

The Flat Six Journal

Mid Continent Corvair Association Newsletter

January 2009

MCCA 2009 Activities Planned

Bring your fresh ideas to promote MCCA and Corvairs to the January meeting. Terry Kalp wants to use a portion of his Swap meet space to promote our club and Corvairs in general. Bring your thoughts and there will be a brainstorming session at the January meeting.

A couple of changes are under way for the Newsletter. First, Julie Strecker has offered to provide a club financial report to be published in the newsletter every month. She also wants to remind everyone that the \$12 club dues are due in January. The second change is that each month members that have birthdays in that month will be listed in the FlatSix. However to pull that off, members need to report their birthday dates to Julie Strecker at 316-722-0556 or 316-619-5800 or to Terry Kalp 316-755-2458 and 316-755-9128.

The January meeting will also include further

discussion of the Great Plains Corvair Roundup sponsored by MCCA and to be held near the airport in early October of 2009.

Also, a location for the Pre-Spring social needs to be selected. Bring your ideas to the meeting to share.



Why does this man look so worried and what is that maize he is looking thru? To get the answers turn to the story on pages 4 & 5.

CORSA Report

By Ned Madsen CORSA BOD Member

With the start of a new year, I thought I'd give you an update on the status of the national club. Currently, there are some serious issues with CORSA which all lead to financial difficulties.

Membership in CORSA continues to drop. There has been some talk about requiring members in local chapters to be members in CORSA. Several other clubs work that way, you pay the dues to the national club and they pass on the local club's share. There will be a dues increase, how much still has to be determined. It also looks like whatever the increase is, it won't be enough to keep CORSA in the black for more than a year or two. There may also be increases in other fees

Continued on pg. 6



January

Meeting Saturday

Jan. 10th

7pm

Derby Recreation Center
801 E. Market
Derby, KS

Classifieds



FOR SALE: Lower Price \$2000

White 1963 convertible with 1960 engine. The engine runs but the carburetors need adjustment and probably a tune up. The body is very straight and has just a couple of small rust spots. The front seats are of the Terry Kalp collection and are in good shape. The top frame is intact but needs the top cloth. There are miscellaneous extra parts, some unknown. It does have new brakes, single master cylinder, 0 mile tires, dimmer switch, push rod rings, muffler and new black carpet. I'm asking \$2000 or best offer. If interested, please e-mail wrightres1@cox.net or call me at (316) 304-1266 or (316) 789-8302.

FOR SALE 1962 Monza Coupe. Solid floors Bill of Sale No Title. \$250 contact Alex Moats. yen-ko66@yahoo.com.

MCCA Officers

Bernie Strecker
President
316-722-0556
316-619-5800

Bob Bright
Vice-President

Julie Strecker
Treasurer

Terry Kalp
Newsletter Editor

Web Site
<http://www.corvair.org/chapters/chapter672/index.html>

WANTED

Your Corvair stories, tech tips and any ideas for the MCCA newsletter.

Send to Terry Kalp,
621 N. Birch,
Valley Center, KS 67147,
or Call 316-755-2458

FOR SALE SOON: Almost exactly one year ago a group of MCCA members put together a deal to purchase 14 Corvairs from an estate in Hillsboro. The offer wasn't good enough and the Corvairs ended up sold to two partners in McPherson. It took them awhile to get all the cars moved. The '67 Monza coupe has been started up and is for sale at \$2600. The cars are no longer packed in a building and there is room to walk around and inspect the Cor-

vairs more carefully. The partners want to sell the cars and will be providing a price list soon. Terry Kalp will bring a list of the cars to the January meeting

**CUSTOM
Engines By**



Jerry



Wilson

(316) 264-5155

CHET WILSON ENGINE SERVICE

email: offykilr@aol.com
www.chet-wilson.com

**559 W. Douglas
Wichita, KS 67213**



January 2009 Sec./Tres. report

2008 Balance Statement - 12-31-2008
\$2,392.67
Deposits - \$0.00
2009 Starting Balance - 1-01-2009
\$2,392.67



2009 is the 40th anniversary of the 1969 Corvair. Doug Horstman's '69 was built during the third week of April in 1969 and will turn 40 soon.

2008 MCCA Highlights

January 2008 Bernie Strecker assumes the Presidency of the MCCA. A Hillsboro warehouse holds 14 Corvairs that are for sale as a group.

February 2008 The Pre-Spring Fling was held at the Spears restaurant near Towne West. At the Cold Tuna, Alan Ballard and Larry Lee replace pushrod tube O-rings, LP pulled the engine out of his '67. Jim Dallas, Ned Madsen, and Terry Kalp made the trip to Dayton Ohio for the Corvair Performance Workshop.

March 2008 Bad weather is cussed while trips to the Hutch Salt mine and Rock Cafe were discussed.

April 2008 Terry and Ned autocross Terry's V8 Corvair. Chris Teer travels to Glen Rose, Texas for the Heart of Texas meet.

May 2008 Ned and Terry make it back from Pop's and Rt 66 just in time for the meeting. Doug and Terry participate in the Derby Days Parade. Many members travel to Hutchinson to tour the Salt Mines. Sam Kuhns and Terry travel to a Auction in Beloit where

several Corvairs were sold, but none bought by the Wichita group.

June 2008 The month started with a great meeting at Lake Afton then followed by Juna Tuna where Larry Lee pulled a lot of broken parts out of his differential. Mel Horstman's brake problems were finally cured. Lloyd Fogler worked swapping a bellhousing

July 2008 The July meeting was held at Eric Kline's shop on Douglas and many members went on to the Moonlight Car Show afterward. Ned, Terry and Jim went to Indy for the Corvair Olympics, a track day, dragstrip day, and Autocross.

August 2008 Greg Renfro gets his '63 Convertible back from the bodyshop with a fresh silver-blue coat. Plans are made for a caravan to the Great Plains Corvair Roundup in Oklahoma City in September. Bernie and Julie continue to go to the Friday Cruise nights at Central and West and hear many Corvair stories.

September 2008 The MCCA meeting is moved up a week so members can attend the Great Plains Roundup. Bernie and Julie Strecker, Ned, Jim, and Terry meet up with a pair of Kansas City club members and take a rainsoaked, then sunsoaked trip to OKC. The slow drags were a blast and the trip to Pop's at night stunning.

October 2008 Luna Tuna, Bernie got a lot of unanticipated work done on his convertible. Lloyd tore down a front crossmember. Sam brought a great lunch.

November 2008 Members voted to loan the Valve Cover track to the Mustang club and worked on plans for the 2009 Roundup which we are hosting.



CORVAIR



REAR-ENGINE SPECIALISTS

16010 W. 5th Ave. Unit 12
Golden, Colo. 80401

Steve Goodman

(303) 278-4889

e-mail: rearengine.steve@worldnet.att.net

Beauty is Skin Deep

Clair Baldwin, MCCA member from Augusta, KS loved the looks of his late model Corvair but missed many of the comforts of a more modern car. The high rpms of the engine made it sound like the Corvair was straining out on the highway, even when it was only going 60 mph. It would also be nice to have disc brakes, cruise



ABOVE: "What have I done" seems to be the expression on Clair's face as he looks thru the hollowed out shell of the LM Corvair Monza body.

RIGHT: The Corvair's nose grew five inches to provide additional clearance for the front wheel drive floorpan. Mike Yoder of Hutchinson, performed the transformation in his custom fabrication shop.



Duane Grim fires up the engine in the Corvair chassis he purchased from Clair. This was what was cut out of Clair's LM body. With a little plywood and angle iron bracing it was "yard driveable"

RIGHT: With the body cut away the boxed unibody structure that supports the engine in a LM Corvair can be examined.





control, modern air conditioning, ABS brakes, airbags, electronic fuel injection . . . Now many of these “options” have been added to Corvairs over the years, however that is a lot of good sized projects to include all the updates in one Corvair.

Clair chose to perform one giant project instead, mount a Late Model Corvair body onto a floorpan from a more modern automobile. After a lot of research and a couple of trips to El Dorado to examine the EM Corvair on a '97 Escort floorpan that Terry Kalp has, Clair chose a 2000 Cavalier for his donor chassis. Many would say this project is a stretch and it literally was. To match the Corvair wheelbase, the Cavalier floorpan had to be lengthened five inches. Also in order to clear the radiator and AC condenser the nose of the LM body had to be lengthened five inches in front of the front wheelwell. The body modification was performed by Mike Yoder of Hutchinson and it looks great.

Clair has already done a lot of “cutting-up” on his project but still has a long path until it is finished, but it will be a great car when done.



ABOVE: Clair and Duane Grimm discuss some of the many changes required to fit the 2000 Cavalier floorpan under the Corvair body hanging nearby

ABOVE: This 2.2 Liter four cylinder is the heart of the project. With the compact front wheel drive transaxle, it should bring modern car amenities to the vintage Corvair body. The radiator and AC condenser that are visible in the lower left-hand corner of the photo required that the nose of the Corvair body be lengthened by five inches to clear.

RIGHT: The wire loom is most definitely more complex than the Corvair, made so by all the additional accessories. The factory loom will be used pretty much as it came from the factory. Portions of the wiring harness will have to be lengthened to match the five inch stretch put in the floorpan in the rear seat footwell area.



2008-2009 CORSA Report

Continued from pg. 1

like advertising rates and chapter filing fees. We have also discussed accepting non-Corvair specific ads in the Communique.

The other side of the economic equation is expenses. M&P Management is the company that handles the day to day management of CORSA and the publishing of the Communique and other CORSA books. Their last contract included increases for cost of living and performance. These increases were not enacted for 2008. We are

“Ran when Parked”



This Greenbrier was spotted in a row of Corvairs in Independence, Kansas. It had been moved from an earlier resting spot where a small tree had grown thru the door opening. Remember to submit your candidates for “Ran when Parked” to Terry Kalp

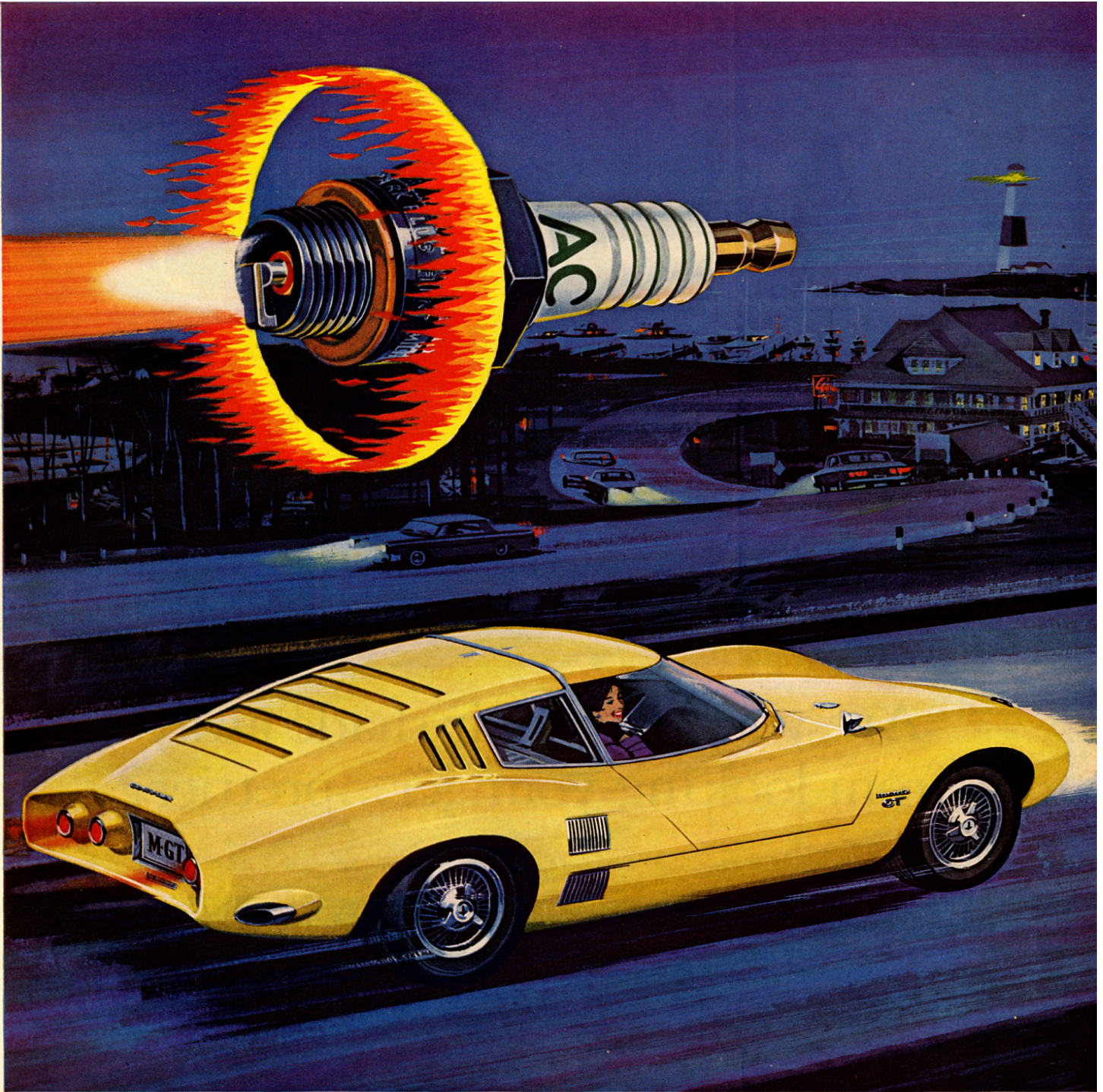
now in the process of negotiating their contract for the next few years. Things are so bad that the board is considering using volunteers to take over some of the M&P responsibilities to reduce costs. There has also been some talk about changes to the Communique. Everything from reducing the number of pages to electronic delivery to fewer issues is being discussed. I believe that the Communique is one thing that we can not skim on and I won't support reducing the number of issues. I do like the idea making the Communique available over the internet, just like our club newsletter, especially if there's a reduced dues rate.

How about some good news? The 2009 convention is going to be in Jacksonville, Florida. The location sounds pretty cool, right on the river, with shuttle boats that go across to an area with lots of shopping and places to eat. I know my kids are looking forward to the beach. The group planning the convention has lots of experience and it shows in their preparation.

The 2010 convention, the 50th anniversary, is going to be in Cedar Rapids. I'm hoping that it is close enough for lots of MCCA members to attend. The Iowa club did a great mini a few years ago, so their national should be a good one too. I'm really looking forward to that one.

2011 is still open. It's supposed to be in the western division but so far there have been no bids. The Denver club has expressed an interest, but still hasn't filed the paperwork. If no club steps up before this summer, then it will be opened to the other divisions. We already have received bids for 2012 and 2013, but I can't discuss those at this time.

In closing, I would just like to make a plea for all of our members to join CORSA. In addition to the monthly Communique, they provide us with other Corvair services. Most notable is the insurance that covers our meeting and outing, including the Roundup. Without CORSA, we would have to provide that insurance ourselves. That expense is not something that a small club, like ours, would most likely be able to afford. CORSA also provides some pretty good publications, like the Tech Guides (Volume 3 should be out this year with reedited electronic Volumes 1 and 2).



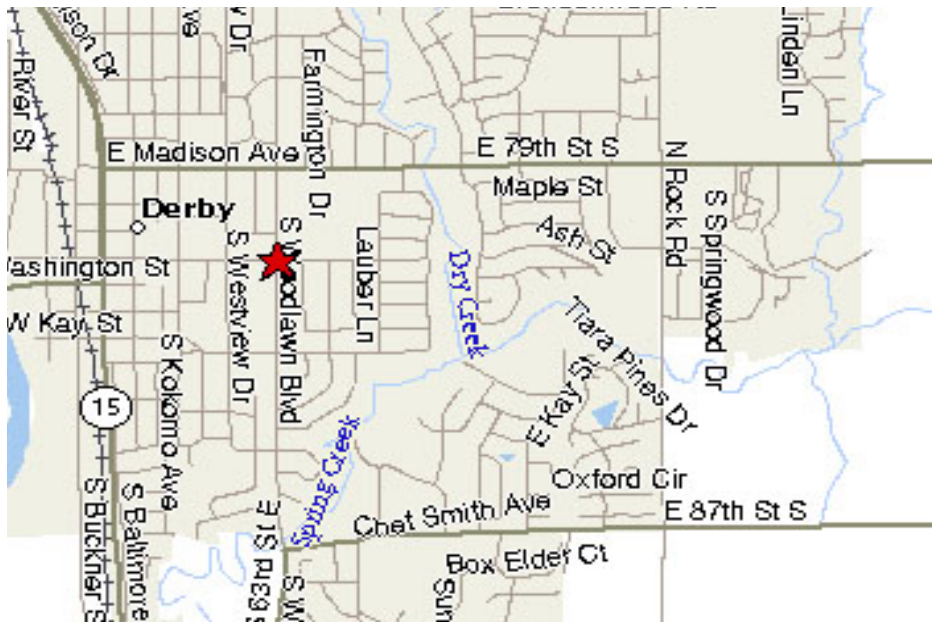
(The Chevrolet Monza GT: 92" wheelbase, 165" overall, engine displacement 145 cu. in., 6-cylinder engine featuring dual carburetors, developing 102 SAE BHP at 4400 RPM.)

Monza GT sparks the imagination—AC sparks the action

Chevrolet's Monza GT, dream car of tomorrow, is sparked by today's self-cleaning AC Fire-Ring Spark Plugs. Although the car is not for sale, you can buy the spark plugs now and get tomorrow's power today. So, ask for action . . . ask for AC. AC SPARK PLUG ⚡ THE ELECTRONICS DIVISION OF GENERAL MOTORS

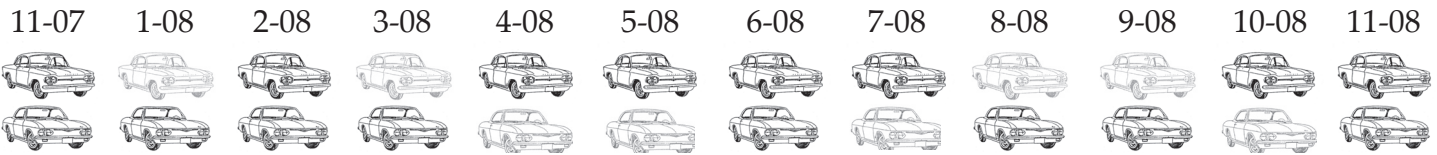


**FIRE-RING
SPARK PLUGS**



**January
Meeting
Saturday
Jan. 10th
7pm**

Derby Recreation Center
801 E. Market



The Flat Six Journal



Mid Continent Corvair Association
621 N. Birch, Valley Center, KS 67147

Calendar

- January Meeting Jan. 10
- Wichita Swap meet
 Feb. 6 & 7
- Pre-Spring Social Feb. 14
- Cold Tuna Feb. 21
- Performance Workshop
 March 6-7
- March Meeting March 14