

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

June 2024

2024 Officers

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Jim Collier (2024)	(217) 972-2285	Brian Nicholson (2025)	(217) 891-0808

From the Prez

That was fun. The joint SMCC/PCCA picnic at the National Corvair Museum. About 40 people attended between the two clubs and 6 Corvairs were driven to the event. The clouds were sparse, the temps nice and the conversations quite enjoyable. I heard a lot of comments wanting to do this again – whether at the Museum or perhaps a return to Lake Yaeger near Litchfield.

Next up for PCCA (and SMCC if they want to join us) is a road trip to Casey Illinois - where we will tour the Softball Hall of Fame Museum and see all the Big Things in the Little Town of Casey. After Casey, the group will mosey up to Arthur Illinois - where baked goods and other artisan items abound. I for one am headed to the Homestead Bakery to purchase a flavored Angle Food cake and a loaf or two of cinnamon bread. Yum yum. Yep, Ice Cream is likely in the mix too – both Casey and Arthur have ice cream shops. May have to try both to compare.



4 of the 6 Corvairs outside the Corvair Museum. A 5th is hidden behind the water pumper. Photo by Shelby Berta - thanks Shelby

Hope to see you there – June 22, 2024 (9:45 Rochester, 11:00 Casey Museum)

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.

May 30,31, June1, 2024 the Pawnee Prairie day Show in Pawnee. Saturday June 1 typically has a car show

June 22, 2024 **PCCA Tour to Casey Illinois.** Times, meeting location(s) listed below
Quick Summary – Rochester Community Building - leave 9:45am
Casey Softball Hall of Fame - meet at 11:00am tour museum
Downtown Casey - 11:30 to aprox. 2:00 pm
Lunch at one of several eateries in town – on your own.
Drive to Arthur Illinois (arrive aprox 3:00 pm) Homestead bakery then downtown.
Arthur has lots of thing to see and do as well.

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**

July 22-25, 2024 2024 CORSA International Convention
Marriott at the University of Dayton 1414 South Patterson Boulevard Dayton, Ohio
Hosted by Dayton Corvair Club, Corvair Club of Cincinnati, and Columbus Mid-Ohio
Vair Force **Concours, Road Rally, Economy Run, Autocross, swap meet, tech sessions, More** Call 1-937-223-1000 for room reservations.

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
Saturday - Main Car Show Day - Bands, Burn out contest, more (\$40 til 9-25)

Sept 27-29 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

May 18, 2024 – PCCA and SMCC Picnic and Cruise-In at the National Corvair Museum

It's been a few years – a lot of years - since PCCA and SMCC had a picnic together. In those by-gone years, we met at Lake Yaeger outside of Litchfield Illinois. Weather at times did not cooperate.

This year, Mike Hall invited SMCC and PCCA to Glenarm for a joint picnic at the National Corvair Museum. The Weather DID cooperate – sunny, pleasant day. Six Corvairs drove to the picnic from points north, south and east. I would include west but that may be stretching things a bit, although Peoria technically is west of Glenarm I already counted it as north.

Kent Goddard was the only SMCC who drove a Corvair to the picnic. OK Technically so did Jim Allen and Mike Hall who I believe are members of both clubs. Glen Rittenhouse drove south from Pekin in his very nice Rampside, the only pre-65 Corvair driven this day. Jim Collier showed up from Decatur in his nice 65 Maroon coupe while Tim Mahler drove his 66 Sprint wannbe Corsa coupe.

When the SMCC caravan arrived, I heard Kent discuss the only mechanical problem doing the trip. Apparently the coil on his 65 convertible overheated. Kent had a spare, a quick swap and no more problems.

Tim coupe resisted going to the picnic too - the starter positive cable is the old spring clamp style and it needs some persuasion to get started. Worked fine the rest of the day - although electric fuel pump stopped twice on the way home. Fortunately near sub-division, pull over, check the fuses (they were OK) and then tap the pump (might get lucky) - and on my way again. It stopped again just before I reached home. Coasted into the driveway. Replacement is on order, but it may have just run out of gas.

PCCA provided BBQ Beef and some chicken wings - served up by Rich and Susie Grooms. They also helped Mike Hall get the museum (and bar area) set up for the picnic. Thanks to the Bar owner too for being so accommodating to the car clubs. Everyone brought a salad, side dish or dessert to share. And like most potluck picnics, there was ample food for everyone. And it was all very good. I didn't try everything, even a spoonful of all the dishes would be way more than I could handle, but what I did sample was very good indeed.



Mike Hall and Jim Allen



Brian Nicholson - giving a tour while performing maintenance. Thanks



Kent Goddard and his Convertible



Jim Colliers 1965 Coupe looking good



Jim Allens Ornage Crush 4 door sedan

The best part was touring the museum - led by Mike and Brian Nicholson or self guided (most I think) and meeting all the other club members. The presidents of the two clubs talked about various programs, past and possible future as well as attendance at meetings. But mostly we just chatted about the good things in life - Corvairs, Good Food, Camaraderie - the usual stuff at a Corvair get-together.

Back in the corner, Brian was prepping the removal of a set of carburetors from one of the Musuem Corvair Exhibits. The purpose was to have them cleaned, rebuilt, reconditioned. It did provide for a good ad-hoc tech session, discussion at the engine bay of that Corvair. It was an AC coupe with a 140 hp engine so a unique-ish Corvair.

A great day at a great location with great people. We just gotta do this again.



Mike Hall Blue convertible - driven!



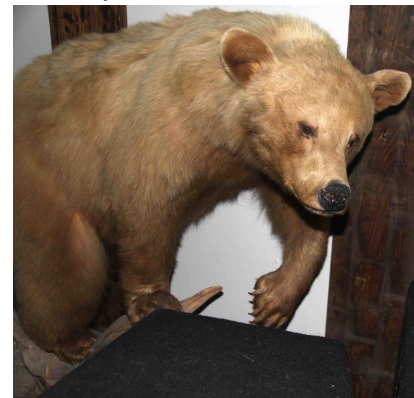
Original 1960 BF Goodrich tire on exhibit at the museum - Photo by Shelby Berta



Firestone tire - blackwall. Photo by Shelby Berta



The Shriner Parade Car in the museum. Bill Berta Photo



Gentle Ben was at the door between the Bar and Museum
Photo by Shelby Berta

From Nick Raeber on Facebook.

The Show Me Corvair Club joint meetup with Prairie Capital Corvair Club on May 18, 2024 was a big success. We met at the Corvair Museum on I-55 south of Springfield, IL for BBQ and potluck lunch. If you weren't there, then you should plan on going in 2025 when we meet again. Show Me Corvair Club had about 15 or 20 attendees, and PCCC had at least 20 attendees. Thanks to Ken Pick and Mike Hall for coordinating this event, it was a good time!



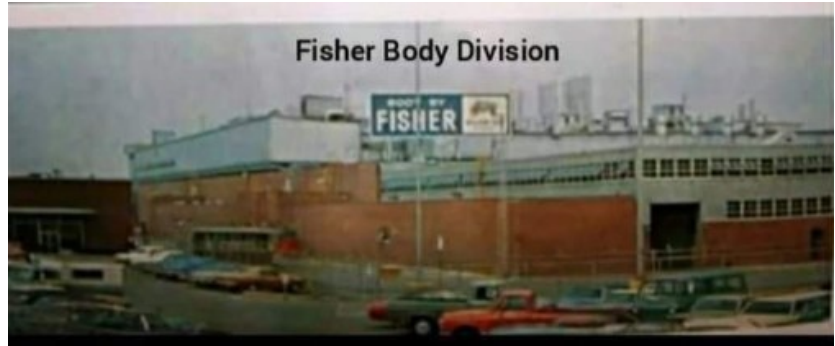
Meet the Makers of the Chevrolet Corvair

Eva McGuire

*This week in Corvair History...

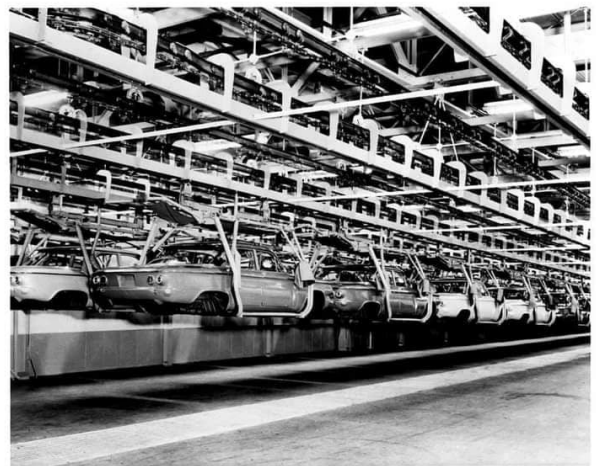
*MAY 15, 1959 (a date few know about) commemorates the first day that Fisher Body Division began production at the Willow Run Assembly Plant in Ypsilanti Twp., Michigan, and the first 1960 Corvair body shell was made. The first photo in this post is one of the only known images we have of what the Fisher Body Plant looked like at Willow Run during Corvair production years.

*MAY 18, 1959...The first completed Corvair body shell by Fisher was shipped to the Chevrolet Motor Division (next door) by an overhead conveyor system (which went over the road) created and installed by the Jervis B. Webb Company. A bill of lading was issued to Chevrolet as each shell was purchased for final assembly. The Fisher Body Division usually occupied the same property as the final assembly plant which was the case



at Willow Run. The body shells were painted and the majority of the interior installed before the bodies were delivered to Chevrolet for final assembly. The trimmed out body shells were received in a body bank area at Chevrolet.

*MAY 20, 1959...Willow Run employee, Cecil Cole; (who began working at the plant in 1955 building trucks), was issued a special "Production Pilot Line" name badge (only known badge to exist). If you'll notice, it was issued and signed by Corvair Plant Manager, Linus "Pete" Rausch (who happened to be the gentleman who officially drove the first production 1960 Corvair off the assembly line). Cecil Cole was selected to hand assemble (by himself) the very first Corvair without the use of power tools in the top secret "Green Room" (later called the Pilot Room). Mr. Cole was given a set of blue prints; but, being a southern boy, he said he didn't need them to put the Corvair together. The only issue he had was getting the engine to fit. Once Mr. Cole put the car together and took it apart (several times) and figured out how everything worked; Cecil's next job was to select and train employees for the assembly line production. (note: Cecil Cole is not related to Ed Cole). The first production 1960 Corvair rolled off the assembly line on July 7, 1959. For Cecil Cole's full story, please click on highlighted article link below:



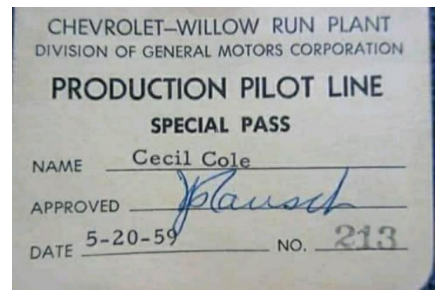
<https://www.corvair.org/.../meet-the.../pilot-line-memories>

Hopefully the May 15th, 1959, date will become as famously known as the May 14th date. Isn't it interesting that the first day of Corvair body shell production (which began at Fisher Body) started on May 15th, 1959, and the last day of final Corvair production ended at Chevrolet on May 14th, 1969...almost 10 years to the day! Wow!

Happy 65th Anniversary to the first 1960 Corvair body shell made by Fisher and remembering Cecil Cole who hand assembled the first Corvair. Fun fact: Cecil's 1959 wages at Willow Run was \$2,500.00.

To learn about more history about the Corvair and hear stories from the former GM Designers, engineers, and auto workers, please click on our group page to like and follow. Thank you for your support.

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



June 22, 2024 – PCCA Tour to Casey Illinois



Casey is known for all kinds of “Big” things in a little town. Biggest rocking chair, Biggest Bat, Biggest mailbox etc. Also is the home of the Illinois Softball Hall of Fame - we will visit mainly because PCCA member Bill Pierson is inducted in that hall of fame. Yes, he was THAT good. Bill can detail a Corvair very well too.

Tim took a tour and has some rough meeting times – Nothing Fancy - Just a good excuse to drive our Corvairs and get together in the great out doors. The Town of Casey is really interesting.

Rochester Community Building (the former meeting location for PCCA) on IL 29

It’s an hour and fifteen minutes to Casey – Need to leave by 9:45am Tim will try to be there by 9:30

Arrive Illinois Softball Hall of Fame – 11:00 am located in Fairview Park, Casey IL

This is a good secondary meet up location for those wanting to drive straight to Casey

I expect to spend at least 30 minutes at the museum – some may want more time

After the Museum, the group will head downtown to see all the Big things that Casey has to offer.

I opted to let everyone choose an eatery of their choice. Options include

Whitling Whimsey (American Café near the teeter totter)

Reflections Family Resturant and Tetzal Prime both on IL 49 the block south of Main st.

Cilantros Grill (Mexican, behind the biggest bird cage)

there is also a Firehouse Dogs near the big pencil

On the way out of town, on IL49 is a Subway, McDonalds, DQ and Pizza Hut

Sometime around 2:00 PM. Tim plans to head towards Arthur IL – to the Homestead Bakery (the angel food cake is amazing) and if its open, the Great Pumpkin Patch (think farmers market). It’s about an Hour drive from Casey. After Arthur, it’s time to drive home - for a light dinner, and dessert (from the bakery). We may need to venture to Arthur proper too.

In Athur – Yoders Kitchen, Roselens Coffee and Delights and other bakeries Plus Shady Crest Farm Market, Paulys BBQ and more

CORSA INTERNATIONAL CONVENTION 2024

2024 CORSA International Convention - Dayton, OH

Monday July 22nd thru Thursday, July 25th.

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. More details on these attractions and information about the convention schedule will be updated to the CORSA site and published in the Communique.

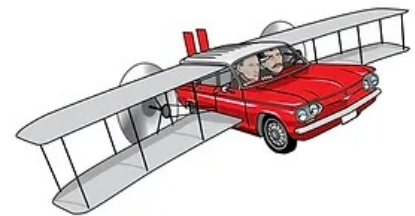
Hotel information: (Call the 1-937-223-1000 number, the 1-800 doesn't have the right information)

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



Mike Dawson always has good tips for us Corvair folk. I borrowed another one from his archives on the HOACA website under tech articles. This is number 187. And once again, I learned something. Thanks Mike.

The Preventive Maintenance Series

Mike Dawson

Pilot Bushings

If you own a manual transmission Corvair of any model and drive it long enough you will probably encounter the screeching sound emitted from a failing pilot bushing when using the clutch pedal. A brief explanation:

In the Corvair powertrain configuration the torque from the engine travels (via the clutch shaft) from the crankshaft through the differential and through the transmission to the transmission clutch gear, a length ranging from 21 3/4" to 24 3/8", depending on year and transmission. This shaft is supported by the pilot bushing in the crankshaft gear on one end and the clutch gear at the front of the transmission on the other end. According to GM, the shaft is flexible torsionally which eliminates the need for damper springs in the clutch disc, and the disc is kept centered on the flywheel by the bushing. The pilot bushing is only in use when the clutch is being operated (A noise while barely depressing the pedal would be a release bearing noise, not a pilot bushing). The original GM bushing was an Oilite type bushing, it was porous, contained powdered bronze, lubricant, and formed under pressure. The following is a website definition of an Oilite bushing:

Traditional Oilite is mostly made of copper with approximately 10% tin and up to 1% iron, while both Super Oilite and Super Oilite 16 are primarily made of iron with about 20% copper and, in the case of the latter, up to 1% graphite. Oilite is currently a registered trademark of Beemer Precision, Inc.

The picture below compares the bushings that I am currently aware of.



- From left to right:
- The original GM sintered bronze bushing was discontinued some time ago.
 - Clark's has reproduced the sintered bronze bushing but it appears it is without the Oilite lubrication and should be pressure oiled between two fingers to force oil into the porous material. The recommendation is 30 wt mineral oil.
 - The Dorman bushing for Corvairs is almost identical to the original but needs a deeper chamfer to facilitate installation of the clutch shaft during assembly of the powertrain. Dorman no longer lists the part number but it is still available rebranded at some parts stores.
 - The larger Dorman (690-034) bushing for GM applications is readily available and can be turned down to the proper outside diameter. The other two dimensions are identical so the bearing area is not affected by machining.
 - The far right bushing is the Dorman 690-034 that I have had turned down and used in my two manual transmission Corvairs for many years. This bushing has a combination of bronze and iron and is magnetic, bringing criticism on Corvair forums. Dorman tech support states the iron content leads to longer life and has always been used in their bushings. The only damaged shafts I have encountered were from severely worn original bushings that were 60 years old.

General Meeting Notes May 18, 2024

by Tim Mahler

PCCA and SMCC held a joint picnic. Both presidents (Kent Goddard and Tim Mahler) chose not to call a meeting. Everyone was having a good time and we had little business to discuss at this time of year.

Glen Rittenhouse sent the editor the May report. It follows:

Checking Account Beginning Balance	4/13/2024	\$ 4,478.43
Expenses - Newsletter Expenses - Tim Mahler		\$ 80.20
Total Checking 05/18/2024		\$ 4,398.43
+ Savings Acct. Balance (required for a checking acct)		\$ 5.00
+ Total Cash on Hand 4/13/2024	\$153.63	
50/50 Winner - Chris Hall	\$ 9.00	
Total Cash on Hand 5/18/2024		\$ 162.63

Total Checking/Savings/Cash	May 18, 2024	\$ 4,565.86
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CPF [News](#): The Crawford Museum in Cleveland Ohio is opening its “American Porsche” exhibit featuring 6-8 Corvairs. This includes 2-3 from the Cleveland area and 4 from the CPF Museum (mostly Mike’s Corvairs). The exhibit will have a Van, a wagon, a Yenko and a coupe.

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (9)



1965 Corsica Coupe bid \$9,100



1963 Monza Coupe Sold \$10,093



1963 Monza Convertible Sold \$15,500



1964 Spyder Coupe Sold \$13,488



1965 Monza Cvt in Robin Egg Blue Sold for \$7,200 - California car



1965 Monza Cvt - red, bid to \$9,000



1965 Corsica Coupe - \$30,000 Very nice car, mostly original

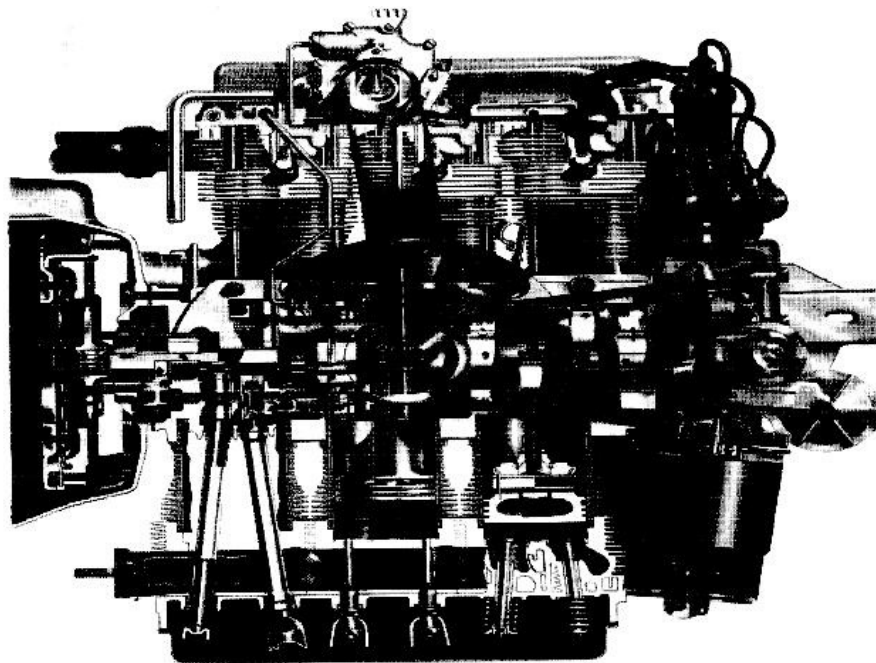


1960 Sedan - 700 series. \$5,500



1966 Monza Convertible - very nice car with few options. Sold \$19,910

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