

The Flat Six Journal

Mid Continent Corvair Association Newsletter

April 2012



President's Corner

April Activities

April is finally here, the weather is warmer, and everyone is eager to get out and enjoy their Corvairs. We'll start this out at our regular meeting on April 14th, but before the meeting at 7:00 pm, we'll be meeting at Madrocks Grill in Derby for dinner at 5:30 pm. Everyone, get your Corvairs gassed up and ready to go. But this is only the start of the activities for April, on the 28th we're planning on a trip to Abilene to visit the Eisenhower Presidential Library and lunch in downtown Abilene. On April 7th the Smithsonian's "Elvis at 21" Exhibit

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"Smitty" Smith of Virginia Beach, VA Pilots the Shark at the Corvair Performance Workshop held at Indianapolis. Seated in the background are Wes and Kim Mellies with Scott Allison, standing all from KC.



**April Meeting
EM 0 LM 3**



**April Meeting
Saturday, April 14th 7 pm**

Derby Recreation Center 801 E. Market, Derby, KS

Classifieds



FOR SALE: I have a '62 Corvair, a bunch of parts and a '63 engine. All are for sale. The '62 is a convertible 4 speed medium blue interior and exterior. It needs a clutch. \$2900

Arthur Alvis 316-636-1131 or 204-1448 leave msg.

FOR SALE: Jesse James stopped by the Kalp booth at the swap meet and left his business card listing several Corvairs for sale. A '62, a '64 hardtop and a '64 Fitch Sprint. Contact Jesse at his cell phone: 620-218-3273 or his business Outlaw Garage 620-229-8816. His address is 1814 Fuller in Winfield, KS 67156

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.

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

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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

MCCA History

May 1982

In his column, "View Behind the Wheel", Glenn Ziesenis explained that he was ending his two and a half year term as MCCA President. The May meeting would be Officer Elections. Ballots were provided in the newsletter. The May MCCA meeting was to be held at the Haysville Library where the election ballots were to be turned in.

The April trip to Lindsborg was a success. Not

much information was provided in the newsletters about the trip, just a list of names and questions to ask them about the trip. Glenn Ziesenis was to be asked about "Chinese Ice Cream".

The May event was to be the All Wheels Rally at Lake Afton. More than 400 cars were expected to be there. Members of the Tulsa Green Country Corvair Group were going to join up with the MCCA members for the event. Club members planned to caravan out to Lake Afton, leaving the TG&Y parking lot at 10 a.m.

Classified Ads included a "1961 4 Dr. 700, Red/White auto. Body Good Shape \$500.00 Check Dobson". Also a, "1967 Monza Parts Car. \$100.00 No Engine 4 Spd. Mike Motahari.

Bits & Pieces

Oops. Last month your editor misspelled **Mark Welte's** name several times in the newsletter, sorry.

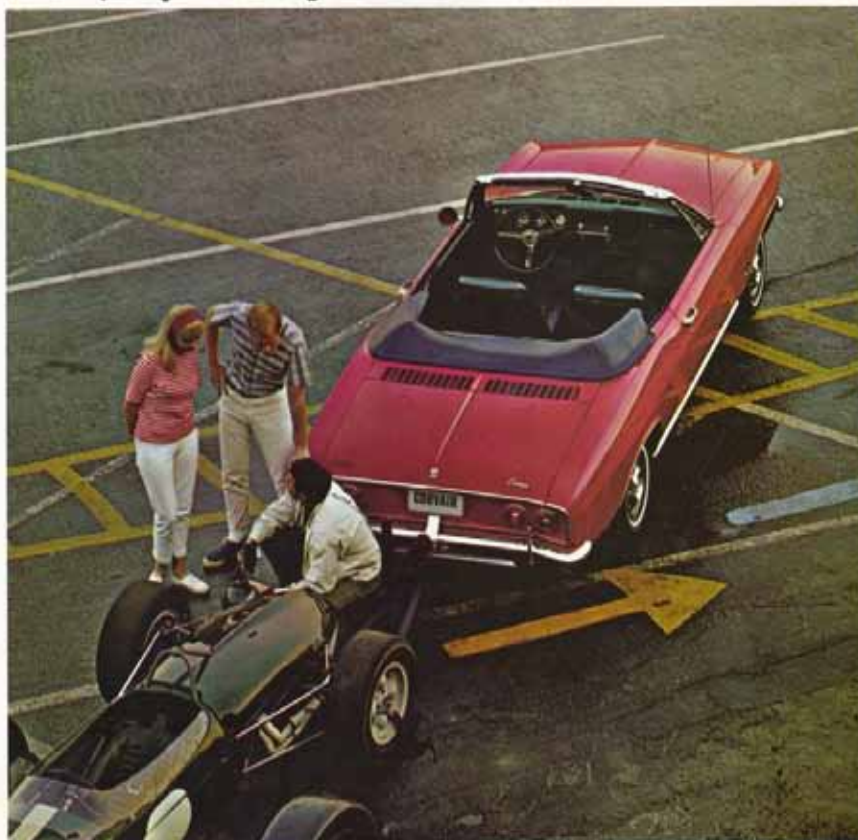
Ask **Ned Madsen** about the differences between a 1965 Corvair steering shaft and column and one for 1966. He spent several days figuring out why he had vertical steering play in his racer.

A new tool arrived at the **Kalp Shop** this week, a hydraulic lift table. With a 500# lift capacity and the ability to raise a Corvair engine from 9" to 27" the lift table should make it easy to load and unload engines from pickups and trailers.

A Chevy Jr. go kart project followed **Terry Kalp** home from the Performance Workshop. Plans are to have it running for the Roundup.

This vintage Corvair ad might give Terry Kalp some ideas about adding a hitch to one of his LM convertibles to tow the Shark formula racer to local autocross events.

For nearly a decade Chevrolet has built rear-engine fun cars. In that time, Corvair has established itself as a firm favorite with U.S. enthusiasts. Reasons: rear-engine design with great roadability. Independent suspension at all four wheels (like the famous Corvette) for supple ride. With the engine weight in the rear, over the driving wheels, traction is superb. (Just ask owners who live in winter climates!) But with all these virtues, why the low price? Chevrolet know-how, that's why.





'12 Performance Workshop was Indy-creditable

Terry Kalp

Ned and I have been to eight Performance Workshops, but this is the first year I dragged a Corvair along for the trip. Wednesday morning Bob Welch drove up from Oklahoma City. We loaded the Shark up on the trailer and hooked it to the Big GMC and headed off to Scott Allison's house in Grain Valley, MO (near Kansas City). Late afternoon Bob and I arrived at Scott's home after a short visit we were on the road again to Bates City, MO to transfer the Shark to Scott's trailer as he offered to pull it to Indy with his Suburban. Soon the Suburban and Shark were back at Scott's house. After a good nights sleep we were joined by Wes and Kim Mellies, Gary Moore and Gary Wolfe. Everyone divided up into two vehicles and we hit the road. About the same time Ned, Kathy and Shannon Madsen were leaving Derby for Indy. Everyone met up at the host hotel and had an

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TOP: Ned Madsen gets a ride in Mel Francis carbon fiber recreation of the '60s GM Monza SS show car.

MIDDLE: Friday morning was spent wandering thru the racers at the Indy 500 museum.

BELOW: Fooling around at the Workshop. Left to right: DJ Harms, Tracy LeVeque (Indiana), Ned Madsen, Lon Anderson (Kentucky) and Jay Pitchford (Ohio)





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 enjoyable dinner together.
 Friday offered several tours for the participants. Possible tours included the Indianapolis Motor Speedway Museum, a vintage motorcycle display, Don Schumacher Facility (drag racing), Chip Ganassi Headquarters (Indy cars), and a company that makes carbon fiber racing bodies. The Indianapolis Speedway Museum was chosen for the morning tour. Ned hopped in with us as Kathy and Shannon headed out for the Zoo.

At the Museum D. J. Harms joined the group admiring the vintage Indy cars. There were a couple of Bonneville Land speed record cars on display, Craig Breedlove's "Spirit of America" jet car and the Lead Wedge, one of the first all electric cars to set a Land Speed Record.

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TOP: Freelance Graphics on Gasoline Alley in Indianapolis was the base for Saturday's Performance Workshop activities. Displayed outside were Terry's Shark and Ted Brown's Fuel Injection conversion kit that is being sold by Clark's Corvair parts. Ted had installed the unit on a tired 110 hp engine just days before the Workshop.

BELOW: Warren LeVeque drives his open wheeled Corvair powered formula car toward the trailer at the end of the Workshop. The Velociraptor was built by Warren and his sons years ago, the sold. It was repurchased and brought back to racing condition just this past year.





Ned's latest project on his LM white Monza coupe was a disc brake conversion for the front. The caliper brackets were picked up in Indy and the rest of the parts locally.

Project Police

Bob Ferenc Drove his Spyder on its longest trip so far, up to the Kalp Shop. The Spyder went up on the lift and the axle and transmission took a long drink of gear oil. Most of the missing pans and shrouding was located. Bob took the parts home to clean up before installing.

Dennis Fuller continues working on a '62 Monza coupe for his son **Sam**. The good news is that Sam works at O'Rielly's and can get many of the mechanical parts he needs at employee cost. Dennis came up to the shop to find some rebuildable wheel cylinders as the existing parts were too pitted to use.

Terry Kalp Has the '61 wagon back together after discovering the first replacement transmission had one of the mounting holes broken. Another transmission was found, cleaned up and installed.

He move the seat forward three inches in the Shark so the driver could reach the pedals. The final safety items are going on before the race at Marshalltown at the end of April

Indy-creditable

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Lunch was the traditional White Castle. After slipping a few sliders the group headed out to the LeVeque racing compound in Anderson, IN. Michael LeVeque has a restoration/race shop and works on more than just Corvairs. He had a TVR and was working on a '60s Studebaker Lark making a coupe into a convertible.

Soon it was time to head back to the group supper at the Coachman Restaurant in Indy. Traffic made us late, but the staff found us some tables and served an excellent dinner.

Saturday was the formal part of the event. After three days of rain the sun came out. We pulled up early at Freelance Graphics and unloaded the Shark for display in front of the building. Once it was in position everyone headed inside for the start of the presentations and check out the parts for sale.

First presentation was Tom Knoblauch from Texas explaining his porting methods for Corvair heads. Using a flow bench and molds he is able to get high flow numbers out of even small valve heads.

Several cars were on display inside. Anthony Forenscic had his LM coupe powered by a Subaru engine hooked to a Porsche five speed transaxle. Anthony projected the turbocharged Subaru engine would put out between 250 and 300 hp depending on the level of modification. Looking forward to seeing the car finished and on the road. Mel Francis had his Monza SS show car tribute car on display. The slightly larger than original car was created in carbon fiber and powered by a 3.1 liter Corvair engine. Plans are to supply a body and chassis ready for Corvair running gear as a kit for about \$60,000. Ned even hitched a ride down the block before the SS was returned to its trailer.

The final racer on display inside was Warren LeVeque's Velociraptor, built years ago with a PowerGlide transmission to make it easier for his wife, Sharon to drive. With the mid-engined configuration everything ran backward so they just autocrossed in reverse . . . until the automatic blew up. The formula car was converted to 4-speed and sold . . . then bought back by Warren this past year.

After a final experts question and answer session everyone packed up and headed home.



Eisenhower Museum in Abilene, KS.

April . . .

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opens, so all you Elvis fans get ready to have a good time for our trip on the 28th. The admission is \$10 for Adults, \$8 for Seniors 62 & Over, \$1 for Ages 8-15, and FREE for Ages 7 & Under.

We're planning on leaving from the Derby Recreation Center at 8:30 am (I'll come up with a time for the North siders to meet up with us on the North edge of Wichita) on the 28th. We will travel to Abilene and eat lunch first at either Mr. K's Farmhouse Restaurant or Joe Snuffy's Old Fashioned Grill, then we will go to the Library. Both places look like they have good menus (I have a copy of each), and we'll decide which one to go to.

I'm also starting up a Business meeting again; the first one will be on May 6th, at my house in Mulvane at 2:00 pm to 3:30 pm (that's a 2:00 pm starting time Ned). We need to start planning for the Great Plains Corvair Roundup that we will host in 2013.

I've posted our upcoming activities on the Mid-Continent Corvair Association Facebook page Events. As I receive other activities, such as car shows, I'll post them too, but I'll try to remember to add the comment such as "Not a currently planned MCCA event" to them. I hope that if you see some activity, even if it's not an MCCA planned event, and you are interested, please go to it. We need to let people know that the Corvair is still around and people are having fun with them.

Doug Horstman

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.

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

Heart of Texas Corvair Reunion Set for April 20-22

HOT Update [Salado]; April 20-22

Final plans are being made for Heart Of Texas (HOT) in Salado, TX. We have really enjoyed planning this event and are looking forward to seeing everyone! If you still need a room, please contact the host hotel to see if any rooms have been released. If rooms are not available, I just spoke with Best Western [next door to the host hotel] and they have several rooms available for April 20 and 5 rooms available for April 21 [King rooms only]. The number for Best Western is 254.947.4001.

Many thanks to those who have sent in registration forms, but for those who have not done so, please have them to us by **March 20**, in order to complete the final details. Please note that if registrations are received after March 20, t-shirt orders may not be filled.

If you have parts you wish to sell, please feel free to bring them to the car show at the Salado Civic Center and we will have an "informal" swap meet during the show. Ladies, please note that there is shopping across from the Civic Center and the shops open at 10 am. Thanks, Deborah Grimes HOT Co-Chair

