

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

March 2010

From the President

## MCCA March Meeting Agenda

- BOD meeting minutes – 15 min
- Introduce and open floor to new members-15 min
- Orpheum Car Show 20 min
- Project updates. Go around the room and let each person tell the group what they are working on-40 min
- Show and tell-20 min
- Discuss April 17 Road Trip to Hutchinson Cosmosphere 20 min

**Open Discussion- remainder of time**



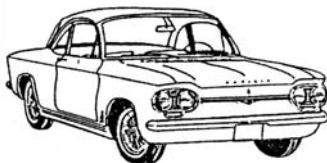
**Tuna Time.** LP Penner brought the front cross-member out of his '67 convertible to Cold Tuna for disassembly, the first step in a total rebuild.

## MCCA Pre-Spring Fling

There was a great turnout for the MCCA Pre-Spring Fling dinner and February meeting. The Golden Corral was able to arrange several tables so most of the members could sit together. Because of some confusion caused by the newsletter listing both 6 and 7 pm starting times, members trickled in between those two times. It was nice meeting a lot of member's families that don't usually show up for other events.



Feb. Meeting  
EM 0 LM 1



**March Meeting**

**Sat. March 13th 7 pm**

Derby Recreation Center

801 E. Market, Derby, KS

# Classifieds

**FOR SALE:** Mike and Marla Sweaney of the Tulsa Green Country Corvair Group are selling their Red, 1961 Corvair Monza 4-door. It is a nice running car. For more formation Contact: Mike at monza17@cox.net

**WANTED:** MCCA dues are due in January. If you haven't paid for 2010 Send \$12 to Ned Madsen, 1212 Patrick Henry, Derby, Kansas 67037

**WANTED:** Stories, Tech Tips, Photos, Ran When Parked, announcements for the FlatSix Journal. Contact Terry Kalp 755-2458 or tkalp@cox.net.

## MCCA Officers

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

## H O T

Heart of Texas  
Corvair Reunion



April 9th - 11th 2010  
San Marcos, Texas

Celebrating 50 Years 1960-2010

Hosted by Alamo City Corvair Association

CUSTOM  
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Jerry



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CHET WILSON ENGINE SERVICE

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REAR-ENGINE SPECIALISTS

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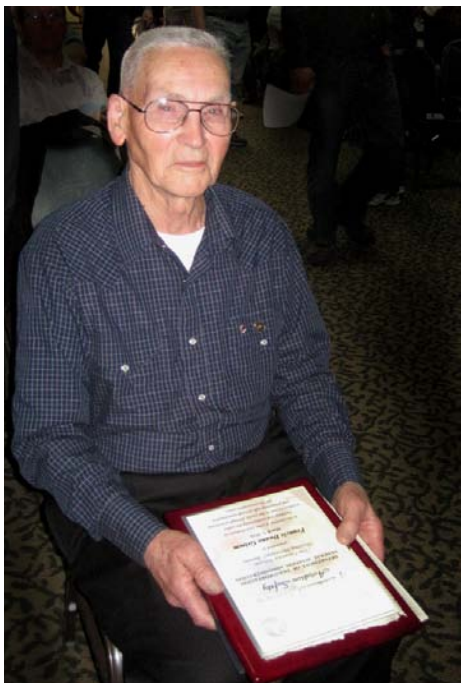
e-mail: rearengine.steve@worldnet.att.net

internet: <http://rearenginspecialists.com>

Dues Due  
in January



No Dues  
You Lose



Duane Grim with his Charles Taylor Master Mechanic Award presented for years of service and skills as an aviation mechanic.

## FAA Master Mechanic +

On Friday March 05, 2010. The Charles Taylor Master Mechanic Award was presented to MCCA member Francis Duane Grim. The presentation was made in conjunction with the FAA Inspection Authorization renewal event held at the Best Western Hotel located at 914 E. 53rd St. N.

The Charles Taylor Master Mechanic Award is named in honor of Mr. Charles Taylor, the first aviation mechanic in powered flight. The Charles Taylor "Master Mechanic" Award recognizes the lifetime accomplishments of senior mechanics. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and

building the engine for their first successful aircraft.

The Flight Standards District Office (FSDO) airworthiness supervisor and an airworthiness safety inspector make up a selection committee that reviews the application letters and selects qualified individuals that have at least 50 years in aviation maintenance as an accredited mechanic or repairman and are an FAA-certificated mechanic or repairman for a minimum of 30 years.

Most of his family and many friends were present for the award ceremony and to help Duane celebrate this milestone accomplishment in his mechanical career.

## Cosmosphere visit April 17 Road Trip

MCCA members are planning the first club Road Trip of the year for Saturday, April 17. The destination will be the Cosmosphere in Hutchinson, with a stop at the Carriage Crossing Restaurant at 10002 South Yoder Road, Yoder, KS. for breakfast. Usually a group will leave from the Derby Recreation Center with members joining up along the route to Yoder.

The Cosmosphere is celebrating the 40th Anniversary of the Apollo 13 Mission on April 16 & 17. The good news is that there will be some special exhibits, the bad news is that the Cosmosphere will close at 3 pm on Saturday rather than the usual 5 pm.

There is plenty to see at the Cosmosphere. An extensive Space Museum covers several thousand square feet following the history of Space flight and exploration from Chinese rocket making thru present day missions. Another attraction is an IMAX (spherical) movie Theatre usually showing two different features a day. Details of the trip will be firmed up at the April meeting and published in the April Flat Six.

## "Ran when Parked"



Not a Corvair, but too good not to share. I discovered this Hudson Terraplane frame photo on an internet site chronicling the extensive remodeling of a old blacksmith shop into a dream garage. Remember to submit your candidates for "Ran when Parked" to Terry Kalp



**ABOVE:** Bryan Easterwood looks over Lance's shoulder as a FC carb goes back together

**BELOW** Ned discusses his bored out performance carbs with DJ, Coda and Bryan



The MCCA 2010 Cold Tuna is over and it was a great one. MCCA members put it on and do an excellent job. Weatherwise there was a little snow/sleet and about 30 degrees outside, but nice and warm inside the shop. Several attendees had to travel a distance to make the Tuna. One lively group drove in from Kansas City and another from Oklahoma City, Mark Welte showed up from Kentucky. The total attendance was over 40 people.

First project of the day was to get the Terry Kalp's White '65 Monza coupe ready for it's new owner, Ned Madsen. Terry's junk was unloaded and the wheels and tires were switched. This was David Fasgold's old car.

Next Lloyd Fogler brought in his Yellow '64 Convertible to have the brakes bled. One front cylinder refused to bleed and the problem was tracked down a bad brake hose.

Several people were rebuilding Carbs. Ned was putting together a set of bored out 140 carbs to match the reworked heads he had just installed on his '66 Corsa. Bernie and Julie Strecker's nephew, Lance came in from Hays, KS to work on the '61 rampside he shares with his brother. Lance dove into the passenger's side carb to try to cure a miss.

LP Penner attacked the front suspension from his '67 convertible. With the help of Alan Ballard, it was broken down and all the bushing removed so it can be blasted, painted and rebuilt. Plans are for a new paint

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job, convertible top and rebuilt front suspension for LP's Corvair before the Lake Afton meet in June.

The carb repair didn't cure the miss in Lance's Rampside so Mike Dawson from KC took the college aged member under his wing and improved his rampside by replacing a couple of pushrods, (one bent one broken) and gave it a basic tune up.

Lunch (one of the highlights ) was Chili (Hot and Hotter) and side dishes provided by members, not bad then "Big Dog" arrived with BBQ ribs and Chicken, pasta salad, beans, and homemade rolls. Then the feast began.

One surprise for everyone was that Terry's new 20' x 40' building was up and enclosed. Construction was not supposed to begin until the week after the Tuna, but the Builder called Terry and said they would start on the Thursday before the Tuna. Terry met them at 7:15 am Thursday with a check and they had already started unpacking the materials when he got there. Thursday was a great day weather wise, so they finished everything except the garage doors and concrete. They finished the doors Friday morning, so everyone at the Tuna could get a tour of the new shop.



**ABOVE: Scott Allison assumes the supervisory position with Lance's Rampside behind him. KC Gary Moore photo.**

**BELOW Wichita Gary Moore blows out some bearings for a LM rear axle rebuild.**



**Hammer Time. LP and Alan knock loose the LM front end's ball joints**





View of the main shop in Kerney, Nebraska where John Fern's father worked on and enjoyed his Corvairs for years. Now into his 80's and having sold the property the Corvairs and parts must go.

## Greg & Terry's Excellent Adventure In the cold Nebraska Countryside

It was the night of the pre-spring fling and Terry was talking about some cars and parts that a man named John Fern of Nebraska was looking to sell in the next few months. A lot of what John had to offer was early model stuff so it peaked my interest. As Terry continued I decided, what the heck, I need a day off from work so I asked if I could ride along.

When Terry arrived at my house around 8:00AM he told me that his GPS was unable to locate the address he had. Being the high tech guy I am, I put the address into my phone which uses Google maps and bingo it pointed to a spot on the map complete with instructions on how to get there. We set off for the Nebraska countryside. The majority of the trip was uneventful. We missed one turn and had to backtrack about a mile but all was going well.

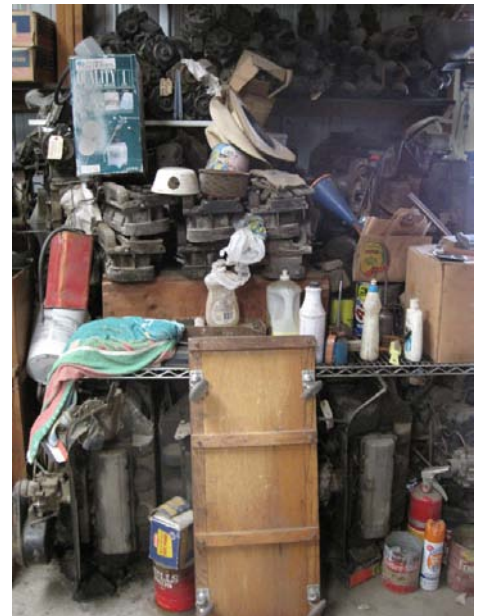
As we got closer and closer to the place on the map my phone had marked the roads began to deteriorate. As everyone is keenly aware it has been a long cold winter and the dirt roads we were on began to be snow packed and icy.

We arrived at the point that we should have been with a half mile of our destination. We turned to the north and discovered an issue. The bridge was out. I told Terry at the time I thought it was odd that someone would send us down a road with a bridge out and not mention it. Not to be discouraged we proceeded to go around the section and come in from the North. The roads were very bad. Terry's truck slipped and slid as he fought for control. On top of poor conditions my cell coverage became

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Shocks hang like sausages.



Heads and engines in this corner.



Most parts were sorted & boxed.

# Nebraska . . .

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spotty to the point that I only had reception on top of hills. We crawled our way to the road and turned south towards our destination.

“Odd” I thought, “It appears only one vehicle has gone down this road since it last snowed.” We wanted to look at this guys items real bad so we soldiered on. We drove nearly a half mile in the single track ruts when we realized there was something wrong. The only thing down the road was an old abandoned farm. Luckily there was a spot to turn around. Terry fought for traction and managed to get us out and to the top of a hill where I called John Fern. He chuckled when I explained where we were. He said “You guys are about 10 miles away from where you should be.” Turns out apparently Google maps won’t just say it can’t find an address, it just picks a spot and tells you to go there. Nothing like taking the scenic route. As it turned out John had made up his address as it really doesn’t exist. His place was at the end of the road we were on but 10 miles North just outside the town of Glenvil. We could have stayed on black-top for all but about the last mile.

Once we got to John’s place we loaded up in his truck and drove to Kearny. It was here that we got to see what he had. It was an impressive collection of good used part and some NOS parts. He had a few early model cars as well. The parts were very well organized and in marked boxes for the most part. I bought a couple small items and Terry picked up a few things as well. Both of us decided we want to go back and I now have a really good reason for needing to. I purchased one of the cars he had to use for Ben’s project. The plan will be to transplant his drive train and wiring harnesses to the new body. Terry took some pictures and has further descriptions of the parts John has to offer.

After looking at the parts we headed back to Glenvil and then on to Strang where we had dinner at Bubba’s anytime bar and grill. The food was pretty good and the price was good. We got back to Wichita around 10:00PM. I would like to thank Terry for letting tag along and for another adventure I will not soon forget. It was great fun.



In a lean-to next to the main shop were more parts and cars, including this station wagon and an EM coupe with a badly bashed rear quarter panel.

## Larry Lee surgery

### E-mail update from Larry Lee

On Feb 25, I elected to have strabismus surgery with 70% chance that we might bet both eyes to point the same direction, reduce double vision, and improve depth perception. Surgery went fine. However, that was outpatient, and when I went home. Found I was retaining urine, then trying very frequently to pee

The surgeon said it was not surgery related, and to call PCP. The PCP had crisis in her office and the message did not get to her until Sunday, by which time I was bloated and in pain. St. Jo ER drained 2 liters and I felt a lot better, but heart stress gave me chest pain a few times Friday and Saturday, so I was transferred to St. Francis Cardiovascular unit for a Heart Catheterization Monday PM. Oops! had catheter removed. Catheter removal was too soon. Said magic words “chest pain” to nurses. Same two problems that got me in hospital last week. So.... I’m in St Francis for 23 hour observation. Catheter is back in, not sure what it takes to get rid of that yet. I believe my prostate and whatever it is that regulates blood pressure is upset with simvisatin and/or niaspan. When those are out of my system I’ll be able to take a walk without starting the chest pain. With a little luck, the prostate will calm down and I can get rid of the catheter. Should be out of here before 3PM Tuesday.

