

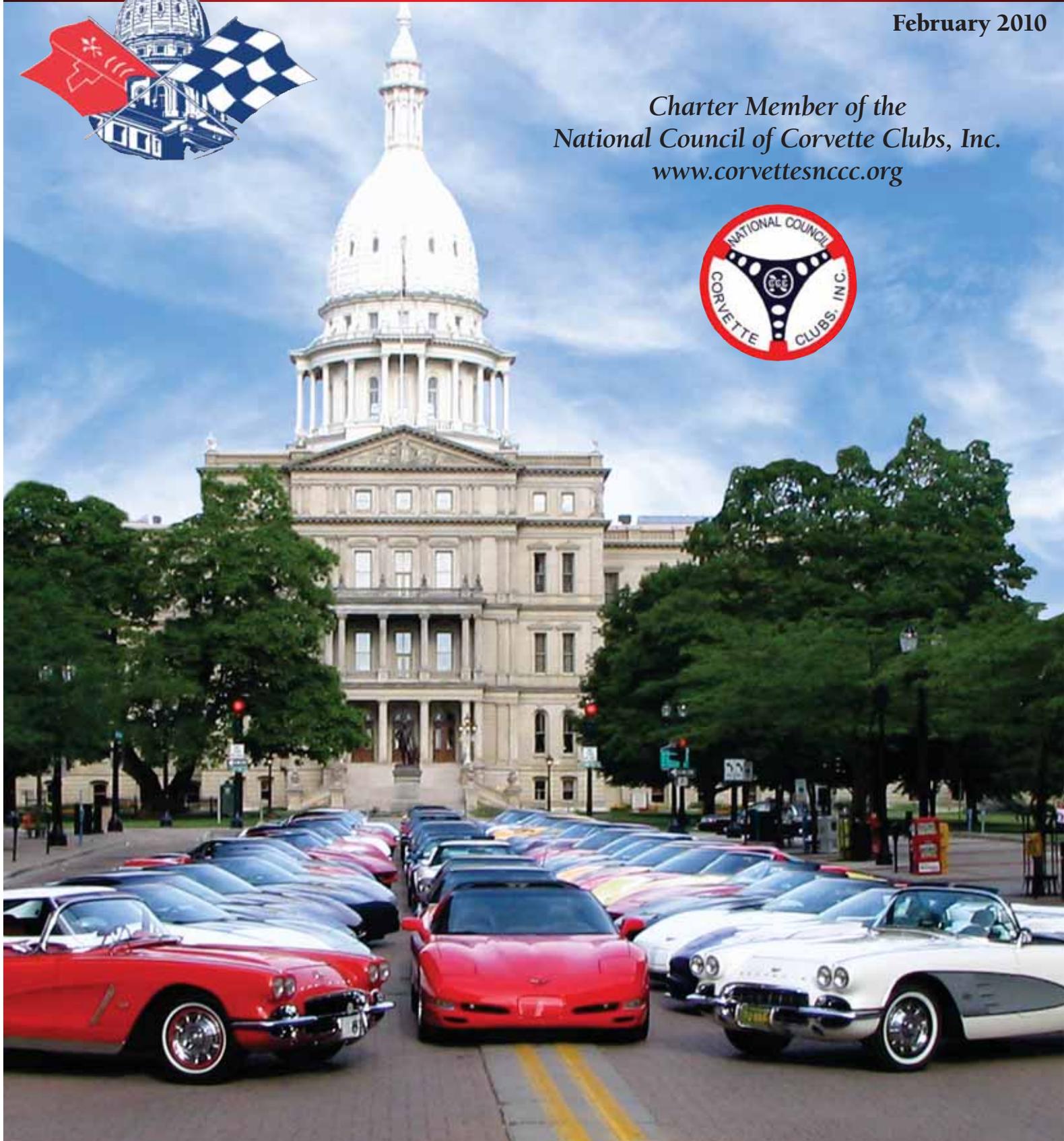
The Connection

The Newsletter of the Capital City Corvette Club
Lansing, Michigan • Established in 1958
www.capitalcitycorvetteclub.org • www.cccorvette.org

February 2010



Charter Member of the
National Council of Corvette Clubs, Inc.
www.corvettesnccc.org





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The Connection

Newsletter of the Capital City Corvette Club

VOLUME XL • NUMBER 2 • FEBRUARY 2010

Upcoming Events

General Membership Meeting

February 3 • 7:00 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Drive & Dine

February 13 • 10:30 a.m. • "New" City Market • 333 N. Cedar • Lansing

Board Meeting Meeting

February 17 • 6:30 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Chevy VetteFest

March 5-7 • Donald E. Stevens Convention Center

5555 N. River Road • Des Plains, IL (Chicago)

Watch for details. May do as a club event.

Michigan Region Banquet

March 20 • 5:30 p.m. • Clark Lake Golf Course • 5535 Wesch Rd. • Brooklyn, MI

January Birthdays

Diana Parks (7) • David Brown (11)
Ed Politza (22) • Diana Brown-Mosher (24)

Newsletter Article Deadline

Send all March newsletter articles to
scott@keyprintgroup.com by February 23.



From the President...

As we enter the second month of the New Year we need to take a moment to reflect on our time spent with John Bechtel and Pam Platte. We lost John to a tragic and unexpected accident, and Pam to a long but courageously fought illness. Both were active members and very close friends of many in the club. Their losses are difficult to accept, but their legacy lives on within each of us. They will be dearly missed, but our support and love for Sandy and Joe will live long and strong.



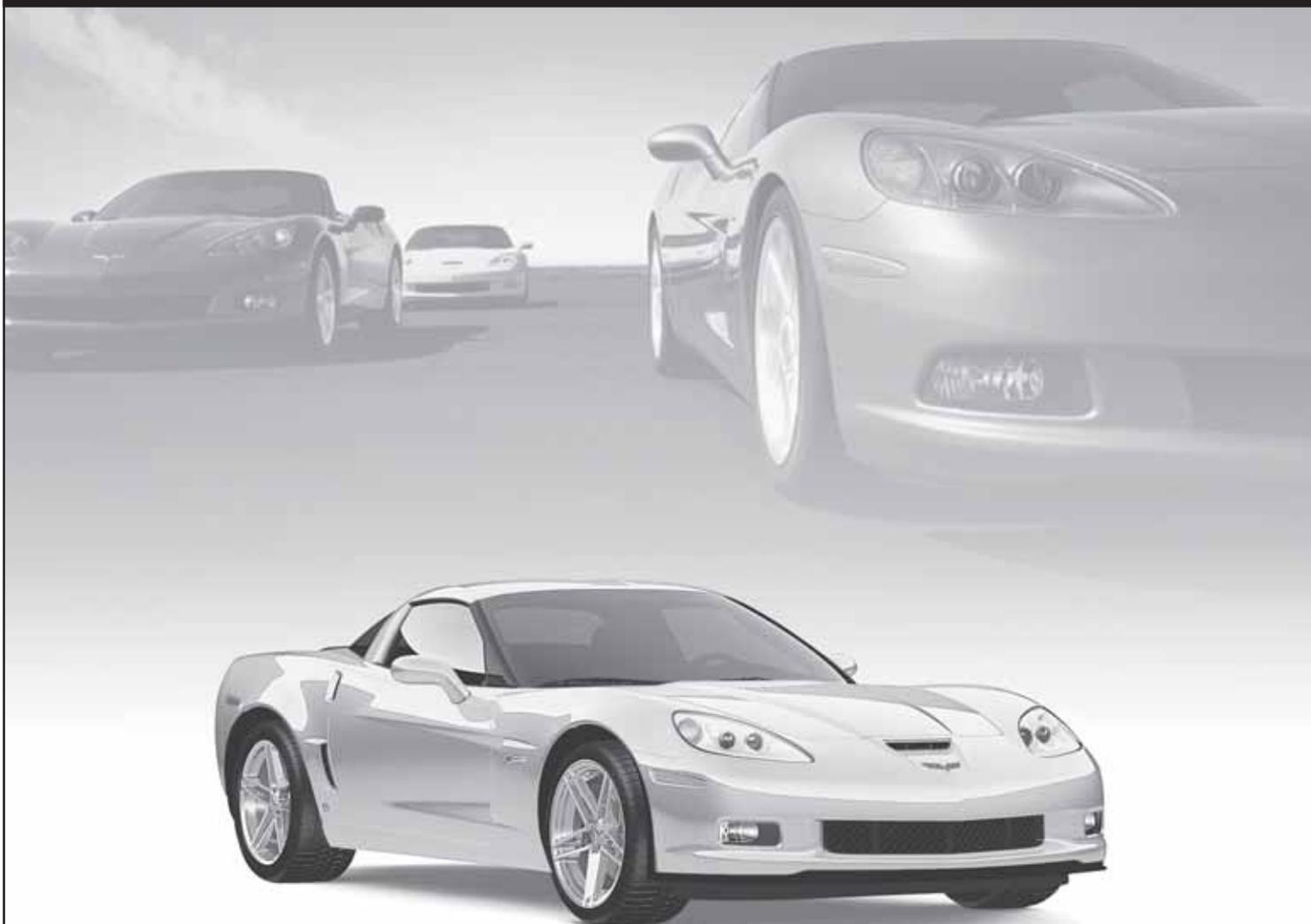
Winter is still gripping Michigan, and for those of us lucky enough to be able to leave the state for warmer climates, it may be more bearable. For the rest of us, we wait. The older I get the less my participation in or appreciation of winter outdoor activities becomes, so I get bored. I don't know about all of you, but I'm ready to turn some wheels on the Vette. Speaking of Vettes – For those who have access to your cars, go out and step on the brakes a few times to flex the seals in the calipers or brake cylinders. That helps prevent leakage. If you can roll the car forward or back a foot or so, do so to add yet another flat spot to each tire. For those of you who do not have access – don't worry. For the few months they are tucked away, it probably doesn't make any difference anyway. It's just an excuse to go smell the interior or something.

Spring comes slowly to us who wait impatiently, but it comes really, really fast to those of us who have to plan the clubs spring and summer events. We still need volunteers to head up the Blessing of the Vettes and Horsepower at the Zoo shows. Help will also be needed for our combined show with the Capital Area Muscle Car Club at Bud Kouts. Then there is the two day Spartan Speedway event. I promise that if you sign up to chair any of these, warm weather and car show time will be here so fast it will make your head spin. Actually, not one of these events is too overwhelming to oversee, because you will have the experience and expertise of those who have done it before to help guide you. That is how this club works. If you have a bit of extra time, please consider chairing an event. Anyone who has done it before, or anyone on the Board, will be glad to go through the process and “lessons learned” with you. Look at all the hands go up!

Craig (Look. No Snow!)



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Capital City Corvette Club



Participation Points as of January 9, 2010

6	Scott Bauries	0	Catherine Eiseman	0	Carlo Litrenta	0	Victor Smith
2	John Bechtel	0	Raoul Eiseman	0	Janet Litrenta	0	Loretta Spinrad
4	Sandy Bechtel	0	Jennifer Everhart*	1	Bob Maynard	0	Steve Spinrad
1	James Boettcher	1	Randy Gisse	1	Shalimar Maynard	0	Janet Sprague
1	Mara Boettcher	0	Vidal Gonzalez	2	Dominique Palacio	0	Michael Sprague
2	Colleen Bratschi	0	Betty Guyot	2	Jerry Palacio	0	Dan Stremmer
6	Rich Bratschi	0	Lloyd Guyot	0	Diana Parks	0	Nancy Stremmer
5	Connie Britz	7	Angela Hyde	0	Howard Parks	1	Joseph Thomas*
4	Mike Britz	5	Craig Iansiti	0	Joe Platte	1	Sue VanAtta
0	David Brown	1	Janet Iansiti	0	Pam Platte	0	Ann Ward
0	Diana Brown-Mosher	0	Dick Iding	2	Ed Politza	0	Bill Ward
1	Chris Burke	0	Greg Kapp	2	Suzanne Politza	0	Larry Warren*
6	Terry Burke	2	Kim Keith	0	David Pursel	0	Linda Warren*
0	Kathy Cooper	2	Sue Keith	0	Kathryn Pursel	0	Lee Webster
0	Ronald Cooper	0	Frank Kessler	5	Carol Putmon	1	Larry Wight
1	Dave Cripe*	0	Judy Kessler	0	Randy Putmon	0	Gary Wyma
1	Pat Cripe	0	Fred Koos	6	Gloria Reiffer	0	Kathy Wyma
0	Darwin Day	0	Judy Koos	6	Simon Reiffer		
0	Jim DeNike	4	Julie Lasher	2	Robert Ribar		
0	Patti DeNike	6	Ted Lasher	0	Eddie Root		
1	Art Doty*	0	Ellie Lickfeldt	0	Brenda Shatkosky*		
1	Nancy Doty*	1	Patrick Lickfeldt	0	Richard Shatkosky*		

Current 2010 Top Ten

7	Angela Hyde	6	Terry Burke	6	Simon Reiffer	5	Carol Putmon
6	Scott Bauries	6	Ted Lasher	5	Connie Britz		
6	Rich Bratschi	6	Gloria Reiffer	5	Craig Iansiti		



*NCCC number is with another Michigan Region club.

2010 Chevrolet Corvette Grand Sport Full Test

Good Sport, but Not a Grand Sport

By Chris Walton, Chief Road Test Editor | Published Nov 11, 2009

Article from www.insideline.com

It's a sound product-planning formula to follow, and we endorse it: a special, limited-edition car with the looks and the hardware of an almost unattainable top-shelf model but for less cash.

The problem with the 2010 Chevrolet Corvette Grand Sport is, it's not really a limited-edition car (no special VIN is assigned), it doesn't perform any better or worse than a base-model Corvette, and finally, the price of the Grand Sport comes within striking distance of the car it emulates — the brutal Corvette Z06.

This test car arrived in our garage with just under 1,000 miles on the odometer and with \$13,790 in total options, taking its price to within \$6,000 of a Z06's base price. At \$69,510 as tested, our Grand Sport is also \$9,535 more expensive than a 2010 BMW M3.

The Difference Between Good and Great

As much as the 2010 Chevrolet Corvette Grand Sport seems like an interesting idea, we question Chevrolet's decision to put the sanctified "Grand Sport" name on this car to begin with. The original 1963-vintage Corvette Grand Sports were thoroughbred racecars, the most recent of which failed to sell on the auction block when its reserve was not met with a bid of \$4.9 million. Even when the Grand Sport label was applied to a production Corvette in 1996, only 1,000 examples with specific VINs were made.

To be sure, the 2010 Corvette Grand Sport does have a legitimate place in the sports car world, and it follows an established pattern. In much the same way that you can buy a Porsche 911 Carrera 4S with the 911 Turbo's wide-body fenders, upgraded brakes and chassis but minus the



Turbo's engine, you may now buy a 2010 Chevrolet Corvette Grand Sport (base MSRP of \$55,720) with the look and much of the hardware of a Corvette Z06 (base MSRP of \$75,235), but without the totally mental, hand-built, 505-horsepower 7.0-liter V8 that often makes the Z06 almost undrivable on anything but an arrow-straight piece of highway.

Besides the Grand Sport coupe we tested, Chevy now offers four other distinct Corvette models ranging from a \$50,000 base coupe to the \$110,000 Godzilla-slaying ZR1. That's quite a range. The midpack GS is also available as a convertible for about \$3,800 more and either the coupe or soft-top model is available with a six-speed automatic (\$1,250).

A Civilized Z06

OK, so the 2010 Chevrolet Corvette Grand Sport is Z06 Lite. The Grand Sport model offers aggressive looks, big ol' wheels and tires, giant brake hardware (same size discs as the Z06, but not the exact same brakes), functional brake cooling ducts, and specific manual-transmission gear ratios.

We tried the 2010 launch control; it's consistent but slower than a driver with a calibrated butt.

Continued on page 7

Power comes from the base Corvette's pushrod 6.2-liter LS3 V8 with a Z06-style dry-sump oiling system and it's rated at 430 hp. If you pay \$1,195 for the two-mode performance exhaust, the exhaust note changes character dramatically at about 3,500 rpm, which we like perhaps even more than the 436-hp output rating for the engine that comes with it.

At the test track, we discovered to exactly nobody's surprise that the 2010 Corvette GS produces essentially the same acceleration as the last 2009 Corvette with a manual transmission and optional exhaust we tested. The benchmark of 60 mph arrives in 4.4 seconds (4.0 seconds with 1 foot of rollout like on a drag strip). The quarter-mile is consumed in 12.4 seconds at 115 mph. Yeah, it's fast and sounds great, but aren't Corvettes supposed to be fast and sound badass?

We tried the new-for-2010 launch-control system (select Competition mode, clutch in, 1st gear, whack the throttle to the floor, then dump the clutch), and while it is very consistent, it's also about three-tenths slower than a test-driver with a calibrated butt. Although we never ran into it during performance testing, on more than one occasion during our test-driving we found the infamous Corvette "mystery gear" on the way to 3rd gear. The shifter sometimes felt as if it was in 3rd gear, but wasn't.

The standard 14-inch front discs with six-piston calipers and 13.4-inch rear discs with four-piston calipers help bring the car to a halt from 60 mph in just 106 feet, but the feedback through the pedal is always vague and wooden.

A Typical Corvette

Corvette owners would also be familiar with the ambiguous messages coming from the Grand Sport's chassis. Test driver Josh Jacquot said of the GS after lapping the skid pad at an impressive 0.96g: "Massive grip, but not intuitive balance." After a pass through the slalom at 68.8 mph, he said, "Again, unnatural steering feel in quick transitions — not completely numb, but also not talkative — doesn't make me want to attack the slalom like other cars do."

Such empirical numbers certainly demand respect, but our test-driver's subjective impressions don't measure up to those from tests of equally accomplished cars, where the comments are more like, "Very easy to maintain control at the limit. Steering delivers excellent feel and response for the inputs given. The ratio, assist and feedback are all spot-on."

To make matters worse, our track-testing session managed to dislocate the right rear suspension's toe adjuster. Our in-house suspension guru found the eccentric cam mechanism had shifted about

90 degrees out of spec. Any road imperfection made the rear of the car very unstable and prone to jerk and wander. Luckily, we have a go-to guy at Stokes who straightened things out in less than 5 minutes.

After the fix and out in the real world, we will say that the 2010 Chevrolet Corvette Grand Sport's suspension setup is better than that of the discontinued Z51 handling package, but still not as multitasking as the F55 package with its magnetorheological dampers. By



Continued on page 12

LOCAL DRIVE AND DINE

Saturday, February 13, 2010 • 10:30 a.m.

Meet at:

Lansing City Market parking lot
on the corner of S.B. Cedar Street and Shiawassee Street

We will visit the “NEW” CITY MARKET
Then off on a short drive for a great lunch at a local favorite.
After lunch we’ll take another short trip to a local sight.

Due to the uncertain weather conditions at this time of year
this will be a very flexible plan.

Dining cost approx. \$10-\$15 pp

Other cost \$3 pp

Contact Craig at 517-282-0940 or Janet at 517-282-3342

Or email corvettes@cablespeed.com

RSVP by February 10, Thanks

Sign-up Sheet at the next Membership Meeting





**2010 MICHIGAN REGION
ANNUAL AWARDS BANQUET
HOSTED BY JACKSON CORVETTE CLUB
March 20, 2010**

Location:

**Clark Lake Golf Course
5535 Wesch Road
Brooklyn, Michigan**
Phone: 517-592-6259

From I-94 East or West
Exit #142 US-127 South - Go 11.3 miles
Left on Jefferson Road - Go 2.6 miles
Right on Hayes Road - Go 0.6 miles
Golf Course on Left - Parking on Right

**Appetizers and Cash bar
5:30 p.m. to 6:30 p.m.**

**Dinner
Served at 6:30 p.m.**

Menu

Top Round of Beef Carving Station
Parmesan Chicken Breast
Capellini with Marinara Sauce
Fettuccini Alfredo
Mixed Vegetable
Mixed Italian salad
Dinner Rolls
Includes soft drinks, coffee and tea

Dessert
Apple cobbler with ice cream

Cost \$21.00 per person

Program to follow dinner

Preferred Hotels

- Super 8 Motel - 155 Wampplers Lake Road
Brooklyn 517-592-0888 (closest to event)
- Comfort Inn & Suites - 2435 Shirley Drive
Jackson 517-768-0088 (NCCC SOS Hotel)
- Hampton Inn - 2225 Shirley Drive
Jackson 517-789-5151
- Fairfield Inn - 2395 Shirley Drive
Jackson 517-784-7877

Remember: Corvette Clubs are to Donate a door prize of \$30.00

Checks should be made payable to Michigan Region Corvette Clubs
Mail to Jackson Corvette Club, PO Box 6363, Jackson, MI 49204
Contact Person: Steve Massie, Governor at 517-688-4066

RSVP by February 26, 2010

Name: _____

No. of Guests _____ **X\$21.00/per person** **Amount Enclosed \$** _____

Phone No. _____

Club Affiliation _____

Capital City Corvette Club

General Membership Meeting – January 6, 2010

President Craig Iansiti called the meeting to order at 7:00 P.M. He then read two letters of thanks for the monies given to the VFW, the Potter Park Zoo, and St. Vincent Charities.

Minutes of November meeting were approved by John & Sandy Bechtel.

John Bechtel updated members on the passing of Ray Messeman and encouraged donations to purchase a memorial brick in his honor at the Corvette Museum. John then lightened the mood when he presented the “Turkey of the Year Award” to Joe Thomas. John pledged to make this an annual award to be given to the “Yearly Turkey”!

Craig informed the group of the bypass operation for the mechanic at the Mid America Motor Works.

Carol Putmon, **acting Treasurer**, said there was no new news at present to report.

It was an evening of awards as Ted Lasher gave updates of points. Out of 114 members, 3000 points were accumulated. Only 6 members did not accrue any points. Ted presented Corvette Key Fobs to those exceptional members who had accrued the most points.

Ted also explained to the group how points could be accumulated and also asked for input to update and improve the system.

Angela Hyde, **Membership Chairmen**, announced 82 members, and 70 future members. Members were presented with new club roster and also presented new membership cards to those present. Club members were assured that fluctuations in membership were normal.

Editor, Scott Bauries, asked for any input in the newsletter. Simon told of two new ads added to the newsletter.

Rich Bratschi, new **Competition Director**, had no new information.

Public Relations Director, Simon Reiffer, informed members of reopening of Onondaga Race Track. Gave information that Muscle Car Club would possibly like to go in together to sponsor a night at the track.

Carol Putmon, **Social Director**, updated observance of December and January birthdays and presented celebrants a candy bar.

Governor/Vice President, Terry Burke, informed group of new Competition Director, Ray Johnson.

Webmaster, Gloria Reiffer, told of improvements instigated with the help of Ted Lasher.

Bob Maynard, who was absent from meeting, had given an updated budget attached to the Agenda sheet. President Craig Iansiti remarked how well the proposed budgets had worked in the past to help the club adhere to earmarked expenditures. He also told of club’s \$500.00 donation to Lansing Food Bank.

New business included the schedule of events which was a handout attached to Agenda and Budget sheet. Club was informed of website for Rosemont Vette Fest. A note from Lugnuts was read but President Craig Iansiti said a safe parking provision would have to be made before club members would want to participate. Suggestions were made to inquire about parking. It was suggested that Comerica Park be a destination to be shared with the Detroit Corvette Club of which Joe Thomas is a member.

Gloria Reiffer announced she would like it if members, wearing apparel from Dominique and Jerry Palacio’s business would submit pictures, she would include those online in the clothing catalogue.

Mid-America “behind the scenes” was suggested if the interest is great enough.

Sandy Bechtel gave a pitch for the Corvette Museum saying it was open 360 days per year. She told of 4 cars to be raffled off during the year. She also informed club members that they could register online and also spoke of Insurance coverage on agreed value of car. She also mentioned that Joe Thomas was on the Board of Directors.

Another member told of jobber rates being offered to members who wanted to order car parts through Eckler’s.

The 50/50 drawing of \$39.00 was won by Terry Burke.

Meeting was adjourned at 8:10 p.m.

Respectfully submitted by Secretary, Connie Britz

Capital City Corvette Club

Board Meeting – January 20, 2010

Craig Iansiti opened the first board meeting of the year at 6:25 P.M. Board members were all present with the exception of Terry Burke who was ill. Other club members present were Colleen Bratschi, Gloria Reiffer, and Janet Iansiti.

Minutes for the last board meeting were approved.

Treasurer's Duties were handed over to Mike Britz by Carol Putmon. Carol assured all that the budget is balanced. A decision was made to put 3 signatures on checks. Those signatures would be Connie & Mike Britz as well as Craig Iansiti. Mike Britz said he would make changes during the next couple of days and send information to Craig.

Ted Lasher discussed with board members changes possibly to be made in points accumulation. Different scenarios were discussed by board members. Ted said he would delve into different scenarios to present a better picture and then present all to members for further discussion.

Angela Hyde, **Membership**, informed us of 82 members, 1 honorary, and 70 future members.

Scott Buries, **Editor**, had no report.

Rich Bratschi, **Competition**, told of need for a \$200.00 deposit to Spartan Speedway. Carol Putmon reminded him to be sure correct address be given as there was a mix up last year with Spartan Speedway not receiving check until after the event

Carol Putmon, **Social**, said there would be a **Drive & Dine on Saturday, February 13**.

New Business:

Craig was to call to arrange night at the Lug Nuts.

Arrangements were made with Angela about distribution issues with mail.

It was discussed how to handle the John Bechtel Scholarship Fund. It is to be a line item on the Treasurer's books.

There is a Michigan Classic Car Library where cars can be put into a library system and can possibly be shown or used in movies made in Michigan. Your car could be a "Movie Star"!

Craig discussed how members needed to approach businesses now for donations for HAZ (Horsepower at the Zoo) September 19. He suggested we start now while people possibly still had money! He is sending a letter via email to members that they can print off to take to potential sponsors for donations and door prizes.

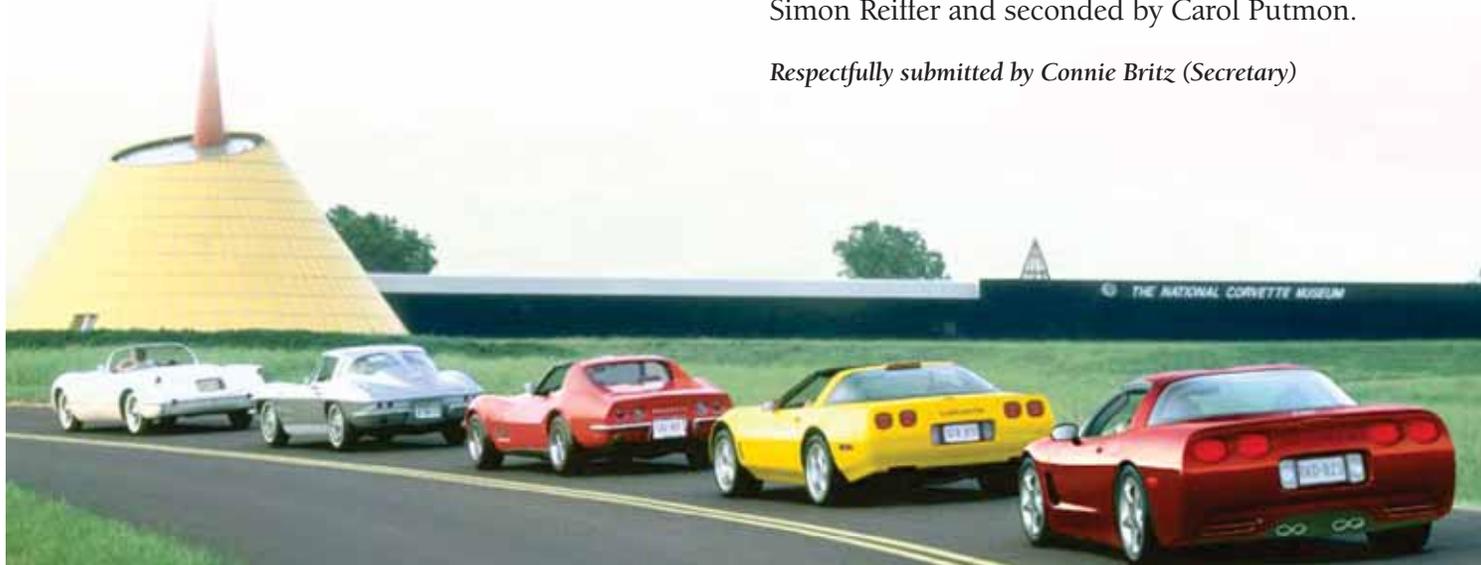
Craig discussed how the club needed to encourage members to take responsibility for events. We need to involve more members.

Ted Lasher will be selling a video slide show of the entire year to generate money for the John Bechtel Scholarship Fund. It was suggested he sell these for \$15.00.

Rich Bratschi made a motion we 'seed' the Bechtel Fund with money from the club's treasury. Carol Putmon seconded the motion.

The meeting was adjourned after a motion to close by Simon Reiffer and seconded by Carol Putmon.

Respectfully submitted by Connie Britz (Secretary)



the way, you cannot order the F55 option on a Grand Sport. You get what you get, and you get a lot of grip, decent compliance and a good free-way ride at legal speeds.

Optional Equipment

Probably there would be an easy way to make this car less pricey. Our test car's options included the \$7,705 Coupe Premium Equipment package, or Group 4LT, including lots of comfort and convenience features like a head-up display, leather-upholstered power seats with heat and memory, a power telescoping steering column (manual tilt), various leather-clad interior bits and special embroidered logos, plus Bluetooth and seven speakers for the Bose audio system. We'd skip it.

Speaking of superfluous options, we know the flashy, chrome cast-aluminum wheels (\$1,995) and Velocity Yellow paint (\$850) make for pretty photos, but the exhaust note draws enough attention as it is. The DVD-based navigation system with CD player (\$1,750) seems reasonably priced, but the touchscreen interface and LCD display already look and feel out of date.

What we can't fault at all are these Z06-style body panels, which really make the Grand Sport coupe a uniquely attractive Corvette. Also all the scoops, ducts, vents and spoilers on the GS are functional! Because all the bits are rendered in fiberglass instead of carbon-fiber, plus the GS has a removable-panel roof instead of the Z06's fixed roof, this car weighs 3,311 pounds, 150 pounds more than the Z06.

We particularly like the GS's bulging rear wheel arches that barely contain the ultra-wide 325/30ZR19 Goodyear Eagle F1 Supercar run-flats. And that black wicker bill on the trailing edge of

the rear deck does the rest of the Coke-bottle design justice, putting a sharp exclamation point on the swoopy body.

Yes, but

Once you skip the 4LT, navigation, gaudy wheels, look-at-me yellow paint and \$295 pedal covers (seriously), you're left with a \$56,915 Corvette with a thundering exhaust that'll consistently lay down 12-second quarter-mile runs, go around corners faster than most people would ever dare, and convert rear tires to smoke all day long.

Put it that way and the 2010 Chevrolet Corvette Grand Sport makes sense. We get it, we like it and we support it. But GM can keep all the price-inflating doodads; we'll take the bargain American sports car, please.

Perhaps the silver lining to the Grand Sport story is that all 2011 Corvettes will start as 2010 Grand Sports and only get better from there, just like the 2009 Mustang Bullitt foreshadowed the improvements made to the 2010 Mustang line. We just wish they would do something about those unsupportive seats and generic-looking steering wheel.

Chevrolet provided Edmunds this vehicle for the purposes of evaluation.



Corvette History - What Could Have Been

Article from www.corvetteblogger.com • Photos from blogs.hemmings.com

If something doesn't quite look right with this 1963 Corvette Coupe, you get a gold star! That's because this was a prototype for a "four place" Corvette. That's right, a Corvette with back seats! The idea came from Ed Cole who wondered if a four-place Corvette could rival the successful four-seat Thunderbird.



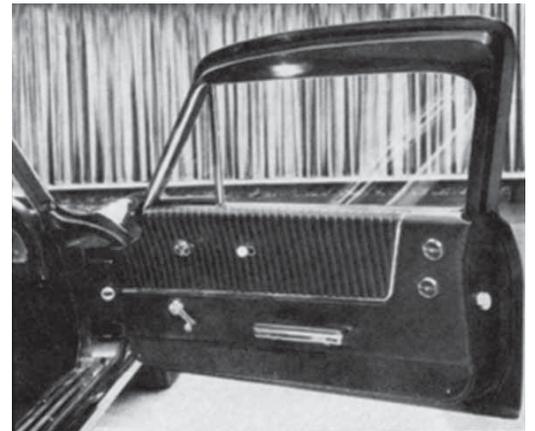
Designer Larry Shinoda was given project and stretched the already penned 2-seat midyear coupe to accommodate the back seats and the extra legroom required. Six inches was added to the C2's wheelbase to stretch it out to 104 inches. The pictures below show that the four-seater Corvette's doors are much longer and shaped differently than the production 2-seater. The roof is also slightly taller and the rear glass looks to be longer as well.

The design staff at GM pretty much hated the four-seater Corvette according the Design Director Chuck Jordan. However, in a later interview Larry Shinoda explains that perhaps the real reason the extended Corvette was a no-go was due to a faulty seat. Apparently, one of the GM big-wigs came down to get a look at the prototype. He got into the back seat, but then the front seat

locked when he tried to exit. The story goes that workers had to remove the front seat for him to get out and that was end of the four-place Corvette.

It's too bad that GM destroyed the prototype a few years later, but fortunately the concept was recorded with these pictures.

Source:
Hemmings





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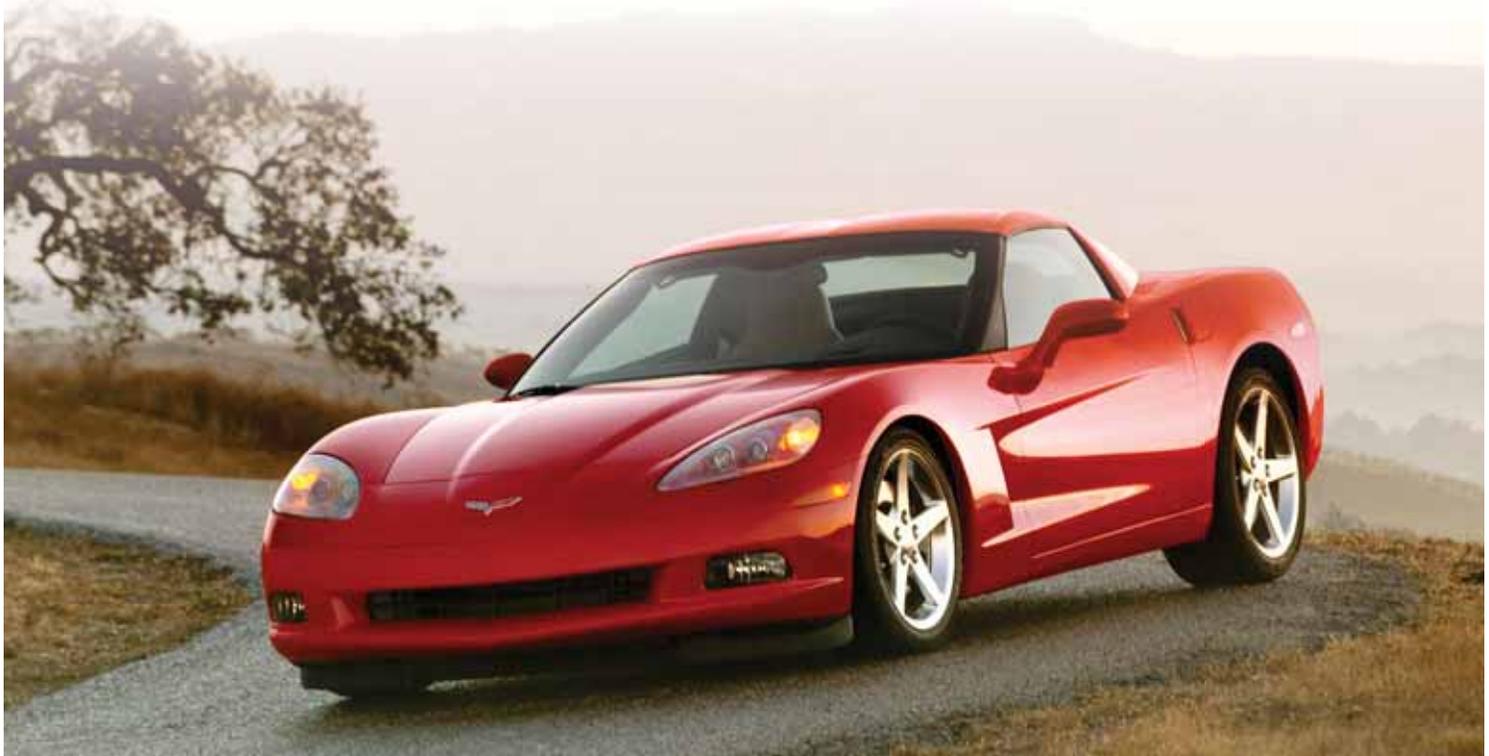
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