

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

March 2011

## Feb. Full of Food Festivities

First there was an excellent meal at HomeTown Buffet on February 12th for the Spring Social, then a week later a fantastic spread of food for the Cold Tuna noon meal. No MCCA member should have gone hungry in February.

A lot of MCCA shirts were sold at the Tuna. However there still are some left at bargain prices. Check out the list on page 3. Julie will have the shirts at the March meeting. The clock is ticking on the new MCCA shirt design contest so get your ideas ready to show at the March meeting.

Decisions will be made soon on MCCA Road Trips for 2011. Doug Horstman has been gathering up options and the club will be discussing and deciding on a spring trip at the March meeting.

The weather is getting nicer, so there is no excuse not to drive your Corvair to the March meeting. The Early Model Corvair owners need to be there in their Corvairs as the Late Model drivers have a six month winning streak in the battle of the parking lot.

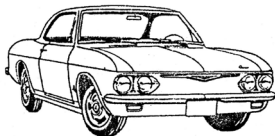


**What is this? Shorts and a T-shirt for Cold Tuna? Ends up Chris Teer from Oklahoma City was dressed appropriately for the 70 degree day. See more photos and story on pages 5 & 6. Photo by Kansas City Gary Moore.**

## Shirt Design Contest

MCCA is looking for a design for new shirts and is asking member to submit ideas. You could receive a free shirt with your very own design on it. Bring your ideas to the March Meeting, you don't have to be an artist, but just have a great idea. The design will be selected in the next few weeks.

MCCA has decided to keep our current MCCA Logo for the left front. Our new design will go on the back and should be no more than 6 colors with white being 1 of the colors. The more colors you have the more expensive. Designs can also be submitted to Julie Strecker, 13802 W. Texas Ct., Wichita, KS 67235 or juliestrk@cox.net



**Feb. Meeting**  
EM 0 LM 1



**March Meeting**  
**Saturday, March 12th 7pm**  
Derby Recreation Center  
801 E. Market, Derby, KS

# 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.

## MCCA Officers

Greg Renfro  
*President*

Bob Bright  
*Vice-President*  
316-619-5800 cell

Julie Strecker  
*Secretary*  
13802 W. Texas Ct.  
Wichita, KS 67235  
juliestrk@cox.net  
316-619-6213 Cell

Ned Madsen  
*Treasurer*

Terry Kalp  
*Newsletter Editor*

### Web Site

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

**FOR SALE:** 1964 Monza Coupe 4-speed, 110 hp engine. Stored inside for most of its life. Red interior in good shape, black padded dash, AM radio. Red body clean, no rust or body damage. Paint is solid but dull, may buff out or may need a paint job. Good chrome on bumpers and trim in good shape. Trunk lock cylinder out, but have the parts to replace. runs and drives good. \$3000 price. Corvair will be at the March Meeting Saturday. Contact Gary Dunlap, 416 N. First Mulvane, KS or call 312-1414 if no answer leave a message as owner is on the road for work sometimes.



14 inch wheels. Comes with many extra parts. Let me know if you have any questions. This is a really good car. I wouldn't be afraid to drive it any where. Contact Ronnie Schneider, phone at 785-244-6538 Marysville, KS

## No Dues You Lose



**FOR SALE:** 1965 Monza 4-door. 110 hp engine and PowerGlide transmission. Blue with Black interior, hardtop, 58,000 miles runs and drives good. \$2900.00 price



**FOR TRADE:** 64 Corvair monza parts. Front and rear windshields Gas cap area chrome trim piece (half moon looking piece for lower lip of gas filler area) Rear racing flags emblem Side monza emblems both carbs 2 monza 900 hub caps with black emblem centers. If you need some 64 pieces let me know. Looking for parts for my parents 1961 Corvair Monza Sedan Thanks, Marc Nuessen 540-9861.

**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

# MCCA T-shirts & hats on Sale

There was a lot of MCCA clothing sold at the Pre-Spring Fling and Cold Tuna. The denim long sleeve shirts are gone, as well as the brown Roundup shirts. MCCA is continuing to have a sale on our existing T-shirts & Hats. Julie Strecker put together a list of what is still available and a price sheet.

- HATS - Non Adjustable = \$7.00 - 5 each
- HATS - Adjustable = \$10.00 - 6 each
- T-SHIRT = \$5.00 Each
- POLO SHIRT = \$10.00 Each

5<sup>th</sup> ANNUAL ROUNDUP SHIRTS  
 White - 4 each = XLG

TAN EARLY DESIGN

- 3 each = MED
- 2 each = LG


GRAY T-SHIRT

- 3 each = SM
- 7 each = XXLG


GRAY POLO SHIRT

- 1 each = MED
- 1 each = XXLG
- 1 each = Womans LG

**CUSTOM Engines By**



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[www.chet-wilson.com](http://www.chet-wilson.com)      Wichita, KS 67213

If you are interested in purchasing any of these shirts they will be available at the March meeting at the DRC this Saturday or you can contact Julie at *13802 W. Texas Ct., Wichita, KS 67235* or [juliestrk@cox.net](mailto:juliestrk@cox.net) or 316-619-6213 Cell.

## Unusual Corvair



This Tucker-Vair was photographed by Terry Kalp at the 2001 CORSA national convention in Chicago. Apparently someone ended up with some fiberglass panels from one of the Tucker prop cars from the movie "Tucker" and grafted them onto a Late Model Corvair convertible, even adding the Tucker triple rear window to the Corvair top. If you find a photo send it in. Remember to submit your candidates for "Unusual Corvair" to Terry Kalp, [tkalp@cox.net](mailto:tkalp@cox.net)

# No Dues You Lose







REAR-ENGINE SPECIALISTS

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**Soup's on.** In the foreground Larry Lee (empty bowl) converses with Bob Welch (full bowl) during the Tuna lunch break. In the background also eating and talking are Greg Renfro, LP Penner and Dan Hagenbuch.



The 2011 Cold Tuna didn't live up to it's name. Should have been Moderate Tuna. With the temperatures approaching 70 degrees it was pleasant both inside and out at the Kalp Shop.

Several traveled quite a distance to attend. There were six Tunaites that came down from Kansas City, four from Oklahoma City and one from Springfield, Missouri. Paul Jones drove to the Kalp Shop from Lyons, Kansas.

The day got started with breakfasts and donuts supplied by Larry Lee. Once everyone's fingers were frosting-free the work began. Lloyd started brake work. Bernie and Alex extracted the heater from Bernie's Rampside and a group began examining Keith's rear end . . . er differential.

Suddenly it was lunch time and work stopped. Greg's "mild" chili went fast. Others dove into Julie's chicken & noodles and Ned's beef stew. But that was just the first course, Sam Kuns arrived with fresh buns, hot links and more stew. Everything was great.

After lunch, Sam worked on his dash electrical problems and Ned helped him tune and adjust his Rampside carburetors.



**First project of the day was Lloyd Folger's '64 Corvair convertible.** What started out as a brake hose replacement wound up being a brake cylinder rebuild when some stuck wheel cylinder pistons were found. Several people helped Lloyd during the day.



Rampside owners unite. Bernie Strecker (left) chats with fellow rampside owner Kansas City Gary while leaning on Bernie's Ramside. Fixing the gas heater on Bernie's Ramside was his Tuna project. Gary has a Ramside of his own and is finishing the restoration of another for his wife.



Mike Dawson works on a differential for Keith Hammit's LM Convertible project. The differential ended up going home with Mike because of a missing shim.



Getting a Corvair fix and enjoying the mild weather, these Tuna attendees gather around Reid Miermaster's LM Corvair coupe. If there was a long distance award, Reid would have received it as he drove to the Tuna from Belton, Missouri. Reid's Corvair was purchased in Wichita a few months ago and he has made substantial improvements.



Another "Souper" photo. The lunch break found these three Early Model Corvair convertible owners gathered together. Bob Ferenc (left) recently purchased Harold Morgan's (Spyderman) '63 Spyder and is getting it ready for the road. Lloyd Folger (center) owns the yellow '64 convertible they are looking at, while Bryon Easterwood (right) has just finished refreshing a black '64 convertible.

# Upcoming Events

## March 18-19

### Performance Workshop

A group of MCCA members will be heading for Indy from the Kalp shop about 7 am Thursday, March 17. Contact Ned Madsen, aeroned@aol.com if you want to go along.

On March 18-19, the Performance Corvair Group, a Special Interest Chapter of the CORSA, will present the 2011 Performance Workshop in Indianapolis. Circle City Corvair Club will be the hosts for the events.

PCG will present a Saturday program full of High performance Corvair information. Besides working with the racing-oriented businesses and their displays, there will be experts in various areas to present a short informal talks.

Corvair vendors will be present to display and describe their wares. quickly, others in more depth. . Come hungry - for food and for knowledge! Seth Emerson sethracer@aol.com

## April 15-17 Heart of Texas

The 2011 Heart of Texas Corvair Reunion is shaping up to be a blast! Come relax and enjoy beautiful Lakeway, TX, the gateway to Texas' hill country.

Terry Kalp plans on going, if you are interested in going contact Terry, tkalp@cox.net.

The Host Hotel is the Hampton Inn, Lakeway, TX 2013 FM 620 South, Lakeway, Texas, 78734.

Hospitality Room is located on 1st Floor. The Show will be at Hill Country Galleria. Dinner will be hosted by Hill Country Pasta House (Pavillion). For more information contact the Lone Star Corvair Club of Austin, TX (CORSA #787)

## May 14 Rock Cafe, Stroud, OK

The Green County Corvairs of Tulsa and Indian Nation Corvair Association of Oklahoma City have planned a lunch get-together at the historic Rock Cafe in Stroud, Oklahoma on Saturday, May 14th. MCCA members that want to make the trip will head out from the DRC about 8 am on the 14th. They will then meet up with the OKC group at Pop's on Rt 66 about 10:30-11 and head on over to Stroud.



This rear wheel bearing came out of Alex Moat's '68 with a little over 50k miles. Lube had dried out.

# Maintenance

Most of us are used to driving our modern cars that require little or no maintenance and forget our Corvairs need more attention more often. Grease in bearings can be clean, but as it ages it can dry out and pull back leaving the surfaces it should protect bare and subject to rapid wear.

From the 1964 Corvair Owners manual comes this Corvair maintenance schedule:

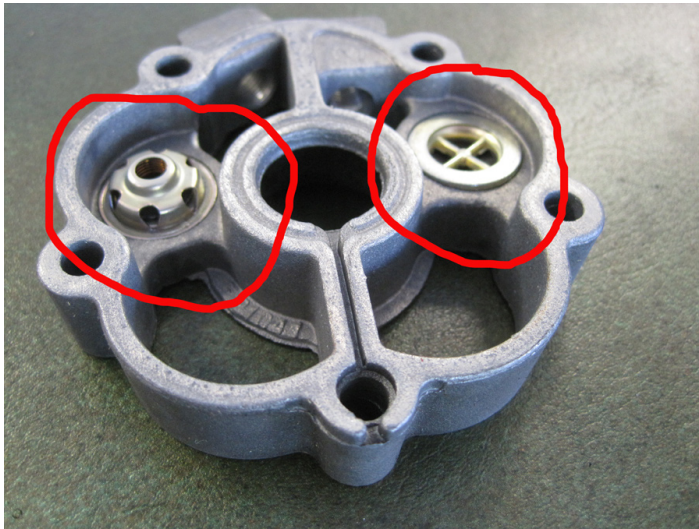
Engine Oil	6000 miles or 60 days
Oil Filter	6000 mi. or 6 months
PCV	check every oil change
Steering gear	every 36,000 miles
Chassis Lube	6000 mi. or 6 months
Generator	12,000 miles oil
Air Filter	6000 miles check
Distributor	12000 miles rotate wick 24000 miles replace
Parking brake & Clutch Pulleys	12000 miles lube
Wheel bearings	36000 clean and repack
Oil Cooler	12000 clean remove dirt
PowerGlide	6000 check fluid
Shift linkage	12000 lube connector
Rear Axle	6000 check fluid level
Battery	6000 Clean and oil terminals
Fuel Filter	replace only if flooding

# Pump Pain

Airtex Corvair fuel pumps are stocked at O'Reilly's in Wichita and sold by most Corvair parts vendors. In the last couple of years Mike Dawson of Kansas City noticed an unusually high failure rate on Airtex pumps. Upon inspection he found loose inlet or outlet valves. Then Mike started checking the Airtex pumps he had on hand and found many that were not assembled correctly, with valves not fully seated or staked. When installed the pumps would work for awhile until they got warm, heating the body then the cool gas hitting the valves would shrink them and they would fall out.

Mike then began corresponding with Airtex about the problem, at first it was thought to be just certain batches with the problem, but defective pumps turned up in most batches. Further correspondence concluded that the pumps weren't being assembled properly in the Mexico plant and Airtex was moving production back to the U.S. Airtex pumps can be identified by the bolts that hold the unit together, they use hex head screws instead of slotted heads. If you have an Airtex you should have it checked. Terry Kalp bought a Airtex last month, but it checked fine.

**Note how the staking displaces metal over the valves to hold them in thru expansion and contraction cycles of the engine.**



**A faulty pump. The two valves (circled) are not seated fully in their counter bores and may loosen.**



**A small press and a copper tubing driver is one way to fully seat the valves.**



**To stake the valves, use a solid base, a small punch and a large hammer. Staking holds the valves in.**

