

Prairie Capital Corvair Association

**P.O. Box 454
Pawnee, Illinois 62558**

The Flat Six

August 2025

2025 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

Shelby Berta (2026)	(217) 361-7089	Chris Hall (2025)	(217) 691-6529
Jim Collier (2025)	(217) 972-2285	Brian Nicholson (2025)	(217) 891-0808

From the Prez

For moving the meeting date, time and place, PCCA had a fair turnout. Only 10 members, but the meeting coincided with the Detroit Homecoming, so a high attendance wasn't expected.

With the current status of the Corvair Museum, the big discussion at the meeting was where and when to meet in the future. PCCA next meeting is at the SOS Show September 6 followed by one in November. It's the November (and January) meeting locations and times that I am working with the board to establish. Current expectations are a return to the MCL Resturant (or other local eatery) on a week night – Tuesday or Thursday - starting around 5:30pm. If you have suggestions or concerns, please let me know.



Tims Coupe, which was also bought from Paul

Good news – Another topic raised at the Meeting was a road trip (tour) to Atlanta Illinois October 11, 2025. There are several museums there that PCCA will visit including the American Giants Museum and the Memories Museum (RT66 stuff). Years ago we visited the historic all wooden grain elevator museum. That tour was led by Bill and Shelby Berta. Tim will take the lead for this tour, cause someone has to.

I registered for the SOS Auto Show in Springfield – have you? We are down to 3 Corvair classes because of lack of participation. We would love to have you join us. Mike is still chief judge but doesn't judge Corvairs. His Corvairs are in Display Class. The location is in the parking lot of the Stratton building because of the ongoing capital construction. It's a nice lot, but little shade, bring an umbrella. The visitor center provides indoor restroom and AC. So the move isn't all bad.

Out of space <grin> – get your Corvair out and drive it. (Paul Drake did recently, see below)

Happy Corvair-ing Tim

Calendar of Events - 2025

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

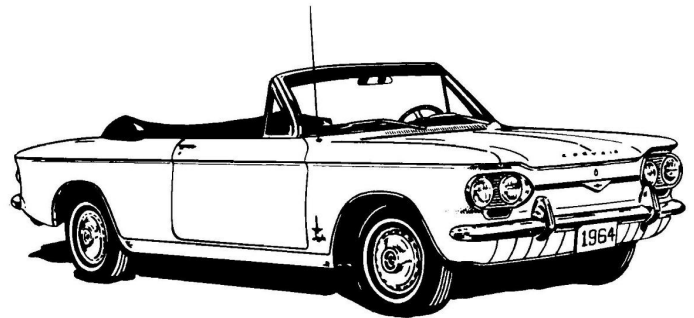


- August 2 Abe Lincoln Car Show at Cherry Hills Church (2125 Woodside rd) 8am to 4pm. Show field mostly grass, some concrete. Feature guest is Eric Estrada (ChiPs)
- August 3 Old Settlers days of Hillsboro IL. Car show and county fair Other activities August 2 through 7 including carnival and a parade Aug 7.
- August 17. Loco-Motion Cruise-in – Noon-3:00pm Chatham Railroad Museum
100 N State Street, Chatham. \$20 donation to enter vehicle. Goody bags, door prizes
- September 6 **PCCA Meeting 1:00pm, Near Corvairs**
LOCATION: Annual SOS Auto show Stratton Building near the State Capital
- Sept 20, 2025 Capital City Car Show. Southside Christian Church, 2600 S Macarthur, Springfield, IL
Judged show, 10am-5pm with awards at 4pm.
- Sept 26-28, 2025 Route 66 Mother Road Festival. Downtown Springfield IL
Cruise Friday night, Car Show Saturday and Sunday. Info: WWW.route66fest.com
- October 11, 2025 PCCA Fall tour to Atlanta Illinois** - American Giants Museum and other sites. Lunch in town between museum visits. The town has at least 4 museums.
- October 18, 2025 Fall Festival and Car Show - ROCHESTER, Illinois.
Gates open 8am, judging noon, awards 4pm Entry fee \$20(show) or \$15 (Display)
- November 2025 PCCA Meeting** – time and location TBD
- December 13 Usual date for PCCA Christmas Luncheon – need location – restaurant. Ideas?

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

Cool Cruisers Event Schedule, full sched on internet
At Motorheads, Wednesday, 5:30-8:30 - Aug 13,
at K of C, piper road Aug 22
Sunday, Sept 14 1-5pm at Motorheads,
Sept 20, Saturday - 10-5
capital city car show 2600 S MacArthur

Route 66 Cruisers - Cruise-ins - Fridays, 5:30-8:30pm
August 29 and Sept 12, Top Cats Springfield



July 10 PCCA meeting

at the MCL Restaurant, Springfield, IL

Nothing exciting to report for the meeting. We had 9 Adults and 2 children present for the meeting. The food was good and the meeting room quiet so we could hear ourselves talk.

Tom and Carlene Curry arrived from Chillicothe in their Corvair convertible with the top down, no AC. Tom noted that on hot sunny days like this, he would put the top up and put the rear window down. Sounds like a plan. Tom noted the engine was “cutting out” when he reached town. The heat probably contributed to that too.

Jim Allen drove the Orange Crush - a 4 door sedan with AC – that works very well, thank you. Meanwhile, Tim arrived in his 66 Sprint wannabe coupe in 4/40 ac mode (all window down). The temps were very warm, but it got worse later in the month. Oh, later Mike Hall arrived, not in a Corvair but a 1956 Chevrolet 4 door. Another very nice car. Mike attended another car show before the PCCA meeting, so was a tad late.

The big discussion at the meeting was where and when to hold the next PCCA meeting. The museum is adjusting their hours to weekends and have dismissed Mike as Curator. Brian resigned shortly thereafter. It is hypothesis that the museum will either close or relocate by fall. Below is the operating hours sent to me by CPF President Larry Claypool. CPF Trustees will be present during those hours.

Tim suggested returning to dinner meetings similar to those held at Abe’s Hideout but at a quieter location. The MCL Restaurant fits the bill. However, the club is open to alternative locations. At this time, evening meeting, 5:30 dinner, meeting at 6:30 is expected. However, a weekday lunch meeting is not out of the question – except for those yet to retire. Send Tim any ideas and he will pass it on to the board. Oh, Elections are already here. Want to be an officer? On the PCCA Board, Let Tim know.



Jim Allen’s Orange Crush with nice cold A/C



Mike Hall’s 1956 Chevrolet



Rt66 Crusaders met same place.

CPF Corvair Museum Hours

Should be posted at the museum, may change,

Saturday, August 2, 2025	10 AM to 4 PM
Saturday, August 23, 2025	10 AM to 4 PM
Saturday, September 20, 2025	10 AM to 3 PM
Saturday, October 4, 2025	10 AM to 4 PM

Sunday, August 3, 2025	9 AM to 1 PM
Sunday, August 24, 2025	10 AM to 3 PM
Sunday, September 21, 2025	10 AM to 2 PM
Sunday, October 5, 2025	10 AM to 4 PM

Meet the Maker Creator and Corvair Historian Eva McGuire has been busy posting articles on the Corvair on her “Meet the Makers” Facebook page. Eva has been kind enough to repost many of those articles to the Prairie Capital Corvairs Facebook page. I really appreciate her efforts and stories.

Meet the Makers of the Chevrolet Corvair

By Eva McGuire Corvair Historian/Creator Meet the Makers of the Chevrolet Corvair

WILLOW RUN CORVAIR AUTO WORKER GETS HIS DREAM CORVAIR!

For those who have been following our page about the search I was conducting for the last few months on behalf of friend and former Willow Run Corvair worker, Tommy Espy, to buy his first Corvair; here is the latest update: Tommy is old school and doesn't do the internet thing so he let me know what he was looking for. It had to be a late model coupe (1965-69), in excellent condition (turn key car), and it had to be either a red, white, or blue car. I can now say...Mission accomplished!

Another friend of mine and Corvair owner - Paul Drake, privately reached out to me after seeing that post a few months ago and stated he had just restored his own 1966 Corvair 500 and wasn't looking to sell it...However, being that it was for a Corvair Maker, he was willing to let go of his beautiful car for someone like Tommy. Paul also happens to own a Corvair Yenko Stinger! I mediated between the two parties and yesterday (July 25th), Paul and his wife, Linda, drove this Corvair from another state and delivered it to Michigan and right into Tommy's driveway. (See Video) Paul and Tommy immediately took the car to a local car wash but this Corvair is soooo immaculate; it doesn't need a thing. Check out the photos, videos, and check out that big smile on Tommy's face. (See FB “meet the makers”)

Tommy fell in love with the Corvair immediately upon seeing it for the first time in person (he had previously only saw photos). Ironically, it was at this year's Ypsilanti 4th of July parade when he made the decision to purchase the car after riding in my tribute 1966 Corvair 500 (where Tommy was our special VIP guest of honor). My car happens to be the same year, model, and color as the one Tommy got.

CORVAIR DETAILS: Tommy's Corvair is a restored Mist Blue 1966 500 model, 110hp with a Powerglide transmission. The blue vinyl interior was replaced with a NOS 1966 Chevy Caprice blue cloth materials, custom door panels, new carpeting, paint, new NOS radio, engine work, dual exhaust, and other upgrades. Paul even had an extra slip cover with ties made for the whole



Group photo - Paul Drake, Tommy Espy and Eva McGuire - 1966 Coupe in rear



Paul, driving, gives Tommy the details on Tommy's new Corvair on the way to the car wash.



front bench seat with the same NOS '66 Caprice blue cloth so one can wash it due to any stains, spills, etc. Wow! Tommy plans to have white racing stripes added to car. He already officially gave his Corvair its new name: "Misty Blue," which Tommy asked me to put the lettering on his upper windshield glass like I have on my tribute car (which reads in block print: C O R V A I R). Will do, Tommy. I'm thinking script writing will look good for the Misty Blue name.

All Corvair Makers are lifetime members of our "WILLOW RUN CORVAIR CLUB," and we have a Vairy experienced Corvair master mechanic and engineer on board who's been wrenching on these air-cooled wonders for over 50 years (Mike McKeel); he will oversee the maintenance of Tommy's new acquisition. Our club's body and paint guy will have the honor of painting the white racing stripes. Tommy already has plans to enter his new Corvair in its first car show next weekend. Lord willing, Tommy will also be our lead car for our club in next year's Ypsilanti 4th of July parade when we celebrate the nation's 250th birthday. No better way to celebrate a parade than with a Corvair Maker leading our club in his own Corvair near the plant where he worked and where most Corvairs were built...Ypsilanti!

TOMMY ESPY'S BACKGROUND: Tommy began work at the Willow Run Assembly Plant in October 1959 at Fisher Body for \$2.29/hour (when they first started making Corvairs). He's an original '59er! I took a quick video of Tommy explaining what he did on the line (see video) which included drilling the holes for the emblems on Corvairs, installing the fuel doors, front cowls, and other items. He worked all the years of Corvair production (model years 1960-69) and enjoys telling Corvair owners he meets that he probably worked on their Willow Run built car. Tommy continued to work at the plant on other Chevy models until it closed in 1993. I've included a rare photo of Tommy on the line working on early model Corvairs with the machine that punched the holes for emblems. He was only 21 years old at the time!

Tommy has had battles with cancer; but he is doing better now (thanks to good medicine and many prayers on his behalf). We want to wish Tommy all the best enjoying his new Corvair and hope he has many air-cooled adventures. Corvairs are good medicine! Congratulations, Tommy! And a big THANK YOU to Paul Drake for helping make this Corvair Maker's dream come true! We know this Corvair is in Vairy good hands!

By: Eva "Corvair Lady" McGuire, Corvair Historian & Creator,
Meet the Makers of the Chevrolet Corvair
(Photos and videos courtesy of Eva McGuire)



Custom door panels, new carpet, and the seats are NOS 1966 Caprice cloth material



The 75th Illinois Secretary of State Vehicle Show

The 75th Illinois Secretary of State Vehicle Show will be held **Saturday, September 6**, at the State Capitol Complex at the corner of Edwards and College Streets in downtown Springfield. First organized in 1949 as an Antique Auto Meet, today the show features not only some of the finest antique and classic vehicles in Illinois, but also sports cars, motorcycles, trucks, and tractors. This time-honored event is held rain or shine. Spectators are FREE! To register for the show, please download the registration form found at https://www.ilsos.gov/publications/pdf_publications/iga13.pdf

Schedule

7 a.m. – 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 a.m. – 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 in at least 60 classes. An Illinois State Champion award is presented to the vehicle judged best at the show by the Vehicle Show Advisory Committee. This year's show will honor a Marquee Award winner. The Marquee Award represents a different automobile manufacturer each year, as chosen by the Vehicle Show Advisory Committee. In 2025, the committee will pay tribute to the 1955 Chrysler 300.

October 11 Road Tour To Atlanta Illinois

Tim is in the early planning stages for PCCA to take a Road tour to Atlanta Illinois – primarily to see the American Giants Museum - and other giants in town – these are the huge stature figures like the muffler man. Also in town is a Coal Museum, the Atlanta Public museum and the Memories museum which is cited as a quirky Route 66 Musuem. PCCA visited Atlanta years ago and toured the Historic wooden grain elevator.

Mark your calendars. The more the merrier. Working on a location for lunch as well. And maybe Ice Cream. Gotta have Ice Cream, right?



CORVAIR
THE ONLY WAY TO GO!!

Heart of America Corvair Owners Assn is a great group. Plus they have this wonderful tech person who write great tech tips. This is from HACOIA web site, tech articles by Mike Dawson. Article number 194.

THE PREVENTIVE MAINTENANCE SERIES Mike Dawson

Hot Restart Issues With Rochester Carburetors

If your Corvair takes an excessive amount of cranking to restart after driving in hot weather, the following may be useful in diagnosing the problem. This article assumes your plugs and ignition system are in perfect condition, as well as the engine in good mechanical condition, and that the actual problem is flooding. A lean condition would be caused by mixture adjustment, no accelerator pump action or incorrect float levels.

Leaking Carburetor Parts. A loose inlet seat, sticking needle, or a float (sinking or out of adjustment), or very high fuel pressure can all cause hot restart issues. Check: engine hot, turn it off and look down all carburetor throats for dripping gas. Then wait five minutes and look again. Residual fuel pressure will overfill a carburetor containing faulty parts when the engine is off, causing a flooding effect and excessive cranking.

GM Service Bulletins Addressing Hot Restart Issues.

- September 1962 (Vol.34, No.8) suggests enlarging the two bowl vents with a 3/16" drill. The vents were started with a 3/16" hole and necked down. Some carburetors had a third vent in the "duckbill". The larger vents could help hot restarts but you may experience cut-outs on turns and tube extensions would certainly be necessary for autocrossing.
- A May 1963 TSB suggests drilling a 1/8" hole through the side of the bowl. Not a great suggestion since unfiltered air is drawn in to the venturi mixture.

Vapor Vent Adjustment. Beginning in 1964 all Rochester primary carburetors were fitted with a new internal vent and an external valve that opened with a closed throttle. This allows vapor buildup to exit to the engine compartment and not build up in the intake (this is why your garage may smell like gas after you pull the car in hot). Below is the shop manual initial adjustment, however the vent is controlled by the throttle valve lever so final adjustment must be checked after you have adjusted the idle speed for the last time. You can use a small mirror to check the function and adjustment is by bending the tang on the throttle valve lever. You may have to take the carburetors off to accurately reset the clearances after a final test drive and idle adjustment, but it would be worth while to have the valve work properly. The specified gauge is 0.015.

Difficult Hot Engine Re-Starting—1963 Corvair (Except Turbocharged Models) and Corvair "95"

(TSB #885 DR #589 MAY 1, 1963)

Corvair and Corvair "95" engines may be subject to difficult re-starting after the engine has been shut off when hot, for a short period of time. This condition is the result of fuel vapors accumulating in the induction system of the engine.

Hot starting time may be reduced considerably by drilling a 1/8" diameter hole through the body of each carburetor as illustrated in Figure 5 to provide a vent.

CAUTION: This vent hole is not recommended for vehicles operating in extremely dusty areas.

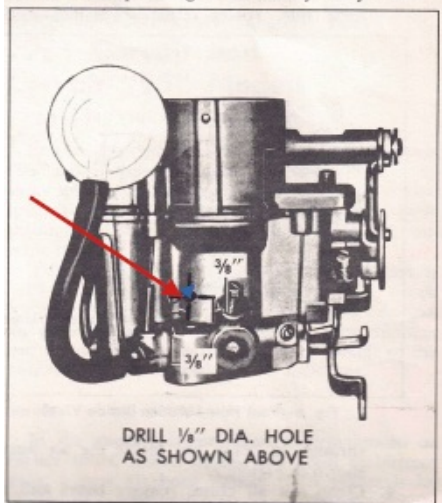
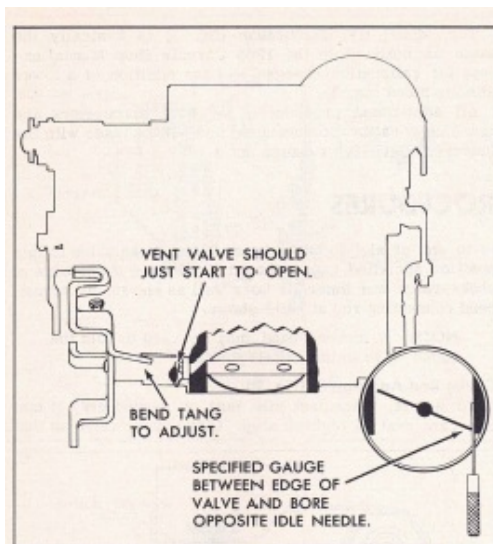


Fig. 5—Drilling Carburetor Vent Hole



Addendum:

Vapor Lock. Vapor lock only occurs after driving a very short distance following a hot startup. A mechanical fuel pump has to maintain a vacuum in the inlet line and if the fuel were to boil (even slightly) the pump cannot create enough vacuum to maintain a flow in vapor. You run out of gas in a couple of blocks.

If you use ethanol contaminated gas, the initial boiling point of alcohol is 173 degrees while gasoline starts to boil as low as 95 degrees and increases with formulation. With Corvair heads potentially at 400 degrees (summer highway), hot soak when the engine is shut off will heat a mechanical pump up to 180 degrees in just a few minutes (I checked with my heat gun). As I understand it, most summer fuel is supposed to not boil until close to 200 degrees so if you use ethanol free fuel and have a normal engine you may avoid the issue. Cures on the road would include briefly unhooking the inlet pipe to the pump, then lots of continuous cranking (or loosen the pump mount and stroke it by hand). You could try pouring cold water on the pump and inlet line (plus the cranking).

And of course, an electric pump installed close to the tank eliminates the vapor lock issue entirely.

You must have a vented (no valve) gas cap for the fuel system to function, both for contraction and expansion. All gas caps manufactured after 1970 were required to be non-vented, so anything from NAPA, O'rielly, etc. need modification. Vintage car reproductions may have recently gotten around that but be sure and check yours if you don't know.

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



1964 Corvair convertible. Bid to \$7,600, no sale. Fair price, lack of 64 trim leaves this Corvair looking bare

THE GREATEST SHOW ON WORTH
now...more space, spunk and savings!

NEW '61 CHEVY CORVAIR!

A large illustration of a blue 1961 Chevy Corvair Lakewood 4-Door Station Wagon. Several people are shown interacting with the car: one is loading a suitcase into the open rear hatch, another is holding a hat, and others are standing around the car. A ladder is leaning against the side of the vehicle.

Model illustrated: Lakewood 4-Door Station Wagon. Whitewall tires optional at extra cost. A General Motors Value

Corvair comes into '61 with every Corvair virtue refined and sharpened! You get more room for yourself and whatever you're taking with you. Corvair's spunkier air-cooled rear engine — now 145-cu.-in. displacement — gives all nine models nimble handling and tenacious traction. You get more miles to a gallon and faster than ever cold-start warmup. There's even a new heater. Talk this polished new 1961 Corvair over with your Chevrolet dealer — soon!

** Optional at extra cost*

Three smaller illustrations of Corvair models at the bottom of the advertisement. From left to right: a light blue 2-Door 700 Club Coupe, a red 4-Door 700 Sedan, and a dark blue Greenbrier Sports Wagon.

2-Door 700 Club Coupe — Like all Corvairs, it offers a brand-new-for-'61 all-Synchro-Mesh four-speed gearbox* in addition to Powerglide* and standard transmission.

4-Door 700 Sedan — Its 145-cu.-ft. Turbo-Air 6 gives you faster than ever warmup, so you can start saving on gas quicker. More miles per gallon, too.

Greenbrier Sports Wagons — coming your way, with up to twice the space for people and things you're used to in a wagon—a whopping 175.5 cubic feet.

Prairie Capital Corvair Association (PCCA) Membership Form
January 1, 2025 thru December 31, 2025

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: Glen Rittenhouse, PCCA Treasurer 1804 Columbus Dr, Pekin IL 61554
Please make checks payable to Prairie Capital Corvair Association or PCCA

PCCA Meeting Minutes July 10, 2025 as recorded by Tim Mahler

PCCA meeting was called to order at 6:25pm. Meeting location was moved to Thursday July 10 evening at the MCL Restaurant to accommodate those attending the Detroit Homecoming amongst other events. There were 9 adults and 2 children present, including 2 officers. Dedicated drivers included Tom and Carlene Curry, Jim Allen and Tim Mahler. All three late model Corvairs. Mike Hall attended a Cool Cruisers event before the meeting and arrived in a 1956 Chevrolet. Nice cars, all.

Tim couldn't remember when the last Secretary report was printed in the flatsix. PCCA lacked a quorum for the last meeting date. Glen Rittenhouse sent the Treasurer report – Beginning checking balance was \$4,522.73, newsletter expenses \$27.80, balance 7/10/25 was \$4,494.93, savings \$5.00 and cash on hand \$170.13 for a total PCCA balance of \$4,670.06. Chris Hall had no updates concerning memberships.

Upcoming PCCA events – September 6 - SOS Auto Show. November 8 was next scheduled meeting. Need a location for the December Christmas party – nothing from the floor, but options exist, but need to act soon or the options diminish.

`New Business – Christmas party location, date is usually 2nd Saturday of December. Ideas? October 11 – Tim is proposing a road trip to Atlanta Illinois to see the American Giants Museum and other attractions. Group seemed supportive, so time will work of specifics.

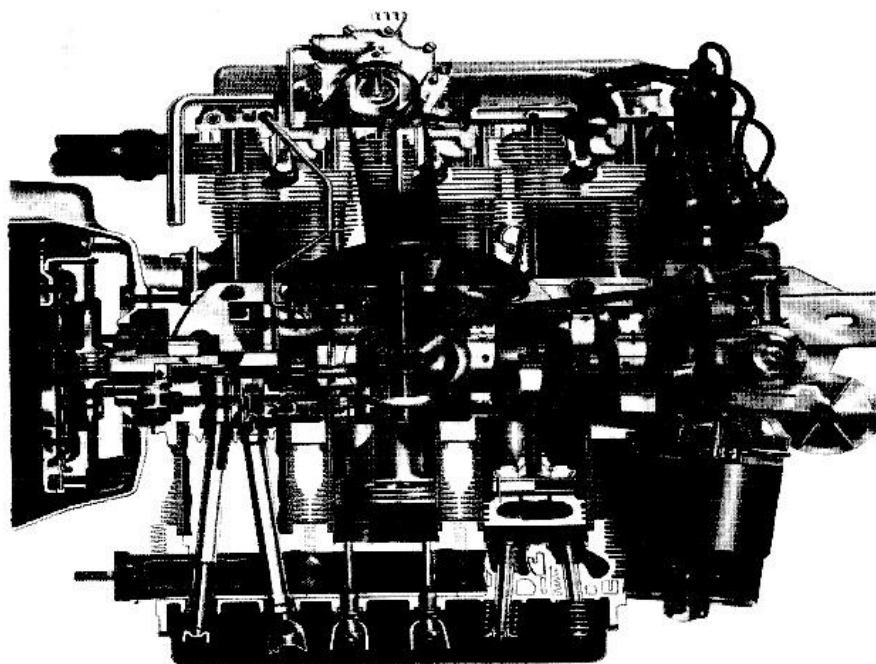
Elections for 2026 Officers – Early? Yes. But tim thinks a slate should be established by the September Meeting so we can vote at the November meeting. Tim will try to work on a slate. Volunteers welcomed.

Museum Update – Mike arrived just in time to provide some insights into the latest round of Museum events. Mike was removed as Museum Curator at the last Trustees meeting. Brian Nicholson resigned. The Museum Trustees want the museum open on weekends (2 or 3 each month). A lot of factors involved. The museum may or may not be at its current location this fall.

Meeting location – with the knowledge of the museum, and Mike and Brian lacking access to the building, PCCA meetings, if to be held on a regular basis, needs to relocate. The evening meeting at MCL works, quiet, decent food. Other locations exist. Luncheons were suggested by Tim, but the group didn't jump on that idea. Expect Dinner meetings – location, day of week to be discussed.

Meeting adjourned – time was not recorded.

The Flat Six



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