



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

August 2024

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From the Prez

The International CORSA convention has wrapped up for the year 2024. I want to use the convention as my excuse for procrastinating assembling this month newsletter, but that would be a lie. I was simply tied up trying to demolish and rebuild my deck. Even with help, it has taken a long time to complete. I tried to get it done while the temps were only in the low 80s but the temps and humidity crept up making working in the direct sun torture.

With that said, I want to extend a very BIG THANK YOU to all the CORSA Concours judges who volunteered to judge. And all the other volunteers for the convention - rally workers, econo-run workers and those working the autocross corners. Volunteering to help in the sun and heat is commendable. And surprisingly, a lot of fun too. Nothing like be up close to where the action is.

Just as a reminder, the next schedule mPCCA eeting will be August 10, 2024 at the National Corvair Museum. The usual 2-4 pm time span with the occasional, sometimes frequent, overtime sessions to 4:30 or 5:00pm.



Gas pump, station at the Convention

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.

- 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

Glen Rittenhouse follows “bringatrailer.com” results and has reported these over the last month. (2)



1963 convertible, beige, sold for \$16,000.
Nice car at a nice price



1960 Coupe. Sold for \$5,000 - car had some issues

July 22-26, 2024 – CORSA International Convention

Unfortunately, I do not have the scores or even all the participants from PCCA for this years CORSA Convention in Dayton Ohio. Fortunately, I am able to publish a few pictures I scavenged from the CORSA Facebook page. Most, if not all, the photos were posted by Susan Lazenby Galloway, so I give her credit. Hopefully I'll get more for the September newsletter.

Yes, this newsletter is being published a few days late. I want to say that is because I wanted to include convention photos and news but in reality, I was just busy trying to redo my deck. The deck isn't done, yet, thunderstorm forced me indoors – to finally get to the newsletter.

I have these tidbits from the convention. Dale Dewald won the Cole award for best all award event participant – Concours, econo-run, rally and autocross. Jim Allen jr placed 3rd overall in Concours, besting dad Jim Allen by the smallest of margins who finished 4th overall. Both Allens scored just over 98.00 points out of 100. Jim (Sr) indicated he finished just 2 tenths behind the top show vehicle. Wow, that is close.

Glen Rittenhouse had lots of indoor vending tables (9) and vending was good, lots of buyers and sellers this year. Mike Hall served as the Convention Operations guy – I interpret that as Chief Problem Solver. The same role he served when PCCA hosted the convention, although we gave him the title Convention Chairperson.



Jim Allen at vending table



The Ladies “man” the vending table



Robert Landers showcasing his 1967 Yenko



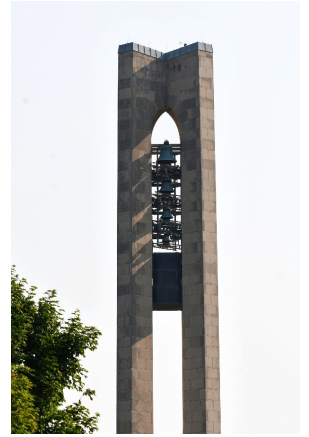
Not Bill Pierson's 61, but looks like it



Paul Beck checking tickets



Concours Judging - Engine



Not all about cars



Row of Impalas



Robert Landers



My mind slipped into neutral trying to find more content. Nothing of note came to mind – except to remind everyone of the August meeting – the 10th and the SOS Show in September – I have my registration form and check (\$15) ready to be mailed. Corvairs still have 5 classes - but we need your participation to maintain that number. The SOS Show moves off the streets into one to the State’s parking lots but still close to the State Capital and all the historic downtown Springfield Sites and restaurants. The Café Moxe and other locations on Adams street may still be closed because of a major fire that destroyed many artifacts from the Pillsbury plant that was in Springfield for many years.

Meanwhile, More pictures from the CPF facebook site – and a couple more convention ones.



Bill Thomas Corvair at the NHRA Winter nationals running as a modified Gasser



Mike Hall busy “at work” or maybe just reading a super hero comic book.



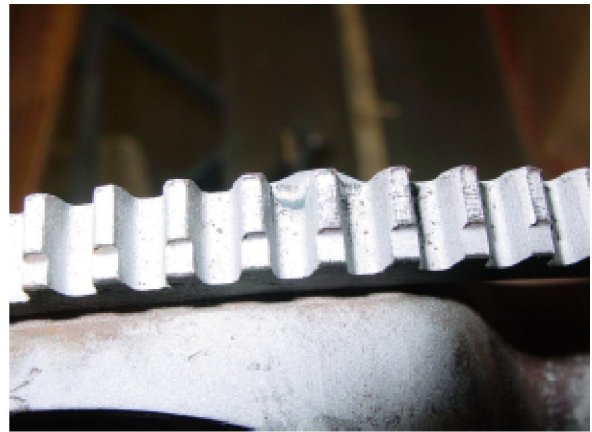
Mike Dawson always has good tips for us Corvair folk. I borrowed the article from the archives on the HOACA website under tech articles. This is number 189. Once again Thanks Mike for great tech tips.

The Preventive Maintenance Series

Mike Dawson

Pressure Plate Checking

If you are contemplating installing a used pressure plate, the following may be useful in determining if there are any potential issues. It is always helpful if you personally know the past performance of a pressure plate or if you acquire one from another source, that the previous owner can share the history. Also you should be familiar with the matched set of clutch parts that must be kept together. Failure to address that can lead to a no engagement or a no release condition. In addition, keep in mind that all original flywheels will fail so be sure and replace yours if it appears original



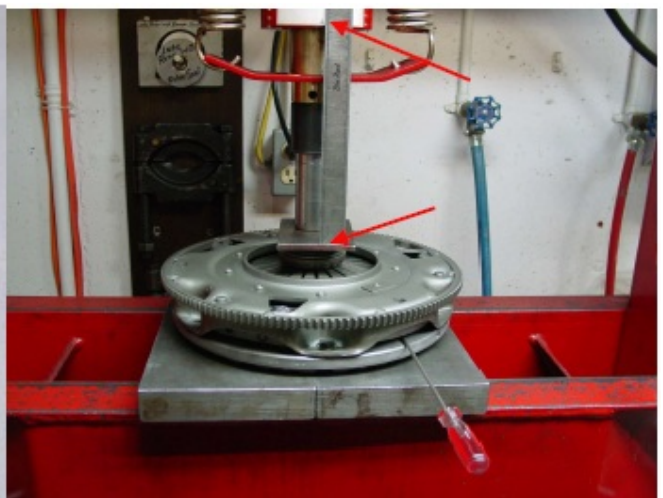
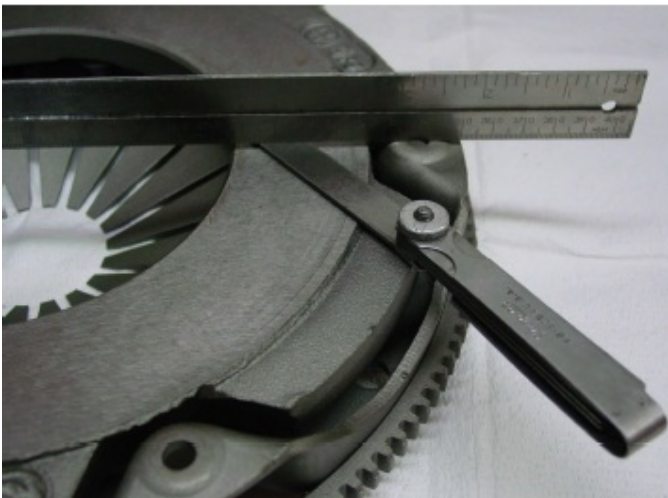
The picture on the left shows a broken weld that can be fairly common and the picture on the right shows a repair that extended into the teeth causing the starter to try and break something; like the nose. You would also be checking that the teeth were not worn down excessively.



If the fingers are staggered as in the picture on the left, it is either a broken diaphragm spring or it can be pieces of clutch disc material lodged under the fingers and against the frame. Mark the plate and frame to match during re-assembly and separate the two parts. If the spring does not appear broken, use a press to depress the fingers about half an inch and inspect with a flashlight. Blow out any debris or use a wire or pick. Release the pressure and see if the fingers are back in alignment.



The fingers on the left picture have significant wear, probably caused by a worn or frozen clutch release bearing, or possibly just from incorrect adjustment allowing the bearing to ride on the fingers continuously. The ring gear in the right picture has been flattened slightly, probably from being dropped.




You can measure the clearance as in the left picture, with a feeler gauge (0.200 Early and 0.100 Late) but I have found that measurement to vary quite a bit with both originals and rebuilds. The better check is actual performance as illustrated in the right picture. Bolt the flywheel/disc/pressure plate assembly with every other bolt and place in a press. Set up a measurement to record the distance the press piston travels from just touching the fingers to a complete release as judged by pressure on the disc with the thin screwdriver. The disc will slide a short distance to the step of the flywheel when released. The vertical distance has been very consistent in my checks and should be between 5/16 and 7/16 inches for all. If that measurement is greater or less, the clutch may not disengage or it may slip. Your pedal travels much more than that but the final pull of the clutch rod is leveraged through the clutch linkage and the fork. The two arrows in the right picture show the measurement check.

Touching up the face can be done with a DA sander and varying grades of medium paper or if you have hot spots they usually can be removed by careful use of a body sander and coarse discs. Follow up with the DA. If you have heavy grooves, it may be junk; I have not found any shop that will grind a pressure plate since Casper closed. An issue with grinding more than a few thousands is the need to shim the spring to compensate or machine the flywheel outer surface (late model only). With the price of rebuilt pressure plates from \$150 - \$300, re-using a known good one may be a consideration.


JOIE CHITWOOD'S WORLD-FAMOUS THRILL SHOW

FEATURING 1962 CHEVROLETS

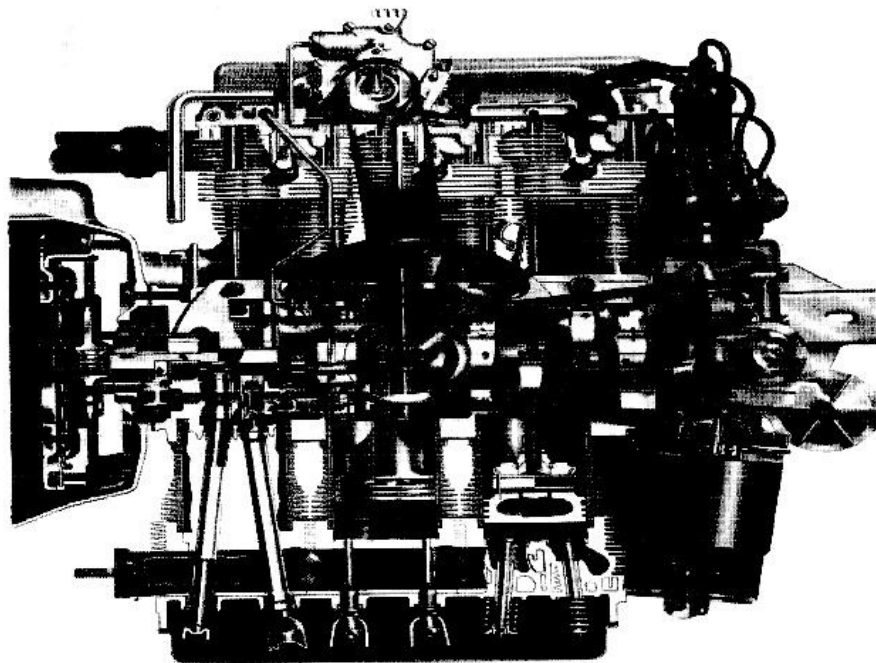


SPECTACULAR
CROWD
PLEASER !!!

NOW ON ITS 19th ANNUAL !!!
INTERNATIONAL TOUR ■■■



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