

Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

October 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 Secretary of State Auto Show only had 3 Corvairs this year. Some past PCCA participants had other commitments. Life Happens. It was a pleasant day, nice breeze and plenty of sunshine on a not too hot day. That was the good news, the bad is I got sun burn all over my face and especially my nose. I wasn't expecting that. Facing the sun for awards for an hour probably didn't help.

The PCCA Tour to Casey and Arthur Illinois is a GO. Six different members responded to my RSVP request. I wanted at least 3 to make the trip worthwhile. If you didn't RSVP and want to go, PLEASE SHOW UP. Corvair or modern car is OK. Weather looks like it will be another pleasant day. But we all know how long term forecasts change 3 times before the actual date. Rain or shine.

Elections are just around the corner – PCCA Elections. PCCA could use new board members and officers (by next year at least.) Board positions are usually light duty, attend a meeting or two early or maybe just respond to an email from the president asking for advice. The best part of the position is being able to tell others that you are on a Board of Directors.



This Packard seems to be a regular at the SOS show. It always catches my eye. Luxury

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.

- 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 tour to Casey and Arthur Illinois.**
Meeting location is in Mt Zion, 8:30am
Casey Softball museum at 10:00am (ish), Then all the big things in Casey
Expecting to do lunch in Arthur Illinois - then Craft, antique shops
Finally, to Homestead Bakery and the Great Pumpkin Patch
- 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.

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

Welcome To PCCA

Craig and Lisa Bracken of Decatur Illinois.
Currently they have a 1968 Monza coupe
and a 1965 Corsa convertible with a 140hp engine

Craig listed exercise as one of his other interests.

WELCOME



September 74th SOS Vehicle Show

Some PCCA members I only get to see once or twice a year. Paul Beck arrived in his beautiful Crown V8 Corvair. We can usually count on Paul showing for the SOS Show, and the CORSA Convention. Paul attends many other shows closer to home and does well in most of them.

Paul and I talked for most of the day behind his Orange beauty. The reaction of visitors to the V8 varied but mostly was “Wow”. I really enjoyed seeing the enthusiastic response from the younger set. It doesn’t mean they will get into Corvairs or even old cars in general, but it sure did get their attention. Paul related another type of response he got from an elderly lady at another car show. “Weird”. As you can see, that comment stuck to me like glue. A mid engine Corvair is just cool – a reaction from one of the youngsters.

Rick and Shelli Jameson also attended the show this year. Rick drove his 63 coupe without any problems this year. Rick noted that the last time he came to Springfield, Glen Rittenhouse had to give him a ride as the 63 decided it had enough. Rick had Jim Allen rebuild and install a 64 engine (more power from 164 ci vs 145, plus fresh rebuild). Rick and his 63 arrived without any issues this time.

Tim (Mahler) drove his 66 Fitch Sprint coupe. It’s an older restoration that definitely needs attention. But for drives nicely and cruise-ins, parades and PCCA meeting, the car looks great. The ole 20 foot show car appearance.

Rick and Paul both earned first place awards. Tim received a second place plaque.

The funny part about the second place is the judges thought Paul’s Corvair was in the wrong class. Paul entered it in Corvair Race, Modified class as he has over the years because of the Crown V8. The judges moved him to Corvair Closed, 1965-1969 and truly thought they were correcting a wrong. Paul and Tim didn’t care either way, so we didn’t protest. Besides, Tim would have felt bad about getting a first with his 66 which he only gave a symbolic cleaning. So it worked out in the end.

Looking at the car placards, there were over 195 vehicles at the show this year. A good turn out.

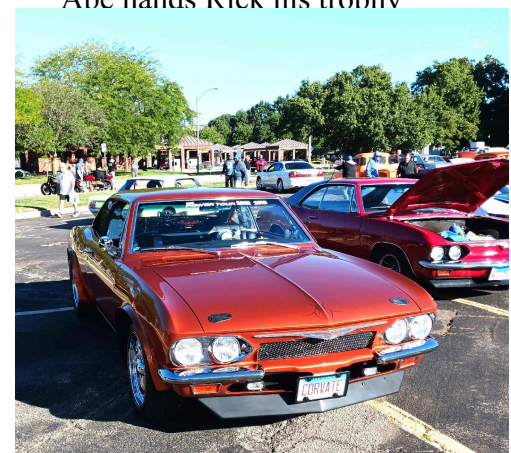
There was no PCCA meeting at the SOS Show in September. We lacked sufficient members present at the show field to make a quorum. We were one person shy.



The Jameson’s 1963 coupe



Abe hands Rick his trophy



Paul Beck’s Corvair with Tim 66

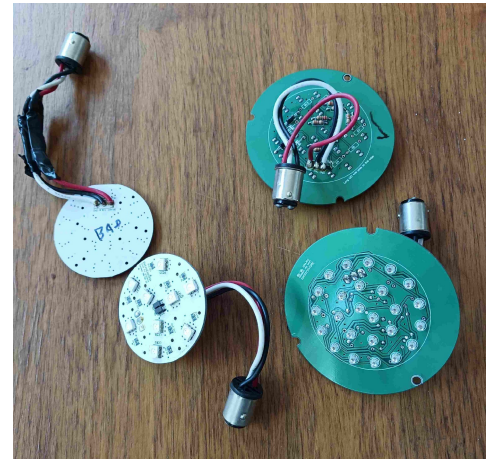
Side note: Tim's Tech Session.

Not being the last Corvair has its advantages. Paul Beck informed me that my turn signals had different brightness left versus right. The right side seeming to be half as bright as the left. These are LED lights that I installed years ago. OK, Jim Allen did the installation when he had the car in his care for other reasons.

I checked the air pressure, brakes, and oil before I left the house. I should have remembered to check my lights inside the dark garage. Checking when I got home, the taillights only worked on the left side, the right was dark. The taillight on the right side was part of the circuitry that did not work. Would have been dangerous in the dark.

Lucky for me, when Jim Collier had his Corvair redone, he installed the newer LED replacement bulbs – all in one, easy to install replacements for the old filament bulbs. I was the beneficiary of his old LED board lights. These were v3 of the retroLumen LED lights. Smaller more compact design that only require you to remove the tail lens to install. V1 required me to uninstall the lens and the taillight housing to remove it. I did both sides for a consistent look to the lights. I put the extras in the trunk in case I might need them later. Next time, I'll use the replacement bulbs - easier installation and relatively inexpensive.

I found several variations of the LED 1157 bulbs. I screen captured two here – price for a package of 2 Sylvania style – \$15-22, or package of 4 of the other style for just \$12. I'll ask Jim Collier at the tour to see which style he's using. Corvair center mentioned that the bulbs may illuminate up and not out the back but they are bright enough to work nicely.



LED Boards V3 on the left, V1 right



New LED bulbs make converting to LED so much easier.



A pair of nice Chevrolets



A VW Thing.



Paul Beck is honored for his V8 Corvair

October 12, 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.

Rough meeting times/Schedule for the Tour to Casey then Arthur Illinois (Amish crafts and bakeries)

8:30 AM

First Meeting location: Marathon Gas Station, Mt Zion Illinois 1555 W Main St Decatur (Mt Zion)
If you take IL 121 south out of Decatur, make a right onto Main Street - Fire Station is on that corner.
From US 51, take the Elwin rd exit (left off the exit, left onto Elwin Rd) to the station. Subway next door

10:00 AM

Casey – Softball Hall of Fame Museum 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.

11:30am ?

We have a choice, eat in Casey or travel to Arthur for lunch.
I opted to drive to Arthur to dine either at Yoder’s Kitchen, Max’s family dinner or Pauly’s BBQ
My sister and I chose the BBQ when we visited. Very good pulled pork for about \$10
The previous visit, we went to the Bakery and ate Cinnamon rolls for lunch.

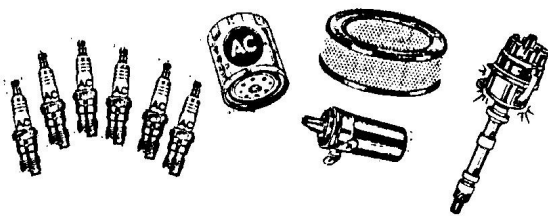
1:30

Walk downtown Arthur – crafts, Amish furniture, quilt materials, other antique stuff.

2:30

Time to drive to Homestead Bakery and the Pumpkin patch just south of Arthur.

Between 3:00 and 3:30, I suspect everyone will be ready to head home. – I’ll drive back to Gas station because that is the way back to Springfield. It also gets to US 51 and back to IL 121 – toward Lincoln IL and Peoria.



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



PCCA Elections

Please consider volunteering to be an officer or board member. The club is in need of new people to lead us for the next year or three. Send Tim an email or a text message or give him a call. Please. 217-793-3821 email prairiecapital@corvair.org The Elections will be held in November for the 2025 calendar year. The Slate should be presented at the October Meeting. The ballot in the November Newsletter, as a separate email to members or both.

Tentative Slate thus far – President - Tim Mahler, VP - Jim Allen, Treasurer - Glen Rittenhouse Board - Jim Collier, Shelby Berta and Paul Beck And you ??

A proposed bylaws change will also be on the ballot - to change the PCCA meetings from monthly to bi-monthly (odd number months) plus Christmas get-together and any tours or other special events. With declining attendance, aging membership and difficulty in finding new programs for the meetings, the thought of reducing the number meetings per year is appealing.

SECTION 3: MEETINGS

General Membership Meetings:

From:

Meetings shall be held every month at a designated location, date and time as set by the board and published in the Club newsletter.

To:

Meetings shall be held every other month at a designated location, date and time as set by the board and published in the Club newsletter. The December get-together is an additional gathering date.

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (8)



1964 red convertible, nice looking car with rust history, fiberglass floors, \$6,200



1966 blue Corsica coupe, priced about right. \$12,500



1969 bright green convertible. Nice car, big \$, \$23,750



1966 Corsica Convertible, red, decent car. \$9,500



1963 Greenbrier. Has rust and engine issues hence the low price \$3,750



1966 Corsica Convertible, red. Very nice car worthy of price paid \$25,500

Corvair Preservation Foundation

When the editor has a empty page to fill, he tends to go to the CPF Facebook page to look for ideas. I noticed that Larry Claypool has posted several letters from Chevrolet headquarters to Chevrolet dealerships about the discontinuance of the Corvair Stationwagon and the Greenbrier as well as letters announcements of the Corvair being featured on game shows such as the Price is Right. The letters are readable on your PC but would be too faint for re-printing here. The professors (Mr Claypool) comments are also interesting and insightful.

Meanwhile, I will share a couple of other photos from the pages posted by Eva McGuire or Peter Fredsall that are easier to see in this newsletter, whether printed in B&W or in color with the eVersion of the newsletter.



Peter Fredsall posted this greenbrier camper. It might provide some conceptual ideas for current van owners.



Eva McGuire posted these 1964 Corvairs. No additional info



Another post by Eva. I saved it mostly because I like old trains and Corvairs

Mike Dawson always has good tips for us Corvair folk. I borrowed the article from the archives on the HOACA website under tech articles. This is number 192 printed in HOACA newsletter in the Spring.. Thanks Mike for great tech tips.

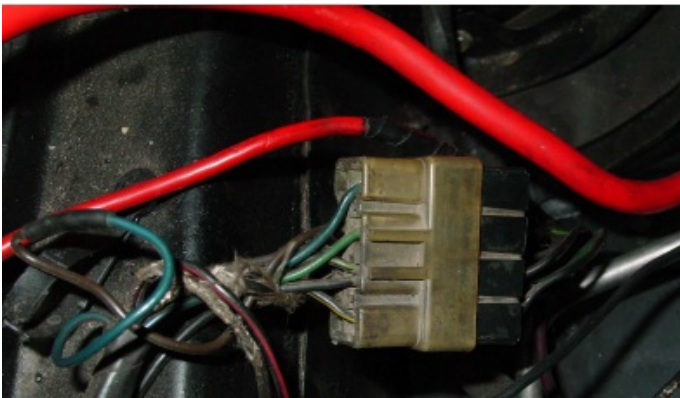
The Preventive Maintenance Series

Mike Dawson

Early Model and FC Connector Issue

This spring I checked a '63 coupe that had an intermittent starter issue. Battery checked perfect, as did the starter when you jumped from the battery terminal to the solenoid wire connector in the engine compartment. Dashboard warning lights did not go out when the key was turned to start but they did dim more than I thought normal. The best approach to this kind of issue is your multi-meter, or just a plain voltmeter. In this situation, the voltage supplied to the starter solenoid would sometimes drop to almost 6 volts while the battery voltage remained at 12.6 volts. Something in the starting circuit was preventing the proper voltage to reach the starter solenoid. As it turned out, the problem was just another example of a common early model old age issue combined with poor quality control this time in the original harness assembly.

There are two separate electrical circuits in the engine compartment: 1. The main positive battery cable carries up to 150 amps to the starter motor, it has no other function. 2. The next largest (10 gauge) wire in the wiring harness leaves the positive battery post to provide all other electrical power needs, including starter solenoid, headlights, heater blower motor, wipers, ignition system, charging system and any other accessory items. Both of these cables must have clean, tight connections. The 10 gauge wire noted above was included in an eight position connector in the forward left side of the engine compartment on all early model cars and next to the left carburetor in FC models. This plastic plug-in connector works fine for the rest of the low current wires but the 10 gauge connection can corrode, melt the connector or, in the issue I found, was never installed correctly. The poor crimp connection allowed the wire to heat up under load, melt the insulation and began causing electrical issues. Even with a perfect crimp, high current draw, age and moisture can cause total electrical failure. The correction includes cutting (or removing) the 10 gauge wire from the connector and splicing a similar size wire in series with soldered connections, bypassing the connector. This connector was only used for assembly purposes as it does not require disconnection for service work.



Pictured above is the connector with a splice (red wire) by-pass already completed.



This is a view of the connection that failed, you can see that only about half of the wire was crimped properly. The wire and metal had turned black and the insulation was baked rock hard. Even if the crimping had been done properly, age and moisture can still cause failure. If you have an early or an FC, be sure and take preventive steps if you have not already done so.

CORVAIR
THE ONLY WAY TO GO!!

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



Mike Hall's 1962 Spyder – could it be yours??? One never knows what is available until you ask. This is one of Mike Halls that is show ready and available if you ask him about it. A first year 1962 Spyder.

PCCA meeting Notes for September 07, 2024

The September PCCA meeting at the SOS Show lacked a quorum so no PCCA business was discussed. The treasurer's report is unchanged from August as no new revenue no expenses were recorded in the last 30 days – actually none since May 18, 2024. The editor has some minor expenses (\$20 or so) to report but they have not been submitted for reimbursement yet.

The October Tour to Casey is a go. Meeting in Mt Zion at 8:30am.

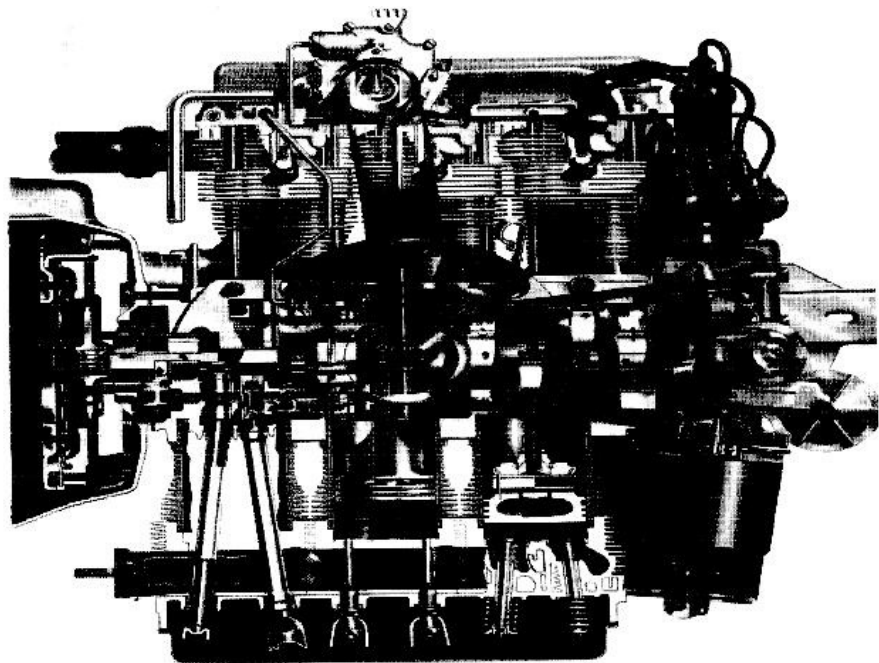


1969 Monza convertible, (seafoam?) green \$14,750



1961 Rampside, white blue stripe, respectable price, \$25,000

The Flat Six



Prairie Capital Corvair Association



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