

The Flat Six Journal

Mid Continent Corvair Association Newsletter

August 2011



Four Corvairs braved the heat for the July meeting at the Automobilia Moonlight show. Strecker Photos

Business Meeting Aug. 7, Regular Aug. 13

MCCA President Doug Horstman has set a Club business meeting for Sunday, August 7 from 2:00pm - 3:30pm at his home, 1523 Janzen Drive, Mulvane. This business meeting is open to everyone. The business meeting agenda includes: finalize for the September 10 trip to Beaumont and discuss moving the regular MCCA meeting night from Saturday to a weekday evening. This information will be presented at the regular meeting August 13th at the DRC.

The trip to the July meeting started with Bernie Strecker, Gregg Renfro and Terry Kalp all meeting at the Braums near Seneca and Douglas at about 4 pm. They hid from the hot weather until Julie Strecker joined them at about 5, then the Corvairs caravanned

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July Meeting
EM 2 LM 2

August Meeting
Saturday, Aug. 13th 7 pm
Derby Recreation Center
801 E. Market, Derby, KS



Members chat in the shade at the July meeting.

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. \$20 contact Ned Madsen 316-788-1724 or Aeroned@aol.com MCCA Fund raiser.

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

FOR SALE: BERT needs a new home. 1964 2 door coupe, Dk Red with Black interior. Runs very well and looks good too. Has a new windshield, Not installed. \$4,000 or your very best offer. Julie or Bernie 316-722-0556



FREE PARTS: Mel Horstman cleaned out his garage and shed and all the Corvair Parts ended up at the Kalp Shop. Mostly EM parts that came from Corvairs parted out over the years. Everything from transaxles to heater controls, lots of mechanical and electrical items. Set an appointment with Terry to check out and pick-up parts. 316-755-9821 or 316-755-2458

FOR SALE: 1964 Corvair Monza with 457XX miles. Excellent body, good glass, lots of chrome. Recent tune-up including new distributor and valve adjustment \$400. Complete new front end \$1000+. Good tires, Runs and drives excellent. \$3000 Firm. Contact David_Bastion@oxy.com This is Alan's Corvair that he sold.

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**No Dues
You Lose**

Meetings . . .

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down to Old Town and zipped into the 200 block of North St. Francis as recommended by Gary Carpenter. The shade and a breeze were there just like Gary said. There were even four parking spots left in the shade.

Soon the lawn chairs and cold water was extracted from the Corvairs and the owners were setup on the sidewalk behind their cars. Around 7 pm several members gathered around the cars, Larry Lee and Dennis Fuller joined the group for informal conversation. Although there were dark clouds and lightening displays it stayed dry until everyone headed home around 11. They left too early because on Monday both Bernie and Terry got calls to pick up their trophies from the show.

Smitty visits Kalp shop

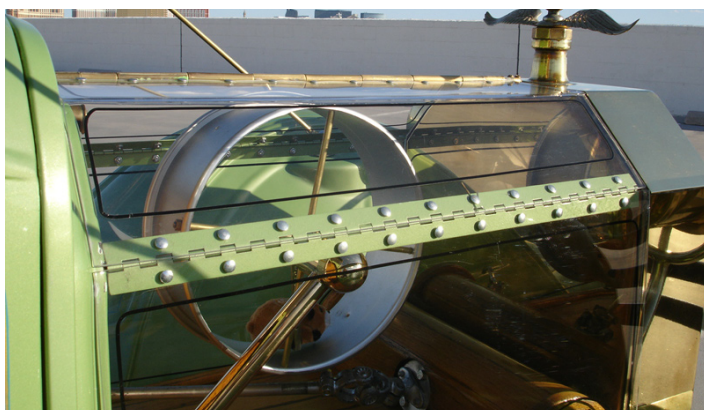
H, A. "Smitty" Smith and his wife Helen from Virginia Beach, VA stopped by Valley Center on their way to the CORSA International Corvair convention in Denver, CO. Terry Kalp and Smitty took a tour of Terry's shop while Helen stayed in the cool house to chat with Ruth, Terry's mom.

Later Ned and Kathy Madsen joined the group and everyone ended up enjoying a fine Italian dinner at a local Valley Center restaurant. Smitty entertained the group with stories of his travels in his '64 Corvair station wagon which has over 400,000 miles on it.



Left to right: Smitty and Helen Smith, Ned Madsen, Ruth and Terry Kalp. Kathy Madsen photo.

Unusual Corvair



Here is a genuine early 70's show rod. It has one Hamster under the clear hood on a treadmill, that drives the car thru the "HamsterMatic 5000 Drive". This T is based on a 911 Porsche suspension and braking, and the powerplant is a hopped up Corvair under the pickup bed, with two 3 Barrel Weber carbs. On Ebay from Los Vegas. Remember to submit your candidates for "Unusual Corvair" to Terry Kalp, tkalp@cox.net



This shortened EM wagon had been sitting for 12 years before the owner refreshed it for the show.

2011 CORSA Convention Denver

By Terry Kalp

My CORSA convention week started out Monday, July 25th, meeting up with Scott Allison from Kansas City and the LeVeques from Indy at a truck stop in Salina. Paul Sargent from KC caught up with us at lunch. The trip across western Kansas and eastern Colorado took most of the day, hitting Denver right at rush hour. Everyone survived.

Tuesday was supposed to be an easy day. First task was to get registered. When the form asked about T-shirts, I had to look around. There were a bunch of T-shirts piled on a back table . . . Glow-in-the-dark yellow green. Decision made. After they got my money Scott came over and showed me his shirt, it was gray and had a photo of my '66 Corsa coupe as part of the design. Now I had to have two of

the shirts. The "bright" ones were for the staff, whew.

A concours judges meeting, Tech session by Warren LeVeque and checking out the vendors filled

the time until the evening Welcome Party and Valve Cover race. Since I knew several people racing and they were using the Roundup track I went. Next thing I knew I was helping line up the racers, a microphone was stuck in my hand and I was instant MC. Not what I had expected. Everyone survived.

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ABOVE: Karl Cozad of Kansas City recently purchased this excellent LM convertible in New York and drove it back to Kansas then on to the Convention in Denver. One of the special features of the car is that it is powered by a aluminum Oldsmobile V-8

LEFT: Scott Allison, Keith Hammett and Terry Kalp combined forces to take 5th place in the EconoRun with 24.49 mpg.





Denver

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Wednesday was concours and I judged interiors. During the judging Lloyd Folger stopped by to say hi, then later Newton Gary and Sara Moore showed up. Our group judged 19 cars and everyone was done by lunch, a late lunch.

As I headed across the hotel grounds to attend another tech session I ran into Karl Cozad from KC that was removing the water-pump from his beautiful Olds V8 powered Corvair. So I stopped to help, man it was a tight fit. When Karl went to chase a new pump, I cleaned up and went to the V8 Registry meeting and ended up having a nice dinner with Steve Goodman and John Lanning.

Thursday was going to be a busy day. Scott had signed up for both the Econo-run and the Rally. I had agreed to share the driver/navigator duties with him for both events. The first participants meeting started a 7:30 am and we were

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ABOVE: Thursday night was a cruise and dinner at Gunther Toody's, a '50s diner. Snuggled in to this booth was Brian O'Neil and wife, Mike and Sandy Dawson, Keith Hammett, and Scott Allison.

RIGHT: Gary Moore and Scott Allison battle the stubborn turn signal switch in Helen Moore's Concours Rampside.



Gary gets Helens Rampside up on three wheels at he Convention Autocross at Bandimere Speedway. It was Gary's first autocross and he did well reducing his times every run.

Denver

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there. Keith Hammett also joined the group. Since I had actually been in an Econo-run once before it was decided that I should drive while Scott and Keith figured out the directions.

First we had to find the gas station toward the edge of town where we would fill-up and start the Econo-run. But, they had given us instructions . . . the first turn out of the host hotel and we were going the wrong direction . . . good thing we had both Scott and Keith to figure out the instructions, they were less than clear.

By the time we made the station and filled up with gas, Scott and Keith had mastered the cryptic instruction sheet. When our turn came to start the Econo-run we were given a new set of instructions and sent on our way. My navigators kept me on the right path and even found a few hills to coast down, but I think I hit every stop light on red.

At the halfway check point, we found we were 5 minutes behind schedule and would have to pick up the pace a bit or end up late and disqualified. That would be a problem as most of the route was twisty, two-lane and no-passing zones. To top it off there were several Corvairs ahead of us going slow that we would have to pass. Passing is not good for gas mileage. Luckily on the second half we found a spot to pass a couple of the cars that were slowing us up. Now we began fit figure out time left verses distance, we would have to maintain a pretty fast speed and hope we didn't hit any long stoplights if we were going to make it on time.

The last third of the route we were traveling at 55 to 60 mph, not good for milage, but if we came in late we were disqualified. Finally we spotted the shopping center that marked the end, wove thru the parking lot and checked our time . . . we made it by two minutes. The people running the event filled us up and we figured out we got 24.49 mpg. We didn't know how good that was.

The next event was the Rally and it started at the other end of the parking lot we were already at. There was time before the Rally started to get out of the car for awhile. Once we were out on the Rally we realized it was tough. It started out winding thru a housing

development and we unwound rather than wound. Got back on track and did pretty well with only a few side excursions and were hitting all the check points. At the third checkpoint it was 4 pm and I had to be back at the host hotel for a meeting. It was decided to abandon the Rally and head back. I barely made my meeting, but we . . . at least I got to see a lot of mountain scenery . . . Scott and Keith had their eyes glued to the directions sheet.

After my meeting I found Scott in the parking lot and the Corvairs cruised to Gunther Toody's a '50s style diner with period decorations. Soon we were all stuffed with burgers, fries and malts and had to give up our seats to other hungry diners.

Friday everyone was up early and on the road to Bandimere Speedway for the autocross. My main objective was to take photos and watch my friends run. It was a high speed course with long straights and broad sweepers for turns and a 30 foot elevation change. The bad thing was that there were few safe spots to photograph from, but I ended up shooting almost 300 photos anyway.

Mid-afternoon we headed back from the track to get ready for the Friday evening Banquet. Once everyone was thru with their deserts the awards started. I was surprised that our team had won fifth place in our class of 14 Powerglide cars and picked up the trophy. Toward the end of the Banquet was my turn to present the First Place award in the Tony Forie Newsletter award competition to the Denver newsletter.



Seth Emerson took FTD with a 33.889 second run in Harlan Colburns V8 powered LM roadster.

Heart of America Corvair Owners Association



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Tech Sessions
featuring
Steve Goodman
and Mike Dawson

