

## **Prairie Capital Corvair Association**

**P.O. Box 454  
Pawnee, Illinois 62558**

# The Flat Six

**March 2023**

### 2023 Officers

President -Tim Mahler	(217) 793-3824	Vice-President Jim Allen	(309) 361-5351
Secretary-vacant	(Call Tim)	Treasurer-Glen Rittenhouse	(309) 472-3882
Membership-Chris Hall	(217) 691-6529	Historian/Inventory - vacant	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

### Board of Directors

Mike Hall (2023)	(217) 494-7105	Chris Hall (2024)	(217) 691-6529
Jim Collier (2023)	(217) 972-2285	Brian Nicholson (2023)	(217) 891-0808

## **From the Prez**

Ah, March. Temperatures are rising and it's raining which is better than the white stuff. Soon the grass will be green.....and need mowing. Spring flowers, muddy shoes. Spring also means our Corvairs may come out of hibernation and Car shows and Cruise-ins and just driving around (test and tune) and at least a few days of sun shine. The ups and down of Spring. The ups win, I think.

It's March, if you haven't already renewed your PCCA membership, I urge you to do so, please. The editor will be required to stop the newsletter to non renewals shortly. If he remembers, he'll mark the address label for those who he doesn't have listed as renewed for 2023. We are all a few days older, so being forgetful is expected.

Besides being the start of the Illinois classic car season, it is also the start of the baseball season. Bill Pierson has volunteered to give a presentation on his days as a catcher - on an Illinois Hall of Fame team, and the intriguing relationship between a pitcher and catcher. It should be a very interesting presentation.

Odd. I'm out of words. That's OK.

Stay Warm, get those Corvairs ready. Spring is nigh

Tim Mahler, Prez, editor



Corvair sign in Museum. Photo by Shelby Berta

# 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.

- March 11, 2023      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm  
Refreshments: Rittenhouse  
Program: Bill Pierson – Softball Exploits and the Pitcher/Catcher Relationship
- April 8, 2023      **Peoria Early Ford Invitational Car show and Swap meet**  
**PCCA may attempt a meeting during the show.**  
**Glen Rittenhouse is expected to be showing his Rampside at this event.**  
**Exposition Gardens in Peoria Illinois 7am till 3:30 pm (Note: \$5 spectator fee)**
- April 9      Easter Sunday
- May 13, 2023      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
- June 3      Pawnee Prairie Days and Car Show – Pawnee Illinois
- June 10      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm  
This may become the Pawnee Prairie day Show in Pawnee.
- June 10,11      Route 66 Association Annual tour.  
Corvair Museum is on Historic RT66 and is listed as a stop for the tour.
- June 19-24, 2023      2023 CORSA International Convention June 19-24, 2023  
Chula Vista Resort, **Wisconsin Dells, WI**  
**Concours, Road Rally, Economy Run, Autocross, swap meet, tech sessions, More**
- July 8, 2023      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
- August 12, 2023      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
- September 9, 2023      **SOS Auto Show, downtown Springfield    8:00am to 3:30pm**  
**PCCA Meeting    1:00pm. At the show.**
- 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.** Need location and ideas, please.



For more Corvair Events Check the calendar on the CORSA Web site:  
[www.corvair.org](http://www.corvair.org)

Editor Notes: Rick Loving wrote the article below which Tim used as the basis for his Presentation at the February meeting. Tim decided to include the full story (as on the Monza Jr Kart Facebook group page) here because it includes a lot of interesting details, plus not everyone is able to make a PCCA meeting, every month

# ***Monza SS Jr & the Monza Jr/Chevy Jr***

Story by Rick Loving

Pictures from Rupp Kart Facebook page and Tim

The Monza SS Jr prototype go kart was based on a scaled down version the GM show car the Corvair Monza SS (XP-797 Concept Car). It was the first styling of what would eventually become the Monza Jr. This fiberglass body, custom made at the GM styling center, at the request of Head of Styling, Bill Mitchell. It was to be a special gift to his stepson Tony. This particular kart wasn't a child's toy. The fiberglass body was hand formed and designed to fit on a 1964 Rupp Grand Prix racing kart and was powered by a West Bend 820, 2-cycle Power Bee engine. In stock form, this engine produced 10hp at 8000rpms, however it was far from stock. Both the intake and exhaust sides of the engine had been upgraded, the single carb replaced with an aftermarket manifold, and dual Dellorto carbs that were topped with chrome velocity stacks. The muffler was replaced with a free flowing megaphone exhaust. It is unknown how much performance mods were done internally, but it would be a safe bet that the engine was far from stock in all aspects. The Kart was also complete with fully working instrumentation that was set in a brushed stainless panel, a real leather seat, a teak wood racing wheel, conical tail light lenses, and racing slicks.

The Bill Mitchel custom fiberglass kart was built as a one off show kart to mimic the body lines of the Monza SS show car. Unique identifying body queues would be the faux air intake scallops on the hood just below the windshield and the actual windshield trim and windshield. Additionally the dash was drilled out to accept functional gages. The body emblems matched the Monza SS with a center hood and rt/lt front fender emblems with block MONZA and the letters SS in a circle below that. The hood featured a circular Monza Cross in a white field emblem as well. The tail lights were 4 red conical lenses. The original Monza SS Jr show kart currently on display in a private owner's collection in like new condition.

The overall positive response to this custom show kart was the catalyst for the idea to begin making a production version to display and raffle off at auto shows, fairs, and other special events.

Some time in 1964 GM started working with Rupp MFG, a mini-bike and go kart company located in Mansfield Ohio, to partner with in mass producing a special go kart to be used for this Chevrolet advertising program. A mold was pulled from the original show kart body and modified to fit the dimensions of the existing narrow hoop 1964 Rupp D-300 Go Kart.

The modified body buck taken off of the SS Jr body was sent to Roller Reinforced Plastics (same company who was making various fiberglass Corvette parts for GM). Roller started by producing 2 prototype bodies and delivered them on 7/15/1964. This was the yellow Body that was made for the Chitwood Thrill Show on a modified race Kart frame and the other was gel-coated in Red for GM Show and Display Division to use for



The Monza SS show car, and the Monza Jr show Kart



A later Monza jr kart, low back, painted in a green hue



publicity photos. The 2nd red Kart was on a stock Rupp Chassis and would be similar to the rest of the production karts.

GM made a deal with Rupp that would contractually order a minimum 100 per year to establish the pricing and design requirements by Rupp. Mass production of the first Monza Jr Headrest bodied Karts started 11/13/1964.

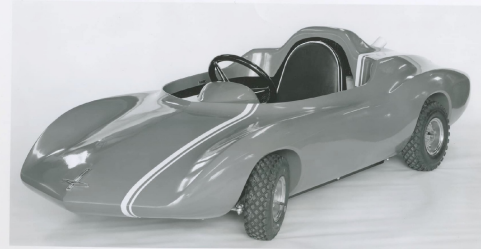
Only slight changes were made to the Rupp D-300 frame mainly by adding extensions to all sides of the kart in order to have mounting points for the fiberglass body. Additional changes to the location of the engine mounting plate were also done, in order to center the engine in the body opening. Since the body had integrated inner fender wells to keep out road debris, the location of the stock Rupp D-300 drive and brake system had to be modified. Due to the additional weight of the fiberglass body, the standard 2.5hp Tecumseh H25 on the D-300 was upgraded to a 3.5hp Tecumseh H35. This particular H35 engine received its own model number, H35-45094. This model of engine have several changes to the intake setup and exhaust setup between 1965-1974 and each time there was a change, an alpha character was assigned to the end of the model. The drive gear sprocket and brake drum were relocated inboard of the frame to accommodate the body wheel well fitment. This new kart was named the Monza Jr and initially they could only be won through special GM promotions, but after a GM promotional exclusive first year, Rupp was allowed to sell them to the general public as well. Not only could the general public purchase them directly from Rupp but also dealerships began buying them and offering them in their own promotions as well.

In January of 1965, Chevrolet received its first order of Monza Jr. go karts from Rupp. The initial production run was a body that shared the same overall body shape as the Monza SS Jr, with a raised area behind the seatback. The raised area was to fit the seatback hoop of the original Grand Prix and the D-300 frames. This hoop also allowed for a taller seat back that acted as a headrest. After production began, there were difficulties with the fiberglass form in making this area of the body. Due to these production issues, the body was reformed and this area lowered. This "new" body also required Rupp to cut down the seat hoop of the D-300 to fit the newly designed body. Additional changes were also required to be made to the seat back to fit as well. The original headrest model Monza Jr shared the same black seat with white piping as the stock Rupp D-300 but the changes to the body and kart frame required a new seat design specific to the 2nd version Monza Jr. This new seat was a solid black material with 1" ribbing to simulate a tuck and rolled upholstery pattern.

It is estimated that only around 30 to 50 of the original styled "headrest" or "high back" bodies were produced before the body



Hugger Orange kart - late 60s, Body, chaises, owners book



Black and white photo of an early high back kart



Rear view of the same Kart

style was changed. Due to the low production of this unique body style, they are very rare today.

Sometime before the body style change, a 2nd kart was modified by the GM styling team. This special kart request was made by Chuck Jordan (then Director of Design) to have a unique kart customized for his son Mark. This second kart started out as a stock headrest bodied Monza Jr. The customization was not as elaborate as the 1st kart as it was on a standard Rupp D-300 kart frame with the stock 3.5hp engine. The body was modified to have a similar windshield treatment, custom tall leather seat, instrumentation was there, but non-functional mounted in the stainless panel. It was painted with a show quality metallic blue paint job with Monza SS badging on the hood, sides, and rear panel. The kart had a plaque mounted on top of the seat hump stating "This Monza Jr built especially for Mark Jordan". The engine and fuel tank was chrome plated and any aluminum polished to a mirror finish. The kart made is promotional rounds, winning awards at the Detroit Auto show as well as many parades around the Detroit area. The custom Chuck Jordan kart body had re-surfaced in recent years, it sold online sometime in 2003 and at the time still had the windshield and blue painted body shell. Its current location is unknown. A windshield option was never offered by Rupp and was only seen on the two GM Styling specialty karts.

The Rupp modified D-300 framed Monza Jr was powered by a 3.5 HP Tecumseh H35 motor. The steering and braking were a stock Rupp setup with a 6" drum and brake strap setup common to their karts. The headrest model karts and some of the very early built low back Monza Jr karts used un-equal length steering setup, consisting of a single 12" tie rod, connecting the steering shaft to the left front spindle and a 24" center link rod connecting both steering spindles to each other. Mid-1965 this design was changed to two 12" equal length tie rods connecting each spindle to the steering column. This steering setup remained the same through the end of production. The karts all came with 5" diameter Rupp Turbine rims and treaded tires. The very first karts produced in late 1964 and early 1965 were different from the 2nd version which ran until 1967 in only the headrest shape and seat design otherwise they shared all of the other same features. All the Karts produced until 1967 were named Monza Jr's and were all painted GM Corvette Rally Red, a color similar to 1963 GM Truck Cardinal Red, just like the full sized Monza SS prototype they paid homage to. Unique to all Monza Jr bodies, there was a molded platform in the shape of the 1964 Corvair Monza fender cross. The body was drilled to allow mounting of this nose emblem. All the Monza Jr karts came with a 3.5 HP H35 motor and all other standard Rupp options. The bodies were also dressed up with a black license plate decal that had a Silver Bowtie and Monza Jr script printed on it. The rear cove was painted Argent Silver and 4 red reflectors acting as brake lenses were installed. The instrument cluster panel area had a decal with name Monza Jr as well as a Chevy bowtie in the lower right hand corner. The Monza Jr's have a small aluminum Rupp Manf. serial tag riveted onto the body, in the drivers "cockpit" area, on the right side.

Over the years there were some slight changes made to the karts. In 1968, there was a 3rd generation body which consisted of a very minor body change removing the raised area on the front nose where the Monza cross was placed on earlier versions. Additionally, the kart's name was changed to Chevy Jr. and the body color was changed to Marina Blue with a wide horizontal white stripe pattern added to the nose and rear end. This white stripe consisted of a thin stripe and a thick stripe with the words CHEVY JR in black print. The rear cove continued to be painted in Argent Silver. All of the



Rob Landers Yenko Stinger and Monza Jr Kart. Photo taken at a Florida CORSA convention - Daytona ?



A trio of Monza jr Karts at the Marshalltown time trials



Marina Blue Chevy Jr's had the serial tag riveted to the passenger side of the cockpit like earlier karts. The other major change from the previous Monza Jr was the switch to a white upholstered seat instead of the black colored seat, but the seat design and material pattern remained the same.

In 1969 the Chevy Jr. body color was changed to reddish orange that was GM's 1969 Hugger Orange. However, in the Rupp Color line catalog, they called it Grabber Orange. The striping was similar to the Marina Blue Chevy Jr's white stripe on the nose and tail. However the stripe now had the script "Chevrolet" printed in black instead of the print "Chevy Jr". The rear cover area also receive a color change and now was painted black instead of the silver as found on previous models. The early 1969 built Hugger Orange Chevy Jr bodies had the Rupp Manf. serial tag affixed to left (drivers) side of the cockpit body (a change from all previous Monza and Chevy Jrs) . In 1970 Rupp stopped using the small Alum serial tag and switched over to a decal that was affixed to the seat pan of the kart and not the body. This practice lasted until 1973, where it was switched again. In mid 1973, the kart serial number was stamped into the sheet metal of the kart itself. This stamped serial number can be located on the 1973-1974 Chevy Jr frame on the left side, "floor pan", between the main frame rail, and the outer rail where the body mounts on, near to the front of the pan.

Chevrolet continued to use the karts in promotional give-a-ways up until around 1973. When the promotional kart give a way program was discontinued, the remaining karts GM still owned as part of the program were donated to a local park. Rupp continued to sell Chevy Jr through 1974 to sell off their remaining stock.

The small group of Hugger Orange bodied karts, that were donated by GM, went to a driver safety training facility called Safetyville, USA. These karts were governed down and had additional safety crash bar bumpers surrounding the kart on the front and rear to prevent body damage from occurring while being operated by children attending the safety training.

Safetyville was located in Flint Mi, and was a miniature setup of streets, sidewalks, and building that children would operate their Chevy Jr's around while learning traffic safety. Safetyville, USA operated until 1978, where it was turned over to the Genesee County Parks and Recreation Commission.

Additionally, in the 70's, a large quantity of these Rupp Chevy Jr karts were purchased and used for years by the Shriners in numerous parades to promote their organization. The base color on the Shriner karts would be consistent for the year they were purchased, but they were frequently painted a variety of colors to match.

According to a Shiner website, the idea to use the Chevy Jr came about in the early 70's by a Shriner named Elmo Meyer, who was from the Clio Michigan area (only 20 minutes from Safetyville). Meyer approached GM directly to buy the cars, using a personal loan. After the cars were bought, the Clio-area Shriners used them for many years. Many of the Shriner Karts are quickly upgraded with larger fuel tanks to allow for more run time during long parades. Engine upgrades are also common as the original motors were often not enough to propel small cars and large drivers, so many were retrofitted with larger engines. The Shriner kart idea caught on and the idea was adopted by other Shiner groups across the Midwest.



Tim presents the story of the Monza Jr – with this article strategically in his hands. Photo by Shelby Berta



A photo from the Safetyville course.

Note: This is another Mike Dawson Preventive Maintenance Series articles. Mike writes nice articles that are easy to understand. I now go to the Heart of America Corvair Owners Assn Web page to find his articles. This is number 167 and is a nice upgrade for late model Corvairs. May be a good time to get a higher amp alternator.

## The Preventive Maintenance Series

Mike Dawson

### Wiring Change, Original Alternator to Internally Regulated Alternator 1965-1969

A good upgrade for any Corvair vehicle is a conversion from the original charging system to an internally regulated alternator. PMS 33 (available in the technical section of [HACOA.org](http://HACOA.org)), details the more involved work when converting an early model. This article covers the minor wiring change necessary for the late model conversion.

1. Disconnect the battery. Install the new alternator and hook up the existing 10 gauge red wire to the output stud on the alternator (same as the original).
2. Plug the new two wire connector into the receptacle on the top of the alternator.
3. Solder a 10 gauge eyelet on to the red wire from the connector and attach it to the output stud on the alternator. You could extend the red wire to the primary wiring or to the positive battery pigtail but having checked output doing it both ways I found no difference in charging, and the parasitic draw is negligible. However, unplug it if you are trying to find a voltage drop using a voltmeter.
4. The brown wire at the end of the original regulator connector is the wire leading up to the dash board warning light. Solder the small white wire in the new two wire connector at the alternator to this brown wire and you have completed the conversion. To do this, you can add additional wire or use one of the two original wires leading from the regulator to the alternator, as they will be abandoned along with the original alternator connector.
5. The remaining wires in the original regulator connector are no longer required and you may eliminate the connector and dress up the wiring as you wish. Keep in mind that the small red wire in the original regulator connector is still connected to the battery. You can remove it at the junction point next to the battery (red plastic assembly with a screw), or tape it up.
6. The original alternator brace will not fit the internally regulated alternator. You can be creative by bending the original bracket and adding a spacer or you can leave it off – I have never encountered damage to an alternator without the brace. Generators needed an end brace due to the length and weight but alternators are shorter and have a sturdier end frame. See PMS 98 on [HACOA.org](http://HACOA.org) for a brace modification.
7. If you want to have the brace bolt hole or connector location relocated, carefully remove the four small hex head screws and use a screwdriver tip to barely separate the field winding from the end frame enough to rotate the frame to the position you want.

Pictured is a late model installation. The extra stuff in the photo is cruise control.



**Let's get the year off to a roaring good start. Only two thirds of PCCA members have renewed, the goal is 100%. Please renew.**

## Prairie Capital Corvair Association (PCCA) Membership Form

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.



## General Meeting Notes      February 11, 2023      taken by Tim Mahler, acting secretary

President Tim Mahler brought the meeting to order shortly after 2:00pm leading the group in the Pledge of Allegiance. Aside from the collection of Corvairs in the museum, including several from Mike Hall's collection, there were no Corvairs driven to the meeting on this February day. Spring is coming.

The secretary report for January was printed in the Flat Six. No changes were noted, Mike Hall motioned to approve, Larry Jahn seconded, motion was approved. Treasurer Glen Rittenhouse gave the treasurer report. Checking account starting balance was \$4,690.91, dues received (7) \$89 and no expenses. Ending balance checking was \$ 4,809.91 with \$5 in Savings and \$161.63 cash on hand. This brings the overall balance to \$4,979.54. Motion to approve Treasurer's report was made by Mike Hall, seconded by Jim Collier, motion was approved. Mike Hall reported that currently PCCA has 35 members at 21 households.

Old Business: Programs February will be presented by Tim Mahler on the Monza Jr carts in Feb. March will be Bill Pierson on his (hall of fame) softball playing days. Need volunteers, ideas for May and beyond. The group agreed to attend the Early Ford Auto show and swap meet in Peoria since it is the same day as PCCA's regularly scheduled meeting (April 8) and Glen Rittenhouse's Rampsides will be in the show. It was left open if PCCA would have a meeting at the show. Other local shows: Bill Berta Taylorville has a cruise-in the first Friday of every month from 4-8 that attracts a lot of local cars. Pekin has a coffee and show on the First Saturday. Also, Bill mentioned that there is a 40mph club that has just a Facebook presence that showcases area shows and get-togethers. It's a free club. Museum Updates: a conflict that arose with the name National Corvair Museum has been resolved. Fundraising committee is meeting and is working on a conceptual design for a museum building. CORSA Conventions – 2023 is in nearby Wisconsin Dells - off the interstate by a few miles. All activities are at the Host hotel except the Autocross which is a quarter mile walk away.

Meeting was adjourned at roughly 3:00pm. Tim Mahler brought refreshments - a variety of homemade cookies with Mike Hall bring the tea. 50/50 was won by Glen.



Larry Jahn and Tim talking prior to the meeting.  
Photo by Shelby Berta



Motor Trend magazine showcasing the Super Monza.  
Photo by Shelby Berta

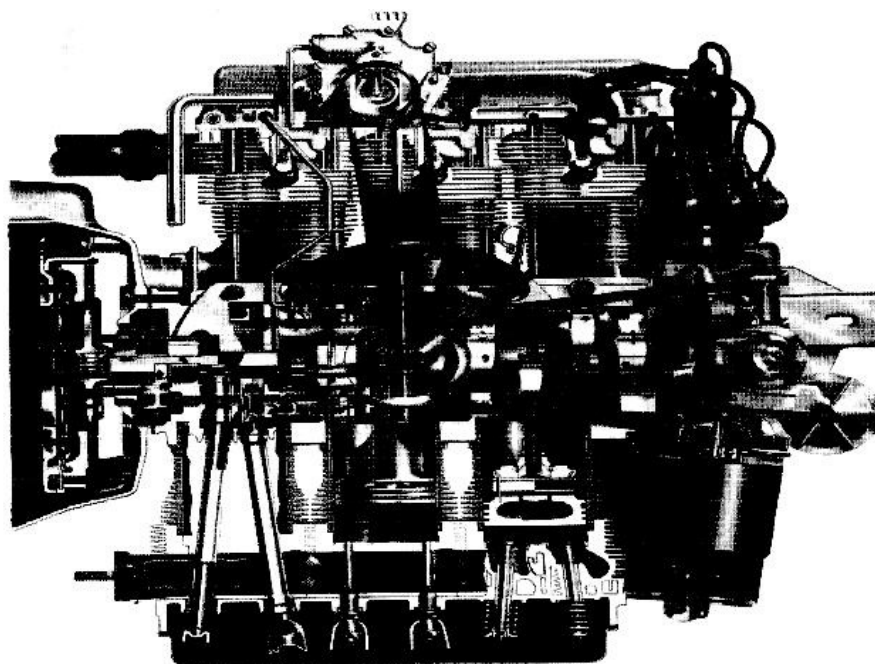
**37th**  
Annual Nostalgic Indoor  
Invitational Auto Show  
Saturday April 8th 2023  
Presented by  
The Early Ford V-8 Club of America Central Illinois Regional Group 51



Central Illinois Batman will be displaying his 1966 Batmobile at the Early Ford V8 Car Show and Swap Meet on Saturday April 8th 2023 at Exposition Gardens in Peoria Illinois.

Show Vehicles by Invitation Only  
Exposition Gardens 1601 W Northmoor Rd. Peoria Illinois  
**Music and Announcements By 3-D Sound Company**  
Doors Open At 7:00 Am..... Awards at 3:30 Pm  
Admission: \$10.00 Donation for Adults, Children 12 and Under Free with parent/guardian  
Free Admission to Anyone Confined to a Wheelchair and One Guest  
50/50 Drawing and Silent Auction with proceeds to benefit Greater Peoria Honor Flight  
Free Parking

# The Flat Six



# Prairie Capital Corvair Association



Prairie Capital  
Corvair Association  
P.O. Box 454  
Pawnee, IL 62558