



Lifter Noise

Volume 33, Issue 6

July 2006

Upcoming Events

- July 18—General Meeting, Fricano's Pizza, Grand Haven
- July 22 - 24—Yenko 40th Anniversary.
- July 24—NECC Track Event at Mosport International Raceway, Bowmansville, Ontario
- July 25 - 29—CORSA International Convention, Buffalo, NY
- August 5—WMCC Car Display at Gilmore Car Museum
- August 14—General Meeting, Fricano's Pizza, Alpine Avenue, Comstock Park
- August 24 - 27—DACC Corvair Homecoming, Plymouth, MI

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What's Going On. . .

Last months meeting at Pals Diner in Cascade was a great turnout. Lots of Corvairs were on display, and lots of club talk and 'kicking' of tires was going on.

The next general membership meeting will be held at **Fricano's Pizza in Grand Haven**. We will meet there for pizza and tire kicking on **Tuesday, July 18th, at around 7:30 pm**. Please see map for directions.

A group of WMCC racers is planning a trip to Ohio for the 40th Anniversary of the Yenko Stinger Time trials, July 22-24. You do not need a Yenko to run in this event, and it will be a blast for sure. So far those who have signed up are Dan Konkle, Ryan Counterman, and Steve Ridderman. Please contact Dan or Ryan if you are interested, there will probably be a front



seat or two open for the drive down and around the track if you did not want to bring your car. Check out :

<http://yenko40th.com/>

for more details.

Don't forget the CORSA convention in Buffalo, NY in July.

Around the Club

We have two new members. Lysle Johnson lives in Wyoming, Michigan with his wife Carma Jean. We look forward to getting to know them.

Chuck Arnold lives in Grand Rapids. Chuck has been seen at a couple events with his red '65 Monza. He also has a '64 Monza.

Dave Ziebarth has a new address. I assume there is a house that goes with it. Hopefully a larger garage also. His new address is printed on the back page of the newsletter with all the contact information for the board members.

The Long and Winding Road

Dan Konkle

Of course, the original appeal of this 500 coupe was that I wouldn't have to paint it - just assemble the greasy bits and zoom off into the sunset. Am I the first Corvair guy to underestimate the work required in a project car? I'll ask Norm. As you may recall from last month's thrilling installment, I had one small rust area to weld up behind the rear bumper. That and a few small dents were attended to, and then I had to decide on the paint. The existing paint was a base/clearcoat, and although some of it looked spectacular there were other areas that needed so much work I thought it would be easier to respray the whole car rather than try to spot repair and blend. Where I repaired the rust hole I could see that there were many layers of paint and primer. Ideally I should have stripped the whole car and started over, but trying to keep the original goal of simply having a solid Corvair to drive and not a show car I merely wetsanded the clearcoat and spot primed where needed.

But what paint to use? I wanted to keep it black but didn't have faith in my ability to do a quality job in my dark, cramped garage. I decided to try a paint I saw on ebay called Hot Rod Flatz, a satin-finish one stage paint. No, this isn't that cheap forty dollar stuff you may have seen online, this is the good eighty dollar stuff. That's twenty dollars more than I paid for the silver paint for the Corsa, so my expectations were for a paint job about

33% better than what was on the racer.

Prior to spraying I went ahead and cut the hole for the sunroof. It went well, even though I only measured once. What fun. There were a few problems later, but I can see having a tech session here where everybody gets a hole cut in their roof with my rectangular hole saw. Then came the time to spray. This Flatz paint comes with the reducer already in it so all you have to add is the hardener, which I did, and then proceeded to spray. What a disaster. I didn't think it was possible to get both runs and orange peel in the same place, but with this paint such things can be achieved. Not only that, but it was much shinier than expected. And dustier, and buggier (I had tried to achieve some level of ventilation). Nothing much to do but let it harden a bit and then wetsand it and try again. Four days later, with adjustments in paint gun air pressure and spraying technique the second coat went on much better, except for streaks on the hood and trunk. Tricky paint to apply - it seems that the degree of luster is relative to the thickness of the wet coat. I gave it a final light coat which knocked out the streaks but also flattened the luster to almost primer-like. This was where I modified my goals to meet reality and accepted the way things were. It actually looks kinda righteous. I like the way the paint defines the shape of the car without showing reflections. I do question its durability, however.



Did someone say sunroof problems? The frame didn't quite match the curvature of the Corvair's roof, so I had to shim the glass away from the latches a tad, but I'm sure it won't leak. Really. Two nostalgic touches - I installed the dash pad from the first LM I restored back in '73, nicely brought back to life with some spray vinyl dye, and swapped out a door hinge for one from one of my 70s winter beaters. And that's where it is right now, a painted shell with a sunroof, dash pad, and formerly purple door hinge. Next come the gas tank, heater, and brake lines, but there might not be too much to report next month, since I have work to do on the Corsa and the Astro. I've decided to tow the reliable racer to the Yenko thing in Ohio with the fickle van. I do love an adventure.

Gilmore Show

Everybody should get their cars ready for the annual Gilmore Red Barnes Spectacular. It will be held on Saturday, August 5th, and starts around 9am. This show has always been a very big success in the past and this year shouldn't be any different. A Caravan O' Corvairs will be meeting at the Burger King at 52nd and Broad-

moor at 7:45 am and leaving at 8 am on the morning of the show. Awards will be given for top people's choice in early open, early closed, late open, late closed, FC, special interest, and new this year will the long distance award. Come on out and show off your 'Vairs!

July Board Meeting

Meeting was held at John Koning's house, and his wife Kathy had a very nice dinner all laid out for us. A big thank you to both of them!

Meeting started at 8:33pm. Members present: Dan K, Dave Z, John K, Steve R, Ryan C.

Treasurers report: ending balance of \$2333.24

No Minutes from lack of secretary at meeting

Old Business: Dan Konkle and Kathy Koning have graciously agreed to team up and take over the newsletter. Dan will be doing the article writing and Kathy will be doing the formatting. We can look forward to the new editors starting in August.

Next meeting to be at Fricano's pizza in Grand Haven. Group to leave GR in route of Gilmore show will meet at the 52nd & M37 Burger King as has been done in the past. Meet at 7:45am and leave at 8am.

We have decided not to serve food this year, as there is always food available for purchase at vendors throughout the show. We will however have coolers of pop and water available to purchase.

August general meeting to be held at Fricano's Pizza on Alpine.

Meeting adjourned at 9:30pm

Classified Ads

For Sale—1966 Monza Convertible - Rust substantial in floorboards. No engine, but includes carbs, alternator, starter, Powerglide, differential, air cleaner, etc. Car mostly complete. Restorable or use as parts car. Some extra parts and brand new brake drums included. Title clear. Asking \$400/best. Pick up only, I can't deliver it. Email Greg in Lansing, MI at gkharris@ameritech.net for pictures/more detail, or call 517-702-1592 ext. 2.

Trailer—Dual axle, four wheel surge brakes, 1140lbs. Asking \$1500. Bonnie Thomas, Wyoming Michigan. Contact John Cole for more information jjcole@triton.net

Wanted—Corvair engine for dune buggy. Would like a decent running 110 horsepower engine. I have a 1968 parts car and other Corvair parts that could be traded for engine or willing to buy outright. Call Vince Bradley (616)212-0010.

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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. 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 for verification of time and location.

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