

The Flat Six Journal

Mid Continent Corvair Association Newsletter

April 2015

Spring Stirs Corvair Activities

Wow! MCCA is an active Club. Road Trip plan for March had to go to Plan B, then Plan C. Which we implemented very well. 9 people and 6 Corvairs went to El Dorado. And do we have Corvair radar! Several of us walked two blocks from the lunch restaurant to a hidden garage

and looked over a 60 Corvair for sale (may have glanced at the 64 Chevy, and the 69 Camaro also). Also, found some history for Mark Welte to explore (building with his name spelled right on the cap stone). Saw a lot of

history about oil in Kansas and some neat old machines. And... Plan B may become a road trip to McPherson in May. And keep 'em gassed up in April. 11th is the monthly meeting at the Community Center. 12th is By Laws meeting at my place (1440 Tapestry Lane, Goddard), 17th is Central and West. April 25th is a road trip.

Larry Lee



Historic Corvairs pose in front of the historic oil field equipment at the Oil Museum in El Dorado.



March Meeting
EM 3 LM 5



April Meeting
Saturday, April 11th 7 pm

Oaklawn Activity Center,
4904 S. Clifton, Ave. Wichita, KS

Classifieds

MCCA Officers

Larry Lee

President

316-734-5670

Bernie Strecker

Vice-President

316-619-9844 cell

Ned Madsen

Treasurer

316-680-3483

Mark & Darlene Welte

Secretary

Terry Kalp

Newsletter Editor

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Web Site

<http://www.Corvair.org/chapters/chapter672/index.html>

FOR SALE: 1964 Corvair Monza Convertible purchased in Lamar, CO. in 2001. The Monza has a rebuilt transmission and torque converter with a 1 year warranty. The top is about 4 years old and the 2 rear tires are about a year old.

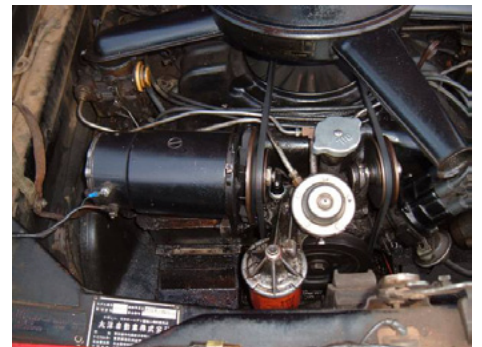
The engine was over hauled in 2001 and it is being used as an every day driver in Kingman, KS.

The exterior needs a new paint job and some body work and the interior has a driver seat that was re-done but the rest of it needs work.

An extra new fuel pump and fan belt are included. Just installed 2 new front tires.

Asking \$4200. or best offer. It does run well on the highway and can reach 77 mph and gets about 24 miles per gallon.

It has an original Japanese engine tag since it was built in the U.S. and sold in Japan and has more miles logged in Japan than



in the U.S. The Corvair museum in Michigan did inquire about it because of it's past history.


It runs well in the snow because of the rear wheel drive weight in the back. It can be shown by appointment and has been to many Lake Afton car shows.

Contact:

Mike Miller
620-491-1075

MCCA Stickers

\$2 ea. 2" x 5"
See Ned Madsen





REAR-ENGINE SPECIALISTS

Steve Goodman

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Take the heat out of your dome light

By Mark Welte

A Corvair dome light, if left on for very long, can get hot enough to melt the chrome plastic housing, although the damage may be hidden under the lens cover until it becomes severe. I replaced my incandescent dome light bulb

with a Philips VisionLED bulb from RockAuto.com for \$5.75 + \$2.05 shipping. It installs just like the original bulb and works great. It runs much cooler and also draws a fraction of the current of the old bulb. And it comes with a 12 year warranty!

Ned Madsen added, LED are great because they give the light without the heat. I have them in my dash and dome light. I've even tried different colors. You can get them several different places on line as well as many local auto parts stores



LED dome light replacement.

Pre-meeting Eating China Super Buffet 47th & Broadway

Some MCCA members will be gathering at New China Super Buffet 4858 S Broadway St, Wichita, KS, to eat before the April 11th meeting. Join your friends at 5:30-6 on Saturday. . If you have suggestions on places to eat let Terry or Larry Lee know.

Our 42nd Year! Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015. (Additional catalogs \$3 with an order)

*Over 100 new repro parts in
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El Dorado Trip Strikes Oil

The MCCA road trip to El Dorado was actually Plan C. After a trip to Lloyd's Oklahoma farm (Plan A) didn't pan out and going to McPherson to tour the Restoration Program (Plan B) didn't fit their schedule it was down to touring the Oil Museum in El Dorado (Plan C). However this Plan C turned into an A+ road trip.

There was just a little chill in the air as nine MCCA members and six Corvairs gathers at the Kalp Shop before the trip. Lyle and Lonene Ackerman had their '62 Monza coupe, Larry Lee was in his '66 Corsa convertible, Ned Madsen was driving his recently repurchased '65 four-door, Mark and Darlene Welte arrived in their '65 Corsa coupe, Bernie and Julie Strecker were taking their '65 Corsa convertible, and Terry Kalp dug out his '65 Monza convertible for the trip.

Around 9:30 the Corvairs lined up and headed East on 101st Street toward El Dorado. There was a quick stop at the WalMart on the edge of El Dorado for rest stops and final instructions to reach Fiesta Mexicana for lunch. Luckily there were six empty

parking spots for the Corvairs across from the restaurant, which the Corvair promptly filled.

It was too early for lunch so some members headed to a nearby thrift store while others traveled South on Main to try to locate a '60 Corvair they had been told about. Both quests were successful and the

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This '60 700 coupe was found in a garage in downtown El Dorado by wandering MCCA members.



Ned Madsen, Larry Lee and Lyle Ackerman chat on the porch at the Kalp Shop. Gathering at the shop for the El Dorado trip were six Corvairs and nine MCCA members.



A variety of equipment was required to get oil from the ground and refined. The museum displayed most of this equipment.

El Dorado . . .

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thrift store sold a few items while Bernie, Mark, Larry and Terry found the Corvair in a garage off an alley.

Soon it was lunch time and the mass consumption of excellent Mexican food. Lunch was topped off with a desert tostada in celebration of Lyle Ackerman's birthday.

The Corvair caravan then headed East a few blocks on Central to the Oil Museum. Again the Corvair found adjacent vacant parking spots for another Kodak moment. By now the temperature was in the 70's which was perfect since most of the museum's displays were outdoors. After a short tour of the inside displays members headed outdoors. Outside were various drilling rigs, pump heads and trucks that were used to extract the oil from the ground. Also a restored "shotgun" house with furnishings was open to tour.

There were over a dozen buildings each filled with exhibits. Only a few members made it through all the displays. By mid afternoon the MCCA members were returning to their Corvairs to make their way home.

Next Road trip is on 177 in the Flint Hills on April 25th, don't miss it.



Lyle celebrates his 39th birthday at Fiesta Mexicana.



Shopping at the thrift store in downtown El Dorado.



A restored "shotgun" house shows how the oil workers lived.



After a semi-scenic trip up 101st Street North (Fairview, Murdock, Sunndale Road) the caravan of Corvairs sailed through the stoplights of El Dorado. Turning the corner onto Main Street six empty parking spots were found for the Corvairs just across from the restaurant.

Dare to Repair

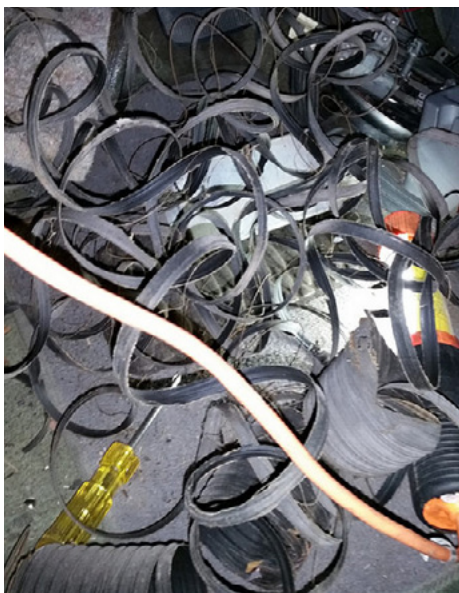
By Ned Madsen

Our MCCA member in OKC, Chris Teer has a 64 Coupe that is purple. He calls it "Purple Panther" but I call it the "Purple People Eater." You see Chris was having some trouble with the car, primarily the fuel system. He wanted to replace the fuel tank, fuel pump and carbs. I volunteered to give him a hand and offered my garage. Chris accepted and Terry and I picked up the car just before New Year's Day.

Things started out well. A set of Steve Goodman carbs, a new fuel tank and a electric fuel pump were fairly easy installs.

The old fuel tank has lots of dirt in it and so did the old carbs. The electric fuel pump went in and Chris wanted the old fuel pump converted to a fake pump that gas just flows through. That was all fairly easy with parts from Clark's.

The adventure started when I tried to wire the electric fuel pump



The old duct disintegrated when it was removed from the dash.

into the car. The wiring harness under the dash, the one with the fuse box had been severely butchered sometime in the past. The turn signal switch had been replaced with one that was external to the steering column. The real problem was that many wires had been cut and or spliced with those blue wire taps, so many of those blue wire taps.

I made the decision, after consulting with Terry and Chris, to replace the wiring harness. The problem with that was that Chris' car is a 64 and it has a unique wiring harness. Terry didn't have a 64 but we could use a 62 fairly easily. Terry also had the parts to go back to a stock turn signal. I had to swap out the headlight switch plug because it was a different shape but the same number of wires. While we were changing out wiring harnesses, we also changed the trunk harness, it had also been to the butcher shop.

The engine harness had also been chopped up to convert the reverse light into extra tail/brake lights and that aftermarket turn signal. Fortunately the original wires were easily repaired to get back to the stock configuration.

Once the wiring bowl of spaghetti was straightened out I could start the car. It still ran intermittently. I tracked down a few more wiring problems with the electronic ignition box. One of the three wires to the distributor was broken in a plug and only making contact some of the time and then all three wires were cut through the insulation where they went under the cap. I



Four splices in just one short section of taillight wire.

installed an electronic ignition I had laying around (my spare) that all goes under the cap. Now the engine ran reliably.

I also replaced the heater ducts inside the car. I gained respect and had sympathy for early owners that have done that job. I also gained an appreciation and thankfulness for the GM engineers that changed the heater design on late models. Feeding hoses through the rockers and connecting the defroster hoses were a real challenge. I also had to repair the defroster control the cast part the cable attached to had broken. Once again, thanks to Terry for his supply of parts.

One last adventure was the delivery of the car back to Chris in OKC. We had planned to head down on the last Thursday in February (I needed my garage back for my new Corvair). It snowed that day. All day Chris, Terry and I were trying to decide what to do. We chose the safest route since Chris was in no hurry and I still had some time. We brought the car to Chris in March after returning from the Performance Workshop in Kokomo and on the night of the OKC club

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Dare to Repair

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(C.O.C.A.) meeting.

Funny postscript... About a week or so after delivering the car, Chris called and said it died, no fuel in the carbs. I suspected the electric fuel pump. Chris said he could hear it running. He said the gauge said it still had half a tank of gas, just like when I gave it to him. We talked a bit about how much he had driven it. He was driving it a lot, it was running great. I suggested that maybe the gauge was wrong. I did have some problems with the sender or perhaps I knocked the wires off the gauge, I did have lots of wiring issues behind the dash. Anyhow, he put a few gallons of gas in the car and reconnected the wires to the gauge and all is good, again.

Let me thank Terry for both Chris and myself. He supplied lots of the needed parts to complete this project. Not only that, but he supplied the advice and direction to get this LM guy through this EM project. He didn't laugh too hard at my frustration.

Let me also thank Chris. He had the faith in this LM guy to turn his car over to me. He gave me the opportunity to have this EM adventure. I totally enjoyed exploring the differences between the two designs. It also gave me something to do as my Corvair (I only had one back then) was in daily driver status and I couldn't do any big jobs on it. I actually had fun doing this for Chris.

I couldn't be happier for Chris. He does so much for the OKC club and is a great all around Corvair guy for all the Great Plains clubs, not to mention he's a great person. I'm looking forward to caravanning with Chris and the other OKC folks to HOT in a couple weeks. We are going to have FUN!?



Chris' engine bay after new carbs, dummy fuel pump, and a lot of wiring cleanup.

2015 Events

April 11 2015: Saturday Pre-Meeting Eating at New China Super Buffet 4858 S Broadway St. Meet between 5:30 and 6. Bring your appetite.

April 11 2015: Saturday April MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

April 12 2015: Sunday MCCA By-laws and standing rules meeting. Larry Lee's home, 1440 Tapestry LN. Goddard, KS 2 pm. Contact Larry Lee 316-734-5670.

April 17 2015: Friday April MCCA Show your Corvair night at the Central and West St. show and shine. Wichita, KS 5:30 pm. Contact Larry Lee 316-734-5670.

April 25 2015: Saturday KS-177 Flint Hills Trip to Tallgrass Prairie area, Strong City, Spring Hill Farm. Cassoday to Council Grove. Contact Ned Madsen 316-680-3483.

May 2 2015: Saturday C.A.R.S Club Car Show. Venue: [McPherson College](#) 1600 E Euclid, McPherson, KS 67460 Time: From: 9:00 AM to 4:00 PM Phone: 620-242-0400

16th Annual College Automotive Restoration Students. The student led C.A.R.S. Show in May, where students plan their own large car show unlike anything else in the area, attracting participants from around the country.

May 9 2015: Saturday May MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

May 22, 2015: Saturday Yellow Brick Road Festival, Sedan, KS. Contact Ned Madsen 316-680-3483.

