

The Flat Six Journal

Mid Continent Corvair Association Newsletter

September 2011



Ice Cream at the Sonic has become an after-the-August meeting tradition. Weather was perfect.

Beaumont trip, meeting set for Sept. 10th

Saturday, September 10 is going to be a busy day for MCCA members. The day starts with a road trip to Beaumont, KS for lunch at the Beaumont Hotel and Restaurant. The dining area is done in the style of

a '50s diner. Across the street from the Hotel are the wooden water tower and a airstrip. People often fly in for lunch, park their plane and walk across the street to the restaurant. Beaumont is about a one hour drive from Wichita. To save a lot of backtracking for some members, we are meeting at the Dillons parking lot on the S.E. corner of Butler Road and U.S. 54 in Andover at 10 am and will leave about 10:15. A group will be leaving the Derby Recreation Center at 9:30. Drive your Corvair if you can, if not join us in your regular car. After lunch plans are to visit the nearby wind-farm, then head back to Wichita. (Photos on page 3)

Saturday evening will be the regular monthly MCCA meeting at the DRC. If the video editing goes well Greg and Terry will present some Tech tips on installing an electronic ignition and replacing U-joints in an EM Corvair. Bring your "Show and Tell" and be prepared to report your Corvair activities of the past

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Aug Meeting
EM 1 LM 4



September Meeting

Saturday, Sept. 10th 7 pm

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.

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

NEW PRICE 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. \$3250 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. 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**



The lunch area of the Beaumont Hotel and Restaurant, Saturday's road trip destination.

Meetings . . .

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month. The weather should be good enough to have a great parking lot session.

Final plans will be made for several upcoming events. The Great Plains Corvair Roundup is in Kansas City this year September 30 thru October 2. They have 50 hotel rooms booked so it should be a great turnout. Contact information is on page 8.

If you are not in Kansas City on October 1st, you should check out the Car Show in Goddard, organized by our very own Larry Lee. He will have information at the September meeting. The MCCA took the club participation award last year and everyone had a great time.

October 7th is the night selected for MCCA members to display their Corvairs at the Car Show at Central and West streets in Wichita. The show usually starts around 6 pm, but you can show up anytime. The MCCA October meeting will be on the 8th and Luna Tuna takes place at the Kalp Shop October 15th. There



Just a few minutes from the Beaumont Hotel is this wind turbine "farm".

will be sign-up sheets for food and projects available at the September and October meetings. Several projects have already been signed up, so if you want something major done get signed up soon.

MCCA President Doug Horstman has set the next Club business meeting for Sunday, November 6th from 2:00pm - 3:30pm at his home, 1523 Janzen Drive, Mulvane. This business meeting is open to everyone. The business meeting agenda includes: discussion for the location of the February Pre-Spring Fling social dinner. This information will be presented at the regular meeting November 12th at the DRC.

The Project Police have uncovered several MCCA members working on their Corvairs. Ned is rapidly winding up the engine rebuild for "Kathy's" Corvair and will be ready to swap engines soon. Greg has new wheels and tires on his convertible along with fresh axle seals and U-joints. Larry Lee has been sanding and painting on his Convertible project along with some interior recovering. Bernie Strecker pulled the passenger head off his Corsa Convertible because of low compression in #5 and found a scored cylinder and a dropped valve seat. Let us know what you are working on (or plan to work on) at the Sept. meeting.

Unusual Corvair



This Corvair powered Devin C sports car was spotted at Jeff Moore's. There were only about 20 made and Jeff had two. Devin Cs gave Cobras fits on road courses in the early 60s. Bill Devin made bodies to fit many small sports cars, MG, Triumph, VW etc. He also made a turnkey Chevy V8 powered Devin SS. Submit your candidates for "Unusual Corvair" to Terry Kalp, tkalp@cox.net



A clutter of rare Corvairs were on display to greet the visitors to Jeff Moore's race preparation shop.

Shop tour, then Shop time

By Terry Kalp

Had a long, but great Corvair day Saturday, August 27th. Took out at 4:30 am, picked up Ned Madsen and headed to Springfield, MO to Keith Hammett's. The plan was to deliver some parts to Keith, help him on his engine and tour Jeff Moore's shop. Joining us were Gary Moore and Scott Allison from Kansas City while Springfield local Jacob Kan-

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ABOVE: Inside the storage area of Jeff's shop was Donna Mae Mims' pink Bugeye Sprite and a Porsche 914-6 GT2 road racer.

LEFT: One side of the "working area of the shop" were a couple of 911 Porsches, an Alfa Romero, C-2 Corvette and the second Devin C awaiting a new engine. The walls were lined with rare racer parts.



Shop . . .

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gas stopped in also.

Once we had all said our hellos, we piled into Scott's Suburban and headed over to Jeff's shop. Waiting for us when we arrived was Jeff and a small group of friends plus a yard full of Corvairs, unusual Corvairs. It was overwhelming. Sparkling in the sun were: A 8/10 Cord, Devin, four Yenko Stingers (including the only convertible), a EM fitch Sprint convertible, EM air conditioned convertible, 1966 Air Conditioned Corsa coupe, a low millage 1960 Monza coupe, two rampsides, an UltraVan, and a Chevy Jr. Whew

There was more inside: another Devin, C-2 Corvette, a couple of Porsches and an Alfa Romaro in the workshop area, along with a LM Corvair V8 project using a



Scott Allison dove into rebuilding Keith's Carbs as well as drove us over to Jeff Moore's for the tour.

Corvette engine and Porsche 914 transmission. In the storage area were an XKE roadster, Donna May Mims' pink Bugeye Sprite, a 914-6 Porsche racecar and a C-3 Corvette. A 308 Ferrari, Packard Convertible and a C-5 R Corvette factory race car were parked just outside the door. Jeff was a great host and was answering our questions for the rest of the morning, Thanks Jeff.

There was way too much to see and too little time. Soon we were headed back to Keith's for some lunch and Corvair work . . .

Once we were well fed, Keith's engine was next on the agenda. Keith had the parts ready on a table. Ned, Keith and Jacy (Keith's daughter) worked on Plastigaging the crank and cam in the block, Scott Allison grabbed the carbs and began rebuilding them. Everything checked fine, but a closer look at the block halves raised some questions. The engine had come in pieces with the car. One main journal looked like the bearing had spun at one time, but there were no signs of a spun bearing on the other half . . . also one block half had the ends of the top studs badly rusted, while the other side was perfect. Hmmmm. It was decided it was time for another block, so Jacob, Ned and Jacy headed back to Jeff's to pick one up.

While we were waiting, Keith, Gary and myself took on the task of plastigaging the rods on the crank. The replacement block arrived about the same time as the crank measurements were finished and Scott completed the carbs. A quick glance at our watch showed us it was suddenly after 7 pm and



When you have a hammer, everything looks like a nail. Keith's Daughter, Jacy, was actually a great help to Ned all day.

time to hit the road for home. On the road we got a call that Jacob has stuck around with Keith and they had gotten the crank and cam to block clearances measured and they were all good.

What a great day. Too bad so many bugs had to give up their lives on the windshield . . . enough that we had to stop once on the way home to clean the bug guts off so we could see.



Table O' Parts. Keith's engine internals all cleaned and ready for measurement and assembly.

Corvairs hit the Blacktop



ABOVE: Kirk Eck's convertible is owned by a Blacktop promoter
RIGHT: Bernie's convertible and a few of his new friends.



By Bernie Strecker

For all of those that didn't get to go to the Blacktop Nationals you missed seeing a lot of very nice cars. Even though the temperature was rather warm the turnout of spectators was very good. The best part of the show was the comments on the car, meeting and making new friends and watching the crowd.

Friday started out with a very nice couple pulling up in a Lotus and a Lamborghini and asking if it would be alright to park next to me, it didn't take long to let them know that they were more than welcome. While visiting with Jerry and Nick and it didn't take long to figure out that she was the one that was the total car nut and loved the speed. She used to drag race at international speed way and fast just wasn't fast enough. She also let everyone know that the Lotus was all hers. The three of us had a very nice gentleman by the name of Bob join us with his 1970 Bonneville. This boat of a car was the talk of the group with jokes of how many bodies he could haul or how much moonshine would fit in the trunk.

The best was when a man from Derby joined us with his 1939 Pickup that he was restoring and told us that he had almost \$60,000 in it so far. It was a very nice looking vehicle and when he turned to me and asked why I was in the Un-judged area instead of the Judged because of how nice the car looked made the whole week-end for sure.

RIGHT: Larry Lee inspects his Friday morning's work, getting some blue paint on his convertible.

The show was a pleasure because of all the nice people and the great compliments and I would urge everyone to make an effort to join in next year. It is a great way to meet and make lots of new friends.

Larry "jams" the blues

Larry Lee is back to bodywork and paint on his LM Corsa convertible. The last couple of weekends Larry has taken a break from the exterior of the car and concentrated on spraying some body color on the underside of the trunk and engine lids, the door jamb areas and a multiple bolt-on parts.

This has been a chance for Larry to practice his paint spraying skills before he decides if he want to take on painting the outside of the Corvair.



CORVAIR NAT CONVENTION



