

The Flat Six Journal

Mid Continent Corvair Association Newsletter

March 2015

Successful Supper at Stroud's

There was an excellent turnout for the Pre-Spring fling at Strouds. Filling the tables were 28 hungry Corvair fans. Jean Horstman and Julie Strecker did a great job set-

ting up this event, thanks.

A little over a week later was the MCCA Cold Tuna. It turned out to be an excellent day with the temperature reaching 58 degrees.

The March meeting returns to the Oaklawn Activity Center. Everyone is invited to join some of the members eating at Hog Wild on 47th before the meeting.

The March Road Trip to Lloyd Folger's farm in Oklahoma has been postponed due to Lloyd injuring his knee. At the March meeting alternate March trips will be discussed.

Larry Lee with update the club on the progress of the committee working on revising the MCCA by-laws. A time for the next by-law meeting will be established.

The April MCCA Road trip is set for April 25. The Corvairs will travel KS-177 thru the Flint Hills in the Tallgrass Prairie area. 8 am departure. Location TBD.

The final road trip will be May 22 to Sedan, KS for the Yellow Brick Road Festival. This will include a very short parade and a stop at Henry's Candy Factory in Dexter, KS..



Mark Welte sets up the MCCA headlight aiming equipment. Everything went easier after a broken adjuster was replaced and instructions read.



Feb. Meeting
EM 1 LM 5



March Meeting

Saturday, March 13th 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: 1964 Corvair Monza Convertible purchased in Lamar, CO. in 2001. The Monza has a rebuilt transmission and torque converter with a 1 year warranty. The top is about 4 years old and the 2 rear tires are about a year old.

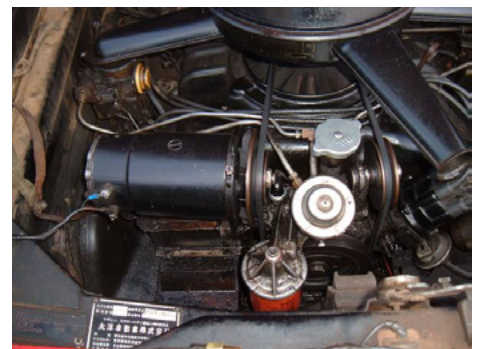
The engine was over hauled in 2001 and it is being used as an every day driver in Kingman, KS.

The exterior needs a new paint job and some body work and the interior has a driver seat that was re-done but the rest of it needs work.

An extra new fuel pump and fan belt are included. Just installed 2 new front tires.

Asking \$4200. or best offer. It does run well on the highway and can reach 77 mph and gets about 24 miles per gallon.

It has an original Japanese engine tag since it was built in the U.S. and sold in Japan and has more miles logged in Japan than



in the U.S. The Corvair museum in Michigan did inquire about it because of it's past history.

It runs well in the snow because of the rear wheel drive weight in the back. It can be shown by appointment and has been to many Lake Afton car shows.

Contact:

Mike Miller
620-491-1075

MCCA Stickers

\$2 ea. 2" x 5"
See Ned Madsen





REAR-ENGINE SPECIALISTS

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MCCA By-Laws & Standing Rules

By Larry Lee

Thank you to the 15 (I did not count) members who met at the Streckers during January and worked on the By Laws of MCCA. And, thank you to Mark and Darlene for taking notes and making sense out of all the comments and discussion.

I cancelled the March 1st meeting, believing we might have to dig Corvairs or water pumpers out of the snow in my front yard. We will select another date to fine tune the By-Laws, and work on

March Road Trip Postponed

The planned March 28 Road Trip to Lloyd Folger's Oklahoma Farm for a Corvair Rodeo has been postponed. Lloyd called and said he blew out his knee and wouldn't be able to get around and set up all the events for the Rodeo until his knee is better.

Alternate Road Trips for March will be discussed at the March meeting. If you miss the meeting, contact Larry Lee 316-734-5670 or Ned Madsen 316-680-3483 for information.

Pre-meeting eating Hog Wild on 47th

Some MCCA members will be gathering at Hog Wild Bar-B-Q at 662 E. 47th St. South, Wichita, to eat before the March 13th meeting. Join your friends at 5:30-6 on Saturday. . If you have suggestions on places to eat let Terry or Larry Lee know.

a separate document of Standing Rules.

Standing Rules will serve to clarify dues amounts and dates, how we use the Valve Cover Track, info about the tools the club owns, committees, and a variety of other things that should be clarified and

documented, but do not need to be in the By Laws.

At the March MCCA meeting we will select another date to continue the work on By Law and Standing Rules. All members are invited and encouraged to participate in this process.

Our 42nd Year! Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015. (Additional catalogs \$3 with an order)

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Wow, a Corvair from California driven to Cold Tuna.

Cold Tuna Warms Up

Having an event in Kansas during February is always a roll of the dice weather wise. The forecast for Saturday had been all over the place, changing from day to day. Luckily the day turned out great warming up into the 50s before the day was over. Only four of the 10 from Kansas City made it down. They were fighting icy roads. Several from Oklahoma City came up also. We also were pleased and surprised when a California, Black Plate Corvair drove up (more on that later). Jens Mohr and family made the three plus hour drive in from Oakley, KS.

First on the lift was Mark Welty to change out the head to manifold exhaust donuts (we also had the other kind with coffee in the main shop). Inside the shop there was a mass teardown of LM rear wheel bearings as Bob Welch and David Castiaux from Oklahoma and Lloyd Folger from Wichita all had bearings to work on.

Next on the lift was Bob Ferenc, more exhaust work. This time the crossover on Bob's '63 Sypder was getting replaced. A dinged-up modified pipe was going and a stock part going back on.

Our California Corvair surprise guest was Tim Shortle from Durango, CO out taking a test drive in the low mileage (23,000) '69 coupe he recently purchased and put back on the road after being off for ten years. The Corvair was off the road the past ten years, not Tim . . . he has been "off" longer than that. Lyle

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Ned Madsen and Tim Shortle warm up with some coffee and sunshine. Tim drove all the way to the Tuna from Durango, Colorado.



The first three Corvairs parked for the Tuna. All were white and LMs. One Corsa, one Monza and one 500. All three 2dr. body styles were represented, bubble roof coupe, convertible and formal roof coupe.



Larry Sherwood "hangs out" the back of Owen's Ultravan. Larry held the flashlight while Mike Dawson tuned the carburetors.

Cold Tuna . . .

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Ackerman finally had all the parts back from the machine shop to build the 140 hp engine for his barn find Corsa coupe. He showed off the heads refurbished by Noland's in KC, the crank, rods, pistons and



Mark Welte puts the exhaust back together after replacing the manifold to engine donuts that had been leaking.

cylinders done by AAA in Wichita. That engine will be going together soon.

As usual there was a great lunch. This time the main course was Chicken and noodles, beef and noodles, and Greg Renfro's "paint removal" chilli. Salads, side dishes and desserts filled out the meal and the crowd.

It was an important day for Owen Strawn, he would be driving his Ultravan (#500) home from a six month stay at the Kalp Shop. During that time Owen rebuilt the engine, resealed the trans and differential. He also updated much of the lighting and wiring during that time also. Mike Dawson from Kansas City performed the final carb balance and tune. As you can see from the photo there is no graceful way to work on the Ultravan engine.

Mark Welte pulled his Black Corsa into the main shop after lunch to aim the headlights. We don't aim lights very often so it is back to the instruction manual every time.

Jens Mohr made a side trip to El Dorado (30 miles East) and ended up buying Molly, Monza Gal's '65 AC Monza Coupe. Jens drove it back to the Kalp Shop to dig up a Jack and Lug wrench for the three + hour drive home they would take Sunday morning.

The Tuna got extended a bit to Sunday morning. Jens called me and reported Molly refused to start and her battery ran down. Now Sunday's weather was the opposite of Saturday . . . Cold, blowing snow. Luckily he was just 5 miles away on the Interstate and had figured that it was a choke problem. Once there jumped the battery and got it charging. Both chokes were connected but horribly tweaked and weren't engaging even in the 20 degree temps. Jens pumped the gas a few times and I held the chokes closed and she fired right up. Of course it took many minutes of warm up before he could drive off (Powerglide). Jens decided to leave Molly at the Shop and pick her up this weekend and attend the March MCCA meeting



Doug Horstman and Chris Green team up to disassemble a Late Model Corvair rear wheel bearing and hub for Lloyd Folger.



Also rebuilding LM rear hubs were David Castiaux and Bob Welch, both from Oklahoma City. The rebuilt hubs will go on a LM Convertible project.

Kokomo

Corvair Performance Workshop

By Ned Madsen

The 12th Corvair Performance Workshop was held in Kokomo, IN during the first weekend in March. MCCA members Scott Alison, Terry Kalp, Mark Welte attended along with Kathy and myself. We headed out on Thursday morning to enjoy the tours on Friday. Kathy and I had the additional task of picking up Seth Emerson at the Indy airport. The host hotel was very nice, much better than the past host hotels.

Friday morning started with the tours. In the morning Kathy and I went to the glass factory. This factory makes "Art Glass" not boring windows. We got to see the artists making all sorts of cool stuff, from trinkets to world renowned stained glass windows. Being in the hot furnace room was

nice since it was 20degF outside with a wind chill around -2. It was funny that some folks commented that some of the rooms had more dust than parts of Terry's shop. They were real dusty. At the end of the tour, we ended up in the souvenir shop and Kathy and I bought some nice stuff, some gifts for our girls.

After the glass factory tour we all went out for lunch. I think there were two dozen of us that invaded that Mexican restaurant. We had very good service and very good food.

The afternoon was a trip to the Kokomo Air Museum at Grissom AFB. This museum had several Air Force and Navy aircraft outside and some simulators inside. Most people stayed inside since it was very, very cold outside. Not me,



John Sweet displayed his new, rebuilt, used and NOS parts in the vendor room of the workshop.

I had to get a good look at those planes. Some were very rare. Grissom was a training field back in the 50s and 60s. Many of the aircraft the museum had were trainers, which made them very rare. The TF-106 Delta Dagger was one that was flown by George W Bush (say what you will about his politics, but there aren't too many planes flown by a former President). There was also a TB-58 Hustler. I stayed outside for some time, longer than I should have, but not as long as I would have if it were warmer.

Friday wrapped up with the dinner at a local bar and grill. In the past this has always seemed to cause trouble at the Workshop. That wasn't the case this year. Tracy LeVeque, the workshop planner, made great plans for us to have a special room. We went right in to our seat right at the reservation time. It was some pretty good food and plenty of it. It was also another opportunity to socialize and talk



On display at the Kokomo car museum were two Early Model Corvairs, a '62 Spyder convertible and a '64 Monza convertible.

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Kokomo. . .

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about Corvairs. Kathy and I shared a table with Warren and Sharron LeVeque.

Saturday was the actual Workshop. For those not familiar with the workshop, it is a day of presentations by several different people about things to make your Corvair perform faster or stop better or handle better. There were a couple presentations about what folks did with their Corvairs, like Cliff and Beth Tibbitts' 7000 mile trip around the US and Rick Norris' selling of his Sunoco Corvair race car. This event was held in a car museum. There were only 3 Corvairs in the collection but all of the cars were beautiful.

The workshop also has a vendor's area where I got some great deals. I had planned to pick up a set of Michael LeVeque's disc brake brackets and hoses for both front and rear but I didn't stop there. I picked up a full set of brand new full fin cylinders, forged pistons and moly rings, a full set of new deep dimple lifters, a full set of engine gaskets, an electric fuel pump, a set of high performance carbs, a four speed and posi differential and a steering wheel. It was a good thing Terry and I both had our HHR's.

The plan is to hold the workshop in the same location next year. Kokomo has several automotive factories. The plan is to try to get tours of one or more of these facilities. With me as the new Performance Corvair Group VP, what could go wrong?



Cliff and Beth Tibbitts presented slide show on their 7000 mile trip, including some of the Kalp shop.

2015 Events

March 4 2015: Saturday Pre-Meeting Eating at Hog Wild 662 E. 47th South. Meet between 5:30 and 6. Bring your appetite.

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 11 2015: Saturday April MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. 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-

2015 Dues Due



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

