

The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter December 2008

November Meeting

In the absence of the President, VP, Bob Bright took charge of the November meeting. Phil Nelson represented the local Mustang club with a request to borrow the MCCA valve cover race track in February. It was approved.

There was further discussion of the 2009 Roundup to be hosted by the MCCA. A few members brought show and tell items. Remember no December meeting.



NO December Meeting



November Meeting
2 Lates
2 Earlys
1 Mustang



This photo of Julie Strecker's "Bert" at Pop's in Oklahoma City started out on the cover of the October FlatSix Journal and now has ended up on the back cover of the December issue of the national Corvair club magazine, the CORSA Communiqué. The photo was taken by MCCA member Terry Kalp at the 2008 Great Plains Corvair Roundup. A group of participants drove to the OKC attraction after the Saturday banquet.

MCCA Classifieds

FOR SALE: Lower Price \$2000

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'm asking \$2000 or best offer. If interested, please e-mail wrightres1@cox.net or call me at (316) 304-1266 or (316) 789-8302.



For Sale 1962 Monza Coupe. Solid floors Bill of Sale No Title. \$250 contact Alex Moats. yenko66@yahoo.com.

MCCA Officers

Bernie Strecker

President
316-722-0556
316-619-5800

Bob Bright

Vice-President

Julie Strecker

Treasurer

Terry Kalp

Newsletter Editor

Web Site

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

**Snooze
on Dues
and You
Lose**

My collection runneth over. I have been refreshing older cars for ten-plus years to keep me busy through the winter months. Three years ago I got my second Corvair which was four cars ago. I've enjoyed them so much that I've kept three of the four but now I need the space so that I can start another project for this winter. It's time to see if I can find a good home for at least one of them. Currently I have the following:

1965 CORSA CONVERTIBLE with the 140 hp/4 carburetor engine behind a 4-speed transmission. The car is black with black interior and a power white top (the parade boot is black). This car was built in California, went to Texas, and then Arizona before I brought it to KC. There is minimal rust on this car...very small spot below the windshield and a quarter-sized spot on the passenger rocker panel. The trunk, floors, and door jams are perfect. I am not a skilled body/paint man and this is all this car needs to be a top drawer show car. There is a small dent in the hood and the rear drivers-side fender but as you can see they barely even show up in the pictures. The engine was rebuilt 3,897 miles ago with new pistons and cylinders (20 over), rings, bearings, seals, balancer, clutch/pressure plate, fan bearing, plugs, points, cap/rotor, and wires. The 140 heads have been rebuilt by a local machine shop where all valve seats were replaced with deep seats and then staked into place. This also included new guides, valves, and springs. The brakes were redone with new master cylinder, rebuilt wheel cylinders, pads,



REAR-ENGINE SPECIALISTS

16010 W. 5th Ave. Unit 12
Golden, Colo. 80401

Steve Goodman

(303) 278-4889

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

and some lines. All wheel bearings have been repacked. I've added a new/retro style am/fm/cassette radio (with iPod attachment) but have the original radio that can go with the car.

1965 MONZA 4-DOOR with the 110hp/2 carburetor engine behind a 2-speed powerglide transmission. This car was built at Willow Run, spent some time in Minnesota before I purchased from a Kansas Owner. This car is maroon with black interior. There is more rust on this car in the firewall area....a patch has been applied below the driver side (very armature, I don't do body work) and around the gas filler neck under the car. The trunk, floors, and door jams are perfect. The engine was rebuilt 4,282 miles ago with new pistons and cylinders (20 over), rings, bearings, cam shaft, seals, balancer, fan bearing, plugs, points, cap/rotor, and wires. The 110 heads have been rebuilt by a local machine shop where all valve seats were replaced with deep seats and then staked into place. This also included new guides, valves, and springs. The brakes were redone with new master cylinder, rebuilt wheel cylinders, pads, and some lines. All wheel bearings have been repacked. I've added a new/retro style am/fm radio (with iPod attachment) but have the original radio that can go with the car. This car is my daily driver.

1963 GREENBRIER SPORT WAGON with an 80hp/2 carburetor engine behind a 4-speed transmission. The 6-door van is blue/white with fawn/gray interior (front seat has been recovered and the rear two seats are starting to split at the seams. This van was built in Missouri and no evidence that it has been out of state. There is minimal rust on this one...only surface rust at the seams and some very small holes starting in the front floor pan.

The door jams and dog legs are perfect. The paint is very old and can be polished up but the task only lasts for a month before it needs polished again. The engine is original with 93,371 miles on it. It does have a new clutch/pressure plate, fan bearing, plugs, points, cap/rotor, and wires. The gas tank has been removed, cleaned, and sealed. The brakes were redone with new master cylinder, rebuilt wheel cylinders, and some lines. All wheel bearings have been repacked. The generator has been removed and replaced with an up to date alternator. I've added a new/retro style am/fm/cassette radio (with iPod attachment) but have the original radio that can go with the van.

All vehicles are currently inspected, licensed, and insured with great tires. I only have the hubcaps for the van but for the cars I have the original hubcaps, wire wheels (a set for each), and one set of the mag-style hubcaps that can go with one of the cars. The wires and mags are hard to find so an additional amount will be required on top of the car. Glass, lights, wipers, and heaters function in all three but the back window is foggy in the convertible. Please visit nada.guides.com and then classic cars to see a starting point for values...I consider all my cars around average since none of them have been painted for competition showing. Please email me with any questions if there is an interest.

Scott Allison

beamingscott@hotmail.com

816-847-8677.

Grain Valley, MO

65 Corsa 140 Convertible \$10k

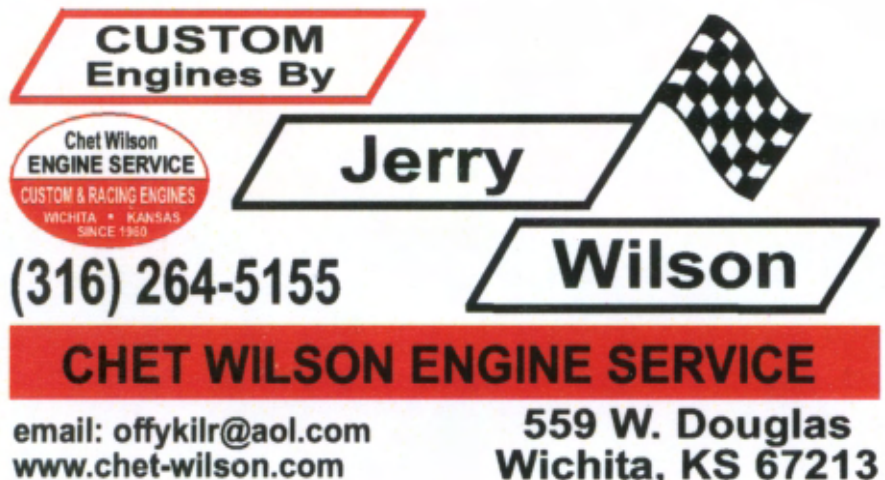
65 Monza 110 Sedan \$5k

63 Greenbrier Deluxe \$6k

WANTED

If you have a photo you wish to see published of a "seen better days Corvair".

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



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General Motors created this panoramic artwork to help celebrate their 100th anniversary. They chose to put two Corvairs on the poster, a EM convertible and a EM sedan. The original is hanging at the GM Heritage Center in Detroit. They are selling 100 copies in three sizes: 2'x12', 3'x18' and 4'x24'

Heart of Texas near San Antonio

Greetings from Corvair Houston!

I will try to keep this brief and to the point. Here's the facts for 2009 Heart Of Texas event.

Dates: March 20 -22, 2009

Where: New Braunfels, Texas

Location: T Bar M Ranch and Resort

Fun Factor: Beyond your expectations!

The Resort: It's nestled in the Texas Hill Country on 160 acres called the T Bar M Ranch and Resort. Everything will be held at the resort except the Econ Run Rally. I encourage you to research the resort via their website: www.tbarm.com. Great value for the money. We have 35 rooms blocked. Once you see this place you will not want to stay at another hotel. **NOTICE:** They will charge your credit card for the first night. You will pay for the second night on departure.

Itinerary: Friday night welcome party at the on-site Lone Star Grille (munchies and games) Dinner on your own

Saturday morning car show and swap meet Econ Run Rally with lunch stop and surprises along the way Tech Session before the banquet.

Awards Banquet at the largest log cabin in Texas
Heavy breakfast included with room

T Shirts will be "black" and you pre-order for your size The T shirts will be "Hanes" brand (at this time) The back logo is finalized, the front pocket will change Pre Registration is open. If you should have any questions, please let me know.

See you soon, Greg Wrobleske 713-503-1413



At the 2008 HOT OKC member Chris Teer won both the gymkahana and Hard Luck trophies.



March 29-31

Taos is site of 09 Tri-State meet

The Colorado, New Mexico and Arizona Corvair clubs will be holding their Regional Corvair meet in New Mexico this year. Ned Madsen and his wife Kathy are planning to attend, so if you are interested you might see Ned. MCCA members Phil Nelson and Lee Olson went to the meet several years ago and reported having a great time.

As of November 1st 2008 you can call our host hotel and get your reservation for the Tri-State Event in Taos, New Mexico, Fri-Sat-Sun 29-30-31 May, 2009.

The hotel is the Best Western Kachina Lodge and their phone number is 1-575-758-2275.

Their web site for local information:

<http://www.kachinalodge.com>

Other food and shop guides are at the city's web site:

<http://www.taosvacationguide.com>

Get your reservations early! Our special "CORVAIR CLUB TRI-STATE" rate is \$69.00 a night. Be sure to identify yourself as part of the "CNM TRI-STATE" to get this rate. We have a Hot Tub and Swimming Pool at this hotel and Friday night there will be Native American dancers at the hotel to entertain the Corvair fans.

At the 2008 Tri-State meet there were 100 Attendees registered including family members. Four people from the

Kansas City Heart of America Corvair Owners Club attended. Total Corvairs in the People's Choice Car Show was 36.

Awards were given for People's Choice, Best Early Convertible, Best Early Coupe, Best Late Convertible, Best Late Coupe, Best FC or Wagon, and Best of Show. There is also a traveling trophy for most club participation, the Francis Boydston Award, a Long Distance Award, Hard Luck Award and other give-aways.



Toto this isn't Kansas anymore. Scenic mountains are usually a part of the Tri-State experience.

Tech Tips

Initial bog may be timing, not carbs

texchem33@yahoo.com writes:

Hello. I am hoping one of you may have some wisdom you can pass along. I'm new to this Corvair thing and new to cars for that matter but I'm learning quickly. I recently acquired a 1965 evening orchid Monza coupe and I just love it. As of lately I seem to be having some carburetor problems. (That's my guess anyway). The car idles decently but when I press on the gas it sort of "bogs down" like the engine is being flooded. I'm assuming this is the problem but am not really sure how to go about figuring out which carburetor it is or where to go from here. I would greatly appreciate any advice.

Thanks!

Stacy Payne

Stacy - Before you dive into the carbs, be sure your ignition timing is correct. If you have a timing light - (if you don't, find someone who does) - and check the timing at idle. Depending on the exact motor in the Monza, the timing should be at about 12-16 degrees BTDC. If it seems stable there, reach down - CAREFULLY - and remove the hose to the vacuum advance port on the distributor. Plug the end of the hose with something like a golf tee. Now check to see if the timing has changed. If it stays the same with the hose on or off - at idle, then you can hook the hose back up and start with the carbs. If the timing at idle changes with the hose removed, you will need to do carb

adjustment, especially of the idle position screws. There should be no vacuum advance at idle. Leave the timing light in place - Cylinder #1 or #2. Turn the motor off. The first easy check is to see if each accelerator pump is working on both primary carbs. After removing the air cleaner, look down the throat of the carb and see if a little stream of fuel appears just above the cluster in the throat of the carb, when the throttle is quickly opened. A little shot of gas should

come out when you crank the throttle open. If the engine will run okay, you can check this with the motor running, and the transmission "OUT OF GEAR". Aim the timing light down the throat of the carb as you crank the throttle open. The flash from the timing light will "freeze" the fuel as it comes out of the discharge hole on the carb. If this still shows nothing, then it is, indeed, time to go into the carbs. - Seth Emerson

"Ran when Parked"



This multi colored Greenbrier was resting in Hutchinson after its caretaker passed away years ago. Duane Grim purchased it and got it running only to throw a rod after a short distance on the road. Duane has now fixed the engine correctly and it is back on the road.

As dramatic to drive as it is to admire, the new Corvette Sting Ray is now available in a two-seater coupe or traditional convertible. ■ Both models feature a more torsionally rigid, light chassis, independent rear suspension, retractable headlights, and bigger self-adjusting brakes. Extra-cost options include knock-off aluminum wheels, Fuel Injection, a choice of Powerglide

or a four-speed Synchro-Mesh transmission and Positraction. ■ The new Corvette Sting Ray is not only America's only true sports car, it's America's most advanced car, and it offers more genuine excitement per mile than any car of its kind. You may have to wait to get one, but it'll be worth the wait. Believe us! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

GO NEW CORVETTE-IT'S EXCITING!

NEW CORVETTE STING RAY SPORT COUPE



'63 CORVAIR MONZA SPYDER CONVERTIBLE

GO '63 CORVAIR-IT'S EXCITING!

Change it? Calm yourself, Corvair lover, nobody's going to mess with a winner like this one! Improve it, yes; we added self-adjusting brakes for your safety and convenience, and the muffler is more fully aluminized for longer life and corrosion resistance. ■ The interiors are refined some, and there are some trim changes on the front and the sides, but the rest of the car is pure untampered-

with Corvair. It features all of the over-the-road goodness that you've come to expect from Corvair, and the optional-at-extra-cost Spyder equipment (150 horsepower) and knock-off wire wheels move it a shade closer to a true sports car; but that's all we did. ■ Oh yes, we changed the rings around the taillights so all the people you pass will know you're driving a '63.



It's Chevy Showtime '63! - See the Go Show at Your Chevrolet Showroom

