

# Lifter Noise

Published by the West Michigan Corvair Club

February 2004

## *What's Going On. . .*

The next general meeting of the Club will be on February 17. It will be held at Brann's on South Division starting at 7:30 pm.

This is the first attempt I have made at editing a newsletter. I want to thank Dave for all the work he did in keeping the club informed through the newsletter over the past 6 years.

My mission here is simple. I want to keep the club informed. Informed of activities that are going on in the club, and also about the people in the club.

You will see some new things added and even a revised format. Be patient with me as I learn my way through this. Input from the membership in the way of criticism is welcome. But remember any negative criticism must be submitted with an article for publication.

## *Dates to Remember*

### *Activities*

February 17	WMCC General Meeting
March 1	WMCC Board Meeting
March 16	WMCC General Meeting
May 8	WMCC/DACC Spring Dust Off
June 15-19	CORSA International Convention, Lexington, KY

### *Birthdays/Anniversaries*

Please let me know your birthdays and anniversaries to publish them here. I do not need the year so nobody will know your age.

## *Around The Club*

On January 18, several members of the WMCC met at Gingerman Raceway in South Haven. It was a very cold day to be at the races, but it was fun.

The occasion was a time trial to be run on the snow-covered track. Dan Konkle was there running his racer. Another Corvair was brought in from Illinois to be driven by Rick Loving. Two other Corvairs were in the parking lot but not run. Look for pictures in the newsletter along with an article from Dan on what it was like to drive the track.



# Corvairs on the Ice at Gingerman

Dan Konkle

When John Cole emailed me with news of an ice trial in just two days at Gingerman Raceway I was immediately interested. I had run that track a couple of times before, once in the dry, once in the rain, so the unique opportunity to experience the course under the worst possible conditions was irresistible. With such short notice of the event I didn't have much time to set up my Corvair for the ice, so all I did was take off the fragile front spoiler, block the oil cooler, and disconnect the secondary carbs to help make the race motor less balky. Then there was the issue of tires. I dug up two rather scruffy GM 14" rally rims and bought some big new snow tires for the rear. For the front, I convinced myself that those two 13" snow tires I have been saving for no good reason since the 80s would be just fine. So there I was, as ready as time, money, and ambition would permit.

This event was being staged by Autoklub Polski-Chicago, who usually run on Wisconsin lakes, and if you need to brush up on your Polish these are the folks to hang with. They usually run studded tires, but to prevent damage to the track this event would be for rubber only. There were 72 entries in all, highlighted by an armada of potent Subarus, two of which were fully prepared rally cars that arrived in a semi trailer. Another 65 Corsas was entered by Rick Loving of Illinois,

and for some reason they classed Rick with the front wheel drives and me with other rear drive cars, the cream of which looked to be a 95 Volvo wagon with trick tires and equally trick driver, a Fiero, and a delightfully hors de combat Plymouth Fire Arrow ex-rally car.



In an attempt to keep speeds down the two straights at Gingerman were chicaned with pylons, but they didn't really slow things down much. The snow that had covered the track quickly

wore down to a layer of ice, and I was struck by how different an experience this was from lapping in the summer. On a dry track you try to find the one best thing to do in each corner and then repeat it precisely on each lap. On the ice each corner will be different each time you see it, because between your runs about two dozen other cars have polished away the snow you used before or kicked new snow on the track somewhere else, and you



find yourself avoiding the center of the track and going from shoulder to shoulder to try to find some fresh snow or grass,

anything to stay off the glare ice in the normal racing line.

## *Corvairs on the Ice. . . cont'd*

It had been about twenty years since I raced a Corvair on ice, and then it was usually in a 95 Powerglide. What a difference in this strong Corsa! Power is a wonderful thing, even if it does get you going way too fast for the next corner. Rick said he had his Corvair up to 80mph. I'll take his word for it; I didn't think to check my speedometer. My new rear tires performed nicely, but I had trouble with the front end, both with turning and with the brakes locking up. Newer tires would have helped, but what can you do? Aside from that the car worked better than I expected. With the four speed instead of the PG the rear end could be more easily brought around in corners by downshifting, and the chokeless, cammed-up motor ran fine in the cold once it warmed up enough to

idle. I had worried about the lack of a heater, but the inside of the windows probably stayed more frost-free in the 18 degree temperature than they would have if I had had a real Corvair "heater". Rick also had no heater in his car, so apparently this is the hot setup, so to speak. How did we do? Against a fast time of about 2:39, Rick and I were just on the wrong side of three minutes. For comparison, my dry time would be about 1:42.

It was great to be back out on the ice one more time. This was the fastest ice trial I had ever run, far more challenging and thrilling than the tight and slow events of years past. And although the Corvair is clearly outclassed by modern cars (and many old ones as well) it was nice to be able to have a respectable showing in a large field of experienced racers.

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## *CORSA Convention Invitation*

Dear Corvair Enthusiasts, I would like to invite all of you to this year's CORSA International Convention. This invite is geared towards all the members of local chapters that do not belong to Corsa. The Corsa members will read all about the convention in upcoming Communiqués but to reach everyone else I have to rely on word of mouth and the newsletters of each chapter. Did you know that over half of all members of local chapters do not belong to CORSA? Also, did you know that over half of CORSA'S members do not belong to a local chapter? If all the Corvair people would support each other, as Peter Noone would sing "What a wonderful world this would be". Yes, it is true that you have to be a CORSA member to compete in the competitions but there are so many other things you can do. You don't have to belong to Corsa to buy parts, sell parts, attend tech sessions, watch the autocross, visit the hospitality room, watch the welcoming parade, stay in the host hotel, look at all the cars, buy a chance on the beautiful restored 1966 Monza

convertible, win a beautiful restored 1966 Monza convertible, enjoy an inexpensive family vacation in beautiful Lexington, and most importantly share the friendships with everyone else that attends. I promise you, if you have never been to a convention before you will love this one! If you have been to a convention before, you will love this one even more! Come see us in Kentucky. Visit our web site at [www.kycorsa.com](http://www.kycorsa.com) to see all we have to offer.

Thank you,

Greg Scarboro, Convention Chair



## WMCC 2003 X-MAS PARTY

Bob Janei

For those who were unable to attend our Christmas Party, you missed a great time. We had 34 members, spouses or significant others in attendance and as in past years the members from out of the Greater Grand Rapids area out-numbered the local members. Come on GR members, how come people from an hour or more away can make it and we can't drive across town.

First I want to thank Bill and Betty Klage for the floral bouquets that they brought for all the women. Nice touch of class Bill. Brann's did their normal excellent job. The food was good and the service first class. Door prizes ranged from gift cards for free gas, copies of CORVAIR BASICS with CD, Home Depot Gift Cards, free subscription to OLD CAR WEEKLY, free CORSA membership, cases of oil with oil filters and assorted Corvaire related items.

Dan Konkle presented the program for the evening. It was a slide presentation of his collection of not only Corvaire related pictures but also a touch of auto history with shots taken at the old SPEEDDROME and pictures taken by his folks, all car related.

All in all a fun time was had by everyone, but what made the evening special was the chance to see and talk with all the spouses and significant others that we don't see during the year. Now we have to work on making next years party bigger and better



### *February Board Minutes*

1) Meeting called to order by President

Steve Ridderman. Meeting held on February 7, 2003 at Big Boy in Plainwell.

- 2) Members present: Steve Ridderman, Bob Janei, Ryan Counterman, Dan Konkle, and John Cole.
- 3) Treasurer's report was given by Bob Janei. Included in this was discussion of the following:
  - a) 50/50 raffle proceeds offsetting cost of Christmas party and balance of fund transferred to General Fund at end of year.
  - b) There was a shortfall of \$260 for the year.
    - i) Options for making up the shortfall:
      - (1) Dues increase for 2005. If increased decision will be made by June.
      - (2) Auctions and sales of parts to supplement treasury.
      - (3) Food sales at shows and meetings. Increase prices at shows to more than break even. Accept donations from members at meetings where club supplies food to offset costs.
      - (4) Increase the number of members receiving newsletter via e-mail to reduce printing and postage costs.
- 4) Old Business: There was no old business to discuss.
- 5) New business:
  - a) Meeting and events schedule being worked on.
    - i) February 17 General Meeting at Brann's
    - ii) March 16 General Meeting at Riddermans'. Pizza will be ordered with cost to be split by those present.
    - iii) April General Meeting at Brann's.
    - iv) May: Spring Dust Off to be the regular meeting. Work party at Ryan Counterman's on night of regular meeting.
    - v) Other possible activities would be a night at Kalamazoo Raceway, an outing to Gingerman Raceway, and an overnight color tour in the fall.
  - b) This year marks the 30<sup>th</sup> Anniversary of our club. John will ask membership for pictures of

- events that members may have to publish in the newsletter.
- 6) Meeting adjourned at 9:59 am.

This report represents the unapproved minutes of the February Board Meeting.

--John Cole, Secretary.

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### *Treasurer's Report—January 1-31*

Beginning Balance:	\$1518.14
Income:	\$46.00
Disbursements:	0.00
Ending Balance:	\$1564.14

### *DUES ARE DUE*

If you have not yet paid your dues for the year, please send them in. If your dues are not paid by March you run the risk of being removed from the membership roster. Keep this club going by paying soon.

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### *A Plea for Help*

As your new newsletter editor there are a few things I would like everyone to submit.

If you noticed on the front page I would like to begin printing birthdays and anniversaries of members. In order to do that I need to have those dates. You do not need to give me the years just the month and date.

Something else that will be added in the near future will be a feature. It will be a way of getting to know our membership more. I am asking that each member submit a picture of themselves (at a much younger age) and a brief biography. I will then use them in future issues. All pictures can be returned afterward.

As this year marks our 30<sup>th</sup> anniversary, I would like to include some pictures of past events/activities of the club. Any members with photos or slides is encouraged to send them to me for inclusion in future issues.



### *Classified Ads*

**Lead from Jim Neal:** 2 engines in East Lansing, (1) turbocharged, Webber 2 bbl carb, lacks air cleaner, oversized pistons, no trans or bell housing, not reversed, hopped-up \$1,000; (2) stock 140 h.p. engine, clean, looks to be low mileage original, all there. About \$500.00. Call Gabe Blosser at 517-896-0020 (Dec. 17, '03)

**Corvairs - 1964 Spyder, 1966 Monza Convertible** - the 64 has less than 5000 miles on the rebuilt motor but needs the valves adjusted to get running. Car is from Oklahoma and is 90 percent rust free. The 66 needs the carbs adjusted to run correctly; body is in good shape no rot holes just minor faults. Both cars have had the brake systems totally rebuilt front to back. Parts include turbos that work all associated extras as well. Generators, alternators spare bumpers, bumper guards, turbo heads 140 heads 140 motors and so much much more !!!!!!! Have all the receipts as well. Asking \$7500.00 for the lot plus a 65 Corsa parts car. Jim Sourbeck, Grand Rapids, [JSourbeck@aol.com](mailto:JSourbeck@aol.com) or (616) 444-7223 (pager) or (616) 241-4230 (home); easier to page after 5 PM.

## ***WmCC Officers. . .***

**President** Steve Ridderman, 720 West Gun River Dr., Plainwell, MI 49080, (269)685-6377, vaircollector@msn.com  
**Vice-President** Ryan Counterman, 5685 Douglas Ave., Kalamazoo, MI 49004, (269)262-8887, VairKing@aol.com  
**Secretary** John Cole, 104 Spruce Ave., Holland, MI 49423, (616)395-0021, jjcole@triton.net  
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### **Members of the Board**

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Bill Wright, 449 E. River Rd., Muskegon, MI 49442, (231)744-9123

## ***About the West Michigan Corvair Club...***

The West Michigan Corvair Club is chapter #495 of the Corvair Society of America. We typically meet on the third Tuesday of every month at Brann's on 4157 South Division in Wyoming, Michigan. Membership dues are \$15.00 per year. Junior membership dues (age 17 & under) are \$7.50 annually and family dues are \$16.00 annually. Our web site is <http://www.corvair.org/chapters/chapter495/> and our e-mail address is [wmcorvair@comcast.net](mailto:wmcorvair@comcast.net).



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