



Prairie Capital Corvair Association

P.O. Box 954
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The Flat Six

September 2021

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From the Prez

Greetings fellow PCCA Members!

I hope everyone has had a great summer despite all the chaos these days. The Illinois State Fair seemed to be decently attended as a whole. My Daughter Hannah was able to ride a few of the little kids rides this year. I believe she had a lot of fun! I went to two of the Concerts on the Grandstand Stage. Great performances by Kane Brown with Restless Road & Brett Young with Russell Dickerson. Regretfully, we had to cancel our display at the Illinois State Fair as well as our August meeting. Regretfully, due to my work schedule I will be unable to attend our meeting for the next two months. I haven't really gotten any input from anyone that I recall on our Annual Christmas Party. Before we know it Fall will be here and gone. We tossed the idea around about Motorhead's in Springfield. Do all our Members want to have a Christmas Party? Would you prefer not to have one? Please let us know:) I've got the membership roster updated and I'll be getting books printed and sent out as soon as I can. I hope you have all registered for the Illinois Secretary of State Antique Vehicle Show! Hopefully we will see you this Fall! If not, I hope you can get out and spend some time driving around in your Corvair!

Chris Hall, PCCA President



Thank you to Mike Hall , Shelly-and Larry Claypool , Jim Allen, and all the other members who put in time on this year's CPF raffle car. The car was a hit it's second time out and won a Carl F. Benz class award at today's Geneva Concours d'Elegance in Geneva IL. Get your raffle tickets to help support the mission of CPF and our fantastic museum on RTE 66.

<https://www.corvair.org/.../298-corvair-raffle-tickets>
posted by Brian Nicholson to CPF facebook pages

Calendar of Events - 2021

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. The building was the location of Elite Classic Cars a few years ago.



Events - 2021

August 26-29 Detroit Homecoming 2021. Ann Arbor MI. Ypsilanti Museum Tour, Car Show, Rally and Ken Pepke's World class Hospitality room. Registration \$40 individual, \$65 Family.

September 11, 2021 PCCA Meeting at the SOS Auto Show 1:00-2:00 pm.

LOCATION: SOS Auto Show, Downtown Springfield, Illinois

To Park together, Meet up is at the Walmart on South 6th street (I-55 exit 92, 6th street)

Entry form at https://www.cyberdriveillinois.com/publications/pdf_publications/iga13.pdf

October 8-10, 2021 **Great Plains Corvair Roundup,**

Hosts: Arkansas Corvair Club in North Little Rock.

Editor suggests using US Route 67 from just south of St Louis off I-55 to Little Rock - nice 4 lane road.

Host Hotel is the Wyndham Riverfront Hotel, events includ Banquet, Peoples Choice display, Valve cover races and a Fun Run. T-shirts available too. Nice Hotel, friendly and the Arkansas river is across the street with a nice walking path/park. Short walk across the bridge to downtown Little Rock and a long walk to the Clinton Presidential Museum.



October 9, 2021 **PCCA meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

November 12, 2021 **PCCA Meeting at the Museum 2:00-4:00 pm.**

LOCATION: CPF Corvair Museum (exit 88 off I-55)

December 11, 2021 **PCCA Christmas Get-together Noon/1:00pm - 4:00pm**

Location: LOOKING FOR SUGGESTIONS

July 12-16, 2021 **CORSA Convention in Peachtree City.**

Just south of Atlanta Georgia.



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



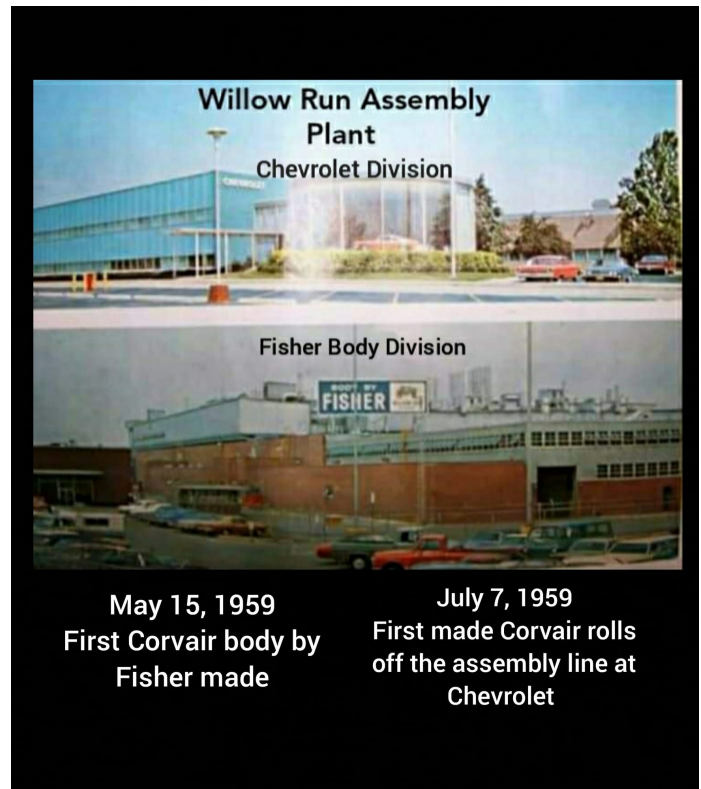
Meet the Makers of the Chevrolet Corvair

By: Eva "Corvair Lady" McGuire

Most folks know the official date of Corvair production began on July 7, 1959, at Willow Run, however; not many know that the first Corvair body by Fisher was made on May 15, 1959. This first body shell was shipped to the Chevrolet Division next door by an overhead, over the roadway, conveyor system on May 18, 1959.

On May 20, 1959, Willow Run employee, Cecil Cole; who began working at the plant in 1955 building trucks, was issued a special "Production Pilot Line" special pass name badge, and was selected to hand assemble (by himself) the first Corvair without the use of power tools in the top secret "Green Room" (later called the Pilot Room). Once Mr. Cole put together and took apart (several times) this first Corvair and figured out how everything worked, Cecil helped to select and train employees for assembly line production.

The official start of Corvair production is marked as July 7, 1959. Mr. Linus (Pete) Rausch was appointed as Plant Manager for the Chevrolet Division and officially drove the first Corvair off the line on 7/7/59. Mr. J.C. Owens was the Plant Manager for Fisher Body of the Willow Run operations.



Other Willow Run fun facts and some miscellaneous datelines during Corvair production that I thought might be of interest include:

- July 1, 1958 - Work begins to build addition of Chevrolet Division Plant at Willow Run and completed in 1959. Next door Fisher Body plant was already acquired by GM from Kaiser-Frazer in June 1954 for assembly of trucks from 1956-1957. In 1958, Truck assembly gets moved to other locations, and plant closes to make expansions to prepare to begin Corvair Fisher Body production.
- May 15, 1959 - First Corvair body by Fisher produced at Willow Run.
- May 18, 1959 - First Fisher Corvair body shell delivered to Chevrolet Division (Willow Run).
- May 20, 1959 - Willow Run employee, Cecil Cole, begins hand assembling first Corvair at Chevrolet in top secret "Green Room."
- July 7, 1959, Official start date of Corvair production with first car officially driven off assembly line by Pete Rausch, Plant Manager.
- July 15, 1959 - Steel strike begins and lasts until November 7th, 1959, but Corvair production continues for a while before shutting down.
- August 6, 1959 - Chevrolet registers the Corvair name.
- October 1, 1959 - 1960 Corvair makes its first official debut at the Paris Auto Show (one day

before the U.S. public introduction).

- October 2, 1959 - Corvair is introduced to the general public. The Ypsilanti Daily Press purchases the first made Corvair. Not sure of exact date the newspaper bought the first Corvair (could have been sooner). Its current whereabouts is unknown.
- April 1960 - Ed Cole (known as the "Father of the Corvair") and Chevrolet's Vice President and General Manager is presented with Motor Trend Award for the 1960 Corvair for its "Engineering Progress," and they also named Corvair "Car of the Year."
- April 26, 1960 - Corvair Monza 900 coupe is announced to be in production by Chevrolet.
- By May 16, 1960, Chevrolet Motor Division employs 1,000 and Fisher Body employs 2,000. Fisher Body encompasses 823,400 sq.ft. on a 38 acre site; while Chevrolet Motor will have 446,500 sq.ft. on an 88 acre site. (Willow Run)
- May 18, 1960 - a formal dedication takes place at Willow Run with 145,000 Corvairs made to date, building 60 cars per hour and at 60% of the Corvairs being built nationwide.
- June 23, 1960 - Bill Mitchell receives Industrial Designers Institute award for the 1960 Corvair.
- On December 7, 1960, four door station wagons added to the Corvair line.
- In Sept 1961, the Chevy II is along with the Corvair line for 1962 model production.
- November 6, 1961 - Ed Cole is moved up to Executive Vice President of General Motors Car & Truck Group
- March 27, 1962 - Turbo charged version of Corvair is introduced.
- April 30, 1962 - Willow Run builds Chevrolet Motor Division's 47th million vehicle...a 1962 Corvair.
- March 17, 1964 - One millionth Willow Run built Corvair produced (4 years and 8 months after production began).
- Oct. 21, 1968 - Willow Run adds females to production workforce.
- Mid November 1968 - Corvairs taken off the main assembly line due to heavy demand for Novas. A Corvair Room was made where the remaining 1969 Corvairs were hand assembled. Time difference in production went from one car being made per minute on the main line to one car being hand assembled every 1-1/3 hour.
- November 15, 1968 - First hand assembled 1969 Corvair built (car #2195) in Corvair Room.
- May 14, 1969 - Willow Run builds its last Corvair (car #6000), an Olympic Gold, 2 door hardtop. Its whereabouts is unknown.
- April 22, 1983 - Willow Run's special Corvair Project Build is completed in conjunction with GM's 75th anniversary when they took a 1964 Corvair (originally built in Sept. 1963) and ran it through the assembly line again. This project was spearheaded by Plant Manager, Harvey Williams, and was a joint effort of UAW Local 1776 and GM officials. The project took six months to complete and the finished Corvair was placed on display in the Rotunda (Fishbowl) building at the Chevrolet Division at Willow Run. It's current whereabouts is unknown, but I'm working with someone on a good lead.
- July 1993 - Willow Run Assembly Plant closes, and operations are transferred to the Arlington Assembly Plant in Texas.
- Willow Run built the vast majority of Corvairs producing 1,397,698 cars from 1960 to 1969 (out of an approximate total 1.8 million vehicles made).



Clay model to study the 1965 Corvair.
(photo courtesy of General Motors)

71st Illinois SOS Auto Show – September 11, 2021.

Downtown Springfield around the new state Capital PCCA usually meets at the show for its monthly business meeting. Estimated time is 1:00pm somewhere near the majority of Corvairs at the show. The Pawnee Boy Scouts will be serving food – this is the same group that did a fantastic job at the Museum Dinner during the mini convention.

Information and Directions

SOS Show has several classes for Corvairs including Stock and Modified plus a Display class. Bring lawn chairs. Downtown Springfield has good eateries, not all may be open on Saturday but Food trucks may again be at the corner of 2nd and Monroe street. To park together, we will need enter the show as a group. Meeting location 1: South **Sixth Street Super Walmart** off I-55 exit 93 (6th Street exit) **ready to depart for the show at 8:00 am.** We will head north on 6th street to Lawrence avenue, turning left. After 6 blocks we will turn right on Spring street, just past the Vinegar Hill Shopping Mall, and 2 block past 2nd street. This will take us to the Illinois State museum and the V parking lot on the left where we will meet up with those staying downtown. **Those at the State House Inn on Adams Street** Take Adams west 1 block to College, turn left. cross Monroe (show field is on the left) at the Capital Viisitor Center (another block and half) turn into the V parking lot (entrance past the middle of the block stop light). This is between Boone's Saloon (good food) and the Illinois State Museum. If you miss the entrance, continue to the light at the corner, turn left, and left into the parking lot. Meeting location 2: **State Parking Lot V neat the Museum departing at 8:15am,** The entire group should be able to travel easily to the show field, as a group. Head East on Edwards, toward the museum, 1 block and you are at second Street. Turn left to enter the show field.

Entry Form is Online – easy to fill out and print format, Show is Sept 11, 2021 - also in the August Newsletter https://www.cyberdriveillinois.com/publications/pdf_publications/iga13.pdf

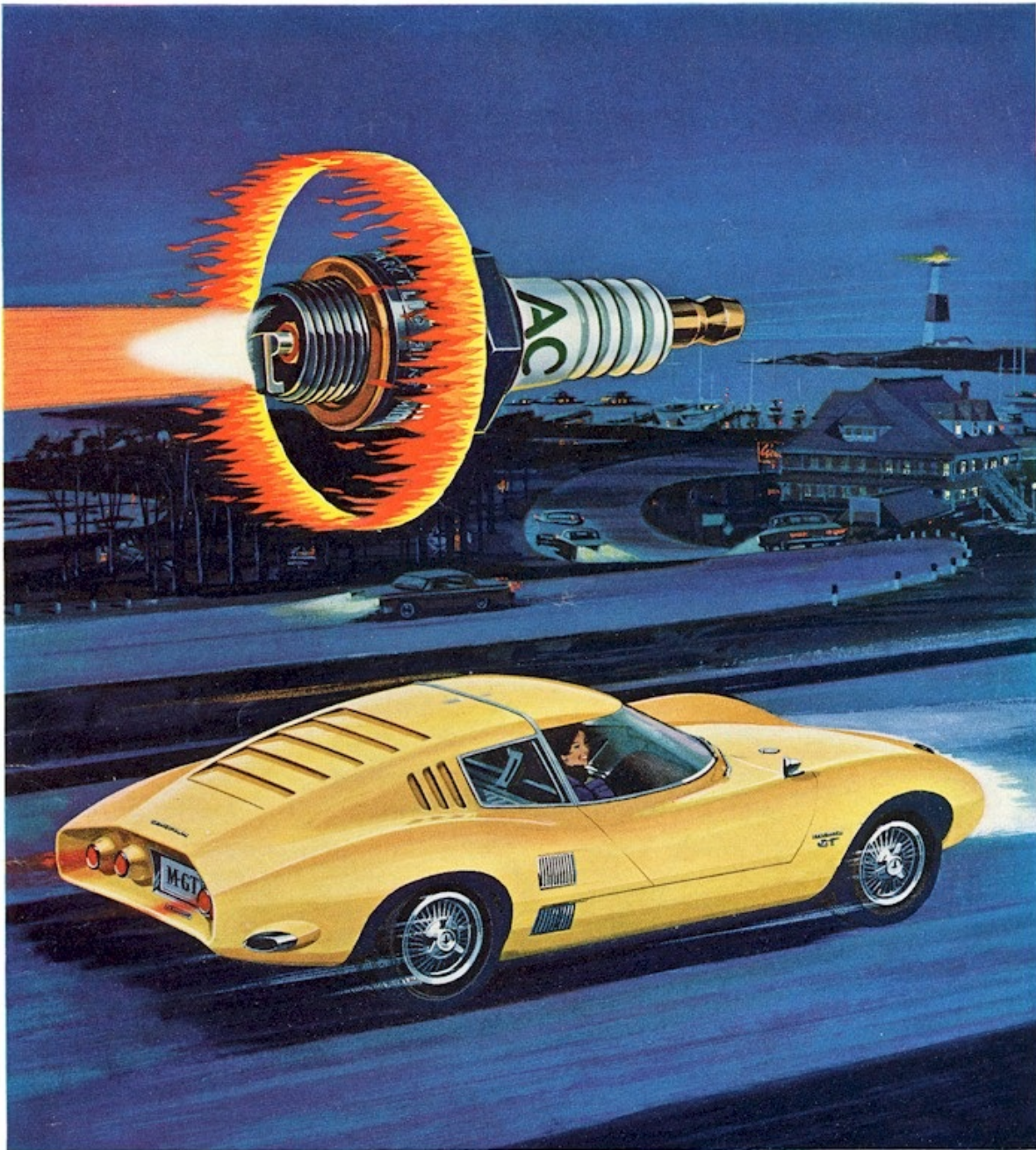
- Corvair Classes – stock and modified.
 For convertibles, tops up for judging.
 CR-1 Class: Corvairs (open)1960-1964
 CR-2 Class: Corvairs (closed, including station wagons)1960-1964
 CR-3 Class: Corvairs (open)1965-1969
 CR-4 Class: Corvairs (closed) ...1965-1969
 CR-5 Class: Corvairs (FC)1961-1965

Estate sale: 1966 Corsa convertible. Same family for 30+ years. Been covered indoors in long term storage. Good straight body with very minor rust. Some disassembly was done by owner. The car is in the Wheaton Illinois area. Contact Lyle Rigdon at ejuk8em@yahoo.com for more information and pictures.



SOS Show field Map

From Bill Berta's Collection of Automobile Literature comes this Ad for the 1960 Corvair



(The Chevrolet Monza GT: 92" wheelbase, 165" overall, engine displacement 145 cu. in., 6-cylinder engine featuring dual carburetors, developing 102 SAE BHP at 4400 RPM)

Monza GT sparks the imagination—AC sparks the action

Chevrolet's Monza GT, dream car of tomorrow, is sparked by today's self-cleaning AC Fire-Ring Spark Plugs. Although the car is not for sale, you can buy the spark plugs now and get tomorrow's power today. So, ask for action . . . ask for AC.

AC SPARK PLUG  THE ELECTRONICS DIVISION OF GENERAL MOTORS



Another one From Bill Berta's Collection of Automobile Literature comes this Ad for the 1960 Corvair

More happy ideas from the new



This Corvair 700 4-Door Sedan has provisions for heating ducts built right into its Body by Fisher.

more spunk, savings and travel space!

'61 CHEVY CORVAIR!

Wasn't easy, but we managed to make Corvair even more desirable in '61: we boosted the displacement of that air-cooled rear engine to 145 cubic inches. Made Corvair even thriftier to run: Coupes and Sedans carry lower prices, and quicker cold-start warmup gets you saving fast. (There's a new heater* that distributes heat more evenly, and a longer range fuel tank.) Added space inside for you, up front for your luggage. (Sedans and Coupes give you nearly 12% more space under the hood.) You'll like Corvair's smarter styling, too, the minute you see it. But that's not the half of Corvair's good news for '61. Now Corvair has family-lovin' wagons for you! Interested? Read on!

Chevrolet Division of General Motors, Detroit 2, Michigan/ *optional at extra cost.



The Lakewood 700 Station Wagon—4 doors and up to 68 cubic feet of cargo area.



Coming your way—the nimble Greenbrier Sports Wagon.

The Lakewood Station Wagon does a man-sized job with cargo, yet handles like a charm. Our Greenbrier Sports Wagon—unlike anything ever built in America before—has space for up to 175.5 cubic feet of people and things on a maneuverable 95" wheelbase. Check that against the wagons you're used to. Same rear-engine traction, same parkability that have become a Corvair trademark. See the whole sensible lineup soon—at your Chevrolet dealer's.

Note: This article appeared in the *VairCor* - sometime in the past. I retrieved it from Heart of America Corvair Owners Assn web page - tech section. Another Mike Dawson great article. Thanks Mike Dawson

The Preventive Maintenance Series

Mike Dawson

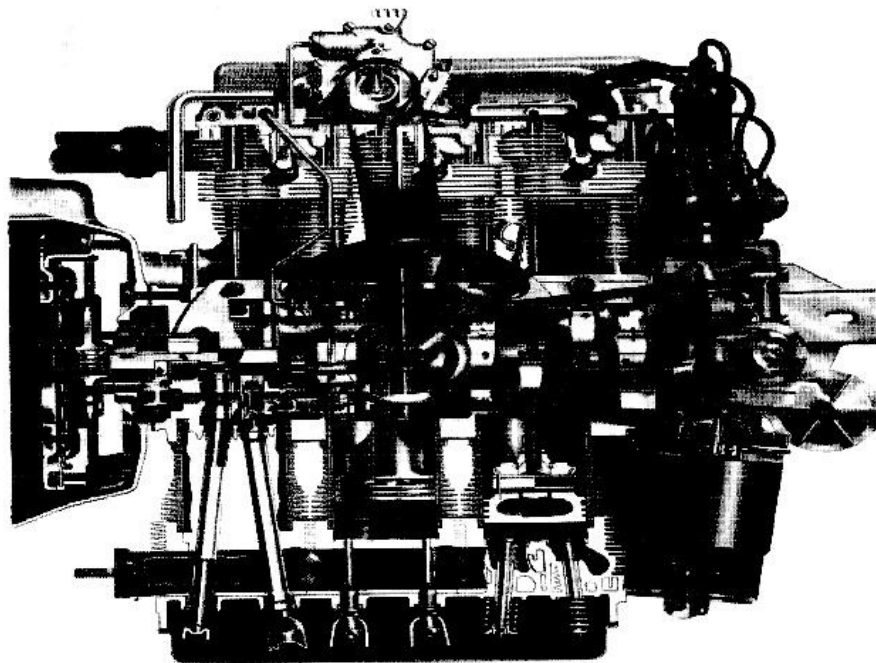
Air Cleaner Maintenance

Corvair air cleaners varied in their construction and installation over the years with the obvious mission of providing dirt free air for the combustion process and a secondary roll as “silencers”. From ’61 on the various systems utilized up to 7 gaskets and seals to keep the systems sealed against the ever present dirt. The internal engine parts such as rings and valve guides are extremely susceptible to damage from dirt in the incoming air but so are the carburetors; not from accelerated wear but from malfunctions caused by small passages getting plugged up. The following is my take on air cleaner maintenance:

- Make sure you have all the correct parts and that none of them have rust out areas or dents that prohibit perfect sealing.
- As mentioned above, there are numerous seals and gaskets used depending on which air cleaner assembly is on your engine. They all need to be in place and in good condition to keep dirt sealed out. Lids have big o-rings, supports can have small gaskets and air cleaners to carburetors will have a gasket for each. The turbo engines have the gaskets as part of the air filter and ‘60’s have large rubber tubes without gaskets. The single air cleaner housing also has a rubber grommet for the vent tube and the dual air cleaner system for ’63 to ’65 has a hose from the PCV vent to the right side air cleaner.
- The air cleaner issue that gets minimal attention is the inside of the tubes or the inside of the filter canister. These need to be inspected and cleaned as necessary. The single air cleaner has the crankcase vent exit located inside the air filter so keep your entire vent system clean or small pieces will be blown into the inside of the air filter and into the tubes leading to the carburetors. The ’63 and ’64-’65 with A/C model Rochester air cleaner system has a hose from the PCV system attached to the right side air cleaner (after the filter). Dirt that accumulates in that system can break off small crumbs that wind up in the vents.
- Along with the possible internal engine damage mentioned above, the incidence of Rochester downdraft carburetors showing up with plugged idle and transition circuits, plugged main metering jets, and plugged accelerator pump discharge holes is actually fairly common and almost always results from poor air cleaner maintenance. If you have rusty or caked on dirt after the filter element or if you have crumbling air cleaner to carburetor gaskets, the odds of poor acceleration and rough idle increase significantly. As noted in the picture below, the vents for the float bowl are well positioned to allow small crumbs to invade that area. The gasket between the air horn and float bowl has two holes positioned above the two sides of the bowl and dirt on the gasket will drop through into the fuel supply. If you corner hard or accelerate rapidly or brake hard, the dirt can make its way into the main metering jet. If it plugs the jet you now have a three cylinder engine. If the dirt is small enough to pass through the jet (0.052) it will surely plug up the idle pickup tube (plus or minus 0.025). Bypassing the jet, dirt can plug the accelerator pump discharge holes (0.013).

All the necessary seals and gaskets are available from Clarks Corvair Parts, so inspect your particular parts; order anything necessary using their exploded view and give everything a good cleaning and repainting if necessary.

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