



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

October 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

Fall has arrived. It's late September and some trees have started to change colors. The farmers are definitely in the fields. It's been dry for so long, the corn seems to be ready 2-3 weeks before I was expecting it to be. Be careful driving on the scenic by-ways. A combine is a tad bigger and stouter than our Corvairs.

At the October meeting, a slate of candidates should be presented. It looks a lot like the current officers. It was an easy out because everyone was eligible, and willing, to serve another year. Seems two things are hard to accomplish every year – finding officers for the club and getting everyone to renew their membership. Elections are November, and the campaign to get everyone renewed starts in earnest in December. Both are just around the corner – Already? (See note about the corn being harvested.)



Tim's 66 Corsa Copue with Sprint top

I have a few more running adventures left this year, mostly weekends but that includes the October meeting. Jim or designee will handle the meeting. But we still need a volunteer to do a program - talk, tech session, craft. Car related may be preferred, but we can stretch that a bit. I'll be back for November and December is the Christmas get-together. That should be a nice event thanks to Bill and Shelby getting us a nice place to dine and meet.

January and February – those dreaded winter months – already looking for programs for those months too. I have a lead on one, whether I can get the deal done or not is debatable. But I'm gonna try. Initial response has been good. So fingers crossed. As always, open for suggestions, ideas and/or volunteers.

Til we meet again, Happy Corvairing Tim

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.

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 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 on how to find the restaurant will be added closer to the date.

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

January 13, 2024 PCCA Meeting 2:00-4:00 pm
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. (5)

July 30, 2023

1965 Corsa Convertible, red	\$30,000
1965 Corsa Convertible, dark blue	\$21,000
1965 Corsa Coupe, Blue	\$24,053
1965 Monza Convertible, Blue	\$15,050



1965 Corsa Coupe, Black - Darth Vair \$38,000
(was exhibited in a museum until recently)

Happy 73rd SOS Vehicle Show

Corvair Classes - Six but PCCA only filled two.

- CR-1 Class: Corvairs (open) (tops up for judging)1960-1964*
- CR-2 Class: Corvairs (closed, includes station wagons)1960-1964*
- CR-3 Class: Corvairs (open) (tops up for judging)1965-1969*
- CR-4 Class: Corvairs (closed)1965-1969*
- CR-5 Class: Corvairs (racing and/or modified)1960-1969*
- CR-6 Class: Corvairs Rampside and Greenbriarall years*

It was the year of the 4 door Corvair sedan with 2 examples being shown. The other two Corvairs were also 2nd generation models, both 2 door coupes, one in CR-4 closed 1965-69 the other in CR-5 modified. Hmm, 2 orange Corvairs and 3 1966 versions in the mix as well.

Paul Beck's V8 conversion is a very well done modified Corvair. It always looks great. Its orange paint had plenty of competition. Jim Allen's 4 door was the main Corvair competition but nearby were at least 3 other orange vehicles, all with various hues. Interesting, one across the street from Paul's Corvair was one that actually looked brighter (shinier?) than Paul's. That is hard to do. (Editor apologizes but he apparently skipped right over Paul's V8 while taking photos at the show. Must have been the glare!)



Jim Allen's 65 4 door sedan

In fact, Paul's bright orange made Jim's "Orange Crush" look like a shade of red. I blame the sun light and tired eyes for my perception, but others seemed to notice that too. It's orange, but not as orange as Paul's V8.

The other 4 door belonged to Matt Young of Paris Illinois. It has been reconditioned/restored but is mostly original in its presentation including the paint scheme, blue with a white top. It's a very nice car and the late model sports sedan looks very dapper with two tone paint.

The other coupe was Tim Mahler's Sprint. Tim made sure the car stopped on its own before pulling out of the driveway. Harder test and a few other verifications. Having little to no brakes a year ago has made him a bit leery when the car sits idle for any length of time. Regardless, doing a harder test before starting any length of drive is a good habit. Brake lines and other brake components tend to fail from the inside out where we can't see it.

Rich and Susie Grooms had to be unique. They arrive in a nice MG ragtop - orange in color. The Grooms had searched for the right period luggage to put on the rear luggage carrier. The leather strap tying the bags to the rack has become the next issue to resolve. Ah, the never ending search to make our show cars better.



Matt Young's beautiful 2 tone sedan

The SOS Show had over 167 vehicles this year. A good turnout considering the restraints the capital complex construction put on the show. Only two motorcycles were on exhibit. I do not recall seeing an antique tractor on the show field.

Show Results - For PCCA Members

CR-4 Closed Corvair, 1965-1969

- 1. Jim Allen 1966 Corvair 4 Door Orange
- 2. Tim Mahler 1966 Corvair coupe red with Sprint roofline
- 3. Matt Young 1966 Corvair 4 door, Blue with white top

CR-5 Modified Corvair, 1960-1969

- 1. Paul Beck 1965 Corvair V8 conversion, mid engine

SC-3 Sports Car (Foreign) 1971-1980

- 1. Rich Grooms 1979 MG Midget



Groom's MG Luggage



Grooms MG, business side



Paul Beck and Bernie Allen relax



Jim Allen and Matt Young. Talking 4 door stuff?



Only wagon at the show. Nice car.



And the only Beetle at the show

Fun fact: At the time of Corvair production, the Willow Run Assembly Plant was considered the largest auto factory in the world. They used this plant as a standard to build other car plants and would send workers to help set them up.
Eva "Corvair Lady" McGuire

Another great Article by Mike Dawson. It is Preventive maintenance series number 170 on steering wheel return. I found the information interesting - thinking caster was the “only” answer. Thanks Mike

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.

- Under inflated 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 $1\frac{3}{4}$ and 3 degrees (the ‘60 was set at $3\frac{3}{4}$), 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.

Rare moment with photos...Eva "Corvair Lady" McGuire

While giving a private tour of the former Chevrolet Division at the Willow Run Assembly Plant several years ago, I'm pointing to the Vairy spot where the last made 1969 Corvair (car #6000) was photographed (with Joe Strayhorn sitting in it) before it was loaded into a covered truck to be taken to downtown Detroit to the GM garage only to disappear and never be seen again. This created a mystery in the Corvair community all these years as to "Where is car #6000?" I was even asked to look in Joe Strayhorn's garage when I was at his house interviewing him to see if he hid it there all these years. He later joked about it when he gave a talk presentation at my Meet the Makers event in 2015 telling the audience that he had car #6000 under a steel cover and would show it for a price (of course, everyone laughed). All we do know about car #6000 is that there was never an MSO issued nor was the car ever registered or titled. There were rumors that it appeared at a Chevrolet Dealership and there was even ad about it being for sale. Confidential sources told me that car #6000 was scrapped due to the in-fighting of those who wanted to own the last made Corvair (details given in article link below). When you look at the

original photo of Joe Strayhorn in car #6000, you'll notice the striped pattern of the building behind the railway cars is also in the first photo where I'm pointing. The tracks are still visible but are flattened to the ground level. During the tour, I invited two former Willow Run Corvair auto workers - one from Fisher Body (Tommy Espy) and one from Chevrolet (Norm Estigoy) to tell us stories about Corvair production days. We also took a photo together in front of the Rotunda (fishbowl). We had a great time.

If you look at the last photo in this post, Norm Estigoy is pointing to the historic exit door where car #6000 left the building at Chevrolet final assembly when it was loaded onto a covered truck. All Corvairs went through this door after going through final inspection. If you look inside the building to the right, that is where the "Corvair Room" was located where they hand assembled the last made cars. I'm very grateful to the plant for giving me special permission to take photographs as they do not allow any pictures to be taken inside or outside the plant.

The next to the last made Corvair (car #5999) is owned by the Corvair Preservation Foundation and proudly on display in our National Corvair Museum. For more information and stories about the last made Corvairs, click on the article link below:

<https://www.corvair.org/.../meet-the.../the-last-corvairs>

By: Eva "Corvair Lady" McGuire,

Meet the Makers of the Chevrolet Corvair Historian & Publicist, Corvair Preservation Foundation
GM Liaison for National Corvair Museum, 10041 Palm Rd., Glenarm, Illinois

Quick Corvair Fun Facts: In 1969, there were only 6,000 Corvairs made as production for this air-cooled wonder ended on May 14, 1969, at 1:30pm when the last car rolled out of the plant (car #6000). Corvairs were made from model years 1960-1969.



Pointing at the spot where the last made Corvair (car #6000) was photographed with Joe Strayhorn. If you look at the original photo of Joe in the car, you can recognize the striped pattern of the building in the background. You can still see the faded railroad tracks on the ground.



Joe Strayhorn posing with the last made Corvair (car #6000) on May 14, 1969, just before it was loaded into a covered truck to disappear and never be seen again.



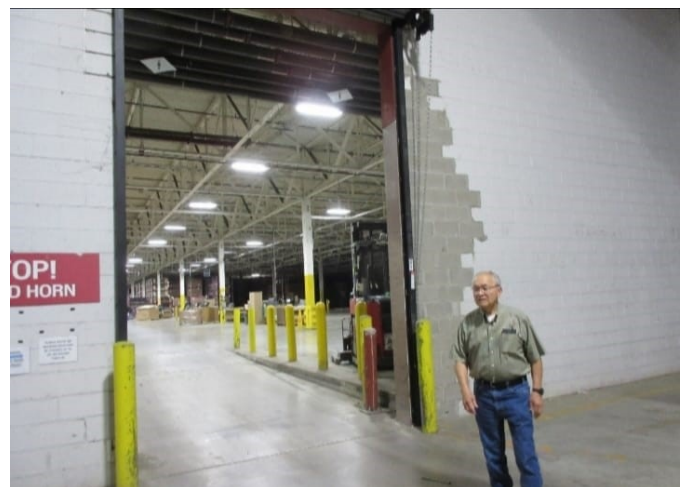
Left to right: Norm Estigoy (former Chevrolet employee), Eva "Corvair Lady" McGuire, and Tommy Espy (former Fisher Body employee) posing in front of the Rotunda (fishbowl) at the Willow Run Assembly Plant. While giving a private tour of the plant, Norm and Tommy told stories of Corvair production. Fun day. The blue and white striped 1966 Corvair 500 in the background is my tribute car dedicated to honor the Willow Run Corvair auto workers.

Not many get to see what you're looking at, and it's a privilege to share it with you. This is a special historic place inside the former Chevrolet side of the Willow Run Assembly Plant in Ypsilanti, Michigan. This is the exit door where the cars would drive out of the plant after final assembly and inspection at Chevrolet. The last made Corvair, car #6000, drove out of this door for the last time at 1:30pm on May 14, 1969, before being loaded into a covered truck.

The lighted facility in the background is a peek inside the former Chevrolet side of the plant. Once inside, to the immediate right is the former location of the "Corvair Room" where the last remaining 1969 Corvairs were hand assembled. The building in the foreground (where the man is standing) was added years later for the GM Customer and After Sales Center, who now use this facility. I had special permission to take and share these photos as it is generally not allowed.

The gentleman in this photo is my friend, Norman Estigoy, a former Chevrolet Corvair management salary auto worker. I asked Norman to give us a walking tour inside the plant when I held several Meet the Makers of the Chevrolet Corvair events at the plant a few years ago. He told our group stories and pointed out areas within the building where Corvair production took place. I also brought selected Corvairs back inside the old Chevrolet plant, and we drove them passed this historic door. That was an incredible feeling. It was the first time Corvairs were back in the Willow Run plant since 1969 (with the exception of the 1983 Corvair project car).

The former Fisher Body side of the plant is not open for viewing and is currently being used to store semi trailers.



PCCA Elections for 2024

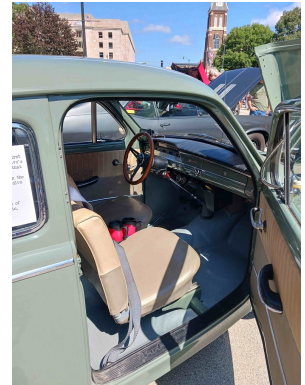
This is the annual request for volunteers to serve as a PCCA Officer or Board member. President Tim has asked the current officers and board members if they were willing to serve another year. They all agreed. But that doesn't mean you can't volunteer. We are always looking for new ideas, thoughts and energy. If you would like to serve, on the board or as an officer, Let Tim know. Just be aware, you may just be elected into office. We are willing to step back to see what new things could be accomplished with the club.

Please note: PCCA did change the by-laws last year to allow for one additional term in office. This was done because we do have trouble finding officers and board members. Mike Hall has volunteered to take notes along with Tim, but I did not slate him for Secretary. Anybody want to serve in that role officially? Just think, we would have to call you Secretary. Sounds important.

A few more pictures from the SOS Show. Dang, that was a good event this year. We need more Corvairs to attend and the construction at the capital complex to be completed but....



I probably take a photo of this car yearly
Note: the young lady looking inside



A 1960 Volvo. the seat belts were a step ahead - 3 point harness

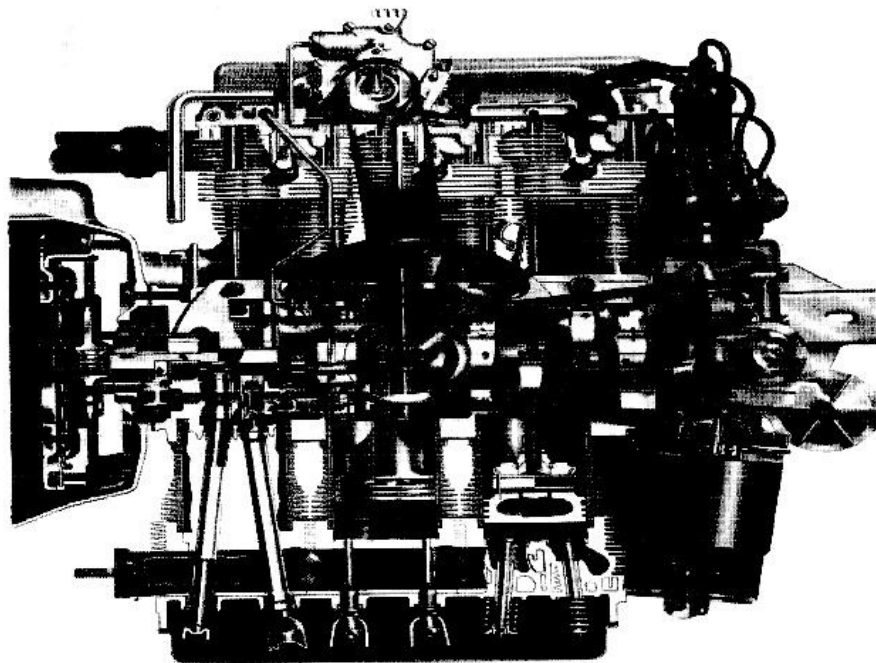


Ice cream.



The big land yachts never fail to impress

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