

## Prairie Capital Corvair Association

P.O. Box 454  
Pawnee, Illinois 62558

# The Flat Six

May 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

Just when I thought Spring had sprung, mother nature turned off the heat. My sisters outdoor plants, did not like the cold and wind at all. They should bounce back OK as May flowers begin to bloom.

This month, Chris Hall hopes to bring back his Greenbrier a little closer to completion. With luck, the May meeting will be a tech session doing some of the (seemingly minor) restoration work on his van inside the Corvair Museum. Every part of a restoration effort is important, the minor details are what the show judges tend to focus.

The CORSA convention is upcoming in June. I am sure they are looking for Concours Judges, experience is optional. The key components are being fair as you judge each vehicle. Cleanliness and condition are the two big factors. Those who lack experience are paired with those with experience. A sample car (usually not in Concours) to get some hands on experience before the actual judging begins. Ray Morales is the person to contact if you want to volunteer. Oh, judges are usually given lunch. It's not much compensation, but the food is usually quite good, especially after judging 30 or so cars.

Hope to see everyone at the May meeting – and if you have procrastinated renewing you PCCA membership, PLEASE do so soon. By-laws says the editor should have sent your last newsletter in March.

Tim



Glen's Rampside. 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.

May 13, 2023      **PCCA Meeting    2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm  
Program: Greenbrier tech session is expected.

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. But, see below.

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.** The Berta's have located a nice place in  
Taylorville for this year's get-together. Any new ideas are welcomed.



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

# Early Ford Club's Easter Weekend Car Show and Swap Meet. Peoria, IL

This Story is from a text message written by Glen Rittenhouse. Glen's rampside was one of the invited vehicles for this year's show.

I only have 2 pictures from the show. The Batmobile was the best reproduction that I've ever seen. It looked like George Barris had just finished building it.

The 1934 Ford happens to belong to a cousin of mine (Don Hogan) who I hadn't seen in probably 30 years. It is so absolutely perfect (just like it came off the assembly line) that Ford Motor Co has approached him several times trying to buy it for the Ford Museum.

Because of the new/old venue (it started at Expo Gardens almost 40 years ago and now back there after the Avanti Dome collapsed), the number of cars on display are limited to 60. The Dome held double that count. It was a super nice day, unlike what is typical from years past (cold, windy, and frequently rainy). I did some vending of Non-Corvair parts left over from other cars I've owned in the past. The swap stalls were the most expensive I've ever paid.....\$50 each, and it



Don Hogan's 34 Ford. Glen Photo

didn't make a difference if your were inside or outside. Bill & Shelby were there

and so were Mike and Rhona. Jim Allen also showed up. It was a very nice event & well attended.

The Rampside drew a lot of attention, but not enough votes to be among the top 10 winners. It did embarrass me by succumbing to a flat tire the day the show opened. I kept having to pump it up (3 times). The noise of that cigarette lighter powered pump only added to the embarrassment of onlookers wondering where the noise was coming from. Turns out I had picked up a nail in the course of getting it from Pekin to Peoria.

I did learn that the Early Ford V/8 Club wants to do a road trip someday down to Glenarm to see the Corvair Museum.



Glen Rittenhouse's Rampside. Photo by Shelby Berta



Glen at his vending location. Photo by Shelby





The Batmobile. Photo by Shelby Berta



Another view of Glen's Rampside photo by Shelby Berta



Shelby Berta photo



This photo was taken by Glen Rittenhouse



Had the pleasure of meeting up with one of the busiest men I know who works vairy hard on behalf of the Corvair... Mike Hall, President of both Corvair Society of America (CORSA) & Corvair Preservation Foundation (CPF) and Curator for the National Corvair Museum. I'm honored and proud to work with Mike and his team as I believe in his dedication to establish a permanent home for our National Corvair Museum to preserve the history and legacy of one of the most uniquely made vehicles built...the Chevrolet Corvair.

Mike briefly visited Michigan where I was able to meet up with him and donate some artifacts I've been gifted with over

the years from interviewing many of the former Corvair Makers including GM Designers, engineers, and auto workers. They will be placed on display in our National Corvair Museum to preserve the stories and legacy of these fine people who created our favorite air-cooled wonder.

What better way to deliver the goods than with my 1966 Corvair 500 tribute car dedicated to the Willow Run Corvair auto workers. The UAW Local 1776 (Retired Willow Run workers) front license plate was given to me by my friend, Dominick Orlando, who worked on and started the first production made Corvair (car #1) that rolled off the line on July 7, 1959. For Dominick's account of what happened when he tried to start Corvair #1, click on the video link below:

<https://youtu.be/YGL6R32FsQk>

Eva "Corvair Lady" McGuire Creator, Meet the Makers of the Chevrolet Corvair Historian and Publicist,  
Corvair Preservation Foundation GM Liaison for National Corvair Museum, 10041 Palm Rd., Glenarm, Illinois



The editor went exploring for something on the Corvair Greenbrier. Not unexpectedly, he found an interesting write-up on CORSA's Corvanatics web site. Corvanatics is a Corvair group devoted to the preservation of Corvair 95 light trucks and vans. They are also a great source of technical and restoration advice for the Corvair FCs which includes the Greenbrier, Corvan, Rampside and Loadside. If you have a Corvair 95 or an interest in owning one, being a member of the Corvanatics is well worth it. Tm

## Corvair 95 Greenbrier

Of the four Corvair 95 models, the Greenbrier had the longest run. In the first production year of 1961, almost 58,000 units were manufactured, but like other models, production tailed off until it was phased out in 1965 with only 1,528 sold. Like the corvair cars, the Greenbrier suffered bad press related to engine oil leaks and stability of the swing-axel rear suspension, but competition with the less expensive Ford Econoline and VW van also took a toll.

Ironically, the swing-axel independent rear suspension underpinned much of the appeal of the Greenbrier as a large passenger vehicle by affording a ride more comfortable than that of other similar sized vans. And even with the stock 80 hp engine, the Greenbrier had double the horse-power of the VW van and a smother ride under a load. GM referred to the greenbrier as a station wagon, but is more accurately viewed as minivan, well anticipating the ubiquitous carry-all of late-20th century families. By way of comparison, the wheelbase of a 1984 Dodge Caravan was 112 inches. As a passenger vehicle the Greenbrier was outfitted with cargo area windows, and rear bench seats. The cab seat and a single rear seat were standard, but an optional third seat was available and afforded seating for nine passengers. The seat in the center position was reversible, facing passengers to the rear and possibly sharing an optional table with the third seat. Alternatively, the rear seats could be removed allowing for greater hauling capacity in the cargo area. Some Greenbriers were equipped with an additional set of doors on the driver side, and a deluxe package with interior panels and other features was also available.



Corvair fleet trucks Fleet of Greenbriers lined up outside Harvey's Casino in Lake Tahoe, Nevada. Image provided by Tom Hughes.

With windows around, flexible configuration, large 175 ft<sup>3</sup> cargo space, and sharp styling, the Greenbrier sports van was one of the most innovative passenger vehicles in automotive history.

A camper package was also available for the Greenbrier. Options for the cargo space included bed cushions, couch, kitchen counter, door mounted table and Coleman stove and cooler. Externally, tent and shelter units were available, along with a roof-top luggage rack. For more information about the camper options and to look at camper brochures visit:

<https://www.corvair.org/chapters/corvanatics/brochures.php>



## Mike Mauro's 1964 Greenbrier Deluxe



## Bill Jabs' 1964 Greenbrier Camper





An 8-door model was a factory option. These vehicles were outfitted with intermediate doors on driver's side as well as the passenger(stock) side. Intended to facilitate loading and unloading of fleet service vehicles, the extra doors also became popular in passenger vehicles. Since left side doors were not recorded in the vin number and GM did not register these models separately, the number made (and remaining) is unknown. Notice that the Greenbrier front intermediate bench seat could be mounted to face forward (as shown above) or rearward, as shown here. The engine is not stock, but rather a 1965 140HP with the secondary carburetor ports sealed.



## Steve Spilatro's 1961 8-door Greenbrier Delux



## Road Test of Greenbrier Sports Wagon from Car Life Magazine September 1961.

### SPECIFICATIONS

List price .....\$2651  
 Price, as tested .....\$3130  
 Curb weight.....3040 lb  
 Test weight.....3650 lb  
 distribution...45.7%/54.3%

Tire size .....7.00-14  
 Tire capacity.....4025 lb  
 Brake lining area.....1.68  
 Engine type.....flat 6, ohv  
 Bore & stroke.....3.438 x 2.6  
 Displacement.....2377 cc  
 (145 cu in)  
 Compression ratio .....8.0  
 Bhp @ rpm.....80 @ 4400  
 equivalent mph...85.4  
 Torque, lb-ft.....128 @ 2300  
 equivalent mph ....44.6

### CALCULATED DATA

Lb/hp test wt .....44.5  
 Cu ft/ton mile.....76.7  
 Mph/1000 rpm.....19.4  
 Engine revs/mile.....3095  
 Piston travel, ft/mile.....1340  
 Car Life wear index.....41.4

### PULLING POWER

2nd lb/ton @ mph .....130@  
 42  
 1st.....385 @ 15  
 Total drag at 60 mph.....135 lb

### FUEL CONSUMPTION

Normal range.....15-19  
 mpg

### ACCELERATION

0-30 mph.....7.6 sec  
 0-40 .....11.9 sec  
 0-60 .....32.2 sec

### SPEEDOMETER ERROR

30 mph, actual.....27.0  
 45 mph .....41.5  
 60 mph .....55.0  
 75 mph .....69.5

### PERFORMANCE

Top speed (est).....70.0 mph  
 Shifts, rpm-mph auto  
 1st (4500).....48

### GEAR RATIOS

2nd (1.90) .....3.89  
 1st (1.82) .....7.08  
 1st (1.82 x 2.60).....18.42

### DIMENSIONS

Wheelbase.....95.0 in  
 Tread, f and r.....58.0/58.0  
 Overall length.....179.7 in  
 width .....70.0 in  
 height.....68.5 in  
 equivalent vol.....499 cu ft  
 Frontal area.....30.0 sq ft  
 Ground clearance.....6.6 in  
 Steering ratio, o/a .....23.0  
 turns, lock to lock.....5.0  
 turning circle.....39.3 ft  
 Hip room, front.....61.4  
 middle.....59.6  
 rear .....61.6  
 Pedal to seat back, max .....38.5  
 Floor to ground.....20.5  
 Luggage vol.....222 cu ft

Note: I found this Mike Dawson Article on the Heart of America Corvair Owners Association web site under Tech Tips. This is Preventive Maintenance Series Number 170. Thanks Mike Dawson, well written as always.

## The Preventive Maintenance Series

Mike Dawson

### Steering Wheel Return in Cars

One of the things that has always made Corvairs fun to drive is the quick and light steering. No power steering necessary, just drive and enjoy. However, there are a lot of issues that can detract from that enjoyment, including having the steering wheel making slow or no return to center at the completion of a turn. If you experience a slow or “dead” steering wheel once you complete a turn, the following may contain useful suggestions. In no particular order since you may find one or all to be issues.

- Underinflated tires. And the recommendation is a 10-12 psi difference from front to back (such as 25 front and 35 rear).
- An idler arm that is freezing up due to lack of lubricant. They sometimes start to creak.
- An aftermarket nylon pitman arm bushing that is galling in the sleeve (common issue). If you have a nylon bushing, they need to be taken apart and lubed as part of regular maintenance. The original rubber design is actually best since it helps the wheel return due to wind up and release, plus it absorbs road shock that otherwise would be transmitted into the steering box.
- Four tie rod ends along with four ball joints have to be free and lubricated.
- The steering box may need lubricant; there is a plug for doing that. The steering column has one or more bearings/joints and although rare, they can be dry and rusty causing hard turning.
- Miss-adjustment of the steering box. Remove the nut and washer holding the steering wheel on the shaft and check that the two alignment marks match. They must match before you adjust the sector/ball nut lash. Then check the box adjustment; the shop manual describes the adjustments and specs. When you make the steering box lash adjustment, it must only be finger tight and made with the road wheels straight ahead.
- Corvair’s light front end is made more stable while driving by adding positive caster. Along with stability, another function of caster is to help with steering wheel return. Cars require between 1 ¾ and 3 degrees (the ‘60 was set at 3 ¾), check the manual for your specs. Caster is checked with a gauge and is adjustable using the struts that connect the bottom of the A arm to the suspension. Not easily done, since the procedure may require torch work and new parts, so plan ahead.

To initially determine if there is a mechanical issue or if caster adjustment is the problem, you could raise the front end, separate the pitman arm from the center link, and turn the steering wheel lock to lock with one finger. If that is successful, separate the idler arm from the center link and turn both of the joints by hand. Support the center link with wire or rope so it will not drop down and try turning the front wheels with two hands. To further check just ball joints, remove the two outer tie rod ends from the steering arms and turn the wheels in and out. They should turn smoothly and equally. If there is no evidence of binding and the steering wheel still does not return after turns, checking the caster would be next. The caster setting would also need to be the same from side to side to prevent drift or brake pulling.



## Prairie Capital Corvair Association (PCCA) Membership Form

# January 1, 2023 thru December 31, 2023

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

## LAPSED PCCA Members

The following PCCA members have allowed their PCCA memberships to lapse. Per By-laws, their last newsletter should have been the March issue. If you know any of these members, please encourage them to renew. The editor sent another email to those with email addresses (Red and Clif lack email addresses) which I hope prompts those members to renew.

Clif Carpenter Paul & Lynda Drake  
Red Johnson Sandy Myers  
Rob & Lori Preston Tom & Tammy Pollard

Glen Rittenhouse follows "bringatrailer.com" results and has reported this to me in the past month.


April 21, 2023 1964 Corvair Monza Spyder coupe,  
4sp, Blue \$15,000

2:23

Mail

**No Reserve: 1964 Chevrolet Corvair Monza Spyder Coupe 4-Speed**

Sold for \$15,000 | 73 [View Result](#)




Make  
Chevrolet

Model  
Chevrolet Corvair (1960-1964)

Era  
1960s


**BaT Essentials**

**Seller:** MwalsH88 

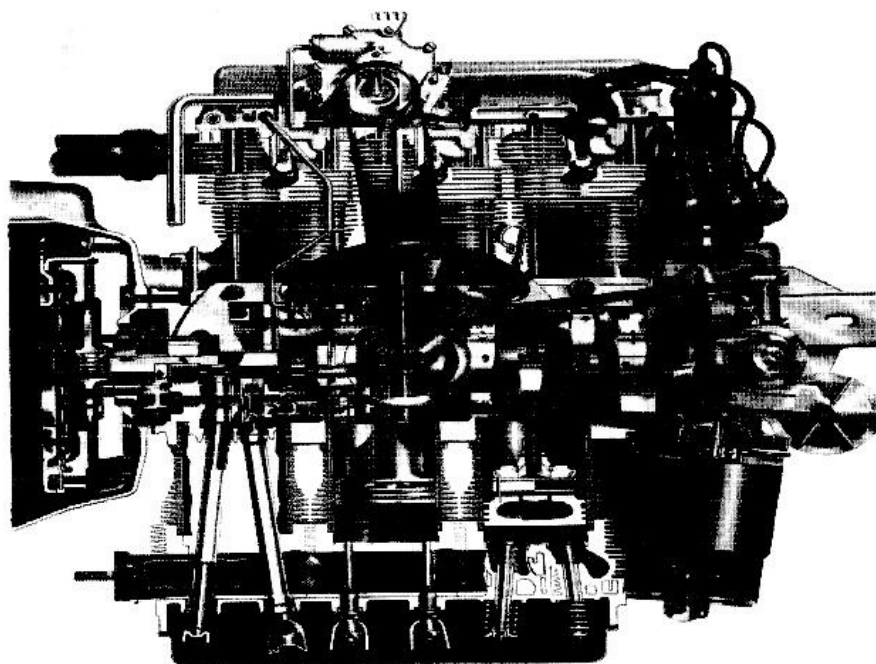
**Location:** Saint Martinville, Louisiana 70582

**Listing Details**

- Chassis: 40627W118327
- 65k Miles Shown, TMU
- Turbocharged 164ci Flat-Six
- Four-Speed Manual Transaxle
- Repainted Blue
- Black Vinyl Upholstery



# The Flat Six



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