

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

March 2026

2026 Officers

President -Chris Hall	(217) 691-6529	Vice-President Brian Nicholson	(217) 891-0808
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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,

Fellow PCCA Members!

Welcome to March! Spring will be here before we know it! I'm excited! I don't know about you but, I have a lot of projects to finish! Granted, our current weather forecast doesn't appear to seem like Spring is right around the corner. They're calling for, well I'm just going to go ahead and skip that part! We do need to get our water table up, though. We will be advancing our clocks forward by one hour shortly. For those of you that don't know the MCL Restaurant & Bakery in Springfield has closed its doors. This leaves us with a slight conundrum as we dont currently have a venue to hold our Meetings. We are currently looking at our options. Regretfully, we are running out of Restaurants that have Meeting Rooms in Springfield. Information on a location, date & time will be forthcoming as soon as possible. We will most likely be moving our Meeting back to a week night. Having the extra daylight should help you get home before dark. Wherever & whenever we are able to get our Meeting in, I most certainly hope I see you there! Until then, get your Corvair road ready!

Chris Hall
PCCA President - 2026

Let me see if I can locate a little joke for you! In light of Spring Training Baseball:

“ How about this one: Which baseball player makes the best pancakes? The batter.” ~ today.com

Calendar of Events - 2026

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

NEWS FLASH ! The MCL Resturant CLOSED its Doors!

NEW Location – Toni’s cafe. I 55 and Rte 104. Exit 82. Turn toward Auburn
Reservations from noon to 3:30. Lunch Meeting – Main agends: PCCA Schedule.

2026 Calendar – watch closely, things change

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 Toni’s Café: I-55 and Rt2 104 - Exit 82 near gas station.
Lunch Meeting starting near Noon. PCCA Schedule top agenda item
Room reserved from Noon to 3:39 pm

May 09, 2026 PCCA Meeting at ??? TBD – will be decided at March Meeting
LOCATION: Springfield IL

May 30, 2026 Pawnee Prairie Days Car Show. Pawnee IL. Details to follow
Expecting to meet up with Show-me Corvair Club.
Last Year saw a plenty of Corvairs from both clubs (mostly SMCC)
and we had a Great Time. Mike and Brian help Host the event

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 scheduled PCCA Meeting at ???
LOCATION: TBD – Springfield IL

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



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PCCA / SMCC joint tour from October, 2011

Louisiana Tour

PCCA folks did themselves proud. Jacket and umbrella weather did not deter 6 Corvairs meeting at McDonalds for coffee and breakfast. From the Toronto exit, VP Dick Moon led the group west towards Louisiana. Dick won the coin toss in part because the Moons travel to those parts of the woods for other activities. I noted later that Mike Hall took over the lead as we approached Louisiana. Mike had the directions, or at least location, to the meeting place for those coming north from St Charles.

The forecast for the day was overcast, nah, raining, all day. Unfortunately, the weatherman got it right and it drizzled on the tour for most of the day. Yet, three convertibles participated - Dick and Neta Moon in Blue Moon, a 65 dark blue with white top; Mike and Rhona Hall in the cruising red 65 convertible with white top and Tim Mahler in his 64 red convertible with black top.

Only Tim got wet. The rain kept dribbling though the window top and top bow and of course, the towels were in the trunk grumble. Discussing the issue at the statute park, it was mentioned that maybe Tim should adjust the hooks that latch the top down. Hmm, those were adjusted so that surely couldn't be the problem. Weeelll, Tim has not been driving the 64 much lately and forgot the driver side hook sometimes needs help to connect with the frame. Yes, the top was only latched on one side. Rehooking the top helped a whole lot on the drive home. Thanks everyone. The closed cars on the tour included President Jim and Beulah Collier in the 65 maroon four door. Plus driving down with the Moons from Peoria was Brian and Sue Sellyer in the very interesting 64 Spyder coupe with a fresh engine done my master mechanic Jim Allen. The true family car was driven by Bob Gwin with four adults stuffed into his red 63 Coupe. Bob and company do seem to enjoy the Corvair adventures. The coupe "disappeared" in Louisiana as they did their own self tours around the area, wonder if they also did some geo-caching as well?

Arriving in Louisiana the PCCA contingent was meet by those from SMCC each in a newer water cooled vehicle. Somehow we arrived in town close to the same time, 10 minutes or so apart is the same time when one group travels an hour and the other close to two hours to get to a meeting place.

For lunch the crew went to the Eagles Nest. The restaurant bills itself as a bistro which I think is a fancy name



The Let's Go Eat Moment

for a café with fancy sandwiches. The food was good and the dessert portions generous. The building itself was very interesting, being an older architecture. I spent time wondering the various rooms including the basement area and the boutique winery next door. The winery attracted a few other Corvair members who managed to bring home a bottle or two. The wine prices did seem reasonable.

After lunch, with the drizzle making a tour of the town buildings less appealing, Dick Moon led the group to the Lay Foundation Statute park. But first, we went by a locals garage to see his Corvair. The gentleman was alerted to our gathering and came down to the bistro for a chat. He, or his family, have owned the Corvair since it was new, 1965. Several other patrons discussed Corvairs with us as well. The town was not very busy - not because of the swollen Mississippi but because of the constant drizzle.

Fortunately, at the Statute park, the rain subsided, although the wind was a tad nippy. Reading the literature, after I got home, I finally understood the numerous stone books at the park. The Lay Foundation is an educational foundation and the statute park is geared with that in mind. The books provided topics for the “youngsters” to write about. Nonetheless, the statutes were interesting. Tim also took a brief side trip to the adjacent cemetery which dates to the early 1800s.

After the statute tour, the group decided it was time to venture home. The PCCA group stopped at a “produce stand” on the way home that the Moon’s visit when in the area. Although it was too early in the season for much in the way of locally grown items, the store had an interesting assortment of apple butters, preserves and other produce. Those of us who stopped, bought something to take home.

The tour may have been more enjoyable, and more local sites visited on a sunny warm day. But I enjoyed it nonetheless. I was able to drive my Corvair, spend time with good friends, and see an area of the state that I do not typically see. I’m ready for the next tour



The "Fedora" Factor ...

Back in the day of creating our classic cars, design stylists had to include the "Fedora Factor" when fashioning interiors of vehicles...including Corvairs. That's why there's so much head room in our air-cooled wonders.

Former GM Assistant Chief Designer and good friend, Paul Deesen, shared with me how they had to make sure there was enough height room in the interior to accommodate (mainly) men's hats, i.e. fedoras. Paul is credited for the facelift of the 1961 Corvair, had design input on the 1962 Corvair, created a wheel cover for the 1961 Corvair and emblems on the early models, designed the side of the 1962 Monza GT concept car, and even owned a Corvair Monza coupe at one time. He noted that's why early Corvettes (which Paul also worked on) had higher roof lines because of the "Fedora Factor." Although the ladies also wore more hats back in those days; it was mainly the men's ability to have enough head room that designers were focused on. The average height of a man back in 1960 was around 5'8" tall.

The first photo in this post showcases an example of a car dealership representative and customer both wearing fedora hats while checking out a Corvair at a local Michigan Chevy dealership. Even Bill Mitchell, GM Head of Design, who oversaw the Corvair project, also wore a fedora (see photo #2).

Fedora hats were popular from the 1920's into the mid 1950's but fashions began to change into the 1960's. Designs for Corvairs were created starting from the early 1950's until the mid 1960's. Nowadays, forget the fedora

factor; you have to sometimes duck just to get your head inside because some modern cars are made so much lower. What goes around comes around? Interestingly, in recent years, the fedora hat has made a come back in fashion. Will designers have to consider a "Fedora Factor" in newer vehicles? Who knows?

One thing I have noticed in later years (after Corvairs were already made) is noticing some guys who don't have enough "leg room" in their Corvair. Average height for men grew from 5'8" in the 1960's to 5'10" in later years. Those particular guys had to put "seat extenders/relocation brackets" in their Corvairs to move factory seats further back.

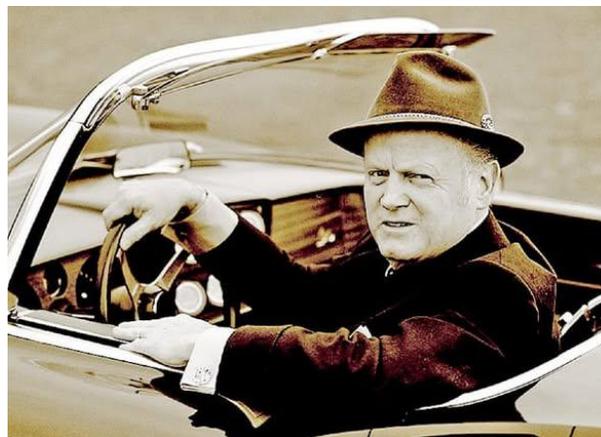
Next time you sit in your Corvair or go to a classic car show, think about "The Fedora Factor." How times have changed... When I see these old photos of guys in fedora hats (and trench coats), they look like FBI or CIA agents, don't they?

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

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Customer checking out a Corvair at a local Michigan dealership. Both dealership rep. and customer both wearing fedora hats. Note the neon sign with "Corvair" in the window of the dealership. I'd like to imagine this photo is telling the tale of the salesman (who's holding the engine lid of his own Corvair) trying to convince the customer to also buy one because they're great cars!



Bill Mitchell, GM's Vice President of Design (1958-1977) wearing his fedora hat

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 134.

The editor thinks he may have re-printed every Mike Dawson's Preventive Maintenance Series Article that Mike has posted to the HOACOIA web site. Over 200 articles. This is a repeat that was first re-printed in the FlatSix back in April 2020. It's Spring. So it makes sense to reprint it now.

The Preventive Maintenance Series

Mike Dawson

Spring Maintenance

With the 2026 classic/collector car event season getting underway, the following Corvair items might be good to check.

Cooling System Items: If your car is stored where mice have access, you may have nests anywhere, but of particular concern is the top of the heads and cylinders. Use a small light and look over the top of your fan, pull off the plug wires and look at the visible head fins. Remove the oil cooler cover and vacuum the top or remove the cooler and give it a bath if you have not cleaned it for years. Check the doors at the rear of the shrouds to make sure they open and close properly.

Oil Filter Mounting Torque: The original Corvair oil filter specifications called for 20 ft-lbs.; it is definitely not a "spin-on" or "tighten $\frac{3}{4}$ turn after contacting gasket" type of design. Whether you changed it last or somebody else did, this is a quick check item with great importance. An ongoing concern is the fact that the fiber gasket will shrink over time and the original torque lost. Get out your wrench and follow up after winter storage.

Mechanical Fuel Pump Cover Screws and Mount Screw: After decades of dealing with replacement fuel pumps I have come to the conclusion that it is not physically possible to manufacture a Corvair fuel pump that works perfectly and does not leak. The latest pumps produced seem to be better than in previous years but need to be checked after storage. Check the cover screws but remember they are in aluminum and will only take so much torque. Also check the mounting screw by grabbing the pump and trying to rock it back and forth.

Electric Fuel Pump Filter: Most electric fuel pumps have a small pre-filter to protect it. If you have an original fuel tank it would be wise to check this filter every spring before long trips. Even with a replacement tank checking the filter would probably be a good idea because of its size. It is easy to add a large see-through filter on an FC but with most car mountings space limits the filter size. And if you do have an original tank, check the bottom regularly.

Fan Belt: The Corvair belt design adds significant flexing to the fan belt, plus the higher operating temperature of the air cooled engine (particularly at shutdown) both contribute to the need to check the tension regularly. Installing a new belt almost always requires a tension adjustment the first time you are on a trip. And long winter storage somehow seems to loosen them up.

Carburetor Inlet Nuts: The 1" inlet nuts on the Rochester carburetors can loosen up during long storage (as well as in general service). Make sure they are tight and try to put a slight bend in the gas line that would try and tighten the nut instead of "spring loading" to loosen it.

Ignition Points: If you have the original style points system it is a good idea to check the contact surface for corrosion after the (humid) winter months. And follow up with a little lube on the rubbing block and a check of the dwell.

Brake Fluid: Aging hydraulic seals that are not used regularly can begin to seep or just plain leak. Master cylinders leak under the dash and behind the carpet and wheel cylinders can leak sight unseen until the reservoir is dry. Always keep the level ¼” below the lid and check everything if the level falls over the winter. And don’t forget the “stomp test” if you have original steel lines or rubber hoses.

Also check tire pressures, add a bottle of Iso-Heat (red bottle) to the gas to catch any moisture that condensed in the tank over the winter, check all lights, clean battery cable connections and give your baby a good test run.

Another Story from Eva McGuire – Meet the Makers of the Chevrolet Corvair

SAFETYVILLE, USA (Flint, Michigan):

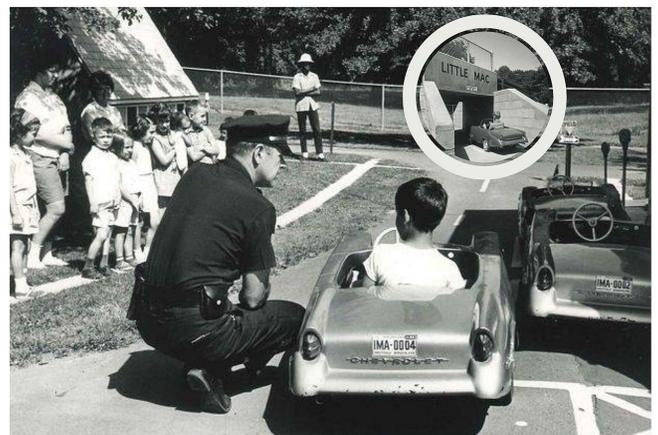
Safetyville was a cool miniature kid park that allowed them to drive small go karts on scale sized roads built in Kearsley Park which was initially created by the Industrial Mutual Association (IMA) and the Genesee County Traffic Safety Commission. GM operated Safetyville, USA until 1978, when it was turned over to the Genesee County Parks and Recreation Commission. The City of Flint later took over operations.

Students from age 5-10 years old could learn to drive electric powered go karts on small roads. Safetyville opened in 1963 and officially closed in 1982 with its last season ending in 1979 due to lack of city funds and a problem with vandalism in the early 1970's.



TRACK DETAILS: The track was a realistic scaled down version of what a real city contains such roads, highways with intersections, overpass and underpass structures, guard rails, working traffic signals, pavement markings, traffic signs, a school, church, gasoline station, garage and other structures. The track was made to look like a "small city of Flint."

GO KART DETAILS: They had a total of 25 various model go karts (including a fleet of 7 white Rupp Chevy Jr go karts donated by GM that were left over inventory from the raffle program after it was suspended according



to historian, Rick Loving). Each go kart was equipped with seat belts, an accelerator and brakes that had a top speed of 3 mph. The Rupp go karts were designed by Larry Shinoda fashioned after the Corvaair Monza SS concept car and manufactured by Rupp Industries. In its 12th season, Safetyville received 13 new electric-powered Chevrolet Corvettes.

FUN FACTS: Kids who visited Safetyville, USA received instructions in pedestrian and traffic safety, and after passing an exam, they were allowed to get behind the wheel of an electrically-powered go kart to navigate the course. They hired 36 older students to walk the route guiding the young drivers. Police Officers were also present to give tours, safety lessons, and be on standby to issue traffic tickets for infractions committed on the course.

I'm sure that kids who experienced Safetyville, USA have good memories of their first time behind the wheel of an almost car. If anyone participated at Safetyville as a kid, let us know what your experience was like. There are still some present day Safety Town facilities in various states that allow children to experience driving on a small scale.

Eva "Corvaair Lady" McGuire, Corvaair Historian
 Meet the Makers of the Chevrolet Corvaair
 (Images courtesy of My City Magazine and Cars 108)

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<p>SPRING — April 19 thru June 18, 1971</p> <p>FALL — September 7 thru October 14, 1971</p> <p>INSTRUCTION PERIODS: Monday, Wednesday and Friday—4:30 p.m.</p> <p>FREE DRIVING — (Maximum 1/2 hr. per day)</p> <p>(Bring 1971 License) Tuesday and Thursday—4:00 to 6:00 p.m. Saturday—12 Noon to 5:00 p.m. Sunday—1:00 p.m. to 5:00 p.m.</p>	<p>SUMMER — June 21 thru September 6, 1971</p> <p>INSTRUCTION PERIODS: Monday thru Friday—9:00 a.m. and 1:00 p.m. Monday, Wednesday and Friday—6:00 p.m.</p> <p>FREE DRIVING — (Maximum 1/2 hr. per day)</p> <p>(Bring 1971 License) Monday, Wednesday and Friday—3:30 p.m. to 5:30 p.m. Tuesday and Thursday—3:30 p.m. to 5:00 p.m. Saturday—10:00 a.m. to 6:00 p.m. Sunday—1:00 p.m. to 6:00 p.m.</p>	<p>ima</p> <p>SAFETYVILLE, U.S.A.</p>  <p>FLINT, MICHIGAN — TELEPHONE 233-6605</p>
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Safetyville is open to all children—ages 5 thru 10—accompanied by a parent. All participants must wear shoes.
 No training or driving in bad weather. OPEN FOR FREE DRIVING ON HOLIDAYS. There is NO charge for this program sponsored by the Industrial Mutual Association. Games can be arranged.
 Telephone 233-6605

<p>ima</p> <p>SAFETYVILLE, U.S.A. KEARSLEY PARK</p> <p>The paved roadway pattern includes a bridge, tunnel, sidewalks, driveways, signs, buildings, houses and traffic signals, just like a small Flint, Michigan.</p> <p>This traffic safety program is presented to groups of children in accordance with the schedule on the back of this card. It is under the supervision of teachers, police officers and trained high school students.</p> <p>FLINT, MICHIGAN</p>	   <p>The Industrial Mutual Association, and the Genesee County Traffic Safety Commission, initiated this program during the summer of 1963, on property located by the Flint Recreation and Park Board in Kearsley Park. This little city occupies 36,000 square feet in a acre of small trees.</p> <p>The Flint Police Department insists in the teaching of pedestrian safety, both by lecture and actual practice.</p> <p>Roadway problems, citizenship responsibility and the privilege of driving must be explained early in preparation for modern safe living.</p>
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I.M.A. SAFETYVILLE, U.S.A.

Dear Parent:

We are glad you took time to bring your child to I.M.A. SAFETYVILLE, U.S.A. for free driving. Below is the result of his efforts today.

Driver's Mistakes:

- Tailgating
- Speeding
- Improper Passing
- Driving on the wrong side of the road
- Failure to signal
- Traffic Signal
- Stop or Yield Sign
- One Way or Do Not Enter Sign
- Accident
- Three Tickets; No More Driving Today

Congratulations on a perfect day at I.M.A. SAFETYVILLE, U.S.A.

Please discuss each mistake with your child, and show your child the right way it is done.

I.M.A. SAFETYVILLE, U.S.A.
 KEARSLEY PARK, FLINT
 233-6605

Sponsored by the
 Industrial Mutual Association



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. No Corvairs were reported. Other Auctions did see numerous Corvairs cross the bidding line – selling for decent prices.

**2026 Corvair Society of America
(CORSA) International Convention**

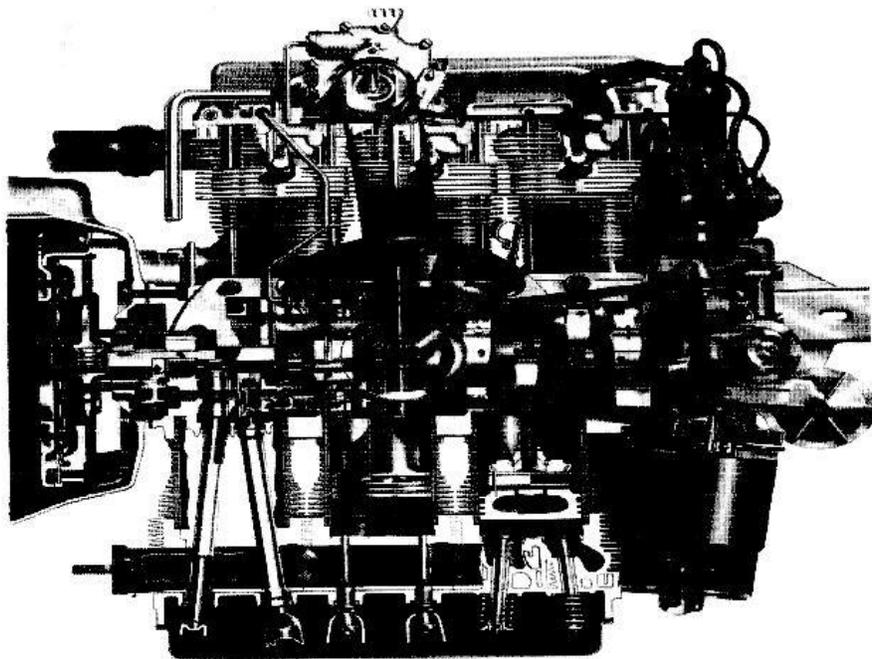
Monday June 22 - Friday June 26, 2026. Location: Wyndham Gettysburg Hotel & Conference Center, 95 Presidential Circle, Gettysburg, PA 17325-8397. Registration & hotel reservations opening early 2026. The convention will feature a welcome party, concour d’elegance, road rally, autocross, economy run, 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



The Flat Six



Prairie Capital Corvair Association



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