

# The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter March 2008



Featured Corvair for the March Meeting  
**Green Corvairs in or out**



## Notes from the President

# Activities set for New Year

The Spring Fling was enjoyed by a nice group of the club members at Spear's. We all enjoyed a good meal and conversing about Corvair days, and discussing what the following weekend was going to bring with the Cold Tuna.

The Tuna was a success as usual with more food to eat than what there were people to eat it. Sam did a great job with furnishing the club with great food. There was a very good crowd with Chris & Bob from the Oklahoma City Club. They were working on finalizing all of the details for the Convention. I have received information from them on dates and locations and we can discuss this at the meeting. He is also working on plans for a Caravan to the Heart of Texas and this is another topic to discuss.

We also have a new Corvair owner that I am sure will be at the meeting to show off her Corvair. Nobody new just a new owner of a



**This years Pre-Spring Social was at the Spears restaurant located near Towne West . This is the most photogenic half of the group. Strecker photo**

car that was kept in the club.

We hope that everyone does there best to make it to the meeting so that we can iron out some of the details of upcoming events. It is only with everyone's support that we grow stronger as a Great Car Club.

Thanks **Bernie**

## March Meeting

Saturday,  
March 8th 7pm

Derby Recreational Center, Derby, KS



**February Social**  
**1 Late 0 Earlyies**

# Classifieds

**For Sale :**EM parade car. Coupe with the top cut off and doors welded shut. Runs and drives \$200. Contact Norris Andersen , Jamestown, KS Phone 785-243-2879 Cell 785-614-3799. Located near Concordia.



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**Parts for Sale:** Dennis Fuller is cleaning out his garage of Corvair parts. Engines and transaxles, '65 4-speed 3.55 posi. Lots of other parts, just ask. Call 775-9263 Augusta, KS  
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**For Sale 1965 Corsa Convertible.** Ebay disappointment. The topside is not bad to look at – but it will require rust reworking on the underside. It is not unsafe, however. It has a header exhaust system, not a stock 140 system (with heaters). It also has the telescoping wood wheel. \$4,500. Karl Cozad 816-741-2696 or kcozad@sprintmail.com Terry Kalp has additional photos of the top and the bottom.

## MCCA Officers

**Bernie Strecker**  
President

**Doug Horstman**  
Vice-President & Event Chair

**Julie Strecker**  
Treasurer

**Terry Kalp**  
Newsletter Editor

### Web Site

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



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# Great Plains Roundup Dates, Host Hotel set

News on the Great Plains Corvair Roundup in OKC Sept 12-14th, 2008. We are a go! We have a contract with the hotel. The hotel is the Bricktown Hotel and Convention Center at 2001 E Reno, Oklahoma City, OK 73117. Phone number is 1-405-235-1647. mention "Corvair show" for a \$79 rate. Banquet on Saturday night and we are gonna have some fun! Registration forms will be done by the Heart of Texas show. Any other questions feel free to contact me by email or cell phone 405-850-5146. Chris Teer INCA President.


# Heart of Texas

Heart of Texas Roundup in Glen Rose TX on April 18-20, 2008. Hosted by North Texas Corvair Association. Come to Dinosaur Valley for Friday night complimentary hot dogs on the grill. Saturday funkhana, car display, and Dinosaur State Park. Early dinner with awards followed by a drive-in movie. Sunday farewell breakfast. Pre-registration \$16, day of show \$18.


Host hotel Glen Rose Inn & Suites, 254/897-2940, mention Corvair for \$64 rate.

Contact: Scott Netherton  
Address: 4105 Crest Ct.,  
Colleyville TX 76034  
Phone: 817/721-7135

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**The Corvair way. At the Performance Workshop in Dayton, Ohio, Gary Funkhouser and John Sweet open a coffee can with a gasket scraper and hammer. See the Workshop story on page 6.**

# CO Tri-State

Tri-State Corvair Meet at Pagosa Springs, CO on May 16-18, 2008 presented by Rocky Mountain Corsa

Come to Pagosa Springs, nestled in the valley of the San Juan Mountains. Registration Friday, Saturday people's choice car show and banquet. Near to hot springs pool, Chimney Rock formation tour, wildlife park, hiking trails, art museums and so much more!

Host hotel is Oak Ridge Lodge, 1-866-4-Pagosa, mention Corvair club and reserve by April 1st for \$65-\$71 group rate. Contact Laura Wilshire, 303/828-4203, [lwedvair@comcast.net](mailto:lwedvair@comcast.net)

## 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



## Donuts, O-rings & Much more fun

Photos by Strecker



Duane Grim gives advice to Larry Lee as Larry replaces the pushrod tube O-rings on his 140 motor.



Ned Madson is already under and Mark Welty is ready to dive in to swap out the o-rings on Alan's '64 coupe to eliminate its parking spot.

With the temperatures in the 30's it was a moderately Cold Tuna rather than the ice Cold Tuna we had last year. Tunaites came from as far away as Kansas City and Oklahoma City to converge on Terry Kalp's shop for the midwinter MCCA tune-up day.

Ned Madsen and Mark Welty arrived early to help Terry with the last minute cleanup of the shop. Just as the shop was ready, the first customer of the day showed up. Alan Ballard arrived in his 1964 Monza coupe for a much needed push rod O-ring reseal. Alan got started and was soon joined by Mark and Ned dropping lower shrouds and valve covers.

As additional members arrived so did the second project of the day LP Penner's '67 Monza convertible. It was scheduled for an engine removal

operation. It is a factory air car so the first operation was to move the compressor an bracket off the engine. Duane Grim dove in to help LP get the topside ready for dropping the engine. LP even brought a couple of friends (Dan and Ralph . . . not That Ralph) to help in the procedure. Once the top was ready LP and Terry took on disconnecting the underside. Everything went well except for a reluctant input shaft, but it was soon under control. Before lunch the engine was in the bed of LP's pickup and the convertible tow barred to the bumper. The engine was going to Denver for a Steve Goodman rebuild.

The empty spot was soon filled as Larry Lee brought an engine on a stand for a pushrod tube reseal. Larry was a bit late to the Tuna because he started his Saturday flipping pancakes at a Goddard fundraiser. Soon after he arrived Duane helped him make up for lost time.

A honk and a knock at the garage door announced the arrival of lunch. Sam Kuns had lots of help bringing in the pans of Brisket, pulled-pork, hot-links, potatoes, beans, soup, two kinds of bread . . . boy are we spoiled. Julie and Bernie had brought Chicken and noodles. Dennis Fuller brought his usual wonderful deserts. Plates and plasticware were picked up and the eating was on, no one had a reason to go away hungry.

After lunch the crowd started to thin out a bit. Larry continued working on his engine, pulling a head on one cylinder to check his rings. Eventually everything was buttoned up, the shop cleared out and another successful Tuna was history. The next Tuna will be Juna Tuna, the third Saturday in June. Get your Corvairs ready for the trip to Oklahoma City.



**Dan, LP and Ralph slip the engine out of LP's '67 convertible. A week later it was at Steve Goodman's shop in Denver for a rebuild.**



**Lunch time and everyone is making "happy plates" Ned joined Chris Teer and another OKC Corvair club member for nourishment and conversation before winding up their 'Tuna tasks.**

# Performance Workshop 2008

February is time for the annual trek to Dayton for the Corvair Performance Workshop. Jim Dallas, Terry Kalp and I made the all night drive on the Thursday before the Workshop. We were lucky that we had pretty good weather compared to some of the other attendees. The weekend was pretty cold and we had a great time.

The agenda included a pitch about the changes in modern oil by the guys at Brad Penn Oil. They sold cases of their oil at bargain basement prices. Only problem was they didn't bring enough and sold out in less than 5 minutes. We also heard from a tech inspector from the CART racing series. He made a great talk on all the things that are involved with inspecting a real race car.

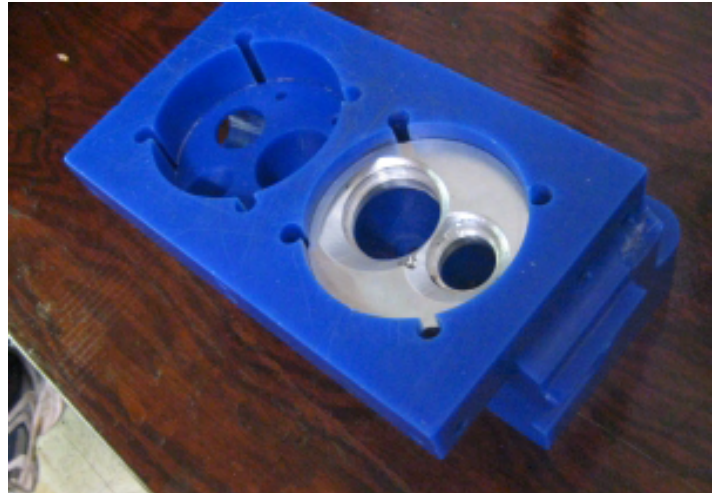
This year's Workshop was officially hosted by the Performance Corvair Group (PCG) chapter of CORSA. Jim is the president and got stuck with being the MC for the Workshop. He started out a bit slow, but caught on quickly and did a great job. We also held the first PCG meeting. Jim was re-elected President, Michael Le Veque was re-elected Vice President and I was re-elected Secretary.

There was a big announcement by Brian O'Neil of the North East Corvair Council (NECC). They are going to put on the Corvair Olympics in Indianapolis at the end of July. This will be a three day event consisting of a time trial on the Putman Park road course, a drag race and an autocross. They are also working on an opportunity to drive around the Indy Motor Speedway in our Corvairs. The PCG is on the spot to provide people to help to run the drag race. I've already set in my money.

Back on the local scene, my car is heading to Sam the painter's new shop for a spiffy new paint job. I've installed a carbon fiber Yenko Stinger deck lid to shave 50 pounds off the car's weight. I also picked up my carbs from Michael Le Veque at the Workshop. Michael relocated the jets to prevent cutout in the hard turns. That was a problem on the track last summer.

I've already missed the first autocross of the year and will probably miss the next one too. I'm hoping that my car will be before too long and in time for a road trip to Texas for the Heart of Texas event in April.

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



**This plastic prototype was for a billet aluminum VW head with a steel combustion chamber insert. Once this head is developed for VW's similar work may be started on Corvair heads.**



**Michael Le Veque towed his Corvair racer thru the snow and slush to the Workshop. A few the quick release fiberglass body panels were removed so that the modifications could be examined.**

# Corvair Modular Engine Proto

The Corvair Preservation Foundation displayed this prototype Corvair engine at the Performance Workshop. The following story is from the placard displayed with the engine. Historical information courtesy of Dave Newell. This engine was preserved for historical purposes by David Wolter who provided it to the Corvair Preservation Foundation.

Design and development of this engine started in 1961 to solve oil and head gasket leaks plus increase power over the production Corvair engine. By the fall of 1961 a running prototype was built. The proposed design allowed production of numerous engine displacements simply by changing the number of cylinders, thus its reference as a modular engine. Two, four, six and ten cylinder versions were built and tested in cars to include installation of a 200-hp ten cylinder version in a '62 Impala with front wheel drive which led indirectly to the production Olds Toronado. Eight and twelve cylinder engines were designed but not built.

This second generation Corvair engine program was initiated by Frank Winchell as head of Chevrolet Engineering's Research & Development Department. The head/cylinder unit and block dies were tooled in Chicago bay and outside supplier, and the cost to convert the Corvair engine assembly plant in Tonawanda, New York was estimated at nine million dollars. As the program progressed, design and development work was transferred to Engineering's Production Group under Joe Bertsch, at which time many refinements were made.

Modular two and four cylinder engines were tested in subcompact 2 and 4-passenger cars built by Chevrolet and Fisher body. Both the four and six cylinder engines were used in R&D's front drive Corvair program, and six cylinder units were included in plans for several Chevrolet-powered military vehicles. The Monza GT experimental coupe's first engine was a modular six with fuel injection.

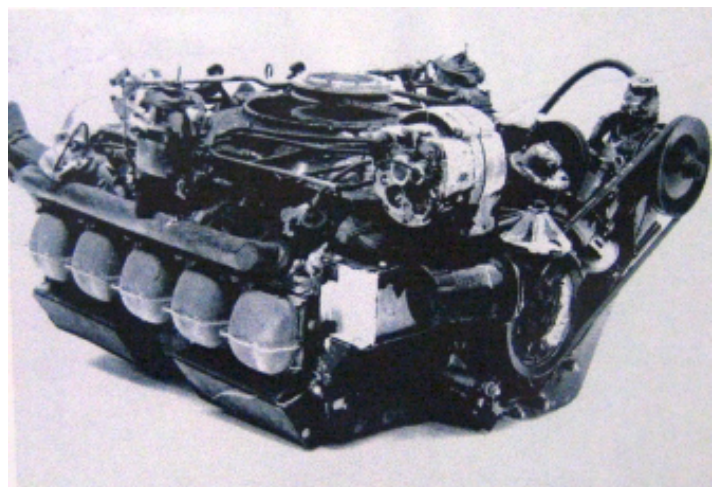
Development on the modular engine concept continued into the mid-60's including plans to use the six cylinder version in '64 production Corvairs. The financial success of the modular engine concept was predicated on use of the design in other Chevrolet products and by other GM divisions. When these other applications did not materialize, development of the modular engine design was phased out. The engine displayed here is one of three known to survive the Chevrolet scrap metal bin.



**ABOVE:** The experimental engine looks much like a production Corvair engine, but the individual valve covers and generous intake ports indicate some of the differences lurking deeper within.



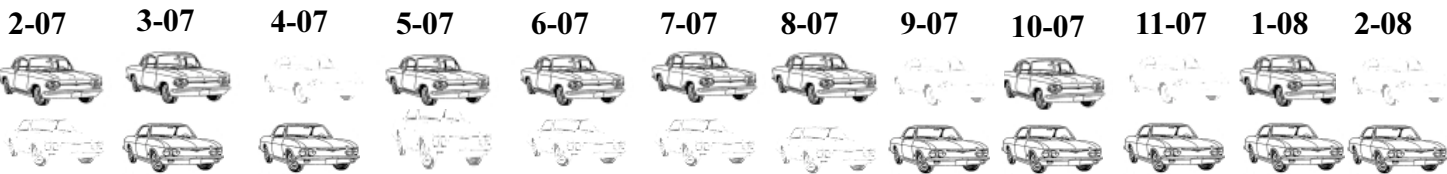
**Cylinders and heads were cast as one unit.**



**Ten cylinder built for use in full-sized Chevrolets.**



**March Meeting**  
**Saturday**  
**March 8th**  
**7 pm**  
 Derby Recreation Center  
**801 E. Market**  
**Derby, KS**



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Mid Continent Corvair Association  
 621 N. Birch, Valley Center, KS 67147

## Calendar

March Meeting    March 8

H.O.T            April 18 -20

April Meeting    April 12

Tri-State        May 18-18

Indy Corvair Olympics  
                     July 30-August 1

Great Plains Roundup  
                     Sept. 12-14