

The Flat Six Journal

Mid Continent Corvair Association Newsletter

September 2012

Sept. Meeting At Oaklawn Activity Center

Due to the Derby Recreation Center closing Mid-October for renovation the MCCA has had to find a new meeting spot. At the August meeting the membership decided to try out a few of the options before making a long-term decision.

The September meeting is set for the Oaklawn Activities Center 4904 S. Clifton Ave. in Wichita. Turn South off of 47th Street South for about two blocks and the complex is on the West side of Clifton. Enter the drive and head to the back (West) for the building the club will be using. The entrance is on the West side of the building (See Photo).

In October the club will be trying out the meeting room at Joe Self Chevrolet on West Kellogg in Wichita. Details and directions will be published in the October newsletter. Bob and Lee Bright will be hosting a dinner meeting at their shop in Derby for the November meeting. Check



The Oaklawn Activity Center is two blocks South of 47th South on Clifton. The building with the X on it is where the MCCA meeting will be held. You can park on any of the paved or gravel areas.

the November FlatSix Journal for the information you will need.

September is a quiet month for MCCA activities, but October will make up for it. The Great Plains Corvair Roundup will be in Oklahoma City October 5-7. (See Story on page 7 for more informa-

tion. The next weekend is the October MCCA meeting at Joe Self. The third Saturday, October 20th will be Luna Tuna at the Kalp Shop. So if you have Tuna projects start gathering parts and let Terry know what you are working on.



**August Meeting
EM 1 LM 4**



September Meeting

Saturday, Sept. 8th 7 pm

Oaklawn Activity Center
4904 S. Clifton Ave. Wichita, KS

Classifieds



For Sale 1966 Cord 8/10s Sportsman: Very enjoyable cruising car. Attention getter. One of only 97 built. Asking price is only \$27,500 CONTACT TIM at flat-6vair2@comcast.net car is located in Springfield Illinois I am willing to assist getting the car from my place to yours. . Very good condition.

All the time playing the Oldies on my radio. My windshield is a little messed up, but I have a new one to be installed. I run great but you do have to keep track of the miles as my gas gage doesn't work. \$3199.00 + Windshield is my price. Last chance to own me before I go on EBAY. Call Julie or Bernie @ 316-722-0556

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Last Chance Bert FOR SALE: 1964 Corvair, Dk Red, needs a good home. Like most older cars, TLC is all I need. I'm a great daily driver. I can make the trip to Oklahoma City, Kansas City or all over Wichita with out any trouble.



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No Dues, You Lose

MCCA History

October 1982

In the October '82 FlatSix Journal there was a flyer for the MCCA Sponsored Octoberfest '82 to be held at the Ed Miller Farm. The flyer promised Fun, Games, Trophies and Food. There were outside clubs invited, because President Glenn Ziesenis mentioned in his column that he wanted to keep as many of the trophies

in the club if possible. Later it was mentioned that the Tulsa and Oklahoma City Corvair clubs had been invited to participate.

Glenn also mentioned that maybe the MCCA should give up trying to have a car wash, seems they had tried twice a year for the past two years and were rained out every time. Members were also reminded to get their Corvair heaters tuned up for the up coming winter.

John Kraft wrote a long "tech tip" exploring the feasibility of installing an external oil cooler in the area behind the license tag on a LM Corvair. Never have seen such an installation so it must not have been very popular.

Project Police

Patrick Tinin and Alex Moats rebuilt the transmission in Patrick's Corvair. The powerpack has been replaced and fired. There are still loose ends to be tied up, but it should be on the road soon.

* * *

Bob Ferenc and Brian East-erwood dropped the power train out of Bob's Spyder convertible. Plans are to check out the engine and refurbish what is needed. The transmission has some problems that will be fixed with a rebuild by Bob and Ned Madsen.

* * *

Ned has been gathering parts and cutting patch panels out of parts cars in preparation for repairing the body on his white LM coupe. The gantt chart has the bodywork on the front of the Corvair being finished by the Great Plains Corvair Roundup in early October.

Two "Unsafe" tags, worlds apart. The top tag is from Alaska on an awesome big bore racer owned and built by Kevin Willson shot at Fire and ICE. The bottom tag is on our very own Lloyd Folger's EM convertible cruiser captured at the Derby Sonic after the August meeting.



Fire & ICE

By Ned Madsen

Labor Day weekend for many is the end of the summer. For many in the Corvair racing world it means Fire and Ice in Marshalltown, Iowa. I've been driving the 450+ miles to run on that track for years now. The attraction is not just the track, but the folks running the event and the other participants.

The event started Friday night at dinner. We had about 20 folks at the table in the BIG room at the hotel restaurant. The food was good and the company was better. We celebrated the engagement of two couples, Michael LeVeque and Tracy McLean and John Miller and Teresa Rolling.

Saturday morning at the track was warmer than the high tempera-

ABOVE: Ned Madsen "Dances with the Shark". Teething problems made it a handful on the corners.

RIGHT: Travis Bolton boosts his Turbocharged Corsa down the back straight. The fresh engine was fast.



ture in the spring. The weather was perfect all day. Before we drove the track, we walked the track. Kathy and I walked with Warren, Michael, Tracy and Kevin. I wanted to hear how Michael drives the track. After all he might know a thing or two as the track record holder. The format for Fire and Ice is $\frac{3}{4}$ of a lap for warm up then two timed laps per run. There are two groups of cars and we got two runs in the

morning and two in the afternoon. There was enough time that we had the opportunity to run a third set of runs in the afternoon.

The Shark was car number 1 and ran first. Travis Bolton from KC drove it in the morning session. I was car 3 and also ran in the first group. Watching Travis drive the Shark, I could see the front end "dancing" through the

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**ABOVE: Ned accepts his Third Place ribbon in a very competitive Street Modified class. His car also earned First Place, driven by Michael LeVeque.
RIGHT: Ned powers his highly modified Corsa thru the second corner at Marshalltown. Dennis Fuller got to drive Ned's Corvair in the Fun Runs.**



Fire and ICE

Continued from page 4

turn. It hopped more than it rolled. Terry's going to need to do some adjusting. Later in the day it would have even more trouble. Travis' times were in the mid 40's. My morning runs were complicated by thinking. I was thinking about how Michael said to drive instead of just driving. Still my two laps were pretty good, a 43 and a 44, beginning a pattern for the day. Scott Allison was also in the first group in his Spyder (the only EM at the event). He did good, keeping his arm in the window all the time.

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BELOW: KC Gary Moore Wrestles his wife's Rampside thru the tight corners on the Go Kart track. It was his first time on the track and improve his time by 11 seconds.



LEFT: Marie, Travis Bolton's daughter runs her Monza Jr. Go Kart around the track at the end of the morning session. The Monza Jr.'s were designed like the Monza SS GM Corvair show car. The Karts were then used to for dealership promotion and give-aways.

Fire and ICE

Continued from page 5

The second morning group had Travis in his car, also in my class. He just finished putting the engine together the week before; surely that turbo wouldn't be set up right. Well, his lap times were in the low 40's. Michael was driving Kevin Willson's car. He didn't follow the line we talked about or I just didn't remember that part about the spin into the grass. Of course we laughed about that afterward.

The afternoon sessions were a little more complicated because I was going to drive the Shark as well as my car. The ICE folks are super friendly. They accommodated the participants changing cars and the running order without getting angry or even messing up times. I drove the Shark first and then my car was moved to the middle of the session. My best lap in the Shark was a 41 and change. The problem was that I couldn't put two together on the same run, a good lap and then a spin. The most difficult thing about driving the Shark is upper body support, there's not enough upper seat. I was holding on to the steering wheel for dear life. It was the best part of the day. As far as my car, I couldn't get a lap time less than 43 or a run below 87 seconds. Still the car ran great.

The afternoon brought a second, bonus session. I still couldn't run anything better than the 43, but that didn't stop my car from going faster. Michael LeVeque took it out to show me what it really could do. I was like the nervous father watching my car on the track without me. He pushed it perfectly and turned a 42 and 41 second laps. Warren LeVeque took over in the "Shark tank." He'll tell you the carbs were acting up which slowed his lap times. All that matters to me was that he didn't break my lap time of 41 and change. This is so special to me because Warren (and Michael) are very special Corvair racers to me.

After the official runs were done, there were fun runs. Dennis and Jan Fuller came to watch us. He's working nearby. They took my car out for its first run. I think Dennis had some fun and even Jan seemed happy. I sure hope they did, maybe he'll be the next EM racer from Wichita. Next up was Tracy LeVeque. She "insisted" that I ride along with her. It's so hard to



Another first time Marshalltown racer was Kansas City's Gary Wolfe. Gary recently purchased his red turbo Corvair and started autocrossing it this past year. He has attended a couple of driving schools and has been actively competing with his Corvair at Kansas City SCCA events.

sit in the other seat with nothing to really hold on to. Tracy said I kept mashing the gas pedal but I think I was hitting the brake. After Tracy I took Tony and his wife (I didn't get her name, sorry) for rides. She was very interested in making her car just like mine. On Tony's ride I just couldn't seem to come in. No one else was waiting so I kept going around.

The fun didn't stop then. Marie, Travis' oldest daughter set up a surprise birthday party for her Dad. She had help from Scott and Kathy, but she packed the piñata in the truck without Dad finding out. Marie also got to drive her Monza Junior go cart around the track during the lunch break. She did a great job and is a wonderful kid. Still more fun was had at dinner, about a dozen of us went to the Mexican restaurant down the street. We'd been planning a surprise of our own for the two engagements in the group. The first phase was cards that Kathy got everyone at the track to sign without the recipients knowing. After dinner we all headed back to the hotel for phase 2, the champagne toast. It was a great day. Finally the group from Indy and the group from KC/Wichita met for breakfast. It's really like a social event around a little Corvair race. Always a great time!



After the August meeting several MCCA members cruised their Corvairs (and Buicks and Toyota's) down to the Sonic Drive-in on Rock Road in Derby for ice cream. The beautiful night and fine friends turned in into an extended evening of snacks and socialization.

OKC Roundup October 5th-7th

The Great Plains Corvair Roundup is coming up soon. Registration forms will be available at the August meeting. Hotel information is on Page 8. The 2012 Roundup will be held in Edmond, OK October 5-7. Many great events are scheduled so plan to go.

Friday afternoon starts with the Hospitality Room opening at 3 pm, a Meet and Greet at 4 then the Valve Cover Races at 7.

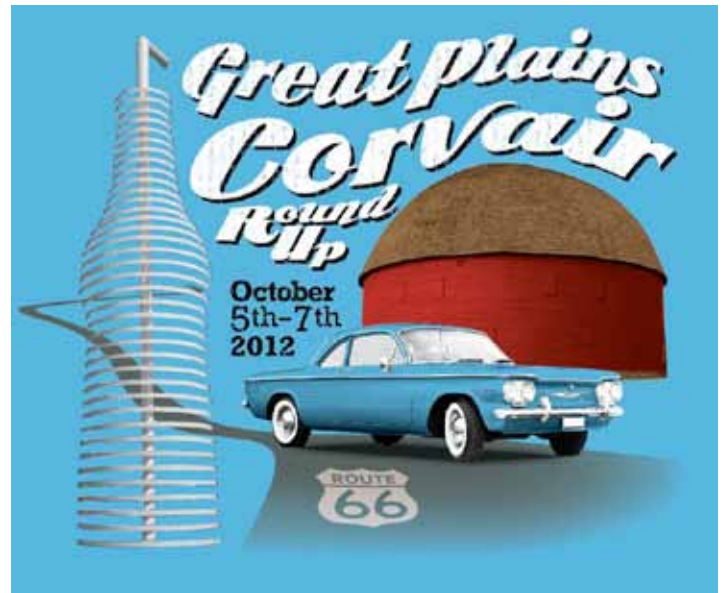
Saturday morning is setup time for the Model Car Show and the Big Car show is from 9 am to noon in Edmond. Saturday afternoon offers a Cruise and a TBA alternate to the Cruise.

Saturday evening offers a Bar-B-Que Banquet in the historic Round Barn in Arcadia, OK on Rt. 66. After the banquet everyone will cruise back on Rt. 66 for a group photo around the giant pop bottle at POPS.

There will be a Swap Meet and Vendors. Shirts will be pre-order only and not available at the show.

Pre-registration ends September the 7th so make your plans and hotel reservations now.

OKC puts on a great event and it will be fun for all. There are many nearby family attractions if you want



to make a mini-vacation out of the trip. Everyone is welcome Corvair or not. This is an excellent chance to refresh friendships or make new Corvair Friends.

For Information contact David Castiaux 405-736-6200 or dcastiaux@aol.com.

