



## Prairie Capital Corvair Association

P.O. Box 954  
Springfield, Illinois 62705

# The Flat Six

October 2013

### 2013 Officers

President -Tim Mahler	(217) 793-3824	Vice-President Bob Gwin	(217) 233-8828
Secretary-Thelma McKenzie	(217) 585-1495	Treasurer-Jim Allen	(309) 685-9614
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

Dick Moon (2013)	(309) 382-3903	Bernie Allen (2013)	(309) 685-9614
Martin Lindstrom (2013)	(217) 972-7522	Mike Hall (2014)	(217) 483-5289

## From the President

Fall is here. The temperatures have cooled, the rain is light, but the colors have not yet arrived. It is a wonderful time of year cause I, and you, get to drive Corvairs with the windows down, and maybe even the top down.

And what better place to drive than Lake Yaeger just outside of Litchfield Illinois for a Picnic. This year it will be a traditional potluck with everyone bringing a dish to share plus there own beverage and tableware. I'll bring some extra tableware, plates, cups, forks and knives, in case you forget, just don't bank on me remembering <grin>. The clubs will stop for some fried chicken and maybe some other meat type entree to add to the above. It should be another great day.

The SOS show in downtown Springfield went well, in my opinion. PCCA arrived with 18 Corvairs. WOW. Better yet, I think everyone went home with a trophy. The new plaques are nice, although a few still seem to prefer the older "silver" platters which third place winners still received this year. First and second places received the new two piece plaque. The location was shady with new asphalt underfoot. Locating food, this year, was a bit of an adventure. Next year, it should be easier because now we know where to look and I bet more information will also be distributed in the competitors packets. I'm looking forward to it already.



Cool White, Dave Wilson and the rest of PCCA downtown, photo by Bill Berta



Tim's Fitch Sprints

But for now, I am thinking about a nice leisurely drive in my Chevrolet....Corvair.  
See you on the open road.

Tim Mahler





# SOS Vehicle Show

Downtown Springfield September 7, 2013

The return to downtown Springfield, in my mind, was a resounding success. The show field occupied Second street, Capital avenue and a good portion of the circle drive on the North side of the capital. I noted reports stating over 200 vehicles were on exhibit.

Events leading up to the show had event organizers biting their nails. The city opted to re-pave Second street and Monroe street – the show field, just 2 weeks prior to the show! Wow, they managed to get the new asphalt laid on second street before the show – did you notice the temporary lane stripes?

Monroe street was less complete, it only had the first layer of asphalt done. That was much better than rough pavement and oil only, but still left some bumps in the road if you had ventured that direction. The new asphalt really improved the condition of the road, thank you road crew.

The judges, on the other hand, had to contend with the black, heat retaining pavement while judging on a very, er, hot, day. A very BIG thank you to the judges and all the other volunteers that helped with the event. The participants had to sweat it out as well, but at least we could escape to the ample shade of the capital lawn and venture inside – on the premise of taking a tour of the recently renovated and restored west wing of the capital building.

Finding food was a bit of an adventure as the on-site concession only had light snacks such as popcorn, peanuts and snowcones. A few blocks away were numerous cafe's grills and other eateries. Unfortunately, this was a Saturday, and many of the bars and grills open for food service during the week did not have the kitchens open on this day. PCCA members and others, did find places to eat. Café Moxo was visited by many with mixed opinions. The food was, shall we say, preppy, west coast style fair. Good stuff but not your typical burger and fries. Subway and Gallina Italian eatery were also visited by some.

PCCA arrived in force – 18 Corvairs and a 1962 Chrysler 300. Chrysler was the featured make for 2013, prompting Dick Moon to show his Chrysler this year. The 300 is a very nice car which drew lots of positive comments from my circle of family and friends.

Tim led the group from the south Sixth Street Walmart to the show field. He managed to keep them mostly together until the last few blocks. The street lights just became too numerous, plus other show vehicles wanted onto the field as well. Notably, to me anyway, was a blue Mustang GT500 which just had to be part of the Corvair contingent. The owner is Tom Klein, brother in law of the man whom I bought my 64 Corvair convertible (still in my garage 17 years later).



Lon Roberts 64 coupe



Bill Pierson's 64 Spyder  
and Jerry McKenzies' 65 4 door



Larry Jahn's 63 Spyder



Bill and Shelby's 64 Sedan

PCCA large entourage won one of many new “Fun” awards presented by the SOS Vehicle show for having the largest Club at the event. PCCA managed to fill every Corvair category with at least 2 vehicles, with 4 in one. PCCA also had 5 Corvairs in display class and, of course, a Greenbrier on Capital avenue amongst the Show Committee cars. Everyone of these cars were beautiful and well presented.



Bud Laubach’s Rampside

A 19<sup>th</sup> Corvair was spotted on the south end of Second street. The owner is from Pawnee and owns an automotive restoration and service shop called Five Star Engines. Several members picked up on of his cards but I am unaware of any of us actually being able to talk to the gentleman.



Ruth and Richard Boxdorfer  
62 FC tow truck and 64 Coupe

Another “fun” award was presented to Ruth Boxdorfer titled “Break down” award aka hard luck award. As the Boxdorfer’s arrived at Walmart, the group noticed smoke – engine bay. The smoke was from the voltage regulator which decided it wasn’t going to work anymore. The Corvair, tough as they are, proceeded to the show then traveled home. I am sure the trip was a bit nerve wacking but home they did arrive. The “rest of the story” will surely be told at the October picnic.



Brian Sellyers 66 green convertible  
Lyle Rigdon’s 66 red convertible

Congratulations to everyone, the judges must of had a tough time sorting out these nice vehicles. The venue was nice and I understand will be used again next year. Now that we have an idea where the food is, it should be even better for the 65<sup>th</sup> show in 2014.

In CR-1 for stock Corvairs 1960-1964 these Corvairs were shown and given awards.

- 1) Larry Jahn - 1963 Spyder Convertible.
- 2) Ruth Boxdorfer, 1964 Maroon Coupe (a new acquisition)
- 3) Allen Monts 1964 Spyder Convertible
- 3) Tim Mahler 1962 Fitch Sprint



Jim Collier’s 65 coupe  
Allen Monts 64 Spyder

In CR-2 for modified Corvairs 1960-1964

- 1) Bill Pierson 1964 Spyder Coupe
- 2) Lon Roberts 1964 Coupe

In CR-3 for stock Corvairs 1965-69

- 1) Dave Wilson 1966 blue Convertible
- 2) Tim Mahler 1968 Fitch Sprint
- 3) Lyle Rigdon 66 red Convertible

In CR-4 for modified Corvairs 1965-69

- 1) Jim Allen 1966 white Coupe
- 2) John Cavagna 1965 Blue Coupe
- 3) James Collier 1965 maroon Coupe



Dave Wilson’s 66 convertible  
John and Joan Cavagna 65 coupe

In CR-5 for Corvair Forward Controls

1) Bud Laubach 1963 red Rampside

In Modified Trucks

1) Richard Boxdorfer 1962 FC tow truck

Display only Corvairs

Jerry and Thelma McKenzie 1965 4-door Sports Sedan

Bill and Shelby Berta 1964 4-door sedan

Brian and Sue Sellyer 1966 2-door Convertible

Mike Hall 1965 8-door Greenbrier

also Don Rothe 1965 maroon 2-door coupe

19 Corvairs total, 9 first generation cars, 7 second cars, 3 FCs – hey, the “earlies” outnumbered the “lates” which seems unusual at many events though out the year. We did not have a wagon at the show this year, but had all the other body styles, early and late, represented. Another WOW.



Mike Hall's 65 8-door Greenbrier



Dick Moon's 1962 Chrysler 300



At Walmart, Monts 64 and Cavagna 65 in background Foreground Berta's 64 sedan . Photo by Shelby Berta



SOS Show field, photo by Bill Berta



The Oakland owner, at right, encourages a youngster to experience his show vehicle. Took some coaxing, but the horn was finally tooted too.

# Delevan Main Street Cruise In and Marigold Festival Parade

Lori Preston

Rob and I have had a lot of fun with our corvair this summer. I am sending you a photo of our Corvair along with Lon and Rula Robert's Corvair at the Delevan Main Street Cruise In. We enjoyed dinner and celebrated Rob's birthday with a cake. Rob and I also had the pleasure of driving Star Wars guest celebrity...Tom Kane (the voice of Yoda) in the Marigold Festival Parade in Pekin. We also had our photo taken by the corvair with Darth Vader, Chewbacca, Tom Kane(voice of Yoda) and Daniel Logan who played Boba Fett in Star Wars. Thanks so much and have a great Fall season! Rob and Lori Preston, Pekin, Illinois



## PCCA Nominations for Officers - Need Your Help

If you are willing to serve as a PCCA board member for a year or two, or as a PCCA officer for 2014, please contact Dick Moon or raise your hand at the October meeting. PCCA is looking for at a minimum 3 board members to serve for 2014. All elected positions are open if you would like to serve in another capacity - president, VP, treasurer, Secretary, Board. I have raised my hand for a second year as president, but that doesn't mean you can't run against me. Remember, you may win. Thanks Tim.

## Car and Parts for Sale/Trade

For Sale: Four P185/80 P13 tires and wheels - \$100 or best offer – Four hubcaps for 1964 Corvair - \$40 or best offer  
Lon Roberts 309-472-5737 lonrularob@comcast.net

For Sale: 1965 Monza 110 yellow convertible black top and interior 85,300 miles, 4 spd, new battery, asking: \$6,000 Norman Stivers Forsyth, IL phone: 217-877-4763

For Sale: 1965 Corvair Orchid Monza conv. w/ black top & black interior. It is in Waterloo, IL. PG,110hp,40,000 original miles. Starts and runs good.surface rust only. Has small dings here & there. original interior & top. Mike Muehiber at 314-322-3341. \$5,500.00, OBO. e-mail mdm@htc.net

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

## Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370

Email: [clarks@corvair.com](mailto:clarks@corvair.com) Website: [www.corvair.com](http://www.corvair.com) 413-625-9776 Monday - Friday 8:30 - 5:00

Clarks Corvairs now have in stock a limited supply of the fresh run of Maxxis tires in the P185 80R 13 size with the white wall. <http://www.corvair.com/user/cgi/search.cgi?part=C12601> priced at \$99.90 ea.

# Aluminum and Steel

Fran Schmit

CORVAIR light assemblies are usually made with an Aluminum (AL) body screwed to the steel car, for grounding. The light bulb is secured to the AL light 'reflector', by pushing and turning, into a steel socket crimped onto the shiny AL part. This is all fine and dandy for the lighting part as the AL stays shiny for at least 60 years and the bulbs can be replaced from time to time. There is a problem, however, in the electro/chemical part of this story.

I'm not talking about getting the bulb out of an old socket – grease would have been a good idea 60 years ago, but once the bulb has rotted down into that socket hole the game is pretty much over. The game, that is, that could have been prevented by a liberal coating of grease (from Vaseline to silicone or just plain axle grease) all over the metal end of the bulb - - doing it now might not be too late - - if you have good lights, today.

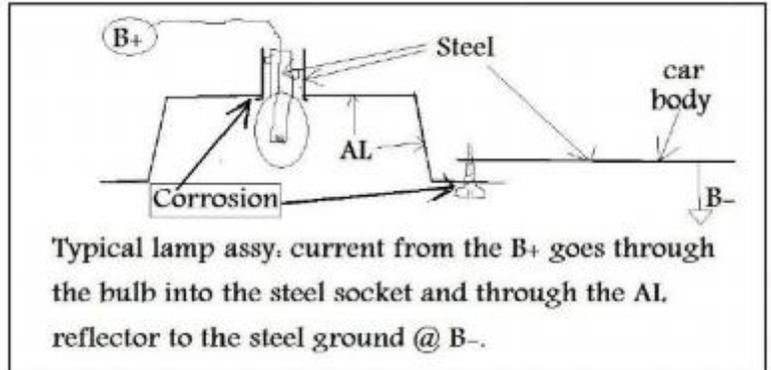
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The problem I'm talking about is putting steel next to AL.....and then running an electrical current through that contact point. How many of us have taken out a lamp assembly only to find the hole in the AL where a screw had been is a huge rotten mess with the screw standing – unconnected – in the middle of the hole. The reason we were taking it apart was the light didn't work anymore and now we see the problem - - - only we don't see the problem we only see "a solution". We see the rotten hole and assume the light isn't connected because the lamp assembly has 'rusted' loose....so we fix it with another steel screw through a different part of the AL into the car body - - and IT WORKS! Done! Not so fast....you simply continued the problem, by kicking the can down the road.

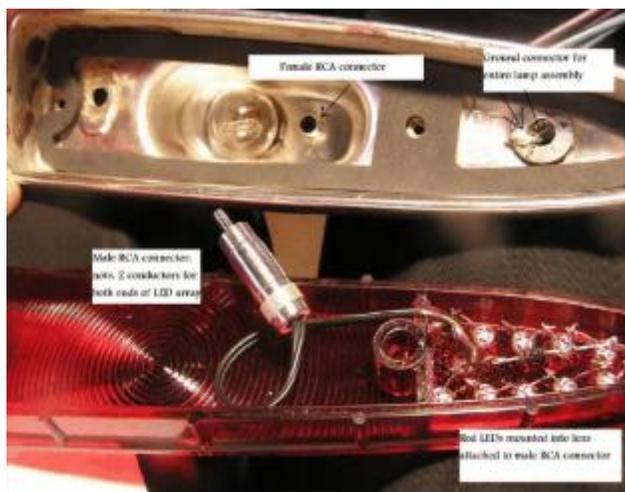
First off, putting steel and AL together is not a good idea because they make a "battery" of sorts and given half-a-chance will make unnecessary electricity and consume each other in the process. Most old cars, that are still around, have avoided this first problem by being



kept in dry storage and not driving in the rain on salted streets. Others have been protected by lubing all of their assorted parts with liberal doses of oil and grease to keep the parts dry, so you don't make these 'batteries' that kill themselves. That leaves the rest of us to deal with our problem caused by running current through an AL/steel contact. Let's look at a normal lamp assy. where the current passes from the light switch to the bulb and then through a series of connections to ground. This series of connections in our CORVAIRs is almost always through an AL/Steel junction or two. The corrosive activity at one of these junctions is similar to leaving your car battery on the charger for a month or two and boiling the poor thing to death. The chemistry involved in the corrosion from rain/salt is always there but if you put a charger on that battery it will quickly eat itself to pieces. In the "olden days" we used to put copper wires and AL wires together – till we had some very expensive problems - - then we figured out the 'battery' problem.

**CORVAIR SOLUTION:**

**BYPASS** the AL altogether. Make an electrical connection to the steel bulb socket by polishing the outer surface of the socket and then soldering a large copper wire to that socket. The wire can be solid, #12 if you like, as this is not required to move/bend once it is installed. Select a nice thick steel washer and solder that same copper wire to the steel washer. Put the mounting screw through that washer and mount the lamp assy. to the vehicle. The screw will make a nice steel to steel to steel connection for the bulb's current to go to ground. The AL will stay nice and shiny as the current goes whizzing by from bulb to ground – with no corrosive activity. Don't forget to grease the bulb in the socket.



If you are adding some LEDs to your lamp assy. See colorful photo showing ground-wire-washer in mounting hole. Note the LED circuit uses the new ground wire, exclusively. It is very helpful to have this nice reliable ground wire available for both the normal Taillights and some extra stuff.



a very nice looking classic



Tractors at the SOS Show



A model T

**Auction News**

**Mecum Spring Classic, Indianapolis, IN, May 14-19** as reported in OCW September 26, 2013

1965 Chevrolet Corvair Corsa convertible, 140hp, 4sp	condition 2	\$13,500
1965 Chevrolet Corvair Monza convertible, 140hp, PG	condition 2	\$ 7,500
1965 Chevrolet Corvair Monza convertible, 140hp, PG	condition 3	\$ 7,750
1966 Chevrolet Corvair Monza, 160hp, 4x1 Carb, 4sp - Yenko Stinger	condition 2	\$53,000

**Prairie Capital Corvair Association      General Membership Meeting      September 7, 2013 Minutes**

The meeting was called to order by President Tim Mahler at 2 PM on the east lawn of the Illinois Capitol Building. He then led the members in the Pledge of Allegiance. Having viewed all entries at the Secretary of State show, he noted there were 18 Corvairs displayed by chapter members and one belonging to a potential member.

**Standard Reports:**

There being no additions or corrections, Joan Cavagna moved the August 12, 2013 minutes be approved as published in the newsletter. Bill Berta seconded the motion. It passed unanimously.

Treasurer Jim Allen presented the Treasurer's Report. The chapter had \$3,798.34 in total funds on September 5, 2013. The checking account balance was \$3,783.34, and petty cash had \$15.00. Jerry McKenzie moved the Treasurer's Report be accepted. Kay Laubach seconded the motion. It passed unanimously.

Membership Chairman Dick Moon was still looking at cars, but there were no new members to report since the August meeting.

**Old Business:**

President Mahler announced he had reserved a room at Springfield's Golden Corral from 11 AM to 2 PM on Saturday, December 14 for the chapter's Christmas Get-Together. Jim Allen moved the \$10 gift exchange and Toys for Tots donations be continued. Jerry McKenzie seconded the motion. It passed unanimously.

**New Business:**

The picnic with Show Me Corvair Club on October 12 at Lake Yeager, Litchfield was discussed. If only PCCA members plan to attend, the consensus was to still hold the outing. Otherwise, the two chapters would split the meat cost. Joan Cavagna said she would be in touch with President Mahler after the Show Me September meeting to finalize plans. Those attending were asked to bring their own beverages and a side dish or dessert to share.

Bernie Allen and Lyle Rigdon volunteered to bring refreshments for the November meeting.

President Mahler reminded everyone that elections are coming soon and he would appoint a Nominating Committee. He announced all current officers are eligible to serve another term but directors cannot serve a second consecutive term. Treasurer Allen and President Mahler indicated they are willing to serve next year. President Mahler then asked for volunteers to fill the three director positions: two one-year directors and one two-year director. Jerry McKenzie volunteered to be on the ballot as a director.

**Other Scheduled Upcoming Meeting:**

November 9      Chapter Meeting - Rochester Community Building. Program to be announced

**Adjournment:**

Dick Moon moved the meeting be adjourned. Joan Cavagna seconded the motion. It passed unanimously. The meeting was adjourned at 2:15 PM.

Respectfully submitted,

**Thelma McKenzie**

Thelma McKenzie, Secretary

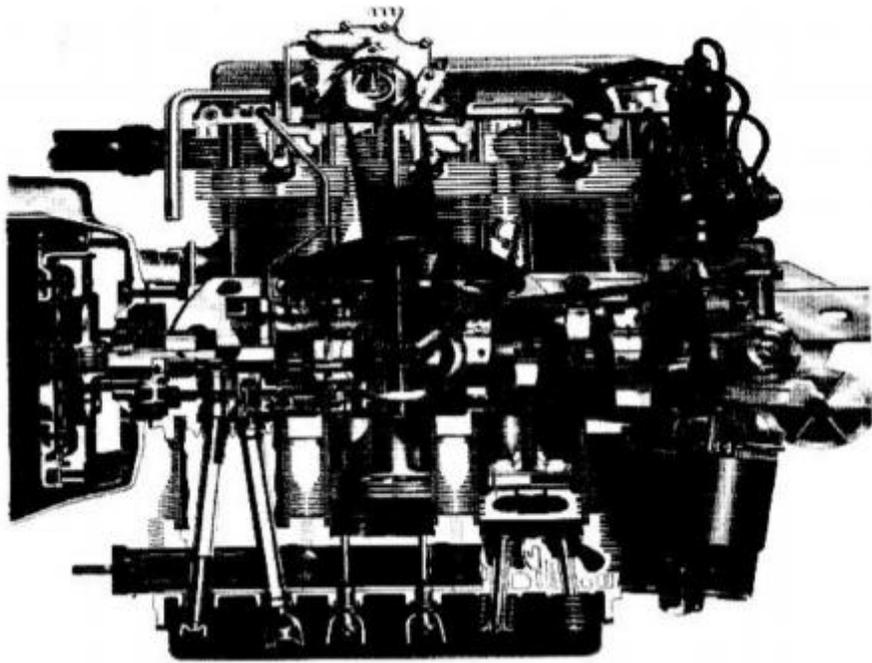
**After the meeting:**

Brian Seyller won the 50/50 drawing and donated all but his investment back to the treasury.



Thelma and Jerry travel's led them to the Corn Palace which exhibits murals made with corn, mostly corn cobs. This is one of those murals Thelma sent to share.

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