

Lifter Noise

September 2018 - Volume 45, Issue 9



What's Going On

Our September event is the overnight trip on September 15 - 16. If you had planned on going, you should have made your hotel reservations by now. If you did not and still want to come along, feel free. You will just have to make your own arrangements for lodging or sleep in your car. Look for details on the overnight trip later in this newsletter.

Due to the proximity of when the overnight trip is scheduled and the third Tuesday of the month, there will be no Tuesday night membership meeting in September. We'll pick them back up in October where we will have our nominations for club officers for 2019.

For our November meeting, we are having a model car contest! Build your favorite model and bring it to the meeting. Note that this is for an individual model car and not a whole diorama. Our president, Scott Olivier, has more details in his monthly column.

The September board meeting will be on Tuesday, September 25 at Florentines, 4261 Kalamazoo SE (corner of 44th St. and Kalamazoo). Start time is 6:30 PM.

August Board Meeting Recap

A few of us attempted to meet in the middle of the typhoon on August 28 to discuss club business. We started out at Bunker Hill Chill and Grill where we managed to get our drinks before the power went out. We went ahead and discussed the details of the overnight trip and then we had to pay our bill and leave as the power was not coming back on. Two brave souls continued on to Countryside Inn where they did have power and discussed having a model car contest as well as the venue for the September board meeting.

The Joys of Car Modeling

By Scott Olivier, President, WMCC

I'm of the general opinion that life is much better now than it used to be. We have instant--nearly limitless--access to information, more leisure time than previous generations, ways to be social beyond our imaginings, safe cars and cheap(ish) gas. What could possibly make us nostalgic? For me, one thing is model cars.

I don't know how many kids today are building model cars these days, but I bet it's not many. My recent trips to hobby shops prove that kits are still being sold, but I suspect it's to a crowd a bit past adolescence. When Dave Dykwell suggested we have a model car-building contest for our November membership meeting, it really started me thinking of how much time I spent building them when I was younger. I think the last one I made was when I was fifteen. As soon as I got a real car, when I turned sixteen (a 1970 Ford Maverick), my modeling days were over. The excitement of the "real thing" took over, and that was it.

My first model was a snap-together kit that I got as a Christmas present from my Grandparents Olivier. I don't remember the make and model, but I do remember that it was yellow. I was maybe seven years old at the time. I started buying my own model kits once I was blessed with an allowance, around age nine or ten. My weekly endowment of five dollars, plus any money gleaned from mowing the lawn of our neighbors Mr. and Mrs. Windheim, mostly went straight to our local Hobby Lobby (not the national chain we know now, but a small local place in our suburban Chicago neighborhood). Back then, you could buy a kit for five or six bucks, glue was maybe two, bottles of paint about a buck, and the luxurious spray paint was about three. My dad built shelves around the top edge of my basement bedroom to display all my creations. Most were cars, but I had a few battleships and aircraft carriers on those shelves, as well as a smattering of airplanes strung by fishing line from the ceiling. I enjoyed the quiet time building all of those, and will now admit to not being disappointed a few times that I got grounded, because it gave me more time to work on my models.

I've already bought the model I'll be working on for the November meeting. At the risk of tipping my hand, it's an early 60's Pontiac Ventura that I plan on doing in a 70's-style, raked, street custom like I remember on the Chicagoland avenues in my childhood. Will it be perfect? I'm sure it won't. I'm thirty five years out of practice.

In my shopping for the "perfect kit", I went to several shops around west Michigan while traveling for work. What surprised me was that many of the kits I built as a child still exist today. The '55 Chevy kit whose photo I've included was one of the kits I built when I was about ten. I'm pretty sure I didn't even paint it because I hadn't earned the money to buy paint. I remember getting glue all over the clear hood scoop, which bothered me every time I looked at it. At least my shelves were high enough to be above eye level. I hope I do better this time...



August Recap

The last “official” month of summer was a somewhat busy one for the West Michigan Corvair Club.

It started on the first weekend of August with the Red Barns Spectacular at Gilmore Car Museum. Five Corvairs represented the West Michigan Corvair Club in the largest show of the year at Gilmore. It was a beautiful day for a car show.



On August 21 we held our monthly membership meeting at Railtown Brewing Company in Dutton. Between 16 and 24 people (there are conflicting accounts) showed up for an evening of fellowship. Railtown just moved into their new location and it is now a full restaurant and brewery. Due to the large size of our group, Railtown was kind enough to seat us in our own area upstairs.

On the weekend of August 24 - 25 there were two events: the Corvair Homecoming in Plymouth and the 28th St. Metro Cruise in Grand Rapids.

John Cole and Paul Adams attended the Corvair Homecoming that is put on by the Detroit Area Corvair Club. This is always a very well attended event by the Corvair community and from the pictures on Facebook, this year did not disappoint.

As for the Metro Cruise, only three of us showed up at the meeting time and place that was decided upon at the August membership meeting and none of us drove a Corvair. We did see one Corvair on 28th St. that was being driven by former WMCC member Charlie Wells. That was the only Corvair I saw the whole weekend. Perhaps the weather had something to do with it as it rained heavily on Friday and the threat of rain loomed all day on Saturday.

Overnight Trip

The planning is complete and here are the details on the overnight trip scheduled for September 15 - 16. We will be meeting at Fricano's on Alpine at 8:30 AM and we plan on leaving promptly at 9 AM. We will be taking a scenic drive up M-37 to M-113 through Kingsley. We will be in Traverse City by 11 AM where we will have lunch at Don's Drive-In. After lunch we will be driving up the Old Mission peninsula where we will be stopping at five wineries. Once the wine tasting is done we will be checking into our hotel where we will have some free time before we meet at 7 PM for dinner. On Sunday there will be an optional tour that will follow M-22 up through Leland/Fishtown, Northport, and Sutton's Bay.

WMCC Calendar

September 15 - 16	Overnight Trip to Traverse City
September 25	WMCC Board Meeting
October 16	WMCC Membership Meeting
October 30	WMCC Board Meeting
November 20	WMCC Membership Meeting 0 model car contest
November 27	WMCC Board Meeting

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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. 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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Corvair Monza Convertible—*or could you rather have a coupe?*



Car experts of all ages find it fascinating
CORVAIR by Chevrolet

In just about every automotive magazine published,
the '65 Corvair has been praised to the sky. You really ought to try one.

They've written about Corvair's styling, its ride, its room and its power. And not a bad notice in the lot. These automotive experts, you see, not only examine every styling detail of all the new cars, but road test most of them as well. Which is what we hope you'll do with the Corvair at your Chevrolet dealer's.

We want you to see how much more aside Monzas have with the new 140-hp engine you can order. We want you to see how on tight corners Corvair holds its own with anything else on the road. We want you to see how having that engine in the rear makes for precise and easy handling. We want you to see how Corvair's new sports-coupe-type, 4-wheel independent suspension gives you a smooth ride that won't mash down on bumps or when you come to a quick stop. We want you to see the Monza's contoured bucket seats up close, its rakish instrument panel and the many custom touches you can add. We want you to see what the automotive experts see in the '65 Corvair. Your Chevrolet dealer will be glad to show you. . . . Chevrolet Division of General Motors, Detroit, Michigan.

