

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

December 2024

2024 Officers

President -Tim Mahler	(217) 793-3824	Vice-President Jim Allen	(309) 361-5351
Secretary-vacant	(Call Tim)	Treasurer-Glen Rittenhouse	(309) 472-3882
Membership-Chris Hall	(217) 691-6529	Historian/Inventory - vacant	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

Board of Directors

Mike Hall (2024)	(217) 494-7105	Chris Hall (2024)	(217) 691-6529
Jim Collier (2024)	(217) 972-2285	Brian Nicholson (2025)	(217) 891-0808

From the Prez

The elections are over – the general elections AND PCCA elections. Phew. I'll stick to car club topics because this is a car club – Besides, on occasion, our cars, even our beloved Corvairs, provide us with enough agony. My 66 is behaving itself since I replaced the electric fuel pump, the brakes are working just fine (and brakes are important), and the engine work Jim Allen did a few years back has the car humming hither and yon.

For PCCA, the top three officers remain the same for 2025, Jim Allen is VP, Glen Rittenhouse Treasurer. The Secretary position remains open. I note that its been open for the past two years. Tim or Mike or someone else takes notes. Good to go.

New to the Board of Directors for 2025 is Shelby Berta, replacing “retiring” Mike Hall. Chris Hall and Jim Collier were re-elected and Brian is on his second year of his 2 year term.

Decemeber has PCCA meeting at the MCL Cafeteria in Springfield, on west Wabash avenue. Toys for Tots is optional, and we will forgo the gift exchange. That doesn't mean you cant bring a gift for another member, it just means we aren't doing it as a program. It can be fun, but finding inexpensive but fun items is just getting harder every year. He says as he looks around his office wondering if he could re-gift this that or the other thing.

The program idea for January has to wait until the possible presenter gets back from sunny and warm Florida so we can ask him if he's interested. That said, Tim is looking for someone to present a program for January – or a good lead for a program. March will also likely need a fresh program. Anyone?



Five PCCA members at the meeting. Beaulah, Bernie, Jim Collier, Tom Tucker and Jim Allen.

Happy Holidays and Happy Corvair-ing Tim

Calendar of Events - 2024

PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>



Directions to the CPF Corvair Museum near Glenarm Illinois. Take exit 88 from I-55, from either direction, head west – turn right if you are traveling south on I-55, left if traveling north. Follow the road as it curves to the left, south. Go straight at the stop light (turning right takes you to Chatham). The Museum is 1.3 miles from the stop light on the right hand side – just past the Double J campgrounds.

- November 9, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm
- December 14, 2024 **PCCA Christmas get together, luncheon. MCL Springfield.** Located at 2151 Wabash 1:00pm til 4? Directions: Take the IL4, Veterans Pkwy exit off I-72 and head North (right). Turn right at the intersection with White Oaks Mall (Wabash) Turn LEFT at the first light AFTER the mall. There is a left turn lane.
- January 11, 2025 PCCA board meeting. Corvair Musuem. 1:30-2:00 pm
January 11, 2025 PCCA Anniversary month. January marks PCCAs 48th year
PCCA Meeting 2:00-4:00 pm.
LOCATION: the CPF Nationa Corvair Museum in Glenarm
- March 8, 2025 **PCCA Meeting 2:00-4:00 pm.**
LOCATION: the CPF Nationa Corvair Museum in Glenarm
- May 10, 2025 **PCCA Meeting 2:00-4:00 pm.**
LOCATION: the CPF Nationa Corvair Museum in Glenarm

For more Corvair Events Check the calendar on the CORSA Web site: www.corvair.org

Restaurant for Christmas Party: MCL in Springfield on Wabash Avenue. Private room, 1:00pm



Optional: Toys for Tots. Bring an unwrap toy for tots to the meeting or drop one (or more) at a local Toys for Tots drop box in your area. Great program to make a child's Christmas all the merrier. It is also a nice way to continue to shop for kids when they have grown too old for toys (never, the editor grew up and still lives in Never-Never Land).

PCCA November Meeting

PCCA returned to the National Corvair Museum for its November meeting. It was a pleasant day temperature wise, but rain was in the air. And it was a bit breezy resulting in everyone choosing to drive a modern car. Mike did have Corvairs inside the museum on loan. That counts, right?

The meeting was brief with the main topic being the Elections – discussed elsewhere. Tim brought refreshments – homemade cookies, hot chocolate chocolate chip and apple butter snickerdoodles and some VERY rich homemade brownies. Tim thanks his sister for those yummys.

Speaking on Corvairs on loan to the Museum, Paul Drake has lent his Stage I Corvair Stinger. It is a nice example of a Stinger by Don Yenko and Yenko Chevrolet. Being a 1966, it is white with a blue stripe. I didn't peak under the hood but it should have a 140hp motor with the usual stage I engine modifications. Yenko officially offered Stage I, II, III and IV versions, each with increasing HP ratings and some other performance options. Later a Stage V version was offered that was illegal for SCCA racing but offered a stated 250hp engine for the person wanting the ultimate horsepower for off street driving.

STAGE I

160 horsepower.
Recommended for street use or for the customer who wishes to do his own high performance preparation.
Dual master cylinder brake system.
Fiberglas engine deck lid with spoiler, incorporating functional, adjustable air scoops.
Fiberglas rear pillar landau panels.
Stinger trim, including Stinger emblems, with color key painting and de-chrome customizing.
Tuned exhaust headers.
Seven quart finned aluminum oil pan.
M-400 Moraine connecting rod and main bearings.
Tuft-trided crankshaft.
Calibrated carburetors with modified linkage.
Steel pack mufflers with chromed tail-pipes.
Crankcase ventilator.
Chrome air cleaners (4).
Constant tension belt retainer.
Vinyl trimmed dash.
Rear compartment paneling. Heater and defroster.
3.89 rear axle ratio.

Full Chevrolet Warranty.

\$3,450.00

STAGE II

190 horsepower.
Includes: All Stage I specifications.
Full instrument package.
Turn-cut-out carburetors.
10 to 1 compression engine.
\$3,950.00

STAGE III

220 horsepower.
Includes: All Stage I specifications.
Full instrument package.
Turn-cut-out carburetors.
10.5 to 1 compression engine.
"40 over" pistons.
Rally Stripes.
Wood steering wheel.

\$4,350.00

STAGE IV


240 horsepower
Includes: Same as Stage III but lightened, stripped and fully SCCA equipped for D Production (DP) competition.
Complete price depends on extras ordered Base
\$5000.00

STANDARD EQUIPMENT FOR STAGES II, III, AND IV MAY BE ORDERED AS OPTIONS ON LESSER STAGES.

In January of 1966, Yenko announced the availability of a Stage V version of the Stinger, modified to 176 cubic inch displacement and individual ram fuel injection. This 250 horsepower combination was illegal for SCCA racing and was recommended for the customer interested in ultimate horsepower for off-street driving.

Tim visited Gary Aube’s website – www.corvaircorsa.com for the information on the Yenko. The site does not appear to have been updated recently but the information is still quite useful. The Yenko specifications and other information is also available in the “Corvaire Decade” by Tony Fiore (p133). There is also an section in the “Corvaire Affair” by Mike Knepper.



 Yenko Sportscars, Inc. Dealer To Whom Delivered ALAN GREEN CHEVROLET SEATTLE, WA.	
Make: YENKO STINGER MK I	Final Assembly Point: Cannonsburg, Pennsylvania
Vehicle 107376W131614	
Identification #YS 052	
Manufacturer's Suggested Retail Price: (Includes Federal Excise Tax & Suggested Dealer Delivery & Handling Charge)	3272 05
Model: Coupe	
Destination Charge (special promotion)	39 50
Subtotal	3311 55
Manufacturer's Suggested Retail Delivered Prices on Options and Accessories Installed on the Vehicle by the Manufacturer	
heater & defroster	70 70
PB AM Radio	57 40
Deluxe Seat Belts	10 55
Special Metallic Brakes	79 45
3.89 to 1 rear axle ratio	10 00
Stage I equipment, includes:	
4 Speed transmission, positraction, dual master cylinder, 7 qt. oil pan, exhaust headers, special air cleaners, belt tensioner, special suspension and steering	160 horsepower
Subtotal	228 10
Factory Installed Options And Accessories	
Total Amount (Does not include dealer installed options or accessories, state or local taxes or license fees)	\$ 3539 65



2025 PCCA Election Results

There were no great surprises or upsets in this year's PCCA elections. Tim, Jim and Glen remain the primary officers of the club. We welcome Shelby Berta to the Board of Directors along with Jim Collier, Chris Hall and Brian Nicholson.

The By-law Change to bi-monthly meetings passed. This also wasn't very surprising with the lower attendance and lack of new programs. December is the Christmas get-together, and January is still the first meeting of the year, at least for 2025. March will be the next meeting. The board and membership will discuss further at the January meeting as we try to map out the year's activities.

The Newsletter editor has promised to continue publishing a monthly newsletter. The number of pages may vary a bit depending on article submissions and other club activities. Regardless, a newsletter will be sent every month, roughly on the same time schedule as the past 27 years.



Neta Moon donated many of hers and Dick's Corvair memorabilia. Jim Allen "raffled" them off to the club members present at the meeting. I think everyone got two items – coffee cups, jackets, shirts, wall art. Thanks Neta and Jim (for handling the items)

Ten Year Ago in the November PCCA newsletter

The business meeting – and preceding board meeting took up most of the newsletter. Why? Well, the November 2014 meeting was the meeting PCCA voted to host the 2016 CORSA Convention. Tim notes that contrary to the fears that the convention might cause conflicts amongst club members and having enough helpers would be difficult. The 2016 was a VERY GOOD Convention. Problems, yes, but the club survived nicely. There were 4 Corvairs driven to that November meeting event though it was chilly outside. Bill Pierson's Softball history program was deferred because Bill had a conflict – it was still HS football season (playoffs) and his son in law was coaching one of the teams.



Also in the newsletter was a article about Ralph Nader visiting Clarks Corvair Parts in Shelbourne Falls. The article was published in the Green, Mass "Recorder" on November 8, 2014. Mr Nader was in the area as a presenter for a conference being held in the vicinity.

Corvair Preservation Foundation

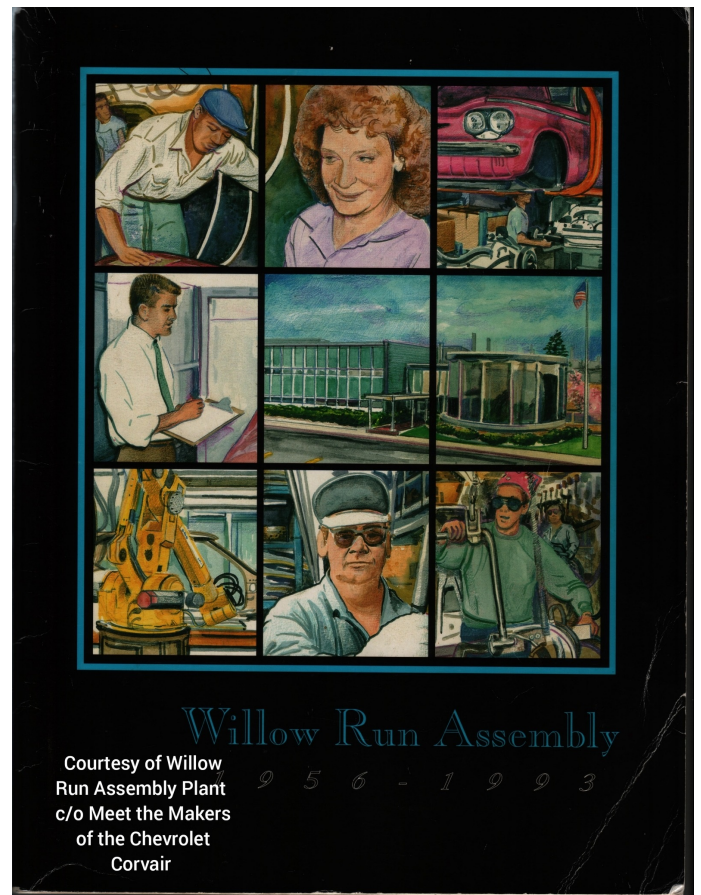
Posted to PCCA facebook page by Eva McGuire . Eva posted several pages from the booklet, I only captured a few of those pages to share here. I may revisit in the future as space allows.

*10 RARELY SEEN CORVAIR PAGE PHOTOS from the 100 page booklet that was given to the employees at the closing of the Willow Run Assembly Plant, Ypsilanti, Michigan, in 1993. I'm only posting images that relate to the Corvair Assembly Days from 1959-1969. At the back of the book is a color fold out poster (16" x 11") showcasing all the vehicles produced at Willow Run from 1956-1993. The book itself commemorates all the years of vehicle production at this Ypsilanti Township facility including where most of our beloved Corvairs were built from 1959-1969 (image of Corvair top center of poster). Note - All 1969 Corvairs were built at Willow Run. Back in the day when the plant first opened, it was known as the "Corvair Plant." I'm fortunate to own a few of these hard to find booklets.

Eva "Corvair Lady" McGuire
 Creator/Corvair Historian
 Meet the Makers of the Chevrolet Corvair



Page 10 of the Willow Run Booklet depicting the Chevrolet Motor Division dedicated on May 18, 1960, with Corvair assembly photos. Although the booklet states May 18, 1960, as the opening/dedication day; I believe someone made a typo mistake as the plant opened in 1959 and the first Fisher Body shell that went over to Chevrolet for final assembly was on May 18, 1959. The first Corvair car was completed on July 7, 1959. If you'll notice on the top photo, there are two Corvairs on display in the Rotunda (Fishbowl) when the plant opened. It was known as the "Corvair Plant" during those days. (Photo courtesy of Willow Run Assembly Plant)



Cover page of Willow Run booklet depicting the history of vehicle production from 1956-1993.

Mike Dawson always has good tips for us Corvair folk. This article has useful information and is just a nice read. I borrowed the article from the archives on the HOACA website. This is number 129. And as always, I thank Mike for great tech tips.

The Preventive Maintenance Series

Mike Dawson

Things That Make Diagnosis Difficult

Recently I attended to a Corvair that arrived on a flatbed and would not stay running when started. It acted like there was a huge vacuum leak and after some inspection I found that the heads had been installed backwards. Since the heads are identical except for the balance tubes the correction for some folks is to use a rubber fuel line to connect the two heads by making two U turns and laying it across the front of the engine compartment. However, in this case the decision was made by the mechanic to just plug the two tubes with some type of soft rubber cap. The rubber was not fuel line grade so both caps disintegrated resulting in major vacuum leaks. I temporarily capped the tubes and the engine started and ran in what seemed like a reasonable manner. I did not take a test drive.

After completing several other maintenance and repair items I did make a good test drive and upon return encountered a rough idle and later a serious hot re-start problem. No amount of adjustment made any improvement, but looking down the carburetor throats I found no gas dripping from the venturi cluster after a fifteen minute wait so I ruled out a sunken float or leaking inlet valve. A compression check proved perfect and a scope check showed a good spark line but a lot of movement in the dwell angles; either a bad breaker plate or worn distributor cam. It turned out the plate was loose. The car had an aftermarket coil but it was an external resistor type and produced good spark. A breaker plate and new points should cure the dwell changes but the owner elected to have a Pertronix installed instead and agreed that a carburetor overhaul would also be in order due to the hot restart issue, one loose throttle shaft lever and one loose choke shaft lever.

After a total disassembly of the carburetors, cleaning, checking and replacing any questionable part I re-installed them, adding the Pertronix. I was ready for a second test drive. The engine started fine, ran on a fast idle and I was off for a trip out the highway and back. Upon return, the idle was smoother but now it misfired fairly regularly at idle. Letting it sit for 15 minutes produced a no start for way too long and it smoked when it did start, again indicating flooding.

Starting the diagnosis process again, it seemed I had two different problems, one continuing and one which had changed (the idle). Carefully checking plugs, wires cap and the Pertronix unit, I again checked the aftermarket coil's output, this time by watching the actual spark snapping from a plug wire I had removed. There was a distinct loss of a spark about every 2-3 seconds from that single wire. I checked the voltage to the coil and it was correct at about 5.5 volts and then I checked the coil resistance. Minimum resistance required by the Pertronix unit is 1.5; the non-GM coil on the car was only at 1.2. A quick change to an original GM 200 coil (2.0 ohms resistance) cured the erratic misfire at idle.

Back to the hot restart issue. During the carburetor overhaul I carefully checked the vapor vent operation, floats and inlet valves for any sign of something that would affect the hot restart. I did not find anything but anticipated the problem was cured. Wrong! The first hot restart after a 15 minute shutdown took over 10 seconds; it was obviously flooded, but no dripping from the venturi cluster. I removed both carburetors and could see excess gas on the insulator and gaskets on one side, finally a useful clue! Placing the suspect carburetor on a piece of white paper for 15 minutes illustrated the problem; fuel was leaking out of the bottom of the bowl below the throttle plate and getting into the intake manifold. I tried to spot the reason but gave up and replaced the bowl with another. A final test drive rewarded me with a good hot restart and I returned the car to its owner.

Later it took several attempts to discover what the issue was with the bowl. Finally I found gas leaking from both the idle port and the transition slot inside the throttle bore. There must be a casting defect somewhere in the drilled passage ways. I wonder if the car has had that issue its entire life! This winter I will find time to cut it up with my band saw and see if I can discover the flaw.

Early and correct diagnosis is the key to saving time and money when confronted with any kind of issue. There will never be an end to age related or human induced glitches in our chosen mechanical companions!



Mike Hall's 1965 red coupe and his 1962 red Spyder coupe are both available if you are looking to acquire a red Corvair. His blue corvairs are likely still available too. Mike has numerous Corvairs in Show condition, all drive able. Plus he probably has a few that need some TLC of one type or another.



Give Mike and call – work out a deal – and have fun playing with your new toy.

Parts For Sale

Most of you know that I sold my 61 Monza (Gary Biggs car). I have lots of parts that I need to sell. Some new, some used and some of Clarks parts. I do not have a list yet. Any one need parts give me a call. I also have some Corvair literature, parts books, Corvair related books and Communiques back to 1971. I would like to sell all at once. Call 618-534-2495 or email billpier39@yahoo.com



Glen Rittenhouse follows sales on Bring-a-trailer. Last month he spotted two Corvairs being Sold on the site.

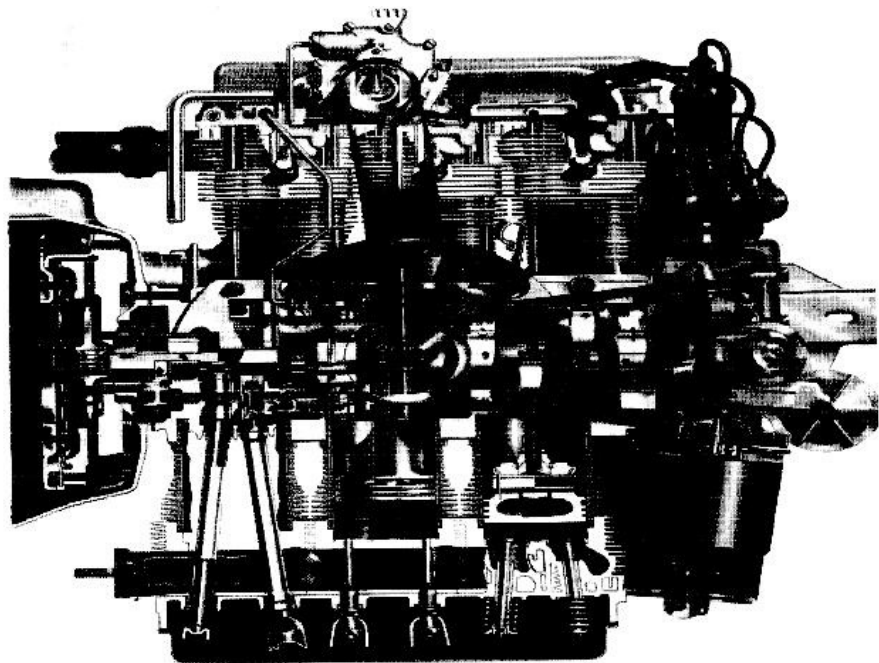


Good looking car with some minor issues, center dash a bit cluttered. 1966 Corvair Monza convertible sold for \$13,600



Nice car, shows great. Good price for buyer. 1964 Corvair Monza convertible, 4 speed. Sold for \$12,153

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