



Prairie Capital Corvair Association

P.O. Box 954
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The Flat Six

September 2011

2011 Officers

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Mike Hall (2011)	(217) 494-7105	Lyle Rigdon (2011)	(217) 646-5004

From the President

The State Fair display went really well, and I was really glad to see all the great Corvairs. I was told by one onlooker, that he didn't know there were that many Corvairs still around. Surprise.

The weather was great as usual for the display and yes the shade did make all the difference. Had a great time getting the Corvair out and taking it for a drive, and I plan on driving it lots more before winter as I am sure you are planning on doing the same.

Looking forward to the SOS next month.

See you there.

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>

August 26-28 Detroit Homecoming Detroit Corvair Club

September 10 Illinois Antique Vehicle Show- Feature Car Chevrolet- Springfield. 100th anniversary for Chevrolet. Meier Parking lot in Springfield, IL. No preview show as mentioned in the August newsletter. Parking is when you arrive, no pre-assigned locations. Registration tent is open 7-10am. Vehicles should be ready for judging by 10:45 am. 5 Corvair classes - 60-64; 65-69 “stock”; 60-64, 65-69 Modified (over 3 changes) and All FCs. Also is a display entry. Awards 3:30pm

Sept 16-17 Hoosier Auto Show and Swap meet. Indianapolis. Car Show is Saturday Sept 17. Banquet that evening. Great welcome hospitality room Friday at the host hotel, La Quinta, Indianapolis South. Contact Phil Riddle 317-852-4864 for more information.

Sept 25th 2011 Cruise-in at Culver's, 4400 Wabash Ave. Springfield, IL., 4 p.m. - 6 p.m. Central Illinois Antique Automobile Club in Springfield, IL. Free registration for all cruisers. Free to the public.

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. Friday evening welcome get-together, Saturday Concours and Car Display. Saturday a SCCA autocross will be attended by many Corvair enthusiasts. Host hotel The Elms (The hotel may be full) . Contact Gary Sparks at: moparmuscle66@att.net or (816) 456-6102



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, Golden Corral on south 6th Street in Springfield. This is at the 6th street exit off I-55 on the south side of town, next to the super-Walmart. Currently, PCCA has a room from 12-2:00pm (they get busy at 2pm) Some have suggested starting 30-60 minutes earlier – to be discussed further at the September meeting.

Check out website: 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

August report on State Fair



Brief report - There were 15 Corvairs at the State Fair Parade - by year: 9 earlys, 6 later. By body style: 7 coupes, 3 four doors, 2 wagons, 2 convertibles and 1 FC (rampside) Model years ranged from 1961 to 1965 including 3 63s noted because we did not notice a 63 at the Denver Concours. Pictures speak louder than words. This year's aerial photo is from Glen Rittenhouse who used the sky lift in an attempt to hurry back to the PCCA meeting. The Corvairs in attendance were Richard and Ruth Boxdorfer's 65 convertible, Brian and Sue Sellyer's 64 Spyder coupe, Dick Moon's 63 four door, Mike Meyer's 65 V8 coupe, Bill and Shelby's 64 four door, Jim and Bernie Allen's 61 Lakewood wagon, Jerry McKenzie's 65 four door, Floyd and Clara Wood's 65 coupe, Bob Gwin's 63 coupe, Steve and Karen Jones' 63 Spyder convertible, Mike Hall Rampside, Tim Mahler 62 Sprint coupe, Bill and Thelma Pierson's 65 coupe and Mike Meyer's 62 V8 wagon.

Best news: Ruth Boxdorfer won several ribbons for her tatting and crocheting. This includes a Grand Champion Ribbon for a circle; a first for a stacked circle piece, a second for a square and a third for her afghan. I noted at least one other circle but do not remember if it received a ribbon.

Congratulations Ruth.



2011 CORSA Convention Reports

Denver Colorado part 1 of 2 ?

Dick Moon has provided several snippets of insight on the 2011 Convention; those insights follow. Tim added various convention results. Second article is from Thelma McKenzie which provides a nice flavor of the non-car activities available in Denver. Next month – Bud and Kay Laubach econo-run and Rally adventures, in their own words and Tim adds his recap on the autocross.

Since Neta and I approached Denver from the west, I could not help but notice that on the six mile (or so) up-grade to the Vail pass there were quite a few bikers on a nice paved trail beside the interstate, all going uphill. Near the top of the pass we saw a few going downhill. At a rest area at the top my suspicions were confirmed by a biker who told me it was common practice for bikers to punish themselves going up so they could go "Wheeeee" all the way down again. Been there, done that, but not at that level. Also noted Denver having many nice paved exercise paths.

I counted 39 vehicles in Concours. Other counts may vary. My usual tally around the hotel grounds at that time added 63 vehicles for a 102 total. I have no idea how many were hiding in trailers or tooling around Denver.

During the Concours, a nearby restaurant did itself proud by bringing out large containers of iced coffee. Available free to anyone associated with CORSA. It was so appreciated that that evening the restaurant was swamped by CORSA folks.

Hotel layout was unusual, to say the least. There may be CORSA folks still trying to find the hospitality room. But a nice hotel nonetheless.

Ran into some Pogo magic on Denver's "Antique Row". Two used book stores had a total of 15 books. Some of which I already had. However I did come away with three new books I did not yet have. One store had five personalized autographed books by Walt Kelly, Pogo's father. Out of my price range. Then Neta urged me to go back and pick one out for Christmas. What a gal! So four new Pogo books in all.

Well run banquet this year. Jim needs to be recognized for his part in Concours and the banquet awards.

Two unusual UltraVan setups at this year's convention. One was a well preserved van that pulled its own electrical generator on a small one-wheel trailer. We have seen this Ultra on the road before, and it does itself proud on the open highway. The other was one of three vehicles entered in Concours by Christy Barden. It is a garish looking thing with several bells and whistles (literally, I believe) and a special paint scheme. One of Christy's other vehicles was a '64 500 Coupe that was spooky, it was so original. Too original to score very high in concours as I recall.

Vendor spaces inside were good, as usual. Local PCCA offerings on a table managed by Glen Rittenhouse. Lots of items changed hands from that table. Looked like high quality stuff. Outside pickings were small this year.

After convention trip to Rambler Ranch organized by Larry Claypool. Nash/AMC are more of Larry's interests. About 30 miles from



Denver, hid in woods. An amazing collection of mostly Nash and AMC products, but a few other things. One Rolls Royce for instance. Lots of collectible toys. Inside stuff was amazing, but Glen and I roamed about in the "parts bin", a wooded area of several acres where an attempt to describe the cars the owner has accumulated would be foolishly inadequate. We could not believe what we saw. Again, mostly Nash/AMC remains, but a few others. One Citroen DS?? (could not find the numerical version represented by the ??) just rotting away. One '59 Edsel wagon with large bull horns (like rodeo bull, not noise amplifiers) mounted at the front of the hood, two pistols pointing toward each other in the grille, and a chrome rearing stallion on each front fender. Again, rotting away. Glen and I were awestruck and saw as much as possible in the time we had. PCCA folks at the Ranch were Allens, Moons. Rittenhouse, Halls.



And don't forget, Mahler made some gas money for his trip back home. Editor notes: Tim sold his race prepared Corvair so had an empty trailer which took another Corvair to the LeVair Performance and Restoration shop in Anderson Indiana.



Tim Continues: Congratulations to ALL of PCCA for attending this year's Convention. It was a great location hosted by a great chapter. In addition to the above, I also spied the Meyers, McKenzies, Laubachs and Kuykendall at the convention.



Mike and Marsha Meyers bought both the 65 white coupe and the 62 station wagon to the show, both V8 powered. Mike drove the station wagon in the autocross. Tim took the race prepared Goodwrench corvair for the autocross. Deb and Jim Allen Jr also drove the car in the autocross. The #3 and the drivers did well. Deb was first in the Competition Ladies with a 41.240 time, Jim was second in Competition Open with a 38.449 and Tim managed to eke out a first with a 37.717. FTD was won by Seth Emerson in a V8 powered, race prepared Corvair with a time of 33.889.



Dick Kuykendall scored an amazing 98.36 in Concours with his well prepared 65 convertible. Dick just missed winning the Mitchell award for best overall Concours score by fractions (98.43).

Mike Hall's 62 Spyder coupe was promoted to Seniors with a Gold Concours award of 96.98.



Mike competed for the Cole award, best all around Corvair in all events (this year that was Concours, Econo-run, Rally and Autocross). His autocross time did get better (57.801) which was good for second in his class. Chris Hall also ran the Spyder in the autocross but I did not get his times.

Bud Laubach had his 61 Rampside at the convention receiving a second place trophy in the Econo-run in his class. I did not note any PCCA members medaling in the rally – which is very difficult to do. This year, I understand the rally was doubly tough with many giving up by the final leg. Because I had already loaded the #3 car on the buyer's trailer, and my "gas money" on my trailer, I did not stay for the Car display awards. I heard that Warren LeVeques Red Roadster merited "Best in Show".



Final Tally: 18 Attendees associated with PCCA, 5 Corvairs and 6 trophies, not counting any for Car display. Miles and Miles of interesting trails to follow plus miles of smiling faces seen everywhere.

Corvairs With Altitude

Thelma McKenzie

The McKenzies' trip didn't get off to a good start on Sunday, July 24. Less than a mile from home, the a/c blower motor let out a screech. Jerry said it had done that on a few occasions, but it would settle down within a few minutes. This time, it continued to emit sounds every half to two-thirds of a mile. By the time the Coalfield Rest Area came into view, Jerry knew I wouldn't put up with the noise and he was afraid the blower would stop. Going across Kansas in a non-air-conditioned car was not a good idea. So we turned around at Exit 63 (Raymond), drove home and put our travel items into the Buick. We were quickly on our way once more.

The downside was we wouldn't go on Thursday's rally or put the car in Saturday's car display. On the plus side were better gas mileage, no need to purchase higher octane gas and the ability to leave Denver early enough on Saturday that the trip home required only one night rather than two.

Late Monday afternoon registration packets were picked up, some PCCA members and other friends were greeted and a Mexican restaurant was found nearby. During the 4-7 "Happy Hour" several appetizers were just \$3 - just one or two ala carte items were needed to finish the meal.

Tuesday was filled with searching for needed Corvair parts and purchasing most of the items on the list. A few items not on the list also found their way into the take-home bags. A bit of excitement: The fire alarm went off when the popcorn burned in the Hospitality Suite - no evacuation, but the fire department responded automatically. The evening included the Welcome Party, Valve Cover Races and Virtual Vairs Group Meeting.

Wednesday was the Concours d'Elegance atop the nearby parking garage. The first vehicle spotted was the four-door late convertible. That was a nice change-of-pace. On a disappointing note, there were just ten early models to check out. It was good to see four station wagons - two Lakewoods and two 1962s. One each was from Illinois. Three convertibles and three coupes rounded out the list of "Earlies." There were three trucks and one Ultravan, but just one Greenbriar. I didn't count the late models, but there were quite a few of them; I'm sure Dick Moon did.

Then off for a planned mountain drive. Lookout Mountain Road (CR 68) and Mt. Evans Scenic Byway (CR 103/66/74) both provided several scenic pullouts. Before tackling Lookout Mountain, a stop was made to tour the Coors Brewery in Golden. And because we weren't in a Corvair, we took the Central City Parkway to Central City so we could take CR 279 (aka Oh My Gawd Road) to the start of the Mt. Evans climb. What would take just four miles on I-70 became an 18 mile side trip, the first eight of which were on the wide and smoothly paved Parkway. The AAA TourBook describes the rest as a "bumpy gravel road, with intermittent paved areas ... This road is narrow and winding and should not be attempted by camping vehicles or driver unaccustomed to mountain driving." A deer ambled across the road as we left civilization at Central City. Even without stopping at pullouts to view Mt. Evans - none were available and it was a LONG, STEEP



drop at the edge - it took about 40 minutes to go nine miles. A few raindrops fell near the toll road to the top of Mt. Evans, so we did not take it. We took the C-470 Bypass around the southwestern corner of Denver to avoid most of the evening traffic. From I-25 we could see all the cars surrounding IKEA which opened that morning. A quick dinner was had before returning to the Doubletree. (142 miles roundtrip)



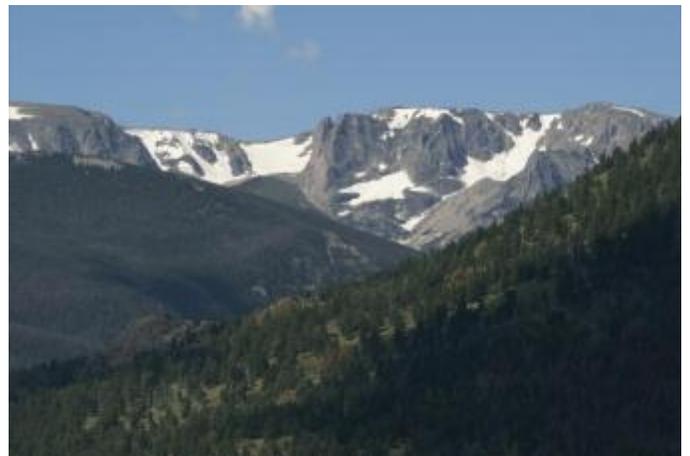
Thursday Jerry navigated for John Downer on the Economy Run. I collected the last of the chapter members' banquet tickets and reserved tables for Friday's banquet. As we returned from another meal at the Mexican restaurant, we saw the Corvair caravan head for Gunther Toody's Diner. Although several other PCCA members had eaten there earlier, we decided to forgo the American Classic meal in favor of the CPF and CORSA Annual Meetings. We heard several comments about how difficult the Rally was - maybe it was best that we didn't enter the competition that afternoon.

Due to some slight misinformation about spectator access for the Autocross at Bandimere Speedway and a suggestion from the staff at the travel table in the vendor room, we drove the Peak-to-Peak Highway (CR 119/72/7) on Friday. We didn't notice any Corvairs on the track as we passed Bandimere, but it was early. This highway starts at Black Hawk (about a mile east of Central City) and ends 60 miles north in Estes Park - the northeastern gateway to Rocky Mountain National Park. Several lakes and towns were passed - but the views were dominated by the mountain peaks just to the west. Traffic was light for a July Friday, so we decided there was time for a quick trip into the national park. (A Golden Age Passport/Interagency Senior Pass allows one to visit national areas without paying entrance fees. It's the best \$10 anyone 62 or better can spend.) We took US 36 west to its intersection with US 34 and then headed east back to Estes Park. The 16-mile loop took us through downtown Estes Park before passing Beaver Meadow, Deer Ridge and Sheep Lakes. There were four Big Horn Sheep grazing at the lakes, so the parking area was fairly full. We managed to find a spot and watched the sheep for several minutes. A stop at the Lyons Soda Fountain and Bakery had been planned, but there was a festival that day - no parking within a mile of downtown! A stop was made at Denver's Caboose Hobbies to purchase figures to augment a Williamsburg display. We were back well in time for the Banquet.(208 miles roundtrip)



Sixteen PCCA-related CORSA members attended the banquet. Mike Hall, Tim Mahler and Dale Kuykendall all earned awards. I'm sure Tim has more on those elsewhere.

Saturday's Car Display was on the hotel's back parking lot. Two unusual models were among the entries - a two-door wagon and the four-door convertible. One Seattle-area couple came in the 1964 Monza that had been elevated to Senior status at the 1981 convention. The sign read: "Same car and same husband and wife - how cool is that!" There were quite a few non-Corvair powered entries, three Ultravans, a Greenbriar custom camper and at least one truck. Again, I'm sure Dick Moon has a count.



After viewing all the cars and saying our good-bys, we were on the road home by ten. We arrived home without mishap mid-afternoon Sunday, July 31. Later we learned Warren LeVeque's earlybodied racer won the People's Choice Award. First time anyone could remember the award being won by an autocross vehicle. Couldn't have happened to a nicer guy.

All in all, it was a good eight days. GREAT friends, fun times, good food - and COOLER TEMPERATURES! We're looking forward to being in Sturbridge Village, MA next July 25-28.

Secretary Report PCCA Meeting August 20, 2011

President Jim Collier opened the meeting with the pledge of allegiance at 1:00pm. There were 15 Corvairs on exhibit at fairgrounds and several more PCCA members attending without a Corvair.

The Secretary report for August was accepted as printed in the Flat Six. Treasurer Larry Jahn gave the Treasurer report with noted balances of \$1,311.37 in checking, \$15 in petty cash and \$1,626.96 in savings (CDs) for a total balance of \$3,007.33. The report was accepted as presented.

Dick Moon provided a membership report that reflects 72 members at 40 addresses.

No Old business was presented.

New Business: Mike Hall mentioned the upcoming SOS Antique Vehicle show. Park as you arrive, no special get-together on the Friday night before the show. The host hotel for out of towners wanting to stay is the Rt66 Hotel on south 6th street.

It was noted that Bob Gwin had donated the meat at last year's PCCA/SMCC picnic in Litchfield (thanks Bob) VP Moon announced he had a list of Corvair and non Corvair parts that he received from a non-member, anyone interested should see him to glance at the list.

Dick Moon then went through the remaining PCCA events for the year. SOS Show September 10; Hoosier Show Sept 16-17 in Indy, October is the PCCA/SMCC picnic at Lake Yaeger in Litchfield, November PCCA returns to Rochester and December holiday banquet is at the Golden Corral on south 6th street in Springfield from 11-1. Also noted by Mike Hall was Sept 3 Jerseyville Car show; Sept 25 Prairieland display in Jacksonville.

Meeting was adjourned at 1:22 pm

PCCA Board Meeting August 20, 2011.

After the general meeting, President Jim Collier called a PCCA board meeting which started at 1:30pm. In attendance was Jim Collier, Dick Moon, Mike Hall, Bill Pierson, Lyle Rigdon, Larry Jahn, Tim Mahler and Bill Berta.

Bill Berta suggested a letter of appreciation be sent to Dick Rogers of the LLCC car show for all the assistance he has provided PCCA at the LLCC Show. Lyle made the motion to send the letter with Bill Pierson seconding. Passed. Dick Moon, as publicity chair, will pen the letter.

A request, from the restaurant via the Mckenzie's, to move the holiday banquet to 11:00-1:00pm time frame was presented to the board for approval. The restaurant busy time begins shortly after 1pm. The board agreed to move the get-together to start between 10:45 and 11:00 am.

During the general meeting it was learned that the room fee for last years pre SOS Show was paid by Mike Hall. The board approved a motion to re-imburse Mike Hall the under \$70 room rental. Moved by Dick, 2nd by Lyle. A motion to present the general PCCA membership a by-law revision to reduce the number of required board meetings from 4 to 3 per year was made by Lyle and seconded by Mike. The motion was approved. Target presentation is the November meeting with voting to take place either in January or February.

With no further business, the meeting was adjourned at 1:47pm

Car and Parts for Sale/Trade

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: 1964 Monza convertible, red exterior, black interior, 110hp, PG. Tim Mahler 217-793-3824 asking \$7,500

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 Mike Meyer 618-259-1552

For Sale--1966 Monza..engine turns over..4 speed..red/black interior..windshield missing..Needs restored \$450.00 MikeMeyer 618-259-1552

For Sale 1963 4 door Monza for parts...decent body parts CHEAP!!!! Call if interested Mike Meyer 618-259-1552

Bill Pierson has a set of clear door and rear window glass for an early convert.\$20 for all. (618) 684-3823

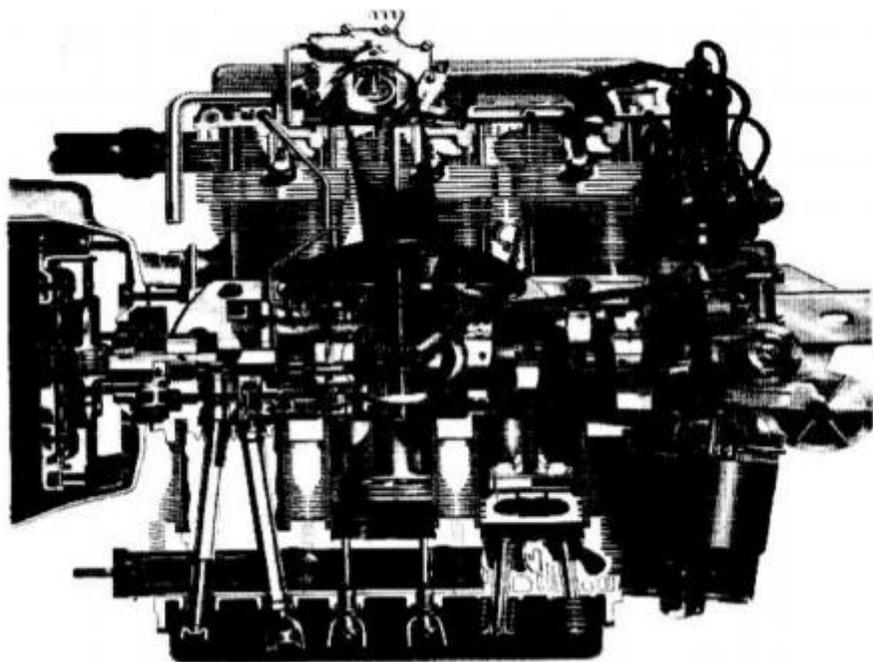
For sale: 1962 Monza - 2dr, 4spd. Engine completely rebuilt by Jim in 2005. Only 200 miles (if that) on it since then. Body/Interior needs work. I have photos if anyone is interested. Asking \$2,800 obo. Call Bill Schureman @ 309.267.8158 email: tuuis@mtco.com The car is located in Morton IL.

For Sale: 1963 Corvair \$1400 invested in brake and fuel lines, rebuilt carbs. Good shape. \$2,500 OBO. 217-341-5795

For Sale: 64 500 coupe. Low mileage, pictures look good. White exterior blue interior. Contact Mike Shelton 4010 Maxheimer Rd, Rochester Il. 217-498-7635 or cell 217-971-7720

Trade: Want to trade for Early Coupe with 4 Speed. Have 1965 Monza Convertible, 110hp 4speed, new top, rally wheels, daily driver Quality Mike Gaspar. vstar_mike@comcast.net 309-335-8810

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