

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

September 2026

2026 Officers

President -Chris Hall	(217) 691-6529	Vice-President Brian Nicholson	(217) 891-0808
Secretary-Tim Mahler	(217) 793-3824	Treasurer-Mike Hall	(217) 494-7105
Membership-Chris Hall	(217) 691-6529	Historian/Inventory - vacant	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

Board of Directors

Shelby Berta (2026)	(217) 361-7089	Jim Ori (2027)	(217) 725-8049
Jim Collier (2026)	(217) 972-2285	Jim Allen (2026)	(309) 361-5351

From the Prez

Greetings, Fellow PCCA Members,

I hope your Summer has treated you well. I hope you've been able to get some projects completed. I hope you've been able to get to some car shows. I'm hopeful that we will all be able to get to the Illinois Secretary of State Antique Auto Show! We intend to make the trip to Atlanta, Illinois for a tour in October.

Also, Club Election volunteers will be needed for the coming year. Please get involved! Help make our club better & prosper! Hope to see you soon!

Chris Hall, PCCA President - 2026



From 2017, State Fair, Mike Hall's Rampside



Another pic from 2017, pre-fair meet up

2026 Calendar – watch closely, things change

It's Summer Time

Back to a Week Night Meeting – gather at 4:30 for a good meal meeting at 5:30.

Sept 10-13 Great Plains Corvair Roundup Springdale Arkansas

September 12 Secretary of State Automobile Show. Near new State Capital Springfield IL

Map

The 76th Annual Illinois Secretary of State Vehicle Show will be held on Saturday, September 12, 2026, from 10 a.m. to 3:30 p.m. at the State Capitol Complex in downtown Springfield

Registrations postmarked by Aug 25, 2026, to receive the pre-registration rate (\$15 per automobile, \$10 per motorcycle). Limited on site registration is \$20 per vehicle.

7–10 a.m.: All participants must be through the show gate and parked, even if pre-registered. Your parking number must be at the registration table at the Capitol Complex Visitors Center located at 425 College Street by 10 a.m.

10–11 a.m.: Participants prepare for judging.

10:45 a.m.: Judges' meeting at Capitol Complex Visitors Center Auditorium.

11 a.m.: Judging begins.

3:30 p.m.: Awards Ceremony – First-, second-, and third-place winners will receive awards 5



September 25-27 IL RT66 Mother road Festival - Very big Car Cruise and Car Show Springfield IL

Corvair Museum “open” hours -

September 26, 2026 9 AM to 5 PM September 27, 2026 9 AM to 2 PM Last open weekend for 2026

October 10 Club Tour to Atlanta Illinois and the American Giants Museum. Times to be determined, expect to eat lunch in Atlanta. Lots to see and do. Editor has done a pre-trip, there are several RT66 type things to see as well.

Nov 14, 2026 PCCA Meeting date Details to follow. Expect Toni's Café at exit 82
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm

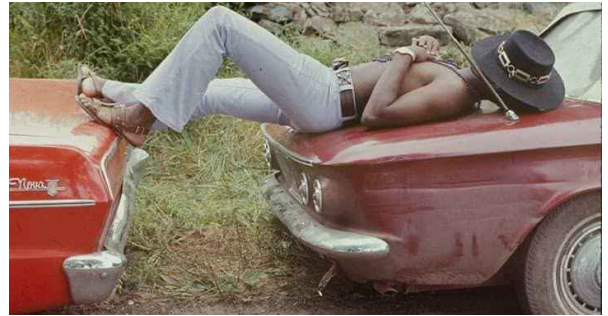
For more Corvair Events Check the calendar on the CORSA Web site: www.corvair.org

Woodstock

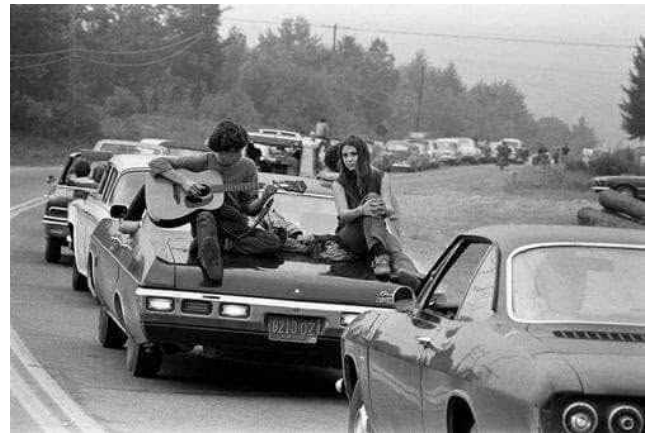
By: Eva "Corvair Lady" McKeel (formerly McGuire)

Corvairs at Woodstock... 50 years ago (August 15-17, 1969). Can you spot them in these photos? The traffic jam going to Woodstock was 17 miles long. The Washington Post reported that "the hippie trail was the most patient traffic jam the Catskills had ever seen." Far out man

By: Eva "Corvair Lady" McKeel (formerly McGuire)



*This was borrowed from Eva's Meet the Makers's of the Chevrolet Corvair Facebook postings (via the PCCA FB pages) The long list of cars from the period is quite interesting. Thanks Eva. And Oh. Please contact Eva McKeel, author of this article at corvailady@gmail.com to obtain permission to reprint in any newsletter, magazine, blog, web site, etc. Thank you!



Road Tour To Atlanta (Illinois) - attempt Number 2.

Editor Tim is again going to try to lead a road trip to the American Giants Museum in Atlanta Illinois. The current plan is to do the tour on October 10, 2026 - this is a Saturday. Start time? before lunch is as far as my mind has gone. I'll try to make a pre-tour visit in the next week or two.

The American Giants Museum has added a LOT of giants since last year, so delaying the tour may have been beneficial. Besides this museum, other possible (likely?) stops include the Atlanta Museum, the RT66 Arcade museum, the grain elevator and carriage house and the Arch Street Artisans. There are more possibilities most within easy (2-4 blocks from the Giants Museum) walk. October should be much cooler than this very hot July/August heat we have had lately.

There is also a segment of original RT66 that we could drive including an old pre red Stop sign (its yellow). The turn around is gravel so be warned. If we keep our feet light on the go pedal, we shouldn't throw any rocks.

For lunch – what's a club meeting tour without a food stop? - I'm debating on family style a short drive / long walk (half mile) from the museum versus burgers at the across the street bar and grill. Both should be excellent food, but with different atmospheres.

One final note: Because Atlanta is midway between Springfield, Peoria and Decatur members, it may be best if we met near or in Atlanta. Lincoln Illinois is just south but may be just another hassle. Maybe we could just meet for lunch at the Country Aire Restaurant in Atlanta and have an afternoon of exploring?

If you have thoughts – send Tim an email. PrairieCapital@corvair.org Thanks



PCCA Elections

Please consider volunteering to be an officer or board member. Although the current Officers may be eligible to hold office another year, having new people to lead the club may be just what the club needs. Besides, the current officers have not yet been asked if they are willing to serve another year. Need Board of Director candidates too. Please let Chris or Tim know if you are willing to serve. The Elections will be held at the November meeting for the 2027 calendar year. The Slate is normally presented at the October meeting – but, oops, we don't formally meet in October (we will be on tour though). Trying to get as much together before the September meeting as possible. email prairiecapital@corvair.org

SOS Show

The 76th Annual Illinois Secretary of State Vehicle Show will be held on Saturday, September 12, 2026, from 10 a.m. to 3:30 p.m. at the State Capitol Complex in downtown Springfield, IL. Registrations postmarked by Aug 25, 2026, to receive the pre-registration rate (\$15 per automobile, \$10 per motorcycle). Limited on site registration is \$20 per vehicle.

The SOS Auto Show is where PCCA has traditionally held it's September meeting (sometime between Noon and 1:00pm) This may be difficult again this year because 2 officers are judges at the event (Mike and Brian) and other PCCA members also have helped judge. Makes having a quorum difficult but it is a very nice show with some nice awards.

Corvairs Still have 3 Classes - Early models, Late models and FC's (trucks). The 1957 Chevrolets are the featured car this year. As such, I expect a lot of tri-five automobiles at the show.

RT66 Festival September 25 thru 27 in Springfield IL

September 25th Friday Night (almost free) Cruise - lots of cars may be watched en route downtown.

Route 66 City Nights Cruise Benefitting Crimestoppers in Sangamon/Menard Counties \$5 donation to take part in the cruise
Line Up - 3:00pm Capital City Shopping Center (3095 S. Dirksen)
Cruise - 6:15pm to Downtown Springfield

(cruise route is west on Stevenson, then north on 6th Street)

BOS Center - cruise will go through the BOS Center downtown.

Parking - When arriving downtown, cars MUST pull in front first.

Saturday - September 26 The "Big Show"

Pre-registration by Sept 23- \$50, onsite \$60

8am - 11am - Packet Pick-up and Onsite Registration – 630 S. 6th st

1pm-2pm - Major League Eating Cozy Dog Eating Contest

1pm - Kids Power Wheels Races (7th & Washinton)

2-3pm – Live Music - Sugar Davis Band on the ISRINGHAUSEN IMPORTS Main Stage

3pm - ISRINGHAUSEN IMPORTS Burn out contest (7th - Washington)

4pm-5:30pm - Red Hot Rubber Biscuit Rhythm & Blues on the ISRINGHAUSEN IMPORTS Main Stage

6pm-7:30pm - RT66 Rockabilly Jam with Union Avenue on the ISRINGHAUSEN IMPORTS Main Stage

8pm - Rockhouse on the ISRINGHAUSEN IMPORTS Main Stage with Laser Light Show after the concert

Sunday -September 27

7:30am - Route 66 Mother Road festival 5K Foot race (Old Capitol plaza) - register [HERE](#)

Noon - Awards on the main stage



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 #211. One part interesting stories and one part how to solve diagnostic challenges. I suppose the PCCA mechanics in the club have similar stories. Brian? Jim? As always, my thanks to Mike Dawson for his excellent writings. Tim

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Diagnostic Challenges

The following are true stories from the past,

A HACOIA member bought a rust free Greenbrier back east based on pictures and testimony of the owner, a fairly well known name around the CORSA circuit. It was described as being in perfect mechanical condition, with a rebuilt engine that you could drive anywhere, and the new owner drove it back to KC without incident. It was a '64 110 four speed but the new owner complained about low power and poor gas mileage. After he did carburetor re-work and tuning he brought it to me for a second opinion. After a compression check showed low compression on all six, we explored valve adjustment and then cam timing and cylinder leak down. Nothing showed up. The head numbers were correct and all I could think of was either re-worked heads or too many stacked gaskets to lower compression. As soon as one head came off you could see a much larger deposit area at the top of the cylinder. No stacked gaskets or re-worked head, this was a complete 64 110 engine that had been rebuilt with an early model crankshaft. With the shorter stroke of the early crankshaft, the compressed area in the '64 head was significantly less. Finally I knew; it can be done and it will run, but not well!

A late model coupe that I had installed cruise control on several years ago developed a problem with the cruise; it would cut off for no apparent reason. After a while the owner connected the problem with use of the headlights, and after spending some time in my garage with test lights and multi meters we finally traced the problem to an 1157 bulb in the right rear. The Chinese manufacturer had constructed the filaments so close together that when the tail light filament heated up it bent and touched the brake light filament. Turning on the headlights made the cruise controller think the brake had been applied and shut itself off.

One of the items on a list of repairs to be performed on a restored '60 four door was a transmission fluid leak that appeared after the car was parked for a period of time. After fixing the usual leak where the cable was separating from the mounting bracket I noticed that both tunnel pans looked wet, more fluid than could have run up the cable. When I pulled the pans and tried to inspect the cable, I found it had been wire welded to the floor in numerous places when the floors had been repaired. It still worked, but the plastic casing was melted away in some areas.

One of our members who had a '69 coupe complained of gas smells every time he filled up, so I explained about replacing the inlet hoses and he dropped it by for the repair. A quick glance at the bottom of the tank showed gas stains on the bottom and around the inlet hoses, so I proceeded to jack it up, removed the sway bar and tank strap so I could wiggle the tank while change hoses. The tank would not move and I thought it had stuck to the little pads above it. Gently prying on it did nothing. Finally I opened the trunk and there was a brand new state of the art CD changer firmly screwed down to the shelf area (and into the top of the tank in several places).

When I started to replace push-rod tube seals on an early model, I found that whoever had been there before me had forgotten to install the air deflectors that fit up against the cylinders when they installed the push rod tubes. When they found the extra parts, they cut them in small pieces and carefully pounded them up against the heads, not the cylinders. That explained why the seals were leaking again.

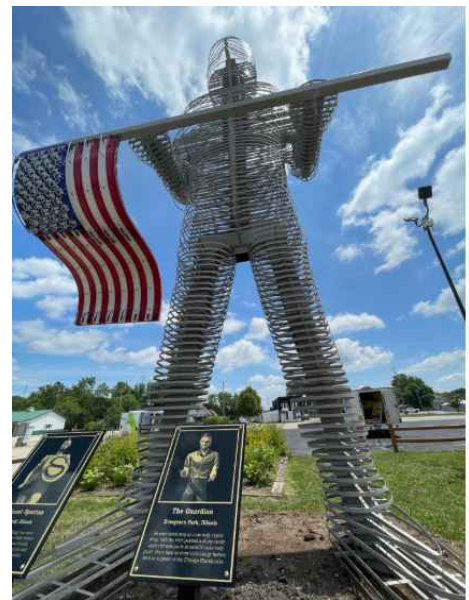
A '64 convertible had been to the local Chevrolet dealership for some unknown repair and had developed a small oil leak later on. I attempted to diagnose the leak and found it coming from a cylinder base gasket. Thinking there may be a loose head, I re-torqued the head but still it leaked. I did notice that the head had been off recently; new head nuts, clean tubes etc. That was a new one, so I was interested in finding the cause and the owner wanted it fixed. After pulling the head and removing the cylinder I found the base gasket was cut in two. The dealership had apparently replaced the cylinder (probably a badly blown head gasket burned a notch) and they had forgotten the gasket. Instead of pulling the cylinder to install it, the mechanic simply moved the cylinder out, cut the gasket, sprung it enough to fit over the cylinder and put it all back together. It might not have been quite so bad but the cut was on the bottom.

A local lady who had been a long time early model owner purchased a late model Monza from a HACO member and loved the car except she said the brakes were worse than the previous early model she had owned, mainly when driving in the rain when it took a lot of pedal effort. After I test drove the car and started pulling the drums I found there were front drums on all four corners! They fit and worked, but allowed water to quickly get in the rear shoes.

Notice what all these stories have in common? None of these were defects in Corvairs, but rather "things" that had been done to them!

Illinois State Fair - RT 66 Experience

The RT66 Experience at the Illinois State fairgrounds is a permanent display free to the public (non fair Days). Since the State fair just completed, I thought a few photos of the exhibit would be nice. Plus, it is the 100th anniversary of the historic RT 66.



Editor's Note: This note is from "professor" Larry Claypool posting to the CPF facebook pages. Larry posts a Monday morning history lesson. This one explains, to me anyhow, why the bellhousing bolts had or had not the flat washers. I just followed the instructions in the tech books. Then again, I'm just a parts replacer, not a mechanic. It is nice to learn something new (ish).

MONDAY MORNING HISTORY CLASS IS NOW IN SESSION! 8/24

Today dear students, we go back to early in the 1962 model year- Corvair production is humming along for both the cars and new truck line, and all those issues with earlier designs have been dealt with, right? Well maybe not so much....our January 15th technical bulletin advises that if a rapid ticking sound is encountered when depressing the clutch on engines built between 4/4/61 and 9/1/61, it could be the flywheel rivets are hitting the washers under the heads of the 2 lower bellhousing bolts! The fix? R & R the powertrain, remove the clutch, and remove those flat washers under the bottom 2 bellhousing bolts. This information is still very important today especially with rebuilt bolted flywheels, as those flywheel perimeter bolt heads are sometimes thicker than the original rivet heads, aggravating the interference. So no, those 2 bottom bellhousing bolt washers are not missing- they shouldn't be there!

Our 2nd bulletin from January 18th, 1962 addresses gear clash when shifting to 3rd or 4th on vehicles with the new-for-61 four speed transmission. Wear between the 3-4 gear synchronizer hub and 3rd gear itself is the culprit; a new design 3rd gear and thrust washer, along with a new synchronizer is the fix. Your local dealer was getting their use out of that Corvair powertrain jack they bought....

Another tidbit of Corvair History from the Corvair Historical Society!

1962 SERVICE AND MECHANICAL DEPARTMENT PRODUCT ENGINEERING	
PRODUCT DATA BOOK	
Page 1 SECTION VIc GROUP 2	
TECHNICAL INFORMATION	
SUBJECT	INFORMATION
Noise on Clutch Disengagement - 1961-62 Corvair and Corvair 95 Models	Some 1961-62 Corvair 95 Models equipped with 3 or 4 speed transmissions may experience a rapid "ticking" noise with the clutch released. Engines built after 4-4-61 incorporate larger rivets in the flywheel for increased durability and these larger rivets can, under certain conditions, contact the washers of the lower two flywheel housing to engine attaching bolts. The condition is easily recognizable after removal of the flywheel by contact marks on the outer edge of the rivet heads on the rear face of the flywheel. Effective 9-1-61, in Production, flat washers have been omitted from these two lower attaching bolts. To remedy this condition if encountered on vehicles built during this period, remove and discard the two flat washers. 1-15-62



Prairie Capital Corvair Association (PCCA) Membership Form
January 1, 2026 thru December 31, 2026

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

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



1963 Monza Spyder coupe sold for \$6,139 which seems low for a Spyder coupe.



Sold for \$6,000. Convertible, project car

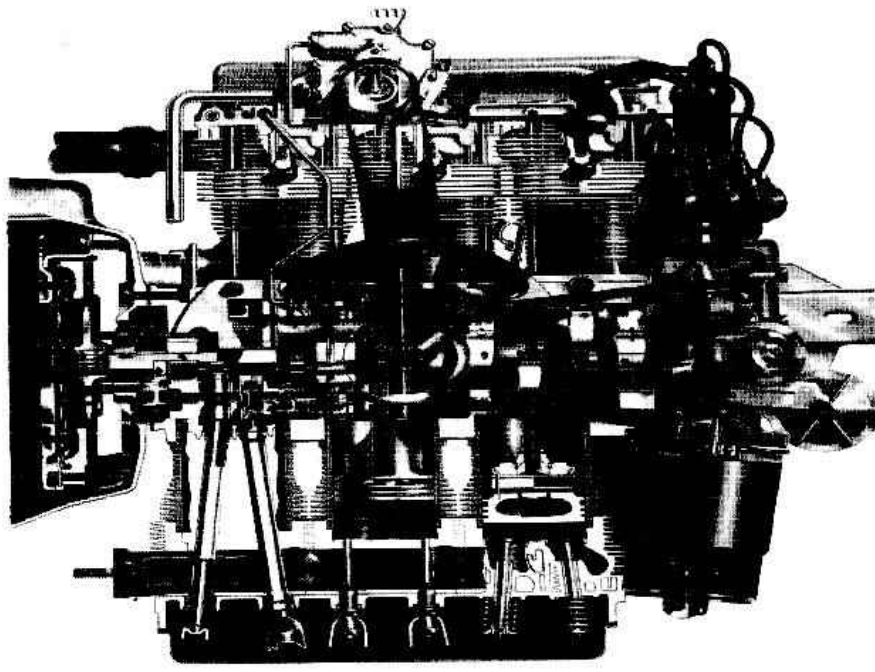


Beautiful Monza wagon. Buyer got a good deal. Sold for \$14,211



Glen is familiar with this Rampside and owner. Super nice restoration some minor paint imperfections. More invested then selling price. Good Price for buyer. Sold for \$21,000

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