

The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter May 2008



Mine Tour Sunday May 18th

MCCA is planning a roadtrip to Hutchinson to tour the recently opened Salt Mine museum on Sunday May 18. We will be leaving the Derby Recreation Center Parking lot at 10 am. If you live up North, the tour will be stopping at the Carriage House in Yoder around 10:45 to 11:15. The Carriage House is closed, but the group will meet there and go on to the Salt Mines in Hutchinson for tickets. Then lunch at the airport steakhouse before the Mine tour.

More details will be provided at the May meeting. You might call Doug Horstman at 316-777-0351 and let him know you plan to come, also where you are meeting the group.

Fast Eddie...

It's good to be back autocrossing again, even though my car is still at the painter's. Terry Kalp was looking to get some seat time to prepare for the Corvair Olympics this summer. He offered to let me drive his V-8 powered Corvair in exchange for some instruction. Guess how long it took me to take him up on that offer? Well, let's just say it took you longer to read the last sentence.

The weather was very windy and sunny. The temperatures were in the 40s. It wasn't too bad if you could stay out of the wind. Terry prepped the car and loaded it on the trailer. Once we got to Strother Field in Winfield, all we had to do was unload

the car. Terry was a little worried about getting through the tech inspection. It was a breeze and we were ready to go.

We were both assigned to run the third heat. Terry drove the parade lap.

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Derby Days

Friday Night, May 30th, is the annual Derby Days parade. It is always a fun event and a great way to show off our Corvairs.

Meet at the Derby Recreational Center at 5:00 pm and we will leave to line up for the parade at 5:15.



May Meeting
Saturday,
May 10th 7pm

Derby Recreational Center, Derby, KS



April Meeting
1 Late 3 Earlyies

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 1965 Corsa Convertible. Ebay disappointment. The topside is not bad to look at – I have now completed more work that I had ever intended to, including welding in a new trunk pan that I ordered from Clark's. Thus, it can still be labeled as an Ebay disappointment; but its price has increased to \$5,500 due to my fixing the top, interior, carburetors, putting the engine compartment back together, etc. 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. Karl Cozad 816-741-2696 or kcozad@sprintmail.com Terry Kalp has additional photos of the top and the bottom.

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

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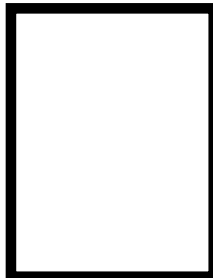
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Fast Eddie...

Continued from page 1

This slow speed lap is to give the driver's a look at the course from their cars. Terry managed to miss one of the cones near the beginning, a Did Not Finish (DNF) on the parade lap, it was an omen.

I had the first timed run in the car. My first run was basically to feel out the car and the course. I took it sort of easy as I don't have much time in V-8 Corvairs. The first thing I noticed was the much greater horsepower. This discovery was followed closely by learning the tires were very hard and not sticking well. The result was a very loose car. Any throttle and steering input would try to bring the rear of the car around. This can be fun, but usually not very fast.

Terry took control for his first run. I can sort of remember my first autocross run, looking out at a sea of cones. Unfortunately for Terry, the course was not chalked completely. Terry managed to keep the car under control. The bad part was he didn't keep in on the course. He DNF'd by going on the wrong side of a cone. No problem though, this was a learning experience and he still had three more runs to get it right.

My second run was to try to push the car closer to the limit, basically go faster. The limit was definitely the tires. It was very close to driving on ice. I drove the big sweeper like a dirt track racer, letting the rear hang out just a bit. It was fun but still not very fast. I ended up getting behind the car and sliding into a whole run of cones. I'd say I found the limit.

Terry's second run was much like his first. He did get by the cones he missed on his first run. However, he did miss a different set of cones for another DNF. I tried to give him some pointers. A Corvair with a screaming V-8 in the back seat tearing through a bunch of cones is not the best classroom. After the run I would also try to give Terry some pointers.

My third run was just to get back in control. I made a good clean run and improved over my first time. The more we ran on the tires did not improve their ability to hold the concrete.

Terry tried to stay on course, but was still unsuccessful. He DNF early on the course, the same place he missed on his first run. This meant that he had just one run to get a scoring time.

My last run was just an attempt to pick up a little speed and shave a little time. The slippery tires really bothered me. I hung the rear out a bit more, but kept it under control. Still I didn't improve my third run time.

Terry was determined to drive slow enough to get a complete run and fast enough to get a respectable time. Well, his last run was the charm. He completed the course to get that illusive scoring run. I think he'll tell you that autocrossing is harder as a driver than it appears from the sidelines or passenger seat. I think he had fun and will be out for more training before the Olympics.

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

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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Heart of Texas

Chris Teer is the President of the Oklahoma City Corvair club, but he is also a member of MCCA. He supplied this account of his trip to the Heart of Texas Roundup in Glen Rose TX on April 18-20, 2008. Hosted by North Texas Corvair Association.

We were to meet at the Petro at noon on Friday. I left the house and forgot to pack the camera. So back to the house I went. I called the others in the party and said I'd be running late. The Corvair decided it might be a good idea to throw the fan belt. I unpacked the trunk, changed the belt in record time and proceeded to dump my brand new 270 piece Craftsman toolbox on the interstate. "Oh good grief", or something to that effect came out of my mouth. Rachel and I frantically picked up the tools and were on our way. One hour late.

We arrived, made our bathroom breaks and started south. I was leading, Loren and Liz Capron followed in their baby blue early convertible, with Joe and Sue



Norwich following.

We didn't get 10 miles when I see Loren in my rearview mirror slowing down onto the left shoulder of I-35. I guess since I threw a fan belt he felt like he should also. We are looking at his twisted belt while semis and cars are whizzing by at alarming speeds. Loren has A/C and it took us 45 minutes to rethread the fan belt. As soon as he starts it up the belt twists again. I talk Loren into driving the car to the next exit so my heart rate would return to normal. I didn't like all those semis rocking his

car while we were working on it.

Off again only to go about 10-15 miles and we hit a construction zone and bumper to bumper traffic. Man, can't we even get out of the metro area! Finally at Purcell we are through the construction and back to two lanes.

We make good time until we hit the rush hour traffic in Ft. Worth. I ended up taking the wrong exit ending up in downtown Ft. Worth. We stop to ask for directions, when we get ready to leave and my car won't start. After a push start we're off. We head west into the bright evening sun which obscures the highway signs and we miss our next exit. Which we didn't realize until 10 miles from Weatherford. We stop at a station, get directions to Glen Rose. The new route was a beautiful scenic highway from thru Grandbury.

At 9pm we pulled into our hotel. I told the Texas people that we would be arriving about 4-5:30 pm. The 4 1/2 hour drive had turned it into a 9 hours. After dinner, we looked at the Corvairs in the hotel lot. There were



40, maybe 50 cars at our hotel. Ooh, someone even brought an Ultravan.

Saturday, started with the car display at 10 in the town square. The town square was a very nice place for the show, which had 55 cars at one count. The weather was perfect.

Next event was the funkhana. It was a challenge finding it, since the sign we needed was turned away from the direction we were traveling. However we, along with 19 Corvairs and a few water pumpers, found our way.

The course was set up with cones and 5 buckets for the drivers to toss stuffed monkeys in. After we all had turns at running the funkhana, one member got his Monza SS go cart out. It was a hoot to see this grown man drive this go cart.

After the funkhana we headed to the awards banquet



at the hotel's restaurant. The food and service were excellent all weekend. About 140 people attended the banquet, which started at 5pm so we could later drive to Grandbury to watch a movie at the drive-in.

Sunday morning the Corvair owners had a good-bye breakfast and headed on their way. I wasn't done having fun yet, my Corvair threw a fan belt as I left the hotel. The belt wasn't ruined and so we put it back on. Some other Okies, The Baxters and Sweeneys stopped to help and let me borrow their spare belt. We didn't have any problems until I made a stop in Norman, OK and my rear wheel bearings locked up. So I had the car towed home. We had a fabulous time. It is great seeing people that love their Corvairs as much as I love mine.

A bunch of those Texans are planning a trip North in September to come to our Great Plains Corvair Round-up. My wish is they don't have a challenging trip like I did.

My daughter Rachel has decided she wants an early



model Corvair with an automatic transmission. What have I done? :) Your 2008 Heart of Texas Hard Luck Award Winner and Funkhana Winner, Chris Teer, INCA President. How many people have won the hard luck award and the moving event the same weekend?



Chris Teer and daughter tossing monkeys at H.O.T.

Notes from the President

Join Club events

Well I think the time for enjoying our Corvairs has finally arrived. Time to get the cars out and show off our cars. It will be great to see a large convoy of Corvairs make the trip to the Salt Mine in Hutchinson on the 18th of May. For those that can not make the trip to Hutch, I hope to see everyone at the Lake Afton Car Show on the 14th of June. It would be great to set a record for the number of MCCA cars at this show.

If you did not make it to these events because your Corvair needs a little help, there is always the Juna Tuna on the 21st of June at Terry's Shop in Valley Center. There is always good food that everyone brings. The best part is the companionship and tech help that everybody provides, sharing the good stories of the past and better yet are the memories we have yet to create.

I do hope that most members can make it to these events. It never stops to amaze me that every where you go that some one will come up to you and tell you a story of family or friends that owned a Corvair and just how much enjoyment that they had with these vehicles. These are some of the best times that I can think of and is just a great way to meet new people.

It would be great to see some of the faces that we haven't seen in a while. Make time to join in with the group and enjoy the activities that we are planning. Bring along family and friends and lets all show them what a great club MCCA really is.

Thanks Bernie



ABOVE: Typical neon signage for the 1950's a period when Route 66 was a booming main traffic way thru Oklahoma from LA to Chicago.

Route 66 Cruise

If you want to exercise your Corvair a bit before the meeting, or just want a chance to drive a section of "The Mother Road". The OKC and Tulsa clubs are planning a Route 66 cruise and dinner on Saturday, May 10th. The OKC club is meeting at Pops (<http://www.pops66.com/>) at 11:30 and then cruising down the "mother road" to the Rock Café in Stroud, OK (<http://www.oklahomaroute66.com/preservation/rockcafe.html>). Ned Madsen and Terry Kalp are planning to meet the group in Oklahoma City. They will leave the Derby

Recreational Center at 8:30 Saturday morning. Plans are to meet up with the OKC bunch at 11:30 then drive on to the Rock Café and have lunch at 1:00.



Even with some side trips that should allow enough time to make it back to Derby for the club meeting. You don't even have to drive your Corvair to join the trip (but it would be great fun in a Corvair)

The road itself is in very good condition. There are still many roadside attractions that are something other than common. The terrain is not Kansas flat either. There are nice gentle rolling hills east of the Interstate. The road is truly part of the land, not just cutting through it.

The Rock Café is another of those special Route 66 attractions. It was literally built from the rock cleared to make the road. It is filled with some very special décor and serves some good food. For trivia buffs, Garth Brooks use to work there.

In the beginning was Juna Tuna and it was good

In the spring of 2003 the Mid Continent Corvair Association was growing. Members Terry Kalp, Ned Madsen and Phil Nelson had spent enjoyable hours working on Corvairs at Terry's shop located North of Valley Center. Several club members had projects that they needed, an extra hand, some moral support, or specialized tools to complete. The group proposed a tune-up day at Terry's Shop to the MCCA members. The club agreed and the third Saturday in June 2003 was set as the first Juna Tuna. The first event was such a success that the plan to have one Tuna a year was overruled and two more Tuna's were added, Luna Tuna in October and Cold Tuna in February. The Tuna's have expanded adding a social element with visitors from Oklahoma, Texas and Missouri bringing projects and helping others.



2003 The first year. It was a small but dedicated crowd. Yipes! They do flip over, maybe it was the short wheelbase. Harold "Spyderman" Morgan works on an EM trailer while Mel works on the springs for his wagon. Ned Madsen Photo.

Marking five years of Juna Tuna



2004 Bernie Streker's son, Justin, helps Mel Horstman tear down a Corvair engine. Mel plans to combine the best parts of this engine with parts from an engine he tore down at Cold Tuna to make one good engine.



2007 Terry Kalp, Tuna host, enjoys some homemade strawberry ice cream. Sam Kuns catered the lunch it was great

2006 One of the main projects for the Tuna was for Bert (Steve Ziegler's '64 coupe) to get new bushing for his front swaybar. Bert wasn't feeling very cooperative, so a simple job rapidly became more complex.



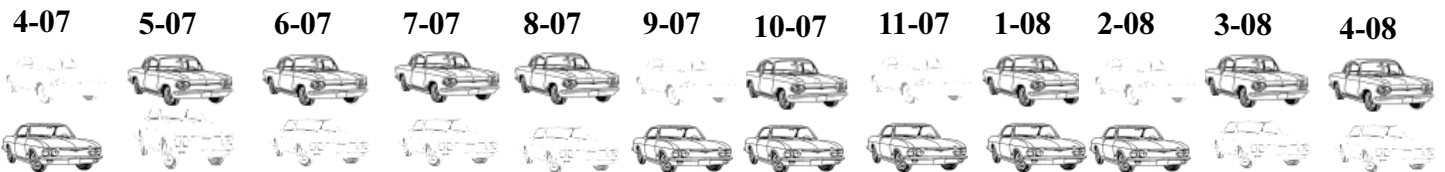
2005 Terry Kalp demonstrates how to set the dwell and timing on Mel's convertible. Doug Horstman Photo





**March
Meeting
Saturday
May 10 th
7 pm**

**Derby Recreation Center
801 E. Market
Derby, KS**



The Flat Six Journal

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

Calendar	
May Meeting	May 10
Stroud, OK	May 10
Hutch Trip	May 18
Tri-State	May 16-18
Derby Days	May 30
June Meeting	June 8
Indy	July 30-August 1