

# The Flat Six Journal

Mid Continent Corvair Association Newsletter

July 2018

## Early Start for July MCCA Meeting at OAC

For those of you planning on attending the July meeting, please note that we will be starting an hour earlier (at 6pm) and it will be at the Oklawn Activity Center. In the recent past July meetings have been at the Moonlight Show in downtown Wichita. This year MCCA will have a short meeting, earlier so that those interested in the show can go after the meeting. There is new ownership for the show. Those entering Corvairs in the show should try to park near the corner of First and Emporia. Bob Bright is not vending parts

this year so he won't be set up at the corner. Some members will be gathering at Hog Wild on 47th before the meeting to eat. Everyone is welcome, plan to start eating around 5 pm.

June was a busy month with MCCA Corvairs headed in many directions. This issue has four extra pages just to try to cover all the events in June. Despite fight wind and warmth there was a good turnout of Corvairs and MCCA members at the June meeting at Lake Afton. A new slate of officers were elected and the name for the free room at the Roundup was drawn. Check out the story on page 10. That same weekend a couple of MCCA members pointed their Corvairs west to the Tri-State meet in Colorado. Jens Mohr and Mark Welte share the story of their adventure on pages four thru seven.

Despite hot weather, there was a fantastic attendance for Juna Tuna. With outstanding food and fellowship plus many driving three hours or more to attend, it will be a difficult Tuna to top. Check out the story on pages 8 and 9 for more detail.

The final event of June was the last 2018 Spring MCCA Road Trip. The drive to Medicine Lodge and activities at the Stockade are covered on page three.

Don't forget the local car shows. Cars & Coffee July 21st plus the Friday evening show at Central and West on August 3rd.



Mark and Darlene Welte show their '65 Turbo Corsa at the Tri-State show in Crested Butte, CO. Full coverage of the event can be found on pages 4-7.

**July Meeting**

**Saturday,**

**July 14th 6pm**

Oklawn Activity Center,  
4904 S. Clifton, Ave.

Wichita, KS

# Classifieds

## MCCA Officers

**Lyle Ackerman**

*President*

316-207-3321

**Open**

*Vice-President*

**Ned Madsen**

*Treasurer*

316-680-3483

**Greg Renfro**

*Secretary*

**Terry Kalp**

*Newsletter Editor*

316-755-2458

**Web Site**

[http://www.Corvair.org/chapters/  
chapter672/index.html](http://www.Corvair.org/chapters/chapter672/index.html)

1212 Patrick Henry

Derby, KS 67037

**FOR SALE** 1964 Corvair Monza convertible Solid, clean driver. 110 hp engine with automatic PowerGlide transmission. Rebuilt engine and front end. Originally a Spyder. Has exhaust cutout and proper VIN. Price is best offer over \$4,000.00. For more information call **316- 461-7890**



Thank you for your help.

**Lloyd Folger**



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Mid-Continent Corvair  
Association

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groups/105523176146520/](https://www.facebook.com/groups/105523176146520/)



**REAR-ENGINE SPECIALISTS**

**Steve Goodman**

16010 W. 5th Ave., Unit 12

Golden CO 80401

(303) 278-4889

Fax (303) 936-7420

e-mail: [rearengine.steve@worldnet.att.net](mailto:rearengine.steve@worldnet.att.net)

internet: <http://rearenginespecialists.com>



# Medicine Lodge Road Trip

by Greg Renfro

On Saturday June 30 we had the last MCCA drive before fall. It was a trip to Medicine Lodge a small town near the Gyp Hills southwest of Wichita. The plan was for Lyle driving his Tahoe since his Corvairs were out of commission and I would leave from BelAire and meet Ned in Clonmel along K42 since Ned was leaving from Derby.

Unfortunately Ned's route took him just blocks East of where we had stopped in Clonmel and we missed each other. Lyle, Lonene and I played catch up and joined Ned and Kathy in Harper. From there we continued on to Medicine Lodge.

It was a beautiful day for a drive in the Corvairs with temperatures in the 70s in the morning and creeping up towards 90 by afternoon. First stop was the Stockade museum. It was a neat little mu-

seum featuring historical artifacts from the region. There was a good bit of history in Medicine Lodge when it came to American Indian and settlers relations. It was the site of a historical peace treaty signing that is celebrated every 3 years.

After the Stockade we headed to Rakies, a small burger joint just down the street for lunch. It was a relaxed, friendly place.

Once lunch was finished the Ackermans headed back to Wichita and Ned, Kathy and I headed out to the Gyp Hills scenic overlook. It was a beautiful place to get some nice photos of the cars and a very unique part of our state.

From there Ned and Kathy headed back to Derby and I stuck around long enough to get some photos of my car in front of my father in law's service station that was built in 1956 then headed home.

All around it was a great trip.



Ned and Kathy Madsen get in the spirit of the Wild West by having their photo taken at the Stockade.

We would have loved to have had more Corvairs go but it just didn't work out for several that wanted to attend. There will be at least 1 or 2 more drives this fall so let's get those Corvairs out there and get them some exercise and exposure.

## Project Police . . .

**Ned Madsen**, Added Clark's trombone exhaust to his white '66 two-door.

**Bill Smith** has been investigating the cause of low compression in his '61 four-door project. Pulling the valve covers revealed several sticking valves and six bent push rods.



Greg Renfro and Ned Madsen drove their Corvairs on the scenic trip to Medicine Lodge. The Ackermans drove a more modern vehicle.

# A Tri-State Adventure

by Mark Welte

Darlene and I were very much looking forward to this year's Tri-State Corvair Meet in Crested Butte, CO because we'd had so much fun at the previous two events. Historically several MCCA members from Wichita would attend so we always had support along the way. This year no other Wichita area members were able to attend, so we were solo.

We depart Wednesday morning, 6 June, on our way to our planned stopover in Cañon City, CO. The drive is uneventful and generally enjoyable, once we hit the Eastern Plains of Colorado temperatures start to rise. By the time we drive through Lamar, CO it is 100 degrees, and still another three hours to Cañon City! Fortunately the humidity is low and as long as

we are moving it is comfortable.

We arrive at the Hampton Inn in Cañon City early evening, and once checked-in we have dinner at the nearby Chili's.

The plan for Thursday morning is to drive an hour west then stop for breakfast and visit with my cousin and his family near Cotopaxi, CO, then proceed on to Crested Butte arriving around lunchtime. Unfortunately, that's not how things turn out. Once in Cotopaxi we turn right onto a minor two-lane road for the five mile drive up into the mountains to my cousin's place. Two miles out the car begins running poorly. There is no place to pull off so I elect to limp the two miles to my cousin's. Once we get to his dirt driveway, after several attempts we determine the car just doesn't have enough

power to pull itself up over the raise to where his house is on the ridge. As my grandfather used to say, "It didn't have enough power to pull the hat off your head." So we leave the Black & Silver car at the end of driveway and walk the tenth of a mile up to the house. Not exactly how we intended to arrive. At this point I'm not sure how serious the problem might be, so lots of scenarios are going through my mind – most of them potentially catastrophic. Thursday morning is not looking very good for the home team.

We know the Oklahoma City caravan is probably an hour or so behind us, taking a route that will merge near where we are, so time is of the essence. We just have to contact them and see if they can provide assistance. Easier said than done! Where my cousin lives is barely "on the grid". After several attempts we determine there just isn't enough cell coverage to place a call. Rats! But we are eventually able to get a text message through to Coleen Law with the OKC group, and they are on their way to the rescue! We have an hour or so before they arrive, so we finally have time to sit down for breakfast and visit with my cousin and his family. Afterwards I have time to do a little investigating. I restart the car and determine the problem is on the left side, probably cylinder #6, with popping back into the intake manifold and crossover tube on the turbo motor.



Mark's Corsa was misbehaving so bad that it did not have enough power to pull itself up the grade of his cousin's dirt driveway.

*Continued on Pg. 5*





Pulling the valve cover in the drive.

## Adventure

*Continued from Pg.4*

Once the OKC crew arrives we use a tow strap to move the car up to level ground by the workshop to do some troubleshooting. I pull the left side valve cover and find a broken rocker arm on #6 exhaust. The ball has pulled completely through the rocker arm. Luckily the pushrod is undamaged. Whew! Relief. At least it isn't something major. But of all the spares I brought along on the trip, I didn't bring a spare rocker arm and ball. When I rebuilt the engine I replaced them all with new from Clark's, and the



The problem rocker arm.

engine only had 5,000 miles on it so I didn't think it would be necessary. Boy was I wrong. So far I'm not impressed with Chinese-made reproduction parts...

No one in the OKC group has a spare rocker and ball either, so James Ergenbright volunteers to unload his gold '65 Corsa off of his trailer so he can haul my car to Crested Butte where Steve Goodman will bring spare parts on Friday so I can get my car back on the road again. (Reminds me of a Willie Nelson song...). AND to top it off, James then hands me the keys to his gold Corsa and asks me to drive it the rest of the way to Crested Butte. So I get to drive a Corvair all the way to Tri-State after all!

Darlene asks if I want her to ride along with me. I suggest she ride with Pat Silver and his wife Delia so they can chat in air conditioned comfort. She thinks it is a

grand idea.

Finally, the problem is known, there is a plan for resolution, and everything is going well. Or so I thought.

So we said our goodbye's to my cousin and his family, and our caravan of six vehicles and trailers head off toward Crested Butte. Things are going well. Until we start up Monarch Pass.

As we head up the pass everything is going swimmingly. Since I am driving someone else's car I am extra diligent monitoring the car's vitals for any sign of trouble. Then the TEMP/PRESS light comes on.

So the grand caravan comes to a stop at a long pull-off. Then begin the checks: Head Temp gauge – 400 degrees, reasonable for climbing a mountain. Oil level – good. Fan belt – good. So why the TEMP/PRESS light? Conclusion: It is a 'weak snap switch' causing

*Continued on Pg. 6*



Driving James Ergenbright's gold Corsa didn't do much to improve Mark's road trip luck. The OKC Pit Crew swaps out a bad fuel pump.

# Adventure

*Continued from Pg. 5*

a premature TEMP light. But I'm driving James' car so we decide to continue to honor the light. So three more times we stop to let the engine cool off to 350 or less and continue the journey. Finally we crest the summit! Things will be smooth now. Ummm, no.

So as we start down the back side of Monarch Pass I put the car in neutral and coast for a bit so as not to cool the engine off too quickly and take a chance on dropping valve seat. Eventually I put the car back in gear and continue my journey down the mountain. After one particular curve where the grade levels out somewhat I give the car some throttle to continue, and... nothing. I check the head temp gauge and it is down around 200 degrees – the engine isn't even running! And apparently hasn't been for a while. Well, I've still got about 10 miles to the bottom of the mountain, so I coast the rest of the way. Conveniently at the bottom is a gas station with a large lot – so I coast to a stop there and the grand caravan follows suit.

After some troubleshooting we determine the mechanical fuel pump is bad. Luckily James has a good spare and the team sets about replacing it. I take a break and head to the men's room in the gas station. And promptly break the paper towel dispenser. I just give up!

When I return the pump is replaced and we are ready to fire up the car (hopefully not literally). It cranks and cranks but won't start. Now what? We know the replacement pump is good. We decide the

pump is not primed and apparently the gas has drained all the way back into the tank. So Bill Ashlock grabs a can of starter fluid from the gas station and after about a dozen false starts the gold Corsa finally fires up. And we are on our way to Crested Butte. Again. Thankfully the remainder of the trip is uneventful and we finally arrive in Crested Butte at 7PM. Yay! We check-in at the Grand Lodge and all have a relaxing evening sharing pizza and beverages as we take over the hotel lobby.



ABOVE: Greg Renfro had his red '65 Corsa all shined up for the

Friday morning is relaxing as we await the parts to arrive. We all take the shuttle bus down into town and eat a hearty breakfast at McGill's. Steve Goodman arrives with the spare parts in his Amate GT around noon, and by 2PM the Black & Silver car back on the road again. James and I take our cars down to the local car wash to clean them up for the car show Saturday morning. Jens Mohr and daughter Tami arrive in their Spyder later in the evening.

Saturday morning there is one casualty as we all prep for the drive down into town for the car show. The all-original white 1960 Monza 900 belonging to the Langfels' of Albuquerque, NM unexpectedly rolls out of the trailer and runs into

a pickup parked behind, buckling the hood. Sad indeed.

The weather is gorgeous and the car show lineup along the main drag of town is impressive and attracts lots of visitors. We have fun 'talking Corvair' with all the locals. There are about 45 Corvairs in the show, including the cutaway Corvair (AKA Seymour Corvair – get it?) on display. The show ends mid-day and we have the afternoon free until the banquet in the evening.

The Tri-State Banquet is held at the Butte 66 Restaurant, a short stroll from the Grand Lodge. Ed Halpin of Rocky Mountain CORSA is MC and doing a great job. The program is well organized and lively, keeping everyone's interest. I have a lot of fun recounting my case for the Hard Luck Award and



entertaining the audience. Ultimately I did earn the coveted Hard Luck Award. Not only that, but Darlene and I received the Second Place award in Late Closed for the Black and Silver car. It truly was a Tri-State Adventure.





## One Mohr View of Tri-State

# Three Strikes and Out

by Jens Mohr

This year's Tri State in Crested Butte was quite an adventure for us. We decided to take Jan's 64 Spyder for the trip across the mountains for power and to improve Tami's shifting abilities

**Strike one:** We planned to start early on Friday morning to avoid the heat. Heading out of Oakley at 4 a.m.



we came not very far. Tami was driving when suddenly at a turn the lights went out and the right signals were flashing constantly.

There was not much traffic and under a flash light we carefully drove home. Getting out my tools I removed the steering wheel, cleaned the signals switch, aligned the small parts inside the column and checked the electric. Three hours later we were on the road again. Everything worked well and we were making up time.

**Strike two:** Tami asked me on the way if we had to fill up. Looking at the flickering gas gauge I decided we would make it to Limon. The Spyder thought different and one exit short of Limon the inevitably happened. We ran out of gas. There was no doubt about it, no pressure on the pressure gauge. I flagged down a nice gentleman

who helped us getting gas. The brand-new gas can is made of gold and I will hold it dear. The two gallons brought us to the next gas station and we were on our way again.



The beautiful mountain setting of Crested Butte was enough to relax again. We had a great time having dinner with friends downtown and at the car show on Saturday.

**Strike three:** Coming back from the car show I had too much fun cornering and one of the one year only hubcaps came loose. It rolled right into the oncoming traffic and was run over.

Sunday, we climbed up Mount



Crested Butte with the Welte's to explore the top of the world. We had a great time. Hiking at 12,000 ft is quite tough. After lunch in town we had to head out.

**Out:** The way back was uneventful all the way to the Kansas Welcome Center between Burlington and Goodland. Stopping there I noticed blue smoke out of the engine compartment. It was too dark to diagnose the problem. We had two quarts of oil and so we limped home for the last 65 miles. We arrived at 2 a.m. on Monday.

A closer examination revealed the oil feed line to the turbo was leaking and spraying all over the compartment. I ordered a new one from Clarks because the nut on the old one is pretty rounded.

The 64 is out of commission until I find time to fix it.

We made a lot of memories and learned a lot about the car. Tami is able to use the parking brake and start in first gear. Mission accomplished.

# Juna Tuna is Terrific



Ray Juenemann makes good use of the drill press in the Kalp Shop making holes for bumper guards.

## by Terry Kalp

Juna Tuna 2018 was a bountiful Tuna. Bountiful in people, projects and food. Bountiful in people: I sat down Sunday, after the Saturday Tuna and listed all the people I could remember being at the Tuna. That list had over 40 names on it. With the quality of my memory I am sure there were more that attended. Many on the list were local MCCA members, good job. Three people came up from the Oklahoma City area. Philip Morgan and Bill Ashlock cruised up I-35

in Philip's '63 Monza convertible. Bob Welch brought his pickup. Pickups were also the mode of travel for the contingent from the Greater Kansas City Area. Traveling with Scott Allison in his recently acquired Ford pickup were Mike Dawson and Mark Whitman. The Gary pickup contained Gary Wolf and Gary Jones. Keith Hammett herded his big red Ford pickup in from Springfield, MO. The final pair of distance drivers were Tim and Matt Shortle. Tim resides in Durango, CO but was in Lindsborg, KS for a Volvo meet and took a detour to the Kalp Shop. Needless to say the buildings were full of people and parking was becoming scarce.

Bountiful in projects: Larry Lee had the most complex task. He started with an empty differential case and was hoping to have a running Corvair by the end of the day. With great help from Mike Dawson, Alex Moats and others, he almost succeeded. Check out Larry's story on page 11. Mark Stever had dual projects, torquing his oil pan bolts and repair and lubricate his windshield wiper mechanism. Mark Welte instructed/supervised several people revamping their wipers. Philip and Bill A. worked removing the dash pad and radio from Phil's convertible. Ray Juenemann modified the front bumper of his LM coupe with holes to mount bumper guards.

Bob Welch spent most of the day with a recip-

*Continued on Pg. 9*

There was such a good turnout for the Tuna that finding a good parking spot became a challenge. Parked on the front row was Ken Meyer's '66 500, LP Penners '67 Monza and Terry Kalp's '63 Devin C





# Terrific Tuna

*Continued from Pg. 8*

rotating saw cutting a large section of fire wall out of one of my parts cars. Mark Welte and a couple of friends got Mark's turn signals working properly. Jay Allen, also with some help replaced a leaky shifter selector shaft seal. Bill Smith had his '68 500 in the main shop early resolving his electric fuel pump problems. Wrenches were flying.

Bountiful in food: There was an outstanding selection of dishes for the potluck lunch. MCCA provided hamburgers, brats and hot dogs for the main course. Individual members provided the side dishes. Scott Allison counted five different salads not including a garden salad, baked beans and many desserts including two kinds of brownies. Of course the day started off with several dozen Krispy Creme donuts and fresh coffee. Grill master was Bob Bright who did a fantastic job of cooking after fighting with the wind to keep the grill lit. A last minute switch from propane to charcoal saved the day. Lonene Ackerman provided festive table decorations. They looked great.

Weather-wise there was plenty of heat and wind. High temperatures in the mid-nineties and wind gusts in the 20-30 mph range didn't seem keep people from enjoying Juna Tuna.

Finally I want to thank the group of MCCA members that showed up at the shop on the Friday night before the Tuna and pitched in to make the shop cleaner.



Larry Lee and Gary Moore watch Mike Dawson assemble and adjust a LM differential. The full version of Larry's differential woes is on page 11.



ABOVE: Kota Harms fills his plate from the amazing array of side dishes brought to the Tuna.



RIGHT: Mark Stever cleans and lubricates the windshield wiper from his LM Monza. Mark Welte guided wiper repair at the Tuna.





# LAKE AFTON



There was quite a line-up of Corvairs at the Lake Afton Car Show. Because of the wind and heat many left shortly after lunch.

## by Terry Kalp

Despite warm temperatures and a stiff wind, nine Corvairs showed up at Lake Afton for the show and June MCCA meeting. Ned Madsen, Larry Lee and Jay Allen were out early to stake out a spot and erect some shade.

After some shuffling of chairs to avoid the sun, Lyle Ackerman called the MCCA meeting to order a little after 11. The highlights

of the meeting were election of officers and the drawing of the winner of the free hotel suite for the Roundup. Winner of the free room at the host hotel for the duration of the Great Plains Corvair Roundup was Chris and Tony Teer of Oklahoma. the 2018 Roundup is hosted by MCCA and will be based in north Wichita,

MCCA officers elected for next year are: Lyle Ackerman,

President; Jay Allen, Vice-president; Ned Madsen, Treasurer and Bill Smith as Secretary. Congratulations and a big Thank You to those willing to fill the MCCA officer positions.

After the short meeting, many members found something for lunch, took a walk to look at the cars and continued their game of "Seek the Shade" until they piled into their cars for the trip home.



Lake Afton also turned out to be the gathering of the gold Corvair group. Driving the gold LM coupes were Patrick Tinin and Alex Moats. The gold 4-door 500 was driven by Ned Madsen.



# Differential Woes

by Larry Lee

I am in year 10 of a 1 year project. Well that's what I say when people ask how long I have been working on Ol Blue. I don't really know how many years, but one of the early years I stopped real quick in the left turn lane because both rear wheels locked up. Duane Grimm repaired the shattered differential. I watched him adjust and get a good pattern with white grease. Ran fine, worked well without posi. ....

Another year or so passed, and I'm trying to stop one or two of the 207 oil leaks you can have on a Corvair. I forgot how he adjusted the diff, and moved one side or the other a few notches, promising myself I could move that back if any thing bad happened. ( did not recognize the bad thinking) ....

More time passes, and I take Mike Dawson for a short ride to ask why the rear end whines. He tells me the differential needs adjusting and it will slowly wear the gears out if not adjusted.....

More years pass. I'm looking at several differentials in Lloyds barn, and Alex tells me which one will work in Ol Blue. I haul it home and send it to Mike Dawson who puts it in clean functional condition. I set up a day in the Kalp shop with Alex. Plan is to transplant and drive out in one day! Making good progress. Drive train out in one hour! Clean parts ready for reassemble. Have lunch. Let's put the tranny, diff, and motor together!

Larry, Terry, and Alex are making a good team to get heavy stuff aligned well and back together! We're gonna do this! Oops! "Is that a crack?" Terry and Alex confirm a cracked nose on the diff. Do we put the old one back in and drive out today, or wait for a new nose? And at that moment Mike calls Terry about something else. And plan B becomes: Larry gets the new part(s), Larry and Terry assemble Diff. At the Tuna Mike adjusts and Alex & Larry put Ol Blue back together. OK. Larry got the parts. Larry and Terry (well you know, mostly Terry) get the nose pressed in. But it doesn't look straight, lets not assemble until Mike clears it. Tuna day comes, and Mike clears it, adjusts, and several of us with Alex and Will on the underneath side, get the big parts bolted together and into the car. Thank you! But tuna day is for eating, talking, and learning.

So, Alex does the 100 little things (well axles and struts aren't little ) the next day while I am on the road to Colorado. At the end of the drive back from CO a week later, I stop at the Kalp shop and drive Ol Blue home. Let's go down I235 and see difference the ratio change makes. Check mile markers at 60. Hmm.... Can't get to 60 mph. Running smooth, no oomph. New ratio was supposed to give a higher top end. Limp home. Park it. Too late to trouble shoot.

Go to work 3 days with a Hyundai and arrange a day for Terry to come help look for the problem. Day comes, I look and see a clip on the roaster, and throttle linkage unhooked. OK. Test drive. 60 is no problem with 6 cylinders instead of 3! And no pings under a heavy foot. OK! Terry can avoid the rescue trip. Top down, fun driving. Hey! The temp gauge works again! How come I keep missing 3rd? ( after 50 years, clutch pad fell off, gotta move the seat a little closer) And why is there gear oil on the garage floor? And that is how you get to year 10 of a 1 year project. With lots of help from Corvair friends :-)

## Central & West Show

Five Corvairs made it to the July 6th Central and West Show. Attending were Bill Smith, Greg Renfro, Larry Lee, Terry Kalp and Lyle and Lonene Ackerman. The next MCCA night at Central and West, which will be Friday, August 3rd, 2018.

The show starts at 5 pm so come early as the parking lot fills up quickly. If you are planning to attend the show, but cannot make it until later, contact another member that is going and have them reserve a spot for you. This show counts for the Mel Horstman Award. Contact Lyle Ackerman 316-207-3321

## Cars & Coffee Show

No one made it to the May Cars & Coffee. The June Cars & Coffee falls on the same Saturday as Juna Tuna, so no Mel Award points will be given.

The next Cars & Coffee for Mel Award points will be Saturday, July 21st. Although the show starts at 8 it fills up fast so getting to the show early is advised. The show is at the Alley 11413 E. 13th North in Wichita and ends at 11.

# 2018 Events

**July 14, 2018: Saturday** July MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 6 pm. Contact Lyle Ackerman 316-207-3321

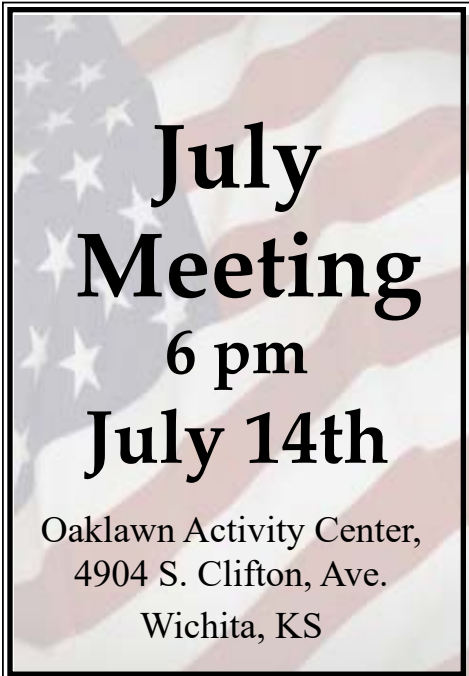
**July 21, 2018: Saturday** April MCCA Cars and Coffee Show at The Alley Indoor Entertainment parking lot, 11413 E. 13th St. North, Wichita, KS 8-11 am. Contact Lyle Ackerman 316-207-3321

**July 23-July 28, 2018: Mon-**

**day-Saturday** CORSA International Convention, Pittsburgh, PA. Host Hotel The Double Tree by Hilton-Green Tree.

**August 3, 2018: Friday** April MCCA Central and West Show & Shine. Corner of Central and West streets in Wichita, KS 5-9 pm. Contact Lyle Ackerman 316-207-3321

**August 11, 2018: Saturday** August MCCA Regular meeting. Oaklawn Activity Center, 4904 S. Clifton, Ave. Wichita, KS 7 pm. Contact Lyle Ackerman 316-207-3321



**July Meeting**  
**6 pm**  
**July 14th**

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

## Bonus Photo



Sat for awhile after overhaul. Mike Dawson sent this photo of an engine he recently purchased. It had be overhauled, but sat for several years, long enough for the mice to set up a nice motel..



### Calendar

Central & West	July 6
July Meeting	July 14
Cars & Coffee	July 21
Central & West	Aug. 3
August Meeting	Aug. 11
Cars & Coffee	Aug. 18
Central & West	Sept. 7
Sept. Meeting	Sept. 8