



Prairie Capital Corvair Association

**P.O. Box 954
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The Flat Six

August 2014

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From the President

Galaxy Bingo took over a sizable portion of the Chevrolet Hall of Fame museum but there was still plenty to see. CPF still has 5999 on exhibit displayed proudly amongst all the other Chevrolets from various eras along the east wall. The west wall is devoted mostly to Corvettes and the Indy 500. The latter because of Chevrolets prominence as the Indy 500 pace car.

The CORSA International Convention is going on in Tacoma Washington as I write. The host chapter is a special interest group - a national chapter. The LeMay Auto Museum is the host location which is featured in both Old Cars Weekly and Hemmings Classic Cars. The former announcing that "Masters of Mustang" will be a feature exhibit to celebrate the 50th anniversary of the Mustang (a car at least partially inspired by the Corvair). The latter mention was because LeMay is very active in supporting Collector Car enthusiasts, hosting shows, interactive exhibits and even involving a local technical institute for training on automotive mechanics - on what else - but LeMay's collection.

The convention will be over by the time I mail the newsletter, I get a few news flashes even as I write this. CORSA is still looking for a location for 2016 because no chapter has placed a bid. CORSA may opt to do something similar to this year. National host this time CORSA, and local volunteers to run it. Chicagoland may even be asked to come to the rescue, once again. This is all conjecture as nothing has been finalized but there are efforts being made by volunteers. I should have more news at the August meeting.

For PCCA, the next big event is the August meeting at the Illinois State Fair. 10-12 Corvairs usually participate. PCCA does need to arrive together under the leadership of Mike Hall. This makes getting through the gates and to the parking area (by the Ethnic Village) much easier.

Meanwhile, I am enjoying the various weather patterns that is the summer of 2014. A few days of upper 80s, low 90s and humidity in the 60-80% range, a few days of 70s and low humidity feels wuite brisk but also very refreshing. Who needs to travel when the weather changes this much staying put?

See everyone at the fair. Should be another great day

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

August 11 Illinois State Fair, Corvair Display (Date is a Monday; also Senior Day)
Meet at the Steak and Shake on North Dirksen Parkway, Will depart for the fair at 8:30
From I-55 take exit 100 towards the State Fair, Right at the first light, Steak and Shake is
at the second light on the Left, actually just before if traffic is light.
Arrive early to eat breakfast at the restaurant.

Grandstand attraction on August 11 is Million Dollar Quartet. It begins at 7 pm and is FREE!!

September 6 Secretary of State Auto Show. Downtown Springfield
around the new state Capital
PCCA Meeting at the show. Bring lawn chairs. Organizers
hoped to know about more open restaurants, downtown
Springfield has good eateries, just not usually open on
Saturdays. To park together, we will need to meet before
going downtown, last year we met at the South Sixth
Street Super Walmart off I-55 exit 93 (6th Street exit)
ready to depart for the show at 8:00 am.



Sept 19,20 48th Annual Hoosier Auto Show and Swap Meet. Marion County Fairgrounds,
Indianapolis, IN. Mail Entries, Banquet to Phil Riddle, 8165 E 725 N, Brownsburg IN
46112. Friday night Welcome party, Swap meet Friday and Saturday, Car show Saturday.

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



October 11 SMCC & PCCA Joint Picnic at Lake Yaeger, Litchfield.

November 8 **PCCA Meeting at the Rochester Community Building.**
2-4 p.m. program: Bob Gwin has lead on an interesting
presentation.

December 13 Christmas get together. 1:30pm Location Round
Table Café, 102 E Park St. Taylorville Initial
information: Entrees selected were Roast Beef, Walleye,
Chicken Breast, Roast Turkey and dressing, Breaded
Tenderloin. Cost: \$9.99 plus drink, tax and gratuity. Every
entrée is served with soup or salad, potato, dinner roll,
vegetable and dessert.



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.

PCCA meets in Decatur at the Chevrolet Hall of Fame Museum

First set of photos cutesy of Shelby Berta.

The CORSA Convention month always seems to lower the attendance at the chapter meeting, at least it seems that way. July is also vacation month, try to keep up with yard month and car shows and other summer activities galore month. Nonetheless, we still had a good size crowd touring the Chevrolet Hall of Fame Museum. The museum assistance was unaware of PCCA's attendance and was taken a bit aback by the larger than usual Saturday morning crowd.

The museum has seen a few changes since PCCA's last visit. The biggest would be the smaller area being used for the museum itself. The area behind the (still closed) restaurant has been converted into the Galaxy Bingo Hall. Although bad for the display area, overall it is good for the museum as I am sure the bingo hall helps with the monthly cash flow. It is hard to operate a museum solely as a museum without some kind of subsidy.

I don't think the number of display exhibits nor the number of vehicles on display was reduced by a great number. The vehicles were just packed into a smaller area. The biggest disadvantage of that smaller footprint was trying to get an interesting photo of just one car or part of one car. The museum still had plenty of items of interest to make the trip worthwhile.

A brief tour: As you enter the museum, the Corvettes dominate the first two rows of vehicles. Chevrolet has been making Corvettes for a long time. I don't recollect any from current production by there were Corvettes from the mid 50s onward including several Indy 500 pace car Corvettes.

The Indy 500 is the other item that is preeminent in the first part of the museum. Chevrolet has paced the Indy 500 numerous times and thus is quite connected to that annual, long running race. The exhibits include many past and current posters, souvenirs and other memorabilia from the Indy 500 along the outside wall.

On the back wall is a display case(s) of a GM parts store. GM branded products, still in their original packaging, Mr Goodwrench and other items reflecting a 60s/70s era GM parts store were neatly arranged. Behind the parts counter were numerous models and other trinkets related to the aftermarket parts supply business as they relate to Chevrolet.

On the front wall were the display cases holding what seems like hundreds of model Chevrolets including dealer demos and kits. All the walls had various Chevrolet dealership signs, banners and other Chevrolet advertisements. You really have to remember to look up every once and a while to see everything in the museum. I forgot to do that a few times, I know.



The East wing of the museum held various Chevrolets from different time periods from the twenties to relatively current models. Possibly fewer than previous visits but still a good selection of very nice Chevrolets.

The Corvair Preservation Foundation has its 1969 Corvair #5999 on exhibit amongst these other fine cars. 5999 is the last known Corvair produced by Chevrolet that still exists. It is well maintained looking quite sharp in its place of honor at the museum. It is good to see it on display as opposed to being stored somewhere.

Members, with help from the museum assistant opening the back doors, walked next door to the Mexican Cuisine restaurant for lunch. The staff at the restaurant was able to accommodate the group nicely and everyone seems to have had a good meal – the portions were ample enough, I did see a few take-home for lunch another day boxes.

After lunch, President Tim held a brief meeting in the snack area of the Bingo area (the closed restaurant). There really wasn't much business to be done. The most exciting part was the introduction of new PCCA members Mike and Billie Kelley. The couple have 8 Corvairs with the latest acquisition driven to the museum – a very nice green coupe. Welcome aboard Mike, Billie.

After the meeting, several members ventured back into the museum area. As I indicated earlier, it was easy to miss something making a second or even third walk through worth while. Something different, new was bound to reveal itself on each pass.

Final note: three other Corvairs were in the parking lot making for a total of 4, all late model Corvairs. Jerry and Thelma McKenzie's 65 gray four door, James and Beulah Collier's 65 maroon coupe and Tim Mahler's 66 red coupe with the Fitch Sprint top. It was a very pleasant day, leading to several conversations, as usual, being held outside amongst the Corvairs. A good day for a nice drive to Decatur to visit with PCCA friends, indeed.

Next up: A day at the fair, the Illinois State fair to be precise. Monday, August 11, 2014. PCCA will meet at the Steak and Shake on North Dirksen Parkway across the street from the Super Walmart. Will depart for the fairgrounds, as a group, at 8:30 am. Arrive early if you plan to eat breakfast at the restaurant (good service and good food).



Rte.66 Chain of Rocks Bridge Tour

story by Ruth Boxdorfer, Pictures cutesy of Ruth Boxdorfer and Shelby Berta

The tour started at the old Chain of Rocks bridge on the Missouri side of the Mississippi with (11) Corvairs. Everyone there showed up for the experience of having crossed one of America's old Rte 66 icons. We even got to cross back over it - take more pics (even by professionals) at a different angle. Hopefully a tape of this event will become available at a later date.

We are finally on our way. Even with only 11 cars, the stop light at the canal took awhile for all to get across. All managed to get up on 270 and then back down with no problem. The problem came later! Part of us got across the train tracks and part didn't. It seemed like he started up to get a better look at all of us. I, for one, thought that was one of the longest trains ever... Due to this delay, we made a pit stop at the Flying J to use their facilities.

So, on to the Edwardsville SONIC. By now we were all hungry and thirsty. After eating a bite, no one seemed to be in a hurry, so we all visited with one another. During this time - several members were interviewed to tell their story about the car they had and what got them interested in Corvairs.

We are now headed to the Pink Elephant. After looking around inside for awhile, we decided to go get some ice cream at the little outside stand. While enjoying this treat - former members, Mike & Marsha Meyers stopped by to show us 2 Corvairs he had just purchased and tell us about his plans for them. We spent a lot of time here just "chatting" and enjoying the nice breeze, so decided to save the Mother Jones monument for another time.

Each headed home from here after saying they had a really "good" time.



Rte.66 Chain of Rocks Bridge Tour

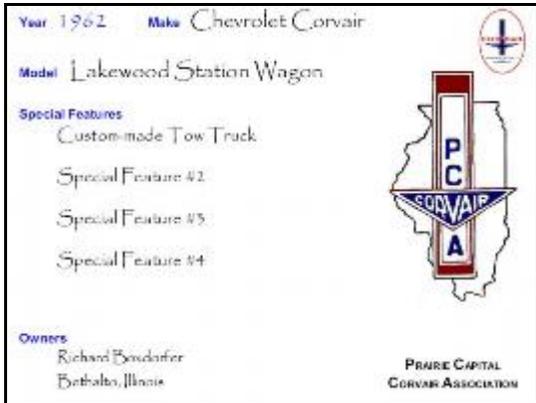
more photos - by Shelby (and Bill) Berta



PCCA Window Information Cards

PCCA members are encouraged to display window information cards on all Corvairs. These are a benefit included with chapter membership. A sample is shown. If you don't Thelma McKenzie will create and print on heavy paper a window card suitable for lamination that can be displayed with each of your Corvairs.

For each window card requested, the following information is needed: Year, Model, Special features, Owner(s) - Name(s) and City, State Send your information to Thelma McKenzie at T7McKenzie@Comcast.net For those online, Thelma will send a PDF file for approval before printing. The cards themselves are free. If the cards need to be mailed, Thelma will charge actual postage. Lamination is an extra cost, Thelma is able to get this done, at cost.



Larry Jahn and Grand kids Win Best of Show

Larry Jahn won Best of Show at Paxton 4th of July Car show. There were 75 trophies awarded in 25 classes plus Best GM, Mopar, and Ford awards. Larry had plenty of help with Grandson Reed (Detailer), and Granddaughter Corinne (cheerleader) for this event.



Show-Me Corvair Club 40th Anniversary Party!

This year will mark the 40th anniversary of the Show Me Corvair Club. The reunion will be held Saturday, August 16th at Chuck-A-Burger on St. Charles Rock Road starting at 4PM. All past, present and possible future members of Show-Me Corvair Club are invited to join in the fun. You can purchase your favorite burger, meet and greet old friends and maybe make some new friends too. SMCC was founded in 1974.

The Chuck-a-Burger is located at 9025 St Charles Rock Road in St Louis. The proprietor has promised ample parking for all the Corvairs in attendance as well as any modern modes of transportation. PLEASE RSVP by August 13, 2014 by phone or email to:

Tom James, Secretary, SMCC, phone: 314-846-6150. Email: tjandchris@att.net. SMCC current mailing address is Show-Me Corvair Club, 2554 Baltural Dr, St Louis, MO 63129

40th Anniversary T-Shirts may be ordered, in advance, for a cost of \$10 each. Send your size and check for the number of shirts you want to Tom at the above address. MUST ORDER by JULY 28, 2014.

This is promising to be a grand event for SMCC with plenty of current and past members in attendance plus lots of nice (and daily driver type) Corvairs in attendance.

Car and Parts for Sale/Trade

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

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

Auction News

Auctions America Spring Auburn, Auburn, IN, May 8-10, 2014 as reported in OCW July 31, 2014

1964 Chevrolet Monza Spyder, 2 door coupe, 150hp, 4sp.	condition 3	\$ 7,250
1965 Chevrolet Corvair Monza, 2 door coupe, 95hp, PG	condition 3	\$ 7,750

Gas Attack

By Eric Schakel, Rocky Mountain Corsa

spotted in the March 2014 issue of "Vegas Vairs Vision" newsletter of Vegas Vairs.

As Corvair owners, many of us remember driving up to gas pumps and telling the uniformed person who appeared to service our cars, "Fill it up with ethyl." You might have called it "high-test" instead, or perhaps "premium", but you didn't worry about the stability of your gasoline, the particular seasonal blend, or the ethanol content. Never mind the fact that you didn't even have to pump the gas yourself...

The clock has shifted forward a few decades, and we personally fuel our cars with volatile, lead-free gasoline that is typically 10% ethanol, and (if the ethanol companies and EPA are successful) may soon be 15% ethanol. The auto manufacturers have long since moved away from reinforced rubber fuel and emission hoses, now preferring blended nylon/PTFE hose for the very high pressures modern fuel injection systems employ. Metal fittings, when used, are typically specified in stainless steel by GM.

Corvairs are much simpler, which is probably why we don't flambé a couple each month: With fuel going to either one sidedraft Carter, two Rochester H, or four Rochesters at 4-5 pounds per square inch, the mechanical load on the fuel lines is quite low. And thankfully, General Motors equipped our Corvairs with metal fuel lines, exposing only small connections of rubber hose to modern gasoline blends.

But those connections are going to be trouble at some point. It's also possible a previous owner replaced lengths of metal line with rubber hose on your pride and joy - flex hose eases installation of electric fuel pumps, and makes it a snap to replace corroded or crushed OEM metal lines. Even the highest quality flexible hoses of the last century will have a limited life with today's fuels.

Fuel Injection Hose to the Rescue!

Fortunately, the Society of Automotive Engineers (SAE) has developed new low pressure fuel hose standards. To ensure your Corvair's flexible fuel lines will survive, request hose marked SAE J30R7, or SAE J30R9. The J30R7 hose is rated to 50 PSI, not approved for fuel injection. J30R9 is a fuel injection hose, rated to 100 PSI, and may be more likely to be in stock at a local parts store. Either will be compatible with ethanol-blended gasoline, and may be referred to as "fuel injection hose" or "barrier hose" by the counter person.

It's a System, Not Just Lines

When replacing your flexible fuel hoses, take extra care to ensure a leak-free system. The special polymer inner lining of the new SAE-rated hoses is very thin, so take extra care not to damage the interior during installation. Also, outer layers may be traditional rubber blends, perhaps coated with Hypalon for additional protection. So, while the inside of your new SAE-rated hose resists ethanol-blend fuels, the exterior does not!

Why does the exterior matter, you may ask? Your author experienced a J30R9 hose failure in less than three months: The exterior rubber cracked and disintegrated from the outside due to gasoline saturation from a leaking fuel filter. The seal between the two metal halves of the Fram filter had dissolved, possibly from ethanol exposure, allowing fuel to seep from the filter body.

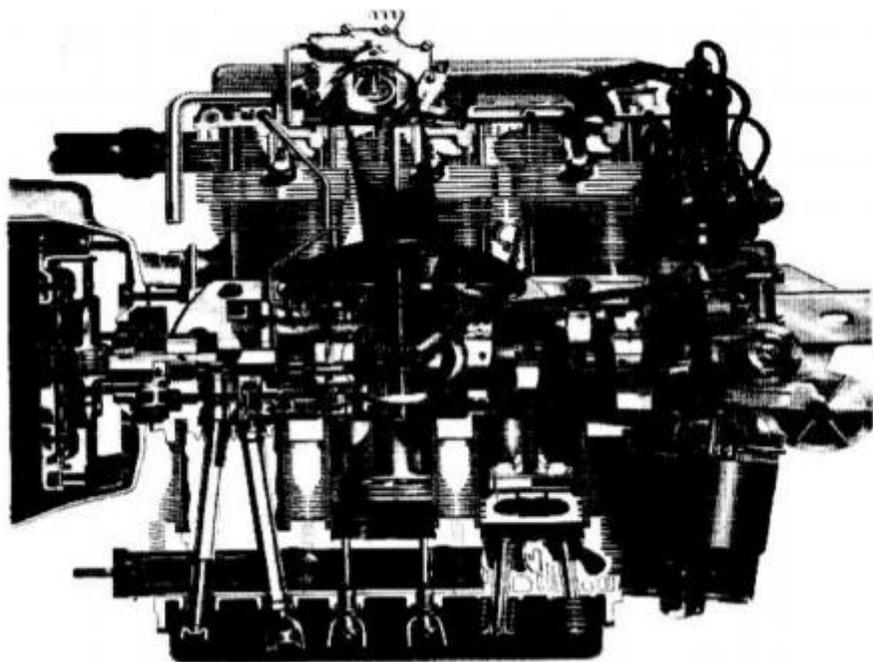
If you are still using a Corvair mechanical fuel pump, you either have a pump that has been rebuilt with ethanol tolerant diaphragms, or you will be purchasing one soon if you drive the car regularly. Ethanol affects every component of the fuel system, so don't take anything for granted.

To enjoy your Corvair safely, keep an eye (and nose!) on the fuel system. It takes a little more awareness and care to get the right stuff for ethanol-laced modern gas, but it's out there and ready to keep your Corvair alive for another half-century.



Gulf opened the first gas station in Pittsburgh in 1913

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