

The Connection

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



April 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 4 • APRIL 2010

Upcoming Events

General Membership Meeting

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

Bowling with the Jackson Corvette Club

Sunday, April 18 • 1:30 p.m. • City Limits • 801 N Cedar St., Mason

Board Meeting Meeting

April 21 • 6:30 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Vermontville Maple Syrup Festival Parade

April 24 • Watch for Details

Blessing of the Vettes

May 8 • Watch for Details



April Birthdays

Randy Putmon (1) • Nancy Doty (2)
Shalimar Maynard (4) • Mara Boettcher (6)
Colleen Bratschi (9) • Victor Smith (10)
Simon Reiffer (13)

Newsletter Article Deadline

Send all April newsletter articles to
scott@keyprintgroup.com by May 23.

From the President...

Did someone say April? It seems I just wrote up a little something for March, and here we are – no snow, lots of sunshine, and a Vette seen here and there on the road. All except ours. They are tucked away in the pole building as I write this, and the ground is too soft to get them out. Hopefully, by the time you are reading this, they will have been fired up, insured, and driven a bit. I can hardly wait!

We have the ball rolling on some of our events, so get prepared for the Annual Bowling Challenge with the Jackson Corvette Club on Sunday, April 18, and the Vermontville Maple Syrup Festival Parade on Saturday, April 24. Both are a great time. Check our website for flyers.

We are working on getting the Garage Sale organized, and since most members preferred a date later in the summer, it has been “tentatively” scheduled for August 14. That looks like a good date that falls between other activities. That also leaves lots of time to get ready, but don’t dally collecting all those items you need to get out of the basement. We all know what happens when we put things off – Just ask Janet about never mind. We won’t go there.

You ought to see this thing on the autocross course.

Keep thinking about potential cash and prize sponsors for our shows. Everyone likes a treat or two at our events and we don’t want to disappoint anyone. Now get those cars shined up, check the battery, coolant, oil level, lights, and tire pressures; and hit the road. Have fun and be safe.

Craig



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ON ALL CORVETTE REPAIRS TO CORVETTE CLUB MEMBERS!**



CORVETTE ENTHUSIASTS SINCE 1954

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2011 Corvette Z06 Carbon Limited Edition

Taking track-to-street technology to a new level

Source: General Motors • 2010-03-10



When the 2006 Corvette Z06 was introduced, it represented the closest connection to the Corvette race cars ever. The 2009 Corvette ZR1 closed the gap between racing and production even further. This year, Corvette continues its tradition of track-to-street technology transfer with the 2011 Corvette Z06 Carbon Limited Edition.

"Designed to further incorporate technology developed through racing, the Corvette Z06 Carbon Limited Edition is a tribute to the 50th anniversary of Corvette's first race in the 24 Hours of LeMans," said Jim Campbell, Chevrolet General Manager. "With a limited production of 500 units, this car is a must-

have for the true Corvette collector and driving enthusiast."

The Corvette Z06 Carbon Limited Edition is another example of the expanded Corvette line-up. Five years ago, customers had the choice of a Corvette coupe or convertible. With the addition of the Z06, Grand Sport coupe and convertible and ZR1, Corvette enthusiasts now have more choices than ever.

"For track use, the Z06 Carbon is the best balanced Corvette yet. It combines the lightweight and naturally-aspirated Z06 engine with the road-holding and braking of the ZR1," said Tadge Juechter, Corvette Chief Engineer. "For technical tracks like Laguna

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Bowling with
**JACKSON
CORVETTE
CLUB**

**Sunday, April 18, 2010
1:30 p.m.**

**Cost:
\$3.95 per person/per game
shoes to be included**

**Location:
City Limits • 801 N Cedar St.
Mason. MI 48854**

Carbon Limited Edition

Continued from page 5

Seca, the Z06 Carbon could shave up to three seconds off the Z06 lap time."

This limited edition Z06 will boast Brembo carbon ceramic brakes with specific dark gray metallic calipers. These powerful brakes were first introduced on the ZR1. Black 20-spoke 19-inch front/20-inch rear wheels complement the car's Michelin PS2 tires. Other mechanical features include Magnetic Selective Ride Control for the first time on the Z06 and enhanced cooling. The car also features a special carbon pattern engine cover.

The Corvette Z06 Carbon will be available in two colors: Inferno Orange and the all-new Supersonic Blue. Black headlamps and mirrors, a ZR1-style body color spoiler, body color door handles, carbon fiber raised hood, and black carbon fiber rockers and splitter enhance the Z06's dynamic design and reduce mass and aerodynamic lift. For track events, customers can also install the Euro-styled racing numbers that come with each car.

The Z06 Carbon's ebony leather and suede interior is complemented by blue or orange seat stitching to match the exterior color chosen. Other features include a unique steering wheel emblem, sill plate and logoed headrest. The suede used on the steering wheel, shifter, seat inserts, armrests and doors add to the luxury of this limited edition Z06.

An optional Z07 performance package that includes the mechanical upgrades introduced on the Z06 Carbon can be added to a regular 2011 Z06. This package also includes Competition Gray 20-spoke wheels and all the chassis and cooling upgrades.

The CFZ Z06 carbon fiber package includes black carbon fiber rockers, splitter and roof panel with the full-width body color spoiler. It can also be purchased with or without the Z07 package on regular Z06 models.

The 2011 Corvette Z06 Carbon Limited Edition, as well as the new Z07 and CFZ Z06 option packages will be available in late summer.





Capital City Corvette Club



Participation Points as of March 3, 2010

8	Scott Bauries	1	Art Doty*	11	Ted Lasher	3	Eddie Root
8	Sandy Bechtel	1	Nancy Doty*	0	Ellie Lickfeldt	0	Brenda Shatkosky*
3	James Boettcher	2	Catherine Eiseman	1	Patrick Lickfeldt	0	Richard Shatkosky*
3	Mara Boettcher	2	Raoul Eiseman	0	Carlo Litrenta	2	Victor Smith
5	Colleen Bratschi	0	Jennifer Everhart*	0	Janet Litrenta	0	Loretta Spinrad
10	Rich Bratschi	1	Randy Gisse	2	Bob Maynard	0	Steve Spinrad
9	Connie Britz	0	Vidal Gonzalez	3	Shalimar Maynard	0	Janet Sprague
8	Mike Britz	1	Betty Guyot	3	Dominique Palacio	0	Michael Sprague
0	David Brown	1	Lloyd Guyot	3	Jerry Palacio	0	Dan Stremler
2	Diana Brown-Mosher	12	Angela Hyde	1	Diana Parks	0	Nancy Stremler
0	NancyLee Buck	13	Craig Iansiti	1	Howard Parks	2	Joseph Thomas*
0	Randy Buck	8	Janet Iansiti	0	Joe Platte	1	Sue VanAtta
4	Chris Burke	0	Dick Iding	5	Ed Politza	0	Ann Ward
10	Terry Burke	0	Greg Kapp	5	Suzanne Politza	2	Bill Ward
0	Kathy Cooper	6	Kim Keith	0	David Pursel	0	Larry Warren*
0	Ronald Cooper	6	Sue Keith	0	Kathryn Pursel	0	Linda Warren*
4	Dave Cripe*	0	Frank Kessler	9	Carol Putmon	0	Lee Webster
4	Pat Cripe	0	Judy Kessler	1	Randy Putmon	4	Larry Wight
0	Darwin Day	1	Fred Koos	10	Gloria Reiffer	1	Gary Wyma
2	Jim DeNike	0	Judy Koos	10	Simon Reiffer	1	Kathy Wyma
3	Patti DeNike	9	Julie Lasher	6	Robert Ribar		

Current 2010 Top Ten

13	Craig Iansiti	10	Rich Bratschi	10	Simon Reiffer	9	Julie Lasher
12	Angela Hyde	10	Terry Burke	9	Connie Britz		
11	Ted Lasher	10	Gloria Reiffer	9	Carol Putmon		



*NCCC number is with another Michigan Region club.

Corvette History - 1964

Article from www.auto.howstuffworks.com • Written by the Auto Editors of Consumer Guide

With the Sting Ray on such a roll, it was prudent for Chevrolet to make only evolutionary changes to the 1964 Corvette. Besides the coupe's backbone window, the two simulated air intakes were eliminated from the hood, though their indentations remained. Also, the decorative air-exhaust vent on the coupe's rear pillar was made functional, but only on the left side. The car's rocker-panel trim lost some of its ribs and gained black paint between those ribs that remained; wheel covers were simplified; and the fuel filler/deck emblem gained concentric circles around its crossed-flags insignia. Inside, the original color-keyed steering wheel rim was now done in simulated walnut.

The 1963 model's shock absorbers tended to weaken as the miles rolled by, and owners began complaining of deteriorating ride quality. Chevrolet solved this problem with a few suspension refinements for 1964. The front coil springs were changed from constant-rate to progressive or variable-rate and were more tightly wound at the top, while leaf thickness of the rear transverse spring



was also altered. With their wider damping range, the revised springs could better absorb both large and small disturbances, thus providing a more comfortable ride with no sacrifice in handling.

Shock absorbers were reworked toward the same end. When subjected to frequent oscillation at near full vertical wheel travel, such as on very rough roads, the standard 1963 shocks tended to overheat. The 1964 Corvette arrived with a new standard shock containing within its fluid reservoir a small bag of Freon gas that absorbed heat.

Chevy added more sound insulation and revised body and transmission mounts for the 1964 Corvette. It also fitted additional bushings to quiet the shift linkage and placed a new boot around the lever. The result was a more livable car for everyday transportation.

Drivetrain choices remained basically as before: four 327 cid V-8s, one three- and two four-speed manual transmissions and the Powerglide automatic, and six axle ratios. The two least-powerful engines returned with 250 and 300 bhp on 10.5:1 compression, but the high-performance pair recei-



Continued on page 11

Vermontville Maple Syrup Festival **GRAND PARADE**

Saturday, April 24th

We will meet at 8:30 a.m. at the Quality Dairy on
W. Saginaw (by Art Van).

Departure time is 8:45 a.m. for a 9:30 a.m. arrival

Upon arrival we will walk into town for breakfast and then
have time to see the crafts before heading back to our cars
for the 2:00 p.m. start of the parade.

After the parade we will travel to
The Mexican Connexion in Hastings for a bite to eat.

Given the unpredictable Michigan weather this time of year
please be prepared for anything.



ved several noteworthy improvements. The solid-lifter unit was massaged with a high-lift, long-duration camshaft to produce 365 bhp and breathed through a big four-barrel Holley carburetor instead of the base engine's Carter unit. This was an advantage, since the Holley was more easily tailored to specific needs because a larger assortment of performance pieces were available for it. The fuelie also gained 15 horsepower, bringing its total to 375. But at a then-hefty \$538, it was too rich for most buyers' budgets.

Although transmission options remained ostensibly the same for 1964, the two Borg-Warner T-10 four-speeds gave way to a similar pair of gearboxes built at GM's Muncie, Indiana, transmission facility. Originally a Chevy design, it had an aluminum case like the B-W box but came with stronger synchronizers and wider ratios for better durability and drivability. The wide-ratio version could be teamed only with the 250- and 300-bhp powerplants; gear spacings were 2.56:1, 1.91:1, 1.40:1, and 1.00:1. The close-ratio unit was for the more potent mills; its internals were 2.20:1, 1.64:1, 1.28:1, and 1.00:1. Like the B-W boxes, the Muncies had a reverse lockout trigger, but with a thicker shifter.

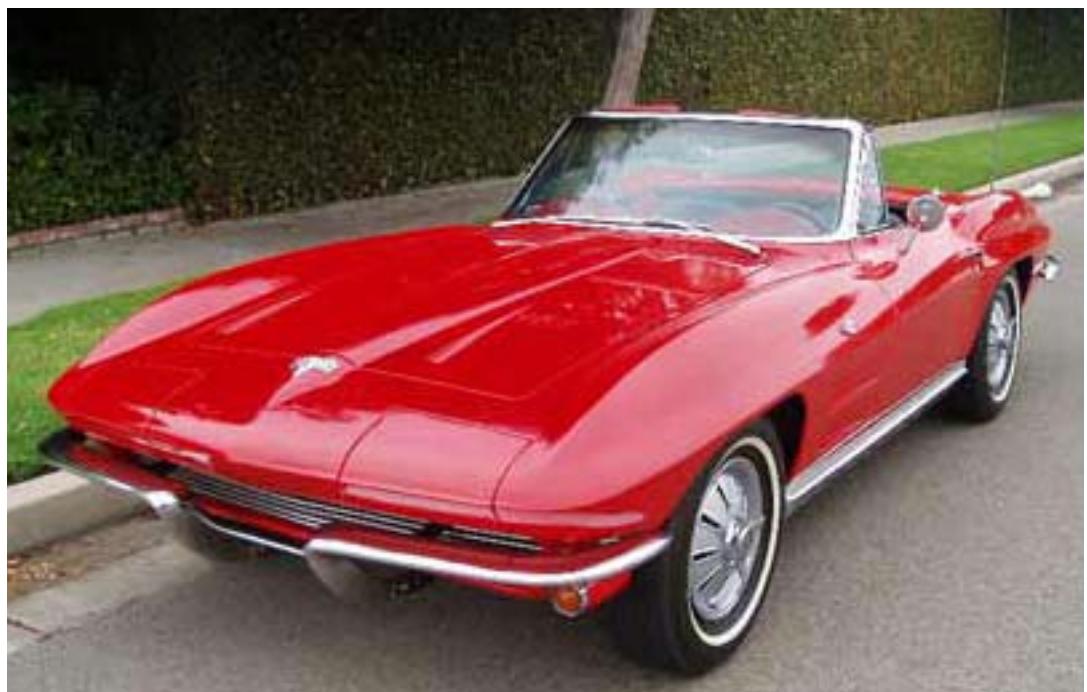
Positraction was still a bargain-priced option in 1964 at only \$43.05, and it went into more than 80 percent of that year's production. The clutch-type differential was designed to send engine torque to the wheel with greater traction, as opposed to a standard open differential that transfers power to the wheel with lesser traction.

The J56 sintered-metallic brakes were a much cos-

tlier option -- a whopping \$629.50 -- though you also got the Al-Fin drums. While the J56 brakes were not as easily modulated as the disc brakes that would come in subsequent years, they provided plenty of fade-free stopping power.

If enthusiast publications liked the first Sting Ray, they loved the 1964, though some writers noted the convertible's tendency to rattle and shake on rough roads. Motor Trend clocked a fuel-injected four-speed coupe with the 4.11:1 rear axle, aluminum knock-off wheels (perfected at last and available from the factory), the sintered-metallic brakes, and Positraction through the quarter-mile in 14.2 seconds at 100 mph and streaked from 0 to 60 mph in just 5.6 seconds. At the opposite end of the spectrum, Road & Track tested the tame 300-bhp Powerglide setup in a '64 coupe and recorded a 0-60-mph time of 8.0 seconds, a standing-quarter in 15.2 seconds at 85 mph, and average fuel consumption of 14.8 mpg.

Sales of the 1964 Sting Ray reached 22,229 -- another new Corvette record, if up only a little from banner-year 1963. Coupe volume dropped to 8304 units, but convertible sales more than compensated, rising to 13,925.



A Trio of Corvette Motorama Cars for 1954

Article from www.wiki.gmnext.com

For the 1954 Motorama shows, General Motors Styling Section created not one but three distinct Corvette dream cars: the **Corvair fastback coupe**, the **Nomad station wagon**, and the **convertible coupe**. All three shared some recognizable Corvette features, such as the front grille and fascia treatment, but were given certain unique styling elements in order to set them apart. The Corvair and the convertible coupe maintained the same wheel base and overall length as the 1953 Corvette. The Nomad wagon had a longer wheelbase and was approximately two feet greater in overall length.



The **Corvette Convertible Coupe** (above) was the closest in styling to the production model. It was painted in a muted yellow hue and its main distinctive was a fiberglass removable hardtop that gave the sports car new “*all-weather utility*” as touted in the Motorama brochure. This feature would appear on production models as an aftermarket accessories beginning in 1955 and would officially become an option for the 1956 model year.



The **Nomad** (bottom previous column) combined the sleek styling of a sports car with the versatility of station wagon. Built with a “glass fiber reinforced plastic” body, the Nomad was two-door with space for six passengers. It was built on modified 115-inch Chevrolet wagon chassis to give it the extra space necessary for this seating capacity. The Nomad also had an electrically operated rear window that automatically retracted into the tailgate when unlocked or could be remotely controlled by a button on the instrument panel. The Nomad was most lauded of the three Corvette dream cars for 1954. A larger version of this concept appeared for the 1955 model year and the nameplate would appear on concepts in the late 1990s and 2000s.



The **Corvair** dream car (above) was an experimental two-passenger fastback. It was built with a fiberglass body and was touted as a “new aerodynamic design” for the closed sports car class. The streamlined roofline swept back into the jet exhaust-type rear opening. It was originally a ruby-red color for the New York City Motorama in January but had repainted in a lighter hue by the time of the Los Angeles show in March. Sluggish sales of the 1954 production model Corvette deterred GM management from moving forward with the fastback coupe. Hence, the Corvair was the only one of the trio of designs not to make it to production in some form. Of course, the nameplate would be recycled later for the infamous 1960 Corvair rear-engined compact car.



Capital City Corvette Club

PO Box 27295 ~ Lansing, MI 48909



SIXTH ANNUAL BLESSING OF THE VETTES ALL CORVETTE SHOW



MAY 8, 2010

10:00 AM–2:00 PM

**CULVER'S OF OKEMOS
5140 TIMES SQUARE DR.
OKEMOS, MI 48864**

REGISTRATION 10:00 AM–12:00 PM

AWARDS AT 2:00 PM

**PEOPLES CHOICE
CAR SHOW**

Event Chairperson:

Gary Wyma

707 Fieldview Dr.

Grand Ledge, MI 48837

Phone: 517-622-5664



Governor:

Terry Burke

2338 Parkwood Dr.

Williamston, MI 48895

Phone: 517-231-3372

Email:

tb721@verizon.net

*Come join us and have your Corvette Blessed for the 2010 season
Registration Form on Page 14*



Capital City Corvette Club

PO Box 27295 ~ Lansing, MI 48909



All Corvette Show/Blessing of the Vettes

Culvers of Okemos

(East of Meridian Mall/Off Marsh Road)

Awards presented to the TOP TEN and BEST of SHOW

All profits from this show will be donated to The VFW National Home for Children in Eaton Rapids.

For more information visit www.vfwnationalhome.org

**Pre-Registration-\$12.00
(Before May 1, 2010)**

**Registration-\$15.00
(After May 1, 2010)**

Name _____ **Address** _____

City _____ **State,Zip** _____

Phone _____ **EMail** _____

Year, Make & Model _____

Please make checks payable to: Capital City Corvette Club

Mail Check and Registration to: Mike Britz

**Capital City Corvette Club
P.O. Box 27295
Lansing, MI 48909**

First Corvette to Win at Le Mans to be Displayed at the C5/C6 Bash

Article from www.corvetteblogger.com • Mark Leevan, writer for the Corvette Examiner contributed this story.



The 1960 Cunningham Corvette was the first Corvette to win at Le Mans. The story of the skillful restoration of this classic Corvette will be told to fans attending the C5/C6 Bash at the National Corvette Museum on May 1. Lance Miller, son of "Corvettes at Carlisle" founder Chip Miller, plans to bring the Corvette to Bowling Green along with one of its drivers, John Fitch..

The 1960 Corvette team that ran Le Mans (3 of them) were managed by Briggs Cunningham with a considerable amount of GM factory support. Corvette took first in class and 8th overall. It was the first Corvette to ever win Le Mans and held the title until Pratt & Miller/GM won again in 2001.

The 50th Anniversary of the Corvette's win at Le Mans is recognized for its significance by General Motors who released a new limited edition Corvette Z06 Carbon Edition.

The C5/C6 Bash is loaded with events to keep Corvette lovers moving. Road tours, a digital scavenger hunt, drag racing, seminars, silent auction, autograph sessions, golf cart autocross, poker run, car show will all lead up to the unofficial "inauguration" of the National Corvette Museum Conference center which will be the focus of the fun Margaritaville Banquet.

Other optional events are dyno pulls, customer assistance from Corvette

quality representatives, Maker's Mark Bourbon Distillery Tour, an update on the future Motorsports Park, C5/C6 registry meeting, General Jackson Lunch Cruise, and Bob Parcell's analysis of the future of the Bowling Green Assembly Plant, a 2011 preview, and Winner's Circle and Duntov Society Recognition reception.

A special session on planned giving to the National Corvette Museum with experts on the subject answering questions is also on the docket.

Activities end with the Margaritaville Banquet, a whole party based around a Cheeseburger in Paradise with fun foods, decorations and live music for dancing, inaugurating the NCM Conference Center and party in style.

If you are interested in attending the C5/C6 Bash at the National Corvette Museum, go to www.corvettemuseum.com/registration/c5_bash/info.shtml.

**Memorial Day Parade
Historic Downtown Marshall
May 31, 2010**



Capital City Corvette Club Parade Details:

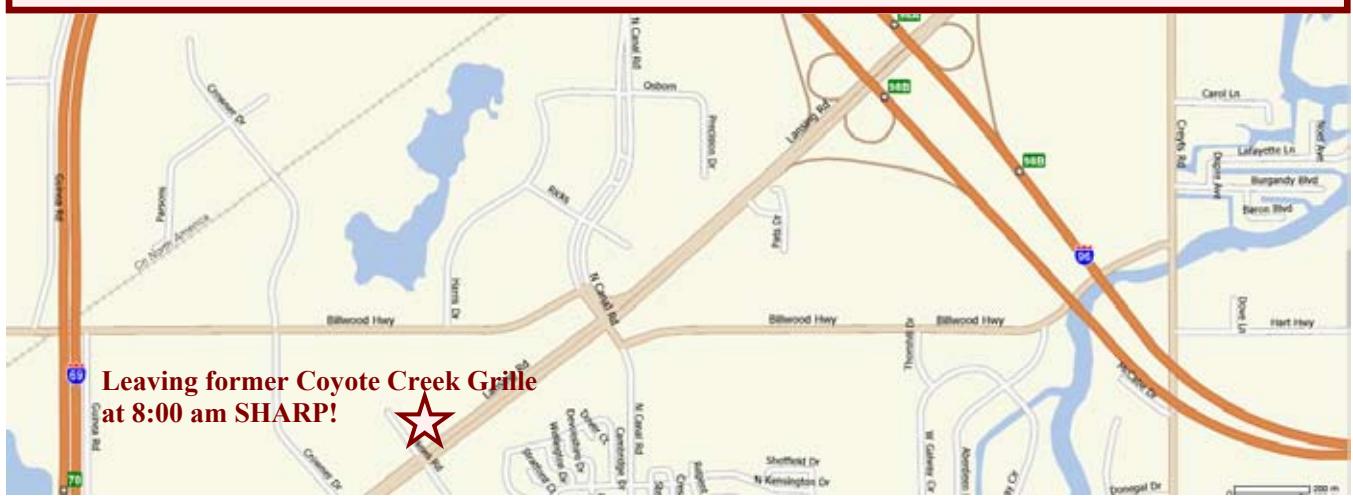
Monday, May 31, 2010 - Meet at former Coyote Creek Grille - 6951 Lansing Road, Dimondale. We will be leaving from CCG at 8:00 am SHARP! Arrive in Marshall and stop at Burger King for snacks/bathroom break. We will leave Burger King for the parade line-up at 9:00 am. The parade begins at 10:00 am. We will meet at the K-Mart parking lot immediately after the parade.

8th Annual Hog Roast at Carmickle's:

Pat & Shari have invited us back for the 9th Annual Hog Roast at their home after the parade. There is a donation of \$5.00 per person to help cover the cost of the hog. Please bring a dish to pass and your own beverage. (See Simon and Gloria for a map.)

Questions???

Call Simon and Gloria at 646.2180 or email webmaster@cccorvette.org. Watch the club Website for updates. A signup sheet will be available at the May club meeting.



An Illustrated History Of Mid-Engined Corvette Concepts

Article from www.thetruthaboutcars.com • By Paul Niedermeyer on March 17, 2010 • Submitted by Ted Lasher

The history of mid-engined Corvette concepts is almost as old as the car itself, but even more colorful. Once the performance and racing potential of the 'Vette was unleashed by its father, Zora Arkus Duntov, ambitious developments intended for the race track, Futurama, or the front pages of buff books speculating about the coming mid-engined production Corvette have never ended.



Duntov is shown here, proudly posing with his 1959 CERV (Chevrolet Engineering Research Vehicle) I, clearly a racing-oriented concept intended to test advanced designs and components for future use. The CERV's independent rear suspension was adapted to the 1963 Corvette. It's 350 hp 283 CI V8 featured aluminum block and heads, and fuel injection. A grand start to a long series of exciting Corvettes, even if they never made it into production.



There's some question about the body on this CERV II from 1963-1964 (above), because there are pictures (top next column) of an earlier and different looking design. The CERV II was inten-



ded to be a competition car, and it had formidable performance from its revolutionary four wheel drive system. It was unusual, to say the least, with a Powerglide automatic on both ends of the 377 CI advanced V8, each one feeding its respective axle. It could top 200 mph, and knock off the zero to sixty in 2.8 seconds. In 1970, the CERV II had a 427 ZL-1 engine installed for tires tests. This radical concept is perhaps Duntov's greatest achievement, heralding four-wheel drive in racing cars, and clearly influenced the Chaparral.



It's a little sketchy as to what exactly defines a Corvette concept or not. The CERVs weren't actually called Corvettes, nor was this ultra-low Astro 1 from 1968. But all the mid-engined concepts were in some related to the Corvette idea, this one exploring the outer limits of aerodynamic drag reduction for a sports car, as well as alternative power plants. The Astro 1 featured a modified Corvair flat six, making 240 hp.

Continued on page 19

RAM RACING DYNO DAY

Saturday, June 5, 2010
Saranac, MI

**This is a prepaid event; all fees must be paid by May 26th
to allow Ram Racing to prepare for the day.**

**First 15 cars to sign up and pay are guaranteed a spot;
we will take a total of 20 cars. Last 5 cars will get to run if anyone
drops out or if more time becomes available.**

**We'll meet at the Royal Scott Golf & Bowling Center:
4722 W Grand River, Lansing, MI at 8 AM and depart to arrive at
Ram Racing in Saranac at approximately 9 AM.
For more details call Ed @ (517-663-4808).**

**Sign up sheet will be at the
March, April, and May General CCCC meeting.**

**Make checks payable to: Capital City Corvette Club
Mail to: Ed Politza, 1310 Montgomery Street, Eaton Rapids, MI 48827**



Mid-Engined Corvette Concepts

Continued from page 17



The 1968 Astro II (XP-880) was the first real attempt to envision (and start rumors of) a mid-engined production Corvette. Chevrolet was now frantically following Ford, who had set the racing car world on its ear with the GT-40, of which a street version was available as the Mark III. The Astro II was cobbled together quickly, using the Tempest-sourced two-speed transaxle. That alone raised questions as to how serious Chevrolet really was, or if this was just the first of numerous exercises in arousal without fulfillment.



The power struggles over the Corvette (as well as everything else) at GM were well known. Larry

Shinoda had commissioned the Astro II, and was more worried about its looks and image. Zora Arkus Duntov didn't buy into the modest two-speed Tempest transaxle in the least, and set about building his own answer to the mid-engined problem, the XP-882 of 1970 (above). He mated a Chevrolet 454 V8 with the Toronado's FWD transaxle, which found a home under the louvered slats of this slightly cobbled-up but wicked-looking concept. It might have been one of Duntov's rare missteps, as the whole powertrain weighed almost a thousand pounds. Ouch! So much for all those studies in lightweight alloy engines. But a lightweight engine solution was beckoning, just across the Atlantic. Meanwhile, the 454/Toro combination went on to have a useful life in GM's motorhome.



GM liked extremes, and the jump from the monster XP-882 to the diminutive XP-897 2-rotor concept (above) certainly defined that. GM had signed a licensing agreement to build Wankel rotary engines, and the 1973 XP-897 was the first attempt to show off its potential. Unfortunately, it didn't get the blood boiling too much, despite the handsome Pinifarina-built body. The little mill cranked out some 180-250 hp, but it was emissions and efficiency concerns that ultimately killed GM's rotary program.



If the cute little 2-Rotor was wasn't up to true Corvette status, then Duntov had the solution:

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CCCC Drive & Dine

June 19, 2010



Depart from Tom's Food Center Parking Lot
1462 E Grand River, Portland (I96 exit #77)

Time: Driver's meeting 11:15am, Departure 11:30 am
Heading west for approx. 1hr, & 30 minutes.

Lunch cost: \$8 to \$15

Corvette Trivia Contest

Ice Cream, Shopping, Strolling by the river to follow (for those interested)

Bring your Two-Way Radios

Contact: Kim or Sue Keith
Kim@Keith@hotmail.com 616-308-4313

Mid-Engined Corvette Concepts

Continued from page 19

mate two of the 292 cid spinners into one 585 cubic inch rotary monster, and reuse the Toronado transaxle and platform of the failed XP-882. But this time there was serious support for this to be a true Corvette replacement: GM would trump the world with the first production high-performance rotary sports car. Styling guru Bill Mitchel was personally involved, as were GM President Ed Cole and Sales exec Joe Pike. This was going to be the real thing! Seriously!



The early seventies were heady times for the experimental Corvette development group, with concepts flying out left and right. The XP-895 was an experiment in using aluminum extensively, although heavily based on the 2-Rotor. But it used a conventional (presumably aluminum) 400 cid V8, and weighed some 400 lbs less than its steel donor. But plain old cast-iron and fiberglass production Corvettes were flying out the dealers' doors, so there was little incentive to rock the boat.



In 1986, the Indy Concept was intended to piggy-back on Chevy's Indy-engine program, although not as in actually use that 2.65 turbocharged demon, but in the classic halo-car way. It used a 32 valve 5.7 liter engine, and showcased GM's styling themes of the times, evoking the Aurora in particular.



The Indy concept was developed into the CERV III of 1990, designed to be (another) world-class top-level sports car, but this one was taken towards being more production ready (or am I just stirring up old rumors?). It's 650 hp twin-turbo LT-5 engine left little doubt as to its capabilities. The car was built by Lotus, using carbon fiber extensively. Final cost estimates to produce it: \$400k. Never mind; once again.

Editors Note: Below are a couple of concepts currently floating around the web. Could one of these be the elusive mid-engined Corvette? Time will tell. Thanks Ted for the great article suggestion. Scott



CORVETTE CROSSROADS

The 21st annual Corvette Crossroads Auto Show takes place in Mackinaw City on August 27-28.

From past experience, the show itself is from 10:00 am – 2:00 pm on Saturday with about 250 Corvettes in attendance and takes place on a paved parking lot behind the Mackinaw Crossing Mall. Saturday night we parade through town and then cross the Mackinac Bridge.

Many other things are going on in Mackinaw City. Closer to the event you will be able to find more information on the Mackinaw Chamber Website at www.mackinawchamber.com.



Capital City Corvette Club Details

Thursday: Those heading up Thursday morning (August 26) will leave from Clark Corners (Clark Road and Old US 27) at 10:00 am. We plan to stop at Big Boy in Houghton Lake for lunch along the way. We'll try to eat as a group Thursday night (not sure where yet) and then go to Tahquamenon Falls, Sault Ste. Marie, or Mackinaw Island on Friday.

Friday: Another group will head up on Friday (August 27). Please contact Gloria Reiffer if you would be interested in leading the Friday group.

Lodging Details - Rates for Capital City Corvette Club Members

The Waterfront Inn is an older motel and offers many first floor rooms with parking right up in front. Mackinaw Beach & Bay All Suites Resort is right next door. Capital City Corvette Club member rates are below. (They are the same as last year.) Get your reservations in early to get the room style you want. I'll try to find out the cutoff for pricing by the next newsletter.

Waterfront Inn	Lakefront –	Courtside –	Courtside –
1009 South Huron Ave Mackinaw City MI 49701 231.436.5527 or 1.800.962.9832 www.largestbeach.com	1 or 2 queens \$69 on Thursday \$99 on Friday & Saturday for room details.	2 queens \$59 on Thursday \$89 on Friday & Saturday	2 doubles, or 1 king, or 1 queen \$49 on Thursday \$69 on Friday & Saturday
Mackinaw Beach & Bay All Suites Resort	Suite A (2 rooms) –	Suite B (2 rooms) –	
929 South Huron Avenue Mackinaw City, MI 49701 1.800.468.7736 Visit www.mbbresort.com for room amenity details.	1 king, 1 queen, 1 queen sofa sleeper (room for 6) \$99 on Thursday \$159 on Friday & Saturday	1 king, 2 queens, 1 queen sofa sleeper (room for 8) \$119 on Thursday \$179 on Friday & Saturday	

Cancellation time expires at 6 p.m. 3 days prior to arrival day, not including the day of arrival. Failure to comply with cancellation requirement will allow hotel to charge for one nights stay.

Contact Simon and Gloria with any questions about the weekend. We hope you can join us!

Rare 1955 Corvette Bubbletop Roadster to Be Auctioned By RM in Fort Lauderdale

Article from www.corvetteblogger.com • Source: RM Auctions

RM Auctions recently held their Collector Cars of Fort Lauderdale auction. Over 30 Corvettes were scheduled for the auction with some of the featured lots coming from the estate of automobile collector John O'Quinn. One of those was Lot #740, a 1955 Corvette roadster featuring one of the most unique aftermarket accessories ever made for the early C1 Corvettes: A removable "bubble top" hard top.

The Bubbletop project began in 1953 when Eugene Kettering, Chief Engineer at GM's Electra-Motive Division approached William Chaffee of Model Builders of Chicago and cited the limited headroom and visibility of the original Corvette with the top raised. Model Builders produced the bubbletop in 1954 which had a total production of just 25 units. The bubbletop was a pricey accessory at the time with a price tag of \$500, while the cost of a brand new Corvette was \$3,000.

In addition to featuring the bubbletop, this 1955 Corvette comes powered with the 265 cubic inch V8, producing 195 horsepower. Although this was the first year for the V8 Corvette, Corvette sales fell to just 700 units making the 1955 model the



second rarest production Corvette in its 57-year history.

O'Quinn's Bubbletop Corvette comes with the V8, three speed manual transmission and is painted Gypsy Red. Benefiting from a ground-up restoration, it includes virtually flawless paint, correct cloth soft top, great chrome, a correct and as-new beige interior and an AM radio.

The Corvette was auctioned on Sunday, March 28, 2010 and was offered without reserve. Estimates for the sale are \$100,000 - \$150,000.

Other Corvettes being auctioned from the John O'Quinn collection include a black 1954 Corvette Roadster, and a 1964 custom GM style Corvette roadster designed by Bill Mitchell for Indianapolis racing sponsor Ozzie Olson.



Capital City Corvette Club

General Membership Meeting – March 3, 2010

President: Craig Lansiti called meeting to order at 7:00 P.M.

Craig read “Thank you” letters from Lansing Food Bank and from the Bechtel family.

Craig also talked about the letter which could be downloaded on one’s computer for purposes of getting donations.

Craig reminded members to get waivers for Drive & Dines and rallies. When completed these are to be given to Ted Lasher for points.

Craig introduced new members, Randy & Nancy Lee Buck, from Mason. The Bucks have a ‘93 ruby coupe.

Secretary: Connie Britz asked if there were any corrections to the minutes. There were no corrections so the minutes were approved.

Treasurer: Mike Britz updated the members on the balance in the club’s bank account. The current balance is \$9,844.00.

Points: Ted Lasher updated membership on the approval of the board to the updates on points compilation. The update is retroactive to the first of the year.

Membership/Historian: Angela Hyde also welcomed the Bucks to the club and gave current count of total members including regular members, honorary, and future members.

Editor: Scott Bauries had no new information. He did reiterate newsletter deadline to be March 23 and gave his email address (scott@keyprintgroup.com)

Competition: Rich Bratschi is still working on low speed event in Jackson in July. Check website. Sign up for

Dyno Days to be held Saturday, June 5, 2010.

Public Relations: Simon Reiffer reminded members to be sure to sign up for activities with their NCCC numbers to give themselves and our club credit.

Social: Carol Putmon reminded members of the bowling event, Vermontville parade. She reminded members she must give the number of people who intend to participate in the parade to those in charge by April 1. Birthday honorees were given Snickers bar.

Governor: Terry Burke had no report however; he did thank members who sent him ‘Get Well’ cards and wishes after his recent surgery.

Webmaster: Gloria Reiffer asked members to send pictures digitally to her to update website. She did remind members that the website would be down next week for repairs.

NCM Ambassador: Sandy Bechtel encouraged members to go to website and told of raffles. She told of C5C6 Bash in April with featuring celebrity drivers.

New Business: Members were polled for input on Garage Sale, to be held at Spinrad’s place of business. An exact date has not been determined. Any type item, not just car parts, will be accepted with the exception of clothing. Proceeds of the sale would go to the John Bechtel Scholarship Fund.

Day at the Lugnuts does not have an exact date as yet. Craig has had trouble getting anyone to return his calls.

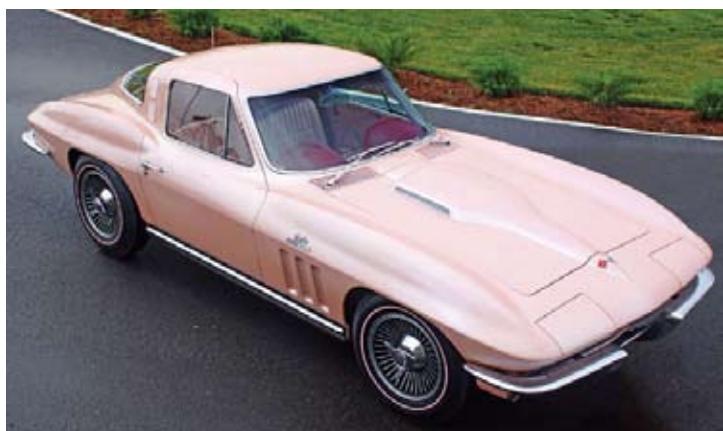
Old Business: Craig asked for input as to whether to continue to include Schedule of Events on backside of Meeting Agenda. It was agreed universally that it was an asset not to be discarded.

Member Comments: It was suggested and highly encouraged that if you are planning to attend Bloomington Gold June 24-27, you reserve your hotel rooms as soon as possible. Sign deadline up for Banquet was extended to March 10.

50/50 Drawing won by Ed Politza won \$54.00.

The business meeting was adjourned at 7:35 P.M.

Respectfully submitted by Secretary, Connie Britz



Capital City Corvette Club

Board Meeting – March 17, 2010

President Craig Iansiti: called meeting to order at 6:20 PM.

February Board meeting minutes were approved.

Treasurer Mike Britz: Gave board the March opening balance and reviewed monthly activity to date. He assured club all bills are currently paid.

Points Director/Ted Lasher: told club all points were currently up to date and posted on website. He has not had any comments on the revisions made to points accumulations.

Membership/Historian Angela Hyde: The current membership stands at 84 members, 1 honorary, and 69 future members.

Editor, Scott Bauries: reminded everyone the due date for the newsletter is the 23rd. He also noted an incorrect e mail address had been listed for him in a recent write up. The e mail on the membership list is correct.

Competition, Rich Bratschi: Stated he needed to get with the Jackson club and put together a NCCC flier for the joint Spartan Events. A flyer will be made up in the near future giving all pertinent information.

Public Relations, Simon Reiffer: Nothing new to report.

Social, Carol Putmon: At present there are 11 cars signed up for the Vermontville Syrup Festival. The Vermontville folks need an exact count by April 1st so it was decided we would put out one last reminder to club members.

Governor, Terry Burke: Not present but had notified other members he planned to attend the next NCCC meeting and had the \$30 gift lined up which will be required at the meeting. He will take a portable air/battery boost unit as the gift.

Webmaster, Gloria Reiffer: no news

NCM Ambassador, Sandy Bechtel: Not present.

New Business: No new business.

Old Business:

Our original \$500 Club scholarship to CACC can be on scholarship at \$500 or two at \$250 each. It is left up to CACC. The J. Bechtel Memorial Scholarship fund will start this year with a \$250 gift to CACC. Craig Iansiti and Sandy Bechtel will make the presentations on Friday, May 21st.

Membership voted to hold the annual garage sale later in the year so a date of August 14th has been set since that date does appear to be open from conflict with other events.

We need to get the HAZ>Show going but still have time to work on the show so will follow up next month.

Terry/Gary volunteered to oversee the Blessing. Craig will follow with them to insure a flyer get put together in the near future.

Raoul has volunteered to help try and set up a day or evening at the Lugnuts.

Craig Iansiti will meet with CAMCC (Al Wilson) in the near future to get details of the Car Show this year and find out exactly what duties our club will have this year.

Craig had to leave a little early so the meeting was turned over to Simon for more discussion on the above mentioned club functions.

Meeting was adjourned at 7:08 P.M.

Respectfully submitted by Connie Britz (Secretary)





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