



Prairie Capital Corvair Association

P.O. Box 954
Springfield, Illinois 62705

The Flat Six

November 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

Well, we had another annual PCCA/SMCC joint picnic, and there was plenty of good food; the weather was ideal and no bugs to fight with, and I am sure all had a very good time. Thanks to all that played a role in helping to make this a huge success.

A very big THANK YOU to those that volunteered to run for positions that will be vacant shortly.

If you ordered a Fan Belt tightening tool or you need one, please get in touch with me, as there are three (3) left as of this date.

We, Beulah and I, will not be at the next meeting. We will be attending the 4th District (Church) Annual Planning Meeting in East Moline, IL.

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>

2012 New Year! 50th anniversary year for the 1962 model year – This is the year the Corvair Spyder was introduced plus the convertible. 1962 was also the last year for the Load-side and station-wagon.

Nov 10 PCCA meeting at the Rochester Community building. Program: Road Rally. Rally will be to a place with good food. An emergency envelop will be provided with a phone number and the end point. For those wanting to meet at the eatery, grab an emergency envelop and meet us there, you are welcome. Just be kind enough not to tell the participants, we want them to sweat it out for a little bit <grin>. Dick Moon and Art Jameson are the Rally Masters. Tim is the assistant.

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.

2013 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.

For more Corvair Events Check the calendar on the CORSA Web site: 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 for local car events

PCCA 2012 Elections – Ballots are inclosed with the Newsletter or sent separately via eMail Please return the ballot – via email to the editor, mail to the Clubs PO box or bring to the November meeting. Write-in votes are accepted.

Candidates

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

Board of directors - 1 year term (vote for 2) Dick Moon, Martin Lindstrom
2 year term (vote for 1) Mike Hall

Secretary Note: During the meeting, Jim Allen resigned from the board to allow him to run for an Officer position. President Jim Collier appointed Bernie Allen to fill Jim's term on the board. To comply with PCCA by-laws, an email seeking confirmation from the remaining board members was sent. Bob Gwin and Brian Sellyer both affirmed providing the majority needed to approve the appointment.



PCCA Tour of Harris Agricultural Museum and Railroad Days

Story and Pictures by Shelby Berta

On Saturday, September 22, 2012, thanks to the efforts of PCCA member Bob Gwin, members of PCCA set out on a tour which began with a visit to the two-story Harris Agricultural Museum at Atwood, Illinois. The owners of the Museum, Roger and Glenna Harris, graciously guided the PCCA members through the Museum, and were available to answer any members' questions about the collections housed in the building. The Museum is a family-owned agricultural museum which features an eclectic collection of antique and vintage items. While primarily featuring agricultural implements of the 1930's, the Museum also houses many fascinating items of a bygone age. Beginning with the entry foyer there is a striking display of lithographs of clown paintings by Red Skelton, the famous comedian. Housed inside the Museum are replicas of an early grain elevator office, a vintage kitchen, and bedroom. Featured in one area of the Museum is an antique store counter. A superb antique clothing collection was donated by an elderly Piatt County resident to the Museum because the owner wished it to be available for Piatt County residents to view, not housed in a museum far away from Piatt County. The clothing is carefully displayed in the bedroom replica, with a few pieces scattered elsewhere throughout the Museum.



After thoroughly touring the Museum PCCA club members were on their way to the Monticello Railway Museum at Monticello, Illinois. The Railway Museum is an all-volunteer not-for-profit educational organization. Museum members donate their time and efforts to preserve and restore the Midwest railroad heritage. Since September 22 was the first of the two day Railway Days Festival, rides were available for festival goers in passenger cars pulled by steam locomotive Southern Number 401 or pulled by vintage diesel engines. Antique steam engine Southern Number 401 had just undergone a lengthy and expensive renovation. In addition to passenger cars a flat car that had been adapted for safe passenger rides was pulled directly behind steam engine Southern Number 401. An unparalleled view of the surrounding countryside was available from the flat car. A highlight of the rides available was the chance to ride in small motorcars that had formerly been used by railroad maintenance workers.



The restored Illinois Central depot on the museum grounds provided passengers with the boarding point for the trains or the trains could be boarded in downtown Monticello at the historic Wabash depot.

While on the museum grounds festival goers could tour the various railway cars, including sleeper cars, and view the way train travel occurred years ago. One of the interesting sights was the railroad executives' dining car. With the table set with reproduction Wabash Railroad



china and the menu available for inspection, you could imagine that a dinner order would soon be taken and a meal served.

A model train exhibit with the models running is set up in one of the stationary passenger cars. Another more unique exhibit is the flag-draped wooden case in which the casket of the first World War I Monticello casualty had been shipped home to Monticello so the soldier could be buried with full military honors. Lighted railroad signs featuring logos of several railroads are displayed in another stationary car.

An altogether fascinating tour on a crisp autumn day with the company of PCCA club members was very much enjoyed.



The Community Cancer Center Raffle – 1963 Corvair Spyder Convertible

The Community Cancer drawing for the Spyder is scheduled for October 31, 2012. I hope to get information on who the lucky winner is by the November meeting.

Auction News

Results of the Don Schneider auction reported by Ken Maxwell, Louisville, KY

All of these Corvairs are very nice. Don always restored his Corvairs to a very high quality.

These prices do not include the 10% fee paid to the auctioneer.

69 Monza Coupe Frost Green, #3102, only 88 miles w/original window sticker	\$14,000
69 Monza Convertible, Champagne, #1360, 140, 4-speed	\$12,750
68 Monza Convertible, Red, PG	\$ 7,800
66 Monza Convertible, Blue, PG	\$ 7,600
65 Corsa Convertible, Black, turbo, "Black Widow"	\$17,000
62 Rampside, PG, "Big Orange"	\$24,000

1960 Chevy Corvair 500 "Bill Thomas/Doug Roe"

The price reflects the "going rate" for Yenko 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 Chev 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



PCCA/SMCC Picnic at Lake Yeager, Litchfield IL

Story Tim Mahler Pictures

Shelby Berta (people) and Tim (cars)

I would like to say it was a beautiful fall day. It was, but you have to be wearing my ever rosy glasses to fully appreciate the day.

The Peoria crew drove through a heavy rain storm as they passed Springfield on the way to Litchfield. I procrastinated waiting out the heavy rain and started when the rain through Springfield subsided to a drizzle. Of course, I was looking at the radar screen on the various weather stations, so I knew the rain would pass shortly. But the wind continued to howl all day.

Jim and Bernie Allen were driving the 61 Lakewood wagon. Now the wagon has numerous updates that really helped it navigate through the strong winds that the whole weekend offered - steady wind blowing mostly from the south at 20-25 mph with gusts to 31. The 140 engine and rear anti-roll bar probably did not contribute much to the wagon stabilization, but neither hurt. The larger 14 inch tire may not aided much either but radials are great compared to the factory bias plys. The biggest help against the strong winds was likely the front air dam. Chevrolet added one to the Spyder and late models and I know it helps keep the front end down.

Brian and Sue Sellyer, driving the 64 Spyder coupe benefitted from the front air dam as well. Spydres had other suspension improvements that likely made the Spyder handle OK on the long drive down to Litchfield from Peoria/Pekin.

On the other hand, Dick Moon, with bride Neta, were driving a street stock 1963 700 Sedan, four door. It is a beautiful car, but it does not have a front air dam. I am sure he was fighting the steering wheel most of the way south. Heading north was not nearly as bad, although heading east or west was a struggle.

I know too, because I choice to drive my 64 Convertible, also without a front air dam. I noted how the announcers for the stock cars described how drivers fight the steering wheel when the car is too loose in the corners. I was fighting the steering as well, occasionally drifting or darting toward the white line on the right or worse, the dashed white line on the left. I favored that white line and tried to remember to be wary when a semi or large camper was getting ready to pass. The air disruption really gets your attention.

The other early, Bob Gwin's 63 coupe with Martin Lindstrom in the passenger seat, made it to Litchfield but not the picnic site. The cam gear let go about 3 miles from the park cutting a gash in the oil pan. Bob called home to have the wife hook up the trailer to give the poor car a lift home. Bob has spare engines but it is still inconvenient. Kudos to the Misses. Us guys really do appreciate you Ladies. Thank you for being there.

There were three (3) late models at the picnic, each sporting a front air dam and modern radials.



President Jim Collier and wonderful wife Beulah arrived from Decatur in the 65 maroon coupe. The coupe was still in the shop for the last meeting, so it was good to see it out and about again.

Arriving from Bethalto was Richard and Ruth Boxdorfer, driving the other convertible at the picnic, a beautiful white 65 Corsa. The Corsa also has a Yenko style rear spoiler. I am not sure if that benefitted Richard or not on his drive home. Keeping the air out from under the car was the key in the high wind we experienced over the weekend.

Also arriving from the South, but further east, was Bill and Thelma Pierson. The red 65 coupe sounded good when it pulled into the parking area. The 65 coupe sports wider tires as well as the front air dam. The extra rubber may have been beneficial. Bill would have had to fight the wind at various time in both directions, to the picnic and home. However, if these late models drive and handle like my late models, the wind was far less a factor with the air dam then those without it.

The camaraderie was great amongst everyone from the two clubs. The weather held with the sun shining at times and the temperatures rising to the high 60s or low 70s. A beautiful day. The rain that fell was needed north south and in between so we did not complain. The Corvairs will wash up nicely when we get home.

The food rivaled the friendly folk. I think many started at the dessert table than weaved their way to the side dishes and the wonderful BBQ. I heard several mentioned they had sampled every dessert offered. Wow. There were a lot of great desserts from pumkin bars to apple slices with carmel to chocolate cake to cobblers (peach and raspberry) and and and I ate too much. I took a long walk when I got home to work off some of those extra calories.

Thanks to everyone who worked hard to make this picnic come together so seamlessly (to me anyway). It was a great day with great friends. I look forward to the next get together for more of the same. – PCCA meeting at the Rochester Community building with a rally to.....<oops almost gave away the end spot>



Hoosier Show and Swap Meet

Jim Allen took a first in the modified 1960-64 class, 61 Lakewood Wagon, modified 1960-64.

Richard took second the modified 1965-69 class, 65 Corsa Convertible.

Mike Hall took first in the 1960-64 closed class 62 Spyder Coupe

Larry Jahn took first in the 1960-64 open class. 63 Spyder Convertible

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 (kcvair@hotmail.com) Ken Clark

Great Plains Roundup

by Jim Allen, pictures by Dave Wilson

Bernie and I drove the Lakewood 660 miles to Edmund OK for the 2012 roundup. The event is held in late Sep. or early Oct. each year.

Last year it was in the Kansas City area. This year, Ok City area, next year, it will be in Wichita Kansas.

Our friends, and PCCA members, Dave Wilson, and his friend Doti from St Louis, were in attendance.

The hospitality room and registration did not open till Friday mid afternoon. So we were looking for something to do. The four of us drove to downtown Ok City. We visited the Oklahoma City federal building & Museum The site of the disaster on 7-19-1995. We spent half the morning, and most of the afternoon. It was a very emotional experience. If any of you get the chance to see what they have done to honor the 168 people that lost there lives, I recommend that you do.

Friday evening we entered the valve cover race. Pinky was not fast enough. I think the wheels need to be aligned.

Saturday was the car show. We had 59 Corvairs on a Walmart lot that was very close to the hotel. It was a peoples choice. There were some very nice cars. It was a cold & windy day. A good number of us spent time in Walmart at McDonalds with warm coffee. At noon the show was over.

After lunch, we left on a tour to Guthrie OK. A small historic town 15 miles north. There were lots of antique shops, and Quilting shops. We found a Chocolate - Coffee shop also.

That evening, we went to the Banquette in the Famous Rt 66 round barn. It was a good time, good food. We spent time with friends, and made some new ones.

Dave's 66 convertible won 2nd place in late open class. The Lakewood won 2nd place on the early closed class.

A good time was had by all. We will go to Witchita next year. It is a little closer.



From the **Heart of America Corvair Owners Association's VairCor** Newsletter, another fine article by Mike Dawson in his "Preventive Maintenance Series" this September 2012 Vaircor. Several locations in Central Illinois will rebuild the Corvair starter.

Corvair Starters. Mike Dawson, HACO A

The Corvair starter is essentially a standard GM starter from that era with a different nose and a longer drive assembly. It was designed with the potential for multiple rebuilds and the Corvair starter and drive train configuration eliminates the need for shimming to attain the correct meshing when cranking. If you are checking or performing service on a starter, the following items may be useful:



- The shop manual states that the Corvair starter is capable of 30 seconds of continuous cranking before overheating. That is a long time, considering that new car manuals state 10 seconds maximum. Our old starters are pretty tough.
- All Corvair starters are visually and mechanically identical (see next paragraph) with the exception of the 1960 model which has a different nose cone; it mounts the solenoid farther clockwise on the starter (viewed from the back). All of the other Corvair starters and rebuild parts are the same. If you are looking for a starter drive assembly, you will have to get one specifically for a Corvair; the standard GM drive assembly is shorter. O'Reilly lists one for Corvairs but it is a standard GM and it is too short.
- The Corvair starter for the Powerglide model has a rubber seal installed in the nose cone to protect the armature and brushes from unfiltered air that is forced around the torque converter for cooling. Nobody but a fanatical Corvair rebuilder will recognize this and I don't know of any vendor that offers that item (good used seals are possible). I assume most rebuilders don't think it is necessary since they never offer it. A minor item (?) but part of Corvair history.
- Replacement solenoids (made in China) are lighter in weight than original units and come with a shorter and lighter spring to compensate. If you use the new solenoid with the original spring, the solenoid may not be strong enough to pull in the starter drive. I found this out in the usual way. Used as a matched pair, the replacement solenoids and springs seem to work fine.
- The 1960-1961 shop manual shows an "assist spring" behind the starter drive assembly but if you check the 1965 manual you will notice the spring has disappeared from the exploded view. The spring is not necessary and if you install one it could very well cause the drive teeth to ding on the ring gear while the engine is running. The '60 & '61 manuals used an exploded view graphic from full size GM products which included the wrong nose cone as well as use of the spring. Some other pictures included the wrong drive assembly. Even in the '65 manual there is a picture with the wrong nose cone. Again, use no spring.

Car and Parts for Sale/Trade

For Sale: 1963 Corvair Bob Gwins car Truckloads extra parts engine damage 2000 for all. for sale till Thanksgiving call Bob at 217 233-8828

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: Now at Mike Hall's . A rotisserie that uses the assembly line mounting locations to secure the car may be borrowed upon request, and if it isn't currently being used. May be adaptable to an early model but it was built for a late model car. Mike's contact information is listed above.

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 Mike Meyer 618-259-1552

For Sale--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

Secretary Report PCCA Meeting

October 13, 2012

President Jim Collier called the meeting to order at 2:05 pm with the Pledge of Allegiance.

The secretary report was printed in the FlatSix, Motion made and seconded. motion carried. Tim Mahler gave the treasurer’s report that Larry Jahn provided. Income was \$16 donated by Brian Sellyer and \$22 from sell of a Fan belt tightening tool for a total of \$38. No expenses were reported. Checking account balance 10/18/2012 was \$1,525.54 with overall balances in all accounts at \$3,175.67. Motion to accept was made and seconded.. Motion carried.

Old Business. Jim Collier reminded everyone he has the manufactured belt tightner tool available for \$22 each. Contact Jim to reserve one. Jim reported he had 4 left at the time of the meeting.

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. The meal is buffet style and we need to choice 2 meats from a list of 6. A motion was made and seconded to have roast beef and chicken as the two meats. Motion passed. The topic then turned to the gift exchange and donation that PCCA has done for many years. A motion was made to continue the \$10 limit gift exchange and to bring a new unwrapped gift to be donated to the Sangamon county Toys for Tots campaign. The motion was seconded and passed unanimously.

New business: Jim Collier noted that nominations for 2013 officers needed to be completed at this meeting. Slated was Tim Mahler for president, Bob Gwin for Vice President. Jim Allen agreed to resign from the board to run for Treasurer. Thelma Mckensie volunteered to run for Secretary. Jim Collier then asked for volunteers for the board. Martin Linstrom, Dick Moon and Mike Hall each volunteered. Thelma McKenzie noted the PCCA by-laws state that candidates run for either the one year or the two year position. Mike Hall volunteered to run for the two year position. Motion was made to close nominations, seconded and approved.

Final note of action was president Jim Collier appointing Bernie Allen to fill the remaining term of Jim Allen. Per by-laws, the board will need to affirm this appointment.

A discussion was held concerning the CORSA board minutes which indicated Springfield had placed a bid for the 2014 convention. The bid was not a PCCA chapter bid but a concept that CORSA would conduct the convention with Springfield point of contacts, the Crown Plaza would have been the host hotel. At the time of the CORSA board meeting, no bids for 2014 had been received. Since that time, two bids have been received. One of those is expected to be accepted. The CORSA board is discussing at the time of the PCCA meeting and may be known prior to the printing of the newsletter.

Dick Moon quickly went over the remaining PCCA events. November, PCCA will do a short road rally to a place with food. December will be the Christmas get-together at the Maguson. Dick mentioned he will discuss items with the new VP later to discuss ideas for programs in to 2013. Those with ideas may contact any officer with those thoughts.

Meetings was adjoined at 2:35pm. The 50/50 was won by a SMCC member whose name I did not catch.

MARCH 1, 2012

Prairie Capital Corvair Association (PCCA)

Membership Application

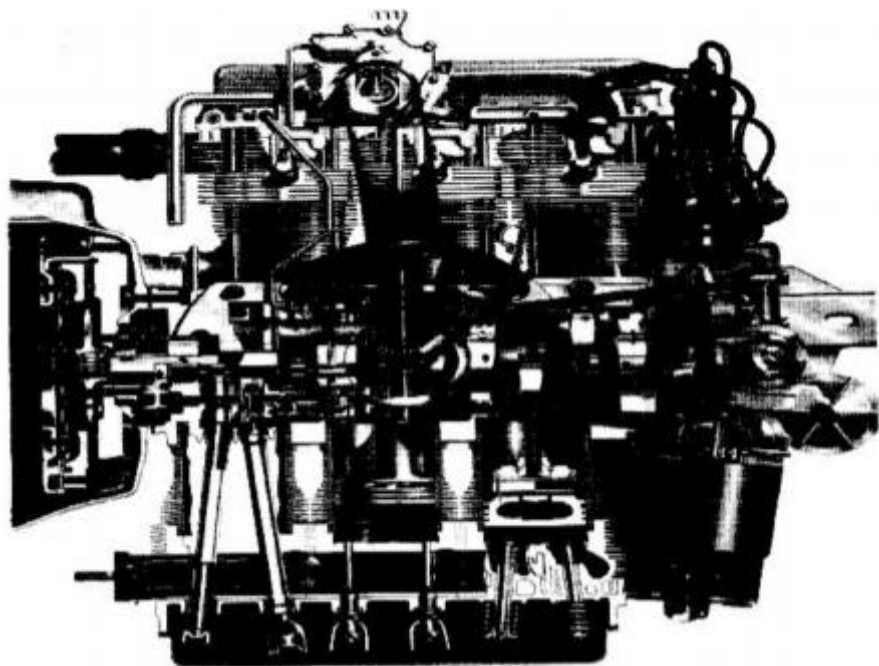
(Dues are for one year: Mar.-Feb.)

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, Hoopeston, IL 60942

The Flat Six



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