

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

April 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,

Can you feel the slightly warmer temperatures, sometimes summer like temperatures? Spring is most definitely here! Major League Baseball has officially kicked off! The fighting Illini Men's Basketball Team has made it through the elite eight & on their way to the final four of March Madness! At home my oldest daughter Hannah has a school class project called Flat Stanley. She colored her paper friend and had him laminated. His mission is to go on some adventures. Flat Stanley, Hannah & myself made a trip down to my Dad's shop to go work on a Flat Six!

The mission was to re-install the fuel tank and filler neck. The attempt was made to re-install the tank with the filler neck installed sitting halfway into the passageway. Well that didn't work. We scratched our heads a bit and started to hear the paper talking. Flat Stanley suggested that we disconnect the filler neck from the fuel tank and attempt to re-install the fuel tank first. He stated that it'd probably be easier to connect the filler neck afterwards. I sure thought he was crazy! The more I thought about it the more it made sense! Well we tried it and so far it seems to have worked!

Switching gears to course correction our calendar of events is shaping up for the year! While we may have a couple adjustments to be considered towards the end of the year we are confident the adjustments will be made. Please note that some events listed are highlighted events from the CORSA event calendar. I would like to thank all members that were able to participate in our March meeting! With the warmer temperatures and more events on the horizon I hope to see you all out and about soon! If you can't make it to any of our club events rest assured we understand. If you're able to make it to your local events in your area please send in a few photos and a quick message to our newsletter editor or share on our Facebook page if you wish. Allow me to wish you a Happy Easter! Get out and enjoy your Corvairs!

Chris Hall PCCA President 2026



Calendar of Events - 2026

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

Need to do something “fun” this year. Outgoing president Tim is putting on his thinking cap and recruiting his sister and niece to have a fun activity for the whole group. Participation will be optional, but hopefully enough will join in to provide some fun even for those spectating. Nothing strenuous, or mind boggling just simple fun.

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.

- April 17-18 Corvair Springfest. Helen Georgia
- May 12, 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.
- May 30, 2026** **Pawnee Prairie Days Car Show. Pawnee IL.** Details to follow
Expecting to meet up with Show-me Corvair Club.
Last Year saw a plenty of Corvairs from both clubs (mostly SMCC)
and we had a Great Time. Mike and Brian help Host the event
- June 14, 2026** **Tremont Turkey Fest – and Car Show - PCCA is expecting to attend as a group**
June 20, 2026 Hemmings Great Race – A Time Distance Speed Rally for vintage (old) cars
Starts Old State Capital Springfield IL 9:30-1:00pm (staggered start I assume)
- June 22 - 26, 2026.** **2026 CORSA international Convention** Gettysburg (Monday-Friday schedule)
Location: Wyndham Gettysburg Hotel & Conference Center, 95 Presidential Circle, Gettysburg, PA
17325-8397. Registration & hotel reservations opening early 2026.
- July 9 to 11 Corvair Homecoming - Detroit Michigan
August 13 Illinois State Fair parade (early evening) Expect a Corvair to be in the show.
August 23 Concours in Geneva Illinois
Sept 10-13 Great Plains Corvair Roundup Springdale Arkansas
- September 12** **Secretary of State Automobile Show.** Near new
State Capital Springfield IL
More details as I learn them. Have confirmation that the show is a go.
- September 25-27 IL RT66 Mother road Festival - Very big Car Cruise and Car Show Springfield IL
Sept or Oct **Overnight tour to Hannibal MO** - Mural tour – details still be worked out.
- 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

Editor's Note: It can be challenge to find items for the newsletter. I found this on the Corvanatics Web site, titled "The Chevrolet Story 1911-1961." I did not locate an author - it reads as if from Chevrolet PR. Below is the section on Chevy Trucks pp 66-68. The booklet has 72 total pages, lots of interesting stuff to be found within those pages. www.Corvair.org/chapters/corvanatics/history then click on The Chevrolet Story.

The Chevrolet Story 1911-1961 CHEVROLET TRUCKS FOR 1961

In '61, for the first time, Chevrolet offers two totally different kinds of trucks—conventional models plus the precedent-shattering Corvair 95 line.

The rapid growth of our suburbs, stretching delivery routes, puts the emphasis on lower cost, more efficient light-duty hauling. Chevrolet has met this need squarely with the totally new Corvair 95 design concept. An idea that puts the engine in the rear (where it adds to traction and balance); puts the driver up front (where he has good visibility and control); and reserves the rest of the truck for load space.

Packed with profit-saving advantages Corvair 95's offer: low upkeep air-cooled engines; easy-handling 95" wheelbases; smooth 4-wheel independent suspension; tough unitized body-frames and payload capacities up to 1,900 lbs. The Corvair 95 line includes: the Rampside pickup, with a rugged-built side gate that forms a handy loading ramp; the sleek Loadside pickup, with 80 cu. ft. of cargo space; and the smart, functional Corvan panel, with 191 cu. ft. of load space, low 14" floor heights and wide double doors (side and rear).



Corvair 95 Corvan



Corvair 95 Rampside



Chevrolet Suburban Carryall



Chevrolet Conventional Panel

The 1961 Chevrolet conventional line rolls in on a wave of owner acclaim. Chevy trucks with independent front suspension have earned wide acceptance through their ability to pave the way to higher earnings. Independently suspended front wheels step right over bumps, tough torsion springs soak up the jolts. New smoothness improves virtually every phase of performance; speeds up schedules, cuts upkeep, reduces cargo damage and driver fatigue. With 189 models on 18 different wheelbases, and over 100 different power teams, Chevrolet offers a wider truck line for '61. There's a Chevy to suit virtually every need, including pickups, panels, Suburban Carryalls, 4-wheel drives, Step-Vans, conventional chassis-cabs, forward-control chassis, school bus chassis and LCF, tilt cab and tandem models.

Comfort and convenience are high on the list of Chevy advantages for '61. Nothing is spared to make long hours and tough schedules as short and easy as possible. Durable new upholstery is featured, and a new full foam rubber seat is part of a new extra-cost comfort equipment option. Big doors and low

full-width floors make cab entry and exit easier and safer. Everything works toward keeping drivers fresh and alert.



Chevrolet Fleetside Pickup



Chevrolet Step-Van

And, in a continuing program of product improvement, Chevy chassis engineers have increased frame durability and added even more to riding smoothness. Rugged variable-rate rear springs in medium- and heavy-duty models offer spring resistance that adjusts automatically to assure best cushioning under all load and road conditions. Light-duty models are low in height because of drop-frame design. This feature adds to driver efficiency; makes it easier to get in and out of the cab. Highlighting Chevrolet's strong truck operating-economy story is a wide range of proven V8 and 6-cylinder engines. From famous dollar-stretching Thriftmaster 6's to mountain-moving 230-h.p. Workmaster V8's—there's a Chevy engine made to increase savings and performance for every hauling need.



Chevrolet Tilt-Cab Tractor



Restored 1962 Greenbrier in Ambulance gear



Interior photos of the 62 Amblewagon see story next page

VINTAGE PHOTO PICK OF THE DAY...

This black and white photo of a 1963 Greenbrier was made into a converted ambulance known as an "Amblewagon." There were an estimated 20 Chevrolet Corvair FC 95's made into Amblewagon conversions with only 3 known survivors existing today (making them a rare bird). They used the 1961-64 models including Corvans (panel vans) or Greenbriers (passenger window vans), and they sometimes used the 8 door version for more access.

DETAILS: The Amblewagon was marketed as an economical alternative against its main competitor, the VW Type 2 (Corvairs made for a smoother ride with higher horsepower). Corvair FC's were ordered through the Chevy Dealerships and shipped to Automotive Conversion Corporation (ACC) in Birmingham, Michigan. Most of the conversions were built by ACC or the Franklin Body & Equipment Corp. Brooklyn, NY - who were the first to offer Corvair 95 conversions for ambulances, hearses, school buses, and police duty vehicles.

Cost for a converted Amblewagon would run around \$1,100 to \$1,600. Most models had dual swing out side doors and double rear doors for easy access. Standard medical equipment included: ambulance markings and window insert, stretcher, 75 inch ambulance cot, a rotating roof beacon/siren/flasher, a concealed siren (foot or horn controlled), emergency lighting, a fire extinguisher, and a dome light. Other options included: oxygen inhalators, resuscitators, "tunnel lights" that flashed alternately, and heavy-duty electrical systems with larger generators to power medical gear.




1963 GREENBRIER PHOTO DETAILS:

Research strongly suggests that this particular photo was most likely taken from an official brochure and sales materials by ACC to promote their Amblewagon conversions. It was most likely taken in the parking lot of the "North American Van Lines, Inc.," building where a good photo could be taken in a spacious parking lot with warehouse buildings.

I've added a few more photos of what the Amblewagon looked like in color including a sales brochure from the Franklin Body & Equipment Corp. .



at low cost
**Where quality counts
the choice is FRANKLIN**



STANDARD MODEL: All ambulances can be fitted to accommodate two stretcher patients and five ambulatory patients, or four stretcher patients.

The FRANKLIN STANDARD AMBULANCE CONVERSIONS embody every known feature for utility . . . safety . . . comfort and convenience. Franklin AMBULANCE CONVERSIONS are the result of long experience by skilled workers on this type of automotive equipment. FRANKLIN AMBULANCE CONVERSIONS can be made to meet all requirements and budgets. Write for specifications on the Utility Ambulance Conversion model.

FRANKLIN gives you more value per dollar

 PANEL TRUCK BUS CONVERSION <small>A very practical unit that can be constructed to carry up to 17 persons.</small>	 FRANKLIN STANDARD AMBULANCE FOR "GREENBRIER" <small>A new approach to ambulance design.</small>	 FRANKLIN POLICE VAN <small>A complete and compact unit for Police Departments faced with budget problems.</small>
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FRANKLIN BODY & EQUIPMENT CORP.
 1042 DEAN STREET • BROOKLYN 38, N.Y.
 Sterling 9-5400 Cable Address: FRANBODY

Pioneers in the Manufacture of Mobile Hospitals • Dental Clinics • Bankmobiles • Bookmobiles • Armored Trucks • Police Vans and Conversions of All Types

Eva "Corvair Lady" McGuire, Corvair Historian
 Meet the Makers of the Chevrolet Corvair

Advertisement for Franklin Body & Equipment Corp. showcasing various conversions including a Corvair Amblewagon

TECH TIPS OR ARTICLE:

Dual Master Brake Switch

by Craig Nicol

CORSA Tech Guide / Volume 4 First Edition

I just checked a '67-69 brake valve/switch to confirm how it Operates. The "valve" is not a valve, it's just a switch. It takes 150-250 PSI difference between front and rear to operation the switch. The "valve" does not close off the failed circuit. The switch returns to center by itself.

With a system line failure, the master cylinder is pretty close to the end of its travel before and pressure is developed in the remaining good circuit. There's about 1/8" left of the one inch piston stroke (roughly, I didn't measure).

If you don't push the pedal to the floor, you won't get any braking and it's unlikely that you will even get full braking from the remaining circuit. If your set up is such that you don't get full stroke of the master cylinder or our brakes normally don't engage until the pedal is past halfway, its unlikely that you'll get braking from a dual master in a failed system.

It was educational to me to learn that the front and rear circuits in a '67-69Corvair are always 100% isolated from one another. The reason we can bleed the brakes is because of the master cylinder design. (4/11)



COOL CRUISERS CRUISE-IN

MotorHeads—600 Toronto Rd. Springfield, IL

Sunday April 12th 1PM—4PM

Cars, Trucks, Jeeps, Bikes

\$5 Donation to park in the cruise-in area. Free to spectators

Door prizes every 1/2 hour — 50/50 drawing

Dash plaques for the first 100 registered vehicles

5 — \$37 Cool Cash Giveaways (must be a member)

If you are not already a member, sign up, it could be you

Come on out and check out the cars and grab a bite to eat

Something for everyone.

For Info - 36carpenj2@gmail.com

This looks like fun, especially for those PCCA members in the Springfield Area.

Cool Cruisers Cruise-in (and membership recruitment drive, I think)

Motorheads has a good restaurant and a RT 66 musuem is at the same location

The posting (and many others) is on the 40 M.P.H. Club Facebook page.



Editor Note: I found this Article on Charging by Jim Brandberg on the “Leaky Seal” Newsletter dated February 2026. Thanks Jim, I found it an interesting read. Secondary note: my race prepared Corvair (black #3) had a SCCA required shut off switch - which did prevent me from starting the car when it wasn't turn on, but I found it too did not kill the engine when turned off. I re-wired the switch at some point so it did function as a kill switch as well.

Charging

I considered that the word charge has more than one meaning. I was surprised to find Webster's showing at least half a dozen definitions as a noun and just as many as a verb. I'll just be relating a few automotive electrical stories in a general 12 volt battery sort of a way. I had a couple of odd charging system occurrences lately. After I put my '65 PG into service for a few days one cold morning it turned over too slow to start. My first thought was the battery went bad, it was down somewhat below 11 volts. The car has a stock alternator with remote voltage regulator. The Gen/Fan light seemed to be operating correctly, coming on with the key and going off with the engine running. A battery charger got it back to something above 13 volts as it should be. As I drove the car around the voltage continued to drop but without the Gen/Fan light giving warning. The voltage number didn't go up with the engine running. I tested the alternator with a jumper wire and the voltage went to 16 in a hurry. I replaced the old mechanical voltage regulator with another old one and all is well. Another recent occurrence was in my '97 Chevrolet pick-up. I put a new battery and a new (rebuilt) starter in it last year and lately it had been turning over slowly. I had them test the battery at the auto parts store and they said it was bad. Their tester doesn't say what's bad about it but they gave me a new battery. The voltage gauge in the dash is a little vague but the new battery is about 1 volt higher both before starting the engine and after its running. Both occurrences were odd and I was well served by testing rather than jumping to conclusions. On both my road racing car and an airboat I used a tail light as a Gen/Fan warning and they did not light up. The LM Corvair has a wire parallel to the warning light wire with a resistor that helps. Using a LED tail light was probably the real culprit. They say sometimes with a EM conversion to alternator you need to rev the engine to get the light to go out at start up.

At the January meeting Chris Hefty did a nice presentation on fire extinguishers. He mentioned SCCA Club Racing requires a readily accessible master switch for electrical shut off. At Annual Tech Inspection you need to show that it actually shuts the engine off because, in layman's terms, sometimes the alternator can turn into a motor and the engine can continue to run when you shut it off. Some time back I got a Corvair with fuel injection running but not well including inability to idle. I had a guy in Oregon come into a laptop in the car for tuning. In one session we got it to idle and I went outside so I could hear him on the phone with the engine running and after some “have a nice weekend” chat I got in the car, turned the key off and the engine continued running. I removed both battery cables and it continued running. Only removing the wires to the alternator got it to stop. I'm happy the engine wasn't racing. A diode in the wiring fixed the problem, it's sort of like an electrical one way valve. This charging system glitch didn't have anything to do with the fuel injection ignition system, I just threw that in for color.

This year I'd really like to have an interesting performance oriented Corvair for the Street Machine event at the Fairgrounds in July. I've never been, except to work at the Autocross with SCCA. The soon to be Silver '66 is out of my hands at the moment and it can't go to Back to the 50s. The 850 Fiat with a Corvair powertrain can't go to GMCCA or Back to the 50s. The '64 Spyder can go to all events but it's not especially out of the ordinary. I like seeing a work in progress but I believe the key word when returning each year is progress. I've begun an effort but I feel like I can't really tell you people because you might hold me to it!

Jim Brandberg

PCCA Minutes for March 14, 2026 general meeting. Tim Mahler Secretary

Chris Hall opened the meeting with the Pledge of Allegiance. The meeting had 10 attendees with 4 officers present.

The secretary minutes for the January Meeting was printed in the Flat Six. No amendments were noted and the report was approved. Treasurer Mike Hall gave the Treasurer’s report - starting balance was 4700.73 with \$161 in deposits (dues) with the ending balance all accounts of \$4,864.06. The report was approved by the members present. Chris Hall gave a the membership report with membership renewals still coming in.

Old Business: Calendar of events. Corvair Springfest is April 17 to 18 in Helen GA. Great Plains Round-up is scheduled for September 10 to 13th in Springdale Arkansas. April 30 to May 5 is the RT66 kick off being held in Springfield Missouri. June 14 is the Tremont Turkey fest. Members present would like to do this show again. September 25 to 27 is the RT66 Festival in Springfield IL. September 12 is the SOS Auto Show.

June 20 is the Hemmings Great Race which starts, this year, in Springfield IL (Old state Capital). June 22 to 26 is the Corsa Convention in Gettysburg (M-Fri schedule) Nov 14 should be a PCCA Meeting somewhere, yet to be decided. Christmas get-together should be that December.

Mike Hall and Brian Nicholson are involved with the State Fair Parade August 13, 2026. August 23 is a Concours d Elegance in Geneva Illinois. November 11 is an activity at Motorheads but details were lacking at the meeting. October 4 is the Hill Climb just across the border in Indiana. It always attracts some nice old vehicles.

New Business: Chris Hall mentioned wanting to do an overnight type trip to Hannibal Missouri to see many of the sights missed on the previous PCCA tour. Chris also would like to get the tour to the Atlantic Giants Museum rescheduled. (The secretary will try to work on that, lots of new items at the Museum). It is possible to squeeze in a tech session this summer/fall?

May Meeting – the group thought that since Spring/summer has arrived, an evening meeting may be worth trying again (to free up the weekends). The group agreed to meet MAY 12 at 4:30 (meeting at 5:30) at Toni’s Café just off I-55 on rt 104 (Exit 82). Also the group would like to attend the Turkey Fest in Tremont again as a group. This was a lot of fun in the past.

Chris asked about the possibility of PCCA apparl, Name Badges and Club Magnets. Even Tumbler cups. All may depend on interest (and cost).

Tim mentioned the Stock Corvair groups write up on Top Cover (turkey roasters) types over the years. Bill Hubbell was the main contributor/author.

Meeting adjointed at 2:29 pm

2026 Corvair Society of America (CORSA) International Convention

Monday June 22 - Friday June 26, 2026. Location: Wyndham Gettysburg Hotel & Conference Center, 95 Presidential Circle, Gettysburg, PA 17325-8397. Registration & hotel reservations opening early 2026.

The convention will feature a welcome party, concour d’elegance, road rally, autocross, economy run, tech sessions, banquet & awards ceremony and more. Participation limited to CORSA members. Not a member? Join today! Are tours on the schedule for the Gettysburg Battle Site.

When June 22nd, 2026 12:00 AM to June 26th, 2026 12:00 AM

Location Wyndham Gettysburg Hotel & Conference Center
95 Presidential Circle Gettysburg, PA 17325-8397

Contact Email: govairs@aol.com



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 Boc 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 (2) on the site.



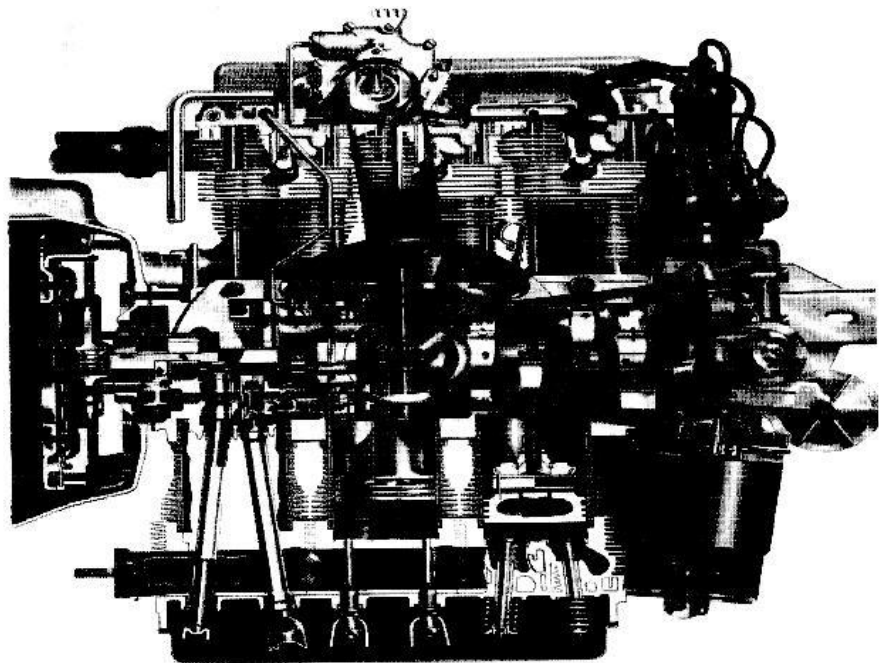
1963 Rampside, listed as a project. Sold for \$2,800. Glen indicated it did indeed have lots of rust, an estimated 40% of the ramp was rusty. Project indeed.



Very Nice Corsa coupe, turbo. Sold for \$41,250. wow



The Flat Six



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