



## Prairie Capital Corvair Association

**P.O. Box 954  
Springfield, Illinois 62705**

# The Flat Six

December 2012

### 2012 Officers

President -Jim Collier	(217) 875-5841	Vice-President Dick Moon	(309) 382-3903
Secretary-Tim Mahler	(217) 793-3824	Treasurer-Larry Jahn	(217) 282-7365
Membership-Dick Moon	(309) 382-3903	Historian/Inventory Garry Biggs	(217) 498-8241
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

### Board of Directors

Bud Laubach (2012)	(309) 374-2572	Bernie Allen (2013)	(309) 685-9614
Bob Gwin (2012)	(217) 873-4876	Brian Sellyer (2012)	(309) 697-9428

## From the President

As the old saying goes, "All good things must come to an end" and that time has arrived for me being President of this outstanding club. This will be my last "From the President Column". PCCA election is over and new Officers and Board Members have been elected for the 2012 and 2013 years. The club will still be strong.

It has been a pleasure to serve, and I will be available to help in any way possible.

I must get busy totaling the attendance for the year and have them ready for presentation at the Christmas Party.

Don't forget, if you ordered a Fan Belt tightening tool or you need one, please get in touch with me, as there are two (2) left as of this date.

See you at the Annual Christmas Party.

Jim Collier



# Calendar of Events - 2012



Meeting Location – Is the Rochester Community Building located off Il Route 29 in Rochester Illinois. The community building is on the east end of Rochester at #1 Community Drive. PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>

## **Dec 15, 2012 Christmas Party in Carlinville, IL**

**Dec 15** PCCA 2012 Christmas Get-together. Location: the Maguson Hotel restaurant in Carlinville Illinois on the Main floor. Buffet style service. From 11am to 3pm. Dinner will start at approximately 12:00. As in the past, PCCA will conduct an informal gift exchange, \$10 limit and will talk a Corvair-ful of Unwrapped toys for Toys-For-Tots.

Both are optional but add to the festivities.

Directions: Use I-55 toward Carlinville, IL, Take exit 60 and turn towards town. Should be plenty of signs as you exit the interstate. The hotel is the first right onto the frontage road – I believe there is a Shell station at the corner, the hotel was a “Best Western”.



- Jan 12, 2013 PCCA Meeting at the Rochester Community Building. 2-4 p.m.  
Board and officers - new and old - should meet prior to the regular meeting – 1:30pm
- February 9 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- Feb 15-16 Corvair Lovers Holiday. Pensacola Florida. Hosted by West Florida Corvair Club.
- March 8-10 Central Carolina CORSA Spring Warm-up in Myrtle Beach SC. Received a flyer in the mail.  
Hotel rates at Oceanview Studios on Ocean Blvd are good and it is on the ocean. This is a nice late winter get-away. Contact Carol Harris [frogetta1150@gmail.com](mailto:frogetta1150@gmail.com)
- March 9 (general) Car and Truck show in Iveness Florida hosted by Nature Coast Corvairs.
- March 9 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- April 13 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- April 13, AACA (Antique Auto Club of America) is going to host a Car Corral and Swap Meet on Saturday, April 13, 2013. Location: Country Classic Cars at Staunton, IL.(Co-host of the event).  
Admission is \$1.00 and vendor spaces are \$10.00 and \$15.00.
- May 11 PCCA Meeting at the Rochester Community Building. 2-4 p.m.  
OR PCCA may travel to the Pekin Park on this date for a Picnic in the Park day
- June 8 PCCA Meeting at the Rochester Community Building. 2-4 p.m. or Picnic in the Park
- July 13 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- July 16-20** CORSA International Convention in Kalamazoo MI. Wednesday concours, Thursday economy run and rally, Friday autocross, Saturday car show. Host hotel Four Points Sheraton Kalamazoo, 269/385-3922, \$99 reservations 866/961-3003. The Gillmore Museum is about 15 miles from the convention. The Corvair museum in Ypsilanti is about 100 miles east of the convention.
- August 10 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- September 7 SOS Show and PCCA Meeting – location is being determined - heard some good rumors though.
- October 13 SMCC PCCA Joint Picnic in Litchfield?
- November 9 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
- December 14 PCCA Christmas Get together. Location to be determined. Site selector volunteer wanted.

For more Corvair Events Check the calendar on the CORSA Web site: [www.corvair.org](http://www.corvair.org) Upcoming events are now on the home page, left side. Click on Events to see other future events. Check out website: [www.route66cruisers.com/upcoming\\_events.htm](http://www.route66cruisers.com/upcoming_events.htm) for local car events

# PCCA RALLY 2012

Story by Dick Moon

My, what an array of vehicles ran the Rally of November 10. It may be hard to choose between the Biggs' new Camaro Convertible and Bob Gwin's not-new-but-really-neat BMW Z3 Roadster. And four Corvairs: Seyller, Allen, McKenzie, and Wood started; the Woods disappeared somewhere along the way, but we know why. They were scheduled to attend a wedding(?) and probably ran out of time. And then, the Piersons and the Cavagnas drove regular vehicles. Anyone counting? Eight participants in all.



With Art starting (holding back) the eager beavers at two-minute intervals, Tim adding a stamp at the checkpoint, and Dick patiently waiting at the finish point to collect the answer sheets, this rally's organization seemed to go fairly well. Steak and Shake, one of our Club's favorite meeting places, was at the end, and none of the finishers had a complaint about that.

At nearly 15 miles total distance, it took about 45 minutes for the first finishers to arrive, and they surprisingly did not finish in the order they started. Except for the Woods, we are not too sure how/why that happened. Anyway, the score sheets at first recognized Piersons and McKenzies with high scores of 65, out of a possible 70. But, it seemed the McKenzies may have been given questionable starting directions and ignored one question, so we will award them another 5 points and declare them the WINNERS. And so their prize is the biggest one.



Wait! There was no prize. Sorry.

John and Joan Cavagna finished the route (and apparently several extra scenic miles) agonizingly late, but simply laughed it off. Had a good time anyway, and were not too late for fellowship at Steak and Shake.

We were indeed fortunate in the weather department. Lots of sunshine, reasonable temperature. While all this was happening a few passers-by stopped to admire the Corvairs in the S&S parking lot. And that is a big reason we do these things, ain't it? We just might have to try it again sometime. Tim put most of the effort into the work related to this rally and deserves a big THANK YOU. Art and Dick were spear carrier



This general information on Corvair Seat Belts was Compiled by Rick Loving back in March 2008. Rick posted the information to the Corvair Center Phorum for reference purposes. Rick included pictures but I have been unable to re-locate them. The Pictures shown are GENERIC Corvair photos. BTW: Rick and his wife both ran and finished the 2012 Chicago Marathon October 7, 2012. Rick posted a time of 3:48:48 while wife Janet finished with a 4:31:47; both are very good times, more important, they finished.

# CORVAIR SEAT BELTS — 1960-1969

information gathered and summarized by **Rick Loving**

This article is broke down from my observations, personal deductions, referenced by Larry Claypool's Stock Is. article on seat belt identification, indirect help from Dave Newell, Kent Sullivan, Mark Corbin's Standard features and options spreadsheet, and Body tag info from various websites on the Internet, scanning many years worth of VV posts, and searching Ebay ad's for all GM model seatbelts, etc.

I do not have any intentions of publishing it; this is for general reference only, please only use the information as a guideline only. I am in no way standing behind any of this data as fact, as I hope it is an ongoing development with regular updates to continue to correct errors and add detail.

All Corvair seat belts from at least 1960-1969 were manufactured for GM by Irving Air Chute Company. Most likely all but specifically stated in installation instructions for the 62-69 belts recommended using the outer belt coupled with the inner belt located behind the adjacent seat. This setup has the two inner belts crossed with both sets are used.. It would seem that many belts crossed over into previous years and or crossed over into following years as mid year offerings or changes to accommodate safety requirements.

**1960** - Special order dealer installed accessory with only one color choice available to match all interiors. Chrome lift to release buckle with gray webbing and adjustable floor mounts. This seatbelt could be ordered for front and rear seat of cars or truck seats.

**1961** - Special order dealer installed accessory. Plain polished alum lift to release buckle with black webbing and adjustable floor mounts. Could be ordered for front and rear of cars or trucks. A short boot was provided to cover the mounting hardware for front seat car applications.

**1962 early** - (Factory Optional Accessory) FOA 148 Seat belt equipment for front seat applications, either drivers only or both driver and passenger. It was similar to the 60-61 buckle. It had a plain polished lift to release buckle but with black webbing and a mounting system that included eye bolts to mount in the now provided factory mounting points. A white vinyl boot was attached to cover up the hardware. This could be ordered as a factory installed option or a dealer install.

A different belt offering was a Special order dealer installed accessory to be used on trucks and rear seat applications as the mounting hardware was adjustable and designed to be attached to the body and retained with a reinforcement plate. It was the same style as the 1961 belt except the buckle face and webbing were both black.



**Late 1962-1963** (Regular Production Option) RPO A37 Seat belt equipment for front seat applications. Polished alum lift to release buckle 1/2 dollar size blue Chevrolet logo emblem and blue printed Custom Feature Accessory text on a white background, webbing was color coded or contrasted to interior color. A matching colored, or white contrasting vinyl boot was also provide to cover up the eyebolt and attaching hardware as well as support the webbing as it came up along side the seat. The colors available were black, blue, red, white with red boot, white with aqua boot, fawn, green, aqua, and saddle. The car rears and truck were the same as the 63 buckle with color coded webbing but had an adjustable length mounting plate like the rear/truck option for 62 and did not come with the vinyl cover.

**1964 - Early, RPO A37** Seat belt equipment for front seat applications, this option used the newly designed color coded buckles and mounting hardware that included a rough textured, color coded, painted buckle with a small silver embossed bowtie. The colors available were black, blue, red, white with red boot, white with aqua boot, fawn, green, aqua, and saddle. The mounting style changed from the eyebolt and aircraft fastener design used in 62-63 to a simple shoulder bolt and short decorative vinyl cover that just covered the bracket and bolt at the floor level. Retractors were not offer as part of the option, but could be added by the dealer for additional cost.

**1964 - Mid RPO A20**, Several months into production of the 1964's Chevrolet announced availability of RPO A20, a lower-cost belt than what was used for RPO A37. It was available in black, blue, red, and fawn with no boots on the ends. This belt had a plain plastic buckle with no emblem. RPO A20 was very short lived as and was discontinued effective January 1st as these belts became a standard feature, removing the need for the RPO.

**1964 - RPO A49** Deluxe Front belts with retractors - The previously offered buckle and belt with RPO A37 now became RPO A49, which was the rough textured, color coded, painted buckle with a small silver embossed bowtie. 9 different color combos were offered, most color keyed to seats but also with contrasting red against white interior with Red dash and red carpet.

**1964 RPO A47** Deluxe rear belts (only available ordered with RPOA49) - Same as fronts but with adjustable length rear mounting plates.

**1964 RPO A62** Seat belt deletion - this RPO was a mid year offering as front seat belts became a standard option as of Jan 1964 as part of a mid-year change, since they were not yet required by law they were optional and could be removed to reduce purchase cost of car.

**1965 Standard belt** - Front seatbelts were a standard offering. The 65 buckle was a plastic lift to release buckle with a rectangular black & silver embossed insert with a Fisher Carriage emblem. Again the buckle and webbing were color coded to the interior. There was no boot to cover the mounting bolt or attaching plate where it bolted to the factory mounting point.

**1965 RPO A64** Custom rear seat belts, matches the color coded plastic lift to release standard custom seatbelt buckle.

**1965 RPO A49** Custom Deluxe Front belts with retractors - Newly designed buckles and mounting hardware. The buckles were polished chrome, where



Seat belts found on a 66 convertible, plastic

the back half of the buckle lifted to release the catch. The face of the buckle had a large rectangular reddish colored Fisher Carriage Logo insert. The webbing and protective vinyl boot was color coded to the interior and belt retractors were provided for the outboard portion of the belt.

**1965 RPO A47** (only available ordered with A49) Custom Deluxe rear belts - Same as chrome custom deluxe fronts but with adjustable length rear mounting plates and no vinyl boots.

**1965 RPO A62** Seat belt deletion - Standard front belts were a standard option but they were not required could be removed to reduce purchase cost of car. This option was removed as a mid year removal when the federal government mandated front belts effective January 1965.

Since the Corvair was considered a 6 passenger vehicle when equipped with bench seats, a front center belt was also included on all bench seat optioned cars all the way though the end of 1969. Only the drivers and passenger seat required belts when bucket seats were installed.

**1966 Standard belts** - Front and rear seatbelts were now a standard offering. The standard 1966 buckle was the same as 1965, a plastic lift to release buckle with a rectangular black & silver embossed insert with a Fisher Carriage emblem. Again the buckle and webbing were color coded to the interior. There was no boot to cover the mounting bolt or attaching plate where it bolted to the factory mounting points. This was the last lift to release buckle style offered.



A 1966 Deluxe buckle, metal

**1966 RPO A39** Custom Deluxe Front and rear belts - Newly designed buckles and mounting hardware. The buckles were brushed chrome. The face of the buckle had black push button release with a gold fisher Carriage logo. The webbing and protective boot was color coded to the interior and belt retractors were provided for the outboard portion of the belt.

**1966 RPO A85** Custom Deluxe shoulder belts (Factory installed only and only with RPO A39, (available after around Feb or March 1966) In conjunction with the shoulder belt option, Fisher Body began welding the mounting nuts for shoulder belts in all coupes and sedans. If your car was made around when this option became available, your car has the mounts under the headliner whether or not you currently have shoulder belts installed in your car.

**Starting in 1967** Fisher body began welding in nuts for rear seatbelt mounting as the federal government now required rear belts as well as front belts in all vehicles.

**1967-69** Standard "Custom" seatbelts - Front and rear seatbelts were now a standard offering. Again the buckle and webbing were color coded to the interior. There were two styles of 1967 buckles offered, the initial buckle design had a textured plastic face with a plastic push button release that had a gold fisher coach cast into it. The second style was a mid year change over and this design carried all the way through 1969. This new buckle was also a color coded plastic buckle with a push to release button in the middle. The logo on the push to release button was changed from the Fisher Carriage to the GM Mark of Excellence logo. The GM buckle was used through out 1969.

**1967 RPO A68** Custom center rear seat belt, optional center rear belt for 5 passenger operation, used the same plastic buckle as the standard front buckle.

**1967 RPO AS1** Custom Front shoulder belts to go with the standard front belt offering of color coded plastic buckle. Shoulder belts were previously only offered with the Custom Deluxe belts in 1966.

**1967 RPO A39** Custom Deluxe Front and rear belts - Newly designed buckles and mounting hardware was offered for the Custom deluxe buckle for 1967. The belt webbing was still color coded to the interior but the buckle was changed to satin chrome face with a push button release that carried the GM mark of Excellence logo. Starting in Jan 1967 rear belts were federally mandated, so the rear seat arrangement now included standard center seatbelt. So now 5 belts were mandated on cars with bucket seats and 6 seatbelts on bench seat equipped cars.

**1967 RPO A85** Custom Deluxe shoulder belts (Factory installed only and only with RPO A39)

**1967 RPO AL5** -Custom Deluxe Center rear seat belt (requires RPO A39)

**1968** - No change for Standard Custom belt or buckle design since 1967. Still using colored coded plastic, GM logo inserted pushbutton release buckle and belts with outboard retractors.

**1968 RPO A39** Custom Deluxe Front and rear belts

**1968 RPO A85** Custom Deluxe shoulder belts (Factory installed only and only with RPO A39)

**1968 RPO AK1** Custom Deluxe Front seat with shoulder belts and custom deluxe Rear Seat belts

**1968 Custom Front shoulder belts** are now standard on coupes and optional on convertibles, as well as center belts for bench seat cars. Effective Jan '68 front shoulder belts become required by federal mandate in all models.



1966 Canadian belts, photo from Kent Sullivan

**1968 RPO AS4** Custom Deluxe rear shoulder belts (requires RPO AK1)

**1968 RPO AS5** Custom Rear shoulder belts (requires RPO AS1 when ordered on a Convertible)

**1969** - No change for Standard Custom belt or buckle design since 1967. Still using colored coded plastic, GM logo inserted pushbutton release buckle and belts with outboard retractors.

**1969 RPO A39** Custom Deluxe Front and rear belts

**1969 RPO A85** Custom Deluxe shoulder belts (Factory installed only and only with RPO A39)

**1969 RPO AS4** Custom Deluxe rear shoulder belts (requires RPO AK1)

**1969 RPO AS5** Custom Rear shoulder belts (requires RPO AS1 when ordered on a Convertible)

From Ronnie Stensson on Corvairs exported to Sweden

1: The seat belt delete option was also used for some export cars. For example, the 1965 and 1966 Corvairs exported to Sweden had the seat belt delete option. Those cars were instead fitted with (ugly) european 3-point belts when they arrived here.

2: For 1966 (and probably other years too, not sure there) the standard seat belts were only offered in a limited number of colors, while the Custom deluxe variant was made in many more. For instance, a 1966 Monza with aqua interior (like my own) would get black seat belts if equipped with the standard variant, since aqua standard belts were not made. If the car was ordered with Custom Deluxe belts though, it would get aqua belts.

## Secretary Report PCCA Meeting

November 10, 2012

Vice-President Dick Moon called the meeting to order at 2:00 pm with the Pledge of Allegiance.

The secretary report was printed in the FlatSix, Motion made by Brian and seconded by Joan. motion carried.

Tim Mahler gave the treasurer's report provided to him by Treasurer Larry Jahn. Income was \$15 membership dues, \$6.50 from the 50/50 drawing and \$88 from sales of the Belt Tightner for a total income of \$109.50. Expenses were \$35.23 to reimburse the Boxdorfers for the Picnic Meat. Checking account balance 11/08/2012 was \$1,599.81 with overall balances in all accounts at \$3,249.94. Motion to accept was made by Bernie and seconded by Brian. Motion carried.

Membership report: Dick Moon reported PCCA has 52 mailing addresses which is on par with past years for this time of the year.

**Old Business.** None to report.

New Business. PCCA Elections. Ballots were to be counted after the general meeting business and announced before the start of the Rally. <see below>.

Sue Biggs thanked everyone for their thoughtfulness recently when her mother passed away. Tim mentioned that the January PCCA meeting would be the 36<sup>th</sup> anniversary of the forming of PCCA. Art noted that the Peoria Invitational Car show held Easter Weekend will be moving to a new location in Pekin. Details to follow.

Remaining PCCA events: PCCA Christmas party. The Christmas party will be held at the Maguson hotel from 11am to 3pm on December 15, 2012. Meal to be served at 12:00pm. The Maguson is at the Carlinville exit off I-55. This is at mile marker 60.

With no other business, a motion was made to adjourn and seconded. Motion carried.

### PCCA ELECTION Tallies

At the meeting, 14 ballots were tallied – an additional 7 ballots were found in the PO BOX on Tuesday

President Tim Mahler	21	Treasurer Jim Allen	21
Vice President Bob Gwin	21	Secretary Thelma McKenzie	21
Jim Collier	2		

For 1 year board of Directors - Dick Moon - 21 Martin Linstrom - 21

for 2 year board of Directors - Mike Hall - 21

## Car and Parts for Sale/Trade

**Wanted:** Looking for a solid 62 or 63 steering wheel with the chrome dividing rings that can be repainted as a two tone. Current color not important. Will be putting on 1961. Cannot use a 1964-66. Email to vairjer@comcast.net or 217-585-1495

**Corvair Calendar:** Circle City Corvair Club of Indianapolis has received 2013 calendars and selling for \$15.00 plus \$2.50 to ship or actual cost if more than 1 is ordered. Cars are club members cars and quality of calendars is excellent. let me know how many you want and I will see that you get them. Send message separately to me using my email address (kcvoir@hotmail.com) Ken Clark

**For Sale:** Engine, two Trannies(1pg, 14sp) half barrel of assorted parts. Price? \$400? Robert (Bob) L. Sapp North of Pittsfield, IL Cell#: 217-248 3696

**Available for use:** Now at Mike Hall's . A rotisserie that uses the assembly line mounting locations to secure the car may be borrowed upon request. Adaptable to an early model but it was built for a late model car. Contact Mike Hall.

**For sale:** 65 Corvair Engine bored 040 over w, rebuilt 9 years ago, in shed past 8. 4sp tranny and rearend, 3.55 may be posit. 140 heads with center mount intake for a holly 390. Engine stand, hoist. Lincoln IL. Ron Alexander 217-638-3147

**For Sale** 1966 Monza convertible, white interior. Red exterior (over blue factory). 110hp PG. Located in Taylorville, owner lives in Rochester. Car originally from Arizona, has set since 1993. Ronnie Jump 217-836-0056

**For Sale--**1966 500 Coupe 110 auto, A/C, Runs & drives. Needs restored \$950.00; 1966 Monza..engine turns over..4 speed..red/black interior..windshield missing..Needs restored \$450.00; 1963 4 door Monza for parts...decent body parts CHEAP!!!! Call if interested Mike Meyer 618-259-1552



# PCCA 2013 Election Results

President      Tim Mahler                      Vice-President      Bob Gwin  
 Treasurer     Jim Allen                                      Secretary             Thelma McKenzie

Board of directors - 1 year term Dick Moon, Martin Lindstrom  
 2 year term Mike Hall



## 1960 Chevy Corvair 500 "Bill Thomas/Doug Roe"

The price reflects the "going rate" for Yenke Stingers, several have sold for over \$50,000 and a few years ago, one sold for over \$100,000.. There are some Corvairs fetching very good prices.

Serial Number: 005270131745 Logbook: 13-837 SCCA, HSR Condition: Excellent Price: US \$110,000  
 Currency\_Convert Location: Anderson, IN,46012

### Description

Built by Chey Division, GMC "Economy, Safety, and Performance Group" for Bill Thomas of "Cheetah" fame to race in the USSRC small sedans series during the AMA racing ban, therefor can be considered as a "Skunk Works" car. Have Vince Piggins and Paul Prior papers as proof. This was the development of the 4 car 140 hp Corvair engines. Later, Doug Roe form the Arizona proving ground turning it into an ASR hill climb car.this was the development of the turbo charged Corvairs. Covered in 5 pages of March 1969 Hot Rod I mechanically restored it in 2003 and raced it 5 times in 2005. Raced at 2009 Walter Mitty Vintage race at road Atlanta. Classic Motor Sports magazine chose it out of 400 cars to do a 5 page article in their magazine. Sept. 2009 Immediately after the race it was sent to the Chevrolet Hall of Fame Museum in Decatur IL. More info on Levair.com,- Also in 2005 May communique

### Auction News

Tom Mack Auction, Charlotte, NC, September 20, 2012 as reported in OCW Nov. 15, 2012

<b>1964 Corvair Monza coupe, 140hp</b>	<b>condition 2</b>	<b>\$8,900</b>
<b>1965 Corvair coupe 2door hardtop</b>	<b>condition 2</b>	<b>\$3,300</b>
<b>1966 Corvair Yenke Stinger, SCCA, road racer</b>	<b>condition 2</b>	<b>\$87,700</b>
<b>1969 Corvair Monza convertible, last one manufactured in 69.</b>	<b>Condition 3</b>	<b>\$18,900</b>
<b>1969 Corvair 2door hardtop</b>	<b>condition 4</b>	<b>\$1,650</b>

Editor's note: the Yenke was discussed on-line. Was an original unrestored, un-rebodied documented Yenke. Highest price for a Yenke Stinger was \$117,000 a few years back.

Ryso and Steele, Monterey CA, August 16-18, 2012 as reported in OCW November 29, 2012

<b>1966 Corvair Corsa, 2d Hardtop, Yenke Stinger</b>	<b>condition 3</b>	<b>\$26,000</b>
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MARCH 1, 2012

## Prairie Capital Corvair Association (PCCA)

### Membership Application

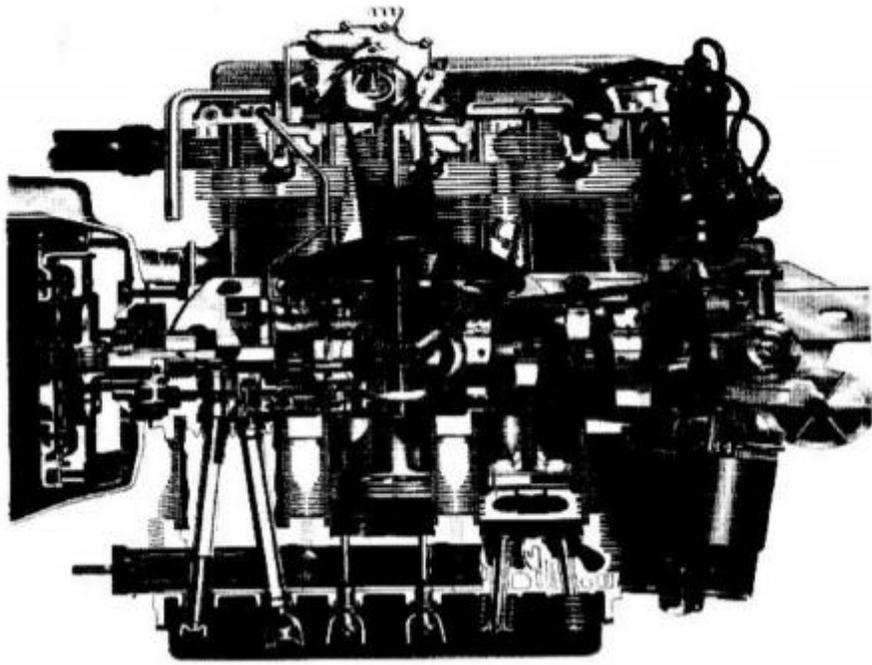
**(Dues are for one year: Mar.-Feb.)**

Type of Membership      Single      \_\_\_\_\_ \$15  
    Family      \_\_\_\_\_ \$18 (2 adults at one address plus children under 18)

Name \_\_\_\_\_ Spouse/ 2nd Adult \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 Corsa # \_\_\_\_\_ Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
 eMail Address \_\_\_\_\_  
 Cars, Corvair and other \_\_\_\_\_  
 Other interests \_\_\_\_\_

PCCA strongly encourages membership in CORSA Do you want/need information about CORSA? Y / N  
 Return this completed application and dues to: Larry Jahn, Treasurer, 907 Sells Drive, Hoopston, IL 60942

# The Flat Six



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