

# Lifter Noise

May 2021 - Volume 48, Issue 3



## What's Going On

Our Spring Dust Off is coming up this month! Look for details later in this newsletter.

We will be holding our June meeting at Fricano's on Alpine. They will be holding their Tuesday night cruise nights this summer. June 15 at 6:00 PM is the date and time.

Also in June we will be attending the Father's Day car show at Charlton Park in Hastings.

We would like to finish up collecting dues for 2021. If you plan on being at the Spring Dust Off, you can pay Dave Ziebarth at that time. If you are not going to be at the Spring Dust Off, please send a check to the club address on the back page of this newsletter. Anyone who has not paid by the end of May will be dropped from the club roster. Dues are still \$18.

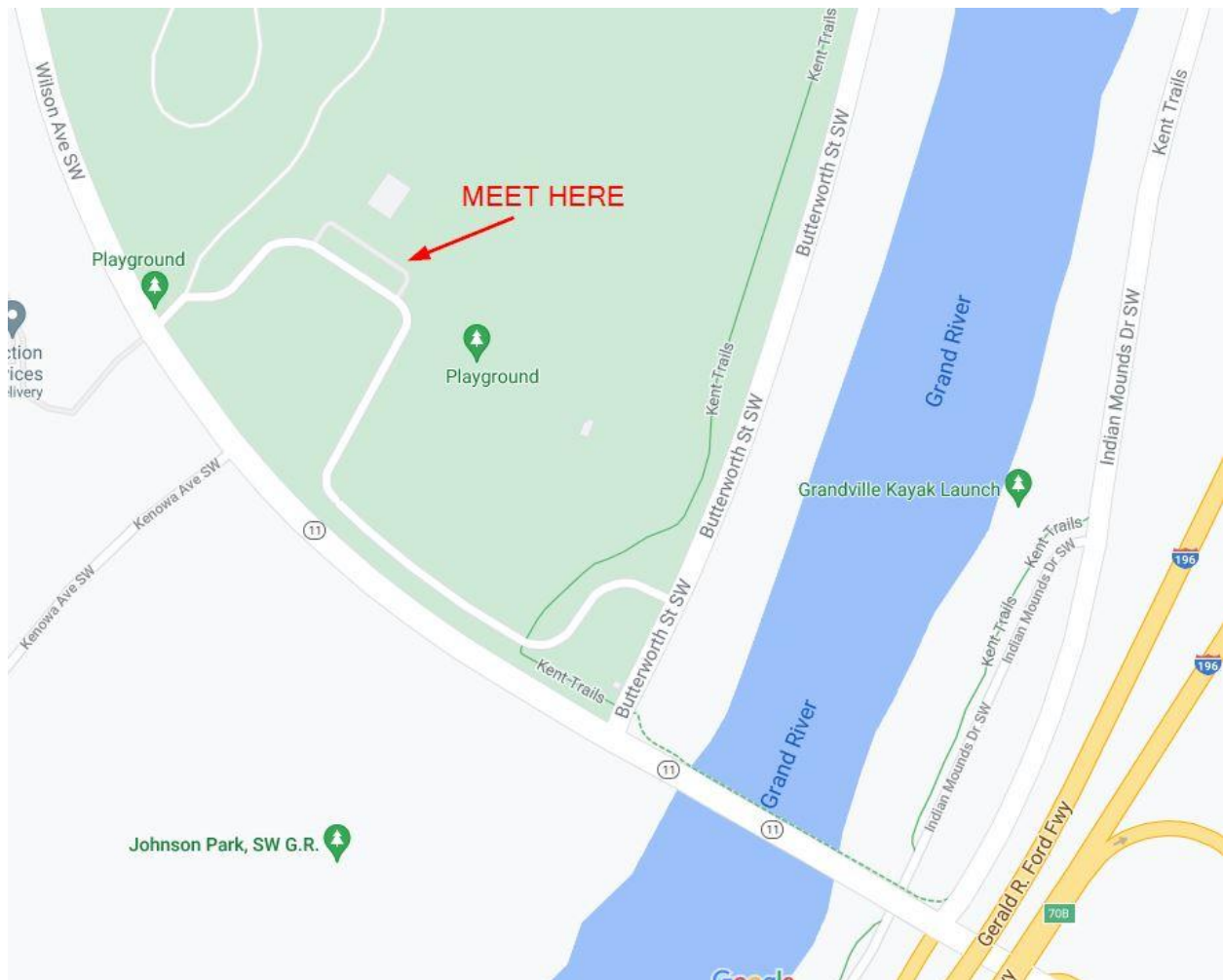
## Board of Directors

Due to the COVID-19 pandemic, we were not able to hold our election for the board of directors in 2020. The club by-laws state that we must hold the election every year but no accommodations were made for a time when they couldn't be held due to a pandemic. Also, our club president moved to Nashville which left a hole in the board of directors.

Like everyone else in these times, we have to adapt. Jamie Reinhart, previously our vice-president, has stepped in to be our president. Ryan Counterman will fill Scott Olivier's position on the board but as an at-large member. We will leave the office of vice-president vacant. Those board members whose terms were supposed to expire in 2020 will be extended to 2021. Those board members whose terms were supposed to expire in 2021 will be extended to 2022. Barring any major setbacks, we will hold our election in November.

## Spring Dust Off

On Saturday, May 8 we are planning what is being described as a “non-moving” dust off. The plan is to meet at Johnson Park at 10:30 AM and just stay there. We will have social time until noon where we will have a picnic lunch. Please bring your own food, beverages, and chairs. If there is enough interest after the picnic, we may take a random drive somewhere and just disperse from there. We will be meeting in the parking lot just off of Wilson (the first turn past Butterworth St. as Wilson bends to the north).



## The Greenbrier

*By Dan Konkle*

Ryan sent me this pic from the Parts Cars division of Facebook's Marketplace. I can't believe this heap still exists. I had it towed away in the late 80s, as near as I can recollect. It was built by my father, Jack Konkle, one of the founding members of the WMCC. He sourced his cars from junkyards, not used car lots, believing that anything some checkered-suit salesman was trying to fob off on you had been traded in for a good reason, while cars that had suffered collisions were serving faithfully right up until that fateful crunch.

He reconstructed a few '63 convertibles by buying two - one hit in the front, the other in the rear - and welding the good halves together. Using ragtops instead of coupes or sedans insured that almost no finishing bodywork was required, beyond painting the whole car the same color. Then he got the idea to use that technique on two crashed FCs, only this time he would leave an extra window in. That would enable a flat floor large enough to accommodate a mattress. We had been driving down south to attend races and that would make sleeping during one's four hour off shift much easier. It occurred to me that the same goal could be attained with much less effort by building a raised wooden platform in a standard wheelbase van, but this wasn't my project and I suspect Dad may have embarked on this project just so he could make those clever 'Greenbrier' emblems.



Except for the extra length the result was nothing special, just an ordinary 110/4 speed GB with the basic painted steel interior. The creative engineering, as you can see from the photo, went into that awesome front airdam. Not only would it provide extra survivability in an accident but the weight and aerodynamic downforce really kept the front end from wandering at freeway speeds. The angled addition also shone at deflecting jaywalkers and hoofed woodland ruminant mammals of the family Cervidae. Yes, the design did

have one quite obvious shortcoming. We should have used chrome diamond plate, cuz that rust on the sheet we installed really detracted from the overall presentation of the vehicle.

Like all Michigan Corvairs, the Greenbrier eventually crossed the line of irreversible crapitude and spent what I thought would be its final few years behind a fence as storage for parts. Why the guy who towed it away thought it was worth saving for three more decades is beyond me. I was never particularly attached to the thing myself, even when it ran. My two strongest memories of the van counterbalance each other in a Yin and Yang sort of way. One is driving south through Indiana on a long, blustery winter's night on the way to Florida. It's hard enough to heat a normal Greenbrier under the best of circumstances, and adding several cubic yards of volume to the interior made this one colder than the dark side of Pluto or, foregoing all exaggeration, no warmer than the outside air by any perceptible degree. That wretched experience was offset later on the same trip by one of life's perfect little moments. Leaving the infield of the rather disappointing 1973 Daytona 24 Hour race in the late afternoon, dirty and tired (I had spent the night on the roof, more watching the race than sleeping), we turned north on US 1. Before heading into our cold, dark future we stopped at one of those fruit places. Back on the road, Dad behind the wheel, I ate the tastiest tangerines ever grown and spit the seeds out my window for miles. Life could not have been sweeter.

Geez. Now I've gone and got all misty over that van. I have no room for it. Maybe they'll sell just the right front door.

## WMCC Calendar

May 8	Spring Dust Off
June 15	WMCC Meeting at Fricano's on Alpine
June 19	All Air Cooled Car Show at Gilmore Car Museum
June 20	Father's Day Car Show at Charlton Park in Hastings

## Board of Directors

**President:** Jamie Reinhart (2022)  
(563) 547-5282 or [jreinhart67@gmail.com](mailto:jreinhart67@gmail.com)

**Vice President:** Vacant

**Secretary:** Dave Ziebarth (2022)  
(616) 340-1815 or [zvair65@gmail.com](mailto:zvair65@gmail.com)

**Treasurer:** Doug Lectka (2021)  
(616) 299-1960 or [doug@dcbymers.com](mailto:doug@dcbymers.com)

### Directors:

Ryan Counterman (2021)  
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Dave Dykwell (2022)  
(616) 885-3902 or [dykwelld@gmail.com](mailto:dykwelld@gmail.com)  
Dan Konkle (2022)  
(616) 364-1009 or [dankle@comcast.net](mailto:dankle@comcast.net)  
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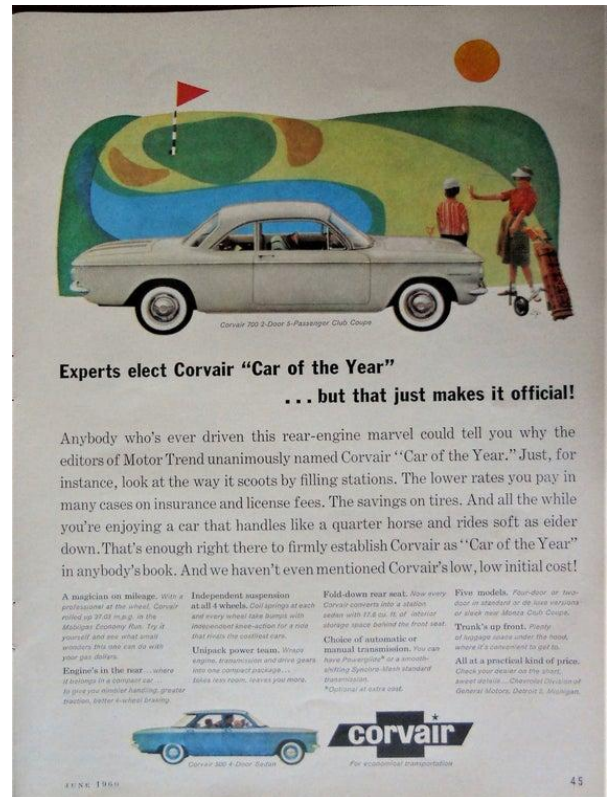
[wmcc@corvair.org](mailto:wmcc@corvair.org)

## 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 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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**Experts elect Corvair "Car of the Year"**  
... but that just makes it official!

Anybody who's ever driven this rear-engine marvel could tell you why the editors of Motor Trend unanimously named Corvair "Car of the Year." Just, for instance, look at the way it scoots by filling stations. The lower rates you pay in many cases on insurance and license fees. The savings on tires. And all the while you're enjoying a car that handles like a quarter horse and rides soft as eider down. That's enough right there to firmly establish Corvair as "Car of the Year" in anybody's book. And we haven't even mentioned Corvair's low, low initial cost!

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