

The Flat Six Journal

Mid Continent Corvair Association Newsletter

August 2018

August Meeting Moved To Best Western North

The site for the August MCCA meeting has been moved from Oaklawn to the Best Western North Wichita at I-135 and 53rd Street North. This is the Host Hotel for the 2018 Roundup. Members will be able to check out the layout and recent renovations.

The meeting will be at the regular time, 7 pm. The hotel is providing an area of the restaurant for the meeting. For those who want to participate in the Pre-meeting-eating, that will be at the hotel restaurant also, starting at 6 pm.

President, Lyle Ackerman helped setup the meeting at the Hotel and will start the meeting with a tour of the facilities. After the meeting there will be an optional trip to the Sonic at 6122 N. Broadway for ice cream.

The main emphasis of the July meeting was planning for the Roundup. Greg and Stephanie Renfro passed around a list of options for the buffet and a final decision was made. A list of deadlines were announced: T-shirt orders must be in by August 15th, To make sure a room will

MCCA members will be able to view the renovations to the Host Hotel for the Roundup. The August meeting is being held at the Best Western North Wichita this Saturday.



be in the physical block reserved for the Roundup it must be made by August 28. Later registrations will still get the Roundup price, but won't necessarily be located with the group block. Deadline for Banquet reservations is September 25th.

Lonene Ackerman is setting up a tour of Karg Art Glass for Saturday morning of the Roundup from 9-10. People will be able to sign up for the trip at registration.

Lots of work getting done on Corvairs recently. Check out the Project Police on page six. Cars & Coffee is August 18th get your Corvairs out. Central and West

will be September 7th. September 8 will be the last MCCA meeting before the Roundup. There is many projects to get finished in the next six weeks.

**Aug. Meeting
Saturday,
Aug. 11th 7pm**

Best Western North
915 E. 53rd St. North
Wichita, KS

Classifieds

MCCA Officers

Lyle Ackerman

President

316-207-3321

Jay Allen

Vice-President

Ned Madsen

Treasurer

316-680-3483

Bill Smith

Secretary

Terry Kalp

Newsletter Editor

316-882-3056

Web Site

[http://www.Corvair.org/chapters/
chapter672/index.html](http://www.Corvair.org/chapters/chapter672/index.html)

1212 Patrick Henry

Derby, KS 67037

FOR SALE 1964 Corvair Monza convertible Solid, clean driver. 110 hp engine with automatic PowerGlide transmission. Rebuilt engine and front end. Originally a Spyder. Has exhaust cutout and proper VIN. Price is best offer over \$4,000.00. For more information call **316- 461-7890**



Thank you for your help.

Lloyd Folger



*Check out MCCA
On Facebook*



Mid-Continent Corvair
Association

[https://www.facebook.com/
groups/105523176146520/](https://www.facebook.com/groups/105523176146520/)



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Moonlight Show Downtown Treat

At least three Corvairs ended up at the Automobile Moonlight Car Show and Street Party July 14th. Alex Moats and Mark Stever headed downtown Wichita mid-afternoon. Bill Smith joined them later after attending the July MCCA meeting.

The trio of Corvairs gathered a lot of attention during the entire evening. This is the second year for the show under new management/ownership. Those that attended reported the show was as good as ever. The crowds were large, hundreds of interesting cars to be viewed, a variety of food and music for anyone's taste.

Extra Roundup T-shirts May be available at cost

Recently there has been a lot of discussion among MCCA Officers and members about the possibility of MCCA members purchasing additional Great Plains Corvair Roundup event t-shirts at cost. This idea will be discussed and voted on at the August meeting. Chances are very good it will pass.

Greg came up with a great logo design and the shirts are very sharp. Many will want extras. However since the deadline to order shirts is August 15th, those wanting additional shirts need to act quickly. If passed orders will be taken at the meeting. For members unable to attend the meeting they can contact Greg or Stephanie Renfro. Greg's contact information is: grenfro@cox.net or 316-641-1329. Once contacted, Greg or Stephanie can confirm if the motion passed and the exact cost of the additional shirts. (Should be less than \$10 each)



Alex Moat's '66 Monza was sporting 18" BMW wheels for the Moonlight show.



Mark Stever had his fine '65 all cleaned and polished and on display at the Saturday night car show.



Johnny Drew took this photo of his daughter, Evie standing in front of Bill Smith's '68 500 coupe at the Automobilia Moonlight Car Show.

Wiper Refurb and Lube

By Mark Welte

The wipers on my '65 Corsa have always been problematic. When powered on, they would either fail to start or would start slowly and gradually increase in speed but never to what would be considered normal speed. My first attempt to remedy this was to replace the wiper switch, and in the process also clean the back of the dash where the switch mates up to ensure a good ground. This had no effect whatsoever, which ruled out a bad switch. The only remaining culprits could be the wiper motor or the wiper linkage. After 50+ years of service, any lubrication in the wiper linkage was probably either hardened or long gone.

If you'd like to check before and after wiper speeds, wet the windshield (to prevent scratching) and measure your 'before' wiper speed. Make sure the wipers are turned off and parked before disassembly – this makes it easier to place the wiper arms in the correct parked position on the windshield on reassembly.

To get to the wiper linkage, remove the wiper arms and the cowl grill. I used a Lisle 65750 Wiper Arm Remover Tool. Note there is a locking tab at the base of the wiper arm that must be held away from the bottom of the splined hub to let the arm to slide up.

Take care not to scratch the paint when releasing the locking tab. Once the wiper arms are off, the



cowl grill comes off easily after raising the trunk lid and removing several screws.

The wiper linkage consists of two wiper pivots, two linkage arms, and four ball pivots with copper socket bearings. To remove the wiper linkage, first disconnect it from the wiper motor crank on the passenger side by removing two Kep nuts (nut with attached toothed washer), taking care not to drop the nuts or inner & outer copper socket bearings into the cowl. **Note:** the inner copper bearing is much thinner than the outer shell – critical on reassembly. With the

linkage disconnected you can test the no-load speed at the wiper motor crank. The Shop Manual lists 43 RPM for single-speed or 35/65 RPM for two-speed. If the wiper motor is out of spec, this needs to be addressed and will be the subject of a follow-up article. I worked the linkage by hand and it felt dry and somewhat stiff, verifying that drag in the linkage was slowing my wipers. Remove the two mounting bolts on each pivot and remove the entire linkage as an assembly. The three remaining ball sockets are riveted, which must be drilled out to clean and re-grease the copper bearings. Before disassembly, make note of how the linkage arms are oriented and connect to the ball pivots, as this could be confusing on reassembly.

I was very conservative when drilling out the rivets so as not to oversize the holes in the linkage. First, I used a 5/32" bit to drill the out the center of the flared end of the rivet. Then I just touched it with a 3/16" bit which makes the flare almost ready to fall off. Then tap with a small cold chisel and hammer and the flare easily comes right off. Once disassembled, clean the copper socket bearings and the wiper pivots. The wiper pivots can be challenging to clean and re-lube -- they are not made to be taken apart and have to be cleaned as a unit. Use brake or carb cleaner to flush out the old grease and allow to dry. Note there is a wave washer at the base of the pivot shaft which always maintains tension (and drag if not lubricated).

While I had everything apart I cleaned the old paint and rust off the linkages and wiper pivots, masked the splines and pivot balls, and repainted with Rustoleum 7798 Semi-gloss Black.



To lubricate the wiper pivot, I tried to use spray penetrating

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Wiper Cure

Continued from Pg.4

motorcycle chain lube then wheel bearing grease, neither were completely satisfactory. So I ended up using 20W-50 motor oil, moving the pivot back and forth working the oil into the part.

Once the wiper pivots are re-lubed, use wheel bearing grease when reassembling the copper socket bearings on the balls, taking care to place the thinner copper bearing to the inside next to the linkage and the thicker copper bearing to the outside. I used stainless hardware (obtained at Lowe's) to reassemble the ball socket bearings: six 10-24 x 1/2" pan head machine screws and six nylon insert lock nuts.



Once the linkage is reassembled install it in the car. Bolt the wiper pivots back to the cowl, then grease and install the copper bearings to the wiper motor crank (thinner bearing to the inside) with the two Kep nuts. Reinstall the cowl grill, taking note to use a sealer on the center screw hole to prevent water intrusion into the trunk. Test fit the wiper arms on the wiper pivot splines -- once they are in the proper location on the windshield press the arms all the way onto the splines so the locking tabs engage. Now wet the windshield (to prevent scratching) and test the wipers -- you should see a noticeable increase in speed! I sure did.

Reference:

Potts, Joseph N. (April 2017) Tech Topics: Cure for Slow Wipers, *CORSA Communique*, pp. 22-23



Mark Stever made several of these Corvair clocks. This one he donated to MCCA to be raffled off during the 2018 Great Plains Roundup.



The Corvair valve cover racers needed extra weight.

Salina VC Race

At the end of July Dan Hagenbuch stopped by the Kalp shop to borrow a couple of Corvair valve cover racers. Dan raced one and LP Penner raced the other in the Saturday and Sunday valve cover races held as part of the Kustom Kemps of America Leadsled Spectacular Car Show in Salina. The KKOA rules allowed for a 10 lb. max weight while CORSA only allows 4.8 lb. The yellow racer made it to the semi-finals both days only to lose out by a fraction of an inch..

Project Police . . .

Larry Lee had been having trouble getting his Corsa convertible's four speed transmission to consistently shift into reverse. At the Kalp Shop **Larry's** Corvair was put on the lift. Some looseness was discovered in the shift coupler, so it was removed. **Terry** took it into the main shop and after some heat and burning rubber the shifter was welded solid and holes for the coupler pin had be welded up and re-drilled. Problem solved.

Lyle Ackerman's Corsa died while cruising down a country road. A quick diagnosis followed by a short walk to a nearby farmhouse, then a neighbor with a can of gasoline got **Lyle** back on the road.

Curtis Shelton has the **Matt Cox** EM Corvair back on the road. After months of texting to **Terry Kalp** trying to solve mechanical and may electrical problems, the major issues are solved. **Curtis** drove the Monza to church last Sunday, then stopped by the Kalp Shop to show it to **Terry**.

Greg Renfro has been busy restoring/repairing several of the systems on his recently acquired Corvair Rampside. After testing **Greg** found only one of the four wheel brakes was working. After several boxes of parts arrived the Rampside had brakes.

Next on the list was to check out the fuel tank. **Greg** expected the worst after the crusty condition of the wheel cylinders. After draining over ten gallons of gas and pulling the sending unit it was discovered the tank and sending unit were in



Greg's fuel tank in great shape. excellent condition. All it needed was a cleanup and some paint on the outside, then reinstalled.

With the truck running, driving, and stopping on its own, progress continued on the secondary systems. Fresh exhaust donuts and manifold stud repair quieted it down. New shocks took the bounce out of the ride. New spark plug wires also went on. The Rampside will soon show up at MCCA events.

Terry Kalp and **Mike B.** went together and purchased a '65 Monza convertible shell. **Marc Nuessen** had stripped the powertrain and suspension to transfer to his '63 four-door. **Terry** didn't get the shell back to his shop before **Mike** bought him out.

Since then **Mike** has been installing a fully restored suspension system. The front suspension unit went in while the shell was still on the trailer. That allowed the shell to be rolled off the trailer for the remainder of the suspension install.

Mark Stever spent the Spring and Summer working on the bottom side of his '64 Corvair project. First he dropped all the suspension.

Next he spent many hours laying on his back sandblasting the underside of his EM coupe down to bare metal. Nothing like being hot, sweaty and covered in blasting particles. It all paid off in July when he was able to mask the exterior of the body and spray the underside with Raptor pickup bed liner. Spraying beadliner over your head while lying on your back is not much of an improvement over sandblasting, at least it is over quicker.



Corvair bottom sandblasted.



Masked and ready for spraying.



Sprayed with Raptor bed liner.



Central & West Show



Gary Israel's '64 "Odd Ball" Monza. Bill Smith photo.

Seven Corvairs made it to the August 3rd Central and West Show. Attending were Bill Smith, Gary Israel, Bob and Lee Bright, Mark and Diane Stevers, Larry Lee, Terry Kalp and Lyle and Lonene Ackerman. The next MCCA night at Central and West, which will be Friday, September 7th, 2018.

The show starts at 5 pm so come early as the parking lot fills up quickly. If you are planning to attend the show, but cannot make it until later, contact another member that is going and have them reserve a spot for you. This show counts for the Mel Horstman Award. Contact Lyle Ackerman 316-207-3321

Pre-meeting eating Best Western North

Some MCCA members will be gathering at the Best Western Wichita North, 915 East 53rd Street North, Wichita, to eat before the August 11th meeting. This is the Host Hotel for the 2018 Great Plains Corvair Roundup. The August MCCA meeting is being held at the Hotel right after dinner. This will allow members to check out the facility and food. So bring your appetite and join your friends at 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 Lyle Ackerman know.

Welte's Tri-State Story Makes NM Newsletter

by Terry Kalp

A couple of weeks ago I received a phone call from Jim Pittman, Editor of the New Mexico Corvair club newsletter. He noticed Mark Welte's story on his adventure to Tri-State in the June FlatSix Journal. Since Jim was unable to make the trip to Crested Butte, he needed a good story for his August newsletter. Permission was granted and Mark's story was published in the award winning newsletter.

Cars & Coffee Show

One Corvair made it to the July Cars & Coffee. MCCA's newest member, Gary Israel Gary drove his recently resurrected '64 Monza coupe. The next Cars & Coffee will be Saturday, August 18th. Although the show starts at 8 am, it fills up fast so getting to the show early is advised. The show is at the Alley 11413 E. 13th North in Wichita and ends at 11.

2018 Events

August 3, 2018: Friday April MCCA Central and West Show & Shine. Corner of Central and West streets in Wichita, KS 5-9 pm. Contact Lyle Ackerman 316-207-3321

August 11, 2018: Saturday August MCCA Meeting. Best Western North 915 E. 53rd St. North, Wichita, KS 7 pm. Contact Lyle Ackerman 316-207-3321

August 18, 2018: Saturday August MCCA Cars and Coffee

Show at The Alley Indoor Entertainment parking lot, 11413 E. 13th St. North, Wichita, KS 8-11 am. Contact Lyle Ackerman 316-207-3321

September 7, 2018: Friday April MCCA Central and West Show & Shine. Corner of Central and West streets in Wichita, KS 5-9 pm.

September 8, 2018: Saturday September MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Lyle Ackerman 316-207-3321

August Meeting
7 pm
Aug. 11th

Best Western North
 915 E. 53rd St. North
 Wichita, KS

Bonus Photo



Ran When Parked. Lavender Gooms posted this photo of an EM convertibe on FaceBook. Photo was taken at the Corvair Ranch in Pennsylvania.



Calendar

| | |
|----------------|---------|
| Central & West | July 6 |
| July Meeting | July 14 |
| Cars & Coffee | July 21 |
| Central & West | Aug. 3 |
| August Meeting | Aug. 11 |
| Cars & Coffee | Aug. 18 |
| Central & West | Sept. 7 |
| Sept. Meeting | Sept. 8 |