



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

July 2024

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From the Prez

Summer has definitely arrived. So much so that we are driving our Corvair Convertibles with the tops up to keep the simmering sun off are heads. Black interiors are nice in the winter, but I tend to lay a towel down on the seat before I drive. The sun tends to turn them into stove top burners. Ouch.

The excessive heat the last half of June provided caused me to cancel the June 22 Tour to Casey Illinois. I provided some pictures from the pre-tour I did back in May for you viewing pleasure. Rescheduling the tour for October is being considered – the great pumpkin patch should be open that time of year too, which would be a plus. But, you don't have to wait, you may visit on your own. I enjoyed the walk around town and then the stop at the Homestead Bakery just south of Athure.

July is the Detroit Homecoming, July 11-14. This is always a great Corvair event hosted by the Detroit Area Corvair Club. Check out there web site for more details.

After the Homecoming, is the CORSA international convention in Dayton Ohio, July 22-25. This year will also share the show field with the Impala Club which should double the old car enthusiast enjoyment of the convention. Events are separate events but will share the same show field. It's also unusual in the fact it doesn't have a weekend day as part of the convention schedule. The Air Force Museum is a premier museum. If you remotely like aviation, it's a must see.

Oh, by the way, because of the Homecoming and Convention covering much of the month of July, PCCA will NOT have a meeting in July. The next schedule meeting will be August 10, 2024 at the National Corvair Museum.



One way to keep Tim in one place – cage him

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.

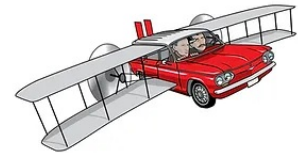


July 11-14, 2024 **DACC (Detroit) Homecoming - always a great event**
Wyndham Garden Ann Arbor 2900 Jackson Road Ann Arbor, MI

July 13, 2024 **PCCA Meeting Cancelled for July in favor of Homecoming and Convention**

2024 CORSA INTERNATIONAL CONVENTION Dayton Ohio

Monday 7/22- Welcome Party, Car Display and Valve Cover Racing!
Tuesday 7/23 - Concours d'Elegance during the day; Special evening event: "Dinner under the Wings" at the National Museum of the United States Air Force
Wednesday 7/24 - Econo Run and Road Rally
Thursday 7/25 - Autocross and Banquet



There is much more planned for your enjoyment and many local attractions to visit before and after the convention. Details on these attractions and information about the convention schedule on the CORSA site and in the Communique.

Hotel information: (Call the 1-937-223-1000 number, the 1-800 doesn't have the right information)
Marriott at the University of Dayton 1414 South Patterson Boulevard Dayton, Ohio 45409 1-937-223-1000
Room rate is \$142 per night. Mention The Corvair Society of America 2024 for special room rate.

This rate is available for Sunday thru Friday night reservations.

Go to the CORSA Web site to find the link to the hotel reservations page www.Corvair.org

August 10, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

September 7, 2024 **SOS Auto Show, downtown Springfield 8:00am to 3:30pm**
PCCA Meeting 1:00pm. At the show.

Sept 27-29 International RT 66 Mother Road Festival and Car Show. - Downtown Springfield
Friday night Cruise from Captial City Shopping to Downtown

Sept 27-29 Saturday - Main Car Show Day - Bands, Burn out contest, more (\$40 til 9-25)
Great Plains Corvair Round-up – Cruzin-54. Mid-Continent Corvair Assn
Host hotel: Red Roof Inn 6815 W Kellogg (US 54) Wichita KS 67209 877-843-7663

October 5, 2024 State Police Heritage Car Show

October 12, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

November 9, 2024 **PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum** in Glenarm

December 14, 2024 **PCCA Christmas get together, luncheon.** Need location and ideas, please.

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

June 22, 2024 – PCCA Tour to Casey Illinois

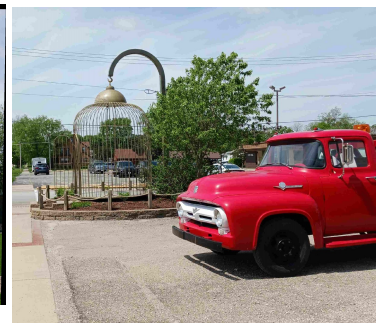
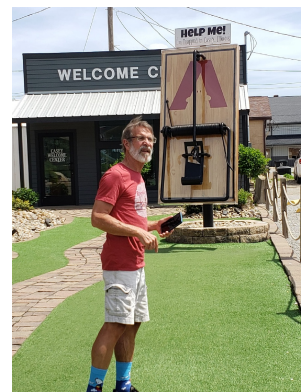
Dang heat wave. It was way too hot for a walk on concrete streets in the fun little town of Casey. So, tour guide Tim cancelled the tour. Will investigate doing it in October when temps are bound to be cooler with the added benefit the pumpkin patch in Arthur should be open for business as well as the excellent bakery.

Meanwhile - to whet your appetite for Big things in a little town - I decided to showcase a few photos of the big things in Casey. Most of the pictures were taken by my sister, Debbie Sparling, a couple by me. Interesting, neither of us took a picture of the largest teeter totter – which is big enough to hold half the town, an exaggeration, but it was big.

Casey is known for all kinds of “Big” things in a little town. Biggest rocking chair, Biggest Bat, Biggest mailbox. Casey is also the home of the Illinois Softball Hall of Fame, and museum. Debbie and I started at the Museum which had AC, even in May it was quite warm. The museum is worth the visit just for the stories and artifacts collected. Plus, I found the plaque honoring PCCA member Bill Pierson - “one of the best defensive catchers in Illinois ASA history”.

If you opt to go solo - consider one of the many local eateries in town - or visit Moonshine for a Moonshine burger (must go before 12:30 because the store closes promptly at that time, no ifs, ands or buts). Or visit the Oil Field store north on highway 49, it is said to have good food too. Neither were on the agenda for the Casey tour,

but that doesn't mean you couldn't make the side trip to enjoy the quaintness of these tiny burgs.



At the softball hall of fame, a catchers mitt supported by 3 bats



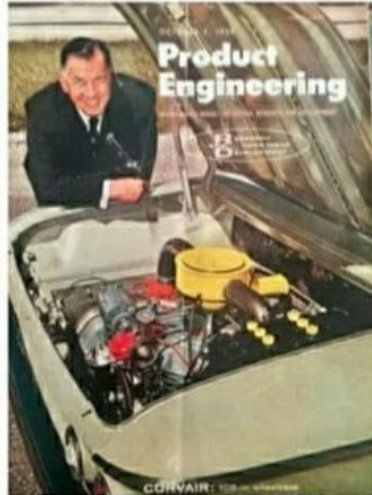
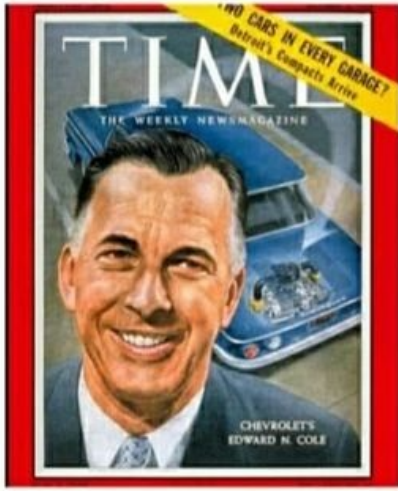
Not big, just Ice Cream !!



Meet the Makers of the Chevrolet Corvair

Eva McGuire

Edward N. Cole



"Father of the Corvair"

Wishing all dads a Happy Father's Day this Sunday (June 16th). What better way to honor this day than to celebrate our #1 Corvair Maker...Mr. Edward N. Cole, former President of General Motors who is legendarily known as the "Father of the Corvair." Mr. Cole was Vairly involved in the development of GM's new compact car as he was the driving force in getting this air-cooled wonder into production.

The creation of the Corvair played out Mr. Cole's famous motto of "Kick the hell out of the status quo," and he definitely scored in that regard when it came to this unique vehicle. It was one of his most proud accomplishments. Ed Cole's inspiration and influence to develop the Corvair engine was partly based on his own personal pursuits of being a private airplane pilot during the early 1950's where he logged many hours on a Continental powered small aircraft. During this same time frame, he was working on military projects as Senior Engineer at Cadillac in 1950 and assigned to make a light weight military tank that would involve another Continental, horizontally opposed, flat six engine. These engines made a great impression on him that would

set the stage when time came for Mr. Cole to have the final say on what power unit would be chosen for the light weight compact air-cooled vehicle.

The Corvair was manufactured by Chevrolet for model years 1960-1969 with approximately 1.8 million total vehicles produced, having two generation car styles with a variety of models, and Forward Control series window passenger/commercial panel vans, and pickup trucks. Showcasing some groundbreaking engineering qualities of being the first American designed, mass produced passenger vehicle with a rear-mounted, horizontally opposed, flat six cylinder, aluminum air-cooled engine, integrated transaxle, 4-wheel independent suspension, GM's first unibody car construction, and factory turbo-charging. (The 1962 Corvair Spyder and Oldsmobile F-85 Jetfire were America's 1st vehicles offering factory turbo-charging).

We applaud all the talented Makers who had a hand in the design, engineering, and production of the Chevrolet Corvair. however, Ed Cole will forever be the one person that will go down in history as the visionary who got this one of a kind air-cooled wonder into production for many generations of automotive enthusiasts to appreciate and enjoy. We respectfully salute Ed Cole, Father of the Corvair.

The National Corvair Museum is proud to have on display an oil painting of Mr. Cole which was gifted to the Corvair Preservation Foundation by Mr. Cole's widow, Dollie Cole.

By: Eva "Corvair Lady" McGuire
Creator, Meet the Makers of the Chevrolet Corvair
Historian for Corvair Preservation Foundation & National Corvair Museum
Ed Cole Picture Collage also done by Eva McGuire

Brief career background of Ed Cole (info. courtesy of Automotive Hall of Fame):

- Ed Cole's early ambition was to become a lawyer and he attended Grand Rapids Junior College to prepare for a legal career. However, his interest turned to cars following a summer job with Hayes Body Corporation. He enrolled at General Motors Institute in Flint, Michigan in 1930, where he excelled so strongly that he was pulled out of classes before graduation and assigned to a special engineering project at Cadillac.
- Cole became Cadillac's head design engineer in 1943 and was responsible for U.S. Army light tanks and combat vehicles. Following WWII, he was made Cadillac's chief engineer and was an important part of the team that developed Cadillac's 331 cubic inch V8.
- Became Chief Engineer of Chevrolet in 1952 and later named General Manager of the brand where he was tasked to develop light weight, low cost to V8 engines with the famous Chevy Small Block V8, which for the next 50 years reigned supreme as America's most significant automotive engine design. Ed Cole is also known as the "Father of the Chevrolet small block V8." While Chief Engineer, he was very involved in the development of the rear engine, air-cooled Corvair, Corvette sports car, and GM's rotary engine.
- In 1961, he left Chevy to become GM Group Vice President where he pushed for numerous major engineering and design advancements to their car and truck lines.
- Promoted to Executive Vice President of GM in 1965 and became President/CEO of General Motors in 1967 until his retirement in 1974, ending his 44 year career. At the time of his retirement, Cole held 18 separate patents, one of which was for catalytic converters.
- After retiring from GM, Cole became chairman and CEO of Checker Motor Corporation. In May 1977, he was flying his private plane to the company's headquarters to oversee a redesign of the company's taxis when he crashed near Kalamazoo, Michigan, killing him instantly. Mr. Cole was inducted into the Automotive Hall of Fame the same year of his death (May 1977).

(Collage courtesy of Eva McGuire; Photos courtesy of GM, Time Magazine and other media sources 61324/6422)

Glen Rittenhouse follows "bringatrailer.com" results and has reported these over the last month. (6)



1963 Monza Sedan sold for \$9,800. Very nice car



1966 Monza Convertible was a no sale at \$8,000



This very nice 1966 Corsa convertible sold for \$25,000



1964 Monza coupe was a no sale at \$6,550. Wheels make it look like a 500



1963 Monza convertible was a no sale at \$5,100. Some rust may be why



1965 Corsa convertible sold for a respectable \$14,500

Mike Dawson always has good tips for us Corvair folk. This is a novel fix for a trouble spot on turbo Carburetors. I borrowed the article from the archives on the HOACA website under tech articles. This is number 188. Thanks Mike.

The Preventive Maintenance Series

Mike Dawson

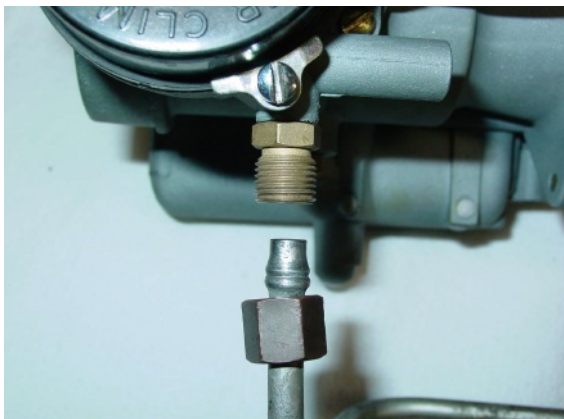
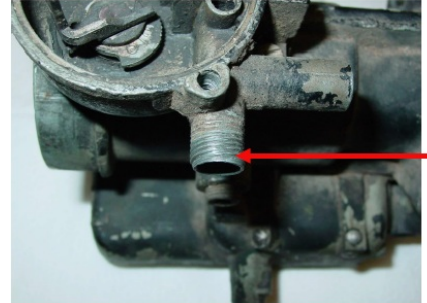
Turbo Carburetor Repair

Turbo carburetors have several weak points in the castings, including the topic for this article; stripped threads on the choke heater connection.

The Carter YH carburetor used on all Corvair turbo cars circulates heat from the turbocharger base through a steel tube to the choke housing. If care is not taken when reattaching the tube to the housing after service work the soft threads of the housing can be damaged to the extent that a good seal is no longer possible. Use of a thread file can sometimes be effective if you were the one that caused the problem and stopped trying to wrench the nut on before serious damage occurred. I have found several that were either crushed into an oval or had the threads crossed. If you have one that needs repair, the following short, effective fix may be useful.

Cut off the threaded part of the casting at the end of the threads and drill the hole to 9/32". Then follow up with a 5/16-24 tap. Carefully clean out chips that could freeze up the choke piston.

This is a brass fitting assembly that you can use just the union body to replace the bad casting that you removed. The small end threads into the newly created threaded hole and the large end has the same threads and size as the choke heat tube. Order the part with the exact two line nomenclature above.



This is the finished project, it almost looks stock!

This article was posted to MAC'S MOTOR CITY GARAGE on July 20, 2022. With the latest photos on facebook of a Corvair next to a Tesla Cybertruck. It seemed like a worthwhile reprint here. Tim

Secrets of the 1966 GM Electrovair, an EV Pioneer

GM's Electrovair II sprang from an earlier experiment known as Electrovair I, which was limited in success, but it apparently demonstrated enough potential to trigger a second attempt. While Electrovair I was based on a first-generation Chevrolet Corvair sedan, Electrovair II was built around a second-generation Corvair—a mildly customized '66 four-door hardtop in Marina Blue.

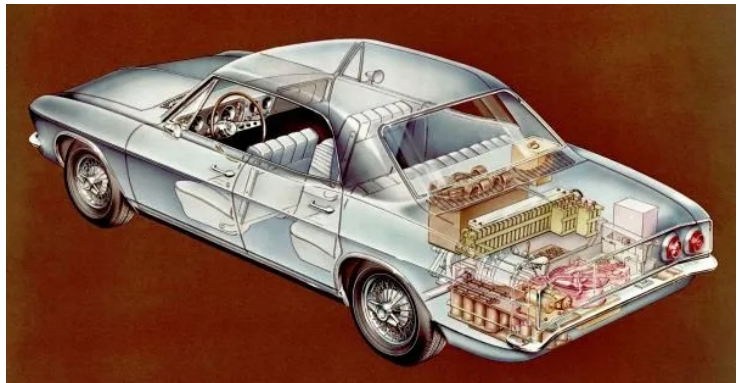
Easily the most distinctive feature of the Electrovairs was their batteries. Both used silver-zinc cells, a type more often found in aerospace and military applications. Electrovair II used 286 silver-zinc cells wired in series and arranged in 13 trays with 22 cells per tray. Seven battery trays were mounted in the front luggage compartment, while the other six trays were installed in the engine compartment out back in order to more evenly distribute their considerable weight: some 680 lbs. The total capacity of the 530-volt pack was 26.4 kWh (kilowatt-hours). For comparison's sake, the 2022 Chevy Bolt EV features a 65-kWh battery in a more space-efficient package.

With five of the six battery trays in the rear engine compartment removed, we get a decent view of the motor, a 115-hp four-pole, three-phase induction unit built by GM's Delco Products Division and coupled to a specially engineered transaxle. The power inverter, motor controller, and oil cooling system were tucked away in the rear compartment as well, leaving the cabin free to accommodate the usual five passengers.

Road performance, which included a 0-to-60 mph time of 16.7 seconds, was described as similar to a production Corvair with automatic transmission, although Electrovair II's top speed was restricted to 80 mph by the motor's 13,000 rpm limit. With 680 lbs of batteries, 315 lbs of electronics and cooling gear, and a 130 lbs of motor, the Electrovair II's greatest handicap on the highway was its weight: around 3400 lbs, some 800 lbs heftier than a production Corvair.



General Motors has a long and varied history with alternative-fuel vehicles. Here's an interesting example from 1966, the battery-electric Electrovair II.



There were other problems, too. Range was limited to 40 to 80 miles, due in part to a lack of regenerative braking, which the project engineers declined to pursue. (They saw regen braking as mainly a means to replace conventional engine braking, not as an energy source.) GM's windup report from the project (SAE no. 670175) also cited long charging times of six to eight hours, limited charging cycles and resultant short battery life, and high materials cost as obstacles to further EV development at that time. But then, that was the state of the art in 1966. By the way, Electrovaair II is still around in fine shape and can be seen in the automaker's private vehicle collection at the GM Heritage Center in Sterling Heights, Michigan.



Photo and comments from John Corey who posted this to facebook in June, 2024

Corvaair: air-cooled, carries 5 or 6 people (58 inches hip room both rows), weighs 2540 lbs, has 7-16 cu ft storage space.
MSRP \$200-2500 (about \$20-25K in 2024 \$)

Cybertruck: electric, carries 5 people (57 inches hip room both rows), weighs 6600 lbs, has about 50 cu ft storage space.
MSRP \$82,000-102,000 (in 2024 \$)



Hmmm... Two different Unconventional Vehicles, 60 years apart in time.



Bill Pierson's Plaque in the Illinois ASA Softball hall of fame. The Plaque reads

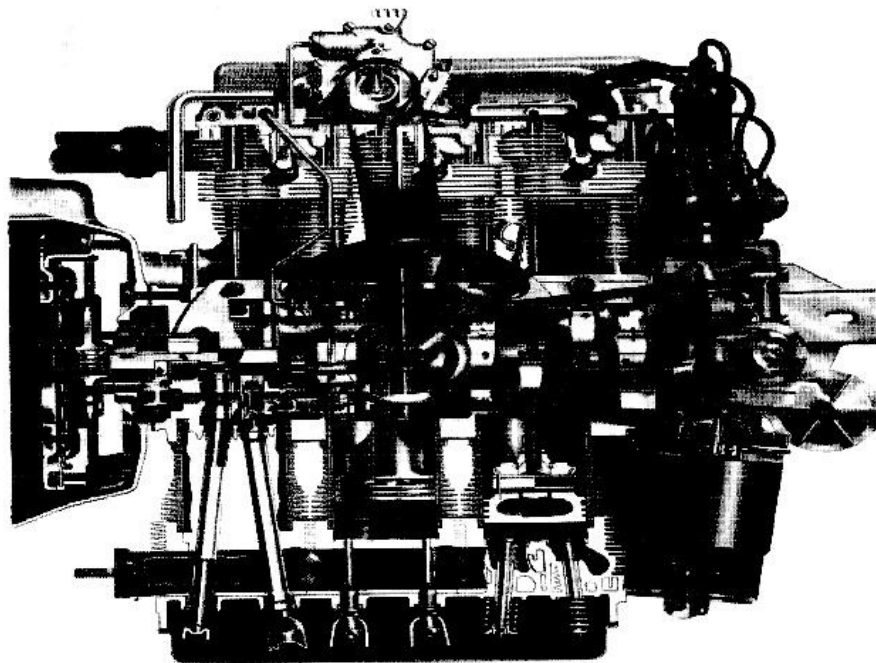
Bill Pierson, 1987 Illinois ASA hall of fame Inductee

4-time mens major fast pitch all tournament team recipient.
4-time member of mens major State championship teams

CATCHER

"One of the best defensive catchers in Illinois ASA softball history"

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