



Prairie Capital Corvair Association

P.O. Box 954
Springfield, Illinois 62705

The Flat Six

May 2021

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From the Prez

Chris Hall

Greetings fellow P.C.C.A. Members!! As I sit here currently reflecting upon Earth Day it's a gorgeous evening in central Illinois! My attention slips away rather quickly as now I have the worlds' greatest dinosaur on TV as my daughter wants to watch Barney.☺ Hearing all these songs in my ear takes me back to this little jingle that I just created or I think I did. ☺ "Flat sixes invade the prairie, Flat sixes invade the prairie... Come to the Crown Plaza in Springfield, IL. And bring your Corvair." Guess what's just right around the corner?! If you guessed the 2021 Mini – Convention you'd be correct! On our next Saturday meeting May 8th, 2021 we're going to have a work day at the Corvair Museum! It'd be great if we could get some participation from those able to make it! I'm thinking of a start time of 10:00AM and we'll take a break for Lunch around noon or so. We'll have our meeting after lunch. Mr. Hall and Mr. Nicholson are putting together a task list for us. If all goes according to plan I intend to be there. I do have my second daughter due to come on the 6th ☺ so she might keep me from getting there on the 8th. I am registered for the Mini – Convention. Are you? I know the last update I had our registered numbers had gone up pretty good. I might enter the autocross! ☺ There might not be a whole lot of competition. I'd like to thank Mr. & Mrs. Rittenhouse for the refreshments at the April meeting! They were delicious! I believe Mr. & Mrs. Collier volunteered for refreshments for May? I could be mistaken. We are going to have pizza for lunch at the May meeting. Should anyone wish to bring some snacks to accompany the pizza we'll throw in some extra participation points for you! Oh door prizes! I'd like to thank Mr. & Mrs. Berta for bringing in some door prizes at the April meeting! Anyone else that can bring a door prize we'd be very thankful! I'd like to add some participation points for Mini-Convention door prizes! If you're unable to provide a door prize but, would like to help you could send a check made out to the chapter and memo Mini-Convention door prizes. I hope everyone is having a wonderful spring! I hope to see you at the May meeting! If not then, I hope to see you at the Mini-Convention! Oh! I almost forgot! I just can't help leaving you with a little joke: "What do you call cheese that's not yours? Nacho cheese!" ~ 48 of the Funniest One-Liner Jokes For Kids and Teenagers That Bring the Laughs | Fatherly

Chris Hall

Calendar of Events - 2021

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. The building was the location of Elite Classic Cars a few years ago.

Events - 2021



May 08, 2021 PCCA Mini Convention Work Shop 10am-2pm
Lunch to be provided to those helping
PCCA Meeting at the Museum 2:00-4:00 pm.
LOCATION: CPF Corvair Museum (exit 88 off I-55)

May 18-22, 2021 Mini Convention: The Next Generation, Springfield IL
to benefit the CPF and CPF Museum

NOTE: PCCA added a day for an autocross. Wednesday - Concours, Thursday - Autocross, Friday - Rally, Saturday - Car Display, Banquet. Still a Mini, but with more things to do.

The PCCA web site has a link to the 2021 Mini Convention - The Next Generation.
<http://www.corvair.org/chapters/chapter627/mini2021.htm> The information has been updated for 2021, The site has a link to registration - paper and electronic (preferred) plus a link to host hotel reservations. A presentation by William Wynne will be at a nearby airport and is part of the Rally. A Corvair powered fly-in is also expected at that airport. The host hotel will remain the **Crowne Plaza Hotel, Springfield Illinois.**

June 12, 2021 PCCA Meeting at the Pawnee Prairie Days Car Show, 1:00-2:00 pm. Pawnee
LOCATION: Pawnee Car Show exit 82, il 104 off I-55.
Car Show starts at 8:00. Tractor Show starts at 9:00. Lots of activities, crafts, fun

July 10, 2021 PCCA Meeting at the Museum 2:00-4:00 pm.
LOCATION: CPF Corvair Museum (exit 88 off I-55)

NOTE: The 2021 CORSA Convention has been CANCELLED

August 16,2021 Illinois State Fair - PCCA Corvair Exhibit. Monday of the State fair.
PCCA Meeting at the Fair at 1:00pm

August 26-29 Detroit Homecoming 2021. Ann Arbor MI. Ypsilanti Museum Tour, Car Show, Rally and Ken Pepke's World class Hospitality room. Registration \$40 individual, \$65 Family.

September 11, 2021 PCCA Meeting at the SOS Auto Show 1:00-2:00 pm.
LOCATION: SOS Auto Show, Downtown Springfield, Illionis

October 1-3, 2021 **Great Plains Corvair Roundup**, Hosts: Arkansas Corvair Club in North Little Rock.
Editor suggests using US Route 67 from just south of St Louis off I-55 to Little Rock - nice 4 lane road.
Host Hotel is the Wyndham Riverfront Hotel, events includ Banquet, Peoples Choice display, Valve cover races and a Fun Run. T-shirts available too. Nice Hotel, friendly and the Arkansas river is across the street with a nice walking path/park. Short walk across the bridge to downtown Little Rock and a long walk to the Clinton Presidential Museum.

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

Weird & Wonderful No 1 - Chevrolet Corvair Futura Concept

Originally Posted on July 22, 2016 by Mario the Multipla, reposted to FB CPF by Eva McGuire



The first in what will hopefully be another little series, featuring the weird, wonderful, unique and just a little wacky...

When we first saw pictures of this 'Futura' concept, I thought it looked a bit like an angular Multipla and certainly had the feel of some of the chopped Multipla Beach Cars. However this isn't a carefully preserved concept car designed by the factory but is a one off made by an enthusiast.

Not a great deal seems to be known about it. The design, it would appear is based on some drawings produced for Kaiser Aluminum in the late 50's. To persuade the American Auto Industry to use more aluminium, car designers Frank Hershey and Associates were commissioned to produce a portfolio of aluminium car designs to feature in promotional literature. The designs included a targa-top convertible and a station wagon. The one design that stood out was for The 'Waimea' a sort of van cut down to station wagon height. The design was credited to a Rhys Miller.



So lets jump forward to the mid 90's when a slightly eccentric gentleman called Harry Larson of Minnesota decided that after restoring 5 cars in wanted to create one. He had a file of the Kaiser Ads from the 60's, pulled out the Waimea and set about constructing one. He started with a Corvair Greenbrier Sportswagon from 1960



The Waimea was designed to give the driver as much vision as possible and so had the driver sitting in the middle with centre steering and a fully enclosed glass front area and glass sunroof. The car turned up at shows in Minnesota in the 90's but then disappeared to be put up for sale on



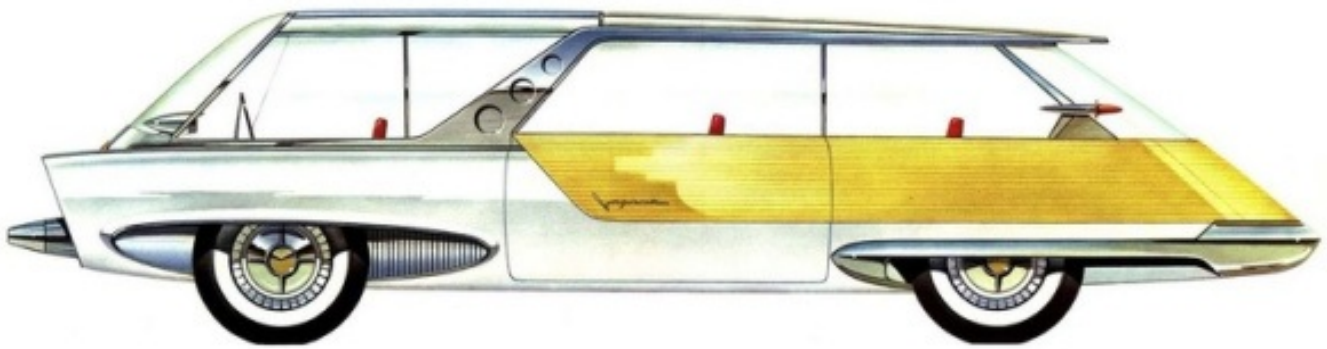
eBay a few years ago. In 2013 it was apparently brought by Wayne Carini from the TV programme Chasing Classic Cars, although it hasn't featured in any of the programmes that I've seen. In 2014 Wayne wrote in an article for Hagerty called Buyer's Remorse...

"Another car I have mixed feelings about is the Kaiser Aluminum Corvair Futura. It started as a Corvair Greenbrier Sportswagon, but has center steering and an



all-new nose with stacked headlamps. When you're talking about a one-off concept car, there isn't much you can do with it. They're rarely fully developed for driving, there are few eligible show classes and they only attract a special kind of buyer. I'm not thrilled about the purchase, because I don't know what to do with it now that it's mine."

It isn't known if Wayne still owns the car or if he has sold it where it has gone. Despite quite a bit of research this was all the info I could find and the only pictures, which appear to come from the original eBay posting.



The Waimea (*Wy-may-ah*) an all-aluminum car



The Waimea is a Kaiser Aluminum design that incorporates the design advantages of aluminum to achieve maximum utility. Front-located aluminum engine, transmission, floor, roof and body panels—all aluminum!

And you may be certain that you will be building cars like the Waimea, or components suggested in its design. Every year, more and more aluminum is being designed into American automobiles.

Ravenswood—source of highest quality aluminum. Ravenswood, West Virginia, is the location of what is perhaps the most quality-minded aluminum plant anywhere—the new Kaiser Aluminum reduction plant and rolling mill. Both by location and by layout, this plant is ideally situated to supply you the highest quality aluminum available today.

Ask us, if you like, this question:

"What Is The Difference In Aluminum From Ravenswood?" (and please turn to back page)



The Fiat 600 Multipla seems to have been the production model for this concept – at least it has all the right form factors, except for center drive. 1956 to 1967 from a brief internet search.


The Initial Greenbrier seems to be the same function too, just not as low slung.



From Bill Berta's Collection of Automobile Literature comes this item that originated in the 1963 from the January issue of Hot Rod Magazine.

1963
Corvair
HIGH PERFORMANCE
 For Only **\$49⁹⁵**

Simple easy hand tool installation of the famous Bill Thomas high pulse induction system using one time-lagged carburetor with automatic air actuating pressure system made today!



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HOT ROD JAN '63

Door Prizes and Volunteers

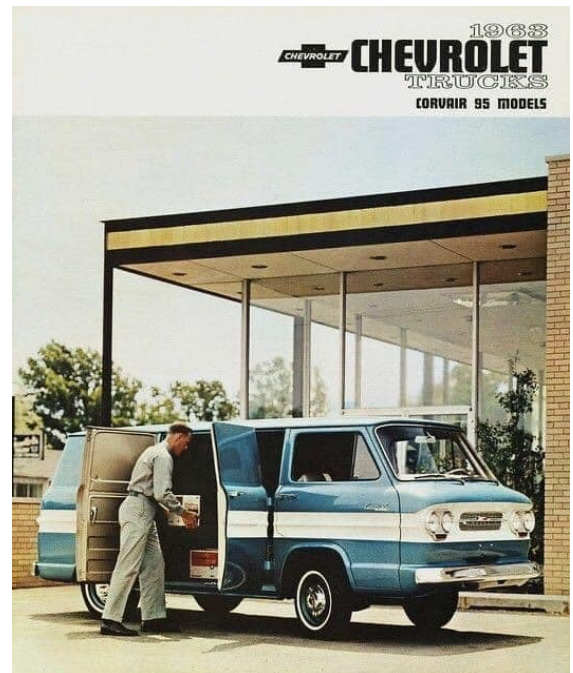
A call to PCCA members – A few door prizes have been offered but more is always better for the Mini Convention – do you have one or two items that could be donated? Know a business willing to donate something? Doesn't need to be expensive, maybe not even Corvair related although that helps.

Please note: PCCA will be needing volunteers for the Hospitality Room, Registration and the Road Rally. The Autocross may need a few helpers too. Concours Judges are also needed, experienced judges will help you if you are new to judging. The Car Display may also need a hand counting the ballots and with parking the Corvairs.

Work Day Session at the Corvair Museum

Prep day for the Mini Convention - and to tidy up the Corvair Museum – call it a late Spring Cleaning, early if you think about the snow and freezing temps we had mid to late April this year. There are items to hang, cleaning to do, organizing items still not put away – that is just on the Museum side. Mini side should be easier – packets should be ready by then, volunteer assignments may be given, and like most Spring cleaning days, the todo list is likely to grow. The more the merrier – and the faster tasks will be completed.

10:00 am to 2pm with lunch break provided (Expect Pizza)



Note: This article appeared in the *VairCor* - sometime in the past. I retrieved it from Heart of America Corvair Owners Assn web page - tech section. Another Mike Dawson great article. Thanks Mike Dawson
The below are important as we get our Corvairs out of winter storage.

The Preventive Maintenance Series

Mike Dawson

Diagnosing Brakes That Pull to One Side

There are many reasons that brakes can pull to one side or the other. Use the following list as a guide to diagnosing the problem, but keep in mind that thinking that a certain item cannot be the issue since it is supposed to be new, may be misleading. It is always best to pretend you have never seen the car before and are starting fresh in addressing a problem.

Do the quick easy stuff first: loose wheel bearings can let the toe in change when you use the brakes; miss-matched tires or tire pressure can also affect braking. Use a temperature gun to check side to side and front to rear. Drive the car enough to get the brakes equally hot and check at the same spot on each drum. You can lie on the ground and hit a similar spot on drums or backing plates. The hot side is doing more work, but it could be because it is dragging or because the other side is not working. In lieu of a temperature gun you can make stops on gravel or a dirty or sandy street while you or an assistant check which wheel(s) tend to lock up. A rear brake problem can make the car pull and appear to be in the front, so diagnose this area carefully. Once you know if it is front or rear and read through the following items you should be able to remedy the problem.

Initial Inspection: After you have determined if the problem is front or rear, pull both drums and do visual inspections of the shoes, looking for unequal wear patters, fluids, different colors, unequal dust build up, broken springs etc. If nothing immediately shows up, move on to the following.

Sticking Wheel Cylinder Pistons: Early models through mid '64 had aluminum pistons. These were prone to corrosion and would lock up when stored for long periods. The late models use a much improved sintered iron piston but if a lot of moisture gets in the system they too will stick. Look for a gap where the top of the shoes meet the anchor pin, a piston may have pushed through corrosion going out but the springs cannot pull it back. With the shoes off you should be able to move the wheel cylinder pushrods in and out against the wheel cylinder spring with hand pressure. With new wheel cylinders available for \$25 each I would highly recommend replacing them in pairs if you find a leaking or sticking wheel cylinder.

Aging Flexible Brake Hoses: The interior of the hose is only 1/8" and it will either close completely or act like a one way valve if the crimped steel fittings rust and expand. Replace them in pairs and pay attention to where the new hoses move to when you turn the front wheels to the lock or raise the rear of the car off of the ground.

Broken, Relaxed or Miss-matched Brake Springs: Unless you are experienced in Corvair brakes it is hard to identify if they are mismatched, but look from side to side for anything different in return springs and check the hold down nail lengths. Broken springs will be noticeable, but you will need to remove the return springs to check for relaxed coils that may leave a gap where the shoe meets the anchor pin. In the rear a gap at the top may indicate a frozen parking brake cable.

Fluid on the Shoes: Brake fluid or grease on drums & shoes can make them either slip or lock up depending on how much brake dust is available. Even fingerprints of fluid or grease can cause a problem so after a brake job be sure you have cleaned fingerprints off of shoes and drums. Over-packed wheel bearings with cheap grease or bad seals in the front or rear can let oil get out into the drums and on to the shoes. Use quality wheel bearing grease and new seals in the front and if you pack late rear wheel bearings with the fitting method you should pull the drums and check after a highway test drive.

Early model rears also need good seals and quality grease (do not pack the area between the bearings completely full). Recheck after a test drive at highway speed.

Miss-matched Shoes: Corvair brake shoes have a front and rear shoe for each wheel that are not the same. The front shoe (primary) for late models is shorter and usually thinner than the rear shoe which does more braking. Quality shoes have different material in the primary and secondary shoes. The shoes must be installed in the correct order or the friction area for the rear shoe will be inadequate and pulling can occur. If both sets of shoes are installed wrong on both sides then pulling may not occur but braking will be reduced. Early model shoes were also designed with a secondary and primary shoe but re-built shoes and the new Chinese shoes may all be the same size and material. Not the best situation but installed correctly they should work OK.

Miss-matched Drums (inside diameter): Shoes and drums do not perfectly match in their diameters when new and require a break-in period during which the area of the shoe being used starts off at about 50% (or less) in the center of the shoe, and expands as break-in continues until the diameters are equal. If one drum has either worn or been turned significantly more than the other, the break-in period is unequal and pulling can occur the entire time.

Hot Spots or Rust in Drums: In our humidity it is not uncommon for drums to rust and require some cleaning or just drive time for self cleanup to occur. Heat spots will glaze and if enough surface area is affected, it can cause grabbing or pulling. Heat spots cannot be removed by turning and would need to be ground down first and then turned or they will be bumps in the drum surface.

Adjustment: As noted above, the contact area widens as shoes are broken in but the self adjusting feature may be unable to compensate as it only adjusts a tiny amount each time you back up and stop. Be sure your adjustment with new brakes is the same on each side or pulling can occur, and be prepared to do a second adjustment if the pedal is low after a break-in period. Manual adjusting brakes obviously require attention when the pedal is low and the adjustment must be the same from side to side.

Parking Brake Cables: This becomes an issue due to age and degraded boots that do not keep water out of the casings. A cable on one side can start freezing up inside the casing and start dragging one set of shoes. The drum on that side may be hard to get off and the shoes will not be up against the anchor pin.

Bad Suspension Components: This could be a bad bushing that shifts under braking or a tie rod end that lets the toe change significantly. Badly worn ball joints can shift under braking. Fifty (plus) year old suspension parts need to be checked carefully and greased properly.

Front or Rear Wheel Alignment: Toe-in is adjustable on the front and rear of all Corvairs and can have an effect on braking as well as drifting as you drive. Unequal camber or castor can make the car drift and then pull when braking.

Other temporary or long term issues could be wet shoes from deep water or hard rain (light pressure driving will dry them) or air trapped in one wheel cylinder or line. Dust buildup can cause noises and pulling.

And finally, brake shoe material has changed significantly since the original Delco Moraine asbestos shoes were available. Most shoes now are very hard material (lifetime warranty) and require more pedal effort. I have used less expensive shoes and had them work fine on one brake job and the next time they took a very long time before they seated and stopped pulling first to one side and then the other. Some exhibit a strong smell like burning plastic when they are hot (I still fondly remember the smell of hot asbestos). Obviously the best approach to 50 year old brakes is to completely replace wheel cylinders, brake hoses, hardware, shoes and steel lines where necessary. If you do a complete job, do not try to seat the brakes like the old days, making several long hard stops. It is best to just drive normally, seating the shoes over a period of time. Otherwise, you may experience fading, pulling and the objectionable smell of burning plastic, which some say is Kevlar.

PCCA Meeting Minutes for April 10, 2021

recorded by Mike Hall for Tim Mahler

Meeting called to order at 2:05 pm with the pledge to the flag. One guest with us today, Larry Mcgeachy, from Carlinville, new to our area and has a 66 red coupe. We also had twelve members present this month.

Secretary report was presented as printed in the Flat six, motion made by Glen Rittenhouse to approve, with no changes. Seconded by Jim Allen. Report approved by the membership present.

Glen Rittenhouse presented treasurers report with a starting balance of \$4694.99, Deposits of \$1005, \$1505, \$1305 for the Mini Convention totaling \$3815 leaving an overall balance of \$8601.49 as of April 10. Motion to accept the report as presented motion by Rich Grooms, seconded by Rhona Hall. Report approved by the membership present.

Mini details, 32 registrations with 51 people, and 59 rooms reserved.

Old Business: The May meeting will be May 8, with a workday at the museum to get ready for the Mini Convention. Hours starting at 10 am as we have items to hang, cleaning to do and organizing items still not put away. Pizza was suggested for lunch on this day.

June Meeting was discussed as moving from the Museum to Pawnee Prairie Days Car show, which is the same day, June 12 with a corvair class. Motion made and seconded to move the meeting and attend the car show.

July Meeting to be at the Museum

August meeting to be moved to August 16 in conjunction with the State Fair day.

September Meeting changed from the Museum to meet at the SOS auto Show, downtown Springfield during this event.

October, November, December Meeting remains unchanged at the Museum.

Mini convention Volunteers by Area, Hospitality, Bernie Allen, Chair, Museum Hostess, Sandy Myers, Parking Lot, Dave Wilson, Concours, Jim Allen, Vendors, Glen Rittenhouse, Registration, Lyle & Lonnie Rigdon, and the list is growing. Harry and Kathy Jensen will be there to help in whatever area needs help. Additional helpers, Rick Jameson, Brian and Sue Seyller, Tom Curry, Doty Williamson.

Refreshments were provided by Rita & Glen Rittenhouse,

Motion made and seconded to Adjourn, 50:50 Winner was the President.

Abbreviated Minutes by Mike Hall, Tim was on a Marathon getting more Bling.



Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2021 thru December 31, 2021

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: Jim Allen, PCCA Treasurer
4130 N. Timber Circle, Peoria IL 61614

Please make checks payable to Prairie Capital Corvair Association or PCCA

Corvair – The Next Generation

hosted by Prairie Capital Corvair Association • Crowne Plaza Springfield • May 18-23, 2021

Primary Registrant Information (please print)		Additional Name Badges	
Name			
Address			
City/State/Zip			
CORSA Member Code	Phone: () –	E-Mail	

Complete this section if entering any of these events: Autocross, Concours, Car Display, or Rally.

Car No.	Year	Model	Body Style	Serial No.	Ext. Color	Int. Color	HP	Trans.
(1)								
(2)								

Not a CORSA member? Complete the accompanying membership application. *Early Reg.* prices applicable for registrations received by 4/19

Event	Competitor Name	Car No.	Competitor Name	Car No.	Quan.	Early Reg.	Late Reg.	Amount
Convention Registration	<i>Convention registration is for one person and that person can participate in activities.</i>					\$35	\$45	
Additional Adults <i>Age 18 and older (under 18 are free)</i>						10	10	
Concours (per car)						25	40	
Rally (per car)						15	25	
Autocross (per competitor)						35	45	
Car Display (per car)						5	15	
Cruise-In (per car)						5	10	
Indoor Vendors (per table)						35	45	
Outdoor Swap Meet (per 12' x 20' space)						20	30	
Food Functions (per person)								
Awards Banquet (per person) <i>Indicate meal choice/quantities. Example: Beef <u> 2 </u> Chicken <u> 1 </u></i>	Beef___ Chicken___ Fish___ Diet Restricted___ <i>(send diet restrictions to Tim: flat6vair@comcast.net)</i>					40	50	
Dinner at the Museum (per person)						5	15	
Tours & Activities								
Self-Guided Tours to Historic Springfield, Route 66, and the Corvair Museum are also available.								
Merchandise <i>Any orders placed after 6/28 subject to availability and may not be available at the convention. Indicate adult sizes/quantities. Example: <u> 15 </u> <u> 2XL </u></i>								
Men's T-Shirt with a printed convention logo (Shirt Sizes: S, M, L, XL, XXL, XXXL)							20	N/A
<i>*Events marked as NIC are no charge to those who register for the convention.</i>								
Please include check payable to PCCA (payable in US funds) or fill out the credit card information below:							TOTAL	

Card No.:

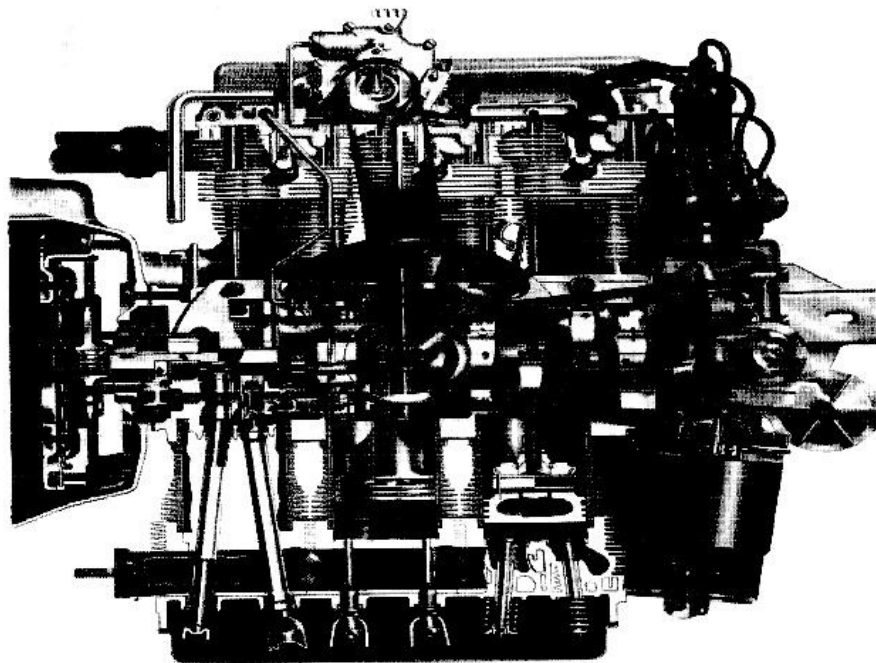
Exp. Date: / /
month year

CVC[‡]

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Mail to: PCCA, P.O. Box 954, Springfield, IL 62705

The Flat Six



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