities - they just wanted to see Corvairs! Also stopping in was two more folks heading up to Lansing Mi. for the Olds Homecoming.



Guest Guides - Harry Jensen and Jim Allen



A couple Pictures from the 2026 CORSA Convention in Gettysburg Curtesy of Sarah Bruce



Prairie Capital Corvair Association (PCCA) Membership Form
January 1, 2026 thru December 31, 2026

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: Mike Hall, PCCA Treasurer PO Boc 454, Pawnee IL 62558
Please make checks payable to Prairie Capital Corvair Association or PCCA

Glen Rittenhouse follows sales on Bring-a-trailer. Last month he these four two Corvairs on the site. It was “yellow” day - as three of the four were up for auction same day. All FOUR are YELLOW. Wow!



1964 Yellow Convertible sold for \$6,450. Needs detailing but worth more than it brought



1965 Yellow Monza Coupe. Sold for a fair price of \$13,900. “Mustard Yellow”

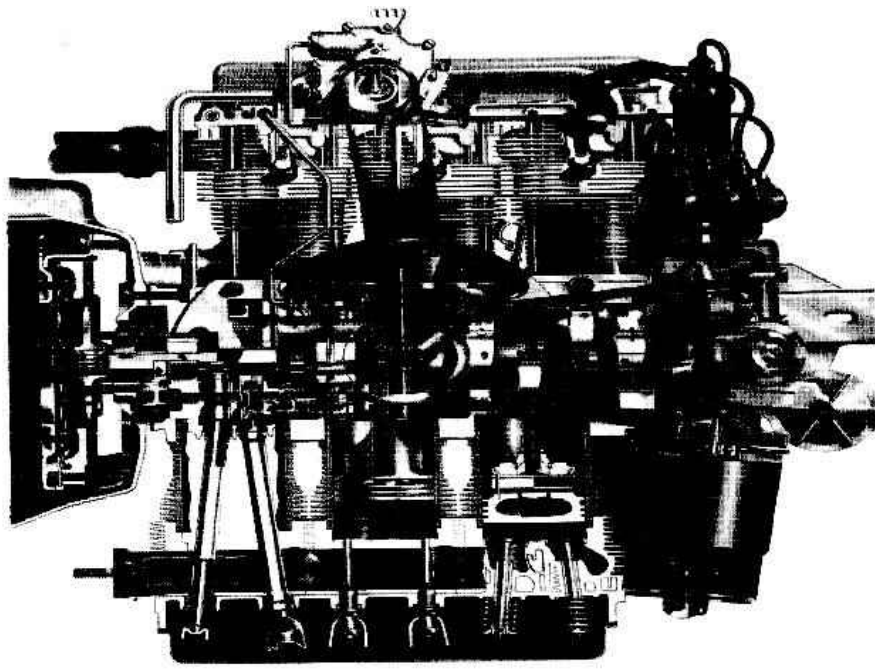


1965 Greenbrier, also in yellow. Sold for \$13,500. Fair price as van needs lots of cosmetic work



1969 Yellow Monza Convertible. Stunning example pulling big dollars. Sold for \$35,000

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