

The Flat Six Journal

Mid Continent Corvair Association Newsletter

February 2015

February dinner/meeting at Stroud's

Don't forget the Pre-Spring Fling and February meeting this Friday at Stroud's 3661 N. Hillside, Wichita, KS. The event starts at 6:00 p.m. There is parking on the North side and around back. Let them know you are with the Corvair group. Then a little over a week later is the MCCA Cold Tuna on Saturday, February 21. Show up after 8:00 a.m. bring a side dish and your Corvair problems.

There was an excellent turnout for the January meeting with 17 members inside and six Corvairs in the parking lot. Many topics were discussed at the meeting: Terry Kalp had samples of the 2015 MCCA Corvair Calendar. He noted they were selling well, then sold all three he brought to the meeting.

Julie Strecker suggested an officers meeting to review MCCA bylaws. Julie and Bernie hosted the meeting at their house on Sunday, January 25.

Ned Madsen mentioned that CORSA has consolidated club affiliation rules. CORSA now only charges clubs \$35 for affiliation. The annual fee is no longer tied to the number of non-CORSA membership MCCA members.

Ned went on to talk about the MCCA Road trips scheduled from March thru June. On March 28 members will be traveling to Lloyd Folger's farm in Manchester, Oklahoma. This is just over the Kansas line, a 81 mile one-way. trip. Meet at the Dillon's parking lot

at 47th & Broadway. Depart for Lloyd's at 10 a.m.

The next trip is set for April 25. The Corvairs will travel KS-177 thru the Flint Hills in the Tallgrass Prairie area. The drive will go thru Cassoday to Council Grove. Lunch in Cottonwood Falls. Included is a visit Spring Hill Farm. 8 am departure. Location TBD.

The final road trip will be May 22 to Sedan, KS for the Yellow Brick Road Festival. This will include a very short parade and a stop at Henry's Candy Factory in Dexter, KS..



Stroud's was once a farm, keep an eye out for the silo on the west side of Hillside just south of 37th street.



Nov. Meeting
EM 1 LM 5



February Meeting

Friday, Feb. 13th 6 pm

Stroud's
3661 N. Hillside, 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

316-755-2458

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.

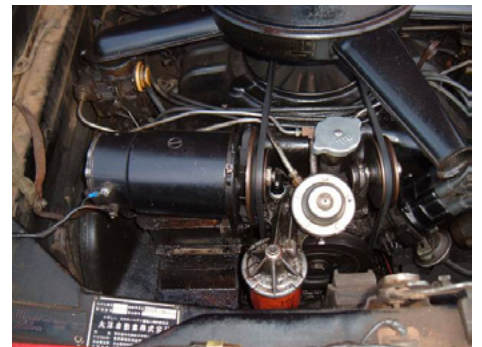
The engine was over hauled in 2001 and it is being used as an every day driver in Kingman, KS.

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"x5"
See Ned Madsen



REAR-ENGINE SPECIALISTS

Steve Goodman

16010 W. 5th Ave., Unit 12

Golden CO 80401

(303) 278-4889

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e-mail: rearengine.steve@worldnet.att.net

internet: <http://rearenginespecialists.com>

Cold Tuna . . .

It is Tuna time. Come out to the Kalp shop at 2140 W. 101st Street North, Valley Center, on Saturday February 21st for a day of Corvair "tune-up" and repair. Time to start planning your Corvair upgrades for Spring and Summer Corvair driving enjoyment.

Doors open at 8:00 am and close when the last project is finished. MCCA window stickers will be available for \$2.

Judy Teer

Judy Lynn Smallwood Teer, 53 of Oklahoma City died February 7th, 2015 at her home. Judy was born December 23rd, 1961 in Oklahoma City to Mary and Darrell Smallwood.

Judy graduated from Chickasha High School, attended St. Gregory's College and USAO. Judy was an artist with an eye for beauty and structure. She worked in childcare and retail most of her life. Her last job was for the Oklahoma State Senate, a job she loved.

Judy and Christopher Teer were married on Thanksgiving Day, November 28th, 1985. Memorial service will be held Tuesday, February 17th, 2015 at 10 a.m. at Demuth Funeral Home, 1145 West Britton Rd. Oklahoma City, OK 73114. In lieu of flowers the family requests memorial donations be made to the Leukemia & Lymphoma Society.

Terry Kalp, Kathy and Ned Madsen are planning to attend. They plan to leave Derby around 6:30-7 a.m.

Lyle Ackerman will be bringing the 140 heads he just got rebuilt at Noland's in Kansas City. We may be firing up the 140 hp engine that Ned put together for Terry this past winter. See the MCCA engine run stand in operation.

There will be a Pot Luck lunch, the main dish will be Soups and Chili. The Club will

be providing plastic-ware, plates, bowls and napkins. Not sure what to bring, contact Larry Lee at 316-734-5670 and Larry can help you decide.

Still plenty of time and space for Corvair repair/up-grade projects. If you need to discuss your Tuna project you can contact Ned Madsen at 316-788-1724

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PG Cable Repair

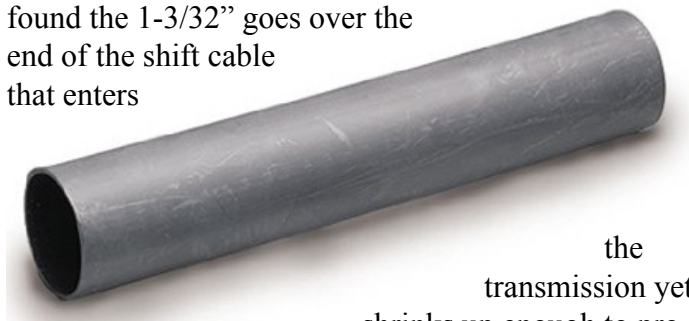
By Scott Allison

If you notice a transmission fluid leak that often shows up after the car has sat for a period of time, as the torque converter leaks down overfilling the transmission pan, it could be one of three things.

First, as the plastic of the PG (Powerglide) shift cable ages it may begin leaking where the plastic of the shift cable terminates at the crimp fit where the cable goes into the transmission. Second, there is also a chance the grommet has failed where the PG cable exits the tunnel and the plastic shield has been compromised. Lastly, if the shift cable has been allowed to come into contact with the parking brake cables a hole may be present in the plastic shield.

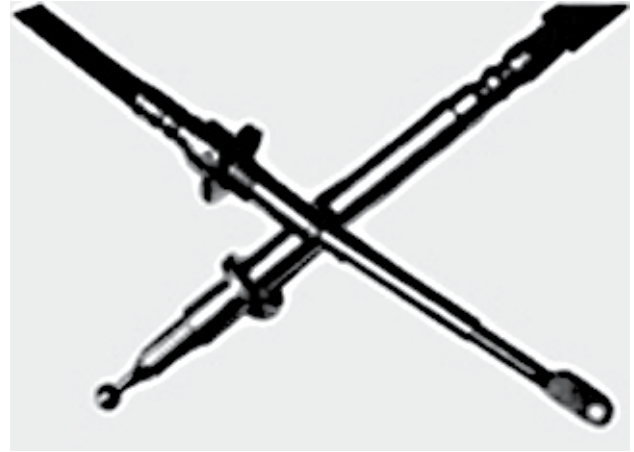
Mike Dawson has shared a repair that works for all of the above using a two-part epoxy. In an effort to review additional options I've been experimenting with some wrap around tubing that to date is also showing good results. I've tried two different kinds and both appear to work.

Option 1 is the least expensive and available at your local hardware store. The product is Heavy Wall Heat Shrink Tube by Gardner Bender and I found the 1-3/32" goes over the end of the shift cable that enters



the transmission yet shrinks up enough to provide the seal. Sealant is a part of the tube so as it is heated it fills any void. The thickness of the tubing goes from approximately 1/16th of an inch when purchased to 1/4 of an inch after heated. The number on the package is HWT-1138 and the stock number from the receipt is 032076018290 (3086220). The product was \$9.49 at my local Westlake/Ace Hardware.

Option 2 is a little more expensive and I found the product from E.B. Horsman & Son through ebdirect out of Canada. The item varies from the above as it is a wrap-around shrink-tube and a higher quality product. The item number is CRSM-34/10-200 · TYC



WRAP AROUND REPAIR SLEEVE by Raychem and cost \$22.38. It took a couple of weeks for the item to arrive but there is enough to do two repairs.

In both cases you would want to drain the fluid from the transmission pan, disconnect the cable from the transmission, and pull the cable through the cross-member to provide adequate work space. The cable does NOT have to be fully removed from the car or disconnected from the shift lever. You may have to let the cable hang for some time to drain out any fluid. Clean the area to be repaired thoroughly. If you are repairing the crimp area you will want to overlap onto the metal end about 1/2 an inch but be sure that access to the bolt is not inhibited.

In both applications I used a heat gun as this provided a better control over the shrinking of the tube than a flame. As the directions say, start in the middle but as soon as it starts to shrink move to the outer edges to keep the shrinking uniform. Trying to shrink too much at a time will result in a wrinkle in the tube and you must start over. Some excess sealant will run out and drip on the floor, allow it to so and don't touch it until it's completely cooled. Once the tubing has shrunk as much as it's going to shrink allow it to completely cool before you attempt to reconnect the cable to the transmission. The shrink tube appears to work equally as well on mid-cable repairs.

Note: for the Westlake/Ace product I also installed small hose clamps at the ends of the shrink-tube. I don't know that this is necessary but being my first attempt I wasn't sure how much the tube would shrink. If you elect to also do this the clamps can only be installed after the cable is passed back through the cross-member.

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PG Cable Repair

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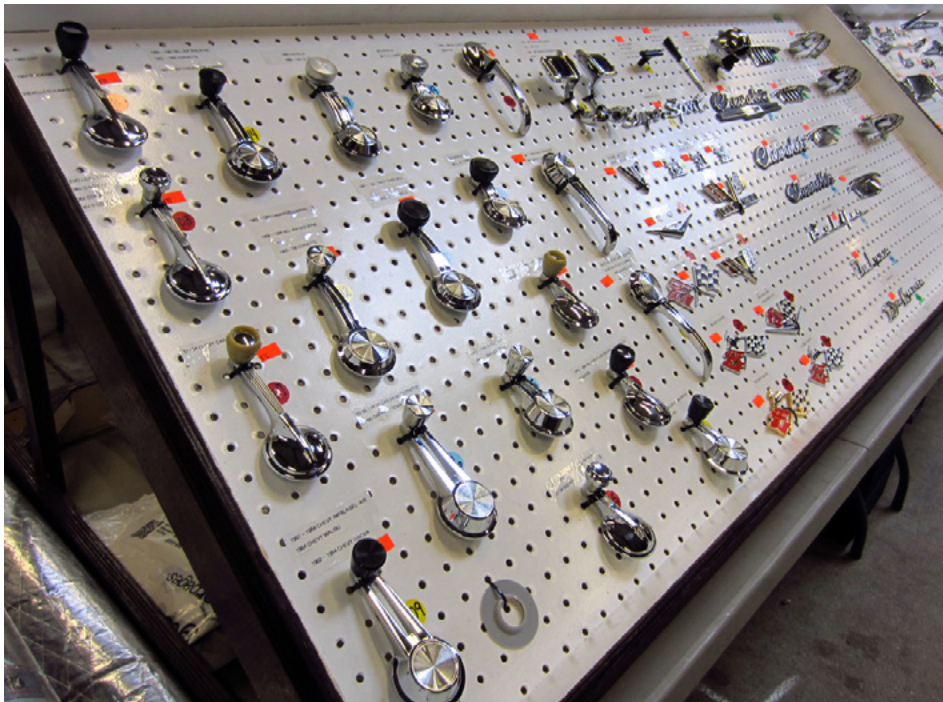
Reconnect the shift cable to the transmission (ensuring that the shift lever on the dash is in drive) rotating the pivot arm on the transmission fully counter-clockwise and using a new O-ring. Replace the transmission fluid and make sure all clamps/brackets for the shift cable have been reinstalled. Be sure to route the cable between the underbody of the car and the parking brake cables otherwise the parking brake cable will come in contact with the shift cable and you may be performing this process again in the near future.

Last minute update; I later found a Gardner Bender shrink tube (part number HWT-0722) that starts out at 3/4" and shrinks to 7/32" (versus the 1-3/32" that shrinks to 3/8" noted above). I'm not sure if the 3/4" would go over the end of the cable but it is something I hope to review soon.



Ned Madsen now has an EM Corvair in his garage. Ned offered to help Chris Teer with a list of repairs for Chris' '64 Coupe. More details next newsletter.

40th & last Sunflower Swapmeet



As usual there were few Corvair parts to be found for sale at the February swapmeet. Luckily GM used the same parts on several lines. This vendor from Oklahoma had mirrors and door handles that fit Corvairs. Terry picked up handles for the wagon and a mirror for Kermit.

There was a good turnout for the last Sunflower A's Swapmeet. Bob & Lee Bright, Terry Kalp, and Fred Bybee from KC all had booths. Spotted around were Ned Madsen, Lloyd Folger, Bob Horstman, and Gary Jones, who drove down from KC.

Corvair pickings were sparse with the usual dented hubcaps, a few tail-light lenses and some dusty trim. Since some Corvair parts were shared with the more popular Chevrolet lines there were some reproduction parts available.

This was the last year for the Model A club to run the swapmeet and the last time at the Kansas Pavilions. A new group will continue the February swapmeet next year at the Casino in Mulvane with profits going to charity.



Searching for the Holy Grail of perfect floors, Mike B. slices the floor from the former Kelmark V8 Corvair.

Project Police

Dennis Fuller fixed the ATF leak in the bellhousing of his '64 Monza. He found a worn seal and looking further he found a worn bushing in the converter that had caused the seal to fail. He replaced the seal and used a different converter and the leak has gone away.

Lyle Ackerman Is making progress on the engine for his barn find Corsa. The local machinist checked Lyle's crank and reported it would need some welding and that it was bent. **Lyle** picked up another crank from the Kalp shop that ended up just needing some polishing and it would be ready. Also the Kalp shop produced a cylinder, some rods and a piston that can be refurbished to complete the parts necessary for his engine. Noland's in Kansas City called **Lyle** and told him his heads were done. **Lyle** and **Terry** traveled to KC on Tuesday to pick up the 140 heads.

Ned Madsen has been putting together a lot of hours on **Chris Teer's** EM coupe, but that will be covered in next month's newsletter. **Ned** took a little time to work on his own Corvair. His steering had become quite stiff after putting a nylon pittman bushing and quick steer arms on it. He thought it was the quick

steer arms so removed them, but that did not improve the stiffness much. Later, when **Ned** was helping **Terry** put a nylon bushing in the wagon, They discovered that perhaps he had the bushing in the wrong way in his LM. When Ned was in the process of fixing his own Corvair, he also discovered there were two different diameters of bolts used in the pittman arm bushing. One was .010 inch larger than the other. The smaller one works fine in the Clark's nylon bushing the larger one binds up. The size wasn't critical while mounted in the stock rubber bushing.

Larry Lee has replaced bulbs in his instrument cluster and fixed grounds to get better illumination at night and get more instruments working. A loose plug was also keeping his fuel gauge from operating correctly. The fixes has helped, but **Larry** says he has a few more grounds to repair.

Terry Kalp with a lot of help from **Mike B.** has fresh bushings in the front end of his '61 Lakewood. Also a front brake hose was replaced and the wheel cylinders rebuilt.

Bob Bright Has been installing the shifter and working on wiring his V8 Corvair project.

Mitchell Wood got his Clarks rear ducktail spoiler mounted on his engine cover. Had it painted and now it is on the car and looking great.



The front clip from the former V8 car will be going back to Bob Bright so that he can repair the front of his '65 convertible where it was run into.



Mike Dawson supplied many visual aids to his discussion on Corvair parts spotting.

KC Tech Time

Mark Welty and Terry Kalp headed out on Saturday, January 17, to the HACO Tech Session in Belton, MO, hosted by Mike Dawson. This was Mark's first trip to the Dawson garage.

The tech session focused on parts identification and differentiation between similar parts. Mike had most the parts on hand so everyone could see the differences. After the session there was a soup and stew dinner spiced with a lot of Corvair Conversation.

2015 Dues Due



\$15 Pay Ned Madsen 1212 Patrick Henry, Derby KS 67037

2015 Events

February 13 2015: Friday February MCCA Pre-Spring Fling dinner meeting. Stroud's 3661 N. Hillside 6 pm. Contact Larry Lee 316-734-5670.

February 21 2015: Saturday Cold Tuna. Kalp Shop 2140 W. 101st Street North, Valley Center, KS 8 am till ????. Contact Terry Kalp 316-882-3056

March 6&7 2015: Friday & Saturday Corvair Performance Workshop Kokomo, Indiana. Contact Tracy LeVeque Tracy libgan2004@yahoo.com.

March 14 2015: Saturday March MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

March 28 2015: Saturday MCCA Road Trip to Lloyd Folger's farm in Northern Oklahoma (81 mile trip one way) Contact Larry Lee 316-734-5670.

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.

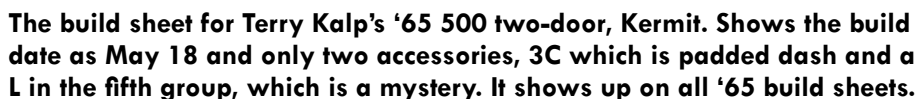
April 25 2015: Saturday KS-177 Flint Hills Trip to Tallgrass Prairie area, Strong City, Spring Hill Farm. Cassoday to Council Grove. Contact Ned Madsen 316-680-3483.

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





Stroud's
3661 N. Hillside
Wichita, KS



April Meeting April 11

LM-8

