

LIFTER NOISE



Newsletter of the West Michigan Corvair Club

What's Going On

The next meeting of the West Michigan Corvair Club will take place on Saturday, July 23. We will be meeting at Kalamazoo Speedway and displaying our Corvairs at the track. We will meet at the speedway at 5 PM to get our cars set up. The racing starts at 7 PM and we will have discounted tickets to get into the race at \$6 per ticket. The Kalamazoo Speedway is located at 7656 Ravine Road, Kalamazoo, MI 49009. From the Grand Rapids area take U.S. 131 south to the D Avenue exit and go west one mile.

We will also make another attempt at visiting Dan Baker's car collection in July. We did not have a date finalized as of press time. We will communicate this to the members when it is finalized.

On Saturday, August 6, we will be holding our annual car display. It will take place at the Gilmore Car Museum as part of the Red Barns Spectacular. The event starts at 9 AM and admission is \$9.00. We will have our own People's Choice Car Show with awards for the following classes: Early Closed, Early Open,

June Recap

By Paul Adams

June was a fun month for the West Michigan Corvair Club. We had two activities that the members really enjoyed. The first was a night at the West Michigan Off Road Races where we had a display of our cars. We started off with a delicious dinner at the Hudsonville Grill. Then caravanned on to the Hudsonville Fair Grounds where four brave members displayed their cars. It was not known how close to the track we would be, and there is mud flying everywhere, which kept the

WMCC CALENDAR

- July 23 – WMCC Membership Meeting at Kalamazoo Raceway
- July 26 – WMCC Board Meeting
- August 6 – WMCC Car Display at Gilmore Car Museum
- August 23 – WMCC Board Meeting
- August 27 – All Chevy Car Show at Berger Chevrolet

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Forward Control/Ultravan, Late Closed, Late Open. The club will also be providing some snacks and soft drinks. For those who want to rallye as a group from Grand Rapids, meet at the Burger King on Broadmoor near 52nd St. at 7 AM. We will be leaving promptly at 7:30.

number of Corvairs down. If you have never been to an Off Road race, it's basically a demolition derby on an oval dirt track. Narrow straights with two mounds of dirt and wide curves all kept wet so the mud was slippery. Between the heats, there was trash can bowling. A car acts as the bowling ball and plastic barrels as the pins. It's a sight to see. If you have a chance to attend an Off Road Race, GO, but remember to sit high in the stands to stay clean.

Our second event of the month was our Annual Chicken

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Bar-B-Que. Ryan and Carolyn Counterman were the hosts for the dinner. It was held in his new "Man Cave Shop" complete with hoist, in floor lighting and heat, and a very cool seating area. The day was cool with the threat of rain, but for the most part the rain missed us. The chicken was cooked by our President and Pit master, Dave Dykwell.



The chicken was grilled with a "secret" rub and sauce and it was perfect. Everyone else brought a side dish to pass which made for a great meal.

Look for more pictures on the club website.



June board meeting recap

Present at the June board meeting were President Dave Dykwell, Vice-President Paul Adams, Secretary Dave Ziebarth, Ryan Counterman and Dan Konkle. Dave Ziebarth solicited articles recapping the June events since he could not attend. Paul wrote an article already and was going to send it along with pictures to Dave Z. Dan Konkle is writing an article about the Corvair Olympics.

There was discussion about the feasibility of WMCC hosting a mini-convention in 2012 or a CORSA

convention in 2013. As of right now there is no host club in the Midwest Division for the 2013 convention. We just brainstormed ideas on where we would hold events (Kalamazoo area, Gingerman Speedway, Western Michigan University).

We then went over the details regarding the July membership meeting. We are meeting at the Kalamazoo Speedway at 5 PM (race starts at 7 PM). There will be a discount on the admission price for club members; will follow-up with Steve Ridderman

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The July meeting will be at the Kalamazoo Speedway on July 23.



Independent Report of the NECC Corvair Olympics

By Dan Konkle

The Corvair Olympics, or what CORSA's Jokester Laureate Rick Norris refers to as the Oilympics were held once again in Indianapolis. The Olympics consist of three events – a track day at Putnam Park road course, a day at Muncie Dragway, and an autocross held in some parking lot I don't remember because we didn't go there. That “we” consisted of Steve, Ryan, and myself filling the three seats of the WTF Racing firetruck/Corvair hauler. Although Ryan and Steve worked hard to correct the cooling and gearing problems encountered when The Last Responders (When the ashes cool down, we show up) went to Iowa last year, the possibility is always present that a twenty five year old Ford will find a way to fail. There was also a bit of last minute scrambling to get some Corvairs ready. Steve wanted to replace the tired 110 in his racer so I assembled a cheap and loose 140, worrying all the while that there would not be enough time to break the motor in properly and it would either melt, explode, or both. After Steve's motor was done I had a few days to work on Old Sparky so I thought it would be worthwhile to change the 3.55 posi to a 3.89 open differential. Ryan's V8 machine was making moribund moans from the transaxle so we took just the other two cars.

The fire truck is surprisingly comfortable after about two hours of riding, by which time the lack of compliance in the front suspension has jiggered your brain into marmalade and you just don't notice the pounding anymore, although those with female tendencies may want to consider a sports bra. Fuel mileage seems great, considering the needle on the gauge never moves from E. And confidently we proceed, until just north of Indy when we pull into a welcome center and are nearly overcome by sulfur fumes. The batteries are overcooking, and some time is spent in the nearest town trying to track down an alternator with a working voltage regulator. What we find either doesn't fit, is available tomorrow, or is priced like rubies so we decide to hook up a voltmeter and see what things look like. With all the lights and cooling fans turned on the volts drop to where they should be so we decide to press on that way and hope it all holds together for a few days.



We arrive at the track just as the drivers' meeting is starting. The day promises to be a gem, the perfect combination of azure over green, with a brisk breeze pushing cotton candy clouds through the sky, the sort of day that makes you glad you live in the glorious Midwest. Out on the track I'm surprised by how well Steve's 38 Special runs. No smoke or funny noises, and good power except for a high rpm miss probably due to the lack of attention to the ignition. It's just a set of used points with an eyeball gap, enough to get it running, and I must have figured it was going to blow up anyway so why waste time on details. Old Sparky feels good too, and I'm anxious to see if I can better my lap times from the Olympics of three years past. I wasn't proud of those two timed laps, having mucked up each one on different corners. I'm real happy with the way the Corvair runs and feels, not to mention my ability to avoid the muckage, and both runs seem as good as the car will give. But what's this? At the end of my second timed lap there is supposed to be a checkered flag which signals the start of a cooldown lap, but when I reach the finish line the green flag is still showing. Another timed lap? Oh hell yeah. If they simply forgot to show me the checker the corner workers should display a black flag, but everything still shows green, so I keep the right foot down. After clearing turn one, though, I notice another Corvair on the track, maybe two hundred yards ahead. The next time I see him he's much closer, and it's plain that I'm reeling him in like trout. They only allow two cars on the track during timing, half a lap apart so nobody will interfere with another

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driver, but it looks like this is gonna be close at the finish line. Out of the final turn the gap between the two Corvairs shrinks dramatically and when we reach the timing line I'm only three lengths back. I jump on the brakes immediately and notice that this time they are indeed waving a checkered flag, somewhat urgently too. I'm high on this unexpected thrill and take time to honk at wave at the corner workers during my cooldown lap. Of course, when the results are posted the next day I discover that my perfect laps were actually almost nine seconds slower than when I ran here in 08. Go figure. I guess it's true that time seems to pass more quickly when you're old. So in a class of eight my efforts were good for fourth, sandwiched between Steve and Ryan, who made the mistake of electing to drive Old Sparky instead of the obviously quicker 38 Special. And what's up with that anyway?

The following day at the dragstrip promises to be a clinker, a steamy, soaked-through-your-clothes-by-nine hazy hell that makes you wonder why you choose to live in such a Godforsaken place as the Midwest. At the drivers' meeting it is decreed that we will compete with helmets, long sleeved shirts, and all windows rolled UP. Say what? Here's a Plan B – I take a couple of practice runs and then turn the car over to Ryan so I can sit in the shade with my shorts and sandals. Now Old Sparky has participated in a wide variety of automotive competitions, including Trans-Am, FIA sedans, hillclimbs, autoX, Pro Rally, and ice racing, but has never been dragged, so I'm eager to add to the resume and more importantly see just what this veteran racer will do. I'm hoping to get into the 15 second range. I line up against Steve for a practice run and we each launch with the same reaction time and race evenly down the strip. The timing slip is disappointing – 16.8 seconds. Steve and I line up again for another even match and this time



Steve is the winner, although the elapsed time drops slightly to 16.5. Great fun, but that's it for me. It's up to Ryan to get this crate into the 15s, which I don't think is possible.

The major surprise of the weekend is the return of the prodigal dragster. When we pulled into the pits at the dragstrip, there was was Gary Greutzmacher with his famous Six Pack Corvair racer, a car which once held a national IHRA record for many years. It still sounds like Satan's chainsaw and Gary ripped off a 13.47 to easily claim the fastest Corvair time, but he had battery problems during the bracket racing. Steve was tearing them up in the brackets, just like he did at the Kentucky convention, until his last launch ended abruptly with a mighty clank. It could be heard clearly from the stands, and I suspect the students monitoring the clankograph at Ball State University had a WHAT WAS THAT moment as well. We suspect transaxle issues. Ryan was sure he could get Old Sparky into the 15s, and whaddaya know, he kept working the times down until he broke out of his bracket with a sweet 15.84. You never saw two guys happier to have their car get eliminated.

If you think that one does not go to central Indiana looking for a good time you would be mistaken – the list goes (1)Sodom, (2)Indianapolis, (3)Gomorrah. And two of those towns have fallen on hard times. The firetruck seems to have a mind of its own, missing our motel exit and depositing us right in front of a Hooters. I've never been to one of those restaurants, and frankly I was expecting a little more, well, hootage, you know? In fact, the salient feature of the waitresses was actually their enthusiastic application of makeup, and our firetruck was painted more subtly than our server.

A firetruck carrying Corvairs on the Interstate is something of a novelty, and we get a lot of attention, only half of it from folks wanting us to get their kittens out of trees. The charging system holds together nicely and the mighty old WTF Ford keeps on rolling along, even delivering almost 9 ½ mpg from the Caterpillar diesel V8. That is decent mileage for hauling two cars, but Ryan and Steve are certain they can improve that. Changes will also be made to the loading/unloading system, which at this point is a process as involved as the Siege of Troy, so maybe the next adventure will have a bit less adventure. Changes will also be made to Old Sparky, because being slower than Steve's 38 Special is not an option.

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to get the price.

Discussion about car signs for the Gilmore show; the best idea appears to go ahead and buy a sign for each year the Corvair was made with details relevant to that year. The club would pay for the signs and therefore keep them and use them at various shows in the area. The thought was 18" x 24" would be an appropriate size. Dave Z. checked one source and came up empty but he is going to follow up with another possible source to make the signs.

Volo Museum event on July 17; it appears that nobody will be attending. It's not that there is a lack of interest it's just that everyone is busy that weekend.

Dave Dykwell withdrew his application for the Detroit Tigers car show due to a conflict with the CORSA International Convention.

Other summer shows to consider is the Resurrection Life show on July 24, the Byron Days car show on July 29 or 30 (if they have one) and the Grand Haven Coast Guard Festival on July 31.

We still want to attempt to get to Dan Baker's garage this summer. Dave D. is going to try to work something out with Dan for a Thursday in July.

It was suggested that we have the July board meeting at the Bunker Hill Bar in Burnips (further research indicated they close at 8 PM so we will be at Pete's in Byron Center).

We ended with a quick discussion on the WMCC Car Show at Gilmore Car Museum. It was decided that we would meet at the Burger King on Broadmoor and 52nd St. at 7 AM. We will have the people's choice awards as in past years.

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About the wMCC

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Membership in the West Michigan Corvair Club is on an annual basis. Dues are \$18.00 per year. Dues are pro-rated if joining during the year.

We're on the Web!

Visit us at:

<http://www.corvair.org/chapters/chapter495/>

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