

# Lifter Noise

January 2021 - Volume 48, Issue 1



## What's Going On

Happy 2021! Hopefully everyone is safe and healthy as we look forward to the coming year. As of right now we do not have any club activities planned. We will not be holding the annual Zoup Off due to current restrictions on large group gatherings. Our next event will more than likely be the Spring Dust Off some time in May. It will probably be the same format as last year where we'll meet somewhere, take a nice, leisurely drive and then have a socially distanced picnic at the end.

Is anyone working on any Corvair projects? If you are and would like to share, please write something up and send it to [zvair65@gmail.com](mailto:zvair65@gmail.com). This month I'll have a summary of putting my (Dave Ziebarth) engine back together.

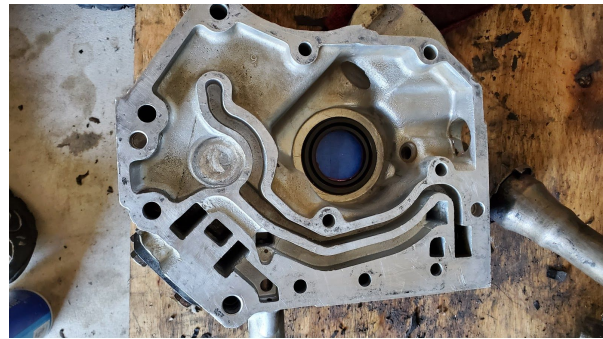
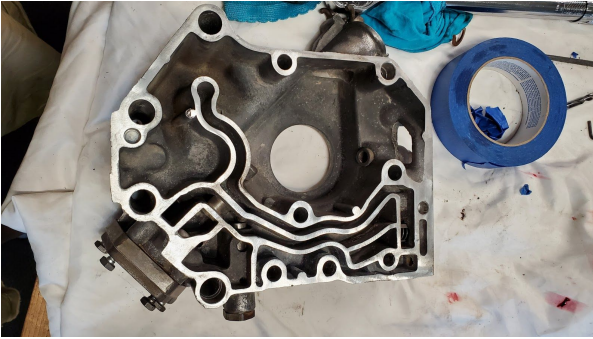
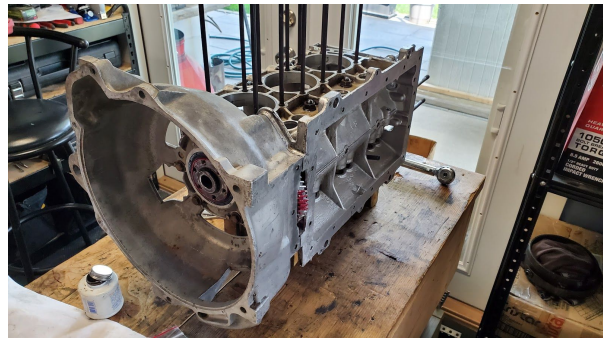
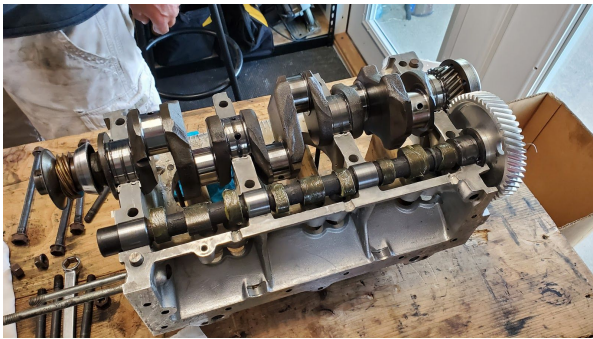
We are starting to collect dues for 2021. Please send your payment of \$18 to the club address listed on the last page of this newsletter.

## Engine Assembly

Those who have been around the club for awhile know that I've had a history of having engine problems with my Corvair. I've gotten pretty good at pulling heads and putting them back on after the dropped valve seats were repaired. After the engine started making noise yet again on my way home from a tech session in the summer of 2018, I decided that it was finally time to tear it all apart and do it the right way. That is easier said than done and an engine rebuild is not free. The funds were finally available after I sold my old Avalanche and tear down commenced.

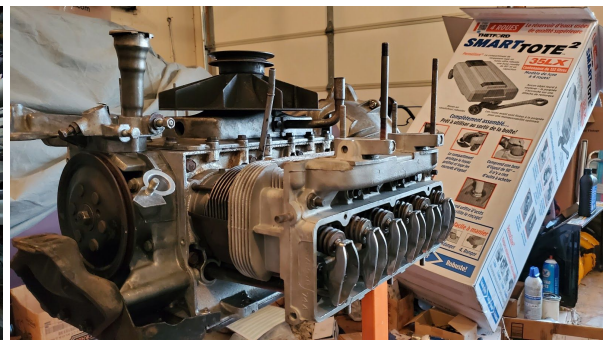
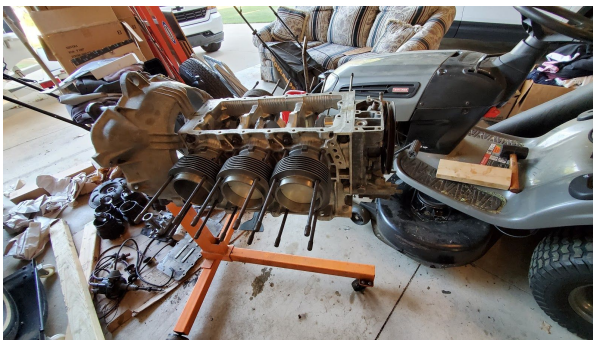
COVID-19 did have an impact in this project. Right when I had my parts list together for my order, Clark's Corvair Parts was forced to shut down by the state of Massachusetts because they were not an essential business. Once they finally reopened a month later, I got my order (the first of a few) in and my parts arrived.

Rebuilding a Corvair engine is not something I do every day so I needed some help to make sure it was done right. Initial assembly - crankshaft, camshaft, putting the block back together - was done with the help of Jamie Reinhart. Of course that did not go without incident. The end of the new cam had a larger diameter end so the rear housing of the engine would not bolt on. Jamie did some grinding to try to get it to fit better but to no avail. We compared mine to one he had and we saw that they were different. He could not give his up so I had to find one elsewhere (thank you Dan Konkle).



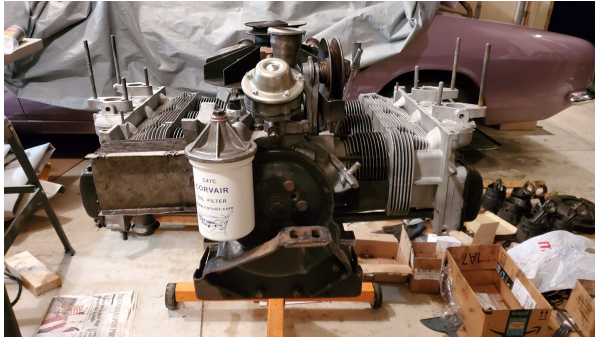
*Correct housing on the left, my original housing on the right.*

Once the new cover was procured, I was able to get the pistons, cylinders, and heads put back on. As I shared some pictures on Facebook, I was reminded to “not forget to install the cylinder baffles before I put the head on”. Guess what happened on one side? I did say I was an expert at pulling the heads and putting them back on so one more time couldn’t hurt.

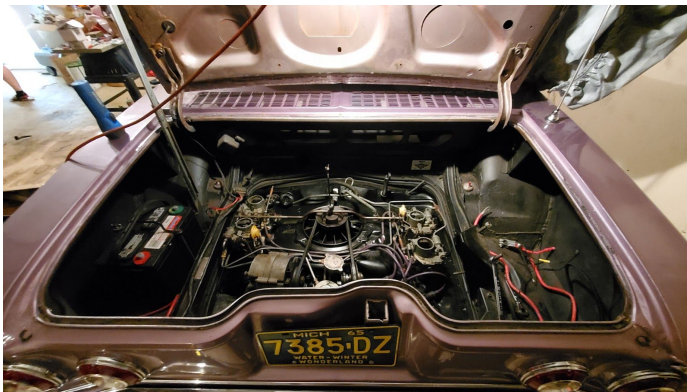


Work on the engine was slow at times because it was pretty hot in the summer and as fall approached, some health issues arose that resulted in me not having the energy to work on it. I stepped Doug Lectka who came over once a week for a few hours to assist in getting the rest of the parts put on. Things went smooth for the most part. Once the engine was ready to put back in the car, we called on Sean and Eric Lectka to help. Mating the engine up to the torque converter proved to be a challenge and after a phone call to Jamie Reinhart, we got everything together.





Once we were ready to fire it up, we called in the Corvair Whisperer, Dan Konkle. Dan also rebuilt the carbs for me and got me the linkage for the secondary carbs so I'll finally have all four in operation. When we were trying to start it, there were issues with getting fuel to the carbs. If we dumped gas right in them the car would start and run for a few seconds. The following week, Doug and Dan both brought fuel pumps with them. We finally got the car running but both of those fuel pumps leaked. We still let the car run long enough to adjust the timing and the rocker nuts on the drivers side.



The car finally left the garage for the first time in almost two years about a week later. I put my original fuel pump back on and it actually pumped gas and didn't leak. After a brief drive up the street and back, the passenger side rockers now need some adjusting. That can wait until spring. It did feel good to finally drive the car!

Thank you to everyone who helped - Jamie Reinhart, Doug Lectka, Sean Lectka, Eric Lectka, and Dan Konkle. Thank you to others who offered to help. I was hoping to have a tech session or two where I

could invite the club but decided that it wouldn't be a good idea because of current events. Hopefully I will get to drive it for the Spring Dust Off in May.

## So Long, and Thanks for the Memories

*By Scott Olivier*

Greetings, WMCC members!

I don't know how to lead up to this, so I'll just say it: Heather and I are moving to Nashville. Not the one in Michigan--the one in Tennessee. We've moved several times during our marriage and they've been, by and large, driven by my job. Heather has been a sport and gone along with our adventures all these years, but she's always wanted to live somewhere warmer. Recently, my company offered me a job supervising the western half of Tennessee, and it's time we made a move for Heather. We did the typical marital discussion thing of listing pros and cons. There was a long list of pros--warmer weather, beautiful scenery, country life, southern hospitality, a vibrant city to live in, and on and on. The list of cons was primarily two things: distance from our youngest daughter in Detroit, and the loss of friends in West Michigan. The cons list was a tough one to digest. We feel incredibly lucky to have fallen in with the members of this club. You've all been welcoming, friendly and helpful from the moment we showed up at our first WMCC Christmas party at the Reinhart's over four years ago. We'll be joining the Music City Corvair Club that's based in Nashville, and if they're even half as wonderful as you've all been, we'll be happy. I had a pleasant phone conversation this week with their president, and it sounds like they have a very active and friendly club. I've also sent my 2021 dues in for WMCC, so we can remain members here. It will be nice to be able to get the Lifter Noise each month and keep up with your activities.

2020 was a tough year. It was a struggle to schedule club activities due to the pandemic, and I regret that we weren't able to get together as much as we all wanted to. It would have been great to be at Bob Muir's for the summer party at his house on Lake Michigan. It would have been great to go to the All Air Cooled Gathering and the Red Barns show at the Gilmore. It would have been great to huddle in the warmth of our annual Christmas party. It would have been great to do another tech session or two at the Countermans'. It would have been great to compete against everyone in the Zoup Off that normally happens next month. It's been a year of "would haves". I'm optimistic that 2021 will be very different, and everyone will be able to return to some kind of normalcy. People don't thrive in isolation--we crave social contact--and I'm grateful that it appears we'll return to that later this year. I hope everyone is able to be good and kind to each other in the next few months that it takes to get us there.

I look forward to my Lifter Noise each month, and I hope you all have a beautiful 2021. I'm bad at goodbyes, so I'll just say "see you soon".

Take care,  
Scott

## WMCC Calendar

Nothing planned for now

## Board of Directors

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## 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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