

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

September 2010

## Aug. Meeting hosted by Lees

It was well worth the short trip to Larry Lee's home near Goddard for the August MCCA meeting. Larry opened his home, yard, garage and pool to MCCA members for a combination picnic and meeting. There was special Corvair parking in the back yard near the deck and pool area.

The evening started out a bit muggy with some angry looking clouds over-head. The clouds provided some light showers that cooled the temperature down nicely. While no-one braved the pool, it looked like everyone loaded their plates with food. Larry donned the apron and soon had the grill sizzling with hamburger and brauts. Other tables around the grill were piled with salads, side dishes and desserts, enough to serve a small army.



**The Lee's back yard provided Corvair parking in addition to a pool and tables and chairs for socializing. Thanks to the Lees for all their hospitality, hosting the August MCCA meeting.**

Very little club business was discussed, everyone was having too good of a time. Touring the garage it was evident that Larry is continuing to make progress on his Corsa convertible project. It has come a long way since he first started on it.

The evening also turned into a mini-Tuna as Bob Bright had some teething problems with is LM coupe. On the way from Derby the battery stopped charging and as he turned the corner to Larry's road it died completely and had to be pushed in. After everyone's stomachs had been filled, several members started searching for Bob's Corvair's problem. A little detective work turned up a bad splice in the wiring loom. Getting tired of the long trip from the garage to Bob's Corvair for tools and the first drops from the threatening clouds it was decided to move the Corvair closer to the Garage.



**Sept. Meeting**  
EM 3 LM 4



**September Meeting**  
**Saturday, Sept. 11th 7 pm**  
Derby Recreation Center  
801 E. Market, Derby, KS

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# Classifieds

## Tech Guide 3 Print & CD

Tech Tips published in the CORSA Communique from 1996 through 2007. This is combo version has the printed manual drilled for a 3-ring binder and companion CD. \$25 contact Ned Madsen 316-788-1724 or Aeroned@aol.com MCCA Fund raiser.

## MCCA Officers

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*Treasurer*

Terry Kalp  
*Newsletter Editor*

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

**FOR SALE:** 4-185/70x13 WalMart radials with less than 1000 miles on them, mounted on Corvair 13", 5 bolt steel wheels. I also have the stock wheel covers from a '65 Monza that I will throw in. Would like to get \$200 plus shipping out of them. The tires were bought in '07. Contact John Dailey, Fort Smith, Arkansas at: mayor86@hotmail.com

**FOR SALE:** 1963 Corvair Monza Convertible, 102hp 4-speed. Recent light metallic blue paint over a very straight body. Very solid light blue interior, good top. Runs and drives well. Aftermarket stereo and stock wire hubcaps. \$5000 contact Greg Renfro 316-641-1329 or grenfro@cox.net.

**FOR SALE:** 62 Monza 4dr. PowerGlide. White with red interior. Complete car not running, some rust, interior will need work. The car is located at Jerry Bergman's 7360 Pattie in Haysville. Contact Jerry at 316-524-8151

**FOR SALE:** 1965 Chevy Corvair Convertible - \$5500 (Wichita, KS) 1965 Monza convertible, 4-speed, Baby Blue. In good condition. Must see. Call Lyle or Mike to make an appointment to drive at: 316-262-8336.


**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



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No Dues  
You Lose



Bob Bright tightens down the battery after sorting out some problems encountered on his way to Goddard for the August MCCA meeting. Bob's Monza has not been on the road very long and the trip to Larry Lee's was the farthest it had ventured from home in Derby.



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**Ned will have Copies at the September Meeting, bring your money**

# August . . .

## Continued from page one

Once backed into the garage, Bob was able to replace the faulty splice and partially charge up his battery. Bad luck followed Bob and Lee on the way home the fan belt broke and because of the center four-barrel manifold it could not be easily replaced, so with the help of Bernie Strecker they would drive awhile then stop and let it cool down and charge the battery, then hit the highway again.

Lots of events coming up in the next couple of months. Get signed up the Great Plains Corvair Roundup in Tulsa Sept. 24-26, make your reservations as the special hotel rates are gone by the middle of September. October has Luna Tuna on the 16th and the Road Trip with the VCCA to Newton for the Warkentin House on the 23rd. More details for these events will be given at the September meeting.

## "Ran when Parked"



Greeting MCCA members as they arrived at Larry Lee's for the August meeting was Larry's "parts" convertible labeled "ran when parked". If you find an interesting photo send it in. Remember to submit your candidates for "Ran when Parked" to Terry Kalp

# Downtown Car Show

For all that missed the 1<sup>st</sup> Annual Black Top Nationals you missed a great event. Friday was a very slow day that kept everyone wondering if this event was going to be such a great idea. Later that evening at the Parade through Park City those thoughts were all changed. The streets were lined with people watching to see what kind of car was coming up next to try their turn at the Burn Outs.

Saturday Julie and I took the White 65 down to the car show and parked it so that we could meet up with the Vintage Chevy Club for a trip to visit the Sauder Museum in Cheney. Larry Lee, Julie and myself joined them for a trip West. When we arrived we had time to stroll around and look at all the interesting things from yesterday's gone past and then we all gathered to enjoyed a nice BBQ and covered dish lunch. We took time to visit and get to know several members and then it was back off to the Black Top Nationals.

When we got back the crowd of people enjoying the cars was a pleasant surprise from the previous day. We had two gentlemen that wanted to look at the horns to see if they were the same as what they needed for their 64 Corvette since some Corvair and Corvette parts are the same. While lying on the ground trying to find the horns a young lady came up and made the remark that if we were looking for the motor it was in the back. We all got a good chuckle from that.

Later another gentleman came



up and said boy do I have a Corvair story to tell to which my response was that it seems that a lot of people do. Seems that his father had lost his leg and kept a spare limb in the trunk of his Corvair. This man had just gotten out of the service and was driving across Georgia

when he had a flat tire. He stopped to change the tire and when he was finished and about ready to leave when the highway patrol pulled up and put him in handcuffs. It seems that someone traveling by had seen him taking the leg out of the trunk

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**Not only did the Blacktop Nationals draw thousands of people downtown to look at the cars, many of them were interested in the Corvair. Bernie shows off the business end. Julie Strecker Photos**

# Show . . .

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and had turned him in because they thought that he was disposing of body parts. His comment was that 9 hours later and a broken trunk latch and he was finally back on his way.

We didn't make it to the Cruise on Douglas but heard from several that did make it that we missed a very good time. We are looking forward to showing off the cars again next year and hope that more of the club comes out to join us in all the activities.

Bernie & Julie, the growing Corvair Family.



The empty "engine compartment" also required an explanation from Bernie. Several new "Corvair stories" were added to the Strecker's collection.



This photo taken before the crowds arrived, features the Corsa against the Wichita skyline.



VCCA and MCCA are planning a road trip to the historic Warkentin House in Newton October 23.

## October Road Trip

Save Saturday October 23 for the VCCA/MCCA road trip to the Warkentin House in Newton, Kansas. The home of Bernhard and Wilhelmina Warkentin, it was built between 1886 and 1887 by Warkentin, the man most responsible for bringing hard winter wheat to Kansas. Listed on the Kansas Register of Historic Places and National Register of Historic Places it is a splendid example of the Victorian period in American architecture. Warkentin owned mills and elevators in Newton and Halstead, Kansas, and Blackwell, Oklahoma. He was instrumental in founding the Halstead State Bank, Kansas State Bank, Bethel Deaconess Hospital, and Bethel College. More details will be presented at the September meeting and in the October Flat Six Journal.

## KC's Tech day

Terry Kalp will be going to the HACO Tech day in Belton, MO on Sunday, September 19th. The event starts at noon at Mike Dawson's home. Planned activities include: 1) fuel pump checking before Tulsa 2) Come to work or get help with diagnosis. Grease fan bearings, wheel bearings, check dwell & timing, balance carburetors, etc. 3) Short course on gas welding and mig welding – try it out. 4) Grilling burgers & brats starts at 4:00 – bring something to share (and a chair). If you want to go up with Terry let him know (755-2458) or if you go up on your own let Mike know. Please RSVP to assure adequate food and beverage quantities. Mike Dawson 816-322-4057

# Fast Eddie

I can't believe that the last time I autocrossed was almost a whole year ago. Between a broken valve spring and schedule conflicts, it's been that long. This event was hosted by the Wichita Porsche club and I was invited by a co-worker. As you might imagine, there was plenty of ribbing, interesting thing was that some of it was serious by those guys.

My car went through some interesting changes in the year. First, I already had a set of heads that were ported and polished by Michael LeVeque of LeVair Performance. Michael also bored out a set of carbs. I put those on the car, but it just wouldn't idle well below 1000 RPM. The other difference was the car would spin the tires in second gear, if I'm not careful. I went through a phase where I thought the headers were too loud. I changed the primary carbs and exhaust a couple times. The result was the car wasn't as fast as with the new heads and carbs with headers. So before the event, I went back to where I started the year. Oh well, I got plenty of practice changing exhausts and carbs.

The event started early in an effort to avoid the super hot temperatures. I got out to Sunflower Aerodrome in Yoder about 7:30 AM so I would have time to change my tires before Tech inspection started at 8. The runs were to start around 9. The PCA event was a lot different from local SCCA events. They started on time; there were fewer participants which means more runs. The more runs the more fun.

We had 5 runs on the first course in the morning. With just 9 cars in the heat and two cars on course, the runs were very close. There was very little time to even check the tire pressures. The car ran great. My first run was remembering how to drive the cones and how sticky the tires are. The course was a wide open, all out, high speed course. I shouldn't have been surprised since it was the Porsche club. I spent lots of time on the rev limiter in second gear. I even tried a couple runs shifting into third, now that's fast.

The "afternoon" session, yup, two sets of runs is the bonus for fewer participants, was essentially the same course, just run backward. We got another 5 runs which made fuel quantity a consideration. I wasn't

worried about running out during the event, but it is a drive to the nearest gas station on the way home. These runs were just as fast and just as fun as the first set. We ran 10 runs in 4 heats and were finished around 12:30, well before the high temperature of the day.

As I said, the Porsche guys had lots of things to say. They asked a couple of their folks to move their cars away from me, "The Chevy is blocking the finish incase someone over runs." They also liked the number of observers that came out to watch me. My wife, Kathy, my photographer, Terry and the pit crew of Alex Moats, Patrick Tinin and Damien made up my entourage. I did take pleasure informing the Porsche guys that the fastest air cooled car was a Chevy. I can't wait for the next event.



**ABOVE: Ned Madsen coming and going in his Corvair. Although setting out for a year, Ned quickly shook the rust off and attacked the high speed course. The first five runs were made before the lunch break, after lunch they turned the end of the course into the beginning and ran five runs the other direction.**



## VCCA-MCCA Cheney road trip

The Vintage Chevrolet Club of America invited MCCA members to join them for a Driving Tour to Souder Historical Museum on Saturday August 28th. Three MCCA members took up the invitation, Larry Lee, Julie and Bernie Strecker. They joined up with the VCCA members at the Quick Trip at Meridian and MacArthur, leaving at 10:30 for the museum near

Goddard. Lunch was a picnic in an air-conditioned building followed by a tour the museum. VCCA furnished hamburgers, hot dogs drinks and table service.

The Souder Historical Museum depicts what life was like in Cheney during the late 1880s and early 1900s. Buildings contained a variety of artifacts, historical photos and educational materials.

### September 24, 25, 26 2010



**Host Hotel**  
**Embassy Suites**  
**Tulsa I 44**

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 Tulsa, Oklahoma  
 USA 74145

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**Contact:**

Felix DeGeyter- 918-251-3500 felixdegeyter@yahoo.com  
 Marvin Luke- 918-250-1500 mkluke@cox.net



## Corvair Round Up

## Celebrating Corvair's 50th

**Events include:**

**Valve Cover Races**  
**Model Car Show**  
**People's Choice Show**  
**Concours**  
**Moving Event**  
**Banquet**

Registration Form at:  
<http://tulsacorvair.com/regform6.pdf>

