

Lifter Noise

Newsletter of the West Michigan Corvair Club



What's Going On

We have three events happening in the month of May.

First up is our annual Spring Dust Off. The date is Saturday, May 9. We will be meeting at 7 AM at the Burger King on Broadmoor Ave. near 52nd St. We will be leaving at 7:30 for the Branch County Fairgrounds to attend the Coldwater Swap Meet and Car Show.

Then on Tuesday, May 19 we will be holding our regular membership meeting. We have a special evening planned. We will be visiting Doug Halloran's Petroliana collection in Dorr; the address is 1503 142nd Ave. Doug has quite a collection of gas pumps, petrol memorabilia, pedal cars, and other collectables. He also has quite a collection of scooters (Cushman, Harley, Whizzer) and some early Harley and Honda cycles. After our tour is complete, we'll cruise down to Plainwell to visit the Old Mill Brewpub. Start time is 6:30 PM.

Lastly, we have a tech session on Saturday, May 23. We will be working on Bob Muir's car to see what we can do to get it running. As of this writing, the location and

April Meeting Recap

The May meeting was held at Jake's Goodtime Bar and Grill in Dorr. We had 13 members and guests in attendance.

We started out with a small business meeting/pizza party before moving over to the bowling alley.

High score went to Dave Dykwel and for his effort he won a \$25 Meijer gift card. Low score went to Caleb Peterson who won an experienced fan belt and oil filter.

WMCC Calendar

May 9 – Spring Dust Off
May 14 – Meet the Makers in Ypsilanti
May 19 – WMCC Membership Meeting
May 23 – Tech Session
May 26 – WMCC Board Meeting
June 16 – WMCC Membership Meeting
June 20 – All Air Cooled Show at Gilmore Car Museum

Inside This Issue

What's Going On	1
April Meeting Recap	1
GingerMan Track Day	2
April Board Meeting Recap	3
Turbo Rebuild	4

time is yet to be determined. Look for an e-mail with the details.

Coming in June is the annual All Air Cooled Show at Gilmore Car Museum. We will be attending this event as a club. This is a great opportunity to see Gilmore Car Museum with a smaller crowd. Since last year the Cadillac and Lincoln museums have opened. Look for more details in the June newsletter.



GingerMan Track Day

by Ryan Counterman

Steve (Ridderman) and I both knew when we signed up for an April 20th track day that there was a chance, a really good chance, that it would be rainy. Signing up months in advance can really save some money, as track day organizers like to jack the rates up as the date gets closer. Steve and I had been thrashing our race cars together for the past couple weeks in anticipation for this event. Although Ole Sparky did not need much, fresh brake fluid, tire change, oil change, and a good inspection, the 38 Special was another story. Steve decided to run an untested rebuilt motor on E-85 race fuel. The massive 4 barrel and unrestricted exhaust were very impressive. As forecasted, our track day was wet. And windy. And cold. At the last minute Steve convinced me to drive the WTF Racing Firetruck Carhailer to the event in lieu of something more fuel efficient. This was a good decision as we spent our time between sessions drying our clothes and warming our hands inside the camper with the heat cranked full blast.



My car ran fantastic all day, the only problem being a tossed fan belt during one of the sessions. I chose to run my autocross tires as they have tread, sort of. This proved to be a big improvement over my Hoosier slicks, which are a little slick in the rain. The small diameter of the rear tire prevented me from reaching high speeds in the straight a ways, but I was able to keep pace and even pass everyone out there, with the exception of a WRX, a Vette, and a Ford Focus that wasn't your average commuter car.



Steve's car ran great and made a tremendous amount of power until approximately 4000 RPM, at which point the engine would flatten out and stop accelerating, as if there was a governor installed. We are still investigating this issue, but think it's most likely in the ignition somewhere. We both made a few off road excursions here and there, but no damage was done and we were both able to drive back onto the trailers. That is what I call a successful day at the racetrack! Next event will be in July at the Corvair Olympics in Indy, so we have some time to tune things up a bit.

*We have a lot going on in May!
We hope to see you at the Spring Dust Off
on May 9 or the meeting on May 19!
Or better yet – both!*



April Board Meeting Recap

The May board meeting was held at Woody's in Wyoming. In attendance were Paul Adams, Dave Dykwell, Dan Konkle, Doug Lectka, Jamie Reinhart, Steve Ridderman, and Dave Ziebarth. Ryan Counterman attended as well.

Spring Dust Off

- May 9
- Meet at Burger King on Broadmoor near 52nd St. at 7 AM
- Leaving promptly at 7:30
- Discussion on the route to take to Coldwater
- Should call out in the newsletter there is a very good swap meet as well

May Meeting

- May 19
- Tour of Doug Halloran's petroliana collection
- Start time of 6:30
- Heading down to Old Mill Brewpub in Plainwell when the tour is done

May Tech Session

- May 23 is the scheduled date
- Need to finalize with Bob Muir
- Need to finalize location as well
- Will get that done and send out info to membership

June Meeting

- June 16 at 6:30 PM
- Meeting at Fricano's in Muskegon
- Picked the Muskegon location to spread the meetings around the west Michigan area

Air Cooled Show

- June 20 at Gilmore Car Museum
- Dave Dykwell suggested making sandwiches for those who attend
- The club would buy the ingredients
 - Probably egg salad sandwiches
- Will probably meet at the Burger King on Broadmoor and 52nd St. to caravan down to Gilmore
- Meeting time TBD

Chicken BBQ

- John Koning volunteered to be the master griller earlier in the year
- Need to follow up with John to see if he still plans on doing it
- Happening in July
- Looking for a place to host it
 - Doug volunteered his cottage
 - Ryan Counterman and Dave Dykwell volunteered their homes
- Still need to finalize a few of the details

Color Tour

- Need a planner
- Would like to go to southern Michigan
- Should be about 200 miles round trip
- Maybe a winery tour?
- Should look at schedule of events in the area to avoid a weekend where there might be a festival or big event happening
- Dave Ziebarth and Jamie Reinhart will begin a preliminary investigation

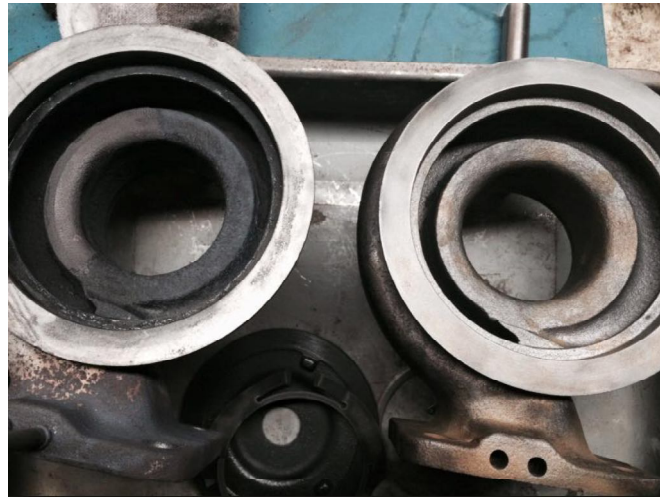


Turbo Rebuild

by Matt Peterson

So after deglazing the cylinders and new rings last year, my car was still burning oil at a mosquito fogging rate, I decided that I should reseal the turbo this winter. Carbon seal on the intake side didn't look great, but the evidence pointed to the exhaust seal as the main culprit. When I took it apart it fell out in pieces...

The exhaust housing also had a bit of decay, so I got a replacement from California Corvairs.



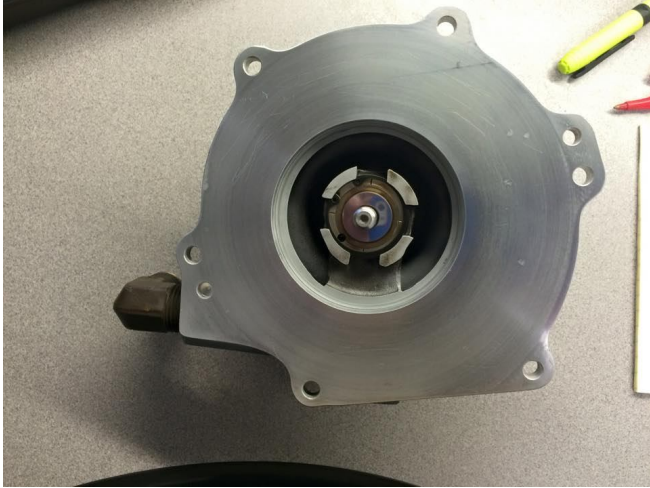
Ended up not being the greatest idea, but I took a thou or 2 off the exhaust seal ID for a nice smooth sealing surface. This ended up opening the overlapping seal ring more than intended. More on that later, but probably the best method would be to take a brake hone and clean it up that way.



Sandblasting time. Yes that's a lot of tape. No I don't want the bearing surface scratched.

For the impeller & housing and the bearing housing, my soda blaster worked great. The exhaust turbine and housing required sand blasting to get them clean. Not sure of the grit used... it was pretty fine though.



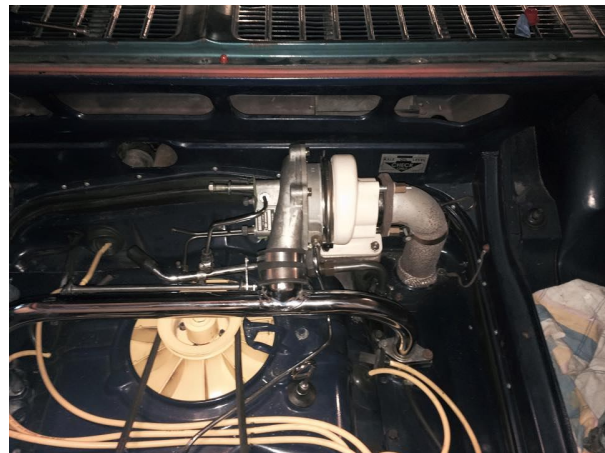


The housing on the impeller side loves seeing the face of a roto-polisher. Muy bueno! Pic is about half way done with it. 320 grit worked well. Took 2 thou to get all the scratches off. Important to have as smooth a surface as possible through the turbo (rough surface = more pressure drop = bad, mmmk.)

I did similar with the inside of the impeller housing by hand.

It is at this point that I re-assembled and took measurements. As it was, I could reassemble with the shims that came out of it and be ok. It was the

impeller to housing measurement that I was unsure of based on the procedure in the 65 manual: best as I can tell, going by the book, you will get the axial play of the shaft. I posted about this on corvair center and Ken Hand was gracious enough to offer his assistance, free of charge. So I passed through the valley of the shadow of death (East Lansing) and emerged on the other side (Fowlerville), hoping my turbo would find boosted pastures. Ken's specs and procedures are too different from what's in the manual that it would be hard to describe here. So he got me set up to his clearances, which included some machine work. Another benefit was after we got it reassembled sans the exhaust housing, he anointed my turbo with oil and my seal overflowed. Wait. Say that again? Sure: he plumbed it up with an oil pump and checked it for leaks, spinning it up with an air nozzle. Given what I knew about the exhaust ring, this was worth the trip alone. Turns out that with the ring overlap clocked at 12, it held an acceptable seal. Clocking anywhere else it leaked. Good to know I think :)



It is now installed in the car, awaiting my decision to rebuild the carb or let it be for another year... The wifey says I need to "make it pretty" before I do anything else mechanical, and I think I agree. Body work HO!

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

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.

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Visit us at:

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

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