



Lifter Noise

Volume 33, Issue 7

August 2006

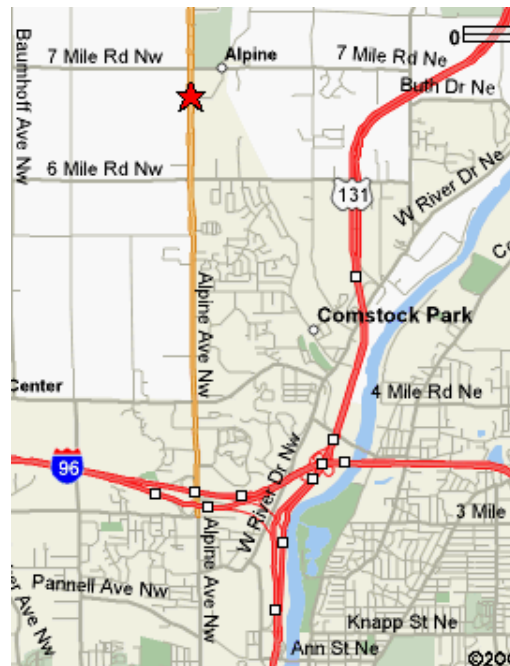
Upcoming Events

- August 15—General Meeting, Fricano's Pizza, Alpine Avenue, Comstock Park
- August 24 - 27—DACC Corvair Homecoming, Plymouth, MI

What's Going On...

The July general meeting was held at the Grand Haven Fricano's. Fourteen members showed up to sample the unique pizza recipe served by a veteran, no-nonsense waitress (Okay, number three, what'll ya have?). The August general meeting will be just north of Grand Rapids at the Alpine Fricano's, which lacks the industrial charm and server seniority of the original restaurant, but offers a more varied menu and a cruise night. That's Tuesday, August 15, @7:30, or earlier if you want to look at some of the other cars. Be there!

Fricano's Pizza
5808 Alpine Avenue, NW
Comstock Park, MI



Inside this issue:

Around the Club	1
Yenko 40th Reunion	2-3
Gilmore Show	4
August Board Meeting	5
Classifieds	5

Around the Club

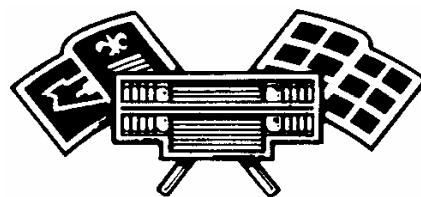
Congratulations to Rob Van Sledright for winning \$33 in the 50/50 raffle at Gilmore's .

John Cole is stepping down as editor after serving the club at the board level or higher for about a decade and a half. His expertise and industry have been pillars of this club, and he has been instrumental in making this newsletter the envy of most other organizations. We thank him for his years of service. Well, he's not really going away and he still has his Corvairs and all, it's just that we can now expect a general slide into mediocrity now that adherence to Robert's Rules of Order is a little looser.

Would you like to be receiving this newsletter each month in **color!!!**
Email John Koning at:

koning8@comcast.net

We'll add your name to our email distribution list!



Yenko 40th Reunion

by Dan Konkle

The Show:

This was held in Twinsburg, Ohio, just east of Cleveland. Not just a Corvair thing, it was meant to pay tribute to racer and car dealer Don Yenko by bringing together the people and machines that his colorful career influenced. Ryan and I managed to sneak into this party under the 'all Corvairs welcome' loophole of the event announcement. We towed down on Saturday so as to be there for the start of the car show Sunday AM.

Out of an uncertain Yenko Stinger production number of 180 or so, thirty were in the show, plus an equal number of Stinger clones and other Corvairs. There was also a big block Yenko trio of Camaro, Nova, and Chevelle, all in matching orange, plus several racing Corvettes from the 60s (What, no Yenko turbo Vega? Refund!). Dan Giannaotti and Rick Norris debuted their barely finished race car projects, and Don Eichstaedt, the original owner of my Corsa was there to hand me a some more info on the car's early history.

Donna Mae Mims was also in attendance, and someone, Allan Bristow, I think, got her to autograph the underside of his Stinger's front decklid. I got no pic of this because I was holding her up as she sat in the trunk. The day's only regret - when I



Stingers on display.



Donna Mae circulates among the faithful.



Donna Mae Mims and Warren Laveque at the piano.

asked her for any further anecdotes of when she co-drove Spurgeon May's Corvair in the 1966 Marlboro 12 Hour Trans Am, she had no memory of that event.

The Banquet:

At that evening's banquet, following various awards and door prizes, Frank Parker spoke of the very successful Corvette racing effort both in the US and at LeMans that he has been involved with for the past several years, and Tony DeLorenzo related his early racing days, which started in a Corvair. And then the crew from Yenko Chevrolet stepped up to the lectern, mechanics Mark Gillespie, Warren Dernoshek and George Furda, and driver/bookkeeper Donna Mae.

Let's face it - when Ms Mims takes the mic there really is no desire to hear anyone else speak. Her hilariously disjointed accounts of the trials of producing and racing sportscars had us all begging for mercy. She spoke of how Don taught her how to deal with being black flagged by feigning disbelief, how Don

entered her in a Powerglide equipped street Corvair just to fill out a class and then wouldn't let her finish, and the numerous times that the rear of her Stinger dropped down onto the track but she didn't seem to notice, once still managing to finish second and then exiting the burning racer through the window

even though the door worked just fine. She spoke of hiding Yenko Sportscar expenses in the Yenko Chevrolet accounting, and when the new white Stingers had to have blue stripes applied and they placed an ad in the paper for stripers they got what are now known as exotic dancers. It all ended too soon.

Track Day:

Nelson Ledges, the track where much of the early Stinger development was done, is another bit east, and we were provided a police escort to the Twinsburg city limits. There are two ways to interpret that action, but the glassy-eyed stares of the morning rush hour

Yenko 40th Reunion—continued

(Continued from page 2)

commuters as we cruised through the blocked off intersections were obviously conveying a deep appreciation for the Corvair automobile, or perhaps the realization that their excuse for being late to work was not going to fly (Honest, Boss, a parade of Corvair race cars!).

Out at the track Ryan worked to repair some undercarriage damage caused by the back edge of the trailer, and then, apparently impressed with his jury-rigging skills, proceeded to cobble together a video camera mount from wood and duct tape. Is it any wonder we have chosen him to be our leader?

Upon changing to my race tires I noticed that the right front had gone flat, so I pumped it back up and got in line for practice. I had never been to this track, but my car had with Don E, so maybe it knew the way. Once things were warmed up and the practice group got up to speed it was apparent I had a power problem, the motor not wanting to pull past 6000rpm. I would come up behind the group at the tight corners before the front straight and

then they would just drive away from me; it was even worse on the very fast back straight. I fiddled with carb linkage and stuff but could find nothing really amiss. Then in the afternoon practice session, just half a lap after another driver had waved me by so I could have a shot at a clear track

the engine suddenly lost power. No noises, all pressures and temperatures okay, just a dramatic slowing. I made it to the pits, and after some ponderation decided it was a slipped crank gear, the one that drives the camshaft, and it was not going to be fixed there at the track. I put my towing tires back on (the leak in the race tire had healed itself) and stayed to watch the timed runs. I went to the fastest part of the track to watch Ryan run, and his car sounds great at speed. Not overly loud, just that perfect American V8 rumble. Our calculations differ as to his top speed, but I have him at about 125mph.

There was supposed to be a Yenko Challenge wherein the five fastest Stingers/Corvairs would compete against the top five Yenko V8 supercars/Corvettes, but none of the latter chose to run the track. I under-

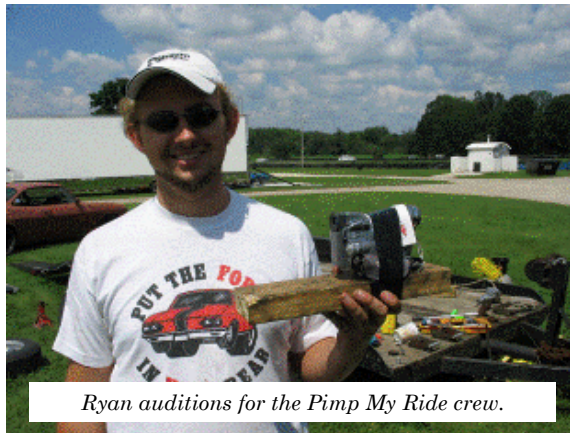
stand why the owners of the pretty orange showcars wouldn't want to go fast enough to wound an insect, but what's the excuse for those glorious old Corvettes? Fast time was taken by the one non-Corvair, a '96 race-prepped Camaro. Jim Schardt's vintage D/P Stinger was

next, followed by Californian Mark Wright's fully street legal SM which is equipped with a big bore fuel injected motor. When this car accelerated by me on the front straight it nearly sucked my Slurpee out through the straw.

All entries, times, and non-

finishers can be seen at yenko40th.com. My 'trophy' was when a man came around to where I was pitted carrying his five year old daughter, who was too shy to tell me herself that my Corvair was her favorite. Made my day.

Ryan had intended to run the autox at the Buffalo convention but his transmission was making the most disquieting sounds so he went back to Michigan instead. Plenty of convention experiences and pix can be found on the computer. Some folks, including Norm, gave daily updates on their websites. The teardown of my motor provided at least the grim satisfaction that my diagnosis was correct - the crank gear had indeed slipped about 20-30 degrees. I managed to slip in a new one in time for the Gilmore thing. "New one", of course, meaning the next best looking used one on the pile.



Ryan auditions for the Pimp My Ride crew.



Practice session.



Nelson Ledges facilities with Corsa.

Gilmore Red Barn Spectacular

by Dan Konkle

Steve and Ryan went down the night before to rope off our area and erect two tents, so when the rest of us showed up the parking and registration were no problem. We had about a couple dozen Corvairs, including Clyde Stanton's Ultravan, but not including the white '61 700 sedan from Illinois that parked on the other side of the grounds and whose owner was never seen. Among the new additions to this year's exhibit were Randy Merrill's new paint on his 140 powered '60 coupe, and Norm's blue Corsa convertible.

And the winners were ~

Early Closed: Steve Ridderman

Early Open: Dave Dykwell

Late Closed, Robert Van Singel/Bruce McIntosh

Late Open: Norm Witte

Forward Control: Steve Ridderman

Modified: Ryan Counterman

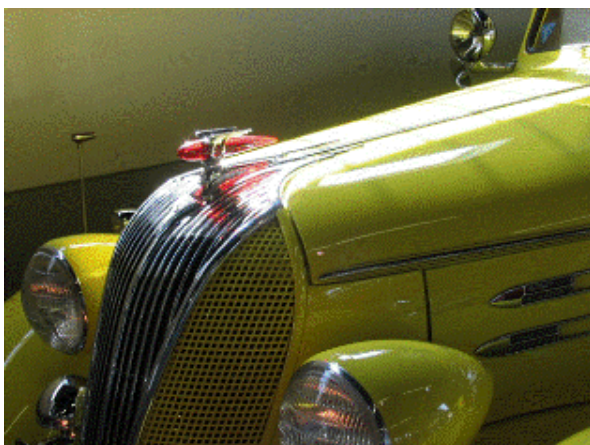
Although there was a sizeable contingent of Kaisers next to us (it was their convention of sorts), Corvair had the best single club representation. And of course what was also cool about the Kaisers is they were made in the Willow Run factory where most Corvairs were built. Elsewhere in the Gilmore show GM was displaying the 1938 Buick Y Job dream car and three turbine powered Firebird showcars, which the dude in charge refused to fire up for us. GM needs a new dude.



The Corvair Caravan to Gilmore's.



Classic lineup.



Hudson at Gilmore's



The Corvairs of Randy Merrill and Chuck Arnold bask in scarlet splendor.

Are you looking for Dan Konkle's on-going saga "The Long and Winding Road?" We hope to have another installment next month! Will the new satin-finish paint meet expectations? Will the sun-roof leak? Watch for your September installment of Lifter Noise to see if Dan answers these questions for us!

Classified Ads

For Sale/Trade—1960 Corvair 500—3 speed, 4 door. Plus 1961 Corvair 500—3 speed, 2 door. Stored in garage with extra engine/parts. Call for details.
Raymond Liedtke: 269-385-3924

For Sale—1963 Corvair Coupe. Automatic. Green with black interior. Needs engine work. \$2000.
Contact Skip: 616-970-4229

For Sale—1962 Corvair parts. Black interior, motor, doors, hood and misc.
Call Jim: 616-399-3475

For Sale—1965 Corvair Convertible. New chrome, factory air, tele-wheel, power top. New top and interior. \$6995.
Call Don Hurr: 219-942-3617

For Sale—1962 Corvair Monza Coupe with 35K original miles along with service records and books.
Contact James Youngs, Dotson Brothers Chrysler Dodge Jeep in Paris, KY: 859-340-0478

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.

For Sale—1964 Corvair Greenbrier camper—The vehicle has 69,300 original miles, has always been garage kept and is as solid as anyone would expect to find. It runs great too. More pictures available at:
<http://home.comcast.net/~1964corvair/wsb/index.html>.



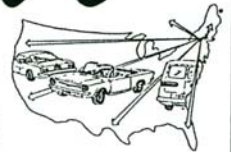
August Board Meeting

The board met at the Koning's, which has been determined to be centrally located for WMCC's farflung representatives.

The treasury has \$2265.26, and we discussed logistics for the upcoming show at the Gilmore museum. Ryan arranged for six ten dollar Clark's gift certificates for the class winners.

Looking to the future, Norm Witte has offered the use of his northern property for a campout, and we are thinking of having a Saturday junkyard tour in September.

WHAT Clark's Corvair Parts, Inc. DID in 2005 !!



RE-RAN MOST SIZES CLEVITE 77 MAIN & ROD BEARINGS

- 1 - REPRO ALL stock EXHAUST PIPES.
- 2 - REPRO 65-69 molded HOOD & FENDER INSULATION.
- 3 - REPRO 1965-69 DOOR SILLS.
- 4 - REPRO the BEST ever AC style OIL FILTER.
- 5 - REPRO over 8 different Corvair tools.
- 6 - REPRO exact original style STEERING BOX BUSHINGS.
- 7 - REPRO 4 RUBBER GROMMETS
- 8 - REPRO 61-64 GAS FILLER DRAIN PARTS.
- 9 - REPRO CLIPS for convertible top boot trim body.
- 10 - REPRO TURBO PAPER AIR FILTER.
- 11 - REPRO 65-67 4-DOOR MOLDED DOOR W/STRIPS.
- 12 - REPRO BRASS BRAKE "T" 's
- 13 - REPRO MODULATOR VALVES
- 14 - REPRO original CHOKE COIL RETAINERS

MORE? We have 10 more projects in the works!

YOUR ORDERS DO MAKE A DIFFERENCE when
YOU Order FROM

Clark's Corvair Parts, Inc.

400 Mohawk Trail, Shelburne Falls, Ma. 01370
Ph 413-625-9776 FAX 888-625-8498
Web Corvair.com Email clarks@corvair.com

Haven't got our 2002-06 600 pg. Catalog? Send \$6.00

WEST MICHIGAN CORVAIR CLUB

6574 Rogueview Court, NE
Belmont, MI 49306

Phone: (616)364-1009
e-mail: wmcc@corvair.org



*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: Dan Konkle, 6574 Rogueview Court NE, Belmont, MI 49306 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. Details can be found in the newsletter. Phone Dan Konkle at (616)364-1009 or e-mail wmcc@corvair.org 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 *Lifter Noise*, 2006

WMCC Board

Ryan Counterman (2006), 2296 Buttrick, Ada, MI 49301,
(269)388-3079, vairking@hotmail.com

Gary Gruetzmacher (2007), 102 Randolph, Bangor, MI 49013,
(269)427-7015

John Koning (2007), 1818 72nd St. SW, Byron Center, MI 49315,
(616)878-3947, koning8@comcast.net

Dan Konkle (2007), 6574 Rogueview Ct. NE, Belmont, MI 49306,
(616)364-1009, dankle@comcast.net

Randy Merrill (2007), 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

Dave Ziebarth (2006), 729 Cricklewood, Wyoming, MI 49509,
(616) 340-1815, zvair65@gmail.com

WMCC Officers for 2006

President: Ryan Counterman

Vice-President: Dan Konkle

Secretary: Gary Gruetzmacher

Treasurer: John Koning