



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

November 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

It's Election Month, not the national elections, that's next year, just the PCCA elections. This is an annual election versus every 2 or 4 years. The slate of candidates are familiar faces with not contest for any office. I'm OK with that. A ballot will be emailed to everyone, plus it's here in the newsletter. The vote will be tallied at the November meeting.

And yes, I will be running the day of our PCCA meeting - but it's local. Thus I fully expect to be at the November meeting. With luck, the FC Door handles will be located and Chris will lead us in a interesting tech session. I'll try to have a backup plan cause things happen.

December is the annual PCCA Christmas get-together - I hope EVERYBODY is able to attend. I know tha isn't likely but I like to dream nice things. Bill and Shelby Berta have made arrangements for this year's get-together at a nice resturant in Taylorville. PLEASE RSVP to them. Like pre-registering for the convention, it helps a lot for planning.

Although 2023 is still a few months away from being over, officers are already thinking about 2024. If you have any ideas for tech sessions, speakers or other programs, please let us know. Car related is a plus, Corvair related even better, but neither is a requirement. We just like another good reason to get together.

Happy Corvairing Tim



Corvair Autumn with Astronaut John Glenn's 1964 Corvair Monza convertible. Photo courtesy of car owner, William Joseph Hubbell

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.

November 11, 2023 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum in Glenarm**
 Program: Hope to have a tech session. Refreshments: Jim and Bernie Allen

Nov. 18-19 Muscle Car and Corvette Nationals. Donald E Stevens Convention Center \$30-35 ticket

December 9, 2023 **PLEASE RSVP**
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 in this newsletter. **PLEASE RSVP**

Expected 2024 Meeting Dates - Location expected to be the National Corvair Museum in Glenarm

January 13, 2024 PCCA Meeting 2:00-4:00 pm - PCCA Anniversary Meeting
 February 10, 2024 PCCA Meeting 2:00-4:00 pm
 March 9, 2024 PCCA Meeting 2:00-4:00 pm
 April 13, 2024 PCCA Meeting 2:00-4:00 pm

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

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (7)



1963 Sedan - black, 700, PG.
 (Former Dick Moon car) \$15,000



1963 Monza Convertible, dark Green
 (Former Jim Allen car) \$22,200



1965 Corsa Convertible,
 black \$31,500

1965 Corsa Convertible, blue \$13,500
 1961 Rampside, 3 speed, red w/ white stripe \$20,000
 1966 Corsa Coupe, white \$10,000
 1965 Yellow Convertible, monza \$11,250



Blast from the past - This is from 2004 when PCCA was still holding its annual May Car show. This was one of PCCA's initial forays into holding an event similar to other clubs hoping to attract other clubs. Hosting a International convention was far from anyone's mind then but a mere 12 years later, we hosted the 2016 CORSA convention quite successfully just a few blocks from this location. We have lost a few members since - some to warmer climes, some to age but we still have fun when we get together. Editor

The 8th Annual PCCA's

Flat Sixes on the Prairie

Springfield, Illinois

Maybe some places April showers bring May flowers, but in Springfield, Illinois we seem to not only get flowers, but more showers, especially on the weekend of our FlatSixes get together. And not only showers, but a sprinkling of snow and as an added attraction, some hail. But not to worry, the show must go on, as they say.

Friday evening a few of the faithful of the host Prairie Capital Corvair Association gathered in the hospitality room, hoping to welcome Corvair fans of other clubs. None came, so we broke for dinner at restaurants of each person's choice and gathered again later in the hospitality room. Saturday morning, the day of the car display, was our first indication of things to come.

About the time for the display to officially start, an on-again, off-again rain started. Nonetheless, at its peak there were fourteen Corvairs on display, thirteen of them to be voted on for prizes that evening, including one driven from Burlington, Iowa by a member of the Iowa Corvair Enthusiasts. The 1967 Corsa Coupe of John and Chris Miller turned out to be the only non-PCCA car at the show. Six of the Corvairs were early models (at least one from each

year of earlies), including one Rampside and one 1960 4-door that was recently "discovered" in an upstairs storage by PCCA member Bob Nicholson. This low mileage example still has the original tires mounted and is almost totally original. We are expecting to see this car judged in the Original Unrestored category some day soon. The seven late model cars that were on display, included one convertible, five coupes, and one sedan. Of the cars on display, it is believed six of them will appear at the Lexington Convention, maybe more. About the time the People's Choice voting slips were handed out a bar-b-que lunch was prepared for everyone in the hospitality room. Coming in out of the rain for those delicious sandwiches and fixin's was a real treat.



hospitality room



Miller's coupe



Tech session on Joe Robbin's Convertible

Saturday also brought a couple hard luck stories. PCCA member John Seaman started for Springfield with his Ultra Van, only to be sidelined by a broken rear wheel bearing. The Ultra was left behind for the weekend. Another disaster befell PCCA member and CORSA Director Joe Robbins. Joe's recently restored 1965 Corsa Convertible threw a belt somewhere between his

home and Springfield. When Joe called to say he was in trouble, Bill Pierson and Mike Hall quickly departed to help get him going again. But Joe's black cloud persisted and a few miles further one of his pulleys (air conditioned car; it was his harmonic balancer) broke. Now the PCCA disaster team really swings into action. Bill and Mike call back to Tim Mahler to round up the parts and a puller, Joe arranges to have him and his car hauled to Springfield, and an hour or so later an impromptu tech session was held in the parking lot of the host motel, even though it was still raining part of the time while this was going on. Joe got a new pulley and was able to drive his car home that evening. That episode really demonstrates how Corvair people are willing to help one another.

Everyone got plenty of good food at the Saturday evening banquet before the door prizes were distributed and winners of awards were announced.

1st Peoples' Choice: John and Chris Miller, 1967 Corsa Coupe

2nd Peoples' Choice: Betty Nicholson, 1960 4-door Officers' Award: Jim Allen, 1965 Corsa Convertible

Max Tschauder Memorial Award (chosen by Max's widow): Bill and Shelby Berta, '64 Monza 4-door

Seven teams departed the motel parking lot Sunday, each with instructions for running the forty mile rally and questions to answer along the way. To stay in form, the weather provided yet more excitement, this time in the rain contained snow flurries and hail. At least the hail was not damaging, but most of us can relate to the concern of at least two teams driving cars to be entered in the Concours judging at Lexington. By the rally's end, however, the storms were over and as participants' scores were tabulated an outdoor picnic was prepared by Betty Nicholson and her crew, Neta Moon and Bernie Allen. This is the crew who also were in charge of the hospitality room for the weekend. What a job they did! Brian and Donna Nicholson won the rally first prize of \$25; Bill and Thelma Pierson took second prize of \$15; Tim Mahler and Sandy Myers took the \$10 third prize.



Betty's 60 sedan with then Biggs 61 coupe behind



The start of the Rally. The Days Inn became the gas station used for the 2016 CORSA Convention.

Soon everyone was headed for home. No doubt PCCA will begin discussions about a similar event for 2005, hoping for better weather next year and also hoping to attract more Corvairs from other clubs. For 2004 though, everyone managed to have a good FlatSixes On The Prairie in spite of adversities that had to be overcome.



Halls rampside, Pierson's convertible; Miller's coupe; Allens coupe.



Jerry and Thelma McKenzie's grey 4-door sedan



Myers Coupe by the PCCA sign - Look sponsors!



Jim Allen's white convertible

Car Show

First People's Choice-

Chris and John Millers 67 coupe

Second People's Choice

Betty Nicholson's 60 4dr sedan

Officer's Choice

Jim Allen's 65 Corsa convertible

Memorial Award

Bill and Shelby Bertas 64 4dr Sedan

Long distance – John and Chris Miller

Hard Luck award – Joe Robbins

Also showing

Derek White 64 500 coupe

Dick and Neta Moon 63 700 sedan

Garry and Sue Biggs 61 Monza coupe

Bernie Allen 65 Corsa coupe

Bill and Thelma Pierson 65 Monza cvt

Brian and Donna Nicholson 65 Monza coupe

Jerry and Thelma McKenzie 65 Monza sedan

Sandy Myers 65 500 coupe

Tim Mahler 62 Fitch Sprint coupe

Mike and Rhona Hall 61 Rampside

Poker Rally

1st Brian and Donna Nicholson

2nd Bill and Thelma Pierson

3rd Tim Mahler and Sandt Myers

also running

Jim Allen and "Pete"

Bernie Allen and Neta Moon

John and Chris Miller

Jerry and Thelma McKenzie



Shelby Berta by her Red Sedan

the jacket with pride. We have fond memories of Max and our times Corvairing with both Max and Elinor. Bill and Shelby Berta"

THANKS

Thanks to all of PCCA for the help that I received and the Tech Session that resulted from my break down. I have often wondered if other car marques have such a tight knit relationship and always willing to help attitude that Corvair people have. If other CORSA chapters are like PCCA, there can't be a better car to be hooked on than our beloved Corvair.

Joe Robbins

More Thanks

We'd like to thank Elinor for selecting our car for the first annual Max Tschauder Award. We were very surprised and very grateful to be the recipients of this award. Bill will wear



Bill Pierson's 65 Convertible



Sue Biggs 1961 coupe with then Tim Mahler's 62 Sprint

2024 PCCA Official Ballot

Bring ballot to meeting, or email choices to Chris Hall - cmhvair@aol.com Who will get them counted

President Tim Mahler Other _____

Vice President Jim Allen Other _____

Treasurer Glen Rittenhouse Other _____

Secretary Other _____

Board of Directors

One Year Term Jim Collier Mike Hall Other _____

Two Year Term Brian Nicholson Other _____

Directions for Restaurant for Christmas Party:

Party will be held at Whit's End 48, 1800 Lincoln Trail, Taylorville, IL. The restaurant is at the eastern edge of town at the intersection of Route 48 and Lincoln Trail. East Main Cross becomes Lincoln Trail after crossing Route 48. If you are coming in on Route 48 you will turn to the east on Lincoln Trail and then make a quick right hand turn into the back parking lot at the restaurant. If you are coming in on Route 29 from the south you will turn to the right on East Main Cross/Lincoln Trail continuing across Route 48, and then turn right into the restaurant parking lot. Coming from the north on Route 29 after going through town turn left on East Main Cross/Lincoln Trail cross over Route 48, then turn right into the restaurant parking lot.

For further information you can bring up Whit's End 48 on line and see a map. The menu is on line We **need reservations by December 1** to advise the restaurant. We have a private room.

Contact Bill via email at [wbarta27@comcast.net](mailto:wberta27@comcast.net) Or phone : 217-246-4752 Or the November Meeting

Prairie Capital Corvair Association Meeting Minutes October 14, 2023, by Mike Hall

Meeting was called to order by Mike Hall at 2:04 pm, with the pledge to the flag.
Tim, Jim and Glen are all traveling.

We have 13 in attendance and no one braved to drive their Corvair today. Museum staff did move some around so we could have the meeting.

Secretary Report presented in the flatsix, being no changes motion was made by Chris Hall, Seconded by Brian Seiler and approved.

Membership Report, Chris provided update to the group and the membership roster should be out by the November Meeting.

PCCA Treasurer's Report September 9 & October 14, 2023 (combined report due to no activity)

Checking Account Beginning Balance	8/12/2023	\$ 5,097.21
No expenses/No Income between 8/12 - 10/14/2023		
Total Checking 10/14/2023		\$ 5,097.21
+ Savings Acct. Balance (required for a checking acct)	\$ 5.00	
+ Cash on hand 8/12/23		\$ 183.63
No 50//50 at September Mtg.		
Total Checking/Savings/Cash	October 14, 2023	\$ 5,285.84

Old Business:

Program for October was a carry over from September and replacing FC door handles will hopefully occur in November. Location narrowed down to the garage, so we all know what that means.

Refreshments for October provided by Mike

Refreshments for November scheduled to be Jim and Bernie Allen.

December is the PCCA Christmas Party

Elections: No new nominations from the Floor.

Museum Updates,

We have received a hardtop for an early convertible, secured by Lyle Rigdon and this was an accessory likely offered by JC.Whitney or aftermarket supplier. Its fiber glass with a real glass rear window. Jeff Miles from Miles Construction is a local contractor and just inherited his dads Lakewood, he will be joining us and his car could be a tech session as it has been setting for a number of years. Jeff had some ideas of how to display the early model hardtop.

The CPF will sponsor Forward Controls at the Mecum event the weekend before thanksgiving at the Rosemont Convention Center. We will be featuring a Corvan, an 8 door Greenbrier, a Rampside and the Tow Truck from the museum. Last year we featured Corvair Station Wagons.

Meeting adjourned at about 3pm. Refreshments and corvair talk continued until 4pm.

Another great Article by Mike Dawson. It is Preventive maintenance series number 172 - Clarification Items. As usual, I found the information informative – with a few “I didn’t know that”. Thanks Mike

The Preventive Maintenance Series

Mike Dawson

The following is a collection of items that might raise questions during various maintenance or rebuild efforts, the kinds of things that may be unclear or missing from shop manuals. I wrote this several years ago but some items needed updating and I was inspired by recent actual events to reprint an edited version.

Spark Plug Gaskets: Most later design plug gaskets are an “S” shaped sandwich gasket that is designed to crush for better sealing. One side can be slightly wider than the other and the wider side should be placed towards the aluminum head, which is softer than the steel spark plug.

Head Gaskets: The stainless head gaskets are also a sandwich gasket designed to crush and provide a better seal. Again, one side is wider than the other and should be placed towards the aluminum head.

Cylinder Base Gaskets: The early design gaskets were copper and they disintegrated over time. They were replaced with steel gaskets with a dimple. I have not found a written bulletin on them but mid ’64 is likely and after inspecting original ’65 and later engines I am pretty certain that the raised dimple was installed towards the aluminum case at the factory.

Pressure Plate Bolts: These are a special shouldered bolt designed to center the pressure plate perfectly on the flywheel and thus maintain the necessary balance. Use the correct bolt ($\frac{3}{4}$ ”) and a lock washer. And do not use a longer bolt as it can interfere with the clutch housing behind the flywheel.

Flywheel and Flex Plate Bolts: These special thread bolts are two different lengths. The longer bolt (1”) is used with a reinforcing ring on the manual flywheel and the shorter one ($\frac{3}{4}$ ”) is used with the flex plate on a Powerglide. Using the longer bolt on a flex plate will break the teeth on the aluminum cam gear which is located at the exit of the threaded holes. The same goes for omitting the reinforcing ring. Use a thread sealer on the bolts.

U-joint Strap Bolts on ’65 Models: The original $\frac{1}{4}$ – 20 bolts had a standard head and used a lock washer. Bolt heads would rust and have dirt built up around them. Combine that with odd angles for sockets and the heads would round off. After service complaints, a re-designed bolt was issued for dealer installation that had a taller head, but not many of these made it into actual service. The caution is to be sure and use new grade 8 bolts with lock washers to make the next removal easier. This issue was resolved in ’66 with a redesigned strap and bolt.

Early Model Turn Signal Switch Screws: The two screws holding the early turn signal switch at bottom of the column are a special length machine screw and sometimes hard to get started back in the hole. Periodically folks will opt for a pointed sheet metal screw which is much easier to get started but it will be long enough to contact the steering shaft. You would get several strange noises on turns depending on how much the shaft is out of true.

Special Thread Studs: The studs used for cylinder head mounting, carburetor mounting, lower studs on the oil pump housing and exhaust manifold clamps are a special cut thread. You cannot use a thread chaser; they are designed to stay in place while you remove the nuts. If you do change them, replace them with a like stud, clean the threads as much as possible and be sure to use antiseize (they can gall on re-entry). If you have to use a helicoil or an insert, then you must re-cut the threads to fit the coil using a standard tap.

Use of Screws and Nail Guns in Car Floors: Floor repair or carpet installation by others can result in gas tank and wiring damage. When drilling holes, using self drilling screws and using nail guns during floor repair, the tunnel pan area in the front and back must be avoided – it contains wiring, gas lines, brake lines and cables. Another danger area is across the front of the front floor on both sides as the floor slopes up – you are only $\frac{1}{4}$ ” from the gas tank. A third area that can attract gas tank damage is the horizontal package area in the trunk (just under the master cylinder & wiper area). Mounting anything on this shelf with screws should be reviewed for gas tank clearance.

Clutch Housing and Converter Housing Bolts: There are 7 bolts with 1 3/8 shank and thin flat washers and 2 bolts on the bottom with 1 5/8 shank and no washers. Use of thick flat washers on the bottom two bolts or use of bolts with thicker heads may result in the flywheel rubbing on the bolt heads.

Generator, Alternator & Starter Washers: Generators came with lock washers, alternators had a special narrow OD flat washer and starters were installed with no washers.

Oil Filter: The Corvair oil filter is not a spin on filter. If you are new to the car or have others change your oil and filter, you should be aware of the need for 15-20 ft lbs of torque (changed to 20 in the '69 manual). Check the bolt again after engine heating and cooling cycles; the fiber washer supplied with some filters will crush slowly.

Powerglide Differential Pinion Shaft Front Seal: This is the seal that does not press in flush with the front pinion bearing adjusting sleeve (flush will contact the race and block lubrication). There are conflicting pictures in all of the shop manuals which show it installed with the flat side toward the differential and also installed with the flat side towards the transmission. After working on differentials for over fifty years I know that the seal was installed at the factory both ways and has been installed during service both ways. Furthermore, it appears to work fine installed either way. Most of these seals leak because the pinion shaft bearings were not pre-loaded properly during service or the bearings were worn enough to let the shaft wobble; this allowed the seal to leak. If you use logic, the flat side would be towards the differential as the more fluid ATF might be harder to contain. Neither side receives pressurized fluid – gear lube is being thrown into the differential bearing and transmission fluid is spraying out of the governor and draining back from other areas. If you press the seal in from the bearing race side of the sleeve you can easily see how far to press it in, which is important for bearing lubrication.

As a final authority, I would quote the GM publication Servicing the Corvair 4 Speed Transmission and Differential. On page 7 of the differential section it clearly states: “install with flat side toward carrier”.

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 _____

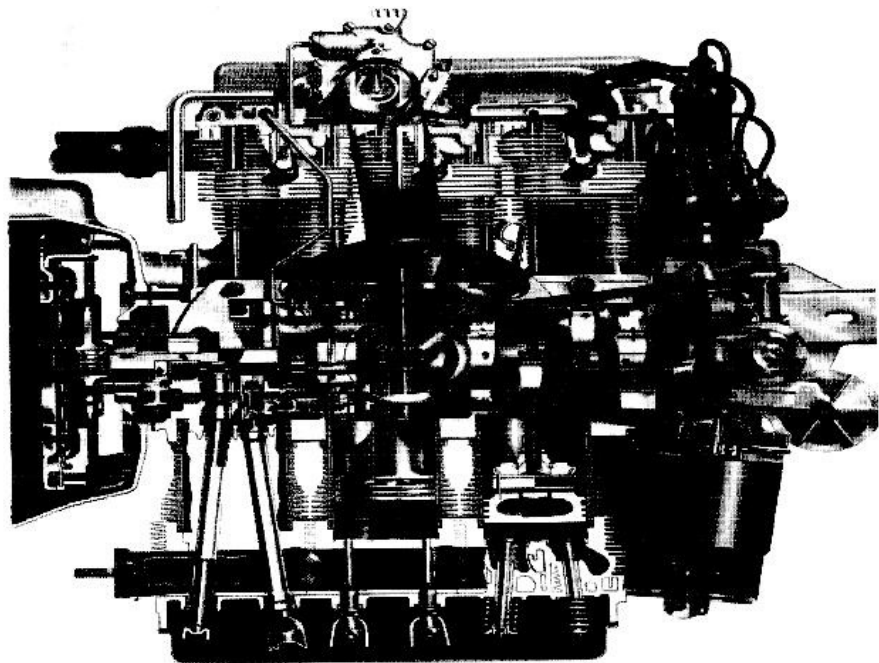
Other interests _____

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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