

The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter November 2008



November Meeting

Saturday,

November 8th 7pm

Derby Recreational Center, Derby, KS



October Meeting
1 Late
5 Earlies



Lloyd Fogler swings the hefty hammer to encourage parts to separate while dismantling his EM front crossmember. Story on pg. 4 & 5

Notes from the President

Having a lot of Luck isn't always good

Nothing is Easy.

For those that didn't get to attend the Luna-Tuna you missed some very good food. Sam once again out did himself and I would like to thank him and every one that brought food for a very good meal.

I want to thank everyone that helped in the changing of the Clutch on my car. The Clutch job that went from fairly simple to an all day event with the fact that one problem led to another. Pulling the engine to find that the nose of the Transfer case being broke off was the whole problem for the Clutch slipping, but in pulling the Transfer case to fix the nose revealed that the Universal joints were another problem to be fixed. Then in the process of cleaning parts

revealed that the cracked bell housing was yet another problem for repair and this even got worse when we finally got down to the pressure plate that had been badly abused by the seals of the input shaft that were loose because of the broken nose on the transfer case, and then when you thought that nothing else could possibly go wrong we realized that the Starter Gear had been welded to the Fly Wheel. With the help of Terry and his supply of extra parts and the Members of the club it was a project that took all of the day and some of the next to put back together. I want to say thanks to all of the members for all of their help in getting this rather large task done.

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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.



For Sale 1966 Monza Convertible.

Lower Price \$3500

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

Asking \$3,500 Located in Wichita.

Contact Kirk Eck, Phone number is 640-9037

For Sale 1965 Corvair minus body

1965 PG110 Body has been removed for another project. Four new tires, new brakes and shocks. PO said engine was overhauled two years ago. \$500.

Contact Clare Baldwin, Phone number is 775-2500

Wanted 1995 -2000 Cavalier

Not 2.2- 4 cylinder . Body condition not important.

Contact Clare Baldwin, Phone number is 775-2500

MCCA Officers

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Julie Strecker

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Newsletter Editor

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**Snooze
on Dues
and You
Lose**



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The comfortable lobby of the 2009 Great Plains Roundup Host Hotel. There is also a large open solarium in case of rain. MCCA will also be able to park a Corvair in that area during the Roundup.



Outside view of the Host hotel for the 2009 Great Plains Corvair Roundup. The Best Western Airport Inn and Conference Center was selected because of the large lawn and parking lots. Easy to find near the Wichita Airport. Best Western Photo.



October 2-4 2009

Best Western Airport Inn & Conference Center

6815 W. Kellogg
Wichita, KS 67209

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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LEFT: Ned was all smiles as Bernie's Corsa convertible comes apart for what we thought was a simple clutch job. The smiles faded as additional problems resulting in a lot more work were discovered. Everyone pitched in and when everyone left Saturday there were just a few loose ends to tie up on Sunday

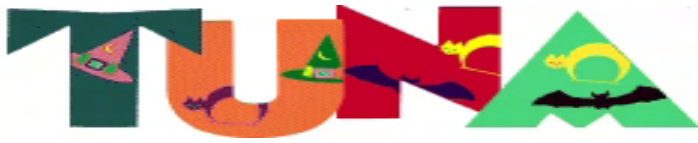
BELOW: Ned Madsen is "helped" by a few of his friends as he hand files some new choke butterflies for the carbs he is having modified for his Autocross/Track Corvair racecar.

BELOW: Jim and Bernie dig into Bernie's differential, Jim has been in a diff before, Bernie was learning.

BELOW RIGHT: Jim and Bernie were not without supervision on their snout replacement. Actually most of the members had not been that deep into a differential and were straining for a glimpse of what the procedure involved.



Luna Tuna Oct. 18



Saturday, October 18th was the MCCA Luna Tuna. We had a couple of project cancellations, so we thought it might be a easy day. The club president, Bernie Strecker, brought in his recently purchased '65 Corsa Convertible for a clutch job, he had noticed it slipping on the way back from the Great Plains Corvair Roundup in OKC last month. Lloyd Fogler brought in the front suspension from his '64 Convertible to disassemble parts from his rusted out crossmember to clean-up and reinstall on his freshly powdercoated replacement front crossmember. The Kansas City Gary Moore brought down a pair of LM rear wheel bearing units to take apart and repair. Sam Kuns delivered lunch in one of his fleet of Corvair FC's then performed a major tune-up of the electrical system while it was at the Kalp shop.

Bernie had delivered his Convertible to the shop Friday night, so it was cool enough to get started on once coffee was made and a few doughnuts were consumed. While some prefer to drop the entire powerpack, since it was a LM it was decided to just pull the engine. All went well

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Sam starts unpacking lunch, delivered by two FC's. The box of rolls was empty by the end of the day.



When lunch was laid out MCCA members dove in, between Sam and the pot luck dishes it was a feast.



Sam's children found his FC a great spot to stop and eat lunch. Photos by Doug Horstman (thanks).

Luna Tuna

Continued from page 5

until the engine was separated from the transaxle. The inside of the bellhousing was coated in thick differential oil. The clutch had been slipping because it was oil soaked . . . the oil was escaping thru the large chunk missing from the snout. A fairly simple job just got more complex. The fingers of the pressure plate were even bent . . . best guess was that happened when they came in contact with the snout. The PO had a dropped valveseat repaired . . . his mechanic must have “helped” us out.

Bernie and a couple of helpers dove back under the car to extract the differential while others tackled the engine removing the oil pan and bellhousing (we were putting in a new front seal as part of the project).

Luck . . .

Continued from page 1

Julie and I will not be at the meeting because we are out of town for her work, and since this is the last meeting until next year want to wish all of you the best for the Holiday's and once again tell all of you how great it is be in a club with such nice people for members.

The Round-Up plans are coming together. The date of October 1st thru 3rd are the dates so that we can enjoy the 50th anniversary of the Corvair and the Location is the Best Western Airport Inn & Conference Center, 6815 West Kellogg, Wichita Ks. The art work is being worked on at this time and flyers will be available after the 1st of the year.

Thanks **Bernie**

Terry started digging up the needed parts. To replace the broken snout the differential and transmission need to be separated, the differential needs to be completely taken apart the new snout pressed into the empty case then everything put back together. Jim Dallas and Bernie took on replacing the snout. Larry Lee was cleaning the bellhousing and once the gunk was gone it was found to be cracked a replacement bellhousing was located. Then the transaxle people turned up a U-joint with no rollers. Bernie was muttering about his luck. Bob Bright was going to pick up his trailer to load a parts car, so he stopped by a parts store to pick up some U-joints. A couple other members took on the task of

taking the old U-joints out of the axles. When Bob returned with the parts everyone took a “rest” break to help him load the parts car onto his trailer. One wheel was locked up on the parts car so it took a lot of grunting and groaning to get it on.

The bad luck stopped piling on and by 8pm the drivetrain was back in and most everything was reconnected in Bernie's car, but we were bushed. It was decided to call it a night and finish the details today. Bernie dropped by the shop Sunday afternoon and in a little after an hour's work had everything buttoned up.

It was great what a group of dedicated if not highly experienced Corvair mechanics could get done to help up a club member.

“Ran when Parked”



A new feature of the FlatSix Journal will be the monthly “Ran when Parked” photo. This ‘64 convertible is just outside El Dorado on a farm. If you have a photo you wish to see published of a “seen better days Corvair” see that it gets to Terry Kalp, Newsletter Editor.



Corvair Monza Spyder Convertible

Because of the way it hugs and squeezes

... you'll fall in love with a beautiful buy.

Drive a Corvair on a stop-and-go shopping trip or jaunt in the country. Take it in any kind of traffic, on any kind of surface, over any kind of terrain, in any kind of weather. There'll be no doubt in your mind that you're driving a very special kind of car.

Right away Corvair's trim size and shape give you the feeling, maybe for the first time in your life, that you're the boss of your car—not vice versa.

With the engine in the rear taking all that weight off the front wheels, the steering's free and easy. So easy we don't even make power steering for the car, though that's what

you'll think you've got when you turn a corner, take a curve or slip into little parking spots that others had to pass up.

And while any car will grip smooth dry roads, Corvair gives extra traction on all kinds—bumpy, wet, snowy or what have you. It's that engine weight bearing down on the rear power wheels that makes for such surefooted going.

But here we are, almost out of space, and we haven't told you about the Body by Fisher craftsmanship. Or the cozy interiors and neat appointments. Or the big choice of beautiful colors. Or the modest price for all that. Happily, though, your Chevrolet dealer's ready to pick right up where we leave off. ... Chevrolet Division of General Motors, Detroit, Michigan.

CORVAIR MONZA



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THE GREAT HIGHWAY PERFORMERS



The Flat Six Journal

Calendar

Cold Tuna Feb. 21