

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

March 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

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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

SPRING

Close enough for this former government worker. I had enough winter for one year. Besides my daffodils are already half a foot tall, just in time for a week of sub 20 (high) weather. The daffodils will be fine. But I would like to get the 66 Corsa out of the garage for a nice sunny (and warm) drive.

March meeting, as I write this, is a go for March 8 at the Corvair Museum. Being March in Illinois, it could be sunny, raining or (hmmph) snowing. I'm voting for sun shine, mid 60s.

Please note that PCCA and SMCC planned for the end of May is being rethought as several members indicated they would be out of town May 24. May 31 and Pawnee Prairie days is being considered. Hopefully, by or at the March meeting, we can firm this up (the convention is May 20-23 so could be another issue).

I also added information on the Detroit Homing in Michigan scheduled for July. It is the same weekend as a PCCA meeting. But if enough PCCA members want to attend the Homecoming (a very fun Corvair event), I suspect we could adjust the PCCA member to accommodate.

Regardless of the scheduling conflicts, it is FUN to once again be thinking about summer FUN. I am so ready for Spring. (Even ready to mow grass again, at least for a week or two).



Note: It's a loadside with a fold down step.

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.



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|-----------------------------------|--|
| March 8, 2025 | PCCA Meeting 2:00-4:00 pm.
LOCATION: the CPF National Corvair Museum in Glenarm
Program: Introducing the 1965 Corvair? |
| April 25-26 | SpringFest - Helen Georgia. Great event attended by many PCCAers in the past
Info at corvairspringfest.com - or contact Chris Law cjlaw1973@gmail.com |
| May 10, 2025 | PCCA Meeting 2:00-4:00 pm.
LOCATION: the CPF National Corvair Museum in Glenarm |
| May 20-23, 2025 | CORSA International Convention in San Luis Obispo, California. See the CORSA Communique for hotel info, activities. Is an airport serviced by the larger airlines. |
| May 24, 2025
or May 31 | SMCC and PCCA joint activity/picnic. Route 66 Motorheads Bard and Grill, Museum at the Pawnee Prairie Days Car Show. Expect driving tour to RT66 sites in the area. |
| May 31, 2025 | Pawnee Prairie Days – Car show on Saturday, activities all weekend. |
| 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 2:00-4:00 pm.
LOCATION: the CPF National Corvair Museum in Glenarm |
| August 4 | Old Settlers days of Hillsboro IL. Car show and county fair
Other activities August 3 through 8 including carnival and a parade Aug 8. |
| September 6 | PCCA Meeting 1:00pm, Near Corvairs
LOCATION: Annual SOS Auto show near the State Capital |

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

2025 CORSA International Convention News May 20-23rd, 2025.

San Luis Obispo, California is the new location of the 2025 CORSA International Convention. The Embassy Suites is the host hotel. **May 20-23rd, 2025.** San Luis Obispo is a historic town with unique shopping and many wineries in the area. Hotel room prices are \$139 for a king and \$149 for a double suite, (prices not including taxes and fees.)

We are looking forward to seeing everyone there. Questions? Contact the club office: (630) 403-5010

Meet the Makers of the Chevrolet Corvair

By Eva McGuire Corvair Historian/Creator Meet the Makers of the Chevrolet Corvair
(Photos and images courtesy of the Stu Shuster family and GM)

Rare GM Photos of a wooden body buck of a Forward Control Corvair Greenbrier truck dated March 19, 1959, along with eight pre-production rendering images of what future FC trucks could look like. These images came from the personal collection of the late GM Designer, Stu Shuster, who was a fan of Corvair. If you look closely at the FC buck photo, you'll notice several of the renderings in this post are in the background hanging on the wall in the GM Styling Studio. It was called GM Styling back in the day before it got changed to GM Design. What a rare treat for us to see these up close.

FUN FACTS: Back in the day, it was forbidden for GM Designers to take home any of their sketch/art work. This would be grounds for immediate dismissal. The art work performed by designers while employed by GM (and other car companies) were considered "corporate secrets" and the bosses didn't want the competition to see what future vehicles they were working on. Many years later, GM gave immunity to the car designers and asked those who still had any of their original sketches while employed at GM Design to step forward so they could take photos/scan the artwork and place these digitized images in their GM Archives.

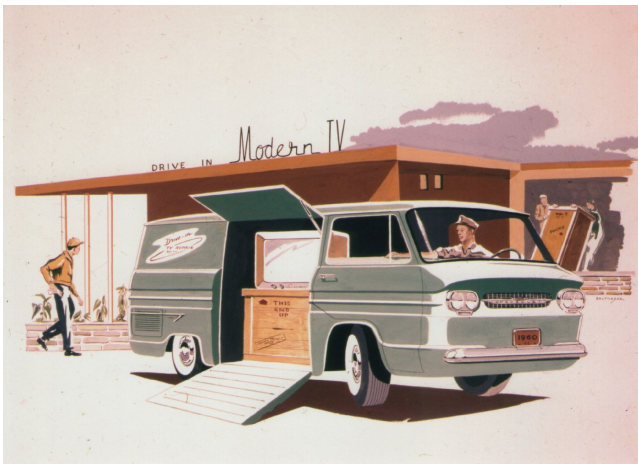
(Funny story: While interviewing some car designer friends, they told me of hearing stories of co-workers rolling up some of their sketch work and "sneaking" them out inside their umbrellas to avoid getting caught. Clever.)

The first Corvair FC trucks (vans and pickups) were introduced in 1961. The vans were produced from 1961 through 1965 and pickups from 1961 through 1964. The gentleman credited for the unique front end peaked nose theme design (that runs down each side) of the Corvair FC was GM Senior Designer, Ken Genest. He also coined the phrase and created the word "Corvan."

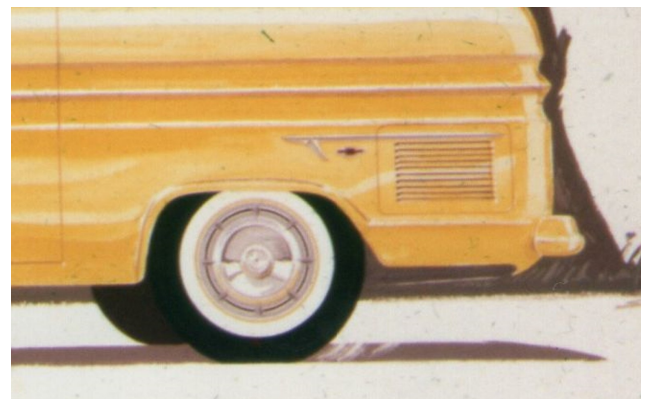
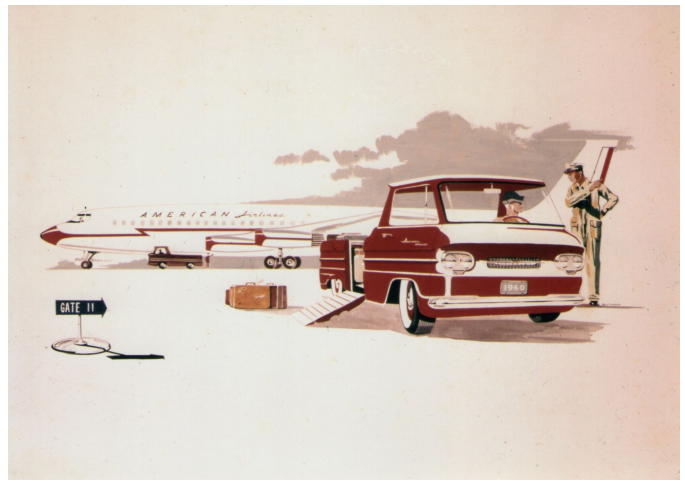
Mr. Shuster purchased a 1969 Corvair Monza in 1970 which briefly formerly belonged to none other than GM Designer, Ned Nickles, who was the major contributor and who oversaw the Advanced 1 Studio responsible for the design of the first generation (1960-1964) Corvair, had design input to the late generation Corvair (1965-69) and whose studio produced the proposed 1970 Corvair design (which only made it to a full size clay model). This Monza is currently owned and cared for by Mr. Shuster's son, Bill. A future post will reveal photos and details about this automobile.



GM Photo of a wooden body buck of a Greenbrier van. If you'll notice in the background are images of renderings featuring some of the pre-production FC vans and pickups



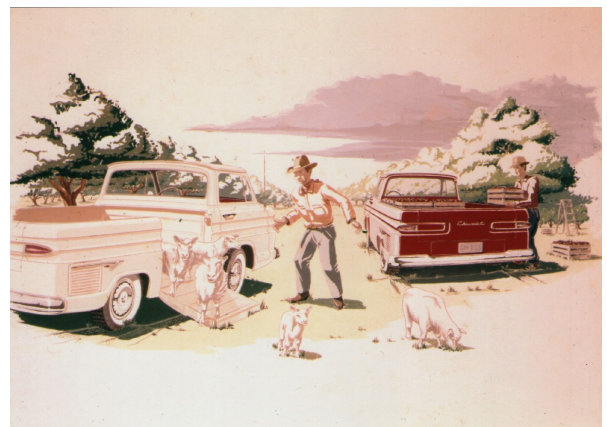
Rendering of a pre-production van with a ramp and overhead hinged door.



Close up of the rear quarter panel



Corvair 95 FC truck designer, Ken Genest, posing with my 1963 Corvan named "Blupy" (stands for "blue puppy").
Meet the Makers of the Chevrolet Corvair
(Photo courtesy of Eva McGuire)



Detroit Homecoming

July 10 thru July 13, 2025 Ann Arbor Michigan

With the cold and blowing snow – it may be difficult for some to put their mind into the summer, Corvair activity mood. For those of us east of the continental divide, there is no national CORSA activity in which we can participate. Sad.

But, consider this, there is the Detroit Area Corvair Club “Homecoming” 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 - it's gonna be a great year!

Preferred "On-Line" Homecoming registration form here -->
<http://detroitcorvairs.com/Homecoming2025.html>

Book your hotel (discount group rates applied!) - simply adjust dates and # of guests

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

We look forward to meeting you there!

Thanks Bob Wittmann DACC Homecoming Registrar

Hotel URL: (Editor will send you the email upon request)

https://www.wyndhamhotels.com/wyndham-garden/ann-arbor-michigan/wyndham-garden-ann-arbor/rooms-rates?brand_id=ALL&checkInDate=7%2F10%2F2025&checkOutDate=7%2F13%2F2025&useWRPoints=false&children=0&groupCode=070925Cor&adults=1&rooms=1&loc=ChIJMx9D1A2wPIgR4rXlhkb5Cds&sessionId=1736869117



**Hey PCCA Memembers Shout out to all PCCA members
Have you renewed your membership for 2025 ?
If you have forgotten, this is your reminder**

My notes show only a third of PCCA members have paid their 2025 dues. I don't have the ledger, so the count may be higher but it is already March. Spring is just here (meteorologist calendar March 1) Please take a moment and send a check to Glen Rittenhouse. Or bring check or cash to the March meeting.

Twenty Years Ago in the November PCCA newsletter

The festival is still held, around the same time frame. PCCA participated for several years, once with our friends from Circle City Corvairs. A return may be merited.

International Route66 Mother Road Festival

Story by Bill Berta Pictures by Shelby Berta

The weekend of Sept. 24 - 26, 2004 marked the third year for the International Route 66 Mother Road Festival in Springfield. Of the 821 registered cars, five PCCA Corvairs were among them, on display for the first time at this show.

The Corvairs and their exhibitors were:

'64 Monza 4 door	Bill and Shelby Berta
'65 500 4 door	Dennis Hul
'65 Monza coupe.	Bob Nicholson
'62 Monza coupe.	Gene Schmidt
'63 Rampside	L. C. and Lorraine Smith



The festival's estimated 70,000 visitors were double the first festival's estimated attendance of 35,000. In addition to all the vehicles of almost every conceivable type, there were numerous vendors and free entertainment spanning a 20-city block area in downtown Springfield.

It's always interesting to chat with the spectators at an event of this type. Various comments were evident as any of us who have exhibited Corvairs throughout the years have heard. It seems that nostalgia was the predominate feeling expressed by many people. There were also inquiries concerning cars and parts that might be available for purchase or sale. Several PCCA members came by

during the day to check things out and offer support. Members spending considerable time at the display were Jess and Sharon Rogers. They had earlier volunteered to help keep an eye on the cars, giving other participants an opportunity to view the rest of the festival. President Sue Biggs (and Garry) checked in later in the day and spent the afternoon reviewing the display. Numerous club literature/applications were also distributed during the day. If any of the Corvairs on display received special notice, it was the '63 Rampside. A Corvair "truck" was an interesting topic for most spectators.

The event is truly international. The highlight of the international portion of the show was the display of Morgan sport cars from England. These are modern cars (small 2 and 4 passenger convertibles) resembling '30's sport cars. Twenty-one individuals had brought thirteen of these cars for exhibit at the show and were to continue on to California later on "Rt. 66" to complete their tour of the U. S. In the area of domestic makes Mustangs were abundant, as special attention was given the marque in recognition of it's 40th anniversary.



Judging at this show is basically accomplished by the participants. They are encouraged to pick their favorite vehicle, in several categories and submit their vote. Along with Best Interior, Best Paint, etc., there was a “unique” category, “Best Unique Car”. Well, the Rampside received an award in this category. It was one of five receiving recognition for being a different and special type of vehicle on display. Our congratulations to L.C. and Lorraine Smith! L.C. is no stranger to Rt. 66 events, having made the trip on the route from Illinois to California during a Rt. 66 tour several years ago.

The weekend also consisted of two cruises - one on Friday night with an estimated 625 cars participating and another cruise on Saturday evening. Several PCCA members had dinner together and then observed the cruises on both evenings.

PCCA’s first showing at this event can be considered very much a success. Everyone participating had a good time during the event (Bob Nicholson, unfortunately, was not feeling well and during the day, had to head home to recover). Those involved with the show can feel a sense of satisfaction for a job well done. PCCA received considerable publicity and very positive comments from the public viewing the Corvairs.

We offer our thanks to the participants for their effort in making this a great event for the club. All this and an award too during our first time out!

Attention: Comments Suggestions Welcome

May 24or May 31 SMCC/PCCA joint adventure

The Show Me Corvair Club and PCCA are planning a joint activity for May, 2025. The initial plan was to meet at the Motorheads Bar and Grill and Musuem, and then possible tour some of the RT66 sites in the area - like the brick road, turkey track, etc. The RT66 sites is open for suggestions.

The Target date for the SMCC/PCCA Get together was May 24, 2025. However several SMCC members out of town. An alternative date – May 31 was suggested. This is the same day as the Pawnee Prairie Days festival (and car show). This would be an excellent get together location - fun for everyone, and RT66 sites could still be visited for those that choose.

Corvairs that may be available - call soon

Mike Hall is trying to reduce the size of his Corvair fleet. Besides the 62 Spyder Coupe, 65 red coupe, and late model 4 door, Mike also is expecting to sell a Rampside with PG. My poor notes also indicate he may have a station wagon available. These are all show ready although maybe note top notch Concours they would all score well. Give Mike and call – work out a deal – and have fun playing with your new toy. Mike is expecting to take several of his Corvairs to the Meccum sale in Indy, some time in May of 2025. So don’t dilly dally.

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 199

THE PREVENTIVE MAINTENANCE SERIES Mike Dawson

Oil Leaks from the Pit (rear of the engine under the pulley/balancer).

Oil leaks from the pit area can originate from the following spots in no particular order: oil cooler seals, oil cooler adapter gasket, oil pump gasket, oil pump dummy shaft, oil pump pressure regulator gasket, alternator/generator adapter gasket, oil pressure sending unit, oil filler cap gasket, distributor gasket, fuel pump o-ring, rear housing gasket, crankshaft main seal, oil filter rubber gasket, oil filter fiber washer, right angle oil filter adapter gasket and fiber washer (if equipped) and you could get oil from the rear of the engine top cover gaskets as well as from the rear of the oil pan gasket. So you can have from 16 – 18 places to check.

Some areas are more prone to leak than others and are easy to check such as the oil filter – they are not “hand tighten only” filters and require 15-20 ft lbs (65 Shop Manual). If you have a right angle adapter the paper gasket is in the “usual suspect” category as well as the fiber washer under the bolt. Oil cooler seals are the next most common; original oil pump gaskets and oil cooler adapter gaskets are the least common.

To pinpoint the leaks on a late model, remove the rear grill and mount cover and check to see if lowering the engine two inches at the back will pull wiring or ground straps; unhook anything necessary for lowering. Support the engine, remove the motor mount nuts and lower the engine just enough to remove the steel mount plate and then remove the lower skid pan. Reinstall the steel mount plate without the skid pan and raise the engine back to the mount and secure. With the grill and lower skid pan removed, you can now use a power washer, carburetor cleaner or the car wash to clean the entire back of the engine where leaks can originate. Drive the car the necessary distance after cleaning and use a light to determine the sources of any leaks. This operation is well worth the time, as you can clearly see where the leak is. If you have an early model, you will need to remove the engine seal strips before lowering the engine any distance as you could tear the seals. The other procedures are the same.

Additional tips:

The steel dummy shaft for the oil pump (right above the oil pump cover) can seep quite a bit of oil. If you discover this, you can sand the aluminum areas and the end of the pump shaft, clean thoroughly and use a good two part epoxy to seal the area.

If you discover oil at the very back of the motor mount plate and the skid plate where the 4 studs come through (or oil coming down the studs), the problem is a rear housing gasket that has split around the stud holes. If you discover that the four nuts are not torqued properly, you may have found the cause of a leak. If the nuts were tight, the permanent cure is to change the gasket but as a temporary fix until you get that motivated, you could apply hi temp RTV to the housing where the studs exit, then on the skid plate as you install it, and again on the motor mount plate as you install it and finally around the studs on the plate and under the nuts. This only works for slight leaks; sometimes it works, others it does not. Replacing the rear housing gasket would also allow you to change a lot of other items in that area.

A stylized, cursive signature logo for 'Lakewood'. The letters are thick and black, with a white outline, giving it a three-dimensional appearance. The 'L' is particularly large and loops around the 'a'. The 'k' has a sharp, upward-pointing stroke. The 'e' is a simple loop, and the 'w' is formed by two 'u'-like shapes. The 'o' is a simple circle, and the 'o'od' part is a simple circle followed by a small 'd'.

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. Februray, 2025

February was a non meeting month. There are no minutes to be presented.

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



1965 Monza convertible. Sold for \$25,000. Both buyer and seller scored on this beautiful Corvair



1965 Coupe. Sun baked original car. Seller got a good price at \$8,000

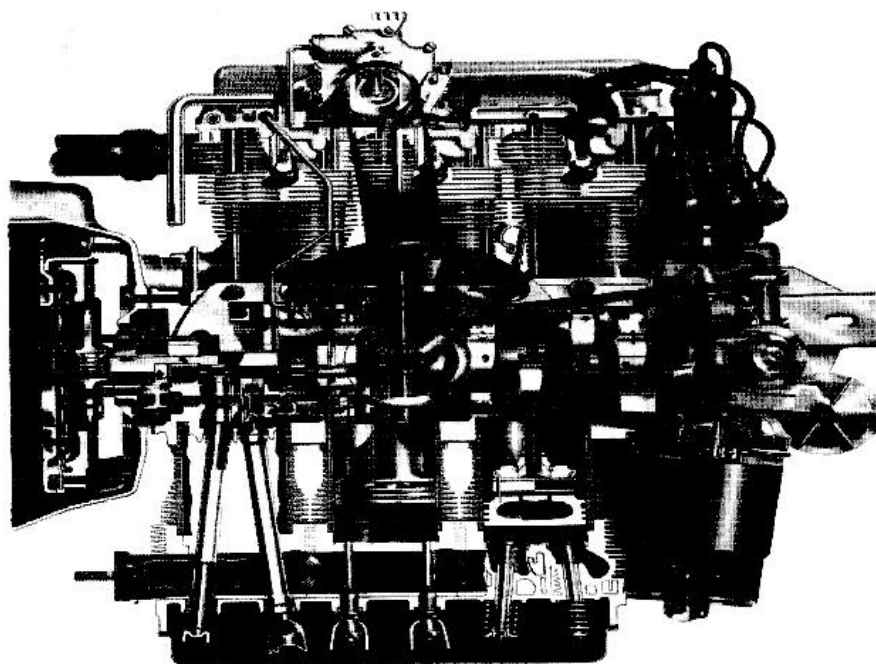


Has one of those show room, "clear" engine lids. Wow.



64 Spyder, Buyer got the better deal on this well optioned car. \$23,500

The Flat Six



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