



Lifter Noise

Volume 33, Issue 2

March 2006

Upcoming Events

- General Meeting—March 20, Brann's South Division
- General Meeting—April 18. Steve Ridderman's house
- Spring Dust Off—May, location and exact date TBD
- CORSA Convention—Buffalo, New York July 24-29.
- Detroit Homecoming—August 24-27

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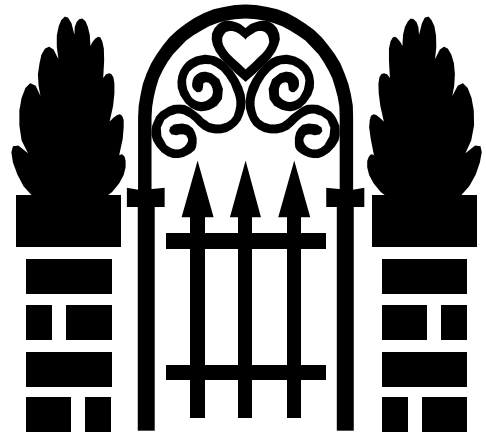
What's Going On. . .

The general meeting for March will be on **March 20 at Brann's on South Division. Meeting time is 7:30 pm.** The program for the evening will be a slide presentation by Dan Konkle. For those not old enough to know what a slide presentation is you should be there just to witness technology as old as our cars.

The presentation will be about Corvair racing through the 1960s. Many stories will be shared as Dan has spent countless hours researching the subject.

The April meeting will be at the home of Steve Ridderman. Maps will be forthcoming in the next issue with more details of the night.

The next piece of business is that dues for 2006 need to be paid. If you have not yet done that please send a check for \$18.00 to our treasurer, John Koning. His address is listed on the back of the newsletter, or you could mail it the club address also listed on the back of this newsletter.



Caption describing picture or graphic.

Payment of dues will keep your membership intact. If you do not wish to continue your membership drop us a line and let us know.

Around the Club

Not a lot of news with members going on that I know of.

Norm Witte is down with a minor injury to his knee. The surgery was successful and he should be back to working on his Corvairs in another month or so.

Is there anyone who has their car ready to pull out for spring? I have not even

touched a Corvair since October. Now I am way behind on getting one out.

Is there anybody who is planning on attending the convention in Buffalo this year? If so let's hear about it.

Corvair Performance Workshop

by Dan Konkle

This was the third such workshop and the second attended by Steve, Ryan, and myself. Dayton is just far enough away to make driving from western Michigan to make a Saturday morning tech session difficult, so this year we stayed Friday night in a motel (all times and dates in this report must be taken as approximate - just prior to departing for Ohio I had endured a sleepless overnight planes, trains, and automobiles journey from Seattle and was unsure of the basic what, where, and when of things). But there's nothing wrong with jetlag that a beer won't fix, and there was a racers' get-together Friday evening in a bar across from the Red Roof. Too bad the regrettably live band made conversation a challenge.

After last year's workshop I had told Dan Giannotti, one of the organizers, that I could maybe put together some old slides of racing Stingers or something. Even tentative offers to fill up a program tend to get accepted, so I found myself trying to make something coherent out of what I had. I realized that I didn't have enough material to make a decent presentation so I started to research the story of Corvairs racing in the Trans-Am series. Part of this involved using the internet to try and locate one of the drivers who was no longer a part of the Corvair community. Due to his unique name I was able to track him down and he was thrilled to provide material and photos beyond my wildest expectations. I already had some material from Don Eichstaedt, and with help from Dan G and Mark Gillespie I was able to get in touch with the third Corvair driver from 1966.

The workshop took place in the garage of Gary Funkhauser, who builds race cars for Jim Schardt and other luminaries in the Corvair firmament. With 130 attendees, the shop gets pretty crowded, what with space set

aside for vendors and display vehicles, so they are looking for a larger venue for next year. We had to leave at about three, so we didn't get to see a couple of sessions, but there were technical presentations on brakes, improved wiring diagrams, engine performance, race car prep, and Koni shocks. My Carousel slide projector evinced a few hoots of derision from those who are mysteriously able to project an image on a screen through some sort of silicon-based process, but the subject matter managed to transcend my stumbling speech and the program was well received. Other non-technical presentations were promotions for the Buffalo convention, the 40th Yenko Reunion, and the NECC track day at Mosport. The scheduling of these last two events on the same day provided an undercurrent of tension and bewilderment.

On display were Rick Norris' splendid V8 conversion and from Vermont, Steve Short's race car project. Ray Clayton's Corvair powered rail dragster didn't make it due to an engine failure on the tow car. The people came from as far away as the west coast, and I believe a Corvair was driven from Colorado, which is an indication of just how starved for entertainment racer-types can get in the winter. Admission to this 'mini convention' is only ten bucks, making it quite the entertainment bargain. That entry fee includes lunch, but I gotta warn ya, if your presentation is the last one before the lunch break and somebody wants to talk to you for a few minutes, you ain't getting nothing to eat. Since my stomach still thought it was about four in the morning over South Dakota, it didn't seem to matter.

Official Club Business

I have no official reports from the board meeting. I have been told there will be a meeting at Brann's.

Also I am assuming that since I was able to use the club's debit card to pay for printing of the last newsletter there must be some money in the treasury.

If you would like more details on these things then please come to the general meeting this month where more information will be shared.

CORSA Convention

We invite you to come to the 2006 CORSA National Convention to be held in scenic western New York, home of the heart of the Corvair. Buffalo was the original home of the Chevrolet Corporation in the early days of General Motors. Both the original assembly plant, now American Axle, and the original engine plant, now the Tonawanda GM Power Train plant, are located here. Each of the facilities became major players in the production of the Corvair Power Train. The original Chevrolet assembly plant, located in downtown Buffalo, became part of the Saginaw division of GM by 1960 and built the axles, differential assemblies and manual transmissions. The engine plant, which is located in the Buffalo suburb of Tonawanda, built all the Corvair Engines. Tours of the engine and power train plants, as well as an evening discussion with retired GM line workers, will be events you will not want to miss.

Buffalo is located on the eastern end of Lake Erie and west end of the Erie Canal and boasts a revitalized waterfront that can rival any in the U.S. Its protected harbor waterways will be the backdrop for the site chosen for our display events. The surrounding countryside has a wide variety of topography that offers the perfect challenges for designing our moving events. The unusual geographic features and rich historical significance of the Niagara region provides a wealth of attractions to tour, from vineyards to the world famous Niagara Falls. And for the first time, this will be a truly international event with the Ontario CORSA members being fully engaged and tours of Canadian sites included!

The host hotel is the large Adam's Mark Hotel and Convention Center. Its location is only a few minutes walk from the waterfront, which includes a naval park, small boat harbor and beautiful gardens. There are also many

unique restaurants within walking distance. The hotel is located directly on an access ramp to the major Buffalo/Niagara Thruway making travel to and around the area easy. The hotels interior layout offers a unique opportunity to have the registration and information desk, hospitality room and indoor vendors all housed in a fabulous open environment. No one will be searching for anything here! Even the meeting rooms, also very spacious, will be housed as part of this area, allowing participants to meander through the vendor displays and hospitality as they enter and exit their selected meetings. The accommodations include a large, attached and covered two floor parking garage along with additional secure parking across the street.

For more details on the events, sights, accommodations, and more - check out website:

<http://www.shuffleoftobuffaloniagara.com/>

So register early and ON LINE! Save your space on the Engine Plant tour, dinner cruise, and other tours. On line registration for the convention, tours and apparel will also all be possible soon! Check back or sign up for the newsletter to be notified when registration is LIVE!

Reserve the dates - Monday, July 24 - Saturday, July 29

See you in Buffalo in 2006!

Classified Ad

For Sale—1965. Body was originally 1965 500 and has been Monzaized. Engine is well built 1966 140 horse. Car is in pieces. Body is quite solid and most parts appear to be with the car. Also have a trailer for sale. This all used to belong to former member Lowell Thomas. If interested contact John Cole at jjcole@triton.net or Dan Konkle at dankle@comcast.net



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*You're ahead with
the engine behind.*

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, 255 John Kent Drive, Ravenna, MI 49451 or e-mailed to wmcc@corvair.org. All material is subject to editing.

Membership in the West Michigan Corvair 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@corvair.org for verification of time and location.

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WMCC Officers for 2006

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