

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

January 2026

2026 Officers

President -Chris Hall	(217) 691-6529	Vice-President Brian Nicholson	(217) 891-0808
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		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! Goodbye 2025 & Hello 2026! With that being said I'd like to extend many words of thanks & appreciation to our past club officers & board members for their service! To those continuing to serve & for those that have volunteered to serve our club, we are grateful for you all! Without you, tasks such as handling our club expenses, scheduling programs, reserving venues for our club meetings to producing our club newsletter would be very difficult to complete! Apologies for the extreme delay but, please be on the lookout within your mailbox for last year's membership booklet! Regretfully, Mother Nature had other plans the day of our Christmas get-together. I hope everyone enjoyed the holidays! I, myself am looking forward to seeing what 2026 will bring for our club! We most certainly have some planning to do. Should you have any suggestions for programs or events please let us know! I'm hoping to be able to spend more time in my Greenbrier this year & get to some car shows! I'm going to leave you with a quick little joke:

“Why doesn’t anyone listen to each other on New Year’s Eve? Because their words go in one year & out the other.” ~ good housekeeping.com

☺ That's funny! Right? Happy New Year!

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.

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.

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.

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

Black and white image of 1961 Corvair in winter scene that GM used to promote this air-cooled wonder that was great in snow. Personally, I think the black and white photo looks more realistic.

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

(Photo courtesy of GM)



PCCA Christmas Get-together

Well, Mother nature had other thoughts. Corvairs may be good in the snow, but it wasn't a good day to test the Corvair capabilities. The other drivers in their modern cars were too busy playing bumper cars.. Numerous accidents were reported with 2 involving fatalities. The temperatures fell drastically too with a high (high) Sunday of 3 degrees. The news indicated 6 inches fell Saturday, on top of the 4 plus inches we already had. The roads were hazardous. The plows plowed but salt/de-icers were ineffective in the chilly temps.

I did manage to shovel my driveway - just in case I had to get out for some reason. I didn't, thankfully. Think I stirred from the easy chair Tuesday when the temps got above 20. The local Toys for Tots crew were schedule to deliver toys on Saturday – in town, that may have been doable. But I noted that the collection/delivery schedule is much earlier than years ago when we were able to delivery toys to the Marine Reserves after the PCCA Christmas get-together.

PCCA will meet for the January meeting at the MCL Restaurant in Springfield Illinois on **January 17, 2026**. Think the board members may show up earlier then the general PCCA members – it is the annual changing of the guard. New President Chris Hall should be present which is the main reason for it being the 17th vs the 10th. Meeting schedule for the rest of the year will start to be set then.

Chicago based SPAN-INC held exclusive U.S. distribution rights for the Stinger. Here are the published specifications.

STAGE I

- 160 horsepower.
- Recommended for street use or for the customer who wishes to do his own high performance preparation.
- Dual master cylinder brake system.
- Fiberglas engine deck lid with spoiler, incorporating functional, adjustable air scoops.
- Fiberglas rear pillar landau panels.
- Stinger trim, including Stinger emblems, with color key painting and de-chrome customizing.
- Tuned exhaust headers.
- Seven quart finned aluminum oil pan.
- M-400 Moraine connecting rod and main bearings.
- Tuft-trided crankshaft.
- Calibrated carburetors with modified linkage.
- Steel pack mufflers with chromed tail-pipes.
- Crankcase ventilator.
- Chrome air cleaners (4).
- Constant tension belt retainer.
- Vinyl trimmed dash.
- Rear compartment paneling. Heater and defroster.
- 3.89 rear axle ratio.
- Full Chevrolet Warranty.
- \$3,450.00

STAGE II

- 190 horsepower.
- Includes: All Stage I specifications.
- Full instrument package.
- Turn-cut-out carburetors.
- 10 to 1 compression engine.
- \$3,950.00

STAGE III

- 220 horsepower.
- Includes: All Stage I specifications.
- Full instrument package.
- Turn-cut-out carburetors.
- 10.5 to 1 compression engine.
- "40 over" pistons.
- Rally Stripes.
- Wood steering wheel.
- \$4,350.00

STAGE IV

- 240 horsepower
- Includes: Same as Stage III but lightened, stripped and fully SCCA equipped for D Production (DP) competition.
- Complete price depends on extras ordered Base \$5000.00

STANDARD EQUIPMENT FOR STAGES II, III, AND IV MAY BE ORDERED AS OPTIONS ON LESSER STAGES.

1960 CORVAIR HOLIDAY PROMOTIONAL PHOTO

Here's another favorite holiday image folks like to see each year, and since we've gained more followers who may have missed it: Publicity photo of a brand new 1960 Corvair in front of V.V. Cooke Chevrolet Dealership in Louisville, Kentucky, during a very snowy winter of 1959/60 with its sales team doing a great job promoting this newly introduced air-cooled wonder.

According to former dealership employee, Patrick Knight, Mr. Cooke, Sr. brought in his antique sleigh and hooked it up to a new 1960 Corvair and had the car pulling it all around town to demonstrate how good Corvair's traction was in the snow. What a visual and vary clever sales technique! The only missing thing in this photo would be having a dressed up Santa trading in his reindeer and putting him in the sleigh pulled by Corvair.



PHOTO DETAILS... The sign being held by the gentleman sitting in the sleigh reads "TRADED MY HORSE FOR A CORVAIR" while the Corvair (full of passengers to showcase its roominess) is pulling the sleigh. 1960 Corvairs were first introduced as a four door sedan (two door versions didn't come out until Jan. 1960). This sales team was good at showing how well the Corvair was driving in snowy conditions. They still are! The other sign encourages customers to "DRIVE THE CORVAIR TODAY AT V.V. COOKE."

FUN FACTS: According to Patrick Knight (former employee and self appointed historian for V.V. Cooke Chevrolet) who kindly reached out to me to share this: Cooke Chevrolet was the prominent dealership located in downtown Louisville, Kentucky, which began operating in 1930 and closed in

1980. They had a very intensive apprenticeship program in the '50's and '60's, and the technicians who had been there for 20 to 30 years knew the product. Mr. Knight began his job as a mechanic at Cooke in the early 1970's, and afterwards began his own service business in Jan. 1976 (for 30 years) specializing only in GM vehicles (a rarity back then) with partner and fellow Cooke employee, Laddie Hunt.

As a young apprentice at Cooke Chevrolet, Mr. Hunt was placed under Buck Harper, a veteran technician who just happened to be the Corvair man. He taught Mr. Hunt everything there was to know about the Corvairs during his two-year apprentice. Mr. Hunt grew to love them and over the years owned over 25 Corvairs.

Back in the 1960s (as you could imagine), the cars weren't perfect and most mechanics didn't understand or like them, so they fell into stages of disrepair, and that's where Mr. Hunt came in. He would buy the broken ones and fix them up, putting his wife in his newest finest, and then sell hers to fund the next ones. Due to Mr. Hunt's interest in Corvairs; they became the only shop in Louisville to take care of these cars for many years. Mr. Hunt still proudly owns a 1963 Corvair.

What happened to the dealership? The dealership closed in 1980 for several reasons: V V Jr was very busy managing all of his father's investments and philanthropic interests, V V Jr's children were not old enough to take over, and Chevrolet Motor Division wanted the Cooke Chevrolet Dealership to relocate to the suburbs out of the downtown location which was financially a multi million dollar investment solely V V Jr's responsibility.

Just curious if this Corvair was a horn slot car...

For those who aren't aware, horn slot cars were Corvairs that had three thin vertical open slots (located under the lower left bumper on the body) for the horn sound. After discovering that road debris and water was getting up in those slots making the horns ineffective, they discontinued making horn slots. It is reported that 500-1,000 Corvairs were made with them. Today, horn slot cars are a rarity (maybe 6-10 still existing today).

By: Eva "Corvair Lady" McGuire, Corvair Historian

Meet the Makers of the Chevrolet Corvair

(#8258, 12825)

(Photograph courtesy of V.V. Cooke with some information provided courtesy of Patrick Knight)

*Please contact the author of this article at corvairlady@gmail.com for permission to reprint or publish in any newsletter, magazine, blog, etc. Thank you!

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! Join CORSA or Renew

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

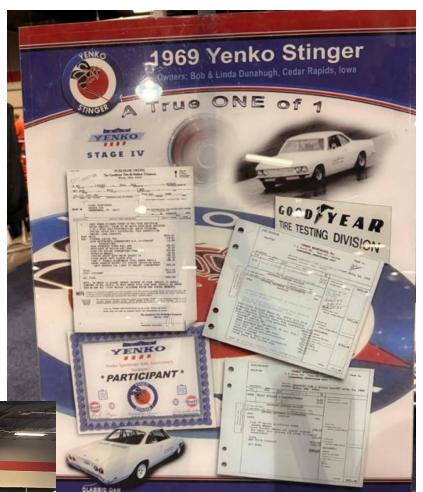
Muscle Cars and Corvette Nationals

November 22, 2025 at the MCACN event. Yenko Stinger's 60th Anniversary Reunion in Rosemont, Illinois. Thirteen Yenko Stingers attended along with Warren Dernoshek and Lynn Yenko.

Paul Drake exhibited one of his Yenko Stingers at this show. Mike Hall was also present. Mike took one of Paul's Yenkos to the show. Bob Dunahugh from Iowa had several Yenkos on exhibit (I think 3) plus his GMC motorhome. The 1967 blue Yenko with Minilite wheels looks like Rob Landers Yenko. I did see a video on FB that sure looked like Landers driving his Yenko into the show. Rob has exhibited his Yenko at this show in the past. Dunahugh and/or Ed Cunneen have a good report with the show as they exhibit frequently. Ed was (is) an expert on Yenko super cars including the Corvair, Camaro, Nova and others. Also on exhibit with the Yenkos was several Monza GT carts in red or blue to match their Yenko brethren. The lady in the photo next to Mike is Don Yenko's daughter, Lynn Yenko.



Paul Drake and Mike Hall upper left corner



CORVAIR YENKO STINGERS

were on special display at this year's prestigious "Muscle Car and Corvette Nationals (MCCAN) show in Rosemont, Illinois during the November 22-23 weekend. What made this "Vairy" special was the fact that this year marked the 60th anniversary of the Yenko Stinger's release. There were a total of 13 Yenko Stingers making their appearance including the rare 1969 "Goodyear Yenko" owned by Bob Dunahugh. There were also three Monza Jr go karts in this display.

Also making a special appearance was Don Yenko's daughter, Lynn Yenko, who was happy to provide interviews and autographs to delighted attendees. For those who are interested in having Lynn give a talk presentation about her famous father or attend a car show to "meet and greet" folks and sign autographs, please contact me at corvairlady@gmail.com as her representative.

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

For more information about the Corvair Yenko Stinger display at MCCAN, click on this article link:
<https://sfbacorsa.com/.../12/03/yenko-stingers-at-the-mcacn/>

For more information about the rare "Goodyear Yenko", click on this article link:
<https://www.hemmings.com/.../rarefied-air-1969-yenko.../>

It's a White Christmas with blue trim at Yenko Sportscars, Inc.

Our Christmas present to the motoring world is the new YENKO STINGER available not six months from now, but before the New Year!

And what a delightful package the STINGER is. It's absolutely the finest rally and touring car plus a great dual-purpose race car. (SCCA Class D Production).

With better engine breathing and valve timing, horsepowers are available up to 190.* The steering has been quickened and the brakes are virtually fade-proof. The handling is something you just won't believe. We say it's the best in the world. Care to disprove it?

"BE A SWINGER IN A STINGER"

*Optional at extra cost (Stake 1 - 169 hp)

83278.53 F.O.B. Canon-burg, Pa.

Write for list of YENKO STINGER Distributors, c/o Dept. C, Yenko Chevrolet, Canon-burg, Pennsylvania

CHRISTMAS CORVAIR YENKO STINGER AD...

During the mid 1960's, these dealership ads often appeared in local newspapers or other publications to feature the new Corvair Yenko Stinger high performance cars emphasizing more speed and power.

Don Yenko painted the first 100 Yenko Stingers Ermine White with Nausau Blue stripes which would signify their recognition in the racing community; plus it separated their identify from regular Corvairs and other private builds. A bold center blue stripe made Stingers instantly recognizable. In addition, traditional international motorsport colors for the United States were white body with blue accent (called American White). This

complied with the mandatory FIA (Federation International de l'Automobile) for SCCA production racing class as Yenko Stingers were specifically built for this type of competition.

Clever how they used the wording of "White Christmas with blue trim" to play in with the Stinger colors as a Christmas present. Good holiday ad and Vairy memorable!

Merry Corvair Yenko Stinger Christmas!

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

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 HACOA web site, tech articles by Mike Dawson. Article number 206.

The Preventive Maintenance Series

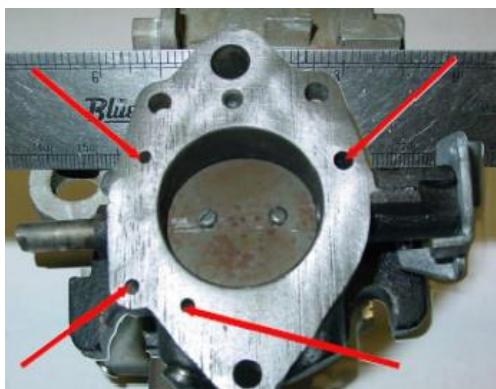
Mike Dawson

Turbo Idle Issue

One of our members, Wes Mellies, with a nice turbo convertible, was having idle and off idle issues on a continuing basis so he elected to do a rebuild of the carburetor. However, with cleaning and installation of an overhaul parts kit he stated that there was no improvement, so we removed the carburetor and I took it back to my garage for examination. I disassembled it and checked all the usual passages and adjustments, confirming that his rebuild was exactly what I would have done. I headed back to the car with both the original carburetor plus another identical turbo carburetor that I had rebuilt, just in case.

Installation of the original carburetor we had both looked at produced the same idle issues, so some diagnosis was obviously necessary. Spraying carburetor cleaner in the inlet immediately brought back the idle for a few seconds. All intake sealing areas were checked with a stethoscope plus some carburetor cleaner spray with no vacuum leaks detected. At this point the second carburetor was installed and the idle was restored.

In the following days I took the problem carburetor completely apart again and carefully checked each fuel and air passage associated with the idle circuits. Initially I had decided that the issue had to be some internal vacuum leak or fuel blockage that only responded to carburetor enrichment through the airhorn. At last the answer presented itself as I was looking at the insulator that is used between the throttle body and the bowl assembly. A thick gasket (.319) was used beginning with the '63 model and along with keeping heat out of the bowl it also directs vacuum and idle fuel mixture between the bowl and the throttle body. Although the bowl flange is $5/16"$ thick this one was bowed in the middle badly enough that the 4 ports were leaking internally. It took significant milling (including cutting off the locating pin) to make it straightedge flat.



Pictured above is the mating surface of the cast iron throttle body showing the passages that are routed between the main body and throttle body. The top two holes are (left to right) idle feed and choke pull off vacuum. The bottom two holes are accelerator pump vacuum and off idle feed.

This is the alloy flange area that was bowed badly in the problem carburetor; this one is perfect. I am guessing with the thick insulator/gasket that over tightening the $3/8"$ top mounting nut sometime in the past caused the gasket to crush and the flange to deform. I had eight turbo float bowls with all three carburetor designs and straight-edged them for this issue. Five were perfectly flat while three needed milling, although not as bad as the original problem carburetor. Always learning new stuff!



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 _____ CORSO 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 CORSO. Do you want/need information about CORSO? Y / N

Return the completed form and dues to: Mike Hall, PCCA Treasurer PO Box 454, Pawnee IL 62558
Please make checks payable to Prairie Capital Corvair Association or PCCA

Glen Rittenhouse follows sales on Bring-a-trailer. Last month he spotted these Corvairs (2) listed on the site.



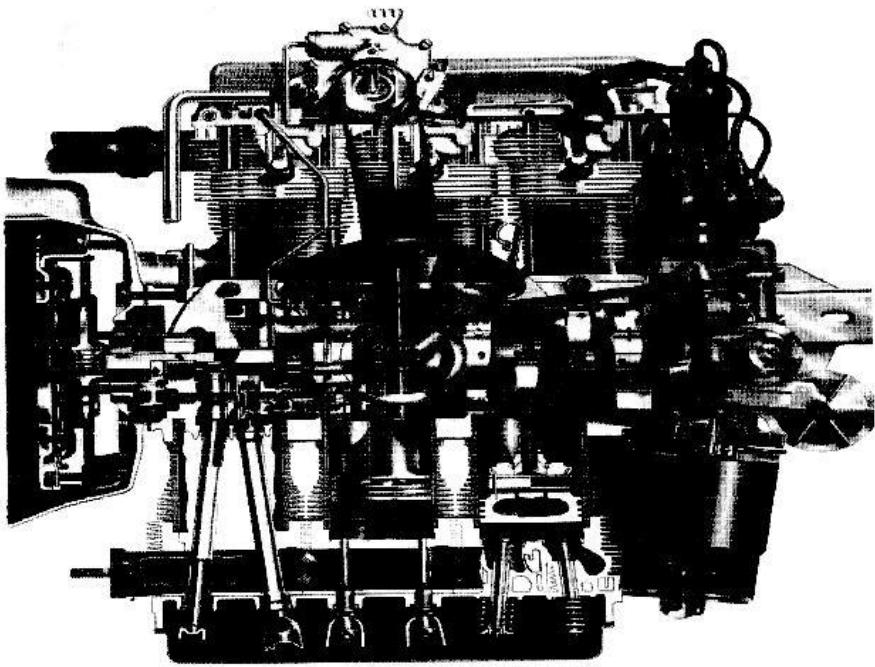
1960 Monza, customized interior, some possible rust under the paint, mechanicals redone. Sold for \$4,100



1966 Silver coupe - Corv-8 V8 conversion, nicely done. Sold for \$14,000.

CORVAIR
The Classic


The Flat Six



**Prairie Capital
Corvair Association**



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