

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

February 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,

My fellow PCCA Members! We've made it through January! I'm hoping that the groundhog won't see his shadow this year, and we'll see an early Spring! Perhaps you'll be able to get your Corvair out of the Garage or Shed before you know it! Ok, back to reality. A big thanks to those of you that embraced our cold temperatures for our January meeting! We were blessed with plentiful sunshine & a warm meeting room! We're working on getting a concrete schedule in place for this year! We will have some details to fine tune so please stay tuned for further details. Once again, should you have any ideas for this year or the future please let us know! I'll leave you with this:

What month is the best for coffee?
Feb-BREW-ary ~ littledayout.com

Hmmm Coffee! ??

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 – 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 **3rd Saturday of the month – January 17, 2026**. March will also be a Saturday meeting, tentatively the 2nd 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.

- | | |
|---------------------|--|
| March 14, 2026 | PCCA Meeting at MCL resturant in a meeting rooms in the rear.
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm
LOCATION: MCL - Located at 2151 Wabash Springfield IL |
| May 09, 2026 | PCCA Meeting at MCL resturant in a meeting rooms in the rear.
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm
LOCATION: MCL - Located at 2151 Wabash Springfield IL |
| May 30, 2026 | Pawnee Prairie Days Car Show. Pawnee IL. Details to follow |
| 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. |
| 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. |
| Nov 14, 2026 | PCCA Meeting at MCL resturant in a meeting rooms in the rear.
Meeting will start most everyone has eaten lunch – estimated at 1:45 pm
LOCATION: MCL - Located at 2151 Wabash Springfield IL |

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



PCCA January Meeting - news and notes

Just a few comments this month. The weather was chilly, nah, cold. But we did have 11 people in attendance including Bill Dodson. Bill is a NEW member living in Chatham. If I heard correctly, he is a retired police officer. Bill bought a Loadside from someone in the St Louis area. Hopefully, when the weather improves, we will all get to see it.

Enthusiasts of the Year Awards – you did sign the roster list at each meeting right? - Female Enthusiast of the Year – Beulah Collier, in second was Bernie Allen. Male Enthusiast of the year went to Jim Colloer, second was Mike Hall. It pays to drive a Corvair to the meetings.

Items being added to the Calendar – Pawnee Prairie Days Car Show - May 30. On June 20 at the old state capital in downtown Springfield, the Great Race (a time distance speed rally) starts. Cars will start between 9:30am and 1:00pm. The local Corvette club is assisting. The Route follows much of historic RT 66 in honor of RT66 100th anniversary. SOS Show is scheduled for September 12, 2026.

Preliminary thoughts for tours include a trip to Hannibal MO and/or Atlanta IL.

The CORSA Convention is in Gettysburg PA and there are at least two guided tours being offered to Gettysburg National Military Park. The Convention runs Monday through Friday.

Attendance: 11 - Chris and daughter. Mike Hall, Diane Osman, Brian and Aleta Nicholson, Bill Dodson, Glen Rittenhouse, Jim and Bernie Allen and Tim Mahler. Glen Rittenhouse won the 50/50.

CORVAIR The Classic CHEVROLET



Eva McGuire's two 1966 Corvairs in front of the Chevrolet Division side of the Willow Run Assembly Plant where they were built. 1st one is a cameo beige, Monza coupe, 110hp, Powerglide; 2nd is a mist blue 500, 95hp, Powerglide.



The editor's 1966 Fitch Sprint. (a Corsa coupe)

THIS YEAR (2026) IN CORVAIR HISTORY...

We are celebrating the 60th anniversary of the 1966 Chevrolet Corvair and the 60th anniversary of the Yenko Stinger.

Although design styling didn't change from the newly introduced second generation 1965 model, there were minor changes to the 1966 Corvair such as interior and trim pieces (including different taillight covers). Back up lights were now standard along with padded sun visors, two speed wipers with washers, padded dash, and left hand outside rear view mirror. The cursive written "Corvair" emblem would move from the trunk lid of the car in 1965 to the front panel near the left headlight, and the trunk lock door cover centerpiece would change from red in color in 1965 to blue in 1966. Engine options were 95hp, 110hp, 140 (4 carb), and the 180hp turbocharged. The manual transmissions were re-designed for more strength and the 3 speed was now fully synchronized.

1966 would be the last year for the Corsa model (only available in 1965-66). Although not stated as fact, the 1966 Corvair is considered by many to be the best made year of the late models of this air-cooled wonder. The 1966 Corsa convertibles are highly sought out and considered the "holy grail" among Corvair (and other auto) collectors due to it being the first US turbocharged production car and how rare they are (not many convertibles made. Out of the 3,142 U.S. built Corsa convertibles, fewer than 850 of them were equipped with the turbocharged 180hp engine. In addition, there were 211 Corsa convertibles built in Canada at the Oshawa plant in 1966, and only 92 were equipped with the turbocharged engine.

This year also marks the 60th anniversary of the Yenko Stinger, named after Don Yenko, famed race car driver who owned Yenko Chevrolet dealership in Canonsburg, PA, who ordered "100" 1966 Corvair Corsas and in two short weeks turned them into Yenko Stingers to qualify them for SCCA approved racing. They were all Central Office Production Order (COPO) cars, ordered Ermine white in color from the factory and later painted with a blue racing stripe (to signify the international U.S. racing colors). Different engine tuning options were available from Stage I-IV ranging from 160hp to 240hp. There was an illegal Stage V option (250hp) for off-street racing.

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



1966 Corvair Corsa convertible



YS-313
1966 Yenko Stinger (YS-313) owned by Joe & Terry Darinsig. Engine: Stage II, 164c.i., (2.7L) 190hp, Trans: M20 Saginaw 4 speed, Posi Rear 1 of 186 built at Yenko Chevrolet, Canonsburg, PA (Photo courtesy of Joe Darinsig)
Paint: Ermine white with nausau blue striping

*Be respectful and request permission from Eva to reprint this article. She allows most (all?) CORSA Chapter newsletters to reprint. Eva posts numerous interesting articles on her FB page.

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 207.

The Preventive Maintenance Series

Mike Dawson

Distributors

The primary (low voltage) portion includes the ignition voltage ($>12V$), resistor voltage ($<6V$), coil primary winding[s], ignition points and the condenser.

The secondary (high voltage) portion includes the coil secondary, distributor cap, rotor, coil wire, plug wires and plugs.

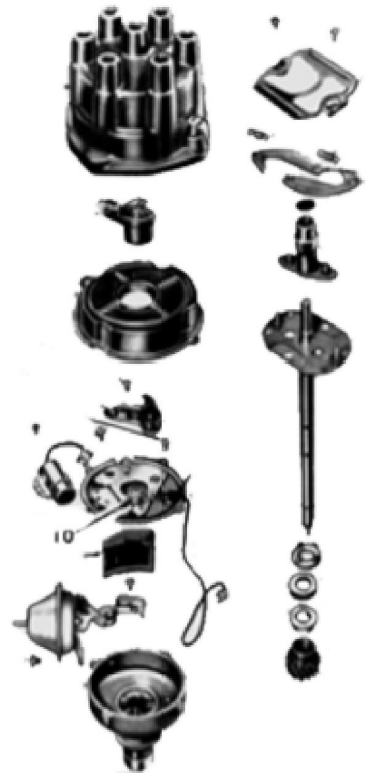
Spark Advance Systems (Non-Turbo)

The Corvair engine uses three advance systems to control the firing of the spark plugs: initial advance, mechanical advance and vacuum advance. The distributor has a seven digit number on the side of the housing. Use this number to make sure you have the correct distributor for your engine. There are graphs for all distributor numbers and there are also illustrations and individual part ID numbers to identify the individual parts. See Clark's publications and the CORSA Tech Guide.

1. Initial timing is set with the engine at a normal idle and no mechanical or vacuum advance involved.
2. Mechanical advance is added to the initial timing as engine speed increases by means of flyweights on springs that rotate the distributor cam as centrifugal force increases. It will begin to occur at different RPM for different engine/transmission/years. Maintenance of this area is important as well as being sure the parts are correct.
3. Vacuum advance (non turbo) is added to provide better gas mileage as a function of how you use your accelerator. This advance is not available when your foot is on the floor and maximum advance is available when you coast or use a light pedal. It does not affect power and should not affect idle.

A Corvair vacuum advance receives “ported” vacuum which is a slot in the venturi above the throttle plate position at idle: if you are getting vacuum to your advance unit at idle you have a carburetor balance problem or engine performance issue. The throttle is open too far at idle and has uncovered the port for the vacuum advance. A unit that moves too quickly can cause pinging at part throttle.

A vacuum advance can cause minor surging in manual transmission cars when you are at the balance point between acceleration and deceleration. It can also cause a sensation where at very light throttle the engine speeds up when you let up on the pedal and slows down when you barely step down on the pedal.



Remember that the Corvair engine was designed for gasoline formulation from over half a century ago - carburetor calibration and ignition timing specifications are merely a guide.

Problem Areas

- Points should be a light gray on both surfaces; any black or dark purple on one face indicates high heat and an insulated condition which will cause no start or misfire. This can be a result of dirt on the points, a bad condenser or a wiring problem that has bypassed the resistor circuit. A crossed wire at the starter solenoid or a defective solenoid can keep the bypass circuit energized. Condensers must have the correct capacitance to match the coil. A Corvair condenser should have .18-.23 MFD.
- The breaker plate has gone through several design changes to correct problems. The pivot point on all the original Corvair plates would wear so badly that the dwell and timing would wander continuously. In rare cases electrical contact is lost due to the loose pivot. When the Vega emerged, their best feature was an improved breaker plate with a bushing instead of a pivot pin plus a light spring tension to help keep the advance arm from fluttering. Later improvements came from Dale Manufacturing, and Clark's has a rebuilt unit.
- A badly worn (from lack of lubricant) distributor shaft where the cam rotates will cause dwell fluctuation and timing changes. Try moving the cam on the shaft back and forth with your fingers; any noticeable movement means replacement of the distributor since both parts wear out. At this point, also check the upper shaft bushing in the housing for wear by moving the center shaft from side to side. There is no lower bushing, the housing acts as the lower support. Also, try twisting the rotor clockwise, it should move a small amount, stop, and spring back crisply when you release it. Sluggish movement means there is an advance problem, usually just cleaning and lubing will solve the issue.
- Check the distributor driven gear for wear and that the pin securing it to the shaft is tight. Pins can shatter or loosen.
- If a rotor is difficult to remove and someone jerks upwards on it hard, it will bend the mechanical advance retainer and allow the weights to fly out against the housing, locking the timing at a significant advance. Aluminum filings also appear as the weights eat through the housing.
- If your coil is mounted horizontal, it can leak oil out of the tower over the years and overheat to failure. A coil can also fail from the bottom rubbing on the sheet metal until oil leaks out. Check the installation in the bracket.
- Check the vacuum advance for proper function. The diaphragm can rupture or you can have the wrong one. The turbo which has a pressure retard and looks like it doesn't move when you rev the engine (it only works under boost). People think it is bad and they will replace it with a vacuum advance which gives you maximum advance at idle and then retards the timing when you try to accelerate. See the following table of vacuum advance units for non-turbos:

Unit Number	Degrees Advance (Turbo Pressure Retard Not Included)
199	12
217	11
229	12.5
230	13
248	10.5
370	10
410	12.5

These units will have different calibrations with respect to the amount of vacuum needed to start the advance. If you have tip in pinging (light acceleration), you might try a different unit, delay the advance with a vacuum delay valve, or limit the total advance by restricting the arm movement.

Items to keep in mind:

When installing the distributor in the engine, understand that the brass distributor gear was cut from a length of stock and that it will not be the same for every car in terms of where the vacuum advance ends up when the timing is set correctly. There was an alignment mark chiseled into the distributor/rear housing for correct alignment, but that only counts if you have the original brass drive gear and breaker points that are manufactured identical to the original Delco units. Where the vacuum advance ends up is unimportant as long as it fits in the space and the other alignments are correct. If you have A.I.R. or A/C, an adjustment in the wire positions in the cap or a change in gear alignment will be necessary. The important thing is that when the points just start to open, the rotor is pointing to the correct terminal in the cap.

Installation of a Pertronix (or similar system) will eliminate breaker plate problems and point replacement, but you still must have the weights, springs and cam operating properly for correct advance to occur.

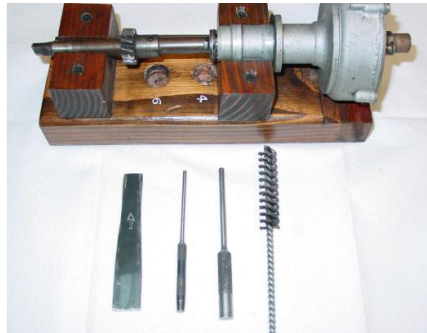
Two Methods For Installing a Distributor

1. If you want to remove the distributor from a running engine for service, you can simply use chalk to mark the position of the rotor and the position of the vacuum advance on the sheet metal. You could also mark the position of the housing against the rear cover casting for setting the exact same timing. Remove the distributor and simply put it back in the same position. Do not turn the engine over or you will be required to use method number two.

2. If you start from a rebuilt engine or one with the engine rotated after the distributor was removed, you need to find TDC on #1. With #1 plug out, bump the engine until you feel compression pop your finger; now you can see the timing mark on the pulley approaching the timing tab. Set the mark at 16 degrees on the tab (or whatever you want), take the distributor and point the rotor just before #1 position in the cap (it will rotate clockwise as you mesh the gears). Adjust the vacuum advance to an acceptable place (lots of room unless you have A.I.R. or A/C.), and install the distributor in the housing. As the distributor gear engages it will move the rotor position to line up with #1 terminal. When the distributor is bottomed in the housing it will probably not have engaged the oil pump. At this point, gently hold down on the distributor while you bump the engine over. The shaft will drop in to the oil pump. Once again move the pulley around until you are back at #1 with the timing mark at 16 degrees and rotate the distributor **counterclockwise** until the points **just** start to open (You could check this with a test light). Now check that the rotor points to #1 and the vacuum advance is in a desirable position. Recheck your work, start engine, check dwell and adjust timing with your light if necessary.

Remember that the timing mark can show up either at #1 TDC or at #2 TDC if you can access that wire (or the plug) easier. Also the spark occurs when the points just start to open. And finally, you can vary this installation method to work with any wire placement and gear alignment as long as you meet the timing requirements.

Also important, adjusting the initial timing will not change the dwell, but adjusting the dwell will change the timing.



Pair of pics from April 2024
FlatSix tech tip on distributor
busing replacement

PCCA Minutes for January 31, 2026 general meeting. Tim Mahler Secretary

Chris Hall opened the meeting at 1:55pm with the Pledge of Allegiance. Mike Hall was the standard bearer. The meeting had 10 attendees with 4 officers present. Chris recognized all who made the meeting, noting no one drove a Corvair on this frigid day.

The last official meeting was July 2025 (SOS Show and November meeting dates both lacked a quorum so only an informal discussion was held those two dates). The minutes were published in the August Newsletter. A motion to approve was seconded and approved by voice vote.

The treasurer report was given by incoming Treasurer Mike Hall. The report was generated by outgoing treasurer Glen Rittenhouse. The ending balance as of January 31, 2026, all accounts, was \$4,654.86. The printed report reflected 4 renewals (Mike has plenty more to add) and the only expense was the Female enthusiast of the year (\$40; note others were prepaid from last year). Newsletter expenses and Membership books publishing were submitted for reimbursement at the meeting.

Membership report - Chris announced membership books were sent to everyone, mostly by USPS.
Old Business: none reported.

New Business: Mostly upcoming events – Convention in Gettysburg with tours to the battle site park. June 20, 2026 features the Hemmings Great Race starting in Downtown Springfield from 9:30 to 1:00pm at the old state Capital. May 30 is the Pawnee Prairie Days Car show which was a huge success last year.

Tours: Chris would still like to tour Hannibal MO if it can be arranged. A tour to Atlanta IL may also get rescheduled for 2026 after being cancelled last year.

The Great Race follows historic RT66 this year celebrating 100 years of that route. In conjunction with that, PBS and the RT66 association have taped and been airing excerpts from the Illinois portion. This includes a 20 minute segment featuring Brian Nicholson toting the National Corvair Museum which is on RT66.

Glen Rittenhouse shared several ideas from the Corvanatics club that could help participation in the club including serving as an officer for the club.

2025 PCCA Enthusiast of the year awards -

Female 1st Beulah Collier, 2nd Bernie Allen. Male 1st Jim Collier, 2nd Mike Hall.

The 50/50 drawing was won by Glen Rittenhouse. Next Meeting March 14, 2026 at the MCL Restaurant

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 (3) listed on the site.



Blue 65 Corsa Turbo convertible. Sold for \$15,400 which seemed low for condition.



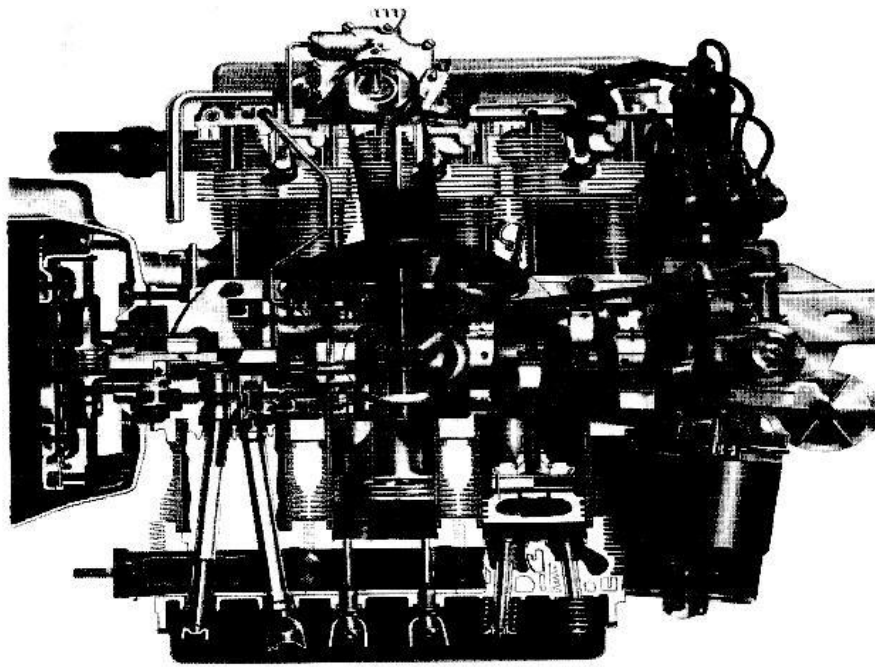
Gold 66 Corsa turbo coupe. The car in the picture looks unappealing (shade?) \$16,500



White 1962 Convertible. Nice car but the top needs attention. Good Price for buyer \$10,500



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