

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

January 2015



## November Italian dinner/meeting

The November Meeting started with a tasty Italian Dinner at Bob and Lee Brights. Bob brewed up some excellent Meatballs, pasta and sauce. The side dishes brought by MCCA members rounded out the feast.

President Larry Lee lead a short business meeting after the meal. First up for discussion were MCCA Road trips. On March 28 the Corvairs will travel to Lloyd

Folger's farm (south across OK border)

April 25th will be the Flinthills tour in the Tall Grass Prairie area (KS-177). Followed by the May 22 cruise to Sedan, KS for the Yellow Brick Road Festival and parade. Check the next newsletters for further details.

A reminder was made that here will be no December meeting. On January 10th 2015 meeting will

return to the Oaklawn community center.

Discussion turned to the February 2015 meeting. The traditional dinner meeting would fall on Valentine's Day. Since that is a very busy day for restaurants Ned Madsen made a motion to move the meeting a day earlier to Friday, February 13. Due to our previous location

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**Nov. Meeting**  
**EM 1 LM 5**



## January Meeting

**Saturday, Jan. 10th 7 pm**

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

# Classifieds

## MCCA Officers

**Larry Lee**

*President*

316-734-5670

**Bernie Strecker**

*Vice-President*

316-619-9844 cell

**Ned Madsen**

*Treasurer*

316-680-3483

**Mark & Darlene Welte**

*Secretary*

**Terry Kalp**

*Newsletter Editor*

316-755-2458

**Web Site**

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

### FOR SALE: Three Corvairs

Well, lets start with the '63 I have some pictures of it. It runs and drives, we are the third owner, 4spd 2 dr monza. I drove it to the Last Run in Ark City and on the way the speedometer cable snapped but the car has 108k on it. Everything works but the speedometer, interior is great, exterior shows its age but is original. One rust spot on l/f fender behind the wheel, prior owner bought the patch panel but did not have it fixed, patch goes with it.

I have a 66 and a 67 also. The 66 is a complete car which was running but needed brakes, have all the parts for same, paint is rough as is interior, also a 67 needing engine and lots of tlc.

4th car was a 67 which got t-boned behind drivers door have every removable panel, all glass and interior parts, extra 4 speed, performance clutch and flywheel(new). Too much extra stuff to list. We



bought all the inventory from a friend with health issues, knowing someone would need the stuff. We deal with exotic and collectables, so we are realistic with prices....

Contact: **Eric Gove** <[yard-dog1@earthlink.net](mailto:yard-dog1@earthlink.net)>

Cars and Eric are located in Newkirk, OK.

**MCCA Stickers**

**\$2 ea. 2"x5"**  
**See Ned Madsen**



### REAR-ENGINE SPECIALISTS

**Steve Goodman**

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(303) 278-4889

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internet: <http://rearenginspecialists.com>



# Mel Horstman Award Starts

## Objective of the Mel Horstman Award:

For MCCA members to drive their Corvairs to club events.

## Events that qualify for the award:

Members who drive their Corvairs to:

- Regular MCCA meetings
- Club-sponsored events
- Club-sponsored road trips
- Lake Afton
- Moonlight Madness. Club meeting participants who drive their Corvairs (car show participation is NOT required)
- Club-sponsored participation in Parades

- Club-sponsored monthly Central & West Friday Night Cruise-Ins
- Other events specifically designated in-advance by majority vote of MCCA officers

## Specific events that do not qualify for the award

- Tunas
- National or Regional Conventions
- Other events specifically excluded in-advance by majority vote of MCCA officers

One point per event, per family who drive their Corvairs.

An MCCA officer will document an official Corvair count

at each qualifying event. If an MCCA officer cannot be present at an event, an MCCA member will be designated to document the official Corvair count.

In the event of tie names will be drawn from a hat, overseen by an MCCA officer.

Start date to begin accumulating points for the Mel Horstman Award is January 1, 2015. The period covered for the award is January 1 through December 31 annually.

The first award will be presented at the MCCA 2016 February Dinner Meeting, thereafter recurring annually at the MCCA February Dinner Meeting.

## MCCA 2015 Corvair Calendar Available

Almost two dozen 2015 MCCA calendars have been printed and distributed. Terry Kalp will have some of the MCCA calendars at the January meeting for inspection and/or purchase. Cost is \$13 including tax. If you have an interest in the calendar and cannot make the meeting, contact Terry at 316-882-3056 or the Streckers at 316-619-9844.

## November meeting . . .

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(Hometown Buffet) now closed for business, Doug Horstman made a motion to establish committee of Jean Horstman and Julie Strecker to determine new location for February dinner meeting. After doing their research Stroud's 3661 N. Hillside, Wichita, KS was selected for the February Pre-Spring Social dinner meeting.

Larry Lee went around the room and members shared their project updates.



Everyone has been pleased on how the MCCA calendar came out. The calendar folds out to 11" X 17" with the photo in the top half and the dates in the bottom half. Special Corvair days are noted.

# EM Wind Spoiler

By Jens Mohr

We are living in a windy area in Northwest Kansas and are doing a lot of long distance trips in our '64 Spyder. Due to the tendency of our Corvairs to lift the front at higher speeds and resulting unstable driving conditions I was looking into a spoiler.

Ordering a Camaro spoiler I had seen on many Corvairs should solve the problem but it didn't turn out to be so easy. With Jan, my son, we temporarily attached it to the front and measured ground distance. Our city has set a 45 degree angled curb in our area and that includes the driveway. Blacky is lowered 2 inches in front and the inflexible spoiler would rip off we figured after measuring and carefully testing.

A few weeks later I came across some rolls of lawn edge the previous owner of our house left in the basement and an idea was born.

I cut off a strip, shortened the height, let it sit in the hot sun to make it more flexible and mounted it with six rust free screws to the front lip.

In and out the driveway is no problem but how would it perform?

The first test run was our 600 mile drive to Branson for the Round Up. Blacky behaved more stable but was loaded up with three and luggage.

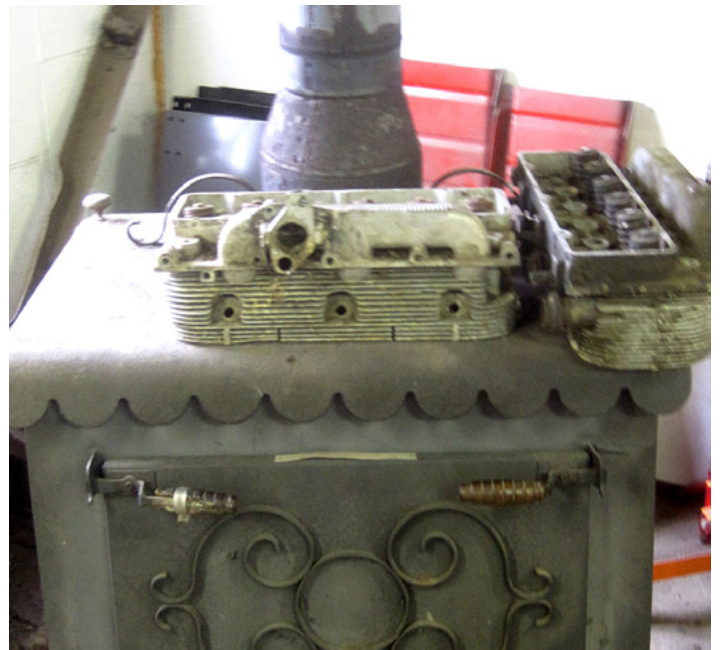
The next test was on the I-70 at a speed of 75 miles with high crosswinds. Great performance, stable driving with almost no wiggling.



**The garden variety spoiler blends in nicely with the Corvair. The depth of the spoiler can be adjusted by how wide you cut it. Jens Mohr photos.**

It doesn't look like much but it sure helps a lot and for us it was free. It is an economical and almost invincible solution for a spoiler.

We still have a lot of material left. If you happen to come through Northwest Kansas, drop in, get a piece and try it.



**While putting his Ultravan engine back together, Owen Strawn needed a few studs for his modified heads. A couple of heads were salvaged from the Kalp Shop junk pile. The usual process of double nutting worked on only a couple. About the time Terry was getting ready to pull out the powdercoating oven to apply a little heat. He looked over at the wood stove and just placed the heads on top. In about 30 minutes the heads were ready to give up their studs and a couple of exhaust tubes as well.**



**Jens mounted his spoiler with sheet metal screws and a large reinforcing washer to the front pinch weld area of his '64 Spyder coupe.**



# KC Trip

By Terry Kalp

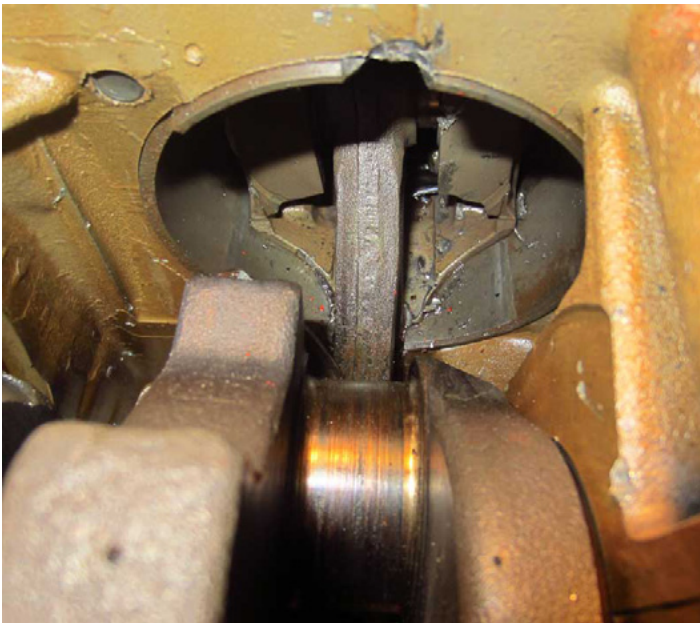
Monday, December 22,  
Lyle Ackerman and I took a little Corvair road trip to Kansas City. The first stop (not including breakfast and potty breaks) was Scott Allison's home. Scott was out in his shop pulling the engine out of his white air conditioned sedan.

We arrived just as Scott was turning out the last bolts and were able to help remove the engine despite a stuck torque converter. Once the engine separated and the floor was anointed with the proper amount of Dextron, it was time for some lunch.

After burgers and fries Scott guided us downtown to



**Thanks to Larry Lee driving his Corvair around Goddard another Glen Pray 810 was discovered. Steve Zubke got to talking with Larry about Corvairs and told him he had recently purchased Glen Pray Cord #38 and had it at his home in Goddard. It is one of the original seven owned by the division of Uniroyal that made the Cord bodies. The company Steve works for purchased that division of Uniroyal and that included the Cord. Then Steve got the Cord from his employer.**



**ABOVE:** Once the engine was out and the top cover off, it became apparent why the engine in Lyle Ackerman's Corsa was stuck. The mangled end of a connecting rod was wedged between the crank and block. The block had to be split to remove the rod. **RIGHT:** No it is not Ned, but Scott Allison on the floor removing the engine from his white 4dr. What started out as a simple reseal turned into more as damaged pistons and cylinders were found.

Noland's cylinder head shop so Lyle could drop off his 140 heads to be reworked. After taking Scott back home our final Kansas City stop was on the Kansas side near the Speedway. Lyle and I had both noticed a '67 Monza coupe with 4-speed and air conditioning for sale. It looked like a nice Corvair, after a short inspection, talking to the owner and a test drive, neither of use decided we needed another Corvair that day.







With some extra time off, Owen Strawn was able to get the engine and transaxle assembled for his Ultravan.



Of course once the engine and transaxle were both together the next logical step was to join them.



While all the previous assembly work was done in the warm Kalp Shop, getting the engine in the coach was an outside job. A warm Saturday and it was in.

## Project Police

MCCA members took advantage of the cold winter weather to put several engines together in heated shops. **Owen Strawn** has made a lot of progress on this Ultravan engine. Once the short block was together the rest of the engine assembly went rather quickly. Replacing a rust pitted cylinder was a small obstacle that was easily over come with one from the Kalp Shop stash. The engine was placed on the MCCA engine run stand. It fired off and soon the 20 minute cam break-in was done.

**Owen's** engine was pulled from the stand and reunited with the resealed Powerglide and differential that were ready to go. The next step was to get the power-train back in the coach. Since that was an outside, on-the-ground job decent weather was required. Mid morning last Saturday it was decided that that would be the day. With the temperatures in the 30's and snow predicted for that evening and next day the push was on. It worked out perfectly while **Owen** and **Terry** were wrestling the engine in, the sun came out and the temperatures rose to the 40's.

**Dennis Fuller and son, Sam** also put together an engine over the holidays. **Dennis** had been gathering parts to rebuild the engine in his green '64 4 door. He had purchased NOS GM cylinders, pistons and rings from **Terry** a few months ago. **Terry** also provided a reground crank and the engine was pretty much ready to go together. Then **Dennis** discovered a missing oil ring expander on one cylinder. **Steve Goodman** pro-

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## 2015 Dues Due



**\$15** Pay Ned Madsen 1212 Patrick Henry, Derby KS 67037

# Project Police

Continued from Page 6

vided the missing parts and the engine went together. **Dennis** reports the engine is running great, but needs to come back out to fix an ATF leak in the bellhousing.

**Lyle Ackerman** with some help from **Terry** got the engine out of his barn find Corsa and apart. **Lyle** took the heads to Kansas City to get rebuilt and has the crank at a local machine shop getting checked out along with is rods, pistons and cylinders.

**Ned Madsen** put together a 140 in his garage for **Terry**. The engine came with the green LM coupe that **Terry** got from **Kirk Eck**. It had been overhauled and stored in an outbuilding for years before **Kirk** got it. He disassembled it and found a couple of pistons and one cylinder damaged by mouse urine. **Ned** offered to put it back together for **Terry**. With some replacement parts, fresh rings and gaskets it is almost ready to be run on the engine stand.

**Larry Lee** got all his oil leaks stopped with the reseat covered last month. He was happily using his Corsa convert for a daily driver, when another oil related problem struck. The oil soaked starter finally gave up the ghost. A used one was installed and all is well again.

## KC Tech Time

Mid-Winter Tech Session: Saturday, January 17, 2015 4:00 – Dinner to Follow 16001 Oakland Ave, Belton, MO

The tech session will focus on parts identification including: decoding of numbers, early/late differences, available up-grades, and broken and worn out identifications. Feel free to bring anything you have puzzled over that could challenge the group!

When feeding time arrives (approximately 5:30) Sandy will provide soup and stew with tableware, soda, coffee and adult beverage. Please bring something to compliment such as veggies, chips, bread etc.

Bring a chair to be comfortable and spouses are encouraged to attend. Please RSVP to insure food and beverage supply, and so that I could contact you if we would need to cancel due to weather. Mike Dawson 816 322-4057, mdawson1961@sbcglobal.net

## 2015 Events

**January 10 2015: Saturday** January MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

**January 17 2015: Saturday** Mid-Winter Tech Session: Saturday, January 17, 2015 4:00 – Dinner to Follow 16001 Oakland Ave, Belton, MO. Please RSVP contact. Mike Dawson 816 322-4057, mdawson1961@sbcglobal.net

**February 13 2015: Friday** February MCCA Pre-Spring Fling dinner meeting. Stroud's 3661 N. Hillside 6 pm. Contact Larry Lee 316-734-5670.

**February 21 2015: Saturday** Cold Tuna. Kalp Shop 2140 W. 101st Street North, Valley Center, KS 8 am till ????. Contact Terry Kalp 316-882-3056

**March 14 2015: Saturday** March MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Larry Lee 316-734-5670.

**March 28 2015: Saturday** MCCA Road Trip to Lloyd Folger's farm in Northern Oklahoma (81 mile trip one way) Contact Larry Lee 316-734-5670.

**April 25 2015: Saturday** KS-177 Flint Hills Trip to Tallgrass Prairie area, Strong City, Spring Hill Farm. Cassoday to Council Grove. Contact Ned Madsen 316-680-3483.

**May 22, 2015: Saturday** Yellow Brick Road Festival, Sedan, KS. Contact Ned Madsen 316-680-3483.







These are the sad remains of the infamous David McIntosh big block Buick powered Crown V8 conversion that was successfully raced in SCCA road races as early as 1977. Photo by Rick Norris

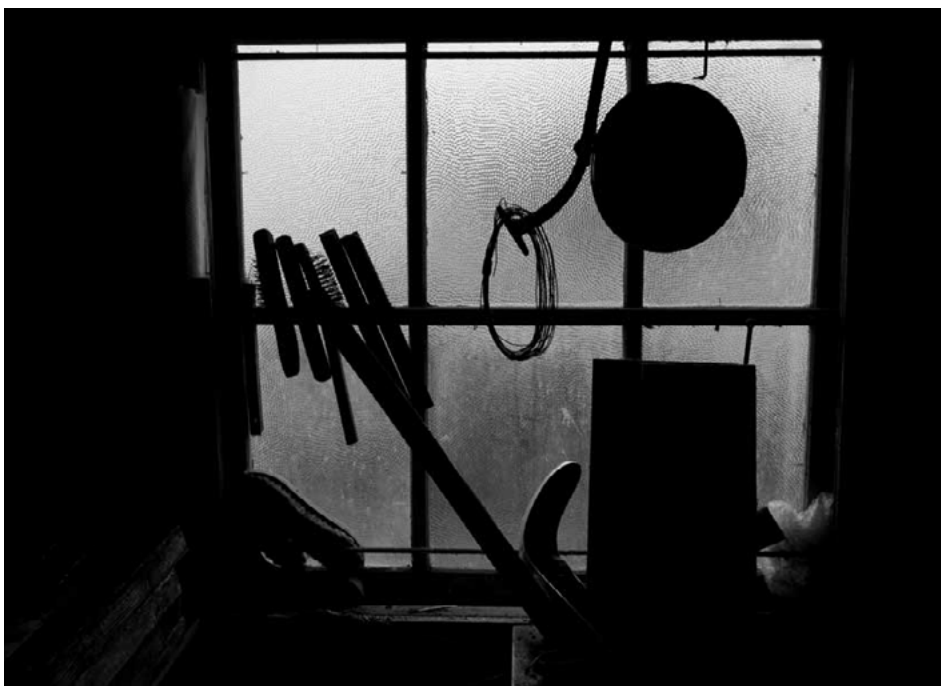
# January Meeting

7:00 pm

## Jan. 10th

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

## Bonus Photo



Playing around and shooting some B/W in the Kalp Shop. The auto parts and tools made a great silhouette photo.



## Calendar

January Meeting Jan. 10

February Dinner/Meeting  
Feb. 14

Cold Tuna Feb. 21

March Meeting March 14

Road Trip March 28  
Lloyd's Farm, OK

April Meeting April 11

Road Trip 177 April 25

1-14



2-14



3-14



4-14



5-14



6-14



7-14



8-14



9-14



10-14



11-14



EM-2

LM-8

