



Prairie Capital Corvair Association

P.O. Box 954
Springfield, Illinois 62705

The Flat Six

March 2014

2014 Officers

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Bud Laubach (2015)	(309) 374-2572	Mike Hall (2014)	(217) 483-5289

From the President

The groundhog saw his shadow and all 6 more of winter came in the next two weeks. Snow and very cold temperatures have been the norm. Spring is coming, Spring is coming. I figure if I keep telling myself that, spring will eventually arrive. All in due time, I suppose.

March is here. YEAH! PCCA once again will have it's collector's show. I really enjoy the collector's meeting. The stories that go with each collection is the best part. Shelby has a wonderful collection of Antique clothing sharing 2-4 select items each year. Thelma McKenzie as numerous interesting collections that are just fascinating to review. This is but two of the many collections, actually part of a collection, shown at past meetings.

Bringing one or two items from one collection works equally as well as bringing an entire set. Bring a part of your collection, even if you have brought it before. A new addition, something the group hasn't seen before. If it has been a few years, bring something we have seen before; PCCA has newer members who haven't seen those interesting functional toys of Garry Biggs (for instance). Besides, it has been a long winter, and I think I even forgotten what green grass looks like. I have almost forgotten about mowing, but not completely.

I hope we have a nice crowd in March, I have missed more meetings this year already than I think I have the last 2 or 3 years. I miss everyone. I see rain in the forecast and some warmer temperatures. I'm also eager to get a Corvair out of the driveway and onto salt free roads.



Happy Corvair-ing everyone.

Tim Mahler

Calendar of Events - 2014

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>

2014 Calendar

March 8 PCCA Meeting at the Rochester Community Building. 2-4 p.m.
Program: Collectors' show

March 8 11th annual Corvair Performance Workshop in Indianapolis.

April 12 PCCA Meeting at the Rochester Community Building. 2-4 p.m.

April 18-19 **Springfest hosted by Corvair Atlanta, Heart of Georgia Corvair Club, and Queen City Corvair Club at The Festhalle in Helen, Georgia** Hospitality Party, Concours, Peoples Choice, Valve Cover Races, Friday Auto Cross (1pm), Swap Meet, Awards Banquet Saturday, tech session, ladies and girls activities, drive around north Georgia, 50/50, raffle for prizes, Saturday Pancake breakfast and more

May PCCA expects to meet in the Pekin/Peoria area for what has become the annual northern picnic and Corvair Display. Recent years PCCA has been at the Mineral Springs park in Pekin. Arrangements are still being made at this time, so stay tuned for further developments.

June 14 PCCA Meeting at the Rochester Community Building. 2-4 p.m.

July 12,2014 Scheduled PCCA Meeting date, Rochester Community Building. 2-4 p.m.

July 21-25 **2014 CORSA International Convention, Tacoma Washington.** Hosted by Corvanatics with events centered around the LeMay Automobile Museum. Host hotel is Hotel Murano,\$109night
<Http://www.corvair.org/chapters/corvanatics/files/Convention/index.php>



August 11 Illinois State Fair, Corvair Display (Date is a Monday; also Senior Day)

September 6 Secretary of State Auto Show. Downtown Springfield, PCCA Meeting at the show

Sept 30-Oct 4 Great Plains Round-Up. Mini-convention. Branson Mo. Hosted by Heart of America Corvair Owners Assn HACOAs' 50th anniversary



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.

Auction News

Mecum Kansas City, Kansas City, Mo. Dec 5-7, 2013 as reported in OCW February 6, 2014
1964 Chevrolet Corvair 2 door convertible, 110hp, 4sp.. condition 4 \$ 6,500

National Corvette Museum Sinkhole

Stories details and pictures from the internet - one site I used was www.autoweek.com

On February 12, 2014, a sinkhole in the Corvette Museum's Skydome opened up and 8 historic Corvettes were dumped down the hole. The story spread across the internet news reporting services quickly. Thelma Mckenzie sent me the first link and shortly thereafter a picture. Newspapers and car magazines web sites have stories, details, pictures and video.

A short recap is presented here. The sinkhole developed overnight when the museum was closed. No one was injured. This is good news. The 8 Corvettes will be restored by Chevrolet, once, and if, they can be retrieved from the sinkhole; also good news. The restoration will take place at the Michigan Mechanical Assembly facility, where the GM Heritage Collection resides. The cars should be in good hands. Offers from Corvette Enthusiasts are also being made to help find and obtain needed parts.

The sinkhole has grown to 40 feet across and 25 to 30 feet deep. Motion detectors activated the security cameras. The video of the actual collapse are now posted on various web sites along with the pictures, both before and after the collapse. By the time you read this, photos and reports of the recovery, and museum repairs should also be posted.

The Corvette museum is preparing to celebrate its 20th anniversary this August. Big doings are in the works, including the grand opening of a new nearby MotorSports Park, where sinkholes were found and dealt with during construction.

Sink holes in Kentucky apparently are common. Unlike in central Illinois where sinkholes are the result of decades of coal mining, these sinkholes are naturally occurring. Western Kentucky is cave country, the home of Mammoth Cave National Park, the largest known cave system in the world. Sinkholes pop up constantly in these parts, usually caused by ground water eroding underground limestone over many years, forming a void underneath the surface of the earth.

Eventually, the soil that was above the dissolving limestone has nothing to support it anymore, and it collapses the sink holes in Kentucky are the result of underground water erosion of the limestone.

Back in fall 2009, CORSA, with the help of the local CORSA Chapter exhibited 10 Corvairs in the museum in honor of the Corvair's 50th anniversary. PCCA took a trip to the museum to see the exhibit in the fall of that year. Rob Lander's 65 Fitch Sprint was part of the exhibit as was the SMCC cut-away engine display. The exhibit was near the gift shop after the skydome display and would not have been impacted by this sinkhole.

The Corvette Museum was closed the day of the incident but opened the next day. Well, the museum was opened except for the SkyDome. The Skydome features the Corvette's Hall of Fame members on the walls. This includes GM and Chevrolet individuals also noted by Corvair enthusiasts, Ed Cole, Bill Mitchell, Don Yenke, John Fitch, and Larry Shinoda.



Photos From the 2009 Corvair Exhibit at the National Corvette Museum



The following update will appear in the April 2014 edition of the CORSA Communique. Written by PCCA's own Mike Hall who is on the CORSA/CPF Board and is currently serving as the CPF president.

Corvair Preservation Foundation Update

2014 has arrived with all of the bad weather and it seems like winter will not slow down this year for any of us. The winter weather has been far reaching this year, even to Texas and points south with colder than normal temperatures and precipitation to match. So, in the fall of '63 when the new 1964 Corvairs hit the streets, does anyone remember what the winter weather was like then? A few of us youngsters were in grade school and got to head to school in the snow and cold, many of our members were most likely driving to work in vehicles that did not have 4 wheel drive, Remote Start, or heated seats. At home, we were considered ready when we had snow tires on all the cars and bags of sand in the trunk, not to mention an extra shovel in the trunk as well. I have a '64 convertible that must have been a winter car as it had snow tires on it when I got it, and rust to make a believer out of road salt of the 60's in Central Illinois.

Let's fast forward to July and the Tacoma Convention site where we will be on the awesome grounds of the Lemay Museum for our Concours and Car Displays. We are celebrating the 50th anniversary of the 1964 models, and I am in hopes that we can have one of each 1964 model in our Anniversary Display. So, if you have an awesome 1964 model and would like to be in our Anniversary Display, please let me know at mrhvair@aol.com that you have a car or FC and would like your vehicle in the display. We will once again be offering the CPF Anniversary limited edition T-shirt at this convention.

The T-shirt is a great way to show your support for the Corvair Preservation Foundation, and this helps keep our exhibits maintained in the various locations where we have Corvair Displays. The CPF board has been actively seeking ways to promote and allow more of the wonderful memorabilia to be displayed in the limited locations that we are in today, with an eye on the future to expand our exhibit space for everyone to enjoy. Expanding our exhibit space is not a new topic, but where to do this is always the big question. Last year, while we were at the Gilmore Museum, we were able to have some brief discussions with the operating officers of the museum to perhaps turn one of the Gilmore Museum buildings into a Corvair Museum, and with the climate controlled building in which every car brand has their most valuable documents and artifacts, this location might just be what we have been looking for.

We are a long way from being able to support such a venture, as having a building at the Gilmore requires a constant funding source, and we are not there yet. We would like to get everyone thinking about what we can do to preserve our great Corvair artifacts, some of which are stored in personal garages and basements where most of us cannot enjoy them. Our mission is to preserve our heritage, and we would like to work towards that goal. Please let us know your thoughts as this is your club, and we want to preserve our great history. Thanks for your consideration!

February Meeting

By Bob Gwin with pictures by Shelby Berta

Garry Biggs decided to team up with Bill Berta for the final program for the history of the club. They chose a very interesting way of continuing on; letting the club members give their “story” of their history of the Corvair. This gave all present the opportunity to get to know each other better.

Garry began with a recap of some of the things the early club did and encouraged the body to incorporate more activities; actually getting out in the public view with our Corvairs. He reminisced on some past events; including the first picnic at Lincoln’s New Salem.

Mike Hall became a member in the first year of the club. He began with his white 64 convertible; fill’er with oil and check the gas. Garry then emphasized that when the club began we drove the cars. Mike is still the owner of that car.

Garry related that he had a Corvette on order but was delays in receiving it. While he was in the dealership checking on it he saw a little red Corvair convertible and decided to buy it to drive for a couple of years. Sue relayed the story by saying that she and Garry were dating at the time and if he got the car. Garry told her he did it was a red convertible. When he arrived Sue said where’s the Corvette?

Garry’s dad and uncle were both Mechanics; his dad tried to discourage Garry from buying it but his uncle said he would help him with problems that he might encounter. Bill mentioned that at least 2 members (Garry Biggs and Larry Jahn) bought their Corvairs new and still have them.

Bill Pierson related he was working at a Chevrolet dealership that provided him a vehicle. After losing employment he didn’t have a car. He knew his brother in law had a Corvair for sale. Bill said he had been badmouthing that car for years. Even though it had no floorboards and smoked; Bill said he realized he liked the car.

Bill then said he seen an add in the paper: 63 Corvette convertible \$200; Bill didn’t want to miss out on that so he responded quickly, but it wasn’t a Corvette; as a matter of fact it didn’t even run. That was the first Corvair I ever overhauled

Bill and Shelby Berta both wanted a Corvair; and bought a 60 Corvair. They were highly impressed with the economy. They drove from Springfield to Denver and back for \$30 worth of gas. In 65 they bought an Impala SS. Shelby wanted another Corvair Bill suggested they get a convertible. They got a blue 64; they had this car when the club formed. They just recently got rid of it; Jim Allen mentioning that part of it is still on the road; Bill’s crankshaft is in his engine.

Bob Gwin was 17 when he bought his first Corvair a 62 Red coupe. He found out they will run about 10 minutes without a belt. That was the end of that; but seen an add in the wheels and deals from a guy named Gary; a member of the club and told me about the club. That’s when he got interested in the club; unfortunately he no longer has the car.

Jim Allen next gave his story. Jim bought a 60 sedan that wouldn’t start in the winter. He found it to have a bad coil. In 63 he began to work at a Chev dealership and informed them he didn’t mind working on Corvairs. So they gave him training in Corvairs.

Glen Rittenhouse contacted Jim when he found out he had a Corvair and invited him to the



meeting, Jim accepted. The meeting was held at Tim's house; and they had a tech session. Bill Shelby remembered this and also encouraged Jim to join the club.

Larry Jahn's then related his story. He had taken a small trip around the mountains of Tenn in a 62 coupe. He bought his convertible Spyder and courted his wife in it. One day a guy told him that if he would join Corsa he would give him a wire wheel cover noticing that he had one missing. Larry joined Corsa and then PCCA. Shelby then related the story of her and Bill's '60 4 door. Her story was featured in the Corsa Communique.

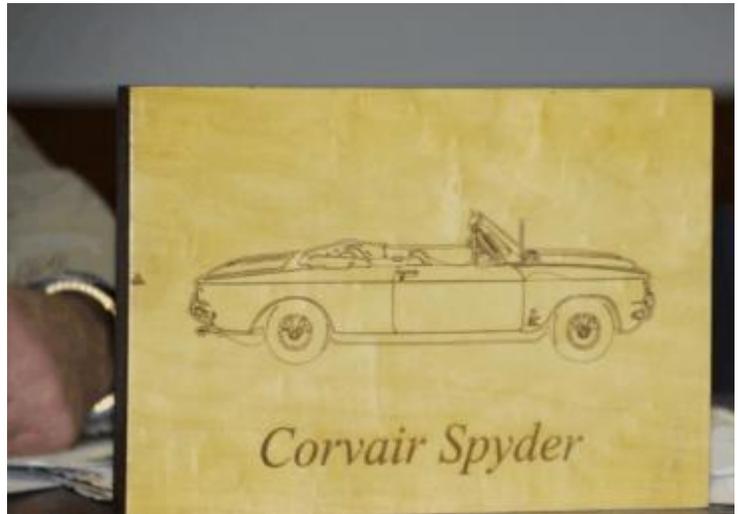
Garry then related the journey of a man who loved his Corvair that wanted air and the problems he had in getting it installed.

Thelma McKenzie assisted by her husband Jerry then relayed the ownership of their 64 convertible. She was the 3rd 5th and 7th owner of her car. They purchased a wagon in 67 or 8 that had holes in the floorboard her second car; first station wagon they drove that till 71. Thelma told Jerry she wanted a Corvair convertible and they found the one she wanted. She said she was the 3rd owner. After owning it for several years they sold it; after a while he wanted to sell it so they bought it back. Then they received a call from him saying their little boy missed the car; so they sold it back to him.

The conversation turned toward winter driving and many comments were made concerning the superiority of the Corvair in snowy slick streets. Many commented on this. Also about the ram air of the vents that help us that don't have air. This led to a large discussion of tires, gearing, and wheels. Garry talked about some of the kind people you meet with Corvairs. He related how a small garage really helped them while they were on vacation and lost a rear wheel bearing. The Chevrolet garage couldn't get to it but this small garage came to their aid, without robbing him. Wonder if that could still happen today?

Rhona Hall gave her experience. She was taking swimming lessons when she was 5. They needed a ride to the lessons; they were able to secure a ride in a 60 red Corvair; she thought it was a fun little car. She told how she walked past the dealership where that car was bought; and the man would come out and say hey where you boy's goin? Rhona said she set him straight; she told him we ain't boys, were girls.

All in all it was a very entertaining and enjoyable day!



PCCA Annual Collector's Show

Bring your collection – or at least part of your collection – to the annual PCCA Collector's show. Toys, Corvair related or otherwise, Hats, quilts, model airplanes, Pogo. The what is less important than just sharing. This is a very fun meeting as it lets everyone see what makes us tick. Meeting date is March 8, 2014, the general business mtg starts at 2:00pm. Refreshments served after the meeting then a walk around the room to hear everyone's story.



Editor Notes: With Spring nigh upon us in Central Illinois, many PCCA members will be able to get our Corvairs out again. Early in the driving season, having heat, especially the defroster, is important. March and April can still be quite nippy. Worse, it can be quite wet. The lower shrouds also help keep all that “instant” cooling off the hot Corvair heads. This is important for two reasons. The sudden cooling could lead to dislodging a valve seat, a very unpleasant thing, speaking from experience. And secondly, and likely more common, is when that water hits the hot heads, steam develops which could get blown through the defroster system onto your cool windshield, on the inside, instant “I can’t see” syndrome; a dangerous situation even if you are able to clear the windshield quickly. **The article, by Jim is quite good. It was found in the February 2014 edition of the VairForce, the newsletter of the Bay State Corvairs chapter.**

To SHROUD or NOT To SHROUD!

By Jim Bengiovanni

All Corvair engines came from the factory with the lower engine shrouds (LES) installed. Some may have had a “heater” delete option or in the case of some early models the heat was supplied by a trunk mounted gas heater, but all had the LES.

While you may not think you need to have the LES installed because you don’t need the heat/or defroster there are other reasons to consider having the shrouds in place and the thermostat/ bellows working properly. Your engine generates heat while running which is displaced by the cooling fan system driven by the fan belt in a properly operating setup. This also helps cool the oil by passing cool air over the oil cooler. Once the engine gets up to operating temperature the thermostat opens the LES doors to regulate the temperature. As cooler air is taken in the doors will constantly open and close slightly as needed to maintain the correct operating temperature. Should the thermostat fail, the door system is designed to stay in the full open position.

Without the LES system properly operating the engine will not get up to its optimum temperature (air around 200 degrees) that will give you a fast warm up and the best gas mileage. Also if the air is not heated sufficiently the oil may not get hot enough to “boil” away unburnt gases and condensation that build up in the engine. Oil temperatures may reach 300-350/ F in normal operation in your engine. Over time, low oil temperatures may contribute to sludge build up in the crankcase (oil pan).

I know that some people have fears that their car might overheat but how many of us in the Northeast have desert temperatures or race their cars? Even with these conditions the chances of your air-cooled engine overheating is pretty slim. My guess if it does overheat it is due to another problem, not with the design. A slipping fan belt would be one cause along with blockage from our friend Mr. Mouse who likes to build nests in our engines and cars.

The plus of having the LES along with all the hoses, ducts and blower motor installed and working properly is that you’ll have heat and a defroster when you run into those fall days. Wouldn’t it be nice to have a bit of heat to take the chill off when the need arises?

Keep in mind that this is my opinion and feelings, which may differ from you and other Corvair owners.



Car and Parts for Sale/Trade

AVAILABLE FOR FREE: Bill Pierson is cleaning his garage. Bill has lots of used parts available, mostly for earlyies, some late items Contact Bill to see if he has something you just gotta have. billpier39@yahoo.com

FOR SALE: LM coupe car cover. Made by the outfit which advertized in the Communique as "The car cover used by CPF" Used for 4 years to cover a racecar...10 years ago. Been on shelf since then. Light blue, good condition. US\$100. Call James Rice 309-347-6536 or ricebugg@comcast.net

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

The meeting was called to order by Vice President Bob Gwin at 2:00 PM in the Rochester Community Building's meeting room. Treasurer Jim Allen then led the members in the Pledge of Allegiance.

Standard Reports:

There being no additions or corrections, Bernie Allen moved the January 18, 2014 minutes be approved as published in the newsletter. Bill Berta seconded the motion. It passed unanimously. Secretary Thelma McKenzie reported there were some recent electronic Board discussions, but no action was taken. Topics included the appointed officers to be presented later in the meeting, program topics for the chapter meetings, whether to use the kitchen at future meetings and when to convene the next face-to-face Board meeting.

Treasurer Allen presented the Treasurer's Report. The chapter had \$3,771.05 in total funds. The checking account balance was \$3,756.05, and petty cash had \$15.00. Jerry McKenzie moved the Treasurer's Report be accepted. Larry Jahn seconded the motion. It passed unanimously.

Membership Chairman Dick Moon was absent, so there was no Membership Report.

Old Business: (None)

New Business:

Secretary McKenzie announced President Tim Mahler's choices for the appointed officers: Historian - Garry Biggs, Membership - Dick Moon, Newsletter Editor - Tim Mahler. She noted the Bylaws require the general membership to approve them. Garry Biggs moved the candidates be approved. Martin Lindstrom seconded the motion. It passed unanimously..

2014 Meetings and Events: Vice President Gwin announced the following dates:

- March 8 Chapter Meeting, Rochester - Collectors' show; Allens will provide refreshments
- March 8 Corvair Performance Workshop, Indianapolis, IN (Tentative date)
- April 12 Chapter Meeting, Rochester - Program to be decided
- April 18-19 Springfest, Helen, GA
- May 10 Chapter Meeting, Pekin/Peoria - Car display and picnic
- June 14 Chapter Meeting, Rochester - Program to be decided
- July 12 Chapter Meeting, Rochester - Program to be decided
- July 21-25 CORSA Convention, Tacoma, WA
- August 11 Chapter Meeting, Illinois State Fair - Corvair Display (Date is a Monday; also Senior Day)
- September 6 Chapter Meeting, Springfield - Secretary of State Antique Vehicle Show
- Sept. 30 - Oct. 4 Great Plains Round-Up, Branson, MO - Mini-convention

Other events of interest to chapter members were mentioned: Springfield's Ansar Shrine Car Show in July. Yorkville's Orphan Auto Picnic and the DACC Homecoming in August, the Newport, IN Hill Climb the first weekend in October, a large car show at Morris, IL the second weekend in October.

Bill Berta said he would like to see programs that included getting out in our Corvairs. He could get details for one such activity for April: a collection of airplanes at the Taylorville airport, lunch and meeting, then a private automobile collection. A return trip to the Chevrolet Museum in Decatur was mentioned for June; Bob Gwin said he would look into that.

Other Announcements: (None)

Adjournment:

Jerry McKenzie moved the meeting be adjourned. Bernie Allen seconded the motion. It passed unanimously. The meeting was adjourned at 2:41 PM.

Respectfully submitted,

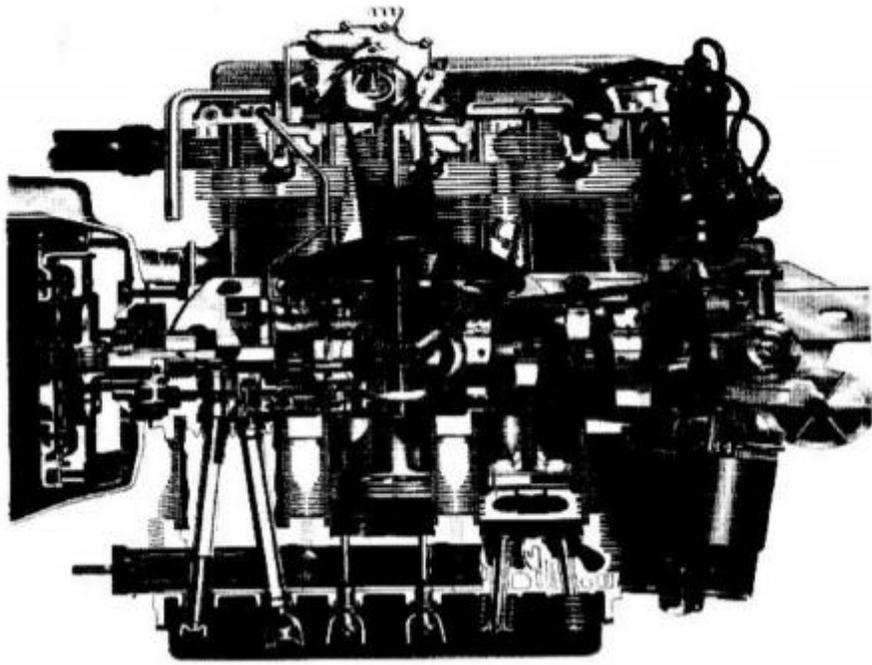
Thelma McKenzie

Thelma McKenzie, Secretary



After the meeting: Mike Hall won the 50/50 drawing.

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