



## Prairie Capital Corvair Association

P.O. Box 954  
Springfield, Illinois 62705

# The Flat Six

July 2011

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## From the President

I truly missed being at the Pekin picnic/car show. I have missed the last two because of family and family friend's wedding. The wedding was great, except it was in the park and it was hot, however, the reception was inside and it was cool.

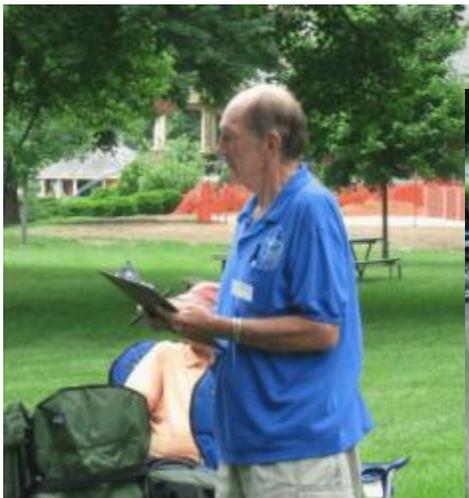
According to the report I received from VP Dick Moon, all went very well at Mineral Park. Lots of CORVAIRS, good food and local browsers. I believe it is getting larger each time. Thanks to all that attended.

I am off to Cleveland, OH the weekend of Jun 24-26 for a family reunion. I will clean my Corvair when I get back, as I have had no volunteers.

I am looking forward to the LLCC Car Show next month, and I am praying the weather cooperates. Hopefully we can have our regular meeting and a BOD for current and past officers.

See you at the July meeting.

Jim Collier



# Calendar of Events - 2011

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>

**July 09** **LLCC Car Show- Springfield** now three Corvair Classes - 1960-64, 1965-69 and modified, Corvairs, all years. Registration for the LLCC show begins at 8:00 a.m. and everyone in the group should be in place no later than 10:30 a.m. Take the Toronto Road exit from I-55 to the East (toward the Mcdonalds and gas stations). Toronto Road leads directly to the LLCC campus and the show. I am not aware of an Autocross this year.

**July 26-30, 2011 CORSA international Convention, Denver, Colorado.**

**Hosted by Rocky Mountain Corvairs.**

<http://rockymountaincorsa.com/denvaireleven.html>

Tuesday has classification and Welcome party

Wednesday is Concours, Thursday Rally and Econo-Run

Friday is Autocross and Banquet

Saturday (morning) is a Car display for everyone

Tech Sessions, Group meetings and Tours every day.



July 25<sup>th</sup> 2011 Cruise-in at Culver's, 4400 Wabash Ave. Springfield, IL., 4 p.m. - 6 p.m. on the 4th Sunday during the summer. Hosted by the Central Illinois Antique Automobile Club in Springfield, IL. Other dates include July 24<sup>th</sup>, Aug 28<sup>th</sup>, Sept 25<sup>th</sup> Free registration for all cruisers. It's also free and open to the public.

August 5 Monmouth Cruise-in, Monmouth Illinois

August: 5-7 Decatur Celebration

**August 20 Illinois State Fair Display** PCCA Corvairs are the “main” exhibit.

August 21 Orphan Auto Picnic, host Chicago Corvair Enthusiasts. British Invasion is the theme this year featuring all makes and models built in the UK.

August 26-28 Detroit Homecoming Detroit Corvair Club

**September 10 Illinois Antique Vehicle Show-** Feature Car Chevrolet- Springfield.

Sept 16-17 Hoosier Auto Show and Swap meet. Indianapolis

Sept 30-Oct 2 Great Plains Round-Up outside Kansas City in Excelsior Spring Mo.

Concours and autocross. Hosts Heart of America Corvair Owners Association.

Sept 30-Oct 2 Newport (IN) Antique Auto Hillclimb, Shows Oct 1, Hillclimb Oct 2.

**October 8 PCCA/SMCC Joint Picnic** at Lake Yaeger in Litchfield IL

November 12 PCCA meeting at Rochester Community Building.

December 10 PCCA Christmas Party, location to be determined

Check out website: [www.route66cruisers.com/upcoming\\_events.htm](http://www.route66cruisers.com/upcoming_events.htm) for local car events



## Did you forget to Renew?

The recent change in renewal months from January to March seems to have caught many PCCA members as forgetful. Blame the editor for not reminding everyone before now. March 1 to February 28

# June Corvair Display and Picnic

## Mineral Springs Park, Pekin Illinois

This was, I believe, the fifth consecutive year for PCCA to have its June meeting at Mineral Springs Park in Pekin, Illinois. That probably qualifies for "annual" status. Anyway, our Club members seem to like being in Pekin at this time of year, because we have had very good turnouts every year. 2011 was no exception. Our car count was twenty (all cars this year, no trucks) and the headcount was just over thirty. This is especially impressive due to most of the attendees being from quite a distance away. Homes ranged from the far south (Murphysboro) to the northwest (Keithsburg), with the St. Louis area included for good measure (Cavagnas, with coupe). One car, the Rittenhouse coupe, made it to the park, but no Rittenhouse was to be seen. Now, that's dedication, and quite mysterious!

As usual. The local Park District abetted our madness by blocking off the main drive around the park lagoon so our cars could be displayed not only for ourselves, but for casual picknickers who were in the park that day. There were a few past, or not yet renewed for this year, members who cheerfully anted up with Larry Jahn. Good news.

One incident will stand out in Dick Moon's memory. He thought he was doing Pekinites a favor by moving the "Road Closed" signs to allow more access to locals, while providing adequate closed-off parking for our Club cars. Not long after, he was gently chastised by a Park Officer and advised that "one should not move traffic directional signs erected by officers". Yes Sir !

Food was, as usual, more than adequate in quantity and quality. Picnic tables were crowded with PCCA members and their plates. Thanks to all who contributed. Following the meal, a brief meeting was conducted by Dick Moon, who initially acted as the flag pole, holding a paper flag while the Pledge was said. There was no secretary's report for May (no meeting that month), but we did get a treasurer's report, a membership report, and a reminder from Mike Hall that Club hot-cold drinking cups are available. It was also noted





# SOUTH BEND INDIANA

Story by Ruth Boxdorfer

Three families with Corvair trucks, each one a member of PCCA and SMCC headed to South Bend on May 24<sup>th</sup>. Truck owners: Bud & Kay from Keithsburg, Mike & Rhona from Chatham, and Richard & Ruth from Bethalto (Illinois), are also members of the AMERICAN TRUCK HISTORICAL SOCIETY (ATHS), that was holding their 2011 National Convention & Truck Show in South Bend. The ATHS operates its convention and truck shows much like Corsa



by holding an event in one year in the Mid-West, then on the East Coast, and then on the West Coast. Heads up –for anyone that owns an old truck – the show in 2014 will be held in Springfield, Missouri.

The show this year was the 40<sup>th</sup> anniversary of the ATHS (1971-2011). The rainy weather may have contributed to fewer trucks at the show this year. I believe we had ONE nice day, even though we had to wear our jackets and have our umbrella handy!

After getting our trucks unloaded & parked at the show it started to rain. So we did a rainy day event and went to the Amish town located in Shipshewana. We ate at the Blue Gate Restaurant that uses genuine Amish recipes. Very good.. The men then toured the Hostetler’s Hudson Auto Museum which has over 50 cars & is the largest known collection of Hudson products in the world. The ladies headed for the Antiques & Flea Market section of town. Our visit there was a short one due to severe storm warnings. The vendors needed time to close up their spaces & head for home (by horse & buggy). Yes, we each bought something in this short time! We know how to POWER-SHOP...

Another rainy day was dedicated to Bud & Mike, as they needed parts for their enclosed car-hauler trailers. This area seems to be the only place for such items. After making out their “want” lists & where to get them (at a later date) we headed back to another good restaurant called the Das Dutchman Essenhaus.

On our one nice day, we rented a 6 passenger gold cart. The truck show was held at the local fair grounds. This involved a lot of walking, so we took the easy way out-besides, we didn’t want to get our shoes muddy. Due to all the bad weather, we decided to leave a day early. On Friday evening we each loaded our Corvair Truck up in order to be ready to leave early Saturday morning. Good thing... We weren’t even out of the city limits when it started raining & it rained most of the way home.

We all had a good time – met & talked to a lot of nice people that stopped & really looked our trucks over, & lots of questions were answered about them. This made each of us very happy.

P.S. Yes, even though we wore our jackets & shivered most of the time – we each had a dish of home made ice cream at the show – made by a local Amish couple. The best deal of the day...



# Information For Stock Corvair Enthusiasts

The Stock Corvair Group is a special interest group (SIG) of CORSA. Their primary focus is documenting what is a factory stock Corvair. Although this excludes Fitch Sprints, Yenko Stingers and many dealer installed option, I find the findings interesting. History is fascinating although I could never be a historian.

The most recent article in the CORSA Communique was about Corvair power train jacks, also simply called Corvair engine jacks. Modern varieties utilize a ATV jack with a Finch cradle or other attachment to help stabilize the powertrain while lifting and lowering. These lack the adjustments the vintage jacks have.

From Kent Sullivan, a noted Stock Corvair person from the Northwest, here is a note posted to Virtual Vairs email list "Traffic has been light on the new SCG Forum, and I was especially hoping for posts in the vintage powertrain jacks area. I know there are many of you out there with one or more of these lurking in your garages. Please post about them! The stories are very interesting. For example, I just finished helping Jim Allen (Peoria, IL) post about his vintage jacks. There was an interesting story about how he came to acquire each of them:

<http://stock.corvair.org/bbpress/forum.php?id=46>

Check the Wudel, Stephenson, and Blackhawk threads for info on Jim's jacks. "

I'll let each of you visit the site to read the posts – not just about the vintage jacks but also all the other interesting items that the Stock Corvair Group has collected to date. The SCG also hosts an Stock evaluation event at the annual CORSA convention. This is not intended to verify if your car is stock or not, but rather to collect information about factory stock Corvairs, photos and written descriptions for the Stock Corvair documentation library. I have included a couple of vintage jack photos to whet your appetite.

The web address permits the general public to view the forum without registering. To post to the forum, registration is required, and once the group knows who you are, those postings are not monitored by the group.

The post that was attached to the two photos, Stephenson Jacks.  
Posted by Jim Allen

This Stephenson model 5500 is the first jack setup I remember seeing for use with the Corvair powertrain. From 1963 - 1973 I was a service tech at a Chevy dealer in Monmouth, IL. The jack was there before I arrived, and I believe it was bought, along with a Kent-Moore adapter, when the Corvair was introduced in the fall of 1959.

One day in 2006 I was driving through Monmouth and I decided to stop in to see if that jack was still around. Amazingly, it was, collecting dust in a storeroom. The original K-M adapter was long gone though. I was able to purchase the jack for a very fair price and down the road I went!

When the jack was new, I recall that it had a Blackhawk sticker on it. Kent Sullivan told me that Blackhawk cylinders were often used in other manufacturers' jacks, so perhaps that's the reason for the sticker.

The adapter shown in the picture is an original K-M J-7894, that I found at the same time I acquired my Wudel 700 jack. Notice the vertical "ears" on the rear of the cradle. When the cradles were first introduced, they were flat on top. When heater boxes were introduced for the 1961 model year, Chevy issued a service bulletin describing how to cut them at an angle to clear the boxes. I find the ears to be in the way often, so I cut them off short and flat.



I was on a hunt for a tech tip vs just running pictures of the Pekin Car show cars for two pages. I came across this article South Coast CORSA Corvair newsletter – volume 41 Number 6 dated June 2011. I found it interesting and hope you do to. Tim

## Felix Chevrolet celebrates 90th Chevrolet Celebrates 100th Anniversary

Members of SCC attended the Felix Chevrolet Car Show in Downtown Los Angeles on Sunday, May 29, hosted by the Foothill Region of the Vintage Chevrolet Club of America (their 14th All Chevrolet Show). Members in attendance included Mark Fernandez (1960 Coupe in show), Darrin Mc-Glothan, Chuck Rust, Greg Vargas (1966 Coupe in show), Walt Pickett, and a brief appearance by El Presidente himself, Hector Gonzalez, who was on his way to the slot car races. There was one other Corvair in the show; a 1965 Corsa Convertible owned by Vintage Corsa member Marc Marcoulides. Additionally, a couple other Corvairs were spotted out on the street.

Felix Chevrolet, an institution in the Los Angeles car culture, was celebrating its 90th anniversary in tandem with the 100th anniversary celebration by our “mothership” Chevrolet.

The Chevrolet Motor Car Company was cofounded in Flint, Michigan, by then race car driver Louis Chevrolet and Billy Durant (ousted founder of General Motors) back on November 3, 1911, along with investment partners William Little (maker of the Little Automobile) and Dr. Edwin R. Campbell (son-in-law of Durant). Actual design work for the first Chevy, the costly Series C Classic Six, was drawn up by Etienne Planche, following the instructions of his old friend Louis. The first C prototype was ready months before Chevrolet was incorporated.

Chevrolet first used its "Bowtie emblem" logo in 1913. It is said to have been designed from wallpaper Durant once saw in a French hotel. More recent research by historian Ken Kaufmann presents a compelling case that the logo is based upon a logo for "Coalettes". Others claim that the design was a stylized Swiss Cross in honor of the homeland of Chevrolet's parents.

Felix Chevrolet was founded in 1921 by Winslow B. Felix, who was a former salesman and used-car manager for Chevrolet Motor Company of California. Felix was an innovator, establishing practices such as a two-day trial purchase of new cars, and house calls by service technicians. Felix Chevrolet in Downtown Los Angeles is one of the oldest dealerships in the city and possibly in the country, opening the showroom doors in 1921 at 12<sup>th</sup> Street and Grand Avenue.

Winslow Felix befriended Pat Sullivan, an animation producer whose studio created the Felix the Cat character, modeled after Charlie Chaplin, in 1919, and borrowed the cartoon character as a mascot for the dealership. In exchange for a new car, Sullivan allowed his close friend Winslow Felix to use Felix the Cat in



Chevrolet (left), Durant (right)

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**THE HENDERSON-ROWE AUTO CO.**

**Phone N. 4521      1127 14th Street N. W.**

*Washington Post—October 2, 1913*

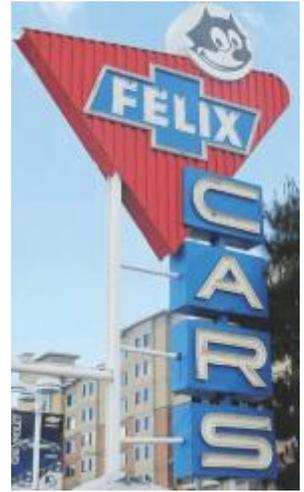


advertising, beginning at the L.A. Auto Show in 1923. The advertising proved extremely successful, and Felix Chevrolet sales grew steadily as it moved to successively larger locations. Winslow Felix death in 1955 prompted

Ruth Felix to sell the business to used-car salesman Nickolas N. Shammass, who moved it to its current site, Jefferson and Figueroa, in 1957 where the now famous sign was erected.

The sign was declared a historic-cultural

monument in 2007. The building, renovated in 1946 by architect A. Godfrey Bailey had been Tupman Ford prior to Shammass' purchase.

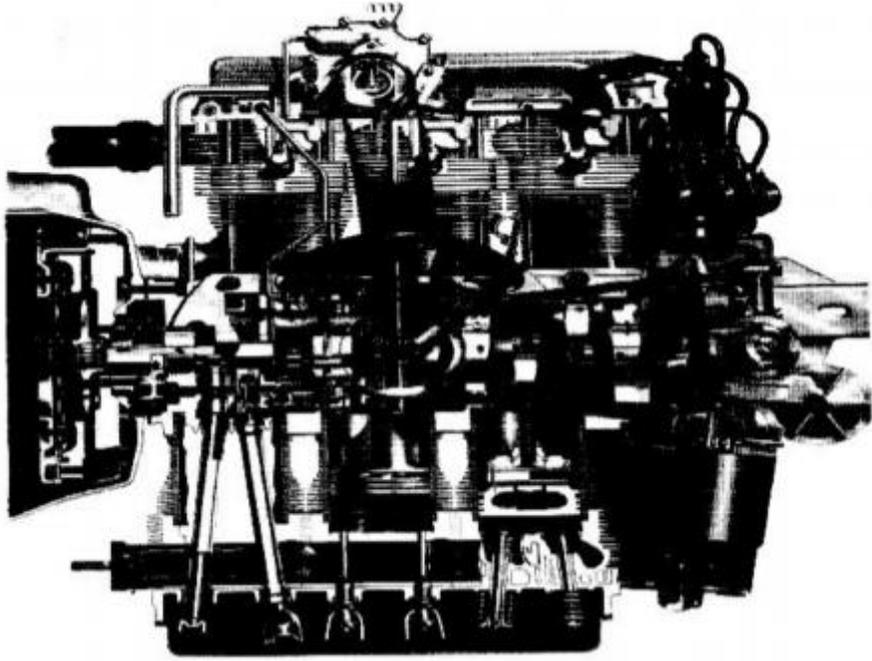


### More pictures From Pekin





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