



# Lifter Noise

Volume 33, Issue 8

September 2006

## Upcoming Events

- September 19—General Meeting, Craig's Cruisers, 5724 Clyde Park SW, Wyoming
- October 18—General Meeting, Brann's, 4945 South Division Avenue, Wyoming
- October 21—Junkyard Tours. Gobles, MI  
Details coming soon.

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## What's Going On . . .

August General Meeting: We met at the Alpine Fricano's, about twenty strong. Being Cruise Night, there were other vintage cars there as well, but if you want to look at them, do it before you eat 'cause they leave early. Charter member Bob Laubscher was there, and he regaled us with stories of his Corvairs from the 60s, including using his 66 Monza (now John Cole's) on a camping trip around Lake Superior. He removed the passenger seat and stacked boat cushions on the floor to provide a sleeping area.

For the September 19<sup>th</sup> general meeting the board has decided to return to Craig's Cruisers on Clyde park south of 54<sup>th</sup> Street. When we were there earlier this year we discovered that the karts are a lot of fun, so don't waste your time eating there. They close at 9:00, so show up pre-fed. Some of us will try to be there at seven, so don't wait around outside looking for us – come on in and join the fun.

For October, in addition to the regular meeting at Brann's (nominations for the board!), Steve is organizing a tour of a vintage junkyard or two in his neck of the woods on Saturday the 21st, with possible pizza between the two visits. This should transcend the worthwhile, as they say.



① John Cole with Charter Member Bob Laubscher at the August General Meeting.



② Late Model lineup at Fricano's on Alpine.

## *The Long and Winding Road . . .*

by Dan Konkle

*Hopefully this is the next to last chapter 'cause the October installment should be about how I'm finally finished with this lunacy.*

When last we left our intrepid hero he was battling the twin forces of Disorganization and Other Stuff to Do, so the 500 coupe just sat there like a bad idea for a few weeks. What really helped to get the project rolling again was to install the bumpers and lights, which made it look like a real car and helped with the whole visualization thing. Since then great progress has been made, although not exactly in a linear fashion. There are days when I feel I have a real shot at employee of the month around here, and days of mostly lying on the creeper and listening to classic rock until the radio station plays something so entirely disagreeable that springing lightly to ones feet and dashing to the boom box is imperative. But as of this writing the little black Corvair is only a day or two away from being lowered off the jackstands\* and pushed outside.

It needs to go outside for three reasons. First, to get some room to hang the doors. Then, to just get a look at it, to get some idea of what wheels I want, any paint or trim additions, etc. And the car is facing the wrong way for the motor installation. I got the transaxle in place while the car faced the other way, but the engine will be too big to get from the assembly area in front of the car to the back.

The engine is the final major task; well, just the cylinder heads really. The interior is still bare. The stock shifter is junk, so that will have to be redesigned, and the stereo installation suffered a setback. I had intended to hide a modern CD player behind the stock Corvair radio faceplate, which would hinge downward for access. I crafted the new faceplate by cutting down the original unit and epoxying the dial and little red station indicator into place, and when I came out the next morning to admire my handiwork I dropped it and shattered the glass dial. Oh well.

Another major hassle was the steering column. I thought I could get away with using a nice smooth-feeling steering box that would not have to be rebuilt, but there were compatibility issues with the column and upper shaft, so I set to collecting every other steering piece I could find to try to make something work. I selected a late box with a stub shaft that would mate to the upper shaft and column I wanted to use. It was a little gritty inside, so I took it apart, and in the process of so doing I discovered that it was a factory quick steering box! Now, a sharper observer of Corvair junk would have noticed this much sooner (quick boxes are slightly larger), but toward the end of the day my walnut-sized brain sometimes fails to process the obvious. Anyway,

the original plan of slow box/quick arms has been superseded by the fast box/stock arms setup, and I now have another set of quick arms to put on eBay. Almost compensates for the radio faceplate debacle.

An odd thing occurred. I cleaned and assembled the instrument cluster, and inserted a tachometer into the middle spot that usually contains the thing that tells time. I then bench tested the dash lights with an old battery and put it in the dash. Weeks later, when the Corvair's wiring was complete I tested the lighting again, and suddenly both speedometer lights started to blink. After the initial fear that my electrical system was going to go Chernobyl on me, I figured that my speedo bulbs had to be those trick idiot light bulbs that wink to catch your eye, which I proceeded to put into the idiot light sockets. I guess that old Honda battery was a couple volts short of a full charge when I did the bench testing.

So my goal of having the 500 running by mid-October could be realized. The interior still may need some attention beyond that date, but I should know if my dream of having a nice economical Corvair daily driver has happened.

\*The goal here is to see if I can build an entire automobile before Norm can make a few mouse clicks. I submitted a photo at the onset of this project for the Group Red (cars in the air for repair) feature of his website, but it has yet to appear. My money's on me.

## *Around the Club*

Welcome to our newest member:

Doug Lectka  
3415 Mistywood SE  
Caledonia, MI 49316  
dlectka@sbcglobal.net

Doug has a 64 Monza Convertible. He and his wife, Rebecca, have two children, Sean and Eric.



In our August issue, I neglected to give Dave Ziebarth credit for the action shot at the July Yenko Reunion. He was able to provide both Ryan and me with much appreciated pix of our cars on the track. I still haven't seen Ryan's in-car video, though.

## Classified Ads

**Going once, going twice ... Sold!**—That nice Greenbrier camper that was listed here last month was put on eBay and sold for over \$11,000.

**For Sale**—Corvairs and Parts Available. A little while ago John Cole and I went out to look at the collection of former WMCC member Larry Watjer, who passed away two years ago. His widow now wishes to sell off the Corvair stuff. The most interesting piece is an Ultravan #310, in original and unrestored condition. It drove to its current parking spot three years ago, and should run again, although we did not attempt to start it. She also has several cars – two late coupes (very rusty), one late coupe that is solid enough to be saved, a rusty 95 van full of parts, and a rough early coupe with a front mounted V8. Other vehicles include a nice Vega drag car with a 350 (plus parts car) and an 85(?) Monte Carlo SS with 10k miles. The pole barn contains lots of power-train stuff including a complete 140 engine with electric fan setup from a dune buggy. Also inside is what looks like a pile of NOS wheel well and other trim, although we couldn't tell exactly what or if was even Corvair. This is all located halfway between Holland and Grand Haven. Karen Wajter can be reached at 616 399 3849 or kwatjer@oaisd.org.



**For Sale**—1965 Corsa Turbo Convertible. "Fireglow orange" w/ tan interior. Nice white top. 140 hp engine and 4 spd. Factory turbo included but not installed. Has racing steering wheel, am-fm radio and correct Turbo dash/instruments. Car stalled last fall and could not get it to restart. \$2700.00 or reasonable offer.

**Also For Sale**—1964 Monza Sport Coupe w/ 4 spd and 110 hp. White with light blue interior. Engine is out. Transmission main input shaft broke. Asking \$1200.00 or reasonable offer. I will consider all offers for either car or package deal on BOTH. I am located in Pellston, 20 miles south of Mackinaw Bridge. Contact: Steve Nowland ~ [snowland05@sbcglobal.net](mailto:snowland05@sbcglobal.net)

## September Board Meeting

The meeting was called to order at the Koning's at 7:52. The treasury has \$2265.26. We talked about the Metro Cruise and the Detroit Homecoming, which a few members attended, and the good turnout at Fricano's. We also discussed the Gilmore show, and Steve was reimbursed for expenses as he explained once more how he managed to spray tar all over the inside of his Greenbrier. Under new business it was decided that we would follow the example of other clubs by having our Christmas party after the holidays, in January when things are less hectic for a lot of folks. We will also try to get membership paid and resolved by the end of the year instead of dragging it out for many months like we always seem to do. Also, incentives for altering the dues structure for bringing in a new member or receiving the newsletter on your computer were discussed. Feel free to contact a board member or attend a meeting if you want to add your ideas to any of this.

**For next year's Corsa convention in Detroit, Clark Hartzel is considering having a Corvair drag event at Milan Dragway in addition to the regular autocross and the NECC track day at Waterford Hills. Clark is looking for feedback on this idea and can be contacted at: [chartzel@comcast.net](mailto:chartzel@comcast.net).**

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## WEST MICHIGAN CORVAIR CLUB

6574 Rogueview Court, NE  
Belmont, MI 49306

Phone: (616)364-1009  
e-mail: [wmcc@corvair.org](mailto: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](mailto: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 prorated 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](mailto:wmcc@corvair.org) for verification of time and location.

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### *WMCC Board*

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

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

**John Koning** (2007), 1818 72<sup>nd</sup> St. SW, Byron Center, MI 49315,  
(616)878-3947, [koning8@comcast.net](mailto:koning8@comcast.net)

**Dan Konkle** (2007), 6574 Rogueview Ct. NE, Belmont, MI 49306,  
(616)364-1009, [dankle@comcast.net](mailto: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](mailto:vaircollector@msn.com)

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

### *WMCC Officers for 2006*

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