

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

July 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

JULY PCCA MEETING

PLEASE READ

The meeting is being changed from Saturday, July 12 to THURSDAY July 10 from 5:30-8:00pm.

The main reason for the change, The Detroit Homecoming has several members planning to attend and it's the same weekend. It does provide the advantage to have dinner during, before the meeting. Food is the other means to a Corvair Enthusiasts heart. Another Corvair is the first.

LOCATION: MCL Cafeteria on Wabash ave, Springfield IL. 5:30pm

Ok to start eating as soon as you arrive. Meeting will be held after 'desert'

OK, I confess, I can make the Thursday meeting but would also miss the Saturday meeting as I would be in Ohio chasing a goal to run a marathon in all 50 in one calendar year. Plus I get to tour the ACD museum on Friday. The building itself is spectacular. The Cords and Auburns are splendid too.

The outing with the Show-Me Corvair Club was, in my opinion, a success. 13 Corvairs were in the Pawnee Prairie Days car show as were over 100 other classic cars from the 50s, 60s and 70s. I even spotted a King Midget next to Rich Groom's MG.

I keep wanting to do a tour in October, but just haven't pushed myself into doing the necessary planning. Further north is a town with a collection of those large "muffler" statues. The American Giants Museum in Atlanta Illinois. Years ago, we toured the all wood grain mill. There are other things in Atlanta. Maybe October 11? Something to consider before I schedule another run that weekend.

Hope to see many of you at the July meeting – Thursday, July 10, 2025.

Happy Corvair-ing Tim



Calendar of Events - 2025

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

Directions to the CPF Corvair Museum near Glenarm Illinois. Take exit 88 from I-55, from either direction, head west – turn right if you are traveling south on I-55, left if traveling north. Follow the road as it curves to the left, south. Go straight at the stop light (turning right takes you to Chatham). The Museum is 1.3 miles from the stop light on the right hand side – just past the Double J campgrounds.



July 10, 2025 Thursday PCCA Meeting 5:30-8:00pm
Location: MCL Cafeteria on Wabash Ave, Springfield IL

July 10-13, 2025 Detroit Homecoming, Ann Arbor Michigan. Another great event see write up in the March Newsletter. Has been attended and enjoyed by PCCA members in the past

July 12, 2025 **PCCA Meeting Moved To Thursday July 10**

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.
NOTE: Date Correction. Larry Tucker kindly sent a note correcting my dates,

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 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 18, 2025 Fall Festival and Car Show - ROCHESTER, Illinois.
Gates open 8am, judging noon, awards 4pm Entry fee \$20(show) or \$15 (Display)

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

Lincoln Railsplitter Car Club events (Full calendar is on the internet)
Cruise-ins - 1-4 pm, all in Lincoln, IL. May 3rd and July 5th Evergreen Rentals (saturdays)
Cruise-ins 4:30-8:30 pm, Fridays, June 20th, July 18th on Pulaski St
Cars and Coffee - June 28th on Kickapoo St.

Cool Cruisers Event Schedule (again, full schedule is on the internet)
At Motorheads, Wednesday, 5:30-8:30 - June 4, June 18, July 2, July 16, July 30

Route 66 Cruisers - Cruise-ins - Friday, August 29 5:30-8:30, Sept 12, 5:30-8:30. Top Cats Springfield

May 31 SMCC/PCCA Joint Adventure

at the Pawnee Prairie Days Car Show. Photos by Shelby Berta and Tim Mahler

For those traveling up from the St Louis area, it was an adventure but a “typical” Corvair adventure. Our cars are 60 plus year old after all, so they get finicky on occasion. For the SMCC caravan, 7 Corvairs, this involved a thrown fan belt which required changing along side I-55. The engine was overheated, but with a replacement fan belt, they all made it to the meeting location near Pawnee.

A modern car was not quite as lucky. They developed a flat tire on I-55. She managed to make it to the truck stop but apparently lacked a spare tire to continue her journey. I am sure assistance arrived later in the day. The Corvair caravan kept the SMCC crew moving on down the road. Someone in the Caravan is bound to have the spare part that broke on your Corvair. Parts stores are not much help with our older cars.

While the PCCA crew waited, a family spotted the 3 PCCA Corvairs in the parking lot and drove over for a closer look. Grand-dad had suffered a broken back so had to stay in the car. Daughter was eager to show grand daughter the cars from her era. The verbal exchanges brightened our day. The daughter had not seen a 60 year old car dash before. Circle thingies – Speedo and other gauge housing. Little round things above the circle thingies – turn indicators and bright light indicator. All of these are part of the “electronic dashes of modern cars. Matt Young and mine favorite – twisty windows - window cranks. The young lady really liked Matt’s car, exterior and interior.

Shortly thereafter, the SMCC Caravan arrived. A few minutes of banter before we headed down the road to the Car Show – about 6 miles away. We did verify that the overheated engine still had good oil, that didn’t smell burnt. Hopefully, the engine will survive it’s ordeal.

10 Corvairs entered the show field all in a row. We took up most of the street that was being used as overflow. A lot of cars were in attendance on a beautiful Spring day (over 120 cars). Mike Hall had two Corvairs parked close to registration - The Rampside “fred” was near the Haggerty tent. The Flag Car was actually in the driveway “blocking” cars from trying to enter the show field using that entrance. It was probably open earlier but that part of the show field was then full.

From PCCA there was Mike Hall, Brian Nicholson, Bill and Shelby Berta, Larry Tucker and Chris Hall with Ella in tow. In the Caravan was Matt Young from Paris (IL), Jim and Beulah Collier from Decatur and Tim Mahler. SMCC had 7 Corvairs in the Caravan and 1 who elected to drive a water



Arriving at the show, photo by Shelby



Nice day, Tops Down !. Photo by Shelby



Shelby got many of the SMCC Cars in this photo



pumper. Kent Goddard was the lead caravaner with Trevor in an early model right behind. Mike and Anita Kost also were there (haven't seen them in a long time). The only other name I remembered to get was Jac Holahan who drove a red 61 4 door sedan decked out in full Fire Chief regalia.

The show's emcee was Brian, the organizer (host) was Mike and the mayor for the day was Rich Grooms who had his MG at the show.

The show only awarded first and second place plaques. Matt Young won first with his 66 500 Sedan - white top over light blue body. James Collier won second with his 65 Monza coupe, maroon.

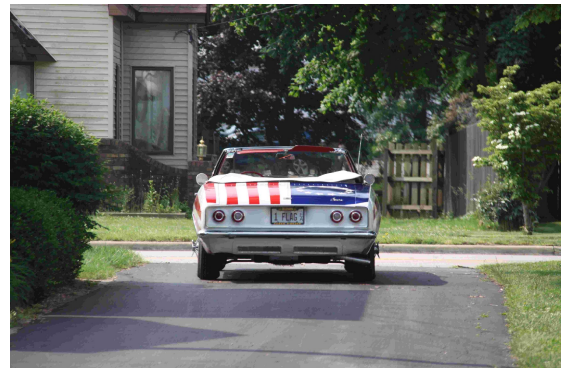
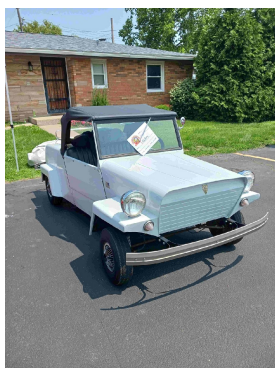
The SMCC Corvairs included Trevor's red 1963 monza convertible, a white 1965 500 coupe, a red 1963 red monza coupe, a red 1965 monza convertible (Kents), a red 1965 coupe, another red 1965 coupe and Jac's 1961 red sedan fire chief. With Mike's two Corvairs and Tim's 66 Fitch Sprint Wannabe, the Corvair count for the day was 12. Wow.

Bonus. On the way home, I met up with Joe Ori driving his 65 convertible. Joe was out for a drive since it was a beautiful day. Glad I spotted him and it brought the Corvairs for the day to a nice even baker's dozen. 13.

Maybe Bonus two. As Matt and I looked over his car, I took note of his motor mount. I looked like it had failed. The engine wasn't going to fall out, but a new motor mount would be good.

Emcee Brian Nicholson host Mike Hall and mayor for the day Rich Grooms. Show Me Corvairs showed up in force -- 7 Corvairs plus 1 in a non corvair. PCCA had 5 Corvairs - 3 in the caravan 2 already at the show. (Mike had 2 on display). PCCA managed to earn two awards in class. Jim Collier maroon 65 coupe merited 2nd and Matt Young's 66 two tone blue sedan garnered first. Congrats. It was a very nice day and a great outing.

King Midget



Jim Collier and Matt Young next to their award winning Corvairs. A 65 coupe and a 65 4-door sedan



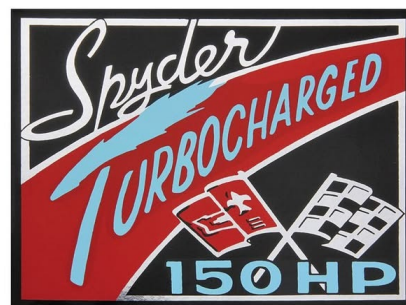
Meet the Maker Creator and Corvair Historian Eva McGuire has been busy posting articles on the Corvair on her “Meet the Makers” Facebook page. Eva has been kind enough to repost many of those articles to the Prairie Capital Corvairs Facebook page. I really appreciate her efforts and stories.

Meet the Makers of the Chevrolet Corvair

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

***THIS DAY IN CORVAIR HISTORY...**On MARCH 27, 1962, the turbocharger option was announced to the Monza line. This made the Corvair the first production automobile supplied with a turbocharger as a factory option, with the Oldsmobile F-85 Jetfire also having been released in 1962. (*See the turbocharged debate below)

The Monza “Spyder” option was only available on the Monza coupes and convertibles with manual transmissions. With the addition of 150hp plus available options of chrome engine accents, special “Spyder” badging emblems, and an instrumentation with a complete gauge set which added a 120mph speedometer truly made this one sporty looking (and performing) car. Engine upgrades including a forged crank, heavier duty pistons and connecting rods and an improved camshaft were integral with the package.



If anyone has a 1962 turbocharged Corvair, we invite you to post a photo of it in the comment section below for all to enjoy. Happy 63rd Anniversary turbocharged Corvair!

***TURBOCHARGED DEBATE>>>**Which came first?...the Corvair turbocharged engine or the Oldsmobile F-85 JetFire? That has been a debated question among car history aficionados for years. To help answer this debate, here is some information I found on the Corvair Center site given by Dave Trull who states this information was sourced from GM documents and period automotive articles from March and April 1962 and information from the 1962 Chicago Auto Show among others sources:

"Chevrolet and Oldsmobile were both working on turbocharging programs in late 1961. There was a definite rivalry among divisions within GM. Chevrolet was secretive regarding their programs and didn't release any information about the Corvair turbocharging program. On the other hand, Oldsmobile wasn't as secretive and released some details of their turbocharging program in late 1961. This may be the reason why many believed the JetFire came out first.

Now both programs were not anywhere near completion in 1961 and both Oldsmobile and Chevrolet produced Turbocharged "Pilot" show cars for the large and prestigious February 1962 Chicago Auto Show. The Oldsmobile Jetfire at the show was a hardtop, and the Corvair Spyder was a convertible. After the show ended, Chevrolet immediately began production of both the new Convertible and Spyder Turbocharging option in early March 1962. Official announcement for both the Convertible and Spyder options was on March 27th 1962 which was several weeks after production began. The Convertible and Spyder option was then available to order in April 1962. Early production was primarily to supply showroom display cars to the thousands of Chevrolet dealers nationwide. These cars were to be displayed for several months before they could be sold. Oldsmobile started production several weeks

after the Corvair Spyder but also could be ordered by April 1962."

Other info from Dave Trull: The Jetfire Turbocharging system was a failure. It was too complicated and was too dependent on the owner properly maintaining the water alcohol turbo rocket fuel. Only 9607 were produced over two years and Factory Oldsmobile technicians estimate 80% were returned and had the Turbo removed and replaced with a carburetor.

The Corvair, on the other hand, produced 9468 Turbos the first year, nearly equaling Oldsmobiles total output and over 50698 turbos in a 5 year span, which is an enormous amount. Corvair Turbos also were not replaced by the factory for carburetors and a great many Turbocharger equipped Corvairs have survived till this day.



Mike Hall's 1962 Monza Spyder - turbo 150

DEBUT INFORMATION: The Corvair Monza Spyder turbo was first shown at the Chicago Auto Show in 1962 which opened on Feb. 17, 1962. The other turbo (Oldsmobile F-85 Jetfire) debuted at the New York Auto Show in April of 1962. (info from Arne Nilsson).

So it was practically a dead heat. Both developed around the same time. Both shown at the same time at the same Chicago show, and both available to order from the public in April 1962, but Chevrolet beat the Oldsmobile to production by several weeks so **THE CORVAIR SPYDER IS ACTUALLY THE FIRST AMERICAN PRODUCTION CAR TO HAVE A TURBOCHARGER!**

Side Note: For those who are wondering about Porsche...Porsche first introduced turbocharged engines in October 1974 - a full 12 years after Corvair! Take that Porsche! They introduced it in their 911 series production car which debuted at the Paris Motor Show in October 1974, with sales beginning in the spring of 1975.

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

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



1964 Monza Convertible sold \$8,500



1965 Coupe sold for \$13,500



1961 Loadside. Sold for \$14,000



1963 Convertible - Sold for \$9,900



1964 Green Brier Bid to \$12,500
No Sale. Photos show rust bubbles

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 195.

THE PREVENTIVE MAINTENANCE SERIES Mike Dawson

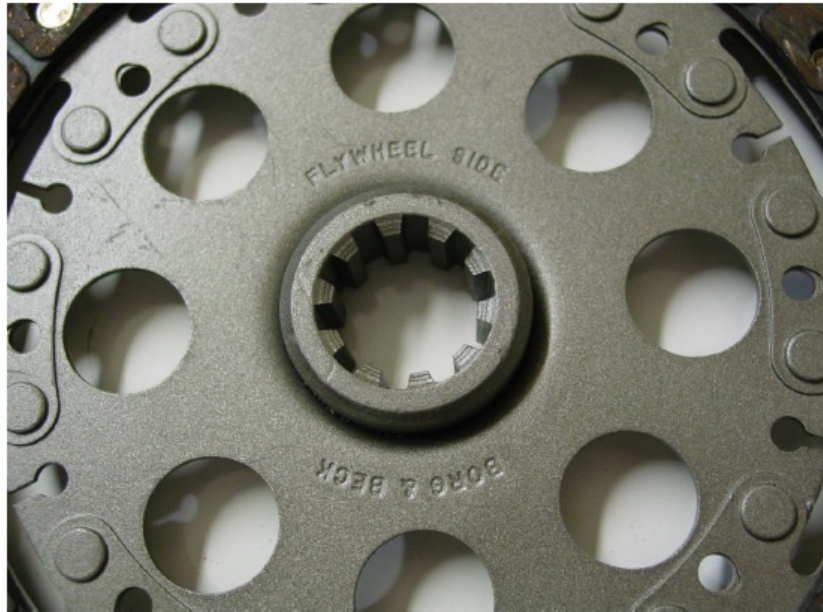
Clutch Clatter

Original clutch discs contained asbestos, which was banned long ago. The replacement material is harder and may not engage as smoothly. It is not uncommon to have minor chatter in reverse and sometimes first gear even with all new parts. This chatter can usually be avoided by different pedal application and/or adjustment. See PMS 187 (bottom of the article) for additional driving suggestions that can help prevent chatter. Additional possible chatter issues:

- Grease on the clutch disc causes chatter, however, a severe leak will make the clutch slip. A leaking clutch shaft seal (or badly cracked release bearing shaft) will allow differential grease to be thrown from the clutch disc hub outward. Note: 60-63 clutch shaft seals are a smaller size than 64-69, check for the correct size when you install one. A failing crankshaft main seal will leak behind the flywheel and normally will not get on the clutch disc.
- Clutch chatter (accompanied by a squeal) can be caused or aggravated by a bad pilot bushing so be sure and change this inexpensive item any time the transaxle is removed, as they take a set while in service. If you do not have a new Oilite bushing be sure and pressure oil an aftermarket bushing with two fingers.
- Rusted or damaged splines on the clutch shaft or the clutch disc can cause chatter. These splines have to be lightly lubed in order for the disc to move away from and towards the flywheel smoothly.
- A very tall first gear ratio such as a three speed combined with a 3.27 differential and tall tires will almost guarantee chatter in first and reverse.
- A very stiff FC clutch cable can also make a minor chatter problem much worse.
- Loose bolts in the cross mount to transmission (mainly on 60-65 models) or loose or broken motor mounts could let the transaxle jerk with clutch application.
- Although rare, a release bearing that is binding due to a crack or severe wear in the differential shaft can aggravate chatter.
- Corvair clutch discs do not have anti-chatter springs because the long clutch shaft is flexible torsionally. A spring loaded Vega disc can have the hub machined down to fit a Corvair and would offer a softer application. Be sure the hub would clear the flywheel bolts and reinforcement ring, including an allowance for wear.

An additional disc note: Only use new or rebuilt discs with a welded center. The riveted center discs are too close to the flywheel reinforcement and can rub after they wear down a small amount. The

correct welded center discs will have the words "Borg & Beck" and "Flywheel Side" stamped on the center as shown below. I have found a small number of the correct discs that were missing the Borg & Beck stamp but all other features remained the same. Those may have been reproduced by Corvair vendors and no doubt will work perfectly.



Above is a rebuilt disc on an original GM Core



Above is pictured a Vega disc with damper springs and the center flywheel hub machined to clear the flywheel reinforcement on a Corvair.

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

Detroit Homecoming
July 10 thru July 13, 2025 Ann Arbor Michigan

Not a Corvair convention but the atmosphere is really close. The Detroit club put on an excellent event that is not all that far from Illinois.

The Detroit Area Corvair Club "Homecoming" is from July 10th thru 13th in beautiful Ann Arbor, Michigan. If you have tried the rest, now come to the best annual Corvair event! To see more about the DACC visit our Facebook Group or write us at hcinfo@detroitcorvairs.com.

Here are links that will help to register and book your room for homecoming. Looking forward to seeing everybody
Preferred "On-Line" Homecoming registration form here -->

<http://detroitcorvairs.com/Homecoming2025.html>

"Print and Mail" Homecoming registration form here --> <http://detroitcorvairs.com/Flyer2025.pdf>

Thanks Bob Wittmann DACC Homecoming Registrar

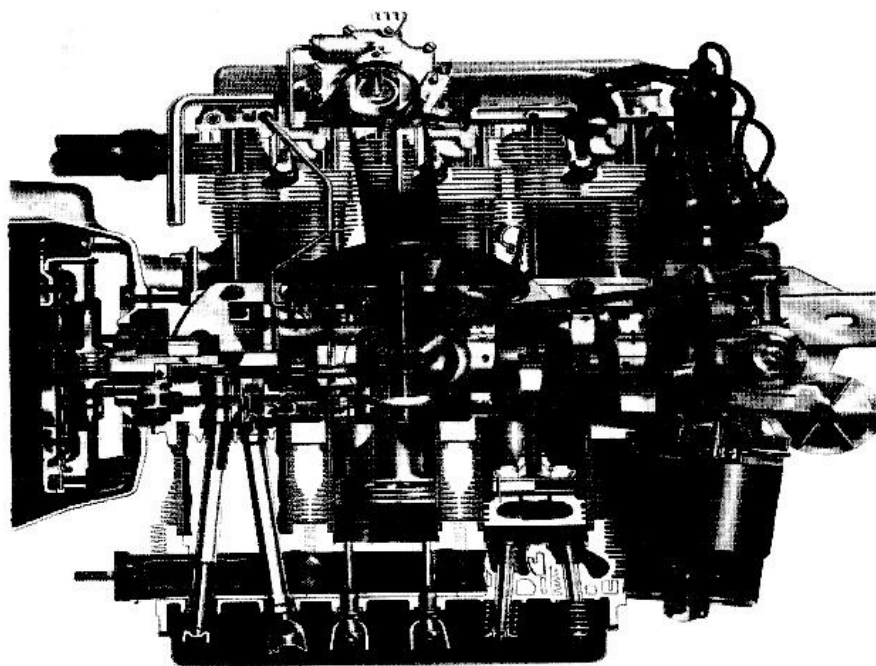
PCCA Financial Reports

Although PCCA has not had a meeting, Glen Rittenhouse has continued to handle the Financials.

April Treasurer Report - Beginning balance - \$4,372.73, Dues received \$125 (6 members). No Expenses
Cash on hand \$175.13 less \$5.00 dues refund donated to museum = \$170.13. Ending balance \$4,672.86

June Treasurer Report - Beginning Checking Balance \$4,497.73, dues (1 member, 3 yrs) \$60, Expenses - Corsa Annual Club fee \$35. Ending balance Checking - \$4,522.73, cash on hand \$170.13, Savings \$5. **Total \$4,697.86**

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