

## Prairie Capital Corvair Association

P.O. Box 454  
Pawnee, Illinois 62558

# The Flat Six

December 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

I think I hit the snooze button and missed fall. Well, most of the leaves have fallen off the trees, the Corvair is stashed in the garage for the winter to avoid the salt trucks, and I finished a good portion of my running for the year. Still have a few marathons to run, but by the end of November I should have run 100 race events. It's a lot, but I find it calms my nerves.

December Meeting will be held at the MCL restaurant on Saturday December 13, 2025. A email will be sent too asking for RSVP so we have a head count. No gift exchange again this year it's hard to set a reasonable price point (which everyone seems to exceed anyway). The president (me) wants to try something different.....something my sister has done at the family get-togethers. Here's a toy – play. This lasts for an hour or so, then the family returns to the standard board or card games – or the football game on TV. Early exploration has not been great, so may be a simple grab bag event. Hopefully still fun.



This is my last column - for the year and my term. Chris Hall will return as PCCA president for 2026. He'll bring his youthful enthusiasm to the meeting and club for everyone's benefit. If not, his girls will surely make us smile. They are so cute.

Til December – Happy Corvairing everyone. Get your winter projects lined up  
Tim

# Calendar of Events - 2025

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



**December 13, 2025 PCCA Christmas get together, luncheon. 1:00pm til 4?  
MCL - Located at 2151 Wabash Springfield IL  
Directions: Take the IL4, Veterans Pkwy exit off  
I-72 and head North (right). Turn right at the  
intersection with White Oaks Mall (Wabash)  
Turn LEFT at the first light AFTER the mall.  
There is a left turn lane.**

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.

Remember TOYS FOR TOTS. Although I don’t expect to collect toys from the club for delivery (we meet a week or so late to be effective), I encourage everyone to donate a nice new, unwrapped toy to this worthwhile cause. This is especially fun for those of us without kids to buy toys. You get to go toy shopping without the hassle of gift wrapping. What great holiday fun is that? The Marines supporting Toys for Tots also accept cash donations. Drop your gift off at the local Toys for Tots collection box.

## 2026 Calendar – PRELIMINARY

At the November meeting it was suggested to return to a Saturday meeting time for the Winter months. Those (few) present all agreed. To accomodate the incoming presidents work schedule, the January Saturday meeting will be the **3<sup>rd</sup> Saturday of the month – January 17, 2026**. March will also be a Saturday meeting, tentatively the 2<sup>nd</sup> Saturday, March 14, 2026. March will be confirmed or changed as needed. More dates will be established at the January meeting for the full year.

January 17, 2026 PCCA Anniversary month. January marks PCCAs 49th year  
PCCA Meeting Arrive 1:00pm, get lunch, meeting rooms in the rear.  
Meeting will be after most everyone has eaten dinner – estimated at 1:45 pm  
LOCATION: MCL - Located at 2151 Wabash Springfield IL

March 14, 2026 PCCA Meeting at MCL resturant. Tentative date pending confirmation by the PCCA board and president.

For more Corvair Events Check the calendar on the CORSA Web site: [www.corvair.org](http://www.corvair.org)

**CPF National Corvair Museum Hours** Last post by CPF indicated the museum would not have regular hours again until Spring. Editor will add those hours here when known.

## PCCA election Results

Here are the unexpected? results for the 2026 PCCA elections

President - Chris Hall  
Vice-President - Brian Nicholson  
Treasurer      Mike Hall  
Secretary      Tim Mahler

Board of Directors  
2 year term      Jim Ori  
1 year term      Jim Allen



We do have a vacancy in the board – 1 year term – will continue to seek a volunteer.

## PCCA Christmas Get-together

PCCA will meet at the MCL Restaurant in Springfield Illinois on December 13, 2025 for our annual Christmas Get-together. Start time is 1:00pm. Suggest dropping you coats and hats in the rear room where we will gather and then go to the food line to select your meal. It is served, priced cafeteria style. The food is good the prices fair. Don't forget desert.

After the meal, there will not be a formal meeting. But do expect some year end announcements – Tim needs to compile the Enthusiast of the year Awards (Male and Female) and any other special announcements that may be needed. The next formal meeting will be January, at the MCL at 1:00 pm with President Chris Hall presiding. It should be an exciting year. PCCA turns 49 years young.

Instead of a gift exchange of various trinkets, Tim is expecting to gather a bunch of trinkets and distribute them at the meeting. Maybe something fun that the group can do as a group, then give the trinkets to the youngsters to repeat at each members family get-together. Well, that's the idea. Will have to wait to see if it actually works out that way.

For those wanting/desiring to donate to Toys for Tots - I strongly encourage you to do so. It is a very worthwhile cause that benefits kids who may get little if anything for Christmas. All ages, male/female. Unwrapped new toys. I suggest dropping them off at YOUR local Toys-for-Tots collection box (most larger retail stores and many banks, dentist offices etc). In the past, PCCA met early enough to gather all the toys and drop them off at an Toy-for-Tots collection event (lots of fun meeting the Marines). However, those events are a week or two before our meeting. Time will take any and all to a collection box if they show up at the meeting.



Christmas: Fremont Street early 60s Las Vegas, NV

Historic PCCA Article from the newsletter archives – November 2015 – ten short years ago. Note: Each time I drive thru Hannibal, I want to tour the town, someday, I will. I had forgotten that PCCA did.

## Hannibal Tour – with our good friends SMCC

The editor had another conflict that made making the tour difficult. Common sense said don't try to do too much with too little time. I did get some good photos from Billie and Mike Kelley from the tour. These are mostly from the trolley tour. In fact, I got two reports both indicating most of the time was spent on the trolley tour then going to meet everyone for the late lunch/early supper at Fiddlesticks. The on-line menu look good. The pace of the trolley tour appeared too quick with lots of things to be seen and very little time to get out to explore those sites.

The trolley went past a lot of interesting places such as the cave where some kids never returned, homes and stories of Huck Finn and others. The Kelley's were only able to manage one short stop where you could get out to view Turtle Island. Billie mentioned a few other sites in her text message but the attempt to get a picture of the river boat really told the tale of being shuttled from point a to b in a jiffy.

Ok, after doing an ariel view of Hannibal via google, I would have settled for walking along main street seeing the older buildings and maybe popping into a novelty shop or museum or two. Then walking over to the Mississippi River for a spell. I am always amazed by the larger rivers, the Mighty Mississippi of course being one of my favorites. Just a relaxing day doing a walk about. Mike and Rhona also provided a similar, briefer report – the trolley was a good way to see a lot in a short amount of time. However, that pace has its downside. They also stopped at several of the stores downtown. Much more to see in that small river town than one would expect driving thru on US route 36.

Before the tour, I did manage to meet the caravan group at the Rt 4 Steak and Shake of I-72/US 36. Most enjoyed a leisurely breakfast before traveling west. Bob Gwin and Martin Lindstrom arrived early and had finished eating before I arrived. Billie and Mike Kelley were sitting in the parking lot wondering if they were in the right place. They were the only Corvair in the parking lot, in the lovely green mist coupe. Bob was wondering the same when he first arrived as no one else was there yet. I arrived next, and greeted the Kelleys. I recognized Bob's Geo coupe, confirmed with a peek into the restaurant to spot Bob and Martin. Inside we went.

Shortly after, Dick and Neta Moon arrived and finally Mike and Rhona Hall. The Moons opted to drive a modern car on this pleasant day. The Halls showed up in his red Coupe. I hope I didn't forget anyone who met at the S&S. It was a full breakfast table and we had a good chat before the group set out to Hannibal. I know I enjoyed visiting with everyone..



Mark Twain Info and tombstone



Mike Hall's Coupe.



The Kelley's Green Mist'y'



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.

# The Final assembly Days for the Chevrolet Corvair

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

**THESE DATES IN CORVAIR HISTORY - (NOVEMBER 14 & 15, 1968)**...On November 14, 1968, the 1969 Corvair was taken off the main assembly line at the Willow Run Assembly Plant to make room for the high demand of Novas being made. At that time, there were 57 Novas and only 3 Corvairs coming down the main line in November of 1968 during the 1969 production model year (the last year of Corvair production).

It became difficult for workers to put those random Corvairs together when they were now trained for Nova production. Joe Strayhorn (Superintendent of the last 6,000 Corvairs made) reported that there were times that a Corvair engine would try to connect with a Nova body on the main line and it didn't work. The engineers had to fix the problem but in order to not interrupt production flow for the Nova, the bosses decided to take the Corvair off the main line and construct a mini assembly area in the Chevrolet Division called the "Corvair Room" in order to finish making cars by hand. There were a total of 6,000 1969 Corvairs made and car #2194 would be the last car produced on the main assembly line on November 14, 1968.

On Friday, November 15, 1968, hand assembling of the remaining 3,805 cars would begin in the "Corvair Room" with car #2195 being the first hand assembled 1969 Corvair on that same day. The last made Corvair (car #6000) would end production of this air-cooled wonder and was completed on May 14, 1969, at 1:30pm.

Workers were hand picked by Supervisor, Joe Casey, to work in the "Corvair Room" due to their expertise in putting these cars together. These guys went from working on a Corvair for a few moments on the main line to now having to learn 20 minutes of work with all the different options. Joe states that they had 1-1/3 jobs per hour with 45 minute cycle times. They had a clock that would sound every 45 minutes and they would push the carriers to the next station. They always had two shifts working (1st shift from 6am to 2:30pm and 2nd shift from 3:30pm to 12Midnight). Joe was first shift (and main) Supervisor and Jim Comiskey was in charge of second shift. They usually made 3 cars per hour. They only made one convertible a day as Joe said, "They were a pain in the a@\$ to make." Car #5997 was the last (and only) 1969 Corvair convertible made on May 14, 1969.



## How did they make the "Corvair Room?"

Joe Casey explained how the Corvair Room was created when he gave a talk presentation at my Meet the Makers event in 2015, and excerpts from that speech are below:

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Joe Casey:

"When we started this Corvair Room, we decided we'd build a little spot in back of the plant and take the Corvair off the main line because, at three an hour, you hated to see the Corvair coming because you learned all of your job on the Nova and then you had to do just about the reverse when the Corvair came. And so, it was a nightmare from an assembly standpoint, material standpoint, and so on. We set up about nine bays which were 50' by 50' of an area and put a wall around it, and that was the Corvair Room at the end of production. We built 1-1/3 cars an hour which was the opposite of the problem of building something every minute because you had to learn what to do in 45 minutes, and to do everything that was required in 45 minutes took a lot of training. If that person was missing one day, we were really in trouble in the Corvair Room. We learned a lot about building on small volumes.

The bodies had come over from Fisher; we'd stage them outside (usually five to six at a time were available to us), and then we'd select what order we were going to build them depending on what options and so on, and what material was available. And as was mentioned briefly, that last year of material availability really became difficult because, as you can imagine as a supplier, there was a custom at the beginning to building 250,000 a year of these pieces that had to come down to building 50 a month. So they were having to pull out tools and run a whole bunch and then warehouse them; and, hopefully, they ran the right amount before they put it back into production. So, as we got down to the last few days, it got really tough. We were told there was going to be a big show; the press was coming on the last day and top management was coming on the last day, and so that last Corvair better run!"

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**FUN FACTS:** I asked Joe how many Corvairs did they make on the last day of production. To the best of his memory, he believes there were only 3-5 cars made as they only had one shift due to the production ending at 1:30pm. He said they held the last three cars (#5998, #5999, and #6000) until the press arrived at 9:00am.

Out of the total 6,000 1969 Corvairs made, 521 of them were convertibles.

The photo in this post is one of the few images we have of the last made 1969 Corvair (car #6000) on the mini assembly line in the Corvair Room on May 14, 1969. Notice the press off to the right filming the last Corvair being made. What most folks don't know is that car #6000 sustained some lower body damage from the overhead cradle on the small assembly line. Corvair auto worker, Dave Polmounter, worked on car #6000 and noted that he had to spray paint the inside door panels to match the interior (as they had run out of parts at that point). I was told by workers (who were there) that when they saw that last made Corvair passing by, those who wore hats took them off and placed them over their hearts stating they were proud to build most of these unique cars at Willow Run. After leaving Willow Run, this last made car was placed in a covered truck headed for the GM garage in downtown Detroit and was never seen again creating a mystery about its whereabouts all these years later. Confidential sources told me that car #6000 was scrapped due to the infighting among those who wanted to own the last made Corvair.

PCCA members gathered for a meeting at the ML restaurant in Springfield, IL. By 6:00pm, only 5 members, including 2 officers were present. The by-laws indicate 5 members not counting officers, so technically we lacked a quorum. No one drove a Corvair to the meeting.

The elections for 2026 were summarized. No contested positions, the ballots received by Tim confirmed the election of Chris Hall, president, Brian Nicholson VP, Tim Mahler Secretary and Mike Hall Treasurer. Board of directors only had 2 candidates - Joe Ori and Jim Allen, both being elected. A third candidate will need to be nominated to fill the board.

Treasurer Report - Glen Rittenhouse has been diligent in producing a PCCA treasurer's report regardless if a meeting was held or not. The beginning Checking account balance was \$4,494.93 with expenses to the newsletter editor of \$103.20, income from dues New member William Dodson \$6 and Glen 2026 renewal, \$15. The ending balance as of 11/8/2025 was \$4,412.73. Savings had the required \$5 balance and cash on hand 11/8/2026 remained \$170.13. Total Checking/Savings/Cash on 11/8/2025 was \$4,587.86.

Mike Hall made a comment that the PCCA meetings should return to Saturdays for the winter months. Everyone present agreed. Consulting with incoming president Chris Hall, who works many Saturdays, he expects to be off work January 17, 2026. So this was set as the first meeting date for PCCA for 2026. The Christmas gathering is slated for December 13, 2025. Instead of a gift exchange, Tim is bring "grab bag" type items for everyone. Hopefully, these will include an activity for the day.



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 205.

# The Preventive Maintenance Series

Mike Dawson

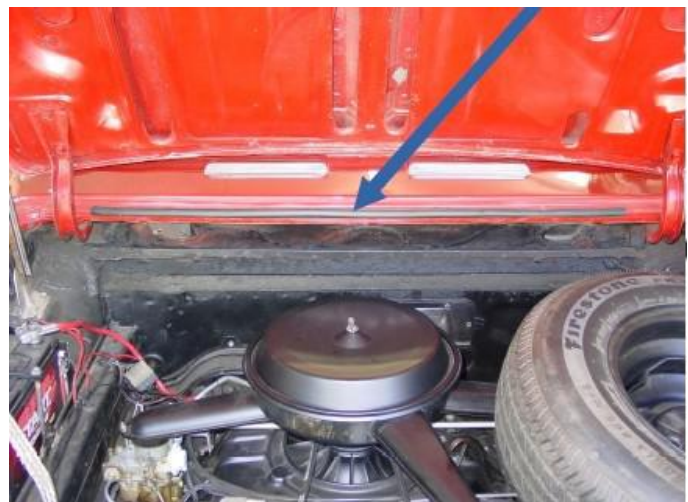
## Noises, Early Coupe and Sedan Engine Lid

For almost a year I have been chasing a vibrating rattle noise coming from the engine lid on our '63 Powerglide coupe. It was only noticeable in gear at idle and got worse with the A/C turned on. On several occasions when it got my attention I tried to track it down by stethoscope and by thumping the lid in various places. It appeared to be in the layered sheet metal panels in the louvered area. At one time I had half a dozen cardboard and wood shims stuck between panels in attempt to silence it, but no luck.

Finally, during another attempt I noticed that putting light pressure on one of the hinges with a folded up shop towel would stop the noise. I tried tightening the latch and bumpers but that did not help. It appeared that the lid needed some kind of dampening at the forward edge of the lid to stop the hinge vibration. A piece of rubber hose laid in the body track at the front of the opening put enough pressure on the lid to stop the hinge rattle that was being transferred into the sheet metal. GM originally glued a strip of weatherstrip in the channel but just across the front of the opening between the hinges. Most have been removed and not replaced (or have deteriorated completely) because nobody knew what the purpose was. Clark's sells that exact part (C2287) but does not mention the use.

I put a ball of caulking on the channel and closed the lid to measure what thickness was needed to dampen the lid, then sorted through my "leftover" collection of weatherstrips and found two that would work. I checked our other early model and promptly added a 3' section of weatherstrip that was missing there also.

These are the two weatherstrips that worked, the one on the left is an FC door strip and the one on the right is for a car trunk. Anything tall enough that would put pressure on the lid should work.



Note: the editor added this strip to his 64 convertible years ago, just because he seen it installed on other Corvairs. Think he thought it was for water control not anti vibration. Thanks Mike, you're the best.



**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: Glen Rittenhouse, PCCA Treasurer 1804 Columbus Dr, Pekin IL 61554  
 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 (8) listed on the site.



1965 blue convertible sold \$4,300



1965 Corsa convertible, bid to \$16,750 Car worth more than the bid price.



1965 convertible bid to \$7,100. Pictures look good but rust under the paint if you looked closely.



62 coupe in autumn gold sold for \$7,500, fair price for condition



Former museum car, 8 door greenbrier. Paint is only fair. Sold for \$13,200



1962 black Spyder Convertible, a deal sold \$10,777. 1<sup>st</sup> year Spyder, 1<sup>st</sup> year convertible

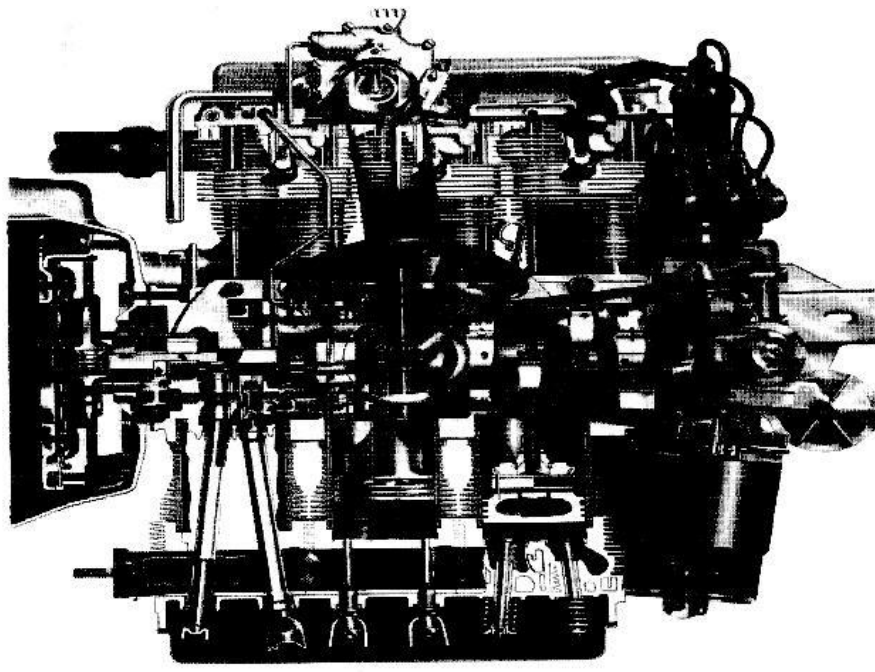


1966 blue cvt sold for \$10,700, very nice driver



1966 white coupe sold for \$11,250

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