



# Lifter Noise

Volume 32, Issue 9

October, 2005

## Upcoming Events

- October 15 & 16 — Color tour to ACD Musuem, Auburn Indiana
- October 18—General Meeting at Brann's on South Division
- November 8—Board Meeting, Pearl Street Big Boy, 7:30 pm.
- November 22— General Meeting. Election Night. Brann's South Division
- December 7— Christmas Party Fire Mountain on Alpine NW

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## What's Going On...

It's Ocotober and that means two things: The Color Tour and time to nominate candidates for the board of directors.

**The Color Tour is scheduled to take place on October 15 and 16.** It will be a trip to Indiana organized by Steve Ridderman. By the time this newsletter is out the tour will be underway.

Nominations for directors will take place at the **general meeting scheduled for Tuesday, October 18.** We will gather at Brann's on South Division. The meeting rooms were all booked so we will have to congregate in the restaurant. If you are interested in running for the board or would like to nominate someone, please come to the meeting. There will be a last chance for nominations at the November general meeting.

**November meeting is on November 15. It will be held at Brann's.** We do have the meeting room reserved to that night. This will be the night to elect our board for the next year. Immediately following the general meeting the board

will conduct a meeting to select the officers for 2006. Come out and let your voice be heard.

Members of the board whose terms end this year are John Cole, John Koning, Dan Konkle and Randy Merril. John Cole and Dan Konkle are ineligible for another term as they have served more than the allowed three consecutive terms.

**The Christmas Party has been scheduled for Wednesday, December 7.** Please mark the date on your calendar. The party will be held at Fire Mountain restaurant on Alpine NW. Cost of the night is \$15.00 per person. This will cover the cost of dinner and gifts to be awarded. Menu selection will be from the buffet. Deanna Merril has graciously offered to organize this event. Look for the reservation form in the newsletter.



## Around the Club

Nobody has given me any updates on to include here.

The biggest car stories in the club are included as separate articles this month. I thank Dave and Norm for their contributions.

As you read Dave's article note that this is the first of articles from our directors.

There will be more from them in future issues.

I will gladly take articles from any member at any time.



# Financial Report

After many months of trying to transition the treasury to John Koning it looks as though that will be completed just in time for his term to end. Of course if he is re-elected to the board he can serve as treasurer next year. So here is the last report that will be submitted by me:

September 2005:

<b>Starting Balance</b>		<b>\$2374.74</b>
Income		
Dues	\$18	
Shows	\$2	
<b>Total</b>		<b>20.00</b>
Expenses		
Newsletter	\$17.64	
Postage	14.80	
Shows	171.96	

Fees	20	
<b>Total</b>		<b>224.40</b>
<b>Ending Balance</b>		<b>\$2170.34</b>
Fund Balances:		
50/50 Christmas		\$56.00
General		\$2114.34

The expenses reported for shows are for the food for the August show at Gilmore. It was not reported in August as the receipts were not turned in until September.

Respectfully submitted,

John Cole

## Director's Corner—It's Alive

by Dave Ziebarth

It was a nice fall day in September of 2004. I was driving my Corvair that day because my GMC Jimmy was in the shop getting repairs on the front differential (again). After I received the call that my Jimmy was fixed and that I could come pick it up, I drove the Corvair from work to the garage, approximately a mile, to pay the bill. When I come back out to start the Corvair, something was not right. There was no crunching of metal but there was definitely a miss in one of the cylinders. I managed to limp it home (about two miles). My fear was that I had just suffered a dropped valve seat in one of the heads. I performed a compression test on the cylinders and found out that #5 had low compression. I pulled the valve cover and saw that one of the rockers was loose but nothing looked amiss with the valves. The following week, I had one of the fleet mechanics from where I work come over. He has worked on Corvairs off and on over the years. He showed me that the exhaust valve on cylinder #5 was not lined up with the others. This confirmed that it indeed was a dropped seat. I decided to wait until spring to tackle the repair since I had about two weeks until storage and a busy work schedule. So off to storage it goes.

Fast forward to May 2005. After doing nothing for a couple of weeks after I got it out of storage, I finally pull the head and send it off to Cotrofeld Automotive in Ver-

mont. He has it for a couple of weeks before he can actually start on the repair. It takes a little longer than I would have hoped as a number of nice days and club events have passed by where I could be driving my Corvair.



This down time did give me an opportunity to clean up

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# September Club Meeting/Outing

by Norm Witte

Yesterday was a pretty exciting day at the Witte version of the Corvair Ranch. With the help of Western Michigan Corvair Club members Dan Konkle and John Cole the powertrain went back into my '65 Corsa convertible.

I got an early start Saturday morning cleaning the barn (although Dan and John probably couldn't tell that any cleaning had been done--I am a bit cramped in 24x40 feet). That done, I installed the fuel pump on the motor, which was the last component needed.

Next I got to work on rejoining GROUP Red. The engine sits pretty high on the dolly and with all the turbo plumbing on top. I used a level to put a piece of tape on the floor jack handle at the height of the top of the heat shield and then got the car up on the stands. With my rear jackstands at five cogs out, I was still a bit short of the mark. You can see the tape at a point a bit above the bumper height.

At this point the front end was up on the stands at two cogs. My plan was to let the front all the way down to lift the rear end the last bit of the way.

I had started working on installing new heater hoses when Dan and John showed up. Pretty promptly after that they had the dummy powertrain Dan had provided me with while the motor was being rebuilt out of the car and on the floor.

While all this was going on, Dick Stage, a local Corvair owner and a friend of mine, showed up with his '65 Corsa for a short visit, so for awhile we had four '65 Corsas and John's '66 Monza at my place. Unfortunately, the one picture I took didn't turn out so good.

We then turned in on getting the old U-joints pressed out and new ones pressed in.

Shortly after that the burgers hit the grille. In addition to being a darned good mechanic, John is a real good cook. Too bad that Dan is a vegetarian and couldn't enjoy the burgers but fortunately my wife had laid in a good supply of Cheetos, so all was not lost.

After lunch I went to work getting the body to shroud seal in and finishing off the heater hoses. While I was doing that Dan and John took my '63 Olds 98 and my '93 Firebird Formula for cruises. They seemed to have a good time. I heard some sirens but didn't pay it too much attention.

Finally, it was time to move the engine into position. In my infinite wisdom, I had not move the car forward

enough to fit the engine between the garage door post and the car. Fortunately, after shuffling some of my multitudinous crap around the barn, we were able to roll the motor around the front of the car. I can't begin to think how we would have rolled the motor on the lawn (there's no concrete or drive in front of my barn) and I really didn't want to have to drop the car and move it, especially with the dummy powertrain out.

Also fortunately, my idea of lowering the front of the car worked--just. By tipping the motor it cleared with perhaps a good quarter inch or so to spare.



The blurred person in that picture is John. He works so fast that he is difficult to capture on film, or

rather microdrive. Actually, I shoot my resto pictures with the camera on a tripod, the ISO set to 100, and the aperture stopped down as far as possible, to get the best depth of field. Unfortunately, I never took the time to take pictures of the guys, so the best I can do is this also blurry picture of the three of us peering thoughtfully into the engine compartment:

The blurry bearded figure on the right is Dan. I am hiding behind John.

The picture above does provide some helpful information, however.

Dan's experience paid off in getting the powertrain to go in the car smoothly. First we raised the front back to its original level. Then we raised the motor until we could loosely install the three bolts that hold the transmission to the front cross member. That done, we bolted in the





## September Club Meeting/Outing

(Continued from page 3)

half shafts with their spanky new u-joints. Next came the strut rods. This task has been a nightmare for me in the past, but with the motor hanging down at about the angle you see in the picture above, the strut rods bolted up with little difficulty.

That done, it was time to raise the motor into place. We had to pull the motor mount and the shroud seal retainer at the rear of the car for the fuel pump and oil filter adapter to clear, but clear they did, again by a solid quarter inch.

In the midst of all this I shot this picture of my Corsa coupe (the charter member of GROUP Red) in the foreground, Dan's in the middle and John's Monza in the back. I thought it was a neat picture.



Finally we had the rear end of the motor bolted in place. By that time it was about 6:30 (this included a parts run for hardware that Norm forgot to have on hand), and it was time to call it a day.

I still have some details to take care of. The "figure 8" washer that is used under the two rear motor mount bolts is AWOL so I have to get a replacement. I also need to get the clutch, shifter, accelerator, fuel lines, heater hoses, coil, battery and alternator connected, so there is a fair amount of work to go before the car leaves GROUP Red. This week is a busy one for me, but hopefully I can get her on the road by next weekend. I am looking forward to the traditional sitting-on-a-milk-crate drive down the driveway.

Thanks again to Dan and John.

## Director's Corner

(Continued from page 2)

my engine compartment. After getting the body work done back in 2002, there was a lot of sanding dust in the engine along with oil buildup and gunk left over from a gas leak. I removed all of my engine sheetmetal and had it sandblasted and powdercoated. I took a couple of sponges with a scouring pad and a half bottle of Simple Green and cleaned up all of the buildup in the engine compartment. I then spray painted the inside of the



fenders and the engine compartment a low-gloss black. Things were looking pretty nice, but who wants to look at a car that doesn't run.

The head finally shows up at the end of July. I am hesitant to try to put it back on by myself because of all the adjustments that need to be made. My friend from work is not available because he is on vacation for two weeks. I figure I can at least get the head put on and maybe he can help me with the adjustments when he gets back. I get the head back on but not without a problem. I managed to drop one of the pushrods on the ground when putting it back in the head. It landed right on its end on the concrete and the end chipped right off. After a call to Dan Konkle, I went up to Belmont to pick up a couple (an extra in case I managed to drop another one). He told me that he never heard of an end of a pushrod chipping off. I guess there is a first time for everything. Another call to my friend at work and he is now off two days for a funeral. I decide to go ahead and try to adjust the rockers myself. Now, I'm not going to get into the hot vs. cold debate, but I decided that the easiest way to adjust them was with the car running. One problem – the car won't start. It doesn't look like I'm getting fuel

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to the carburetors. Another series of e-mails and Dan Konkle volunteered to come over and help. His first recommendation was adjusting the rockers cold. After a lesson on how to adjust the rockers cold, the car is ready to roll. However, it still won't start. Dan just happened to bring another fuel pump with him. After a quick swap, the car came to life. However, my problems were not over. After taking the car for a little spin a few days later, I noticed that it was running rough at stoplights. After popping the engine lid I see gas on my newly powder-coated engine sheetmetal. Great. More e-mails to a number of people and John Cole recommends carb rebuilds. After the rebuild kits from Clark's arrive (along with some size 53 jets), I make a trip up to Ravenna where John helps me clean and rebuild two of my four carbs. When rebuilding the secondary carb, John says that he has never rebuilt one before. He has only worked on primary carbs. Wow, another first in this project. I manage to rebuild the other two on my



own and get them put back on the car. After a little pumping of the gas, the car fires up. I tried the carb balancing with the Uni-syn but I couldn't get it to work properly. After another call to Dan Konkle, he recommends just doing the adjustments outlined in the maintenance manual. After making those adjustments, the

car runs great!  
I want to thank Dan Konkle, John Cole, and Ryan Counterman for reading and responding to my e-mails. I also want to thank Dan and John for the additional assistance they provided. I have always been a little nervous about taking on major mechanical tasks. For additional pictures, you can go to my website at <http://mywebpages.comcast.net/dziebarth2/corvair/head/head.htm>.

By the way, there is still a slight leak out of the throttle shaft on the primary carb on the driver's side. It's only a drip here and there. Clark's sells kits to seal these

## October Board Meeting

- 1) Meeting called to order at 8:16 pm by President Steve Ridderman. Members present: Steve Ridderman, John Cole, John Koning, Dave Ziebarth, Ryan Counterman, and Dan Konkle. Meeting was held at Pearl Street Big Boy in Grand Rapids.
- 2) Minutes of Previous Meeting: John Cole read the minutes of the September meeting. Approved by acclamation.
- 3) Treasurers Report: No report was given. It will be included in the October newsletter
- 4) Old Business:
  - a) Color Tour: Ryan Counterman has planned the route. Steve will have maps of the route available for those attending. Lunch may be a little later than originally planned.
  - b) Articles for Newsletter: Dave Ziebarth will have article submitted by end of the week.
  - c) Christmas Party: Budget set for buying gifts/prizes at \$200. Party will be on December 7 at Fire Mountain on Alpine NW. Suggestions of emphasizing gifts for the women attendees. Cost is set at \$15 per person.
- 5) New Business:
  - a) October meeting: Nominations for board members need to be made at the October meeting. Meeting location will be Brann's on October 18.
  - b) November Meeting: Election of board members will take place. Then the board will select officers for the next year. Meeting will be November 15 at Brann's.
  - c) The board discussed what is perceived as a lack of momentum in the club.
- 6) Meeting adjourned at 9:04 pm.

These are the unapproved minutes of the October 4 board meeting. Respectfully submitted,

John Cole



# Birthdays & Anniversaries

## Birthdays for October

Allison Witte	October 07
Chuck Nelson	October 14
Beth Byron (Konkle)	October 17

## Anniversaries for October

Dave & Heather Ziebarth	October 07
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## Classified Ads

**For Sale**—1965 Corvair Corsa. 140 HP, 4 Sp Trans. Runs but needs a little work. Has great Possibilities. \$1750 or best offer. Contact Bob Van Singel at [van@armintl.com](mailto:van@armintl.com) for more info.



**For Sale**—1964 Spyder convertible. Body work all done. Fair interior, stored inside many years. Top available. Needs carb work. Located south of Grand Haven. John Ellerbrock (616)844-2924

**For Sale**—1966 Monza coupe. 110/4-speed, 67,000 miles. Engine apart for valve work. Needs carpet, interior fair. Too many projects to finish. Best offer. Car in Hamilton, MI area. Contact Jerry (616)283-1953

**For Sale**—1963 Chevrolet Corvair Greenbriar van for sale! This 97% rust free van has 70,000 original miles. New battery, generator, plugs, and carb kit's. Interior is in great shape with no rips or tears. The body has minimal surface rust in a few small areas. Original 145 cubic inch motor. This van is a very presentable driver, but not a fully blown show van. It also features a four speed manual transmission, six roll down windows,

original paint, and spare tire cover. The van is missing the middle seat, and is sporting bias ply tires that i recomend be replaced. This van will be offered on ebay this week. Feel free to email me to arrange a time to view the vair. This is a very original 42 year old vehicle no disapointments. [anon-89856203@craigslist.org](mailto:anon-89856203@craigslist.org)

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# Christmas Party

On December 7, 2005  
 The West Michigan Corvair Club  
 Will be celebrating Christmas  
 You are invited to help us celebrate.

The party will take place at  
 Fire Mountain  
 3725 Alpine Avenue NW  
 Comstock Park, Michigan

Dinner Will be Served  
 from the Buffet  
 And will Include:

Steak  
 Shrimp  
 Salads & Desserts



Social Hour  
 6:30  
 Dinner to follow  
 Cost:

\$15.00 single  
 \$30.00 couple  
 RSVP to John Cole by  
 November 30

## Christmas Party Reservations

Name: \_\_\_\_\_

Number attending: \_\_\_\_\_ Amount enclosed: \_\_\_\_\_

To reserve your space at the party detach the lower portion of this page and send with your check to John Cole by November 30, 2005 at: 255 John Kent Drive, Ravenna, MI 49451



**WEST MICHIGAN CORVAIR CLUB**

255 John Kent Drive  
Ravenna, MI 49451

Phone: 231-853-5340  
e-mail: [wmcc@corvairst.org](mailto:wmcc@corvairst.org)

Mailing Address Line 1  
Mailing Address Line 2  
Mailing Address Line 3  
Mailing Address Line 4  
Mailing Address Line 5



*You're ahead with  
the engine behind.*

## *About the WMCC and our Newsletter*

*Lifter Noise* is the monthly publication of the West Michigan Corvairst Club. Deadlines for articles and classified advertising is the first of the Month and should be mailed to the editor at: John Cole, 255 John Kent Drive, Ravenna, MI 49451 or e-mailed to [wmcc@corvairst.org](mailto:wmcc@corvairst.org). All material is subject to editing.

Membership in the West Michigan Corvairst Club is on an annual basis. Individual dues are \$18.00/year. Junior membership (17 years & younger) are \$9.00/year. Family memberships are \$19.00/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 [wmcc@corvairst.org](mailto:wmcc@corvairst.org) for verification of time and location.

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### *WMCC Board*

**John Cole** (2005), 255 John Kent Drive, Ravenna, MI 49451, (231)853-5340, [jjcole@triton.net](mailto:jjcole@triton.net)

**Ryan Counterman** (2006), 5685 Douglas Ave., Kalamazoo, MI 49004, (269)388-3079, [vairking@hotmail.com](mailto:vairking@hotmail.com)

**John Koning** (2005), 1818 72<sup>nd</sup> St. SE, Byron Center, MI 49315, [koning8@comcast.net](mailto:koning8@comcast.net)

**Dan Konkle** (2005), 6574 Rogueview Ct. NE, Belmont, MI 49306, (616)364-1009, [dankle@comcast.net](mailto:dankle@comcast.net)

**Randy Merrill** (2005), 454 South Amber Drive SE, Kentwood, MI 49548

**Steve Ridderman** (2006), 720 West Gun River Dr., Plainwell, MI 49080, (269)685-6377, [vaircollector@msn.com](mailto:vaircollector@msn.com)

**Dave Ziebarth** (2006), 1411 Pickett SE, Kentwood, MI 49508, (616) 281-3183, [dziebarth2@comcast.net](mailto:dziebarth2@comcast.net)

### *WMCC Officers for 2005*

**President:** Steve Ridderman

**Vice-President:** Dan Konkle

**Secretary:** John Cole

**Treasurer:** John Koning