

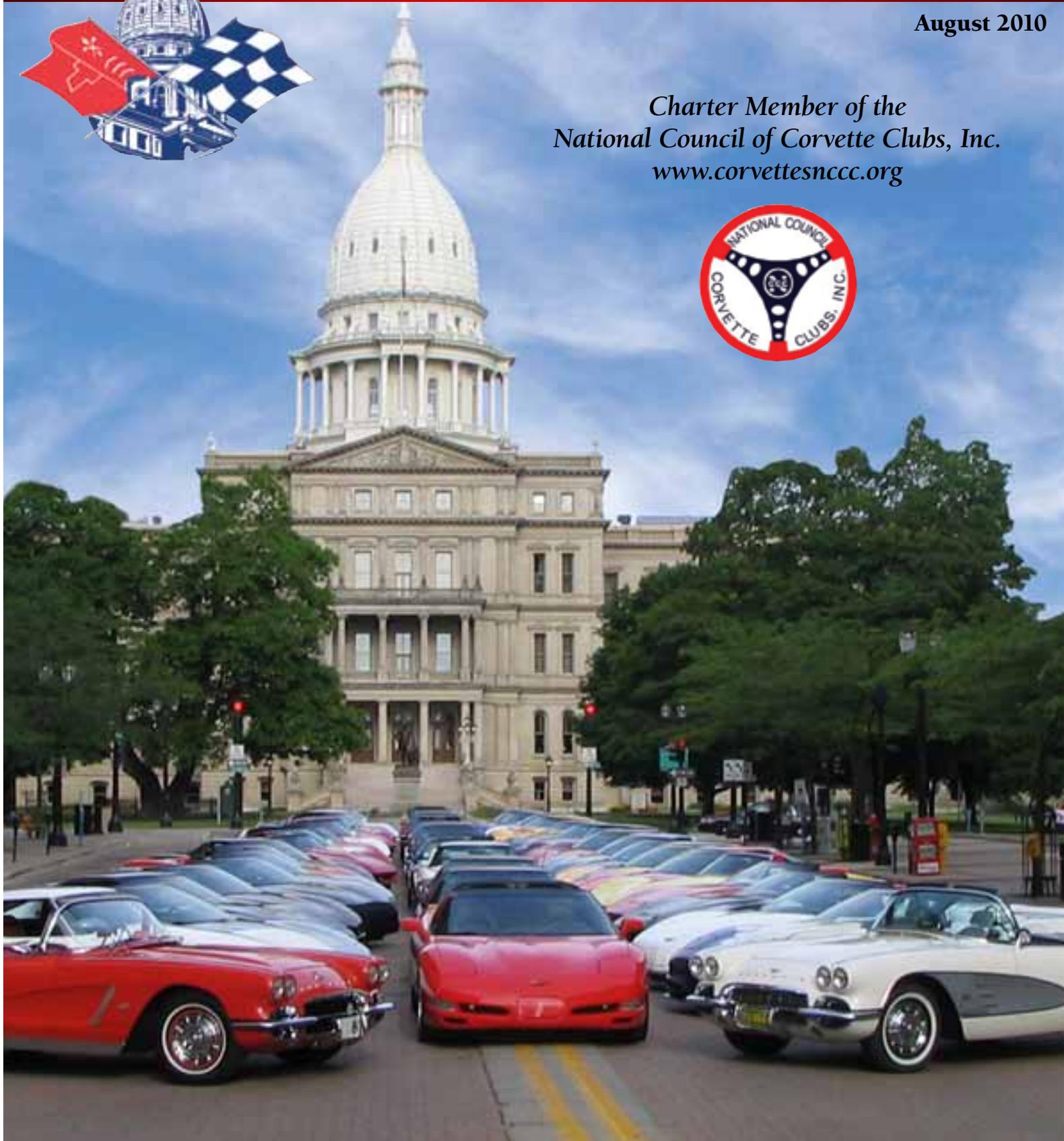
# *The Connection*

The Newsletter of the Capital City Corvette Club  
Lansing, Michigan • Established in 1958  
[www.capitalcitycorvetteclub.org](http://www.capitalcitycorvetteclub.org) • [www.cccorvette.org](http://www.cccorvette.org)

August 2010



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# *The Connection*

Newsletter of the Capital City Corvette Club

**VOLUME XL • NUMBER 8 • AUGUST 2010**

## Upcoming Events

### **General Membership Meeting**

August 4 • 7:00 p.m. • Delhi Cafe • 4625 Willoughby • Holt

### **Cones & Bones**

Saturday, August 7 • 3:00 pm • 412 Elmwood • Lansing,  
across from the Saginaw Meijer

### **CCCC Yard Sale**

Saturday, August 14 • 9:00 am – 3:00 pm  
Sheridan Road Automotive parking lot  
300 W. Sheridan Road • Lansing

### **Board Meeting Meeting**

August 18 • 6:30 p.m. • Delhi Cafe • 4625 Willoughby • Holt

### **Meet for Breakfast**

Saturday, August 21 • 8:30am • Bob Evans  
625 Commercial Dr., Off W. Saginaw • Lansing

### **Summer Getaway - Corvette Crossroads**

Thursday, August 26 - Sunday, August 29 • Mackinaw City, MI

### **Horsepower at the Zoo**

Sunday, September 19 • 10:00am • Potter Park Zoo  
1301 S. Pennsylvania Ave. • Lansing MI

## August Birthdays

Dan Stremmer (4) • Ted Lasher (13) • Eddie Root (14)  
Dominique Palacio (21) • Howard Hein (22)  
Chris Burke (24)

## Newsletter Article Deadline

Send all September newsletter articles to  
scott@keyprintgroup.com by August 23.

# From the President...

**B**een hot enough for ya? I wonder what August is going to be like if you could fry eggs on your hood most of July. Makes you just pray for winter, doesn't it? Well, maybe not.

We have had a lot of activity since last month. We met for a good breakfast that Angela arranged. Terry and Chris put on a fine Drive & Dine. There was the Sparrow Hospice benefit show with the Capital Area Muscle Car Club, which was a great success thanks to all the volunteers. We had a fantastic weekend of autocross at Spartan Speedway thanks to the great organizing skills of Rich and Colleen, even camping out there and making it a mini-vacation. Quite a few of us went to Jackson for their monthly Cruise-In, where we were the featured club. That got a bit damp, to say the least, but we ate good, and like always had fun with our friends in CCCC and the Jackson club. Check out the event list for upcoming things to do.



Speaking of things to do, the Board wants to make sure we are doing everything we can to keep interest up in the club. – but, we need your help. Please let us know about other things you would like to see on the menu (besides all the good food that is upsetting my diet). I realize it is hard to please everyone all the time, but we come together as a club mostly to have a good time with others who have similar interests (our Corvettes). We are just a car club. We exist because of you, the members. One club event a year is a fundraiser for our operating expenses (the annual autocross event). The car shows (and this year a garage sale) are benefits so we can support those less fortunate within our community, with all proceeds going to charity or scholarships. I imagine there are a lot of other things we can do that are just for fun and friendship, and not necessarily real organized or for raising money. I would like to hear some ideas from all of you. I'll compile them and present them back to everyone. Maybe we can add some more or different events to the calendar so those who haven't had time for, or interest in, some of the things we now do will become more active. Wouldn't it be great to have every member show up at once? Just once?

Here is a newsletter cover for the CCCC from 1970. Former member Mike Spinsky stopped by the house the other day and dropped off a few copies. I'll bring them to the next meeting. Mike now has two C4's – a coupe and a convertible, and is hoping to drop by and visit at the next meeting. Maybe he can pass along a few tales from the past.

*Craig*



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# **CORVETTE ENTHUSIASTS SINCE 1954**

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# Corvette History - 1984, First of the C4's

Article from [www.auto.howstuffworks.com](http://www.auto.howstuffworks.com) • Written by the Auto Editors of Consumer Guide

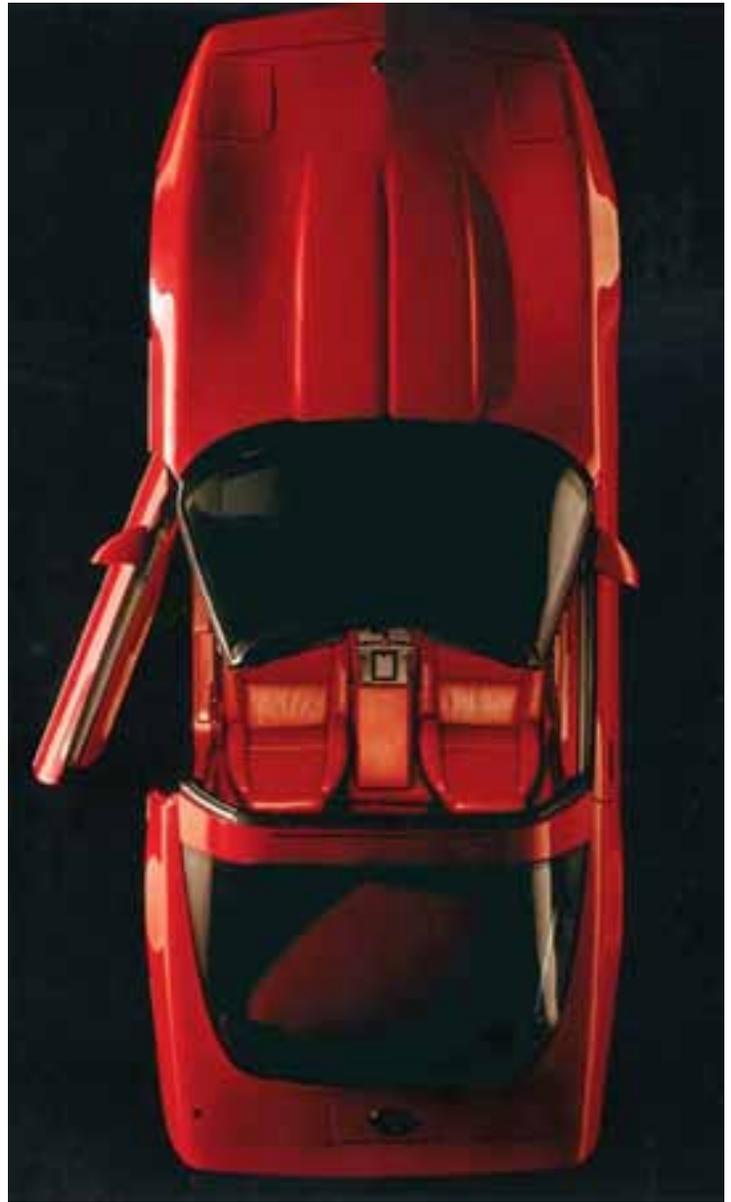
In 1984, after many years of rumors and false starts, the Corvette's rabid legions of fans were more than eager to see an all-new model roll off the Bowling Green assembly line. Few cars have been more eagerly anticipated. This would not be just another freshened carryover model, but a completely new Corvette that was recast from top to bottom as a thoroughly modern interpretation of the classic American sports car. And the faithful would finally get their wish. Sure, it wouldn't be the swoopy mid- or rear-engine "car-of-the-future-here-today" that some may have hoped for, but it was to be a brand-new Corvette just the same, and that was reason enough to celebrate. The car was set to debut as an early 1984 model and not an '83 as had been widely predicted. This was because the mid-model-year introduction made certifying the car as an early '84 more convenient (if tougher) in terms of meeting emissions and fuel-economy standards. Unfortunately this meant the car wouldn't technically be in production for 1983, which would have been its 30th anniversary year -- thereby denying collectors and historians another special commemorative edition to mark the event.

Nevertheless, the new Corvette was finally at hand. It had been a very long time coming, so great things were expected of it. But the automotive world had seen sweeping changes since the last generation Corvette was born. Fuel economy standards were now a fact of life -- and law -- and materials, labor, and petroleum products had become much more expensive. The marketplace was now ruled by imports, such as the Porsche 928, Ferrari 308, and Lotus Esprit, along with a raft of lower-priced performance machines like the Datsun Z and Mazda RX-7. Critics wondered how a new Corvette would fare against not only its contemporary rivals but its illustrious predecessors as well.

Work toward the C4 had begun in earnest in mid-1978, shortly after General Motors management canceled plans to replace the existing Shark with a production version of the mid-engine Aerovette show car. This development program involved the closest cooperation between the engineering and design departments ever seen at GM. The primary collaborators were Corvette chief engineer David R. McLellan and designer Jerry Palmer, then head of Chevrolet Production Studio Three. Their close working relationship was vital if the new model was to be built with a high level of quality -- which was important, because the new Corvette would sell for considerably more money than ever before.

The underlying mission statement for the 1984 Corvette design was "form follows function." While many automakers had paid only lip service to following that well-worn dictum over the years, both Corvette chief engineer Jerry Palmer and Corvette chief engineer David R. McLellan deemed it essential in order for the new Corvette to remain competitive with the latest sports cars from Japan and Europe. Specifically, their task was to eliminate the deficiencies for which prior versions had been roundly criticized, while still maintaining the traditional Corvette look and driving feel. The new car would have to cut through the air with superior aerodynamics, coddle its passengers with more interior room, and -- most importantly -- serve up even better handling than earlier models.

To that end, the C4 would have to be completely re-engineered -- a beefed-up Shark with new styling simply would not suffice. Both design groups began their tasks with the so-called "T-point," which is the position of the driver's hip joint relative to the interior and the rest of the car. This was raised an inch and



moved an inch or so rearward, which opened up more legroom and also made for a higher driving position relative to the road. Further, the change enabled the car's revised chassis to sit higher than before for more ground clearance.

The old perimeter-type ladder frame was replaced by a steel backbone design not unlike that pioneered by England's Lotus. In the Corvette, the "spine" took the form of a C-section beam rigidly connected to the differential and carrying the driveshaft. This arrangement reduced weight and opened up more cockpit room by eliminating the transmission and differential crossmembers, and by permitting the exhaust system to be run beneath the driveshaft instead of alongside it.

Welded to the backbone was what Chevy called an "integral perimeter-birdcage unitized structure" or "uniframe," making the new model the first Corvette to employ modern unit construction instead of the old body-on-frame configuration. The "birdcage"

*Continued on page 7*



# *Let's Meet for Breakfast*

*8:30a.m.*

**August 21st**

**Bob Evans, 625 Commercial Dr.  
Off W. Saginaw, Lansing**

**October 9th**

**IHOP, 2771 E. Grand River, E. Lansing**

**November 13th**

**Zues' Coney Island, 6525 S. Penn, Lansing**

**RSVP:**

**Angela Hyde 517-896-9103 Or  
Vettechic@Hotmail.Com**



formed the windshield and door frames, lower A-pillar extensions, rocker panels, rear cockpit wall, and front subframe. It also included a “hoop” above and behind the cockpit, both for additional rigidity and as a hinge point for the lift-up rear window. Galvanized inside and out for corrosion resistance, this structure effectively comprised a skeleton onto which the fiberglass outer panels would attach. Completing the basic assembly were an aluminumized bolt-on front suspension carrier and a bolt-on extension for the back bumper.

This more rigid platform allowed McLellan’s staff to rework the suspension for greater handling precision. In front remained the familiar unequal-length upper-and-lower A-arm arrangement, though with a new twist. Instead of a coil spring on each side, a single reinforced-fiberglass leaf spring was mounted transversely between the two lower arms, as at the rear. A 20-millimeter anti-roll bar was standard.

Even bigger changes occurred in the rear, where Zora Arkus-Duntov’s old three-link geometry gave way to a more sophisticated five-link design. This comprised upper and lower longitudinal links between the body and hub carriers, twin lateral strut rods tying the differential to the hub carriers, another transverse plastic leaf spring (of the type used since 1981), and the customary U-jointed halfshafts and rear tie rods.

Steering was now a rack-and-pinion design, changed from GM’s usual recirculating-ball mechanism. It had a forward-mounted rack for greater precision and a standard high-effort booster for better directional control at high speeds. Normal ratio was a constant 15.5:1, which was quite fast for an American car. A tilt/telescope steering wheel was made standard.

A Z51 Performance Handling Package included heavy-duty shocks and lower-control-arm bushings, upgraded front and rear springs and stabilizer bars, plus 13.0:1 quick-ratio steering, among other features.

As before, stopping power was supplied by large ventilated disc brakes at each wheel. The brakes themselves were a new design created by Girlock, an offshoot of the British Girling company. Making extensive use of aluminum, they had large 11.5-inch-diameter rotors and featured quick-change semi-metallic pads (held by a single bolt) with audible wear indicators.

With improved handling being a major consideration, the car was originally intended to ride on larger 16-inch wheels and Pirelli’s P7 performance tires, then the state of the art. But the rubber ultimately used in production was Goodyear’s Eagle VR50, specifically designed for the new Corvette and sized at P255/50VR-16.

The “V-rated” tires were designed to withstand a maximum speed of over 130 miles per hour, which was a hint of the car’s performance potential. These tires were notable for their “gatorback” tread design -- a deep V-pattern with horizontal slots perpendicu-

lar to the sidewalls, all of which suggested the appearance of an alligator’s back. Evolved from Goodyear’s Formula 1 and Indy-car rain-tire program, the design was said to shed water more effectively to resist hydroplaning, which is a perpetual problem with wide, low-profile rubber. The tires were mounted on cast-alloy wheels that were 8.5-inches wide up front and 9.5-inches wide in the rear. These were among the first of the so-called “unidirectional” wheels, in which the radial fins were shaped to scoop in cooling air to the brakes only when turning forward. This, in turn, necessitated specific left and right wheels front and rear, none of which were interchangeable.

More evidence of the Design and Engineering departments’ teamwork was found under a new “clamshell” hood, which was part of the design concept from the very beginning. Recalling Jaguar’s famed E-Type and various mid-engine Corvette experiments, the design integrated the hood with the front fender tops and lifted to a near-vertical position.

Residing beneath the clamshell was the 5.7-liter (350-cid) small-block V-8 carried over from 1982, with twin throttle-body electronic fuel injection and “CrossFire” manifolding with dual ram-air intakes. Though still designated L83, it now produced five more horsepower -- a total of 205 at 4,300 rpm -- and five extra lbs/ft of torque -- 290 at 2,800 rpm -- via a more efficient radiator fan and accessory drive. It sported a flat-top die-cast magnesium air cleaner created by Palmer’s crew. Separate vacuum-modulated doors molded into the underside of the hood regulated incoming air flow; the ducts mating with the air cleaner assembly when the hood was closed. A single air intake below the front bumper fed



air to the underhood ducts, making the ‘84 a “bottom-breather” like the Shark before it. The engine compartment was color-coordinated in silver and black. Palmer even persuaded GM’s AC-Delco Division to develop an appropriately styled battery.

A welcome return for the new model was a four-speed manual gearbox as the Corvette’s standard transmission, but it was nothing like any seen before. Called “4+3 Overdrive,” it was basically an orthodox four-speed with a second set of three planetary gears attached at the rear. When signaled by the engine’s Computer Command Control electronics, the auxiliary gearset engaged through a hydraulic clutch to provide a stepdown or overdrive reduction of 0.67:1 in each of the top three gears. The intended result was improved part-throttle fuel economy, though in practice testers noted little difference between the manual and the

*Continued on page 9*



# CONES & BONES

AN OUTING WITH YOUR DOG & YOUR **CCCC** FRIENDS



Bring your pup to share treats with you at Cones & Bones, across from Meijer on Elmwood.

**WHEN:** Saturday, August 7 at 3:00 p.m.

**WHERE:** Cones & Bones – 412 Elmwood, Lansing  
Dogs are welcome and even have their own entrance!

The full menu, including prices, is available on their Website at [www.conesandbones.biz](http://www.conesandbones.biz). They have all kinds of treats available for you and your dog.

Specialty ice creams are available for those who are lactose intolerant. And remember, it isn't necessary to bring a dog to enjoy this fun evening out for our favorite - ICE CREAM!

**QUESTIONS:** Please contact Randy and Nancy Buck if you have questions about the event.  
Email: [nlb627@hotmail.com](mailto:nlb627@hotmail.com) / Telephone: 517-481-5985.



## 1984 Corvette History

Continued from page 7

automatic transmissions in that regard. For best performance, engagement was electronically inhibited at wide throttle openings, but this was quickly supplemented by a console-mounted manual override switch. Standard final drive was 3.07:1, with 3.31:1 gearing available for better standing-start performance.

Production delays postponed deliveries of the 4+3 Overdrive until early calendar '84, however, so the first of the new Corvettes were equipped only with an automatic. Returning from 1982, but as a no-cost option now, was the GM 700-R4 four-speed overdrive automatic, still with a lockup torque converter clutch effective in all forward ratios except for first.

Despite Chevy's considerable effort to keep weight as low as possible, the new Corvette emerged heavier than expected -- by a good 300 pounds -- though it was 250 pounds lighter than a comparably equipped '82. Numerous subtle tricks contributed to this, not the least of which was the extensive use of lightweight materials. One of these was a driveshaft and supporting yokes made of forged aluminum, welded together. Another was a radiator support made of plastic sheet molding compound (SMC). The twin transverse reinforced-fiberglass leaf springs weighed half as much as four steel coil springs of comparable size. (They were also claimed to be more durable, capable of withstanding five million full jounce/rebound cycles, versus about 75,000 for the steel coils.) Plastic was also employed for the cooling system's twin expansion tanks, radiator fan, and shroud.

Aluminum figured extensively elsewhere. Front-suspension control arms and knuckles as well as the rear lateral arms were all aluminum forgings, as was the chassis's C-section "spine." The automatic transmission's torque converter housing was formed from sheet aluminum. Brake splash shields were aluminum rather than steel, and calipers were made from an iron-aluminum alloy that provided greater strength with less weight.

While engineers busied themselves with technical intricacies of the 1984 Corvette, the design staff was shaping the car's appearance. The design brief was imposing. First and most obviously, the new generation had to look like a Corvette; in other words, it couldn't break with the model's traditional styling cues. Drive-lines would be carried over, and though the new model could be a bit smaller outside, it had to offer more interior room. Improved outward vision and less aerodynamic drag were additional goals.

Despite all the demands, the styling job went quickly. A full-scale clay model based on a Palmer sketch was completed in September 1978. By mid-November of the following year -- a scant 14 months later -- the design was more or less final except for tail-lamps, front-fender trim, and nose contour.

A key development affecting room, drag, and visibility was engineering's decision to mount the steering linkage farther forward than originally envisioned. By allowing the engine to ride lower in the chassis, a correspondingly lower hoodline was achieved, with better vision forward and reduced frontal area. The latter was a big contributor to reducing effective aerodynamic drag,

which is not the drag coefficient (Cd) alone but the product of the Cd multiplied by the car's frontal area.

What emerged was unmistakably a Corvette from front to back. And while its basic exterior dimensions were now slightly smaller, it still looked like a considerably large car, thanks in part to its long hood and altered proportions. Overall length was down a significant 8.8 inches despite a mere two-inch cut in wheelbase -- from 98.0 to 96.0 inches -- and just a 1.7-inch reduction in front overhang. The secret was the 5.2-inch chop in rear overhang, which gave the effect of a longer hood even though it was actually shorter. Another contribution was a 64-degree windshield angle as measured from the vertical -- then the steepest of any American production car. The base of the windshield was 1.5 inches lower and a bit farther forward than before. This, in turn, allowed the beltline to be dropped, giving the 1984 Corvette a slimmer, glassier appearance.

Probably the biggest change in the car's appearance came from that increase in width. The old pinched-waist midsection was gone, along with the bulged front and rear fenderlines, replaced by a smoother, more organic contour. The car retained its predecessor's flared wheel arches, which combined with the fat tires to accentuate the hunkered-down look. Fenders no longer conflicted with the belt-

line, which rose uninterrupted from the windshield toward a near-vertical Kamm-style tail (a modified throwback to 1968) with the traditional quartet of lights. In profile, the shape was a discernible wedge -- which was pleasing and functional in the GM idiom.



One styling element that was new to the C4 Corvette was a full-perimeter rub strip at roughly mid-body height. This not only tied the front and rear bumpers together visually but concealed the one major seam in the new bodyshell, as well as the shutlines around the clamshell hood.

After 15 years of selling Corvettes with T-tops, Chevrolet could hardly revert to a model having a fixed roof. But this time around, the T-bar was gone, replaced by a one-piece removable panel with four attachment points -- two on the windshield header and two on the rear roof hoop; this was the "targa" treatment originally planned for the C4. As on early Sharks, the panel stowed in special slots built into the top of the luggage bay. For added protection against at least casual vandals, the top could be removed only with a special wrench. Buyers had a choice of either a body-colored panel or a tinted transparent top made of scratch-resistant acrylic, the latter an option that was delayed until well after the car's introduction. Either top was far lighter and easier to handle than the awkward glass panes that preceded them.

Chevy boasted that the '84 Corvette was partly shaped in the wind tunnel. One new wrinkle in that aspect of development was the use of a sensor to compare pressure differences at various points on the car against pressure in other parts of the tunnel as the car sat in a moving airstream. While the resulting drag coefficient was not exceptional for the day at 0.34, reduced fron-

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# Capital City Corvette Club



## Participation Points as of July 18, 2010

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15	Scott Bauries	3	Catherine Eiseman	19	Carlo Litrenta	17	Victor Smith
48	Sandy Bechtel	7	Raoul Eiseman	6	Janet Litrenta	0	Loretta Spinrad
10	James Boettcher	2	Jennifer Everhart*	8	Bob Maynard	4	Steve Spinrad
7	Mara Boettcher	7	Randy Gisse	6	Shalimar Maynard	7	Janet Sprague
0	Dick Bowlin	21	Vidal Gonzalez	5	Linda McMillan	9	Michael Sprague
27	Colleen Bratschi	8	Betty Guyot	31	Dominique Palacio	3	Dan Stremmer
41	Rich Bratschi	8	Lloyd Guyot	27	Jerry Palacio	3	Nancy Stremmer
19	Connie Britz	9	Howard Hein	6	Diana Parks	10	Joseph Thomas*
22	Mike Britz	43	Angela Hyde	18	Howard Parks	2	Robert Tuttle
8	David Brown	54	Craig Iansiti	7	Joe Platte	9	Sue VanAtta
14	Diana Brown-Mosher	43	Janet Iansiti	40	Ed Politza	0	Ann Ward
37	NancyLee Buck	0	Dick Iding	34	Suzanne Politza	2	Bill Ward
38	Randy Buck	9	Greg Kapp	15	David Pursel	15	Larry Warren*
29	Chris Burke	52	Kim Keith	4	Kathryn Pursel	15	Linda Warren*
55	Terry Burke	59	Sue Keith	41	Carol Putmon	3	Audrey Weber
0	Kathy Cooper	0	Frank Kessler	38	Randy Putmon	0	Lee Webster
0	Ronald Cooper	0	Judy Kessler	47	Gloria Reiffer	21	Larry Wight
18	Dave Cripe*	3	Fred Koos	48	Simon Reiffer	18	Gary Wyma
6	Pat Cripe	2	Judy Koos	38	Robert Ribar	13	Kathy Wyma
0	Darwin Day	9	Sheila Lansing	20	Eddie Root		
7	Jim DeNike	31	Julie Lasher	12	Brenda Shatkosky*		
4	Patti DeNike	43	Ted Lasher	14	Richard Shatkosky*		
8	Art Doty*	2	Ellie Lickfeldt	7	Bill Simons		
8	Nancy Doty*	13	Patrick Lickfeldt	3	Thomas Sipka		

## Current 2010 Top Ten

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59	Sue Keith	52	Kim Keith	47	Gloria Reiffer	43	Angela Hyde
55	Terry Burke	48	Sandy Bechtel	43	Janet Iansiti		
54	Craig Iansiti	48	Simon Reiffer	43	Ted Lasher		



\*NCCC number is with another Michigan Region club.

## 1984 Corvette History

Continued from page 9

tal area made the new Corvette much more slippery than that often-misleading value suggested. And even at that, the Cd number represented a useful 23.7 percent reduction compared to the 1982 Corvette's 0.44.

With its striking new exterior, the Corvette needed an equally arresting cockpit. Created by GM's Interior Design group under Pat Furey, it was dominated by a space-age instrument panel and the usual tall center tunnel/console. With a seating position that was slightly lower than before, the revised cabin definitely felt more spacious and open than did the prior generation's. Despite the shorter wheelbase and a 1.1-inch reduction in overall height, the 1984 offered fractional gains in head and leg room, plus a welcome 6.5-inch increase in total shoulder room, an area where the old car was decidedly tight. Cargo capacity was also greater this time around, by a useful eight cubic feet or so, and this storage was more accessible thanks to the lift-up hatch window.



Instrumentation was now directly ahead of the driver; no more secondary dials in the center of the dashboard. In fact, there were now no dials at all in the usual sense; following the fashion of the times, there was a high-tech all-electronic display supplied by AC-Delco. Road and engine speeds were monitored by both graphic analog and digital displays; between them was a sub-panel with digital engine-function readouts, including a vertical-bar-graph fuel gauge. A quartet of switches, to the left of a bank of warning lights in the center of the dash, allowed the sub-panel to display up to four additional readouts. These could include instantaneous and average miles per gallon, trip odometer, fuel range, engine temperature, oil pressure and temperature, and electrical system voltage. The displays could be changed from American-standard to metric values at the flip of a switch.

The console also housed the heat/vent/air conditioning and audio-system controls. A Delco AM/FM-stereo radio was standard, while a similar unit with cassette tape player was optional. But the audiophile's choice was the \$895 GM-Delco/Bose system. Similar to systems offered on other recent GM cars, it featured four speakers in special enclosures that were shaped and placed to match the interior's acoustic properties. While such audiophile systems are relatively common today, the Corvette was the first sports car to pay such attention to the entertainment aspect of motoring.

New standard seats were specially designed highback buckets with prominent bolsters on both the cushion and backrest; they

offered manual fore/aft adjustment and -- at long last -- reclining backrests. Full cloth trim was standard, with leather upholstery optional. Also offered at extra cost was the latest in seating technology supplied by Lear-Siegler. These optional seats added electric adjustment for backrest angle and cushion bolster in/out, plus a powered three-stage lumbar support adjuster using inflatable bladders that could be individually air-bled to achieve the proper contour.

The new Corvette was publicly unveiled in the early spring of 1983, and the general reaction from both the press and the public was a mixture of relief and unbridled enthusiasm. The C4 was, thank goodness, still a Corvette in appearance and mechanical layout, yet was startlingly and entirely new with a full complement of high technology residing under its fiberglass skin.

Several running changes were made shortly after the new model was announced and sales began. An engine-oil cooler was made standard equipment, and the originally standard 15-inch wheel/tire package was deleted, making the 16-inchers the only choice.

Meanwhile, regular production versions of the new Corvette were being subjected to their first full road tests, which cooled the initial euphoria of some reviewers in the enthusiast publications. The buff books predictably praised the car's acceleration and roadholding abilities, but criticized its relatively rough ride, especially with the optional Z51 suspension package; while superior on the track, it was judged as being too harsh for daily driving. The interior earned low marks for excessive exhaust and road noise, and the digital dashboard took a sound thrashing for its "Las Vegas at night" appearance and poor legibility, particularly in bright sunlight. Most reviewers pined for a return to good-old-fashioned analog gauges.

The 4+3 Overdrive manual was received with mixed reviews, and most testers agreed that it worked better with the manual override switched to the "off" position. Aside from the difficulty of trying to out-think a computer when left in auto mode, a clunky, high-effort linkage made stop-and-go driving tedious, which was aggravated by an equally unpleasant high-effort clutch. The transmission would also prove less than reliable, so it's no wonder that most Corvettes left Bowling Green with automatic in 1984 -- and would continue to do so through 1988, when the car would finally be given an acceptable manual gearbox.

Needless to say, the excitement of being able to buy an all-new Corvette for the first time in 15 years made the 1984 Corvette a fast sellout. Helped by an extra-long model year, volume zoomed back over the 50,000 mark, the total coming to 51,547 -- the second highest in Corvette history. There was even another production milestone, observed in November 1983 with completion of Corvette number 750,000.



# Capital City Corvette Club Yard Sale

**Proceeds go to the John Bechtel Scholarship Fund**

Saturday, August 14, 2010

9:00 am - 3:00 pm

Sheridan Road Automotive parking lot  
300 W. Sheridan Road, Lansing

CHAIRPERSON(S): Scott Bauries, Sandy Bechtel and Steve Spinrad

ITEMS NEEDED: Please start collecting gently used items (no clothing) that you wish to donate for this sale. If possible, pre-price each item so that we can go directly into sale mode as we are setting up. If any of your items are unsold they will be donated to Goodwill or the Salvation Army unless you are there to reclaim.

WORKERS NEEDED: Come and work the sale for a few hours or the whole day starting at 8:00 a.m. After cleanup we will cruise over to Jon's Country Burgers at 3109 S. Cedar Street for dinner.



# FALL GETAWAY TO PORTAGE POINT INN

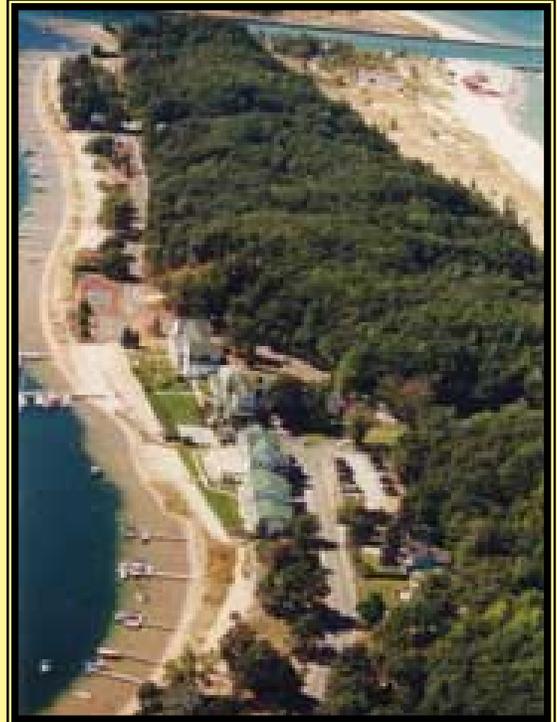
ENJOY THE CHARM OF YESTERYEAR...WITH THE AMENITIES OF TODAY.

We will leave the Flying Jay, 7800 W. Grand River (Grand Ledge), at 9:00 am Friday, October 1. The drive to Portage Point Inn will take about 3 hours (longer if we stop for lunch).

The Portage Point Inn is located on a peninsula of land between Lake Michigan and Portage Lake, just north of Manistee. Current plans are to dine at the Inn on Friday evening and then relax with a few games of dominoes or cards.

On Saturday we will take a scenic drive on beautiful M22, leaving enough time to rent one of the Inns boats, golf, go to the casino, or just enjoy the Inn and beach.

Saturday evening we will dine at a local restaurant recommended by the Inn.



## RESERVATIONS:

Call 800.878.7248 or 231.889.4222 to reserve the accommodation that best suits you. Visit their Website at [www.portagepointinn.com](http://www.portagepointinn.com) for more information. When reserving, be sure to mention that you are with Capital City Corvette Club.

## QUESTIONS:

Contact Greg Kapp if you have any questions.

## OCTOBER 1 – 3, 2010

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# Capital City Corvette Club

General Membership Meeting – July 7, 2010

**President: Craig Iansiti** called meeting to order at 7:00 P.M. Craig told us of the passing of Scott Baurie's mother. Craig introduced returning members **Steve & Barb Muselman**. He then introduced **Cody, Vic Smith's** grandson. He then introduced new members **Audrey Weber & Bob Tuttle**.

**Secretary: Connie Britz** asked for any corrections or substitutions for the June minutes. The correction is Sue & Kim's last name should be Keith and not Smith as was originally recorded.

**Treasurer: Mike Britz** will send Treasurer's report to Board members electronically.

**Points: Ted Lasher** points almost up to date. He explained to new members that points actually helped the club plan events that would interest membership.

**Membership/Historian: Angela Hyde** reported 92 members, 1 Honorary Member, & 67 FCOA's.

**Editor: Scott Bauries** was not present due to the death of his mother.

**Competition: Rich Bratschi** reminded people of the autocross sign-up. Rich also spoke of needing volunteers for Spartan Speedway. This is the club's # 1 money maker of the season. There are 7 events each day. Attendees can enter as many or as few as they wish. He needs help at gate, food, etc. The Jackson Corvette Club will also help. Rich told Dyno Day was postponed until August or September. A discussion followed.

**Public Relations: Simon Reiffer** had attended a race at Waterford where participants told of their intentions to attend Spartan Speedway.

**Social: Carol Putmon** told of upcoming social events which are listed on back of agenda page except "Cones & Bones" to be held August 7. Carol then distributed Snickers candy bars to observe July birthdays. She also announced we need a leader for those leaving for Crossroads on Friday.

**Governor: Terry Burke** told members that Michigan Regional publishes upcoming Events. This is low-speed season. The July 20 regional meeting will be held at La Senorita.

**NCM Ambassador: Sandy Bechtel** Labor Day weekend will mark anniversary 'bash'. Lots of different road trips are planned. Please mark everything for the Garage Sale and have everything there by 8:00 A.M. Everything not sold will be picked up by Salvation Army at the end of the day unless you take it back home. Volunteers are needed to help with Sale.

**Webmaster: Gloria Reiffer** offered to take picture of your car if you have not done so already.

**Hearts & Flowers: Julie Lasher** will be mailing a card to Scott to honor his mother.

**Quartermaster: Randy Putmon** not in attendance. Carol said he had taken inventory of trailer however has not found jar of lanyards for volunteer badges. Carol said Cindy & Phil Henses reportedly have a basement full of Corvette Club supplies.

**Member Comments:** Bake Sale scheduled for August 14. Items should be bagged and ready for sale. Spartan Speedway's baked goods are for picnic that evening.

**The Muscle Club** will help out with **Horsepower at the Zoo**. Board members are to get sponsors. A mini-sponsor is \$50.00 with \$15.00 going for registration.

Other shows and events were discussed for the upcoming months.

The Capital City Corvette Club will be the featured club at the Jackson, MI Downtown Cruise-In on Friday, July 23.

50/50 Drawing was won by Maura & James Boettcher.

The meeting was adjourned at 8:00 P.M.

Respectfully submitted by Connie Britz (Secretary)

# Capital City Corvette Club

Board Meeting – July 21, 2010

**President: Craig Iansiti** opened the meeting a little early as all board members who were going to be in attendance were present. The meeting began at 6:15 P.M.

Craig discussed Logan's Hospice Car Show in conjunction with CAMCC. It was deemed a nice show but hasn't yet learned of the amount of money that was raised.

Jackson Cruise-In on Friday, July 23 where the CACC will be featured had 17 cars attending to date.

Video camera that was found at Spartan Speedway has been claimed by a member of the Fiero club.

Fire Extinguisher certification and recharging was given the O.K. It will be done annually from now on. The cost will be \$28.00 a piece for two extinguishers.

Craig addressed the **'State of the Club'** and wondered if we could be doing more to make more members happy. It was concluded that having 32 members working this past weekend, we're doing pretty much right. It was concluded Board members would try harder to make new members feel welcomed.

It was decided to sell old radios on CB frequencies at the Garage Sale. Salvation Army is scheduled to come to remove any unsold items not removed from premises by 3:00 P.M. the day of Garage Sale.

**Secretary: Connie Britz** asked if there were any additions or corrections to previous month's minutes. Minutes stood approved.

**Treasurer: Mike Britz** gave total bank balance to board members. There are no outstanding bills. Club is in good standing with the IRS as a non-profit club. Mike stressed he keeps a detailed account of amount and purpose of all checks issued.

**Points: Ted Lasher** is up to date on points. Members will receive points for working one day of last weekend since it was shared with the Jackson Corvette Club.

**Membership: Angela Hyde** showed samples of new nametags for club. It was decided to go with the white background. A discussion followed about wearing name tags to meetings and possibly being fined a \$ if not worn or having a club shirt with name on it.

**Editor: Scott Bauries** not present. Sent flyers for upcoming HAZ.

**Competition: Rich Bratschi** gave Board members copies of balance sheet for Spartan Speedway profits earned by both CCCC & the Jackson CC.

**Public Relations: Simon Reiffer** no new input

**Social: Carol Putmon** not present

**Governor: Terry Burke** not present. Rich Bratschi showed flyers from 'Back to the Bricks' to be held in Flint August 17-21, 2010.

**NCM Ambassador: Sandy Bechtel** had nothing new to add.

**Webmaster: Gloria Reiffer** had nothing new to add.

**Hearts & Flowers: Julie Lasher** was not present.

**General Discussion Items: Janet Iansiti** gave update on HAZ progress and sponsors. **Kitzmiller RV** will provide trophies. Still looking for someone to provide plaques.

**Greg's Fall Trip to Portage** will be included in upcoming events.

The meeting was adjourned at 7:45 P.M.

Respectfully submitted by Connie Britz (Secretary)



# HORSEPOWER AT THE ZOO BENEFIT CAR SHOW



*Presented by  
Capital City Corvette Club  
In association with  
Capital Area Muscle Car Club*



Sunday, September 19, 2010 • 10:00 am – 2:30 pm • Potter Park Zoo

1301 S. Pennsylvania Avenue, ~ ½ mile south of I-496  
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All years, makes, and models welcome.

All net proceeds donated to the Potter Park Zoological Society

Door Prizes, 50/50 Drawings, Food and Drinks, Dash Plaques

Two (2) Free Zoo Passes per Car Registration

Trophies for People's Choice, Best of Show, Top Ten, Best Paint

Best Engine, Best Corvette, Best Pre 1940

\$15.00 at the gate

Registration Starts at 8:30 and runs through 12:00 noon.

## Contacts

Janet Iansiti, Chairperson 517-282-3342

Craig Iansiti, President 517-282-0940

[www.cccorvette.org](http://www.cccorvette.org)

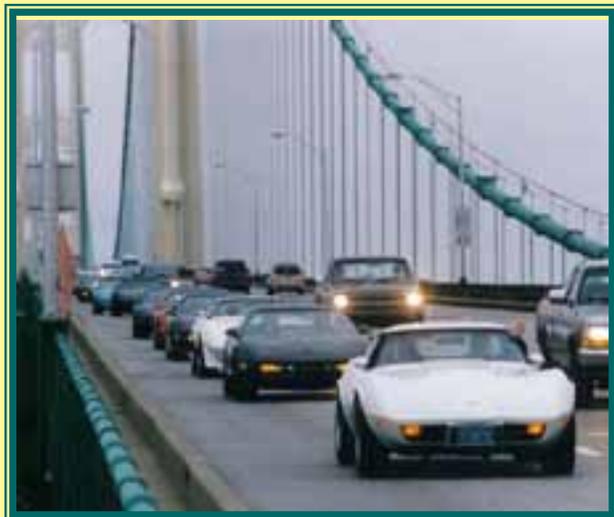


## Corvette Crossroads Car Show ~ August 28

The show takes place on a paved parking lot behind Mackinaw Crossing Mall from 10:00 – 2:00 on Saturday, August 28. Cost to enter the show is \$25 if pre-registered by August 6; \$35 thereafter. (Pre-registration packets can be picked up at the new Chamber Office in Mackinaw Crossings Mall from 10:00 – 6:00 Friday or at the show Saturday.) Participants parade through town and then cross the Mackinac Bridge on Saturday evening at 7:00. Participating in the parade is free to registered Corvettes; otherwise \$5 per Corvette. We plan to eat dinner at The Galley Restaurant in St. Ignace on Saturday night.

Visit [www.mackinawchamber.com](http://www.mackinawchamber.com) to see what else is going on in Mackinaw City.

## CCCC Summer Getaway to Mackinaw City ~ August 26-29



### Caravan Details

**Thursday:** Leaving from Clark Corners (Clark Road and Old US 27) August 26 at 10:00 am. We will stop at the Houghton Lake Big Boy for lunch. Thursday evening we will cruise somewhere for dinner. After breakfast on Friday, those interested will head north of the bridge through Paradise. We plan to eat lunch at Tahquamenon Falls Brewery & Pub and then make a stop at Whitefish Point before heading back to Mackinaw City.

**Friday:** Another group will head up on Friday (August 27). Please contact Gloria if you would be interested in leading the Friday group. Join the early arrivals at the Pancake Chef for dinner.

**Evening Dining:** Friday night we have plans to eat at the Pancake Chef in downtown Mackinaw City. (They have a buffet or you can order from their full menu.) Saturday, after crossing the Bridge, we will eat at The Galley Restaurant in downtown St. Ignace.

### Lodging Details

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. Get your reservations in early to get the room style you want.

#### Waterfront Inn

1009 South Huron Ave  
Mackinaw City MI 49701  
231.436.5527 or  
1.800.962.9832

Visit [www.largestbeach.com](http://www.largestbeach.com)

#### Lakefront –

1 or 2 queens  
\$69 on Thursday  
\$99 on Friday & Saturday

for room details.

#### Courtside –

2 queens  
\$59 on Thursday  
\$89 on Friday & Saturday

#### Courtside –

2 doubles, or 1 king,  
or 1 queen  
\$49 on Thursday  
\$69 on Friday & Saturday

#### Mackinaw Beach & Bay All Suites Resort

929 South Huron Avenue  
Mackinaw City, MI 49701  
1.800.468.7736

Visit [www.mbbresort.com](http://www.mbbresort.com) for room amenity details.

#### Suite A (2 rooms) –

1 king, 1 queen, 1 queen  
sofa sleeper (room for 6)  
\$99 on Thursday  
\$159 on Friday & Saturday

#### Suite B (2 rooms) –

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!



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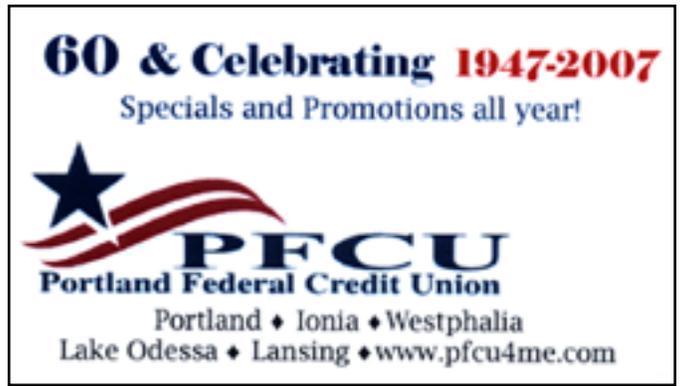
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