

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

May 2012

## President's Corner

### May Meeting is Abilene Trip

Hello everyone, time for the May Meeting – WHOOPS, I mean the May trip to Abilene. That's right, instead of a regular meeting, we are going to be making a trip to Abilene for lunch, and then a visit to the Eisenhower Library.

We are going to leave from Terry Kalp's workshop at 9:00 am on Saturday May 12<sup>th</sup>. This is where we have the Tuna workshop sessions, it is at 2140 W 101<sup>st</sup> St N. Take 135 north, and after 85<sup>th</sup> street North (where the Kansas coliseum used to be), get off at the next exit at 101<sup>st</sup> St N, head west for a little bit less than 2 miles. We will then leave from there and go back to 135 and head north to Newton, getting off onto K15 and head up to Abilene.

We should get into Abilene around 11:30, and we plan on

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Not sure if the "angry" face makes Ned's Corvair corner any faster, but Ned and his Corvair turned in the second fastest lap at the Bob Dunahugh's Marshalltown Time Trials held at the end of April in Iowa. Story pg. 4-6



**April Meeting  
EM 0 LM 3**



**No May Meeting  
Abilene Road Trip**

**Saturday, May 12th 7 pm**

Meet at Kalp Shop 2140 W. 101st St North 9 am

# 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](mailto:flat-6vair2@comcast.net) car is located in Springfield Illinois I am willing to assist getting the car from

my place to yours. A trailer is not needed but for comfort, heat and/or A/C over any distance, a trailer is recommended.

This vehicle is one of only 97 factory built by the Cord Automobile Company of Tulsa Oklahoma in 1966.

It is powered by a 180 HP Corvair Corsa Turbocharged engine with the Corsa transaxle and Powerglide. The compression reads 140 lbs on all cylinders and the engine does not smoke or burn oil.

The interior, paint, body, chassis, etc. are all in very good condition. This vehicle starts and runs very well. Convertible top; Off-white Very good condition, . Miles: Currently 51000 and change.

**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. \$3250 or your very best offer. Julie or Bernie 316-722-0556

**FOR SALE:** Excellent used Corvair FC windshield. Located at F and Main in Hutchinson, Ks. Price \$100 Contact Claud McGinn 620-615-2278.

**WANTED:** MCCA dues were due in January. If you haven't paid for 2012 Send \$15 to Ned Madsen, 1212 Patrick Henry, Derby, Kansas 67037



**FREE PARTS:** Mel Horstman and Art Chandler cleaned out their garages all the Corvair Parts ended up at the Kalp Shop. Mostly EM parts. 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

## MCCA Officers

Doug Horstman  
*President*

Bob Bright  
*Vice-President*  
316-619-5800 cell

Julie Strecker  
*Secretary*  
13802 W. Texas Ct.  
Wichita, KS 67235  
juliestrk@cox.net  
316-619-6213 Cell

Ned Madsen  
*Treasurer*

Terry Kalp  
*Newsletter Editor*

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



Mid-Continent Corvair Association

**President's Corner**

# May Meeting/Road Trip

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stopping at Joe Snuffy's Old Fashion Grill for lunch.

After lunch we will go to the Eisenhower Library. Among other things on display is a new Elvis exhibit from the Smithsonian. We will probably head back around 4:00pm.

Remember, next month – June we have the Lake Afton car show coming up on June 10<sup>th</sup>, but before that is the Marauders Showdown in the Valley in Mulvane Saturday night June 9<sup>th</sup>. We'll talk about this on the Abilene trip and also have more information in the next newsletter. Also I'll try to keep our Facebook page up to date.

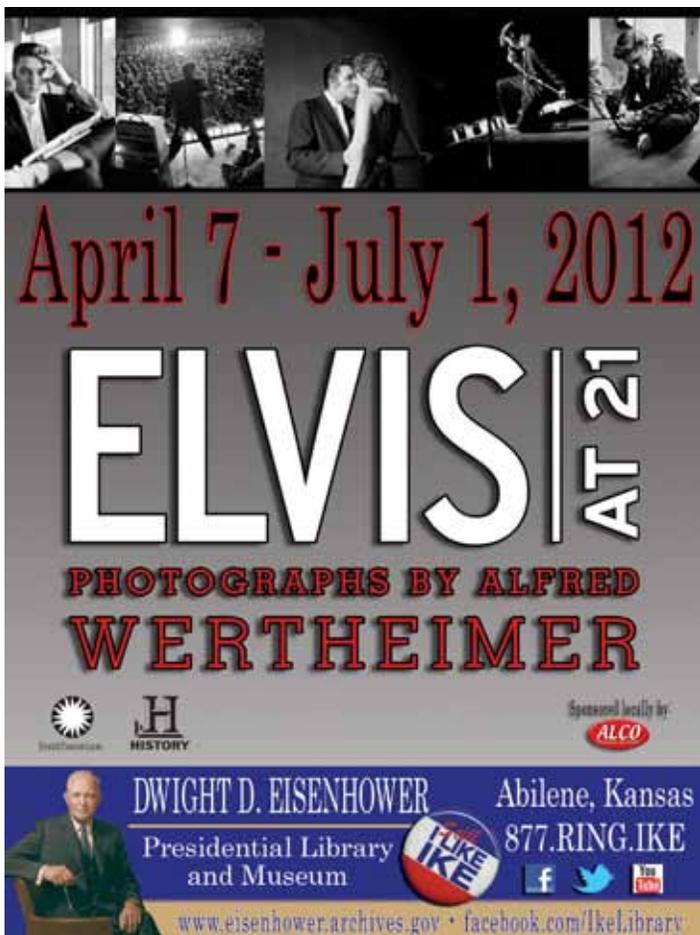
**Doug Horstman** [doughorstman@cox.net](mailto:doughorstman@cox.net)

# MCCA History

## June 1982

The June '82 FlatSix Journal was thin, one side of an 8.5 x 11 sheet. Glenn Ziesenis noted that the recent election was a success with at least two people running for every position. Announcement was made for the "Clean Air Affair '82" a picnic, tune-up clinic, tech tips to be held at a nearby lake. Also included was the following tech tip that is as valid today as it was in 1982.

When you break off the "flap" that hold the Thermostat door pin in place, you have two choices: 1) Cut directly in from the edge with two cuts 3/8" apart, stop short of the pin and presto, a new flap. Or 2.) Put the pin in your drill and cut a small groove with your hacksaw about 1/8" from the inboard end of the pin. 1/4" clips like those used on the throttle linkage under the car fit in the groove and hold the pin in place. You can put the 1/4" C clip just inside the duct as well if more convenient to get into the groove you have cut. (our thanks to Louis Guion, NTCA)



This is the poster created by the Eisenhower Museum to promote the Elvis at 21 exhibition. The show created by the Smithsonian includes 40 large format (36" x 40") photos by Alfred Wertheimer. The show started touring at the Grammy Museum in Los Angeles, CA in 2010.

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Ned "towers" over most of his competition at the Marshalltown TT.

# Autocross, Time Trials Start Racing Season

By Ned Madsen

While I have been back behind the wheel for almost 5 months now, I've just started the competitive driving season after sitting out last year. I can't begin to express how wonderful it is already. So far things have been very good. The car didn't fall apart by taking the year off. I was pleasantly surprised about that. I also replaced the tires just before my "vacation." I got tired of hauling a second set of wheels and tires and having to change them before and after each event. Last year I bought a set of

"ultra high performance summer" tires as my only tires. These are intended to be good for both street and autocross type events. The downside is that they give up wet performance.

Anyhow, my first event was an autocross with the Porsche guys up in Yoder. Their events have fewer cars than the SCCA events. As a result, we get more runs and finish earlier. This event was intended to just "knock the dust off" after not doing it for a year. I was a bit reserved in my driving because I was really getting to know the car again and testing the limit of the new tires. The event went great and served as a great warm up for the next event, my first Corvair event.

After warming up with the PCA, I went to Iowa to cool off. The very next weekend there was a special event up at the "little road course" in Marshalltown, IA set up by Bob Dunahugh. The weather

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**John Miller of Iowa, wheels his stock LM coupe around the curves.**



Turning left to go right. Bob Dunahugh just about loses it on one of the tight inner corners at the Marshalltown time trials at the end of April. The last minute recovery gave his passenger a scare and a story to tell.



**TOP: Ned gets his first place award while Kathy gets the photo. All the awards were personalized.**  
**RIGHT: Racing a train on the back stretch of the Marshall town track is Ned's silver Corsa racer.**



## Marshalltown Time Trials

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on the drive up there was cold and windy and it rained after we got to Marshalltown. The weather on the day of the event was very winter like. The temperature



**The Monza SS tribute was brought to the track for a little more spirited testing than could take place on the streets.**



**The Flexi-flyer experienced two flats both on the right rear . When the slick failed it was replaced by a rain tire.**

started off in the low 40s and didn't make it very far into the 50s. The wind wasn't as bad as Friday, but still enough for a significant wind chill. Thankfully, Kathy went to WalMart to get some extra sweatshirts, gloves and other warm clothing.

Bob invited just 10 drivers and kept the event very informal. There were no official runs, just run whenever you wanted. Many times there was no one in the "I'm next" position, so I got ready to go again. My best lap estimate was somewhere above 60 and I used up a half tank of gas. My only concerns were about ever getting the tires warm and the fact that the track wasn't dry. The tires did just fine and the track dried out before lunch.

Many of my runs were several laps. I kept going until someone else wanted to go. I did several sessions of 6 laps. Normally at "Fire and Ice" you get 2 laps plus a warm up lap. The track is fairly short, just under a mile, and very few straights to rest. After 6 laps, my arms were very tired. At the end of the day, I had the second fastest time based on the times recorded (did I mention it was very informal?). The fastest time went to a Corvair that has had lots of structural weight removed and was running on slicks. I also set a new personal best lap time. Needless to say I was very happy.

Another very cool thing at this event was the presence of the Monza SS clone. Mel Francis up in Wisconsin has built a carbon fiber clone of the GM

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**After racing fine all day, John Miller's silver LM Coupe decided to act-up before the hour trip home. A carb cleaning and a wire patch and it was back on the road.**

## Time Trials

Continued from Page 5

show car from the 60s. Mel has made a few adjustments to the original so that the car can be more practical and legal. This car was the featured car at the Performance Workshop in Indy last month. This car was intended from the very beginning to be used and not just looked at. It did suffer some teething pains initially, but with the help of some of the folks around, Mel had it running pretty darn good for a first outing.

There were a couple bummers though. Terry had too many struggles getting the Shark to stop leaking oil, so he didn't bring it. I offered him my car to drive, but he was happy taking pictures and trying to keep warm. This was also the first time I ran Marshalltown without Jim. I really did miss the friendly competition we always have. Maybe both of these can be corrected for Fire and Ice in September.

Now, I'm really looking forward to the rest of the season. I'll post future events on Facebook. Maybe more Corvair folks will come out to the local events to run. Autocrossing is even a blast in a stock 95 PG sedan, trust me I've done it!!

## Excuses, Excuses . . .

It was the oil leak that turned out to be the major problem. Ever since I first started the Shark's engine it leaked oil . . . more than just a few drops. It would put out a pretty good puddle after running for just a few minutes. Seemed to be leaking out around the oil pan at the bell housing end. I had already swapped out the pan and gasket, but it didn't seem to make much difference.

So it was drain the oil and remove the pan . . . again. Nothing looked amiss at first. Looking closer I noticed the gasket between the block and bell housing didn't seem to extend all the way down to the pan surface. I had added a

little extra sealer in that area when I replaced the gasket before. Probing further there was no gasket in at least the last inch. This is where the timing gears spin in oil throwing it everywhere.

It was Wednesday noon and the engine had to come out and the trans-axle had to come off. When I quit to get ready to teach on Wednesday night it was almost ready to come out. Thursday morning after everything was apart several problems became apparent. Four bolts between the bell housing and block were missing and the others were loose. There was no gasket at all between the bell housing and block, surprised it



**No wonder it leaked oil, four missing bolts. The ones that were there were loose, plus a missing gasket.**

didn't leak worse. A fresh gasket and proper bolts and everything went back together. By noon the power train was back in the Shark. As the afternoon rolled on I began to run out of time and energy. At the end of the day the Shark was minus some wiring and the exhaust system. So the Shark didn't make the trip to Marshalltown.

# May Business Meeting report

Present at the May 6 MCCA business meeting were Ned Madsen, Terry Kalp, Doug and Jean Horstman. The first item of discussion was to confirm that there would be no traditional meeting for May because of the Abilene Road Trip.

The Lake Afton car show and June meeting for the MCCA was the next topic. Everyone agreed that the club should provide drinks. Several cases of pre-chilled water on ice will be available as well as some jugs of tea and lemonade. So we are ready for a hot day.

Doug mentioned that he wanted to do at least one more road trip this year. He suggested returning to the Cosmosphere in Hutchinson, it has been several years since MCCA has visited. Usually we have breakfast in Yoder at the Carriage Crossing, then lunch in Hutchinson. The Cosmosphere shows I-Max movies and has an outstanding display of both American and Soviet space artifacts. It is always a fun outing. Look for this road trip in the Fall.

The main topic of the meeting was planning for the 2013 Great Plains Corvair Roundup that the MCCA is hosting. Dates we are looking at are September 27-28, 2013; October 4-5, 2013; or October 11-12, 2013. Plans are to have the host hotel selected by August. Doug and Jean are going to look a facilities in the Greater Wichita area, while Ned and Terry will see what is available in the outlying towns.

What every member needs to do is see what skills they have to offer to make the 2013 Roundup the best ever. The group decided it would be best to have a Chairperson (or Co-Chairpersons) to be in charge of the Roundup planning and the club President would assist the Chairperson(s).

Election of Officers will be held at the June meeting at Lake Afton. Doug said he is willing to run for President again. If you want to run for club Office, let us know. If you want to nominate someone for an Office, check with them, then let us know. Offices open are President, Vice-President, Secretary, Treasurer, and Newsletter Editor.

## Tri-State 4/18-20

The TRI-STATE Corvair Meet will be in the high desert of the Colorado Rocky Mountains on May 18-20, 2012. The location is Salida, Colorado, the Gateway Inn and Suites. Terry Kalp, Lee Olsen, Ned and Katy Madsen are all planning on going. There were only a couple of rooms left at the host hotel at the end of April.

Rocky Mountain CORSA is the host club and other attending clubs are CNM and PPCC plus from other states. Phone for reservations: 1.719.539.2895 and mention 'Corvair' for room rates in the low \$60 range.

Show 'n shine and banquet plus unbeatable scenic beauty in the surrounding area. For questions ask: Steve Goodman @ 303.278.4889 or email rearengine. steve@att.net

## Bits & Pieces

**Oops.** Last month your editor pulled the MCCA History report from the May 1983 newsletter rather than the May 1982 issue.

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**Ned Madsen** has been busy getting his white Monza coupe ready for the trip to Abilene then to Colorado for Tri-State. He stripped all the bed liner out of the trunk area as it was trapping water and rusting. Also Ned and Terry welded in a patch panel to seal up the hole where the Air Conditioner used to be. Now the trunk is freshly spackle painted and a replacement dual master cylinder with some new plumbing has been installed.

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**Bob Ferenc** Drove his Spyder back to the Kalp Shop for some work on the club lift. Bob and Terry installed a new nylon pitman arm bushing and a new shifter shaft seal on the transmission. The long tunnel pan that Bob had picked up his last trip to the shop and cleaned up was bolted in place. The oil recovery system the pair devised on the Spyder's first trip to the Kalp shop was working well and the engine compartment a lot dryer

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**Terry Kalp** got the fuel tank back in the Cord Sportsman only to find that the fuel line between the tank and engine was plugged up.

