



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

January 2025

2025 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

Shelby Berta (2026)	(217) 361-7089	Chris Hall (2025)	(217) 691-6529
Jim Collier (2025)	(217) 972-2285	Brian Nicholson (2025)	(217) 891-0808

From the Prez

Happy New Year

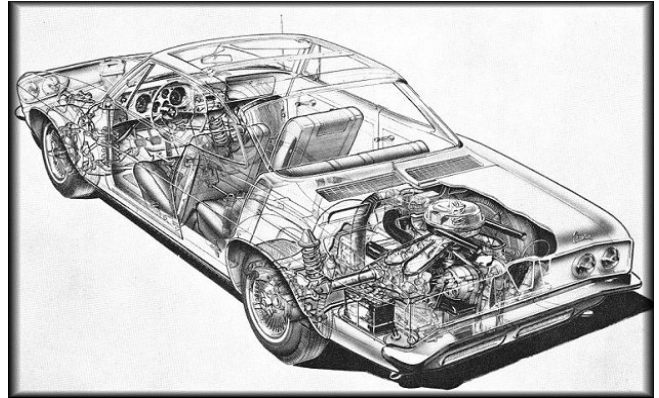
PCCA celebrates its 48th anniversary this month, January 2025. Just think, only two more years before we get to celebrate our golden anniversary. I think several of our members have already done that marriage wise. Wow.

2025 is the 60th anniversary of the 1965 Corvair Model year - the year Chevrolet introduced the all new 1965 styling. To help celebrate the 1965, I'll present some of the new for 1965 features at the January meeting. I'm sure the PCCA members in attendance will contribute some that I will have omitted. It seems I'm always learning something new about these little Corvair wonders.

I'm still working on programs for March and May, so if you have a suggestion or a presentation, please let me know. Please note that PCCA is attempting a reduced meeting schedule this year to see if that helps with attendance and program/presentations.

A summer or fall tour also could be on the agenda as an extra get together that isn't intended to replace any of the regular meeting dates. My current thought is something close to the Mississippi River but I'm easily persuaded to tour just about anywhere as long as it isn't cold.

And January, and even March, tends to be cold. So stay warm, Spring will be here soon enough with all the wondrous things spring brings, including driving our Corvairs.



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.

- January 11, 2025 PCCA board meeting. Corvair Musuem. 1:30-2:00 pm
January 11, 2025 PCCA Anniversary month. January marks PCCAs 48th year
Program: Introducing the 1965 Corvair
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
Program: ?
- May 10, 2025 **PCCA Meeting 2:00-4:00 pm.**
LOCATION: the CPF Nationa Corvair Museum in Glenarm

Editor will add the rest of the year after the January Board Meeting.

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

2025 CORSA Internation Convention News May 20-23rd, 2025.

Breaking news from Corsa:

Announcing San Luis Obispo, California is the new location of the 2025 CORSA International Convention. Due to the unexpected cancellation of our contract by the Radisson Hotel in Santa Maria, the convention host team has secured the Embassy Suites in San Luis Obispo for the same dates- **May 20-23rd, 2025.** San Luis Obispo is a historic town with unique shopping and many wineries in the area. Driving events will enjoy beautiful scenery along the coast and through the hills. Our new hotel offers wonderful amenities for our convention: Two room suites, free made to order breakfast, and an evening reception along with an indoor pool. It is centrally located with many restaurants and shops in the area. Additionally, more airlines and flights are available to this city. Hotel room prices are \$139 for a king and \$149 for a double suite, (prices not including taxes and fees.)

Note: Reservations previously made at the Radisson in Santa Maria will be canceled. The reservation link and information for the Embassy Suites hotel will be provided by email to members and on the CORSA Website shortly. More details about the schedule and events will be in the next Communique and posted to the website in January. Registration for the convention will open in February.

We are pleased to still be able to host the 2025 CORSA Convention, with all the events, in this beautiful area of the central coast of California. So, get those Corvairs ready for San Luis Obispo and make your travel plans. We are looking forward to seeing everyone there.
Questions? Contact the club office: (630) 403-5010

PCCA December Get Together

PCCA met at the MCL Cafeteria in Springfield for its annual Christmas get-together. The weather was playing games with attendees. Up north towards the Pekin/Peoria area, the day started with an icy/snowy mix which made travel difficult. It eventually turned to all rain but the early icy road condition was enough to convince you to stay home ... and safe.

Turnout was light – only 8 members made it for luncheon including the Glen and Rita Rittenhouse from the Pekin area. The rest were from below that icy/snowy line which seemed to follow I-74. Larry and Gloria Jahn were noted as the long distance travelers covering 145 miles. David Wilson came close driving north from Kirkwood MO. Mike Hall and Diane Osman were also present as was Tim Mahler. The rain on the plains kept the Corvairs in their garages.

Dinner was good. The conversation better.

Later, Tim announced the PCCA Enthusiasts of the year winners – Jim and Bealah Collier were the Male and Female winners this year. Coming in a close second was Mike Hall and Bernie Allen. Gift certificate were awarded the winners – Tim will have them at the January meeting.

Mike Hall presented Tim an appreciation gift certificate – the Card thanked Tim for his continued service to the Club as President, Newsletter Editor and Secretary. Tim greatly appreciated the thought and gift. May 2025 be another great year.

Later in the day, Tim realized he neglected to take any pictures. Bummer. So enjoy this picture of the St Louis assembly plant from 1961. The plant built Chevrolet trucks including the rampside and greenbrier plus several “conventional” Chevrolet automobiles. Four assembly lines in the same plant.



VERSATILE ST. LOUIS PLANT HAD VARIED OUTPUT

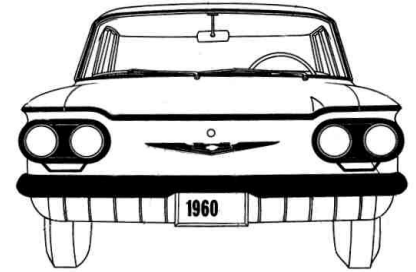
Here's a lineup of some representative 1961 products of the St. Louis plant -- one of the most versatile production facilities in the industry. Four separate assembly lines turned out the Corvette sports car, four models of the Corvair trucks, 20 models of conventional Chevrolet automobiles, and 183 models of conventional Chevrolet trucks.

Twenty Years Ago in the January PCCA newsletter

The editor needs to think twice about re-reading old newsletters. He almost decided to reprint the entire 2005 January issue versus just bits and pieces. Perhaps he might.

Below is Sue Biggs President's column from that issue. It seemed appropriate since it was New Year's resolutions. The #3 race car she alludes to, Tim sold at the Denver Convention. However, Sue (and Garry) were given rides in the car at various autocrosses. The MWSPTVM award still exists, aka, PCCA Enthusiast of the year.

Later in the issue that same issue, Bill Pierson wrote an article on how he became a PCCA member thanks to the great support and knowledge of PCCA members. I may re-print that article next month. I enjoyed re-reading the articles, I hope you do too.



From the January 2005 Flat Six – Sue Bigg's President Sez Column

Time for resolutions, so I wrote a few for you. I knew you were all too busy with your social schedules and your jobs and the like. Now pay attention, because you can't keep them if you forget what they are.

Resolutions for Corvair owners and Corvair lovers:

1. Involve a youthful person with your car.
2. Approach Bill Berta with an idea for a program. See if you can top his great ideas. Ladies, you too.
3. Drive to another PCCA member's house in your Corvair and both of you take your cars out on the road.. Get them going at a fair clip - they want to go fast occasionally. DO NOT do this with Tim. He has a race car. Enough said?
4. Take your spouse or companion or that young person from resolution#1 out for breakfast in your Corvair. This should make for great conversation wherever you stop to eat.
5. Take a couple of parts off your car - never more than two or you will be overwhelmed or forget where they came from - and get busy cleaning and polishing them. My rule is no spray painting in the house. None. Garry's rule is spray painting in the basement is certainly okay, preferably when I'm not home to smell the paint. His other rule is painting on the deck out back is okay if the weather gives him a break. Once he sprayed a car piece with primer while it leaned against a tree. If you want to see that, we can still point it out.
6. Read, or read again one of your Corvair books. Even the parts catalogs are more fun than anything on television.
7. Write your own history with Corvairs. Tim, or I, or even my daughter the writer might be willing to polish the story a bit to include it in the "Flat Six". Better to do this now, while you have most of your memory molecules intact.
8. Take your (grand)kids for a sunny January day ride in the Corvair. If we start them loving the experience when they are young.....gotta leave those cars to someone who will take care of them.
9. All by yourself, for no reason, just go sit in your car. Fun, isn't it?

I'll be looking forward to seeing you in January. With luck, the day will be sunny and it will be a fine day for a car ride. The member who supported the club the very most in 2004 will receive the coveted "Member Who Supported PCCA the Very Most" award. If you think it might be you, you better attend this meeting. Besides, it will be the first point meeting for the 2005 MWSPTVM award.

Happy New Year to everyone! Sue

Eva McGuire is concentrating her preservation efforts on her "Meet the Makers of the Chevrolet Corvair". She still posts some very unique snapshots of the Corvair history. This is from her December 13 post to the above Face Book page. Thanks Eva. These are great snap shots of the Corvair.

Meet the Makers of the Chevrolet Corvair

1963 Corvair 95 Rampside Camper - This is a very clean 1963 Rampside I saw at the 2018 Motor Muster show at The Henry Ford Museum's Greenfield Village in Dearborn, Michigan. Over the years, it has been showcased at many prestigious car shows including the Concours d'Elegance of America at the Inn at St. Johns. The owners were kind to allow me to take some rarely seen interior photos. Enjoy.

RAMPSIDE FUN FACTS: Corvair 95 Rampside were pick-up trucks that were designed for commercial use and were produced from 1961-1964. Each vehicle in this series consisted of a 95 inch wheelbase, forward control cabin, rear mounted air-cooled Corvair six cylinder engine with 80hp with a transmission base of 3 speed manual, or optional 4 speed manual or Powerglide automatic. They also had heater options; the direct air heater system or an available gas fired heater using fuel from the vehicle's gas tank (or both). Although these vehicles only had a 95 inch wheelbase; they had outstanding handling, maneuverability, and load carrying capability of 4,600GVW. Rampside (along with all other Corvair FC trucks) were built at the Flint, Michigan, and St. Louis, Missouri, plants.

Not to confuse anyone, there were two versions of the Corvair pick-up trucks:
RAMPSIDE.. Pickups with a side ramp and tailgate. This unique feature of a side ramp made it very useful to load and unload heavy cargo.

***LOADSIDE...** pickup truck with a rear tailgate with no ramp.

*Loadside are rare birds. They only were produced for two years (1961 = 2,475 units sold) and (1962 = 369 units). Since the Rampside encompassed 80% of sales, the Loadside was discontinued after 1962.

95 Rampside & 95 Loadside production numbers:

1961:	Rampside (10,787)	Loadside (2,475)
1962:	Rampside (4,102)	Loadside (369)
1963:	Rampside (2,046)	
1964:	Rampside (851)	

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

(Photos courtesy of Eva McGuire, production numbers from "The Corvair Decade" by Tony Fiore)



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 125. And as always, I thank Mike for great tech tips.

The Preventive Maintenance Series

Mike Dawson

FC Gas Tanks

Removing and replacing FC gas tanks is not explained well in the shop manual and although the instructions are amusing they are not helpful. The following steps that I used in a recent project may be helpful for those doing an FC tank for the first time.

Think ahead of time about parts: have at least all three hoses, clamps, and a sending unit seal. You might want to use anti-seize on nuts and bolts since you may need to take it out again in ten years.

Have the vehicle as high up as possible securely on jack stands.

Siphon the gas by using a length of ½” hose, a shop rag and an air gun to gently pressurize the tank until fuel flows. Or carefully use an electric fuel pump to empty it.

Remove the shifter if applicable.

Important: Use a marker to record the installed height of the tank against some area of the body. You will need this to know if the tank is installed completely. If you have a manual transmission and don't follow this step the shifter may not clear.

Remove the rubber fuel line on the passenger side of the tank at the steel line from the rear, and remove the screw & ground wire from the body just to the front and passenger side of the tank.

Remove the left front tire & wheel to make work on the filler neck easier.

Loosen the two outboard hose clamps, slide them towards the tank and remove the bolt securing the filler neck. Spray some lubricant on the neck where it will have to slide through the neck grommet towards the outside (the total distance is limited). Use a pry bar to pry against the vent pipe while at the same time use a hose removal tool to loosen up the two hoses until they clear the filler neck. In the event someone before you used hoses longer than necessary you may have to cut the two hoses with a hacksaw blade holder. No electric saw because of possible sparks. You can leave both hoses attached to the tank during removal if you have difficulty getting them off of their nipples.

Position a floor jack with a board about 6” from the bottom of the tank and loosen the two nuts on the retaining straps to the end of the threads. Wiggle the tank until it drops down and then remove the nuts. From the front of the tank, passenger side, feel the top where the sender fits and remove the sending unit wire plug. If you cannot reach it you may have to lower the tank until you have access.

The filler neck hoses will try to stop the tank removal so use a pry bar or big screwdriver to flatten them against the tank until the tank starts to move out.

For installation, hook up the proper length of hose to the sending unit and clip it to the side of the tank. Use duck tape if the clip is rusted away. Do not put the filler neck hoses on until the tank is back in. Insert the tank partially in to the vehicle and hook up the sender plug and lay the ground wire over the front of the tank. Be sure that the tank will not pinch the sending unit wire when fully installed.

Once the tank is installed back to where you indexed it and before you tighten the two retaining nuts, move the tank as far to the passenger side as it will go. This helps with the filler neck hose installation. Again check that the sending unit wire is not pinched by the tank.

Tighten the two nuts, attach the ground wire and hook up the rubber fuel line to the rear steel line.

Push the filler neck against the body grommet and measure from the bottom of the tank nipple to the end of the filler neck; it should be around 7”. Once the new hose is pushed on to the tank nipple it should be slightly difficult to clear the filler neck. Have the hose clamps positioned on the hoses as you install them.

Treat the vent tube in the same manner and use a little Vaseline to aid installation of the two hoses to the filler neck

Push the filler neck back in until you can line up the attaching bolt. I use a ¼” drive flex socket on a long ¼” extension to tighten all four hose clamps.

You're done!



Ok, it's neither a 1964 or 1965 nor Christmas. But it has all the elements of a New start for the New year, A 1960 Corvair with love (hearts) and of course all those healthy fruits.



From "Meet the Makers of the Chevrolet Corvair" Eva McGuire.
 Here's another favorite holiday photo folks like to see each year. Publicity photo of a brand new 1960 Corvair in front of V.V. Cooke Chevrolet Dealership in Louisville, Kentucky, during a very snowy winter of 1959/60 with its sales team doing a great job promoting this newly introduced air-cooled wonder. According to former dealership employee, Patrick Knight, Mr. Cooke, Sr. brought in his antique sleigh and hooked it up to the new Corvair and had the car pulling it all around town to demonstrate how good Corvair's traction was in the snow. What a visual and vairy clever sales technique! The only missing thing in this photo would be

having a dressed up Santa trading in his reindeer and putting him in the sleigh pulled by Corvair.

Check out the photo details... The sign being held by the gentleman sitting in the sleigh reads "Traded my horse for a Corvair" while the Corvair (full of passengers to showcase its roominess) is pulling the sleigh. This sales team was good at showing how well the Corvair was driving in snowy conditions. They still are! The other sign encourages customers to "Drive the Corvair today at V.V. Cooke."

By: Eva "Corvair Lady" McGuire, Historian/Creator, Meet the Makers of the Chevrolet Corvair (Photograph courtesy of V.V. Cooke with some information provided courtesy of Patrick Knight)

Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2025 thru December 31, 2025

Type of Membership Individual \$17
Family \$20 (2 adults at one address plus children under 18)
 Apply a \$5 discount for receiving the electronic version of the newsletter and other correspondence.
If joining after July 31, dues are: Individual \$8.50, Family \$10.00. If applicable, the discount is \$2.50.

Name _____ Spouse/ 2nd Adult _____

Street Address _____
City, ST ZIP _____

Home Phone _____ CORSA Membership ID _____
Cell Phone(s) _____ Spouse/ 2nd Adult _____

e-Mail Address(es) _____ Spouse/ 2nd Adult _____

Cars, Corvair and other _____

Other interests _____
PCCA strongly encourages membership in CORSA. Do you want/need information about CORSA? Y / N

Return the completed form and dues to: Glen Rittenhouse, PCCA Treasurer
1804 Columbus Dr, Pekin IL 61554
Please make checks payable to Prairie Capital Corvair Association or PCCA

Calling All PCCA Members! *Calling All PCCA members!*

The new year has begun and the annual ritual of renewing your PCCA membership is nigh. Please, if you haven't renewed your membership already (a few have), please plan to do so soon. The club needs you and your Corvair knowledge but mostly your enthusiasm for the Chevrolet Corvair.

PCCA meeting Notes for December 14, 2024

As is the tradition, there was no official meeting at the PCCA Get-together at the MCL Cafeteria. The food was very good, the members present excellent company. Icy road conditions/predictions limited attendance as did the usual holiday conflicts. 8 Members were present. January 11, 2025 will be the next regular PCCA meeting with a brief board meeting before the regular meeting. Tim



Brian Nicholson and Robert Landers at the Christmas party – 2005 !!



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. Btw: I heard at the Christmas get-together that Mike is expecting to take several of his Corvairs to the Meccum sale in Indy, 2025

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 three Corvairs listed on the site.



A no sale, bid to \$8,125. The Seller may have missed an opportunity

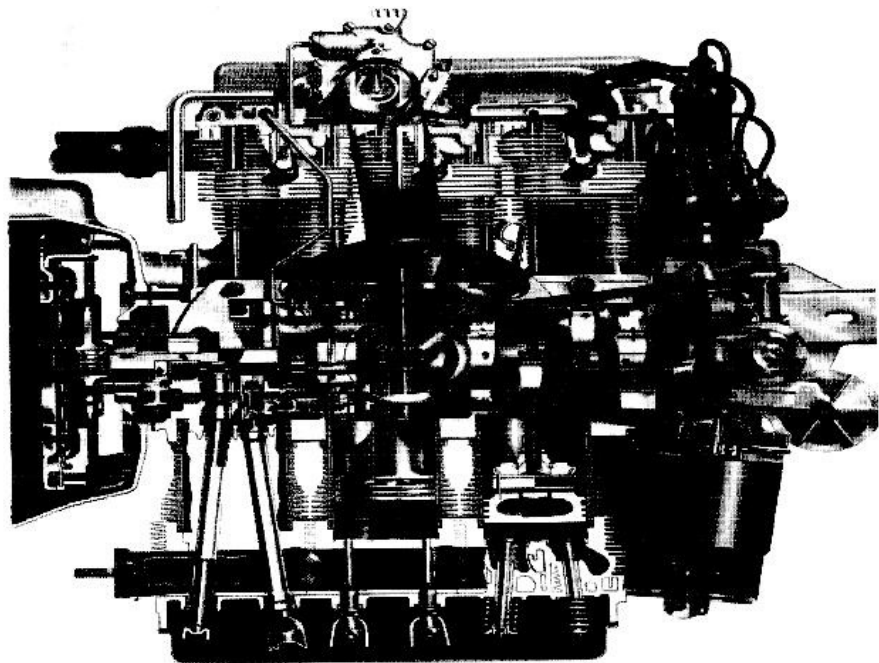


Another no sale, bid to \$9500 very nice car that should sell for more \$\$



1965 Monza coupe very nice car, good sale at \$19,000

The Flat Six



Prairie Capital Corvair Association



Prairie Capital
Corvair Association
P.O. Box 454
Pawnee, IL 62558