



Lifter Noise

2004 Volume, Issue 2

March, 2004

What's Going On. . .

Upcoming Activities

- March 16 WMCC General Meeting at Steve Ridderman's
- April 6 Board Meeting
- April 20 General Meeting at Brann's
- May 8 Spring Dust Off and General Meeting
- May 18 Work Night at Ryan Counterman's
- May 21-23 Mad Anthony Corvair Classic
- June 15-19 Corsa International Convention, Lexington, KY
- August 7 WMCC car display at the Red Barn Spectacular
- August 27-29 Detroit Area Corvair Club Homecoming

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The next general meeting of the club will be on March 16. We will be meeting at the home of Steve Ridderman. Steve will be giving a tech demonstration on re-packing early model rear wheel bearings.

Steve's wife, Mary, will be preparing a smorgasbord for us. The cost of the food will be divided among members attending the meeting.

Look for a map to Steve's later in the newsletter.

Please note the other activities that are upcoming for the club.

Mark your calendars for the Dust Off. May 8 is the date set for the Spring Dust Off. Last year was such a success we decided to do it again this year. Our plan is to meet with members of the Detroit Area Corvair Club at the barns of Jim Neal near Lansing. We will meet there at about 11:00 am for a potluck lunch (everybody bring a dish to pass and your own table service and drinks). After lunch those interested will be able to

drive into Lansing to tour the Ransom E. Olds Museum. Directions to get to the museum will be available at the barns.



EST. 1974

30th Anniversary logo designed by Dave Ziebarth

As mentioned last month this year marks the 30th anniversary of the West Michigan Corvair Club. Dave Ziebarth has modified our logo to celebrate this milestone. It will be added to the masthead of the newsletter as soon as I figure out how.

Around The Club

Every month I hope to be able to bring news of a member to these pages. It may be news of a personal nature or news of a project that someone is working on.

If there is something that you want to share with the club then let me know and I will add it to this space.

This month we are featuring Ryan Counterman's V8 project. We will feature it for two reasons.

First it is a project I am fascinated with. Second, in May we will meet as a club at Ryan's on our regular meeting night. We will be able to assist in the turning of

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Around The Club

(Continued from page 1)

wrenches on this project and everybody should know what it is they are in for.

Ryan's initial idea for a V8 came after he blew up a high-performance Corvair engine. He found that rebuilding a small-block Chevy engine was much cheaper than putting horsepower into a Corvair engine.

When the underside of his '65 Monza convertible lost its will to hold up the car the V8 idea really began to take hold. The plan called for welding the doors shut on the convertible, replacing the back seat with a V8 engine and losing the top. Many other modifications were thought of and suggested. My favorite was for exhaust pipes to come up from the engine and go back over the former engine area.

Ryan began a search for components to make this all come together. He found the desired components to do a Crown conversion. Crown manufactured the most popular of the conversion kits for V8s into Corvairs. The parts were in West Virginia and the plan was to exchange his hard-earned cash for the parts at the 2003 CORSA Convention in Pennsylvania.

A month before the convention, Keith Miller from the Mad Anthony Corvair Club contacted Ryan to let him know that a member of the MACC had some Corvair hulks to part with. One of them had a Kelmark V8 conversion. This conversion differs from the Crown in that the transmission resides behind the differential and gives approximately 11" of increased leg room in the interior of the car. Ryan was a little excited to say the least.

He hooked up a flatbed trailer to his truck and headed toward Warsaw, Indiana. What he brought back was a



Corsa coupe with a Chevy 350 stuffed in the back seat. The car was billed as rusted and not structurally sound. That was okay as the engine was going to wind up in the highly modified convertible body. Or so Ryan thought.

Then Ryan met a deer. The deer severely crinkled the front of the convertible and all plans had to be revisited. On closer inspection of the Corsa, Ryan found it was rusted in places, but structurally it was sound. The decision was made to restore the coupe with the V8 in it.



Any V8 conversion kit is not a complete kit and there is considerable work and engineering that needs to go into the project. Ryan is looking at the cooling system and how best to handle that. There is some sheet metal work to do filling in the gaping hole in the front from the last cooling attempt that was made on the car. A disk brake conversion is being done while the car is apart. Plumbing for the hydraulic clutch needs to be routed.

The one piece that is together right now is the V8. Ryan's grandfather owns an engine shop on the other side of the state and he put together a sweet looking 350 for the project. It is estimated to put out about 400 horsepower. Just enough to start twisting some of the more fragile components in the car.

On May 19 we will meet as a group at Ryan's and look over the work. Plan to get a little greasy also. Hopefully Ryan will have some part of the project ready for wrenching. Currently there is no suspension (front or rear) in the car. The engine needs to be put back in place also. We will leave the plan up to him as to what he wants done. Just plan to come and help and learn.

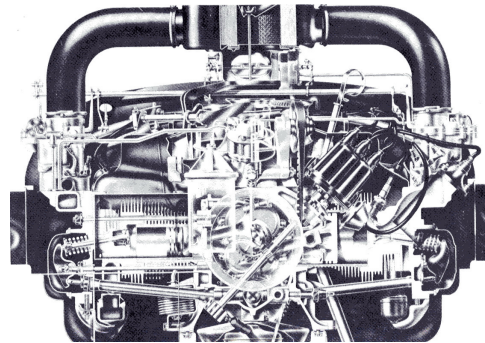
If you have any questions on a V8 conversion, ask Ryan. He is becoming an expert in the subject. This might even count as extra credit for Ryan as he is working on completing training at Kalamazoo Valley Community College to become a certified auto technician.

Board Meeting Minutes

- 1) Meeting called to order by President Steve Ridderman at 8:08 pm. Meeting held on March 1, 2004 at the Pearl Street Big Boy in Grand Rapids.
- 2) Members present: Steve Ridderman, Dave Teppo, Dan Konkle, and John Cole.
- 3) Treasurer was not present so no report was given.
- 4) Minutes of March Board Meeting were read and approved by acclamation.
- 5) Old Business:
 - a) March General Meeting to be held at Steve Ridderman's. Food will be served. Cost of the food to be divided between members present. Steve will present tech session on rear wheel bearings.
 - b) Gingerman Outing: We will coordinate a trip to Gingerman on an open track night. This will alleviate WMCC of liability for running event. Interest in members running was not high enough to pursue our own night. This is targeted to take the place of our July meeting.
 - c) Spring Dust Off is in the works for May 8.
 - d) 30th Anniversary pictures are not coming in yet.
 - e) Sign-in sheet will be circulated at March meeting to gather birthday and anniversary dates for publication in the newsletter.
 - f) Financial Discussion: How do we alleviate shortfall:
 - i) Dues increase: Increase to \$18 likely for 2005. Needs to be presented to general membership and passed by June.
 - ii) Auction of items at meetings. Split of the proceeds from the sale of items at meetings to be split 50/50 between member and club. We will start at March meeting.
 - iii) Have more members sign up for electronic newsletter. This will save printing and postage costs. These are our greatest expenses.
- 6) New Business: Brief discussion of whether anyone from WMCC will be attending the CORSA Convention with a possible caravan of members.
- 7) Meeting adjourned at 8:50 pm.

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

—John Cole, Secretary



Would You Buy a Used Car from This Man?

While Ralph Nader is not working as a used-car salesman these days, he is working to sell us something... himself.

Ralph has announced his candidacy for President of the United States.

Ralph has never held an elected office. I don't know if Ralph has ever held a "real" job. But a lack of experience has never held Ralph back from



attempting new things.

He never owned or drove a Corvair. Rumor has it he once owned a Studebaker. He is not an engineer. Yet he felt it necessary to take on the automobile industry in the 1960s. Since then the roads are much safer as we have all been protected from ourselves.

Thanks, Ralph.

Treasurer's Report

February 1 through February 29, 2004

BEGINNING BALANCE **\$1,564.14**

Income

Dues	\$135.00
50/50 Drawing	0.00
X-Mas Party	0.00
Catalog Sales	0.00
Show/Meetings	0.00
Logo Product	0.00
Refund	0.00
Misc.	0.00
TOTAL	\$135.00

Disbursements

Newsletter	\$14.98
Postage	\$22.20
Logo Product	0.00
X-Mas Prizes	0.00

X-Mas Party	0.00
Show/Meetings	0.00
Fees	0.00
TOTAL	\$37.18

ENDING BALANCE **\$1,661.96**

Our treasurer, Bob Janei mailed me this report along with a list of members who have not paid their dues for 2004.

This will be the last newsletter for anyone who has not paid their dues by April 1. Please check the mailing label. If yours is orange no dues have been received. We do not want to lose any members.

Thank you.

Directions to Steve Ridderman's House

Our regular March meeting will be held at Steve Ridderman's. Here are the directions to Steve's.

Take US-131 south from Grand Rapids toward Kalamazoo.

Get off US-131 at exit 50 (106th Avenue).

Turn left on 106th Avenue and go 0.7 mile.

Turn left on 10th Street and go 0.5 mile.

Turn left on 107th Avenue and go 0.3 mile.

Turn right on West Gun River Drive.

Address is 720 West Gun River Drive, Plainwell, MI.



Newsletter Notes

This is the first newsletter printed in color. If you like the color there is something you could do to always receive it in color. Sign up for it to be sent to you electronically.

Currently there are very few people on the e-mail distribution list. There are benefits of receiving it electronically.

You will receive it sooner. It will be in color. It will always be in good condition and not torn in the mailing process. And it helps reduce costs.

Classified Ads

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 or (616) 444-7223 (pager) or (616) 241-4230 (home); easier to page after 5 PM.

Corvairs - 1966 Monza Sedan, 1968 Monza Coupe - 1966: 140 4 dr red, black stripes, older restoration, drove car frequently this summer, needs some carb tuning. 1968: 110, 2dr untouched original, car runs and drives, needs brake work, clutch going. Dave Moore, Lapeer, MI (810) 667-4611.

1964 Monza Convertible - 79,565 miles; car was purchased from elderly woman and driven approximately 5000 miles, vehicle is in good condition but needs some TLC. It has been garaged with a cover since purchased. Etta McDonald, Fort Ann, New York (518) 792-5481.



1966 Corvair Monza - body is fair, engine runs good, interior in excellent condition, transmission leaks, \$1100.00 or best offer. Jay S. Johnson, Westland, MI, (734)522-0451 or JAYSJOHNSON111@AOL.COM.

Wanted - 110 h.p. engine, 1965 or newer. Case number should end with RD, RF, RH, RK, or RX. Bad pistons or cylinders don't matter. Paul Chandler, (810) 653-8483 or pc8095@hotmail.com or pc8095@localnet.com.

Wheels - 5 Chevy II station wagon wheels, 4 bolt, 13x5.5 in good condition. \$40. Fits early Corvairs. Rudy Bahnsen, Zeeland, (616) 772-1957 or veedblu1@yahoo.com.

Parts - 2 engines, (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. Gabe Blosser, East Lansing, (517) 896-0020.

1963 Convertible - approx 30,000 miles. Brakes, throttle and engine have had some work done. Engine may need more work done. Top is good, body has some rust. \$2500. Jack in Grandville, (616) 538-7476.

Corvair T-Shirts - Corvair outline silkscreened and then colored to your specifications using an airbrush. For more info visit <http://www.vairbrush.com/index.html> or e-mail kevningc@earthlink.net. Kevin Clark, Dayton, Ohio.



Other Dates of Importance

I am still looking for dates that are important to club members. These would include birthdays and anniversaries of club members. I want this newsletter to be about the club not just the cars.

At the meeting this month there will be a sign-in sheet. Please add these dates when you sign in.

Thank you.

Birthdays in March

Bethany Cole

March 9

Anniversaries in March

**WEST MICHIGAN CORVAIR CLUB
LIFTER NOISE**

John Cole, Editor
104 Spruce Avenue
Holland, MI 49423

Email: wmcovair@comcast.net

Attach mailing label here

If Your Mailing Label is Orange,
Please Mail Your Dues for 2004 to
The Club Address. Or This Will Be
Your Last Newsletter.



About the WMCC and our Newsletter

Lifter Noise is the monthly publication of the West Michigan Corvair Club. Deadlines for articles and classified advertising is the first of the Month and should be mailed to the editor at: John Cole, 104 Spruce Ave., Holland, MI 49423 or e-mailed to jjcole@triton.net or wmcovair@comcast.net. All material is subject to editing.

Membership in the West Michigan Corvair Club is on an annual basis. Individual dues are \$15.00/year. Junior membership (17 years & younger) are \$7.50/year. Family memberships are \$16.00/year. Dues are pro-rated if joining during the year.

Meetings are typically held the third Tuesday of the month at Brann's Restaurant, 4157 South Division, Wyoming, MI. E-mail wmcovair@comcast.net for verification of time and location.

Original articles are the property of the WMCC and are intended for use in our publications. Articles may be used by CORSA or any CORSA chapter with credit given to the author and/or *Lifter Noise*. Any other use must have written permission from the editor.

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@hotmail.com

Secretary: John Cole, 104 Spruce Ave., Holland, MI 49423, (616) 395-0021, jjcole@triton.net

Treasurer: Bob Janei, 2141 Shawnee Dr. SE, Grand Rapids, MI 49506 (616)243-3462, rdjane1@comcast.net

Directors

Dan Konkle, 6574 Rogueview Ct. NE, Belmont, MI 49306, (616) 364-1009, dankle@comcast.net

Mike Mehl, 1225 Holiday Lane, Portage, MI 49024 (269)348-3811, racemike@juno.com

Gary Gruetzmacher, 600 West Monroe (M-43), Bangor, MI 49013, (269)427-7232

Dave Teppo, 1063 Eastwood Ave. SE, East Grand Rapids, MI 49509, (616)285-0311, dteppo@sbcglobal.net

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

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