

# LIFTER NOISE



Newsletter of the West Michigan Corvair Club

## WHAT'S GOING ON

The year is starting to wind down for the West Michigan Corvair Club. We have our monthly meeting on Tuesday, November 22. Note that this is the fourth Tuesday of the month; we moved it out a week to get past opening day of gun season for deer hunting. The meeting will take place at Tommy Brann's, 4157 South Division (between 36<sup>th</sup> St. and 44<sup>th</sup> St.), in Wyoming. The meeting will start at 6:30 PM.

We will not be meeting in December. Our next meeting will be on Tuesday, January 17 at Brann's.

The WMCC board meeting will be on Tuesday, November 29 at Pete's in Byron Center.

One other bit of news... The West Michigan Corvair Club's bid to host the 2013 CORSA Convention in Kalamazoo has been accepted by the CORSA Board of Directors! The real planning will begin now and we will be soliciting volunteers throughout 2012 to work and

## OCTOBER MEETING RECAP

On Tuesday, October 18 sixteen WMCC members gathered up in Cedar Springs at our general meeting. Ryan and Carolyn Counterman were gracious enough to host us in the barn. Now this isn't any ordinary barn. This barn has a paint booth, three Corvairs that belong to Ryan, a couple of boats and a lift. Oh there was an old firetruck with Steve Ridderman's Corvair on the back as well. Did I mention the keg fridge? On tap was the Hopknocker IPA from Schmohz Brewery as well as a beer that Ryan made himself.

After some chatting it was time to get going on some tech sessions. Dave Dykwell put his 1965 Corsa up on the lift to do some work on the steering box. Dan led

### WMCC CALENDAR

November 22 – WMCC Membership Meeting  
November 29 – WMCC Board Meeting  
January 17, 2012 – WMCC Membership Meeting  
January 31, 2012 – WMCC Board Meeting

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be on committees. Thank you to all who worked very hard on this proposal. A special thank you goes out to Discover Kalamazoo who put together the bid package.

the tech session and a few of us watched. Others just milled around various parts of the car while it was up on the lift. Once the work on the steering box was complete, Dave moved to the rear to work on his dampers on his lower shrouds.

While this was going on, we started eating hot dogs and Matt Peterson started working on bolting a flywheel. The sparks were flying as Ryan tried to grind the rivets off.

After what seemed like most of the night on a hunt for just the right nut the shrouds were all set. Matt and Ryan were still working away on the flywheel. Dave

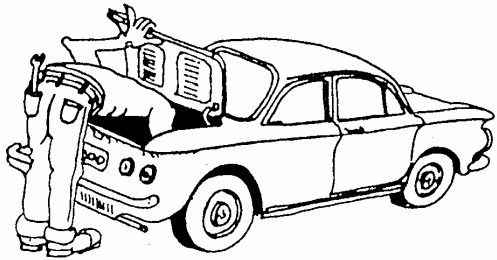
Please see *October Meeting Recap* on page 2

October Meeting Recap from page 1

decided that it was time to tackle a problem with the left taillight. Eventually he got it ironed out but by then most everyone had left.

Thank you to the Countermands for hosting us. It was a nice night to get the Corvairs out one more time (eight Corvairs made the drive). Everyone had a great time.

Look for more pictures on the club website.



## COLOR TOUR

Wow, the weather could not have been more perfect for our color tour on October 8. Eight Corvairs met at Fricano's on Alpine for cider and doughnuts and to get ready for a drive up to Pentwater. What was really special was Dave Dykwell was driving Bruce Mulder's 1962 Spyder Convertible; it was nice to see that car again.

We left Fricano's and followed M-37 north through Newaygo and White Cloud. We eventually got off of M-37 and followed a scenic route to Pentwater. Along the way we picked up two more Corvairs and turned a few heads in the small towns we passed through.

We eventually arrived in Pentwater and found the main street through town full of classic cars. We were



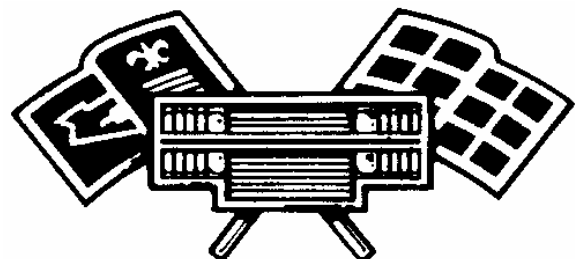
directed to the park and we parked our Corvairs there. A lot of people remarked about how many we had in one place and they couldn't remember the last time they saw that many Corvairs.

After getting our cars cleaned up for the people's choice voting, we explored the town. Some decided to go have lunch and others spent time looking at all of the classic cars on display before making their way over to the beer tent where some great brats were being served.

Eventually, we all made it back together to have an early dinner at The Brown Bear. Some of us waited outside to hear the results of the people's choice vote. Unfortunately, no Corvairs made the top 25.

Please see *Color Tour* on page 5

*We had a beautiful day for our color tour!*



## BOLTING A FLYWHEEL

By Matt Peterson

If you find yourself in a thought where "nothing sounds as fine as bolting that flywheel of mine"\* , then you're in luck. I just went through the process and after a few bumps, this was much easier than I figured it would be.

\*(You say your inner dialogue doesn't speak to you in rhyme? Huh, that's weird...)

**Step 1:** Make sure you have a good flywheel to begin with. From the ID of the crank to the OD of the FW is 5 inches and some change. Ignore the 5 and write down the numbers after the decimal. (.0235) I checked at each of the pressure plate mounting holes, but you could measure at the rivets as well. You should be w/in 2 thousandths (0.002") on all the readings.



**Step 2:** Get a center punch and give those rivets a whack in the center. Just use your calibrated eye. Close is good enough.



**Step 3:** Drill a 1/4" hole into the rivet about the height of the rivet head.



**Step 4:** Get out the 5/16" drill and drill down into the 1/4" hole. You won't need to go down far, just enough to shear off the head.



**Step 5:** Tap or press out the rivet. Make sure you support the underside sufficiently, or the plate will bend when you tap it out. Don't ask me how I know... If you have access to an arbor press, I highly recommend. IS NICE!!! </Borat> (This one is probably overkill)



Please see *Bolting a Flywheel* on page 4



TOP TEN

Top 10 Most Produced Corvair Models

1. 1962 Monza Coupe	154,510
2. 1960 700 Sedan	140,373
3. 1963 Monza Coupe	124,893
4. 1961 Monza Coupe	111,475
5. 1965 Monza Coupe	92,336
6. 1964 Monza Coupe	91,630
7. 1961 700 Sedan	54,161
8. 1962 Monza Sedan	49,079
9. 1960 500 Sedan	48,855
10. 1966 Monza Coupe	40,123



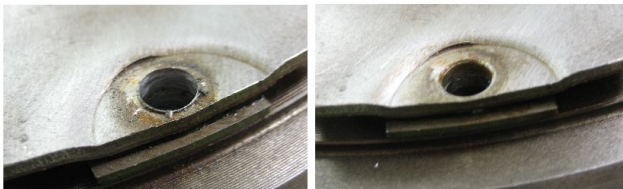
Top 10 Least Produced Corvair Models

1. 1962 Loadside	369
2. 1969 Monza Convertible	521
3. 1964 Rampside	851
4. 1968 Monza Convertible	1386
5. 1965 Greenbrier	1528
6. 1963 Rampside	2046
7. 1967 Monza Convertible	2109
8. 1961 Rampside	2475
9. 1969 Monza Coupe	2717
10. 1969 500 Coupe	2762



Bolting a Flywheel from page 3

**Step 6:** Drill out the hole to make way for your bolt. You will want to deburr the underside of the hole as well.



**Step 7:** Bolt and torque to spec. Repeat steps 2-6 for the remaining rivets.



*The West Michigan Corvair Club  
will be hosting the 2013 CORSA  
International Convention!*

Not sure if it matters, but probably a good idea to crisscross just like you would if you were torqueing down lug nuts.

Color Tour from page 2

After dinner, those of us that were left continued the route out of Pentwater going through Silver Lake and eventually ending up in Montague. From there we went our separate ways (I personally took U.S. 31 through Grand Haven to Lake Michigan Drive to 48<sup>th</sup> Ave. ending up at home in Byron Center; a very nice route).

It was a perfect day with a perfect destination. With all of the sun the colors were beautiful. One note about the route -- Paul Adams found it on a Michigan tourist website. Everyone agreed that the route to Pentwater was very scenic and the route leaving Pentwater (following county route B-15) was spectacular.

It was another memorable day for the West Michigan Corvair Club.

Look for more pictures on the club website.



## WMCC BOARD OF DIRECTORS

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**You're ahead with the  
engine behind!**

## **ABOUT THE WMCC**

*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: Dave Ziebarth, 7769 Burlingame Ave. SW, Byron Center, MI 49315 or e-mail [wmcc@corvair.org](mailto:wmcc@corvair.org). All material is subject to editing. Original articles are the property of the WMCC and are intended for the use in our publications. Articles may be used by CORSA or any CORSA chapter with credit given to the author of the *Lifter Noise*. Any other use must have written permission from the editor. Articles are written by Dave Ziebarth unless indicated otherwise.

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.

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*We're on the Web!*

*Visit us at:*

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

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