

The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter August 2008

Notes from the President

Roundup plans, Summer fun

The dead line for the Pre-Registration for the Oklahoma City Round Up Convention has been changed from Aug 1st to Aug 15th. MCCA members need to make a special effort to support them if we expect them to support ours next year. Lets see how many of the MCCA group can make this trip. If anyone hasn't registered and needs the information just let Julie or Myself know and we will be glad to get the information out to you.

MCCA needs to be thinking of places that you would like to have as a location for our Round Up in 2009. If anybody has any good idea's let us know so that we can get started on checking into them. We will setting up committee's to get this started so that we can have some information available at the Oklahoma City Round Up next month.

I hope that the meeting and Automobilia last month went well. Sorry that we had to miss the meeting and the show but family does have to come first. Some of us are still meeting at the corner of West & Central on Friday evenings for a great showing of cars and visiting with friends. If anyone would like to join us just stop

by and have a good time. We are usually there from around 6:00 P.M. till 10:00. There is a DJ playing music and even an Ice Cream Truck that stop through now and then.

Since Summer is here with the temps in the upper 90's and 100

degrees, lets plan on a Sonic Run after the meeting on Saturday, Come on out to the meeting and then off for some good Ice Cream after.

See you all Saturday.
Bernie



Ned's daughter Shannon gets a ride in an all-out race Corvair at the Corvair Olympics in Indianapolis on August 2nd. She said the trip around the autocross course was, "better than a roller coaster ride." See more Indy info on pg. 4,5 &6 Photo by Scott Smyers.

Aug. Meeting

Saturday,
Aug. 9th 7pm

Derby Recreational Center, Derby, KS



July Meeting
1 Late

MCCA Classifieds

For Sale White 1963 convertible with 1960 engine. The engine runs but the carburetors need adjustment and probably a tune up. The body is very straight and has just a couple of small rust spots. The front seats are of the Terry Kalp collection and are in good shape. The top frame is intact but needs the top cloth. There are miscellaneous extra parts, some unknown.

It does have new brakes, single master cylinder, 0 mile tires, dimmer switch, push rod rings, muffler and new black carpet. I would like to get it sold before we go on vacation, but that is only two weeks away. I could make arrangements for my sons to show it while we're gone.

I have it priced at \$2500 and feel it's worth that much. Call {316} 304-1266 or {316} 789-8302. Harlan Wright located in Derby.



For Sale 1966 Monza Convertible. 1966 110 Convertible, powerglide, black electric top. Camaro rally wheels, new tires. Recent yellow paint. Needs some work but can be driven everyday.

Asking \$4,500 Located in Wichita.

Hope to get this sold so I can put the money into the green car.

Contact Kirk Eck, Phone number is 640-9037

Wanted 1965 -69 Corvair Coupe. Good body, Bad engine, must have title. Excellent body wanted. Contact Clair Baldwin at 316-775-2500



MCCA Officers

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Death Race 2000 Movie Car. This was the star car from the 1975 sci-fi movie starring David Carradine and Sylvester Stalone. It features a Volkswagen Chassis Corvair powerplant and Corvette style body

Fast Eddie...

Well, this certainly has been a very busy month! We had three Corvairs at the autocross in Yoder on July 13th. Terry Kalp brought out his 65 sedan "hot rod" to challenge the sea of cones. Of course Jim Dallas was there with his 64 coupe and me with my 66 coupe. They had to reorganize the cars to get three heats filled up. This resulted in splitting up the three Corvairs. The course was very interesting due to the very narrow area available because they were repaving part of the runway. The big feature was a seemingly endless series of slaloms. I found it difficult to keep focuses through them all. At least, that's what I'm blaming my 2 DNF's on. I think it's safe to say that we all had a great time. Terry didn't get lost and Jim beat my best time by 1.5 seconds. This event was really just a tune up for the Corvair Olympics in Indianapolis.



The Corvair engine hides under the Corvette shell.



A 1954 Corvette with less than 3,000 miles was also on display.

Corvette & VW museum

On their trip to the Indy Corvair Olympics Ned Madsen's family and Terry Kalp stopped at Effingham, IL, the first night of their trip. Before they hit the road the next morning they stopped by the Corvette and VW museum created by Mid American Motorworks. In the museum they discovered the Death Race 2000 movie car . . . powered by a Corvair engine. Also on display were several other movie cars including several of the special effects Herbies from the latest Love Bug movie. MAM sells Corvette and VW parts.

WANTED

Your Corvair stories, tech tips and any ideas for the MCCA newsletter.

Send to Terry Kalp, 621 N. Birch, Valley Center, KS 67147, or Call 316-755-2458

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2008 Indy Corvair Olympics

T T at Putnam Park

The Trip East: I flat towed my car behind my wife's Impala using the club tow bar. This was because my wife, Kathy, and youngest daughter, Shannon, went along to cheer me on. We headed out Tuesday morning and met up with Terry on the Turnpike. The Impala was a great tow vehicle. Terry ended up driving his 65 sedan. Once we pulled into the host hotel in Indy, we had plenty of time to chat with the other competitors and get our cars through tech inspection. I think half of the fun at these events is seeing Corvair friends. Kathy finally got to meet many of the folks I talk about all the time.

Day One, Time Trial at Putnam Park: It was about an hour drive to



the track from the host hotel. Once there, I had to unload my car and swap tires before the driver's meet-

ing. Since Seth Emerson was co-driving my car, he helped change the tires and bought several gallons of 110 octane race gas. Seth took the car out first. It was great to see my car out on the track passing other cars. When Seth came in he said that my car was setup great for the course and handled very well. I ran in the third group with Terry and some of the less prepared cars. We ended up bunching up behind some of the slower cars. I did pass many to get a few good laps in, but most of the time it was like I was in a parade.

After the initial group laps, it was open track time. This is when I went





2008 Indy Corvair Olympics

Drags at Muncie Strip

out with Seth to see what my car really could do. I was amazed how the car responded to Seth's commands. We swapped seats and I got some more instruction on how to properly drive a road course. I didn't actually apply what Seth was telling me right because we ended up going for a little ride off course, sliding through the grass. It wasn't too many more laps later that Seth set me out on my own. Later in the afternoon we did our timed laps and Seth beat me by nearly 2 seconds. Jim's best time was about a half second faster than mine.

Day Two, Drag Race at Muncie Dragway: Another hour drive to the Muncie drag way for bracket racing through some very nice country side. First we had time to determine our "dial in" times. This time is a handicap that you can not beat. My goal for this event was just to make it through with my differential intact. I made three very consistent runs just under 17 seconds with horrible reaction times. Jim and I went

up for head to head competition. On our first run, we both red lighted (left before the green light) and Jim edged me out at the finish. The second run wasn't good as Jim started having shifter problems and couldn't get the car in first. That was an easy win for me. One the final race my clutch cable broke on the shift to third. After

getting towed back to my pit, Warren Le Veque gave me his spare cable. I figured I would end my day since I didn't want to break anything else before the autocross the next day. Jim won the first heat of his class. Terry had fuel pump problems after many runs which affected him in the runs that counted.



2008 Indy Corvair Olympics

AutoX at Bush Stadium



Day Three, Autocross at Bush Stadium: This was an easy drive through some very nice neighborhoods of large old homes. The parking lot was for an old abandoned baseball stadium. Warren Le Veque set up a perfect course for Corvairs. Part of the course had to be run twice, something I've never done before. On my first run I forgot the second lap and got a DNF. My second run was a good one but still about 3 seconds slower than the best in my class. On my third run, my car started having loose shifter problems. Fortunately the shifter problems were not fatal. I had 3 more chances to better my time and managed to get a 62.109, good enough 4th in class. Seth co drove my car again and was just about 3 seconds faster. Jim had worsening shifter problems that eventually ended day before his last run. His best time was just a tick slower than mine.

We made several "fun runs" after the official timed runs. My first one was with Kathy. She got a little nauseous. Shannon got a ride in Tim Mahler's race prepped car. His seat is so low she couldn't see out the window, but still loved the experience. The next run for my car was driven by Michael Le Veque. He didn't return the favor of breaking it, like what I did to his car a couple years ago. He also said that the car handled very well. His time was a little under 60 seconds. My last fun run was with Shannon. I used some of what I learned from riding with Michael and had my best time of the day, right between Seth and Michael. That really made my weekend.

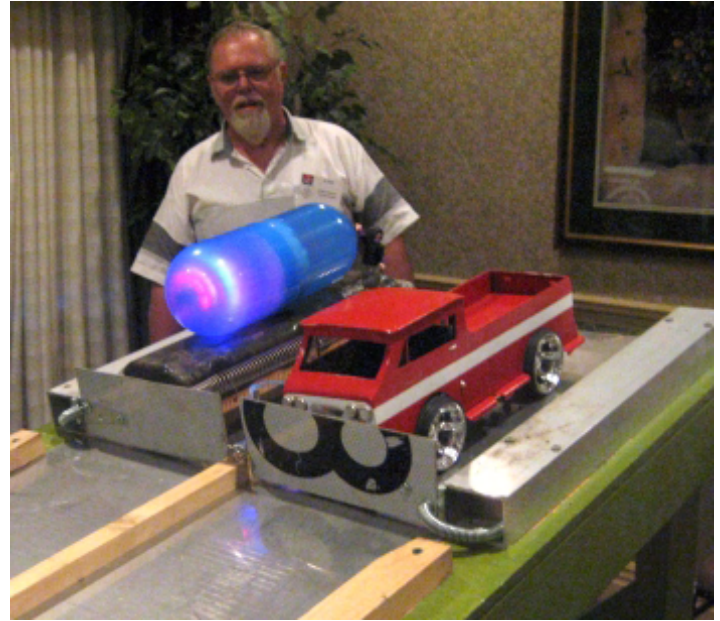
Epilog: This was a great event. The North East Corvair Council did a great job planning this event and it ran rather smoothly. The Circle City Corvair Council, the Indy CORSA chapter also did a great job with the logistics. It was great to see Corvairs from bone stockers like Terry's sedan to all out race cars like Tim's participating. I know the driver's had just as much fun based on their stories after the events. I also enjoyed seeing many of my Corvair friends from around the continent. Come out to the August MCCA meeting to hear more of the exciting details.

Well, till next month, keep the shiny side up!!!

Ned Madsen



The Turnpike "coin" toss at Tulsa was just one of the challenges in the Funkahana moving event at the 2006 Corvair Roundup.



The Friday night valve cover race brings out a variety of creations, all based on a Corvair valve cover. It is a great spectator sport and is a great way to break the ice. 2007 in Kansas City.

'08 Roundup in OKC

Get ready because the 2008 Corvair Roundup is just around the corner, September 12-14 at the Bricktown Hotel in Oklahoma City. Valve Cover races, Peoples Choice car show, Concours judging, Tech talks, a moving event and a Saturday night banquet are some of the scheduled events. There will be a lot of socializing with Corvair folks we don't see often enough.

OKC is only three hours away, so if you want to come for Saturday only you can still have some Corvair fun. Brining a Corvair is not required. Groups of MCCA members will be leaving on Friday and Saturday. Travel plans to OKC will be discussed at the August MCCA meeting this Saturday. There will be registration forms at the meeting, early registration has been extended to August 15th.



Karl Cozad inspects Glass and Trim in Concours at the 2005 Corvair Roundup in Wichita. Get your Corvair judged in 2008.



If Concours is not for you, showing your Corvair at the People's Choice car show on Saturday is a fun option to display your Corvair. The Saturday activity provides many Corvairs to admire. 2005 in Wichita.



The Flat Six Journal

Calendar

Great Plains Roundup

Sept. 12-14

Sept. Meeting Sept. 13?

Oct. Meeting Oct. 11

Luna Tuna Oct. 18