



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

November 2026

2026 Officers

President -Chris Hall	(217) 691-6529	Vice-President Brian Nicholson	(217) 891-0808
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Jim Collier (2026)	(217) 972-2285	Jim Allen (2026)	(309) 361-5351

From the Prez

Greetings, Fellow PCCA Members,

I hope you've been enjoying the beautiful weather that Mother Nature has provided as of late. I've been keeping myself busy between work and tasks around home. It seems like those tasks are gifts that keep on giving. I had hopes of getting to some local car shows but, that hasn't happened. In fact, I read where one club already had their last show for the year. So, I reckon I'll be waiting until I can get to a Cars & Coffee show. I recently attended a meeting for the Ag association club I belong to. This year celebrated its 25th anniversary. I hadn't really had a chance to get to one this year. Regretfully, I had to work during our club tour in Atlanta, IL. I'm disappointed that I didn't get there. My work schedule has been changed by the powers that be. Looking slightly ahead to next year I really hope to get to the Convention. I hope you're planning to go! Hope to see you at our November meeting!

Chris Hall, PCCA President - 2026



Miscellaneous items in the Giants Museum

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

2026 Calendar - start 2027 (already?)

- November 10, 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.
- December 13, 2026 SUNDAY – afternoon.** The day after the traditional 2nd Saturday of the Month Christmas get-together date - PCCA sponsoring lunch type foods and dring
Later afternoon expected. Everyone invited. Current members, past members
Pres, VP and others are working on details.
Location: TRN Club , Chatham Illinois
- January 12, 2026 PCCA Anniversary month.** January marks PCCAs 49th year
Early Dinner Meeting. Gather at 4:30 to eat. Meeting slated for 5:30 pm
Locations: Toni's Café: I-55 and Rt2 104 - Exit 82 near gas station.

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

Please remember to vote

see ballot on p 9 – or just send an email to prairieCapital@corvair.org indicating your preferences.
Thanks Tim

Glen Rittenhouse follows sales on Bring-a-trailer. Last month he spotted three Corvairs on the site.



1966 Monza Convertible. Bid to \$10,000. Reserve not met, Deserves higher price



1963 Monza Convertible, Sold \$2,800.
Issues with the car were noted.



1963 Rampside. Reserve not met bid to \$12,000, probably should bring \$20,000+

PCCA Tours Atlanta (Illinois)

Atlanta Illinois sits on Historic Route 66, but the main draw for PCCA (ok, the editor) was the American Giants Museum. I started seeing posts about this museum 3 years ago. In the last year, the museum added 3 giants to their outdoor display. There are now 8 giants in Atlanta with 6 at the Giants museum.



The American Giants museum opened just 5 years ago. Being on RT66, the museum and town has had a lot of visitors celebrating the 100th anniversary of RT 66. Inside the Texaco gas station museum are numerous fiberglass statues and busts – Big Boy, Rocky the squirrel, the tiger from put a tiger in your tank and a Sinclair Brontosaurus, green of course. Plus many other items.

The museum attendant was happy to provide information and tell a story or two. This included the tale of the Pie Lady, the American Giant outside the Country Aire Resturant AND the lady who makes the Award winning pies for the restaurant.

Larry and Gloria Jahn arrived from Hoopston 90 miles east of Atlanta in their beautiful 1962 Corvair stationwagon. Larry parked across the street from the Giant Route 66 Stop thinking it was the museum. The RT66 stop is owned by the gentleman behind the Giants museum. His shop features a large assortment of large fiberglass statues (signs) including the Pep Boys. The shop is also a gift shop.



After visiting the RT66 Stop, the group crossed the Street to the Atlanta (city) Museum. About this time, Glen and Rita Rittenhouse arrived in another beautiful Corvair model. This time a 1963 Rampside. Glen parked in the city lot next to Tim's 66 Corsa Coupe (a nice looking driver but not concours Corvair). Interesting, I think all three Corvairs driven to the event were propelled by a Corvair engine rebuilt under Jim Allen's careful eye. OK, Jim did all the work too.

The Atlanta Museum consists of 3 buildings. Two connected which featured most of the collection for the museum. Downstairs was some gift items, a railroad depot, and some WWII exhibits plus some of the old bank vaults. Stairs or an elevator took you up to the second floor.

Upstairs was an exhibit on Abe Lincoln. Atlanta was part of the law circuit Lincoln rode as a lawyer. The exhibit spanned into the civil war area. On the 45 day rotation was an exhibit of quilts. Many of these quilts were made by hand 50 to 90 years ago and were simply beautiful. Also upstairs was an exhibit of the Masonic lodge. The 2nd building was originally a monosic lodge, on the walls were the original mural paintings from over a centary ago. Awesome stuff.

The third building of the Atlanta Museum is the old (1930s) Octagonal Library. It is the only octagonal library in Illinois, the other known octagonal library is in New York state. The rooms inside are definitely unique. If you are interested in architectural designs, you would have definitely been impressed. This was my second visit and I saw things this visit I do not recollect seeing the first trip.



Before visiting the Library, we succumbed to the temptation to eat lunch. It was already 1:00pm after all. We had sat down at some tables in the “back of the museum” for a break. The owner? of the Jeans on 66 at Palms Grill Café, spotted us and asked if we were interested in lunch. After the 2nd prompt, we said yes. Did not know there was a restaurant at the museum. The menu was limited, light car show food truck comes to mind. Hot dogs, soup and turkey sandwiches on a pretzel bun were the orders for the group. A few other options existed, but that matched our taste buds.

The Museums, especially the Atlanta museum, merit a return visit. We did not explore the rest of the town as I expected. It was already 3pm when we exited the Library. Another gift shop, the coal museum and even the grain elevator were on agenda - across the rail tracks. Another day maybe.

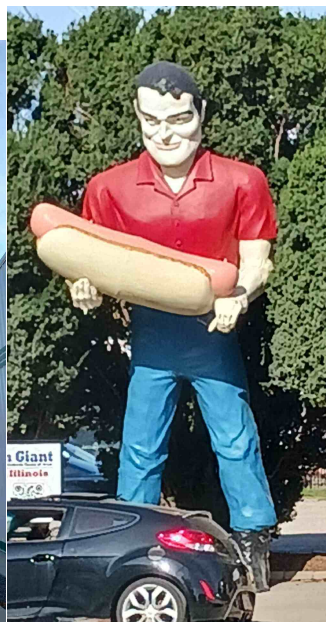
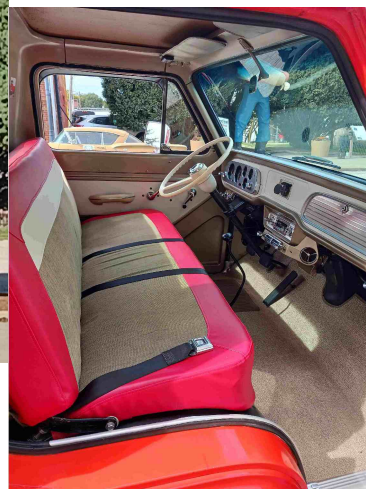
Three other classic cars were seen on the streets of Atlanta – 58 Impala and a 62 Chevy II Nova 400 (very nice) both parked in front of the RT66 Stop and earlier a 56 Ford was spotted touring the town



Glen and his Rampside in Atlanta IL



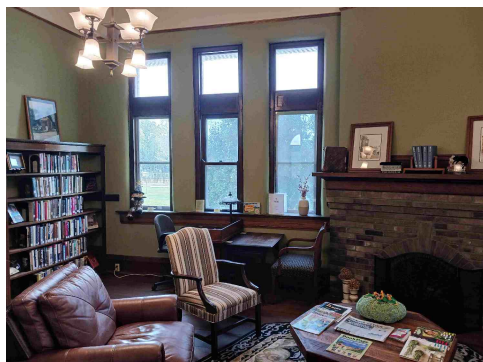
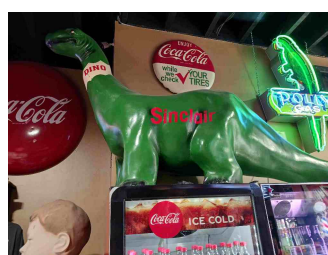
Larry 62 Stationwagon with a 58 impala in the background



Rampsides Interior



Boo Boo



Joie Chitwood Thrill Show

Story By: Eva "Corvair Lady" McKeel

BACKGROUND: Joie Chitwood, Sr., was a race car driver, stuntman, and creator/owner of the famous Joie Chitwood Thrill Show ("Hell Drivers") which he established in 1943. He traveled North America doing his shows at various fairgrounds and speedways performing high risk stunts like driving a car on two wheels (known as "skiing") or doing precision jumps. Chitwood also owned a successful Chevrolet Dealership in Tampa, Florida, which served as homebase for his Thrill Shows.

GM sponsored Chitwood's "Hell Drivers" stunt team from the 1950's through the 1960's. GM would provide Chitwood with a brand new fleet of vehicles each year to perform dare devil stunts using it for commercial advertising to promote Chevrolet cars and trucks. Chitwood would only use standard, factory stock (unmodified) Chevrolet vehicles to perform in his show which included Corvairs, Impalas, Corvettes, Bel Airs, Camaros, and Chevy II's.

Joie Chitwood, Sr., had a long relationship with General Motors (namely the Chevrolet Division) where they would hire him to perform stunts on their vehicles. GM also hired Chitwood to star in factory-to-dealer promotional films to teach salesmen how to sell their products to potential buyers. Chitwood would star and narrate in some of these films to educate others on how well Chevrolets performed under intense conditions doing two wheel driving stunts, ramp jumps, slides, and j-turns. Chitwood mainly used 1960-66 Corvairs for these daring stunts. You can find some of these films online or on YouTube.

DID YOU KNOW...A lot of the thrill shows and films were shot at the GM Milford Proving Ground which GM later used to legally and publicly defend the Corvair when Nader's book "Unsafe at any Speed" came out to demonstrate how well a stock Corvair could perform under some very intense conditions. GM used those thrill show films to combat the negative perception of the Corvair's swing axle rear suspension when over 150 product liability lawsuits were filed. Showcasing these films helped GM to aggressively defend the Corvair in court convincing jurors and attorneys how well a stock Corvair could withstand extreme maneuvers without rolling over. In addition, Frank Winchell (former Staff Vice President of Engineering for GM) also produced an in-house confidential film, "A Car on Trial" to help educate local attorneys on how to defend the Corvair using engineering concepts and strategies which helped GM win the lawsuits thereafter. The Corvair was later exonerated by the National Highway Traffic Safety Administration (NHTSA) in July of 1972. Corvair would be the only car in history to be vindicated by a government agency!

We do not know the location of where this stunt took place nor do we know who took this photo; it could have been a GM photographer, someone with the Chitwood Thrill Show, or a spectator.



VINTAGE CORVAIR PHOTO PICK...This photo was taken in 1961 with a brand new factory stock 1961 Corvair captured in midair during a ramp jump stunt at a Joe Chitwood Thrill Show.

* Please contact author at corvailady@gmail.com to obtain permission to reprint article in any newsletter, magazine, web site, blog, etc. Thank you!

Scott Baum's 20th annual Car show

Jim Allen and Glen Rittenhouse brought our Corvairs to Scott Baum's 20th annual car show at his Clinton Chevy/Buick dealership. This is held at the same time each year in conjunction with the community's Apple & Pork Festival. We ended up getting the very best parking spot for the show. Everybody had to pass by our cars and boy did we draw an audience. Jim and I both won plaques for our respective divisions. They don't award 1st, 2nd, or 3rd winners, but rather pick the top 3 winners as voted by all the participants, with each participant getting only 1 vote. There were 266 cars present. This is a charity show, with each year having a different designated charity. This year it was the DeWitt County 4-H Fair which was in need of a building expansion. The show raised \$20K on their behalf. The grand prize award was a 1959 Nash Metropolitan finished to look like a Chicago taxi.....very cool!

Scott Baum gave free rides around the grounds to anyone who wanted to take a ride. It was as popular with the little kids as it was with the adults. They had a NASCAR simulator that could be experienced in exchange for a \$10 donation to the charity. Lots of food choices and a live DJ. At Noon the event was paused for a prayer followed by the Clinton VFW presentation by its Color Guard and a live singer presentation of the Star Spangled Banner. Great show, exhibiting great values. The Best-in-Show award went to a beautiful 1961 Chevy Impala Super Sport (1st year of the SS)



Jim receiving his show Award



Glen Rampside showing its versatility (Ramp down)

CORVAIR
THE ONLY WAY TO GO!!

Editor's Note: Mike Dawson has been busy, or at least the web master at HACOIA has been. Several new articles were posted this Spring while I was napping. This is tech Article #212. As always, my thanks to Mike Dawson for his excellent writings. Tim

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Blow-by In A Corvair Engine

Excessive crankcase pressure in a Corvair engine can be due to several issues, some are easy corrections while others require an engine overhaul. A Corvair engine is slightly more prone to this issue than other cars due to it being a 1950's design and the fact that air cooled engines run hotter resulting in greater expansion of parts. And many Corvairs are still on the road with almost 60 year old engine parts still in service. Corvairs do not have fresh air introduced into the crankcase like most other makes, only a pressure relief system through the entire decade of manufacture.

Excessive blow-by can cause a Powerglide car to have a rough idle that slowly gets worse until it dies at a stop. With a manual transmission you can adjust the idle speed (up to a point). If you were to remove the oil filler cap the idle would pick back up as the pressure is relieved. Also if you check the road draft tube on a '60-'62 you would see a lot of vapor rushing out. From '63 models on if you take off the upper vent tubes you would see the same vapor rushing out of the vent at the top fan shroud. Excessive pressure will also cause engine detonation, hesitation, and in later stages oil will emerge from the dipstick tube and sometimes from any weak engine gasket or seal.

If you have excessive blow-by, first check for easy fixes:

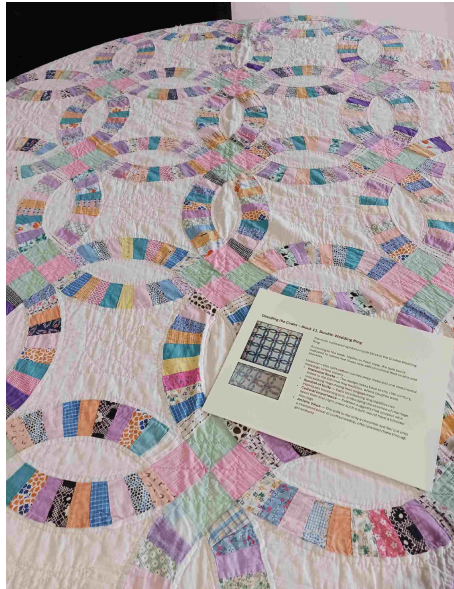
- Crankcase pressure is designed to be relieved through the vent system and if that 60 year old vent tubing is plugged up the engine is not happy. Use a piece of old speedometer cable frayed on the end and an electric drill to check the 90 degree bend below the top fan shroud (if you have a road draft tube go up from the bottom). Then clean the upper tubing that fits into the lower tube. Make sure you have the right parts for your car, and that the hoses are routed correctly. See also PMS 91 on our website for more venting and cleaning information.
- If you have diluted oil (or oil for a new car such as 0W10), even new Corvair engine parts cannot stop blow-by. Failed choke pull-offs, stuck choke parts, too high fuel pressure, the wrong float level or sinking floats, and leaking needle/seats all can dilute oil over a short time. Smell your oil for gas, and then rub new oil between two fingers, comparing the feel to your oil. Contaminated oil will feel much less slick and almost gritty. Usually the exhaust will have visible blue smoke under these circumstances.

If you have eliminated the easy fixes and the excessive blow-by is making the car less fun to drive, then consider these probable causes:

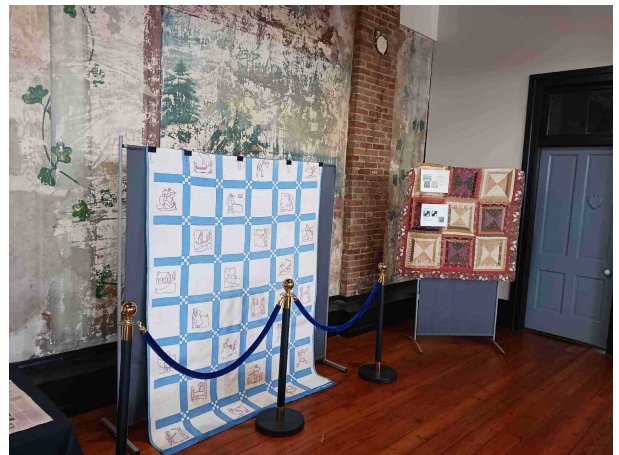
- Worn, stuck or broken piston rings are most likely the cause, accompanied by worn pistons and cylinder walls.
- Badly worn or broken exhaust valve guides allow combustion gas to enter the valve cover and move into the crankcase.
- If you suspect a single point origin such as a partial miss you can remove the oil filler cap and listen for a noticeable spit-spit-spit that would indicate a single cylinder or head issue. If the sound is smooth with noticeable heavy blow-by then you probably have worn rings.

Just to get by for a while I have seen the upper vent system removed and a long piece of 3/4 heater hose clamped over the vent tube at the top fan shroud. Then routed outside the engine compartment to avoid getting in the heater. Some folks racing with high tolerance engines have drilled a 1/2" hole in the oil filler cap and welded a piece of push rod tube to it, adding a length of 5/8" hose to exit outside the engine compartment. Neither of these are environmentally friendly and are really noticeable in the winter.

More Pictures From Atlanta – Mostly the Quilts



Glen and Larry talk to the librarian



Yes, Tim drove his coupe to the tour

2027 PCCA Official Ballot

President ☐ Chris Hall ☐ Other _____

Vice President ☐ Brian Nicholson ☐ Other _____

Treasurer ☐ Mike Hall ☐ Other _____

Secretary ☐ Tim Mahler ☐ Other _____

Board of Directors

One Year Term ☐ Jim Allen ☐ Jim Collier ☐ Other _____

Two Year Term ☐ Sandy Myers ☐ Other _____

Bring ballot to meeting, or email choices to Tim Mahler - prairieCapital@corvair.org Who will get them counted the ballots. NOTE: We do need one more candidate for the Board. Thank you.

Please Note: The editor has changed the membership for to the 2027 calendar year. Renew early to beat the Christmas rush. New members: PCCA will waive remainder of the year. (Generous of the editor)

Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2027 thru December 31, 2027

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 _____

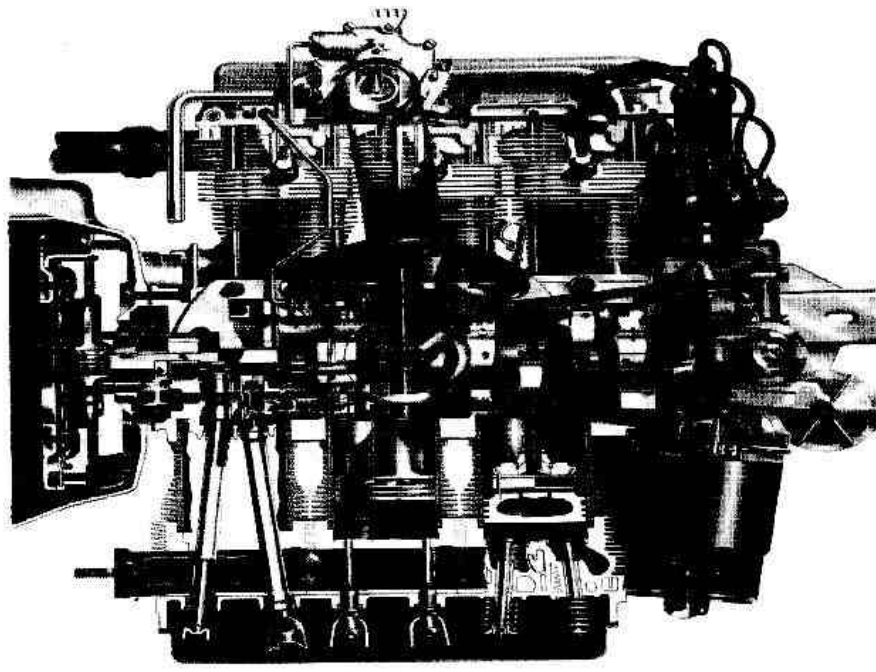
Cars, Corvair and other _____

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 Box 454, Pawnee IL 62558
Please make checks payable to Prairie Capital Corvair Association or PCCA

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