

The Flat Six Journal

2002 CORSA Chapter Newsletter Award

Mid Continent Corvair Association Newsletter September 2008

Notes from the President

Meeting moved up a week 9-6, Roundup OKC 9-12

Just a reminder to all that the October meeting is one week early due to the Round Up in Oklahoma City that falls on the same weekend and our usual meeting.

There is still time to register and go to the Oklahoma Round up. We need to try and support them with as many members from MCCA as possible. Plans at this time are for those that are going to meet up at the Derby Rec Center on Friday and travel as a group from there, anyone that would like to go is more than welcome to join in.

We need to have some idea as to a hotel for the Round Up in 2009 that we are sponsoring, anyone that has ideas please bring them with you to the meeting. I would also like for anybody that has ideas for something different for our Round Up to bring those ideas along so that they can be discussed.

With the warm weather we are having a lot of fun with car shows and it has been great getting to meet people that have had Corvairs and listening to there stories. These shows are great ways to meet new and interesting people. I know that I have received one call from someone that walked through at one of the car shows and didn't even know that

there was a Corvair Club. They have stated that they will be joining the club to enjoy their car even more. So on a

closing note lets all get out there and show off our cars and see how much fun we can all have. Thanks **Bernie**



Terry Kalp took advantage of an empty parking lot on Sunday morning to take some photos of his '65 Monza convertible. The "Cool Vanilla" color of the convertible went well with the cone on Freddy's sign.

Sept. Meeting

Saturday,
September 6th 7pm

Derby Recreational Center, Derby, KS



Aug. Meeting
5 Lates
1 Early

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.

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

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



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>

**Snooze
on Dues
and You
Lose**



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(303) 278-4889

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

MCCA

Classifieds



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

Editor's Notes

One of my goals for this year is to do as many different Corvair activities as I can. Boy there are a lot more opportunities to participate with your Corvair than I thought.

In addition to attending the regular MCCA meetings and Tuna's I have taken my Corvair in a parade, a couple of Auto crosses. Even took in a couple of Cruise night shows. Finally put 1800 miles on the LM sedan driving to Indy, participating in time trials at Putnam Park, Drag racing in Muncie, and an Autocross at Bush Stadium.

The common thread was that I had a fantastic time at each and everyone of these events . . . the people were wonderful too. Bernie notes in his column that his Corvair at the Friday night shows has stirred up interest in Corvairs

and in our club. Just one more reason to get your Corvair out and about. You don't have to try to do everything, like I tried . . . but with such a variety of activities you should find one you like.

The "Project Police" has heard of some of the Corvair projects that some MCCA members have been working on recently. **Gary Moore** stopped by recently he had been diagnosing his noisy starter, although it sounded like it was chewing up the ring gear it wasn't . . . **Gary** found a defective starter drive.

Larry Lee and **Duane Grim** have been fixing a lot of the little problems on **Larry's** Corsa convertible. It is now road-worthy and made the trip up to the **Kalp** shop for a horn and turn-signal switch repair over the Labor Day weekend.

Bernie Strecker is enjoying the '65 Corsa convertible he recently purchased from **Doug Nay**. Another recent acquisition for **Bernie** was a four-post lift. It came in handy when the convertible needed to be raised for a clutch cable adjustment.

Ned Madsen made many improvements on his '66 Corsa this winter including a fresh paint job, new fuel lines for the engine compartment. Most recently he re-engineered the system to hold the "Yenko flaps" open on his composite engine cover.

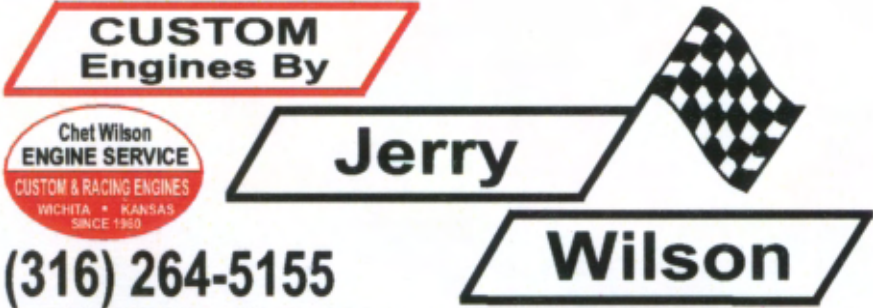
Greg Renfro's Corvair also sparkles with a fresh coat of paint. During the paint process, **Greg** passed the time by restoring all the chrome trim. See the story and photos on page 7.

Clair Baldwin has a very unusual and interesting project in the works. I don't want to spill the beans, but it will be an amazing car when it is finished. Presently it is in the shop of **Mike Yoder** in Hutchinson. If you have ever seen **Mike's** work you know it is in good hands.

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



CUSTOM Engines By Jerry Wilson

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Preventative Maintenance

By Mike Dawson HACO A

The single barrel downdraft Rochester carburetors used on Corvair engines are a very basic design, work quite well for the application, and can be reconditioned to perform like new. Keep in mind that there are H and HV models (V for venture operated choke control diaphragm) and lots of different calibrations and model upgrades. The key to good performance is a matched pair with at least the upgrades that apply to your particular year. There are lots of articles about identification so that will not be addressed here. The following suggestions will reveal that this basic design can have a lot of small issues that require your attention.

Plan on installing a throttle shaft seal kit along with the regular rebuild kit. This greatly reduces any vacuum leaks around the shaft which disturbs idle and off idle performance. Also clean, inspect and seal or replace the base insulators. Thin gaskets are available for this area. Check or replace the two balance tube hoses, both vacuum modulator hoses if Powerglide, check both choke pull-offs if equipped, air & fuel filters and clean the vent system. This includes all vent tubes, PVC valve, road draft tube and fixed orifice – check the orifice size since people do strange things to them. All of the above items directly affect carburetor performance. Disassemble the carburetors, clean and make sure all parts make up a matched pair. The alloy metal used is somewhat soft so watch for damaged areas.

Check the accelerator pump system components for the following: the new pump cup is installed correctly, the vapor check ball in the pump is free, both upper and lower springs are the correct length, the brass discharge needle is in place with the top of the needle resting below the gasket surface. Use a strand pulled out of a wire brush to check the two discharge holes in the carburetor base at the discharge needle and check for a clean smooth bore for the cup to run in.

Special notes: 140 secondary carburetors have a shorter and stiffer accelerator pump return spring, may not have a cup (works better with one) and may only have one discharge hole.

Carburetor base: use a straight edge to check the bottom mounting area and dress up if necessary. Install a shaft seal kit as mentioned above. If the base is too badly worn, sleeves are available and the shafts are available new. Check the shaft to lever fit for looseness (can be

welded), make sure the valve screws are tight, use a mirror to inspect the power valve inserts (65-67), be sure the idle passages are clean and not damaged, and be sure the two venture mounting holes do not have residual water or carburetor cleaner in them which will freeze the screws in place. If a jet is frozen, use a screwdriver with a good tip and strike it smartly a couple of times to free the jet.

Carburetor air horn: Straight edge for damage from over tightening the top mounting nut, make sure the choke shaft-to-lever fit is solid and the screws are tight. Check floats for gas, check float alignment (pre 64 floats are bigger than late floats and do not have springs), make sure the fuel filter threads do not have crusty material in them that will come off when you screw the nut in. Be sure to install the accelerator pump rod in the proper direction through the lever.

Venturi Cluster: Check all holes, particularly the small tube which is the idle pickup and which easily traps debris. Match up the casting numbers, and watch for missing brass plugs. Also, straight-edge the mounting area, since they can warp.

'08 Roundup

Get ready because the 2008 Corvair Roundup is just around the corner, September 12-14 at the Bricktown Hotel in Oklahoma City. The MCCA monthly meeting has been moved up a week to September 6th, so there is no excuse not to go to OKC. 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. Terry and Ned plan to leave on Friday, Greg Renfro and Gary Moore will head down on Saturday. Travel plans to OKC will be discussed at the September MCCA meeting this Saturday. If you don't make the meeting but want to travel with one of the groups contact Terry, Ned, or Bernie and they will have the schedule. There will be registration forms at the meeting, or just fill out the form on the brochure reproduced on the next two pages of the newsletter.

FOR SHOW INFORMATION

Chris Teer teermin8r@mac.com



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WICHITA, KANSAS



TULSA, OKLAHOMA



KANSAS CITY, MISSOURI

BRICKTOWN CENTRAL PLAZA HOTEL & CONVENTION CENTER

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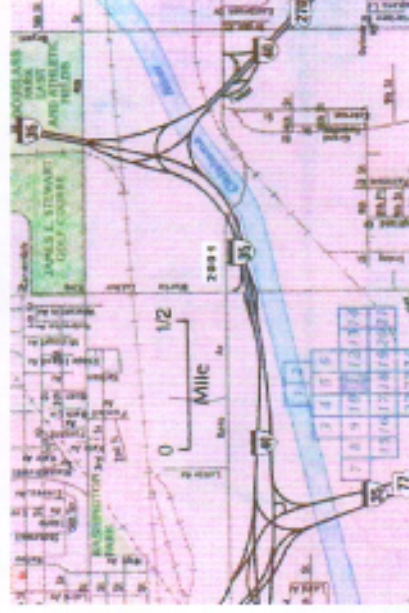
OKLAHOMA CITY

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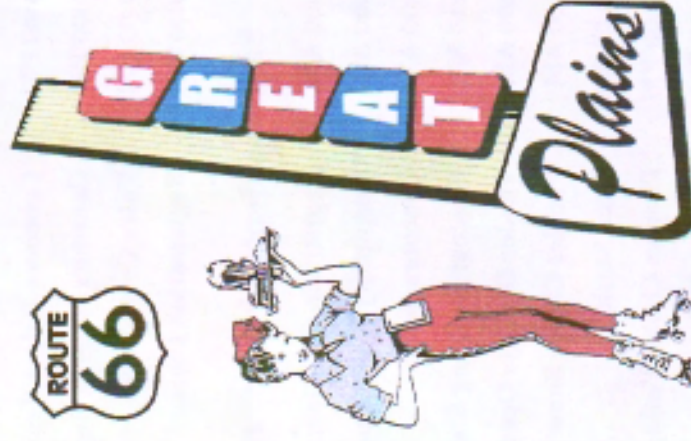
ROOM RATE \$79.00

To get this room rate tell them you are with the
Corvair Event



If you are traveling east on I-40 or north I-35, exit on Eastern Ave, turn left, cross Reno Ave, hotel is on your right. Traveling West on I-40, take the Reno/Scott Street, turn left on Reno Ave, Turn right at Martin Luther King Blvd. If you are traveling southbound on I-35 take the Reno Ave exit turn right on Martin Luther King Blvd.

INDIAN NATION
CORVAIR
ASSOCIATION
WELCOMES YOU
TO THE



CORVAIR ROUNDUP

September 12, 13, 14
OKLAHOMA CITY
OKLAHOMA

GREAT PLAINS CORVAIR ROUNDUP

Schedule of Events

Friday September 12, 2008

3:00 PM Show Registration Opens
3:00 PM Hospitality Room Opens
4:00 PM Concours Judges Training
5:00 PM Concours Judging Begins
7:00 PM Valve Cover Races
9:00 PM Registration Closes For Day

Saturday September 13, 2008

8:00 AM Registration Re-Opens
9:00 AM Hospitality Room Opens
8:00 AM Concours Setup
8:15 AM Concours Judging Starts
9:00 AM Vendor Displays Open
9:00 AM Peoples Choice Show Setup
10:00 AM Tech Session
12:00 PM Peoples Choice Voting Close
1:30 PM Moving Event
5:00 PM Banquet And Awards
7:00 PM Round Barn & POP's Tour

Sunday September 14, 2008

8:00 AM Farewell Continental
Breakfast in Hospitality Room

REGISTRATION

NAME _____

Spouse _____

Children _____

ADDRESS _____

CITY _____

STATE & ZIP _____

PHONE _____

EMAIL _____

VEHICLE INFORMATION

MODEL _____

YEAR _____ COLOR _____

NAME OF CLUB _____

CLUB WEBSITE _____

FEES

	PRE SHOW	ON SITE
REGISTRATION	\$20.00	\$25.00
T-SHIRTS	16.00	Each
CONCOURS	10.00	12.00
VALVE CAR RACE	5.00	Each
BANQUET	25.00	Each

ORDER T-SHIRT HERE

(Mark number for each size.)

XXX _____ XXL _____ XL _____

L _____ M _____

Registration Fee \$ _____
T-Shirts (number x \$16.00) \$ _____
Concours Fee (each car) \$ _____
Valve Cover Race \$ _____
Banquet (number X \$25.00) _____
TOTAL \$ _____

In consideration of the acceptance of the right to participate; entrants participants, and spectators, by execution of the entry form, release and discharge Indian Nation Corvair Association, their officers and employees, agents or representatives, and anyone else connected with management or presentation of the Great Plains Corvair Roundup of any and all known or unknown damages, injury, loss, judgments, and/or claims from any cause whatsoever that may be suffered by any entrant to his/her person or property.

All vendors are responsible for the paying of all sales taxes due on sales to the State of Oklahoma. Vendor rules will be posted on INCA website.

Signature _____

RETURN PRE-REGISTRATION WITH

CHECK BY: AUGUST 1, 2008

TO: JOE NORWICH

INCA

P.O. BOX 1283

EL RENO OK 73036

Check website:

www.okcorvair.org

For updates

Greg's Monza gets fresh paint

As many of the club members know from seeing my car in the past, the car is solid but the paint was faded badly and was peeling in places. After several attempts to revive the paint the decision was made to go ahead and paint the car.

I have a good friend who paints motorcycles and a few cars that offered to help me paint the car. It sounded like a good idea but with both of us having busy work and family schedules it became apparent that it was going to be a long time before the car got a new finish.

I was out driving one Saturday and decided I would stop by JR's body shop in Kechi and have him take a look at my car. We talked for a while then he made me an offer I couldn't pass up. He was booked about 4 to 6 weeks so he put me on his schedule.

In the meantime I worked on pulling all the chrome I could off my car in preparation of the paint job. I was a bit nervous about what I might find under the rocker chrome as it was a bit of a unknown. I was very pleased with what I found. No rust. I also began working on polishing chrome and discovered the joy of refinishing the various emblems on the car. No, really I enjoyed it. In fact I was having so much fun fixing them I painted up a couple for Terry. If you have any that you want painted let me know. I would be happy to give it my best effort.

The day came to get my car to paint so I asked a coworker who has a flatbed trailer to help me deliver my car. We loaded her up with no issues and made the trip to JR's. Over the next week and a half I continued to work on chrome parts including a couple from the Terry Kalp collection. Wow, the nose bar for a '63 is a tough item to find in decent shape. I called the guy I bought the car from as I recalled him saying he had the nose bar but forgot to include it with the car. He was kind enough to send the nose bar along with a surprise in the box...4 more '61 nose bars! The good news is that one of the '61 nose bars found a good home in the clubhouse of Terry's neighbor girls. They seemed pretty pleased with their decoration.

After about a week and a half I got a call from JR. The car was done. I went to pick it up and it really looked good overall however on closer inspection I started seeing some odd discoloration in spots. I recalled visiting JR the morning he was getting ready to paint my car and there was some fresh filler he was working with. The filler was blue so I remembered the spots where it was. Sure

enough these were the discolored spots on the car. The best explanation I have gotten for the spots is lack of sealer on them before the paint was applied. If it was sealed then some sort of reaction must have taken place with the paint and the filler. Most likely it was a shortcut that didn't pay off. JR felt pretty bad about the situation and asked me to bring the car back to him and he would make it right. It is due back in the paint shop on the 15th of September. If I had it to do again I would take it to JR. I think he does good work in general and his prices are reasonable. Obviously the jury is still out until the car is fixed but he seems honestly embarrassed by the situation and I think he will make it right. I look forward to the fixes and being able to drive my car down the road with pride and have some fun showing it to people.

One thing is for sure about all Corvairs, they are great conversation starters and great fun to drive. **Greg Renfro**



Greg Renfro's '63 Monza Convertible is a lot more glossy now after fresh paint. While the car was in the body shop Greg spent his time refurbishing the trim.



The rear view is even more spectacular. The light metallic blue that Greg chose is very close to the original color on his convertible.



8-08



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

Derby Christmas Parade Dec. ??