

The Flat Six Journal

Mid Continent Corvair Association Newsletter

January 2016

November Italian Feast

The November meeting was a pot-luck, Italian dinner at Bob and Lee Brights. A lot of great food was consumed and much conversation. There was only a little MCCA business conducted.

The major item was moving the Pre-Spring Fling meeting/dinner back a day to February 5th, a Friday. Several members have swap spaces at the Wichita Swap meet and would be tied up Saturday night packing up and not be able to make the dinner. The February event is very popular and a good time to meet some of the members and spouses we don't get to see very often.

Terry Kalp reminded everyone of the impending deadline for calendar photos. There was also time to check out Bob's shop and his progress on his Corvair projects.



Ned Madsen putting the nuts on the rear motor mount after swapping the 95 PG from his gold sedan into his "White Car". Ned is using a Finch Cart where you roll the powerpack under the Corvair then lower the body over the engine. See story on page 6.

Activities Abound in 2016

2015 was a great year for MCCA. It was the first year for the Mel Horstman Award (to be presented at the February dinner. The Arkansas Club put on their first Round Up and they did it like pros.

Thanks to Ned Madsen's planning and multiple members participation, there were many successful MCCA road trips. The Tunas enjoyed good weather and great turnouts.

2016 continues the trend,

with Ned having several road trips on the calendar, The Great Plains Corvair Roundup returning to Tulsa, OK, they always put on an excellent event. The CORSA International convention is in Springfield, IL next summer. That is an easy one day drive from Wichita. A good opportunity to attend an international Corvair convention. Also Year two of the Mel Horstman Award starts with the January meeting, so drive your Corvair

Jan. Meeting

Saturday,

Jan. 9th 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

316-755-2458

Web Site

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

1212 Patrick Henry

Derby, KS 67037

FOR SALE: Corvairs, Projects and Parts Lloyd Folger is shuffling storage space and has decided to sell some of his Corvair collection, cars and parts. He hasn't come up with a list to print, but you can contact him by phone 316-461-7890.

FOR SALE: 1961 Rampside Pickup. 1961 Rampside freshly picked from an Oklahoma salvage yard. Fairly solid body with just a bit of rust. Mechanicals unknown. Manual transmission.. For more information or to view the truck.



Contact Lonnie Puckett 785-376-1272 or 785-536-4652. Asking \$650

FOR SALE: 1964 Corvair Monza Convertible New Top and Interior. Body in good condition. 4-Speed Manual Transmission. Motor has some blowby~~Runs good. \$3500.

Contact Todd 990-3759



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

Fax (303) 936-7420

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

internet: <http://rearenginespecialists.com>

MCCA Corvair Calendar

Twelve MCCA members provided photos of their Corvairs for the 2016 MCCA calendar. Terry put the calendar together and made it available via WalMart print center and had a few printed off for interested individuals. You need to provide your e-mail to Terry if you

want to print thru WalMart, contact Terry at 316-882-3056.

He will have three calendars available at the January meeting. Cost worked out to \$13 each. MCCA activity dates are already on the calendar. Had many positive comments on the 2016 calendar.



Project Police

Mark Welte

Mark made good use of the MCCA run stand. He fired up his rebuilt Turbo engine and ran it long enough to break in the cam and sort out some tuning problems. **Steve Goodman** helped sort out some of the idling issues. The next step is for **Mark** to get a block of time to swap the engine into his Corsa and reseal the differential and transmission.

Sam Kuns

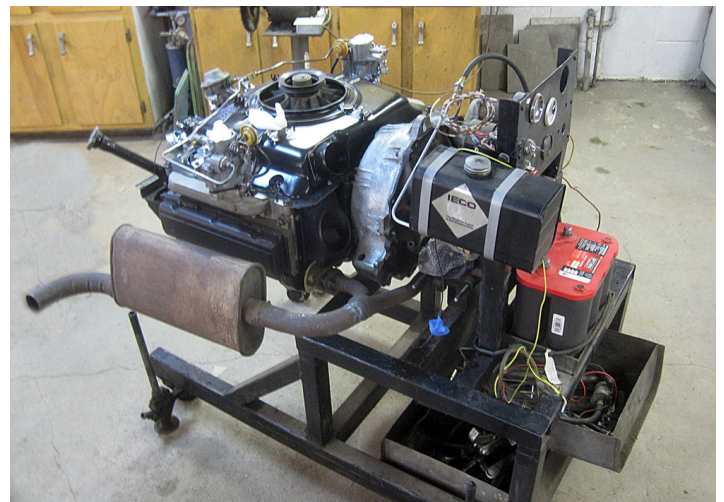
Sam towed his '63 700 coupe up to the Kalp shop to install the 140 hp motor in it. With some help from **Greg Renfro** and **Terry Kalp**, the engine was bolted in place. Turned out that was the easy part. It took a few more hours and a wiring loom swap to get all the electrical gremlins sorted out. It now starts from the key, but needs the floors welded in and accelerator pedal and linkage installed to make it drivable.

Bob Bright

Bob is making steady progress on his V8 Corvair project. The drivetrain is in for the last time, shift linkage installed, radiator and piping installed, hydraulic clutch in and plumbed and the proper carburetor sitting on the engine. He will be firing it up soon if he hasn't already.

Scott Allison

Scott has spent the Fall upgrading his recently purchased Loadside. The 110hp engine was getting tired and it was a car engine without the FC/Station wagon fill/dipstick tube to check the oil from the access door. **Travis Bolton** provided a proper FC block,



Terry Kalp has his '65 FC engine on the MCCA run stand ready to start. Scott Allison checked it out this fall and fixed the mis-bored cylinders.

but it was for a short stroke 145 cu in. engine. Early in December **Scott** cleaned up the block and clearanced it so he could use a long stroke crank from the 164 cu in. Corvair engines. Christmas break was spent by **Scott** getting all the proper pieces put together for the engine topped off by a freshly rebuilt set of Noland heads. Had it back in and running by December 28th.

Pre-meeting eating Hog Wild on 47th

Some MCCA members will be gathering at Hog Wild Bar-B-Q at 662 E. 47th St. South, Wichita, to eat before the January 9th meeting. So bring your appetite and join your friends at 5:30-6 on Saturday. It is a chance to meet and socialize before the meeting. If you have suggestions on places to eat in the upcoming months let Terry Kalp or Larry Lee know.

LM Rust Repair

By Terry Kalp

As our Corvairs continue to age the demon rust pops up even on some of the best maintained cars. This fall Greg Renfro purchased a very nice '65 Corsa project. The body was very nice and some body-work had been done but there was one rust spot. The driver's door had some rust at the front, lower corner.



A pretty common rust spot on LM Corvairs is the lower front corner of the door. Debris accumulates in that area and traps moisture. Over 50 years the trapped moisture turns into rust.



First step is to cut away the rust thinned areas. This also allows access to treat the rusty inner structure.

Greg enlisted my help to repair the rust.

Taking the door off the car to make it easier to work on was the first step. Before you get excited and start cutting metal examine the rusted area carefully. Understand that the visible rust is like the tip of an iceberg. The metal has been thinned for a large area around the visible rust thru. Cut back the rust to solid metal.

There are not a lot of aftermarket patch panels made for Corvairs. Luckily the lower door area on a LM maintains the same contour from front to rear. I had a donor door and Greg was able to cut a larger than needed patch panel. A 4" angle grinder with a cutoff wheel was used to cut out the original rust and the patch panel.

The skin of the Corvair door is crimped onto the inner door structure with a 1/2" lip around the inside of the door. By using a panel off the donor door we were able to retain the crimp area along the bottom edge. We would have to figure out a way to fold and crimp the front edge. It was not just an easy fold because the fold line was a compound curve. Again the donor door came to the rescue. A practice patch was cut and clamped into position at the front edge of the donor door. With the use of pliers, heat, hammer and dolly an acceptable flange was formed. Now just to do it again on the real patch panel.

The donor door is put to use again to help form the lip that folds over and crimps the patch panel to the inner frame on two sides. A little heat helps. The basic forming is done. The patch is cleaned down to bare metal then fitted to the door. Meanwhile the rusty inner structure is cleaned and treated to rust reformer. The two corners of the patch are trimmed to fit and tack welded. With the patch overlapping the door a diagonal cut is made thru both pieces. This insures a precise fit and the thin blade leaves a small gap, perfect for MIG welding. The diagonal cut is made for several reasons, more of the rusty door skin is removed, it is a shorter weld path than a 90 degree corner, and a 90 degree corner causes more distortion

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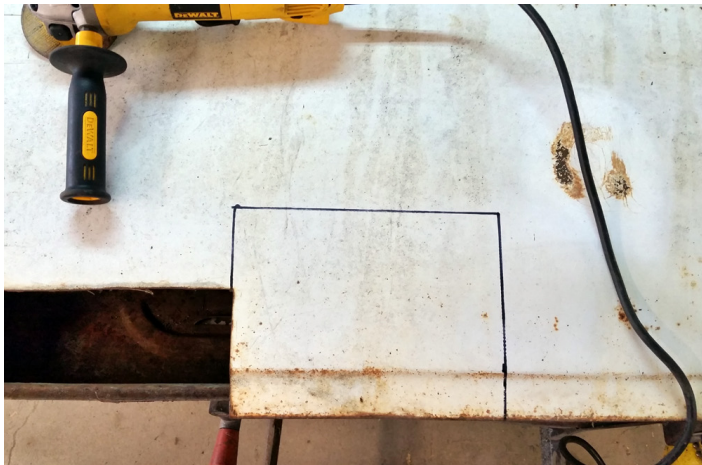
LM Rust . . .

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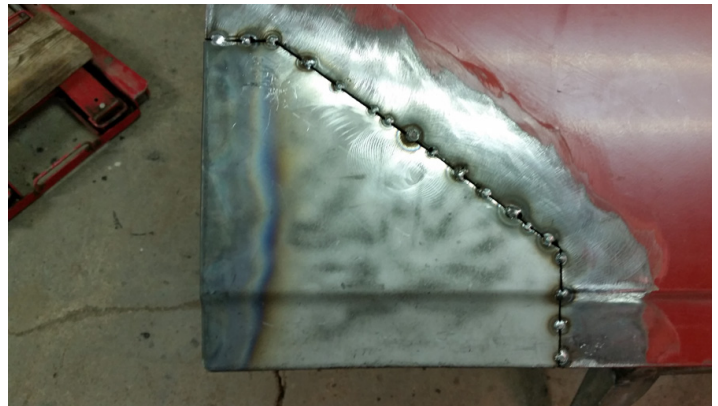
welding than a straight line. To keep warpage down on the low crown area, a tack weld is made about every inch then allowed to cool. Once cool another series of tack welds are made and allowed to cool. The series repeats until the seam is welded solid. I like grinding the tack welds after each tacking session rather than doing all the grinding at the end. Helps keep heat and warpage out of the area. The heat from welding causes the metal to shrink and pucker at the weld. The final step is to hammer and dolly the weld area flat.



The bottom edge of the patch already had the folded edge. After 45 degree relief cut is made. The forming process is continued on the second edge.



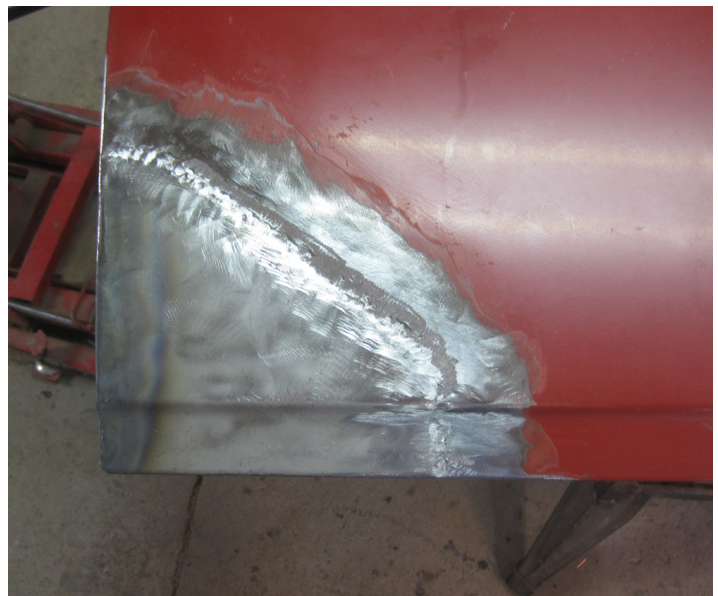
A patch panel is cut out of the donor door. It has all the correct curve and joggle. It is cut oversized with a cutoff wheel on a 4" angle grinder.



The patch is cleaned down to bare metal then fitted to the door. The oversized patch is overlapped on the door and both cut at the same time for a better fit. Then the tack welding process starts.



The donor door is put to use again to help form the lip that folds over and crimps the patch panel to the inner frame on two sides. A little heat helps.



Tack welding continues until the weld is solid. After grinding the weld area, it is hammered and dollyed flat to take out the shrinkage from welding.

Ned's Little Big Swap

By Ned Madsen

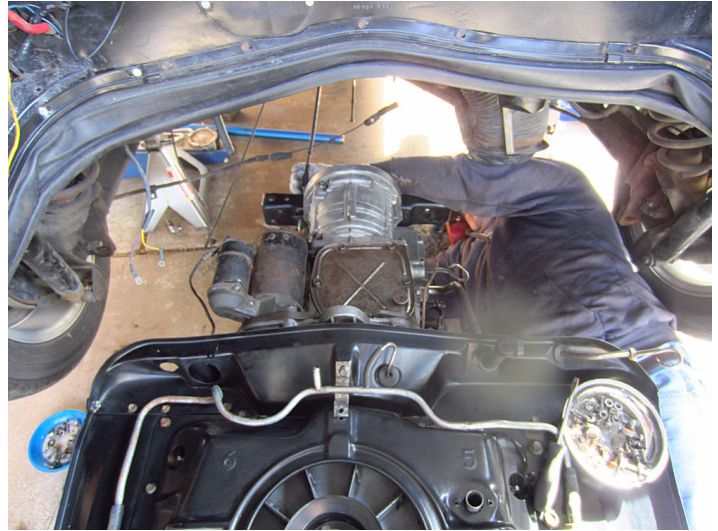
The first Big Swap took place over 10 years ago after I hit that deer and bought the silver car. With Terry's help, the drive train, interior and suspension was removed from the deer hunter and installed into the silver car. This Big Swap is just swapping the drive trains between my two Corvairs.

It started back on the first weekend in November when I removed the drive train from the white car. It was nice weather. The wooded Finch cart was used to remove the drive train. This engine will be getting rebuilt and was placed on an engine stand and set aside.

The drivetrain was removed from the sedan during Thanksgiving week. I only cleaned things up and replaced a few gaskets and seals to fix some leaks. This drivetrain went into the white car. The difficult thing on installing this into the white car was weather; see the white car is outside. That was all wrapped up by early December. There were a few challenges with things like swapping the oil pan and some wiring. Now the car is running great.

Now, back to working on the engine on the stand. That engine had the rings replaced. Many people say that's not something that should be done to a Corvair engine because of cylinders getting tapered. After driving a while, both rings broke in the number 2 cylinder. A new cylinder was installed with the engine in the car. That was enough for me to suspect the rest of those honed cylinders. At the Performance Workshop last March, I took advantage of an opportunity to buy a set of "full finned" cylinders and forged pistons. The objective of this build is to get an engine that will run cooler to handle AC.

During the Christmas break, I've mostly been cleaning things up. The engine is now all apart. Meanwhile, I've also been taking this opportunity to do some other maintenance on the car. I refreshed the POR 15 on the bottom of the car. I've installed the seatbelts for the rear seat and run wires for oil pressure, oil temperature and cylinder head temperature gauges. The engine should be built the next few weeks. The differential and transmission are only going to be cleaned up and resealed, they work just fine. Hopefully, it will be all back together and at Cold Tuna for whatever the next project will be.



Ned bolts up the transmission cross member in preparation to install the power pack into his white Corvair. Luckily it was a warm Saturday in December because he was working outside..



The engine is all up and bolted in the white Corvair. Next is adding carburetors, spark plug wires and connecting up multiple wires and hoses.



HACOA Tech Day

HACOA Mid-Winter Tech Session: Saturday, January 23, 2016. 4:00 – Dinner to Follow
16001 Oakland Ave, Belton, MO

This tech session will be hands on work with Corvair necessary tools. This will include bending and double flaring gas and brake lines, removing broken studs in exhaust manifolds, installing helicoils, welding loose carburetor shafts and possibly other procedures. There will be a small fee to cover supplies. Feel free to bring your own tools including pipe benders, flaring tools and portable vices.

When feeding time arrives (approximately 5:30) Sandy will provide soup and stew with tableware, soda, coffee and adult beverage. Please bring something to compliment dinner such as veggies, chips, bread etc.

Bring a chair to be comfortable and spouses are encouraged to attend the upstairs session. Please RSVP to insure food and beverage supply, and so that I can contact you if we need to cancel due to weather. **Mike Dawson 816 322-4057 mdawson1961@sbcglobal.net**

“Guppies” at the Kalp Shop

This Fall and Winter there are been several informal get togethers of MCCA members at the Kalp Shop. Ned calls them “Guppies” (small Tunas). Most of the time they occurred on Wednesday nights with Mark Welte and Greg Renfro showing up after 6 pm to work on their projects.

Mark was working on the 180 hp Turbo engine he is building for his black and silver Corsa. He has finished assembly, run the break-in procedure for his cam and sorted out some tuning issues.

Greg has assembled and installed the powertrain in his red Corsa, rebuilt the carburetors, broke in the cam. He has also worked on the body, smoothing and painting the cove, pounded out some dents and fixed a rust spot on the driver’s door.

The saturday after Christmas Terry called an Pizza Party at the Shop on the MCCA Facebook page. There were too many Pizzas bought for the Kalp family Christmas gathering. Showing up were Larry Lee, Bob Bright, Ned Madsen, Mark Stever and Terry Kalp.

2016 Events

January 9, 2016: Saturday January MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

January 15-17, 2016: Friday-Sunday Starbird-Devin Rod & Customs Charity Car Show. Century II, Wichita, KS.

January 23, 2016: Saturday HACOA Winter Tech Session 16001 Oakland Ave., Belton MO. Starts at 4, dinner to follow. RSVP Mike Dawson 816-322-4057 mdawson1961@sbcglobal.net

February 5 & 6, 2016: Friday & Saturday Wichita Swap Meet, Kansas Pavilions I 135 and 85th street North. Contact Terry Kalp 316-882-3056

February 5, 2016: Friday February MCCA Pre-Spring Fling dinner meeting. Strouds, 3661 N Hillside St, Wichita 6 pm. Contact Larry Lee 316-734-5670.

February 20, 2016: Saturday Cold Tuna. Kalp Shop 2140 W. 101st Street North, Valley Center, KS 8 am till ????. Contact Terry Kalp 316-882-3056

February 26-28, 2016: Friday-Sunday CThe Park City Chill Car Show at Kansas Pavilions.

March 12, 2016: Saturday January MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

September 23-25, 2016: Great Plains Corvair Roundup. Renaissance Tulsa Hotel and Convention Center, 6808 South 107th East Avenue, Tulsa, OK 74133.

Win A Free Deluxe Suite: Paid registrations received by June 1, 2016 will be entered in a drawing for your stay to be FREE in a deluxe suite at the beautiful John Q. Hammons Renaissance Hotel.

Contact: Janice Hawk 918-344-9389
okhawknest@gmail.com
Marvin Luke 918-250-1500



During the 60s Chevrolet was experimenting with the concept of a Corvette with a rear mounted engine. It didn't take them long to figure out they could use a LM Corvair as a test platform.

January Meeting

7:00 pm
Jan. 9th

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

Bonus Photo














The XP-819, developed in the mid-1960s, was an engineering exercise to test a rear engine concept for the Corvette. The body was designed by Larry Shinoda. You can see styling cues in XP-819 that later appeared in Shinoda's famed "Sting Ray" design. A GM marine engine powers the car so the two-speed transaxle would operate properly.



Calendar

Jan. Meeting	Jan. 9
Pre-Meeting Eating Hog Wild 47th S.	Jan 9
HACO Tech	Jan. 23
Feb. Dinner Strouds	Feb. 5
Cold Tuna	Feb. 20
March Meeting	March 12

1-15	2-15	3-15	4-15	5-15	6-15	7-15	8-15	9-15	10-15	11-15	EM-0
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