

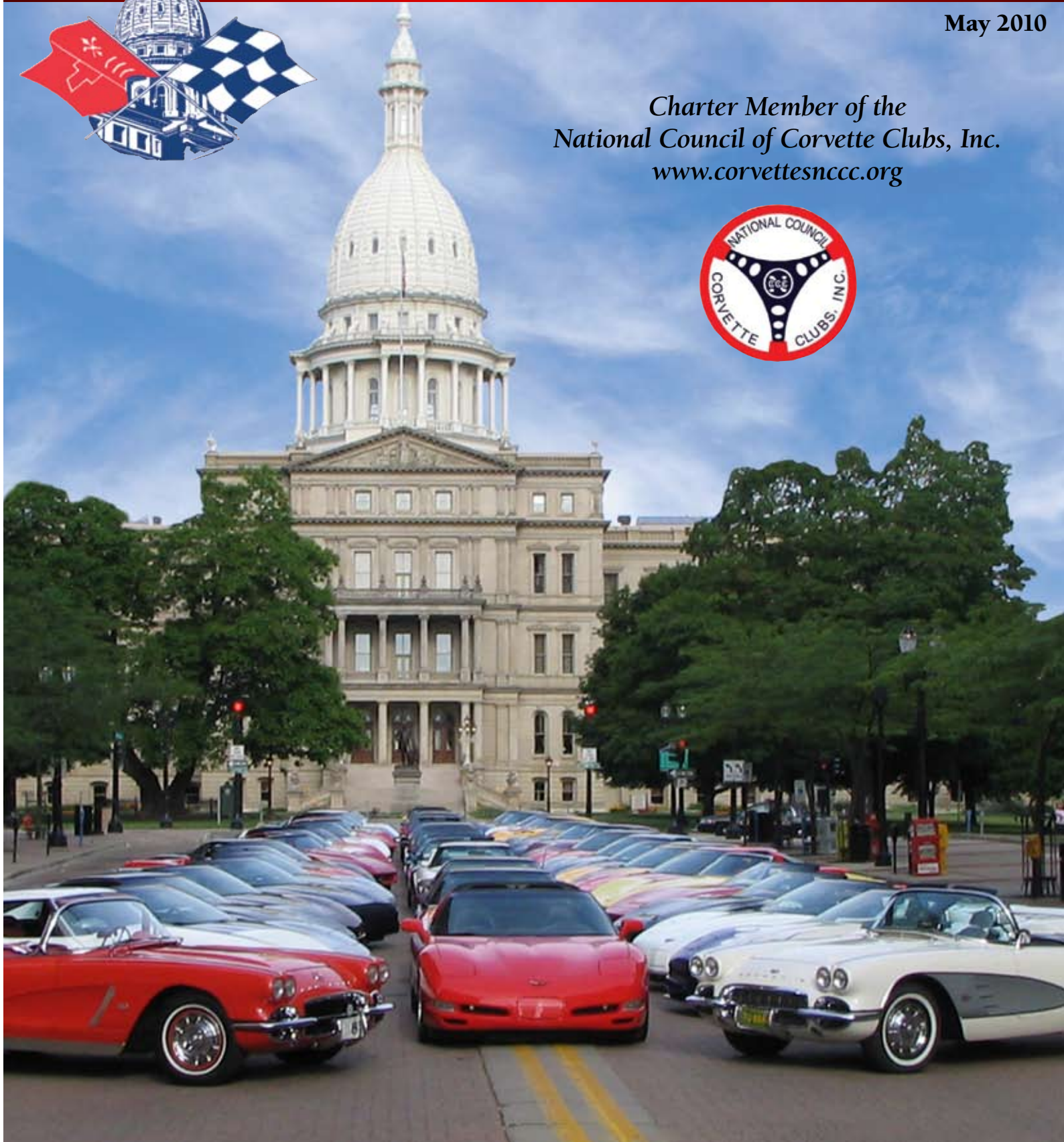
The Connection

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

May 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 5 • MAY 2010

Upcoming Events

General Membership Meeting

May 5 • 7:00 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Board Meeting Meeting

May 19 • 6:30 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Blessing of the Vettes

May 8 • Watch for Details

Low Speed Driving School (CCC)

May 15 • 8:30am • McLaughlin/Siebel/Meesseman Memorial

Hosted by: Calhoun County Corvette Club • Marshall, MI

Sparrow Hospice Car Show (CAMCC/CCCC)

Saturday, May 29 • 10:00am • Bud Kouts Chevrolet

Memorial Day Parade & Hog Roast

Monday, May 31 • 8:00am • Meet at former Coyote Creek Grille

Hog Roast to follow at Pat & Shari's

Ram Racing Dyno Day

Saturday, June 5 • 9:00am

May Birthdays

Gloria Reiffer (1) • Loretta Spinrad (10)
Craig Iansiti (13) • Judy Koos (15) • Connie Britz (26)

Welcome to our Newest Members

Howard Hein & Sheila Lansing from Henderson.
Howard and Sheila have a 2007 white convertible.

Thomas Sipka from DeWitt.
Thomas has a 1979 silver coupe.

Welcome back to Dick Bowlin from Holt.
Dick has a 2001 yellow convertible.

Newsletter Article Deadline

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

From the President...

We are off to a great start this spring, with a fun day bowling and eating with the Jackson Corvette Club at the City Limits in Mason. We had a good turnout, and are attempting to coordinate some more events this summer. Already on the books is our joint Spartan Speedway Autocross weekend, with a cookout on Saturday evening for all participants and workers.

The Vermontville Maple Syrup Festival parade was also a success, with about a dozen club cars participating. Some of us got wet on the way there, and some of us didn't, but it didn't rain during the parade. The crowd was huge and looked and sounded like they really enjoyed themselves. Dinner at the Mexican Connexion in Hastings was wonderful and filling – as usual. I think I have already gained about five pounds this spring, and we're just getting started.

Our first car show of the season is May 8th. The Blessing of the Vettes is again at Culver's in Okemos. Be sure to sign up so you don't miss out. Just a week later on May 15th is the Performance Driving School in Marshall. This is a great time to play with your car and learn a bit about how it handles in tight situations. And the following weekend, on May 29th (Memorial Day weekend) the CCCC and Capital Area Muscle Car Club present our sponsor show at Bud Kouts in East Lansing. Whew! Where did May go, already?

I hope you all get a chance to enjoy some fun with the club this summer. We try to have enough events scheduled so everyone can find the time to attend at least a few. It's hard, if not impossible, to do it all, but I hope you get many safe and fun miles on your cars this year. That's why we got them – to drive them. There is more than one way to do that, and doing that with your friends in the club makes it all the better.

Craig



**NOW OFFERING A 10% DISCOUNT ON PARTS AND LABOR
ON ALL CORVETTE REPAIRS TO CORVETTE CLUB MEMBERS!**



CORVETTE ENTHUSIASTS SINCE 1954

Bud Kouts
CHEVROLET

SALES • LEASING • SERVICE/BODY REPAIR
(ON ALL MODEL YEARS!)

DISCLAIMER: PLEASE IDENTIFY YOURSELF AS A CORVETTE CLUB MEMBER.

2801 E. Michigan Ave., Lansing • 517-374-0900 • BudKoutsChevy.com

2013 Chevrolet Corvette (C7)?

The possible new look for Corvette.

By Viknesh Vijayenthiran, MotorAuthority.com

Photos from www.autoblog.com



There are all manner of rumors concerning the next-generation C7 Chevrolet Corvette, with stories ranging from the possibility of a mid-engined platform to AWD powertrains and even the arrival of a dual-clutch version. Although there isn't much substance to any of these rumors, an inside source has revealed to *MotorAuthority.com* that the new car will arrive in time for the 2013 model year. This puts its likely release date sometime in late 2012.

There are all manner of rumors concerning the next-generation C7 Chevrolet Corvette, with stories ranging from the possibility of a mid-engined platform to AWD powertrains and even the arrival of a dual-clutch version.

While there have been reports that development on the C7 Corvette had been put on hold indefinitely due to GM's critical financial situation, two top level executives have previously commented on the project, suggesting that it is ongoing.

Previous Corvette vehicle-line executive Tom Wallace has stated that GM was working on a future Corvette and that some changes to the current model are coming soon. He also acknowledged that CAFE regulations will play a role in determining the layout and hardware of the next-generation Corvette but stressed that it won't kill the car. Unfortunately, Wallace's retirement last year has lessened the credibility of his comments.

However, Ed Welburn, GM's product design

Continued on page 6



head, has also revealed that the next 'Vette will get a split rear window along with some other vintage styling cues.

These computer generated renderings give us a preview of a possible design direction GM could take for its next Corvette, suggesting that the 50th Anniversary Chevrolet Corvette Stingray Concept seen in the movie *Transformers: Revenge Of The Fallen* could be the inspiration for the car. Some of the elements carried over from the concept include the egg-crate grille, vertical slat headlights, side vents, and the jet-fighter glasshouse.

On the rumor side of things, a smaller, forced induction engine--most likely a supercharger, like the one found on the CTS-V's LSA, not the ZR1's 638-horsepower LS9--is possible to help the car meet fuel economy targets. A dual-clutch gearbox has also been talked about, and would be the next logical step in keeping pace with the likes of Porsche's 911 and Nissan's GT-R.

Like the C6, which was an iterative development of the C5 before it, the C7 will likely be an incremental improvement and redesign of the already proven and fantastic Corvette platform. Don't expect anything radical, but

do expect a seriously impressive performance package. The one caveat will be keeping an eye on price as more high-tech elements, materials and machinery get added to the car.

Expect to see more of the car in the coming year or two as Corvette engineers begin to roll out test mules and prototypes, and you can be sure MotorAuthority.com will be there to bring the latest all along the way.



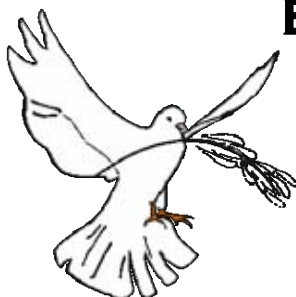


Capital City Corvette Club

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



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**

Corvette History - 1968

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



The 1968 Corvette would prove to be nearly as controversial as the times themselves. The so-called "Shark" generation was a very different sort of sports car than its predecessors -- what was a dual-purpose race-and-ride machine had evolved into more of a plush and powerful boulevard cruiser. Critics would blast the initial C3 offering for its excessive styling, increased bulk, and carryover platform -- it certainly was not the substantial leap forward Corvette fans had hoped for.

The third-generation Corvette suffered from development problems and introduction was postponed from 1967 to 1968. It was probably just as well. Although the government's first safety and

emissions standards took effect nationwide with the '68 model year, Chevy would doubtless have seen to it that the engineering of an all-new 1967 model reflected the new standards. As it was, the delay took some of the pressure off of harried engineers.

As was the case with the first Sting Ray, powertrains for the new 1968 model were largely retained from the previous generation. The one significant exception was substitution of GM's new three-speed Turbo Hydra-Matic transmission for the old two-speed Powerglide automatic. Elsewhere, the car's battery was relocated behind the seats to improve weight distribution and to provide added under-hood room. Side vent windows were eliminated in favor of a new fresh-air "Astro Ventilation" system. Shoulder belts, previously an added-cost option, were included at no charge on coupes. Other new features for 1968 accentuated the Corvette's GT leanings, and included an electric rear-window defroster, speed warning indicator, AM/FM stereo radio, and a futuristic fiber-optic light monitoring system.

Higher spring rates were calculated to reduce fore/aft pitching, especially under hard acceleration. This also served to lower the rear roll center and was nicely complemented by newly standard seven-inch-wide wheels, an inch broader than be-

Continued on page 11





Capital City Corvette Club



Participation Points as of April 18, 2010

10	Scott Bauries	3	Art Doty*	12	Julie Lasher	6	Eddie Root
8	Sandy Bechtel	3	Nancy Doty*	14	Ted Lasher	0	Brenda Shatkosky*
5	James Boettcher	3	Catherine Eiseman	0	Ellie Lickfeldt	0	Richard Shatkosky*
4	Mara Boettcher	3	Raoul Eiseman	1	Patrick Lickfeldt	0	Thomas Sipka
0	Dick Bowlin	0	Jennifer Everhart*	1	Carlo Litrenta	5	Victor Smith
8	Colleen Bratschi	1	Randy Gisse	0	Janet Litrenta	0	Loretta Spinrad
13	Rich Bratschi	1	Vidal Gonzalez	4	Bob Maynard	0	Steve Spinrad
10	Connie Britz	2	Betty Guyot	4	Shalimar Maynard	1	Janet Sprague
9	Mike Britz	2	Lloyd Guyot	4	Dominique Palacio	1	Michael Sprague
0	David Brown	0	Howard Hein	4	Jerry Palacio	1	Dan Stremmler
4	Diana Brown-Mosher	14	Angela Hyde	2	Diana Parks	1	Nancy Stremmler
2	NancyLee Buck	15	Craig Iansiti	2	Howard Parks	2	Joseph Thomas*
3	Randy Buck	10	Janet Iansiti	0	Joe Platte	1	Sue VanAtta
9	Chris Burke	0	Dick Iding	9	Ed Politza	0	Ann Ward
15	Terry Burke	1	Greg Kapp	9	Suzanne Politza	2	Bill Ward
0	Kathy Cooper	8	Kim Keith	1	David Pursel	0	Larry Warren*
0	Ronald Cooper	8	Sue Keith	0	Kathryn Pursel	0	Linda Warren*
4	Dave Cripe*	0	Frank Kessler	12	Carol Putmon	0	Lee Webster
4	Pat Cripe	0	Judy Kessler	3	Randy Putmon	5	Larry Wight
0	Darwin Day	1	Fred Koos	14	Gloria Reiffer	2	Gary Wyma
3	Jim DeNike	0	Judy Koos	14	Simon Reiffer	2	Kathy Wyma
4	Patti DeNike	0	Sheila Lansing	10	Robert Ribar		

Current 2010 Top Ten

15	Terry Burke	14	Gloria Reiffer	12	Julie Lasher	10	Connie Britz
15	Craig Iansiti	14	Simon Reiffer	12	Carol Putmon	10	Janet Iansiti
14	Angela Hyde	13	Rich Bratschi	10	Scott Bauries	10	Robert Ribar
14	Ted Lasher						



*NCCC number is with another Michigan Region club.

fore, wearing low-profile F70 × 15 tires. With these modifications and the resulting wider track dimensions (now 58.7/59.4 inches front/rear), the 1968 Corvette hugged the pavement even better than the Sting Ray, though at the expense of a perceptibly harsher ride.

To many, the 1968 Corvette's styling was excessive and bloated (its weight had ballooned by some 150 pounds), and the car was criticized for abandoning its sports-car purity. The car was also given low marks in the press for its scarce luggage space, awkward ingress/egress, and poor instrument placement, and reviewers found the car's new interior ventilation system to be lacking. The Corvette's fit and finish and overall build quality were judged to be abysmal, and even the new T-top was greeted with lukewarm response.

Still, the motoring press thought highly of the latest Corvette's straight-line performance, though some felt the big 435-horsepower 427 was too brutish a beast, though the 300- and 350-bhp small-blocks impressed as much as ever. The Muncie four-speed manual transmission and the new Turbo Hydra-Matic also garnered praise. As for handling, the press seemed to like the skidpad and slalom numbers they got but not the way the car felt generating them. Several complaints were made about the harder ride, and nobody much liked the power steering and brakes.

Despite its flaws, the 1968 Corvette remained an exhilarating ride. It had plenty of power even in small-block form, and its all-independent suspension, if not exactly state-of-the-art, was certainly more than adequate. Testing a 350-bhp 327 road-

ster with the four-speed and 3.70:1 final drive, *Road & Track* reported a top speed of 128 mph, a standing quarter-mile of 15.6 seconds at 92 mph, and 0-60-mph acceleration of 7.7 seconds. Fuel economy, however, was pegged at 11-15 mpg for a cruising range of only 220-300 miles from the 20-gallon tank. Big-block cars were even thirstier -- but faster, of course. *Car and Driver*, running a 400-bhp 427 coupe, hit 60 mph in 5.7 seconds and posted a 14.1-second quarter mile at a blazing 102 mph.

The car's paltry cruising range couldn't really be considered as much of a liability, however, since with only 6.7 cubic feet of cargo space available, the car wasn't exactly outfitted for long-distance driving. Further, a newly tighter cabin included accordingly tighter seats with fixed backrests raked much farther back than in the Sting Ray to accommodate the Shark's two-inch lower roofline. The resulting laidback stance conspired with a high cowl to give the impression of being in a bathtub. A long, low nose that disappeared somewhere near the horizon made parallel parking an adventure.



Yet for all the problems and poor reviews, more people bought Corvettes than ever before; model-year sales set a new record at 28,566 units, some 5,000 up on the final Sting Ray. Part of this was due

to prices that remained competitive at \$4,320 for the ragtop and \$4,663 for the coupe.

Reflecting its popularity, the new Corvette was chosen Best All-Around Car in *Car and Driver's* annual reader's poll (the 1967 Sting Ray had been likewise honored), as well as Best Sports/GT Car Over 3000cc.

Sparrow Hospice Benefit Car Show

Saturday, May 29, 2010

10:00 am – 4:00 pm

Bud Kouts Chevrolet

2801 E Michigan Avenue

Lansing, Michigan 48912

Registration - \$15.00

(Net Proceeds Benefit Sparrow Hospice Services - Non-Profit Hospice)

- Awards for Top 40 Cars & Best of Show
- Goody Bags, Dash Plaques, T-Shirts to first 125 Entries
- Door Prizes, Music & Food
- 50/50 Drawings

Goody Bags & Door Prizes Provided By
O'Reilly Auto Parts, Jags, Edelbrock, Summit Racing, Moog's/Hagerly Insurance

Sponsored by

Bud Kouts Chevrolet

Liskey's Auto Service

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Affordable Tire & Service Centers

Tony M's Restaurant



Presented by
Capital Area Muscle Car Club
In Association with
Capital City Corvette Club



Additional Information: Call Al Wilson (517) 819-1155



Let's Meet for Breakfast

8:30a.m.

June 12th
Cracker Barrel, 608 Commercial Dr.
Off W. Saginaw, Lansing

July 10th
Flap Jack Shack, 6927 S. Cedar, Lansing

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

***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.



Twenty At-your-own-risk Guidelines for driving in Michigan

Article from The Grand Rapids Fax Tribune • Submitted by: Sue Keith

1. Remember that the goal of every Michigan driver is to get there first, by whatever means necessary.

2. Never get in the way of an older car that needs extensive body work. Michigan is a no-fault insurance state and the other guy doesn't have anything to lose.

3. Under no circumstances should you leave a safe distance between you and the car in front of you or the space will be filled in by somebody else putting you in an even more dangerous situation.

4. Braking is to be done as hard and late as possible to ensure that your ABS kicks in giving a nice relaxing foot massage as the brake pedal pulsates. For those without ABS, it's a chance to stretch your legs.

5. Never pass on the left when you can pass on the right. It's a good way to scare people entering the highway.

6. Speed limits are arbitrary figures, given only as suggestions and apparently not enforceable in the metro area during rush hour.

7. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a Michigan driver flashing his high beams behind you doesn't think he can go faster in your spot.

8. Real Michigan female drivers can put on pantyhose and apply eye makeup at 75 miles per hour in bumper to bumper traffic.

9. Please remember that there is no such thing as a shortcut during rush-hour traffic in Michigan.



10. Always slow way down and stare when you see an accident or even someone changing a tire.

11. Turn signals are clues as to your next move. A real Michigan driver never uses them.

12. It is traditional in Michigan to honk your horn at cars that don't

move the instant the light changes.

13. Seeking eye contact with another driver revokes your right of way.

14. Throwing litter on the roads adds variety to the landscape, keeps the existing litter from getting lonely and gives Adopt-a-highway crews something to clean up.

15. Whatever happens, never panic.

16. Crossing two or more lanes in a single lane change is considered "going with the flow."

17. Everybody thinks that their vehicle is better than yours.

18. Remember, Construction signs will warn you about lane closures only after you pass the last open exit before the traffic begins backing up.

19. Learn to swerve abruptly. Michigan is the home of high-speed slalom driving, with potholes placed in key locations to test drivers' reflexes and keep them on their toes.

20. Heavy snow, ice, fog, and rain are no reason to change any of the previously listed rules. These weather conditions are God's way of ensuring the natural selection process for body shops, junk yards, and new vehicle sales.

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**



Corvette Advertising

Images from www.corvetteactioncenter.com



CHEVROLET UNLEASHES THE NEW CORVETTE

Get set for the new Corvette. Get set for a new sight in sports car style and silhouette. Get set for a new sound, a new sensation, a new spick-and-shine edge of the Corvette's dynamic new 225-hp V8 engine. Get set, too, for new Corvette conveniences—with new roll-up windows, a custom choice of standard power-operated fabric top or optional convertible hard-top, Powerglide or Synchro-Mesh transmission, and beautiful new colors and interiors. There's more—a new competition racing steering wheel, side-by-side bucket seats, and instrumentation as complete as a light plane's. But excitement is an excitement done. And you'll never know that till you drive it!... Chevrolet Division of General Motors, Detroit 2, Mich.

CORVETTE
by Chevrolet

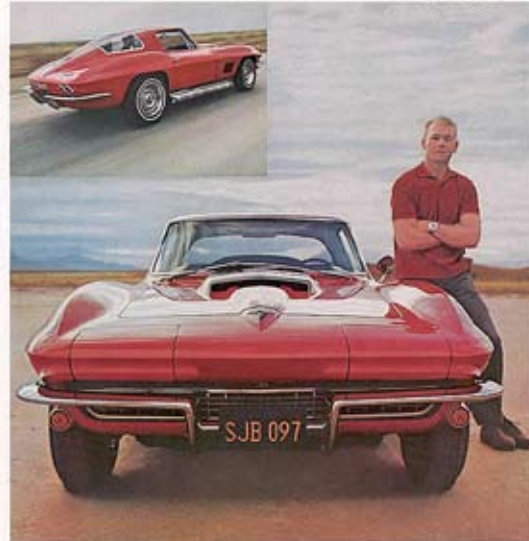
Wolf in wolf's clothing.

Some cars tell you all about themselves at first glance. A big soft family sedan. (He-tens) An utterly practical station wagon. (Bike) A

plodding sort of economy car. (Whee!) Or a Corvette. A tough, wide-lined, bulge-headed "let's go driving" Corvette.

A Sting Ray with the 427-cubic-inch 435-horsepower three-deuces V8 you can specify. It is what it looks like.

'67 Corvette



Corvette Sting Ray Sport Coupe with Rammed Air. Two new racing steering wheels provided for your entire outfit.

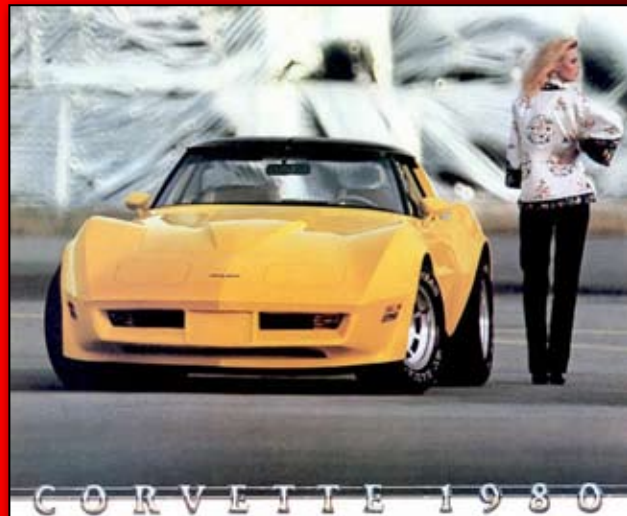


**Car and Driver
Readers' Choice Poll:**
1971: Best all-around car.
1970: Best all-around car.
1969: Best all-around car.
1968: Best all-around car.
**If we said any more, we'd
be bragging.**

Corvette
by Chevrolet



Remember: Building your car and choosing bits is as like you can for with.



CORVETTE 1980

In this ever-changing world, some things endure.

A line that wins.

Soft smoke on an autumn evening.

A walk along the seashore.

And Chevrolet Corvette.

Now 26 years young. And still America's only true production sports car.

But endurance can live side by side with improvement.

For 1980, air conditioning, power windows

and tilt telescopic steering are standard equipment.

There's a bold, new front-end design with an integral air dam.

A new rear spoiler has been built in and there's a new

lower profile hood. Cornering lights have been added.

The strong tradition of Corvette roadability continues:

independent front and rear suspension,

a wheel power disc brakes and steel belted radial tires,

large-diameter front stabilizer bar—all standard.

But beyond the machinery, there is the dream—Corvette and the open road.

For thousands, that dream endures.



Capital City Corvette Club

General Membership Meeting – April 7, 2010

President: **Craig Iansiti** was not in attendance and **Terry Burke, Vice President**, called the meeting to order at 7:00 PM.

Secretary: **Connie Britz** asked that the minutes for the March meeting be approved. The minutes were approved however, **Simon Reiffer** did suggest that dollar amounts not be disclosed in minutes in the future.

Treasurer: **Mike Britz** stated the balance and invited questions.

Points: **Ted Lasher** reminded members about updates being on the website. Those attending the NCCC Banquet need to notify Ted so that they may get points for attending.

Membership/Historian: **Angela Hyde** welcomed a new member with a '79 Silver Coupe the membership totals are: 86 members, 1 honorary, and 69 FCO's. We had 1 visitor in attendance.

Editor: **Scott Bauries** had no updates.

Competition: **Rich Bratschi** reminded members to sign up for low-speed driving on the website. A minimum of 15 is needed. Sign up for 'Test & Tune' in July.

Public Relations: **Simon Reiffer** told of Garage Sale to be held August 14 at Steve Spinrad's Garage and place of business. Simon went on to explain the event to new members.

Social: **Carol Putmon** reminded everyone of Bowling Party to be held in conjunction with the Jackson Club at a bowling alley in Mason on Sunday, April 18.

Governor/VP: **Terry Burke** told of region high points and the Best of the Best Car Show by all clubs statewide. Participating cars will be by invitation only.

Webmaster: **Gloria Reiffer** is working on calendar. She also reminded members to get rooms reserved if they plan to attend Mackinaw City Crossroads.

NCM Ambassador: **Sandy Bechtel** was not in attendance.

New Business: Several clubs are considering a competitive Blood Drive.

Member Comments: Is there a 'Cruise the Gut'? No information available at this time.

50/50 Drawing of \$51.00 was won by Larry White.

The meeting was adjourned at 7:40.

Respectfully submitted by Secretary, Connie Britz



Capital City Corvette Club

Board Meeting – April 21, 2010

President: **Craig Iansiti** opened meeting at 6:30 P.M.

Secretary: **Connie Britz** requested minutes from general meeting in April be approved. Minutes were approved.

Treasurer: **Mike Britz** gave report of current balance of budget and questioned as to who 'Blessing of the Vette' checks go to. Discussion of Door Prizes for Blessing followed.

Points: **Ted Lasher** discussed the purchase of an air compressor for gift at Regional Banquet. Motion was made and seconded to approve the purchase.

Membership/Historian: **Angela Hyde** 90 members (5 new), 1 Honorary, 69 FCOA. Angela needs to order new T-shirts and badges for new members. She was told these items were in the club's budget.

Editor: **Scott Bauries** was not in attendance.

Competition: **Rich Bratschi** Low speed driving school will be in conjunction with Jackson Club. There will be a cookout for group and expenses will be shared with Jackson Club and taken out of the profits. However, cookout is not listed in the flyer for the event. This meal will fill the obligation to NCCC. Told of requests for car shows.

Public Relations: **Simon Reifer** no new information

Social: **Carol Putmon** reported a good time was had by all at the recent bowling party held on the previous Sunday in Mason. Reminded members of Memorial Day Parade by the American Legion in Holt.

Governor: **Terry Burke** K & K Insurance has a new representative, Pam Walker. Talked about low-speed driving school and how much fun it is. Told Craig how he tried to endorse it at the last meeting where he presided in Craig's absence.

NCM Ambassador: **Sandy Bechtel** received a letter by the museum notifying her that they had purchased a brick in honor of John. It is located in Section 8A.

Hearts & Flowers: **Julie Lasher** will send a 'Thinking of You' card and a complimentary video in memory of Pam.

Webmaster: **Gloria Reiffer** was not in attendance.

Member Comments: **Sandy Bechtel & Craig Iansiti** will attend Scholarship Fund presentation at Career Center on Friday, May 21. An Open House and Dyno Work will be held the night before.

Craig & Terry suggested a Mentor program to help get new members interested in helping to run programs and events in the future. Angie volunteered old flyers to help set up future events.

Meeting was adjourned at 7:35 P.M.

Respectfully submitted by Connie Britz (Secretary)



CCCC Drive & Dine

June 19, 2010



Depart from Tom's Food Center Parking Lot
1462 E Grand River, Portland (I-5 exit #77)

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

Lunch cost: \$8 to \$15

Corvette Trivia Contest

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

Bring your Two-Way Radios

Contact: Kim or Sue Keith

KimAKeith@Hotmail.com 516-308-4313

2.2 NCCC OFFICIAL FLYER

SANCTION #: 003-57 thru 003-63

DATE: July 17, 2010

(If Drag Races, include rain date)

REGISTRATION: OPENS: 7:45 am

CLOSES: 9:00 am

DRIVERS MEETING TIME: 9:45 am

FIRST CAR OUT TIME: 10:00 am

TYPE OF EVENT: Seven Low Speed Events

(If Rallye, include Rallye type)

CLUB: Capital City Corvette Club

REGION: Michigan Region

ENTRY FEE: NCCC members \$12 per event or \$72 for all seven; Non-NCCC \$14.00 per event or \$84 for all seven.

LOCATION: 779 N. College Road - Mason, Michigan

Spartan Speedway

SPEED EVENTS: ☐ HIGH SPEED* ☒ LOW SPEED

EXHAUST: ☐ OPEN ☒ CLOSED

MAP AND EVENT INFORMATION (SEE BACK OF FLYER):



FOURTEEN EVENT WEEKEND

2010 SPARTAN SPEEDWAY

SEVEN LOW SPEED EVENTS – CLOSED EXHAUST

SATURDAY – JULY 17, 2009

SUNDAY SPONSORED BY THE JACKSON CORVETTE CLUB

ALSO AT SPARTAN SPEEDWAY SEE SEPARATE FLYER

NCCC Members: \$12.00 per event, or \$72.00 for all seven.

(NCCC Members - register by July 1 to save an additional \$12; all seven for \$60.00.)

Non-NCCC: \$14 per event or all seven for \$84.00. Metal Cars Welcome!

Helmet must be DOT Snell 2000 or newer

Air, Restrooms, and Food Available

See reverse side of flyer for the registration form and event map.

Early registration cut-off date is July 1.

BE SURE TO INCLUDE A LOCATION MAP -- REVERSE SIDE MAY BE USED

COMPETITION DIRECTOR/CHAIR:

NAME: Rich Bratschi

ADDRESS: 4379 Zimmer Rd

Williamston, MI 48895

PHONE: 517.655.8487



GOVERNOR:

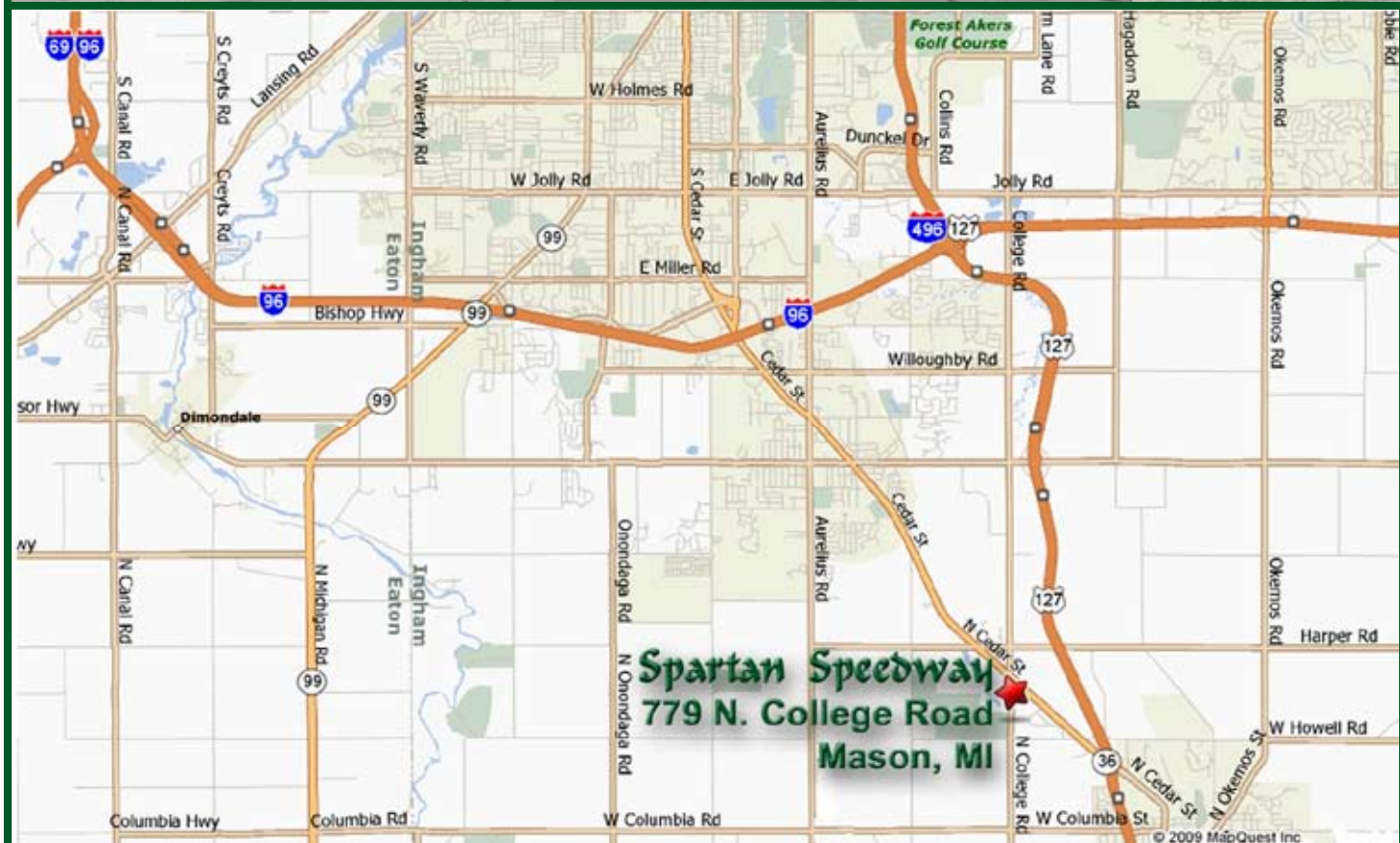
NAME: Terry Burke

ADDRESS: 2338 Parkwood Drive

Williamston, MI 48895

PHONE: 517.655.6770

*** NOTE:** In High Speed Events: 1. All roadsters must have roll bars as outlined under Section on Technical Inspection for Speed Events. 2. Fire extinguisher (min. 5 BC) required in All groups and classes. 3. It is highly recommended (required in Group 3) that all competing cars must be equipped with roll bars or roll cages. 4. All entrants must be High Speed Certified and fire suits are required for Group 3.



Located at the corner of N. Cedar Street and College Road between Holt & Mason.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Car Make/Model: _____ Year: _____

Color: _____ NCCC #: _____ Car #: _____

NCCC Club: _____

Speed Event Class: _____

Make check payable to:
Capital City Corvette Club

Mail check and registration to:
Terry Burke - Governor
Capital City Corvette Club
PO Box 27295
Lansing, MI 48909



www.cccorvette.org

JACKSON CORVETTE CLUB PRESENTS

SANCTION #: 046-064 thru 046-070

DATE: July 18, 2009

REGISTRATION: OPENS: 7:45 am

CLOSES: 9:00 am

DRIVERS MEETING TIME: 9:45 am

FIRST CAR OUT TIME: 10:00 am

TYPE OF EVENT: Seven Low Speed Events

CLUB: Jackson Corvette Club

REGION: Michigan Region

ENTRY FEE: NCCC members \$12 per event or \$72 for all seven; Non-NCCC \$14.00 per event or \$84 for all seven.

LOCATION: 779 N. College Road - Mason, Michigan

Spartan Speedway

FOURTEEN EVENT WEEKEND

2010 SPARTAN SPEEDWAY

SEVEN LOW SPEED EVENTS – CLOSED EXHAUST

SUNDAY – July 18, 2009

**SATURDAY SPONSORED BY THE CAPITAL CITY CORVETTE CLUB
ALSO AT SPARTAN SPEEDWAY SEE SEPARATE FLYER**

NCCC Members: \$12.00 per event, or \$72.00 for all seven.

(NCCC Members - register by July 1 to save an additional \$12; all seven for \$60.00.)

Non-NCCC: \$14 per event or all seven for \$84.00. Metal Cars Welcome!

Helmet must be DOT Snell 2000 or newer

Air, Restrooms, and Food Available

See reverse side of flyer for the registration form and event map.

Early registration cut-off date is July 1.

COMPETITION DIRECTOR/CHAIR:

NAME: Jeff Beers

ADDRESS: 66Foxpointe Trl

Jackson, MI 49203

PHONE: 517-784-7814



GOVERNOR:

NAME: Steve Massie

ADDRESS: 1097 Dandell Circle

Horton, MI 49246

PHONE: 517-688-4066

*** NOTE:** In High Speed Events: 1. All roadsters must have roll bars as outlined under Section on Technical Inspection for Speed Events. 2. Fire extinguisher (min. 5 BC) required in All groups and classes. 3. It is highly recommended (required in Group 3) that all competing cars must be equipped with roll bars or roll cages. 4. All entrants must be High Speed Certified and fire suits are required for Group 3.

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

1009 South Huron Ave
Mackinaw City MI 49701
231.436.5527 or
1.800.962.9832

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 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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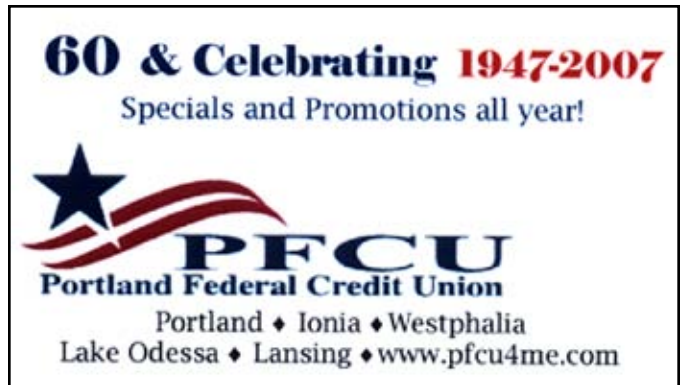
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