

Lower Michigan Region

CHEVY



CHATTER

Vintage Chevrolet Club of America

AUGUST 2013



**50TH CENTRAL MEET JUDGING LINE – PHOTO TAKEN AS JUDGES
BREAKFAST WAS IN PROGRESS PRIOR TO EVERYONES ARRIVAL**

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LOWER MICHIGAN REGION - VCCA – 2013 CALENDAR of EVENTS

August						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

3rd - Hickory Corners Red Barn Spectacular.
 6th Board Meeting at Wetherwax Residents
 24th Back to The Bricks
 24th Woodward Dream Cruise

15th Golden Memories @ Sloan Museum and Regular Business Meeting

8TH - 12TH Hershey
 17th – 18th Mothball Tour & Reg. Business Meeting - Nomination of Officers

August, 2013 Directors Message

Greetings to all LMR members.

The 50th Central meet of the VCCA is now history. If you missed this event, I trust you missed the best ever or at least one of the very best. The facility was absolutely perfect for what we needed. Our caterer served amazing, scrumptious, beautifully displayed food; I never had one bad bite.

A special thank you to all the members who helped make it such a success and the ones who worked tirelessly on it. There cannot be enough said for Mike and Mary, how they miraculously put this all together despite all the obstacles; it was truly astonishing. A huge thank you goes out to them from all of us.

The National Board has a request to accept the GMC trucks into the VCCA. If you have any thoughts or comments on this, please let me know.

We need new officers for the club come fall. Open positions are Secretary, Treasurer, Board Members and Director. Please keep an open mind to volunteer when approached.

There will be a Board Meeting on Tuesday, Aug. 6th 1:30 PM at Wetherwax's, everyone is welcome. Our address and phone number is:

13104 N. Elms Rd. Clio, 48420

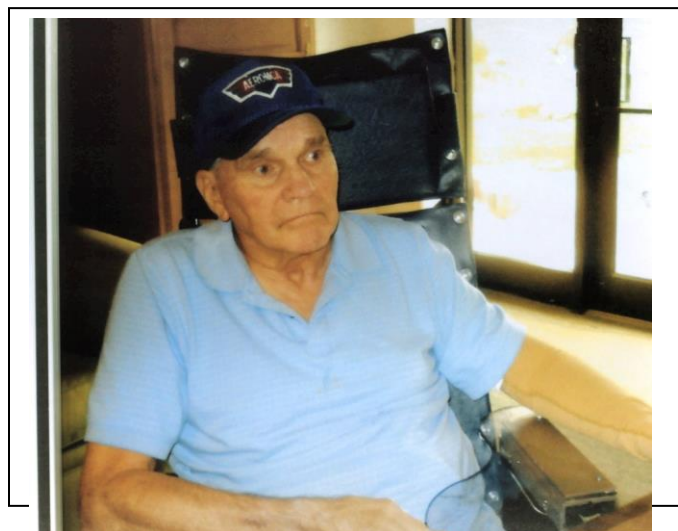
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August						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24

A VISIT WITH WALT DAVENPORT

Editor's note: As many of you know, but a few may not, long time Lower Michigan Region member Walt Davenport was involved a serious plane accident Labor Day Weekend 2012 and is still in recovery. I recently received an email along with photographs from Loretta and Wayne Jackson on a recent visit they had with Walt and with Yvonne Davenports permission I am publishing it here.

“On Wednesday July 17th, Wayne and I went to Lansing, picked up Venessa Conrad and traveled to Brighton to see Yvonne Davenport. We had lunch at the Little Chef and then went to see Walt. What a surprise we got. He looks good, eats well, and is sassy as hell. He knew us right away, you could tell by his eyes, but he was slow to respond. But he did respond and even joked with us in his own way. He was very funny. We asked him if he wanted something to drink, NO!, are you in pain, NO!, do you want to go home, a big NO? We stayed about two hours. When we said goodbye he looked us all in the eye and sort of smiled. We feel he will be okay, not completely well, but he has improved a lot from what we were told. Yvonne is doing well and she looks good. Her cancer is gone, but she is now a Diabetic. She is a strong person. She is hanging in there real well. We did take pictures and will be sending some your way. Thanks, Loretta and Wayne”.



By Stuart Galbraith

VCCA Membership #25815

I have two antique Chevy's that I drive often here in Michigan's Upper Peninsula. Although my location is remote (35 miles to the nearest traffic signal) the roads are very good, better than many in the lower peninsula; black top, concrete, little gravel. Traffic is usually very sparse. Both Chevy's are standard model two door coaches. A 1927 and 1932 both of which I restored myself (both required complete restoration, including all new body wood) to as near to as-produced-new with the exception of aluminum pistons with a little higher compression ratio.

I love the experience of using these two cars for a scenic drive thru the cedar and pines or along the lakeshore. Running errands to the post office, grocery store, hardware stores – thru the quaint little town where I live. It's a time for thought, reflection, a trip back in time when life was perhaps more simple, honest. You, the operator of the machine, are the most essential part of the journey. Your involvement is required; you are not a passive part of the trip. There are few distractions, it requires your full attention.

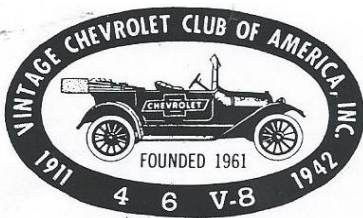
The difference between the two is almost like night and day although only five years apart in age. As different as they are from each other, I enjoy them both. Like two of your children, each is unique. I like taking people for rides in both to show the huge advances that were made in that period; 1927-1932.

The '27 is not much different than driving a farm tractor, just a little smoother and faster. The four cylinder engine is bolted directly to the frame and you feel it. The low speed engine has a lot of torque for its 26 horse power. Brakes on only the rear wheels (again like a tractor). No shock absorbers so lots of bounce, very quick steering, lots of exhaust noise except at steady cruise speeds. Although it will go 50 mph, remember 26 horse power, it is "very happy" at 25-30 mph which was just fine back then 86 years ago. Anything over that and you have driven way beyond your ability to stop fast.

What an improvement in only 5 years! Six cylinders, 60 horse power, rubber engine mounting, four wheel brakes (although mechanical, they work quite well), shock absorbers all the way around. Much quieter transmission with syncro 2nd and 3rd gear, automatic ignition advance. A longer wheelbase and more weight which also help with the much smoother, quieter ride. All this at a \$100.00 reduced price! The '32 Chevy was sold as a 70 mph car and you would be foolish to drive it that fast. That said, admitting to being foolish at least once, I did see 72 mph under favorable conditions on the freeway, checking it with my GPS, no this was on level road – not downhill. The speedometer said over 80 mph. On the secondary roads here in the "Da U.P." the biggest danger is deer and I find 45-50 mph to be most comfortable for both the Chevy and myself.

To summarize, the difference in driving and ride in the 1927 and 1932 is about the same as between the 1932 and my 2008 GMC pick-up truck. If someone shows an interest in your antique Chevy, take them for a ride. If a picture is worth a thousand words, what is a ride?





VINTAGE CHEVROLET CLUB OF AMERICA, INC.

AN OVERVIEW OF THE 1ST CENTRAL MEET, VCCA

An idea of a VCCA Central Meet was conceived by Pinky Randall and Bob Donohoe (of Michigan) in late 1963. There was a considerable number of VCCA members in the Great Lakes area of the country, being central for the country, so that is why this area might serve well for such an event. We had recently attended the Eastern Fall AACA Meet at Hershey, PA, where Jim McKeon had held the first Eastern VCCA, In conjunction with the AACA Fall Meet.

Ralph Majors of California and a VCCA member and officer was present and enjoyed our meet. He spoke briefly about the eastern function and encouraged us to continue with the activity. This first Eastern Meet was held on a Sunday at the Hershey Meet location and was well attended. This probably encouraged us to continue with our thoughts of a Central Meet in the Great Lakes area. Bob and I didn't let this ambitious thought die, but continued to talk about it and make some preliminary plans to get something started in our central division. (Check the November 1963 issue of the G&D for a story on the first Eastern Meet)

While the National Board held no board meeting in December of 1963 or January of 1964, they wrote in the G&D that they had heard from Pinky Randall about the anticipation of a Central Meet in the Great Lakes area. (January 1964 G&D issue) Also, in that same issue were the minutes of the Ohio Region that stated the discussion of the Central Meet that Pinky Randall had been working on. They elected Truman Taylor of Urbana, Ohio to work with Pinky on this endeavor. The February/March issue of the G&D carried a full page notice of the planned Central Meet with a SURVEY SHEET that members were encouraged to acknowledge.

While we have no record of the number of "survey" sheets being returned, we did calculate the results of that survey and made our plans. There were no advance registration forms in the G&D, but we had records of the members of Division Seven (7) and made a mailing to those people. The Meet Dates established as June 20th and 21st at Urbana, Ohio, at the Fair Grounds.

Bob Donohoe and I made contact with the Miami Valley Region, VCCA and Jim Koontz, their Region Director. Truman Taylor of Urbana was also a part of the committee and was instrumental in arranging for the fair grounds at the Urbana facility. Several meetings were had with the Miami Valley Region and their committee members. Bill and Lois McDowell were also very active in the arrangements for the 1st Central Meet. I remember many of the Miami Valley Region membership that worked on the arrangements. Some of them were:

Jim & Lois Koontz	Truman Taylor	Wayne Cospers
Bill & Lois McDowell	Crawford	Jack Garman
Ralph McEowen	Jack Macy	Tate Lawson
Earl Frei	Paul Hammond	Howard Reinke
Ralph Koerner	Arnold Isreal	Howard Watkins
Lew Clark	Clayton Rector	Jack Davis
Clyde Hale	Bob Donohoe	Ed McFarland
Jim Payne	Howard Dunlap	Fred Homrich

The location of Urbana was chosen because it was available, it was located in the smaller town and had facilities for our needs. Truman Taylor made many

of the arrangements, worked out the dates, checked with the lodging facilities, meeting places and for the food. Truman also took on the task of arranging for us to select a "Queen" for the event, a local Urbana girl.

While this was not a huge meet, we did attract 63 members, and their families, and fifty five vehicles. Fred Upshaw and Elmer Ryan and their family members of California made the trip from California to Urbana. The National Board did furnish signs for their vehicles which noted the destination of the vehicles for the VCCA National Meet in Urbana, Ohio. It was reported that Ryan and Upshaw experienced sixteen (16) flat tires on their trip across the country to attend this event. They did a fine job of representing the National Board.

Jim Koontz, member #28, and the first member outside the state of Calif., was named General Chairman of the 1st Central Meet. He was unable to be in attendance for all of the activities previous to the meet, but monitored everything about the meet. Jim was a very sick man and was not able to function as he had wished and hoped for. But Jim did a great job and the meet came off with great success. He was admitted to a hospital following the meet and it was determined what his sickness was and it was corrected soon.

We had a lot of activity in connection with the Central Meet. There were car games, activities, a few stories told, pictures taken, some lies told, lots of Chevy talk and a whole lot of family fun. Most of the families brought their children and all had a good time. We also experienced a real hard rain storm during the festivities. This was a great opportunity for our members to get acquainted, meet new friends and enjoy our vehicles.

Judging was not a big part of the meet. This was planned to "just have fun" and get to know each other while enjoying the cars. The registration for this first event was just \$2.00 by mail or \$2.50 for gate registration. Each participant was given a commemorative "1st Central Meet Dash Plaque." We did have a short tour to the Ohio Caverns with participation of most of the members with their vehicles. While judging was not planned for this first Central Meet, we did have some special awards presented by the committee. Some of the awards were: Longest distance driven, Elmer Ryan of California with his 5-Passenger Coupe, Most Unusual car was awarded to John Smith of Indiana for his 1929 Landau Imperial Sedan, "most Original" went to Richard Green for his 1933 Standard Coupe. There were two "Turtle Races" (slowest vehicles), the six cylinder race was awarded to John Smith's 1929 Landau Sedan, for the slowest, a 4-cylinder Touring car owned by Russell Love.

Car games were a fun part of the meet and it afforded our members to socialize and become better acquainted. We had several restored cars and some original cars, needing restoration. Some members brought parts to sell for our first swap meet. It was a very popular endeavor for our members. The parade was also arranged for those willing to tour the town of Urbana. It proved to be a popular event and it attracted many of the towns people back to the fairgrounds to view the cars on display. Picture-taking was another popular time for the participants. Some were observed taking movies of the festivities and they were shown at the 2nd Central Meet the following year in Dayton, Ohio. "Restoration Hour" turned out to be nearly a day-long episode and enjoyed by all. However, this was our first opportunity to assemble as a club with our members from near-by states and the few regions in the Central Division.

This first Central Meet planted the seed for future VCCA National Meets to be held in the several regions of the country. Campbell-Ewald, Chevrolet's advertising agency arranged for photo shoots to be in future issues of Chevrolet's FRIENDS Magazine. This idea of photos and stories in FRIENDS Magazine turned out to be a big shot in the arm for VCCA. Campbell-Ewald and Chevrolet Motor Division were very cooperative in exposing our club and promoting our many activities nationally.

In later years the Central Meet became one of the popular annual meets that our membership planned to attend. This also enticed other areas and regions to sponsor similar meets. This activity gained much momentum and there were many divisional and regional meets held annually across the nation. It seemed to be a great growth factor for VCCA. It also promoted the idea of our popular Anniversary meets that are held every five years. But that is another story to be told at a later date.

There were several regions in our 7th Division (Central U.S.) about this time and others in the planning. Ohio seemed to be a popular state for forming new regions and they were each anxious to sponsor a "Central Meet". Michigan, Indiana, Illinois, Pennsylvania and Ontario each had only one(1) regional at the time, while Ohio had several regions. As it turned out, most of the Central Meets were divided between the several regions in Ohio and each of the other states. Division area joint meetings were held and determined where the future meets were held. The many regions in the Division worked out a system whereby each region would hold the Central Meet on a rotation basis. That system has worked real well for all and for the good of VCCA.

Our First Central Meet was a great learning experience for all of us. We learned to be better records keepers, instituted systems, formed judging programs, worked closer with VCCA National and the other Divisions, shared our experiences with all, encouraged total participation, shared properties with other regions, which resulted in greater national meets for all of VCCA.

Our early Central Meets netted approximately sixty to seventy families and car registrations fifty to eight cars. It wasn't too long and our car registrations numbered more than 100 vehicles and then over 150 and more. Restorations were increasing each year. In the very early years the 1931 and 1932 seemed to garner most of the registered vehicles. But it wasn't too long and most other years were appearing at the meets. It wasn't too long and our meet registrations reach 200+, which called for more judging classes and expanded meets. Yes, we have grown by great numbers and come up with some great and beautiful cars and trucks. In doing this, we have also expanded the childrens activities, the costume judging, seminars, judging programs, tours, social functions and better planned national meets and enhanced our membership.

Thanks for your participation in all of the VCCA activities and programs. Thank you for your membership and all of the beautiful things you have done for VCCA and the hobby. And---don't forget, it is the "PEOPLE" that make all of this so enjoyable and so GREAT.

Thank You,


Pinky Randall, along with Bob Donohoe (Deceased), co-founders of the "Central Meet"

Encl: Copy of Program and Map of Urbana, Ohio, 1st Central Meet

41st Sloan Museum Auto Fair- by Bruce Granger

To those of you who came to the 41st Sloan Museum Auto Fair, I wish to say a BIG “THANK YOU”! We were down this year as we only had 624 vehicles-93 vendors-43 food vendors & tractors 4570 gate visitors. After the Auto Fair the museum did a survey, of those responses 37.5% said they have been coming 1-3 years, 29.5% said they have been coming more than 11 years. Another question was asked if judging ceased would you still come, 90.9% said they would still come. The last question was about your age, 54.5% said they were over 65 years old. We had a follow up meeting this past July 17, 2013. Bob Sovis- who started the “Auto Fair” is chairing a committee to look at improving the Fair for the future. If you have suggestions PLEASE contact him. We are also looking for some NEW people to volunteer for our committee positions as a few people are leaving. Verle Weatherwax has been our Chief Judge for two years and is stepping down. I am staying on as Chairman of the “information booth” and Brian is taking on some new responsibilities.

The winners of the vehicle Judging at the Museum Auto Fair was noticeably in the Chevrolet column;

Best of Show – Original 1965 Chevrolet Corvair Monza owned by Bob Sovis

Best of Show – Original Restored 1958 Chevrolet Corvette owned by Mike Oshust

Best of Show – Modified 1956 Chevrolet 210 owned by Dan & Penny Barlett

Veterans Awards:

Army 1967 Chevrolet Chevelle SS owned by Mark Bredernitz

Marine: 1935 Chevrolet Coupe owned by Jerry Markley

Air Force 1946 Willys Jeep owned by Oscar Klank

Navy 1972 Chevrolet Nova owned by Daniel Tophm Sr.

Elsie Luke Award 1991 Jaguar XSJ Convertible owned by Ruth Frakes

Millennium Award 2003 Chevrolet Corvette 50th Anniversary owned by Howard Horton

Low Rider Award 1999 Chevrolet S 10 owned by Tyler Young

Rat Rod Award 1934 Ford Cabriolet owned by Jonathon Parson

Best Interior Award (Sponsored by Schultz & Sons Auto Upholstery) 1956 Chevrolet 210
Owned by Dan & Penny Bartlett

ANNOUNCEMENTS:

Received word from Loretta Jackson that LMR member Norma Clark is currently at a Rehab center in Portage, MI after she fell twice in two weeks causing three vertebrae in her lower back to be cracked or broken... You may send cards to her at 10401 LLOY, Portage, MI, 49024-6842.

This month (August) issue of the Chevy Chatter contains an article on the First Central Meet held in Urbana, Ohio, June 20th and 21st, 1964, authored by Pinky Randall. Next month (September) Chevy Chatter will have an article covering the 50th Central Meet which just concluded this past Saturday, July 27, 2013.