

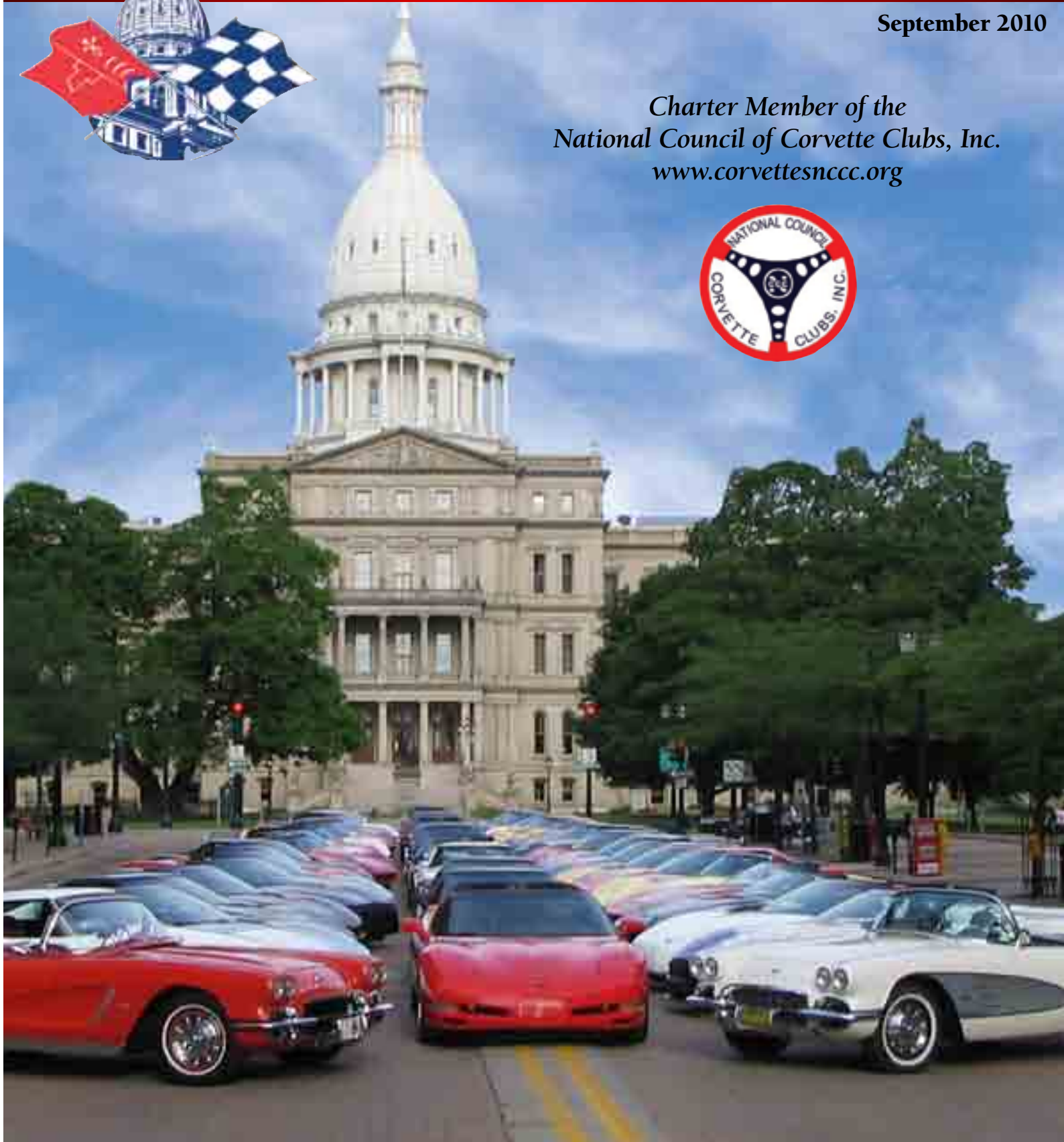
The Connection

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

September 2010



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





2010 Officers

Craig Iansiti
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Competition Director

Scott Bauries
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Simon Reiffer
Public Relations Director

Connie Britz
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Carol Putmon
Social Director

Mike Britz
Treasurer

Our Sponsor



The Connection

Newsletter of the Capital City Corvette Club

VOLUME XL • NUMBER 9 • SEPTEMBER 2010

Upcoming Events

General Membership Meeting

September 1 • 7:00 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Meet for Breakfast

Saturday, September 11 • 8:30am • Spud's Family Restaurant
611 S. Waverly Road • Lansing

Board Meeting Meeting

September 15 • 6:30 p.m. • Delhi Cafe • 4625 Willoughby • Holt

Horsepower at the Zoo

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

5th Annual BBQ-Backyard Hayride-Bonfire

Saturday September 25 • Meet at 5:00pm @ Clark Corners
Follow the leader to home of Randy & Carol Putmom
4900 W. Pratt Rd. • DeWitt

Fall Getaway

Friday October 1

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

September Birthdays

Kathy Cooper (1) • Dave Cripe (8) • Kim Keith (9)
Judy Kessler (9) • Frank Kessler (14) • Julie Lasher (15)
Jerry Palacio (16) • Darwin Day (21) • Angela Hyde (26)
Carlo Litrenta (27) • Dick Iding (30)

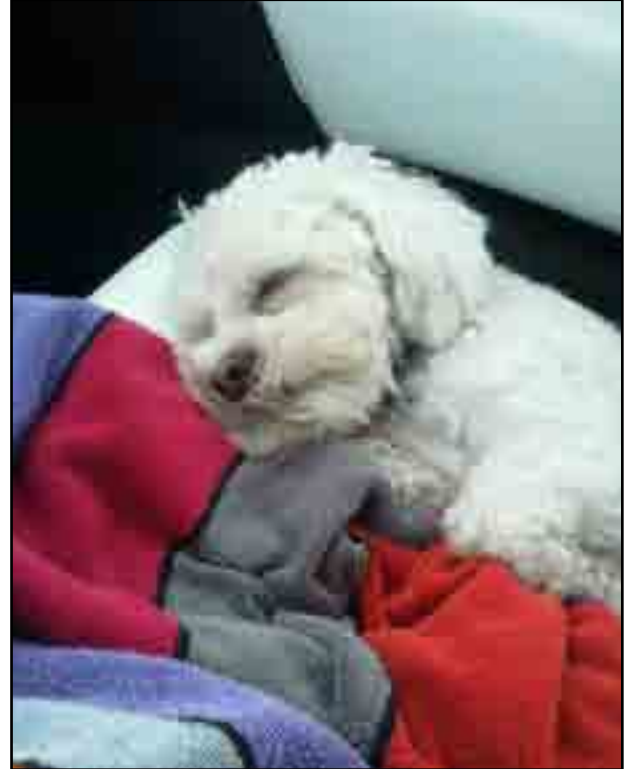
Newsletter Article Deadline

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

From the President...

Did someone say September? Horsepower at the Zoo; Bonfire, Hayride and Pot Luck at Randy and Carol's place; Color Tours (oops, that's October). Where did our summer go? Okay. I won't give up on it yet, as I sit here in 86 degree humididitidy and type this. That will be about the only thing I won't miss when summer wanes – the crazy heat. We are looking forward to some cool, top off, evening drives, without the air conditioner running. Here's to a long and glorious fall.

We had a GREAT garage sale, with over eight hundred dollars collected and deposited into the John Bechtel Memorial Scholarship Fund. And we were able to clean out a lot of garages and basements, while helping out the Salvation Army with the leftovers. Kudos to Sandy and Scott for a great job putting it all together, and especially to Steve Spinrad for letting us use his business facility. This could become an annual happening.



Toby loves to doze while riding in the Vette. A dog's life!

One nice thing about this club is our events continue on into the snow storms of winter. We have a lot of fun still coming, like BINGO at the Tamarac retirement center in Holt in November, our holiday season party in December and of course our annual Winterfest after the first of the year. I'm sure there are other things in the works to keep us going until spring arrives again. If you can think of something fun for us to do after the cars are tucked away, do it! Everyone will pitch in and help – really!

I read somewhere where most large clubs see only about a twenty five or thirty percent membership participation rate on a regular basis, and consider that good. I am so pleased to report our first Wednesday of the month Membership Meetings have been drawing between forty and fifty percent of the membership, plus some visitors (future members?) to boot. I'm sure it is the good food and friends that are the draw, and not my business portion of the meetings. Our other events have also attracted quite a few members. All and all, we have had a good showing this year. You all must be doing something right.

Drive fun and safe. Save the Wave!!

Craig



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

Louis Chevrolet – Mechanic and Racer

Article submitted by Susan Keith

A century ago there were many enterprising men such as Ford, Buick and Olds whose names became forever linked to an automobile. Louis Chevrolet was among this pioneering group.



Louis Chevrolet was born on Christmas Day 1878 in La Chaux-de-Fonds, Switzerland where his father was a watchmaker. Louis displayed a mechanical aptitude in his youth and began repairing bicycles. This led to racing bikes and he won 28 competitive events in three years.

He began working as an auto mechanic which led him to Paris, Montreal and New York City. In 1905 he was hired by Fiat as a race-car driver. A year later he began racing for Buick which was developing a front wheel drive racing car. Louis also began designing his own engine in 1909 and built an overhead valve six-cylinder engine in his own machine shop in Detroit.

In 1911 Chevrolet drove a Buick in the first Indianapolis 500 and he partnered with W.C. Durant to form the Chevrolet Motor Car Company. He chose a stylized Swiss cross as the company's logo to honor his parent's homeland. In 1912 the Chevrolet Classic Six was produced with a sticker price of \$2150. Durant wanted to develop a more affordable car that the company could sell in volume. Having his name attached to a car that was anything less than top of the line offended Louis and he resigned in 1913, selling all his stock and missing the oppor-

tunity to become a very wealthy man when Durant later organized General Motors.

Louis formed the Frontenac Motor Corporation and began developing a race-car with an aluminum engine block. Next Chevrolet worked as chief engineer for the American Motors Corporation. Then the Monroe Company hired him to build a racecar. Louis updated his Frontenac racer which his brother Gaston drove in the 1920 Indianapolis 500 for the win. Louis also competed in the Indianapolis 500 in 1915, 1916, 1919 and 1920.

Despite his mechanical skills and racing talents Louis Chevrolet was never able to translate them into a profitable business enterprise. Chevrolet turned to boat racing and won the Miami Regatta in 1925. In 1929, Louis and his brother Arthur formed the Chevrolet Brothers Aircraft Company which also failed. General Motors hired Louis in 1934, however, he became ill in 1938 and retired. He died in Detroit in 1941 and was buried in Indianapolis.

Louis Chevrolet's contributions to the auto industry and racing were recognized in 1990 when he was inducted in the National Sprint Car Hall of Fame, in 1992 by the International Motorsports Hall of Fame and in 1995 when he was inducted to the Motorsports Hall of Fame of America. A bronze rendering of Louis Chevrolet in his racing gear is on display at the National Corvette Museum in Bowling Green, KY.





Let's Meet for Breakfast

8:30a.m.

**September 11th
Spuds Family Restaurant
611 S. Waverly, 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**

Corvette History - 1986

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



There was quite a jump in price for the 1985 Corvette -- up to an intimidating \$27,027, though this was justified in part by the inclusion of several new standard features. Primary among them was Corvette's first anti-lock braking system (ABS), which was the latest ABS II setup from Bosch in Germany. Now common among many of the least-expensive autos, ABS was still relatively new in 1986, and its application was then limited mainly to high-cost luxury cars. Though the car's braking system was otherwise as before, ABS moved the C4 Corvette even closer to being the true world-class sports car Chevy said it was.

Also added as standard equipment in 1986 for additional protection from thieves was VATS (Vehicle Anti-Theft System), a simple yet effective feature designed to augment the existing burglar alarm. A small pellet with a specific electrical resistance was imbedded in the ignition key, and it had to be read by a hidden electronic "decoder" box before the en-

gine could be started. Use the wrong key or try and start the vehicle by other means and the decoder would shut down the starter relay and fuel pump for at least two minutes before allowing another try.

VATS proved itself effective at greatly reducing drive-away theft. Indeed, figures later compiled by the Automobile Club of Michigan would show that while the theft rate for 1984 Corvettes and 1985 Corvettes was better than seven percent, the so-called "pass-key" system reduced it to less than one percent for 1986 models -- and to near zero for 1987 Corvettes and 1988 Corvettes. It was enough to prompt the Michigan AAA and other insurers to reduce their comprehensive premium rates for Corvettes so equipped by 20-25 percent.

Other changes for the 1986 Corvette were relatively minor. A switch from cast-iron to aluminum cylinder heads plus careful weight-paring elsewhere took some 125 pounds off curb weight, making it the first Corvette in about 20 years to weigh in at less

Continued on page 9

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
Lansing, Michigan

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



than 3,000 pounds. However, Chevy made the new heads a little too thin, and they had to be thickened again when durability testing revealed that cracks could occur around the head attachment bosses under high engine loads.

Though delayed until about the middle of the model year, the new heads were worth waiting for, incorporating centrally located copper-core spark plugs for better combustion, plus larger intake ports and sintered-metal valve seats. The exhaust system was also revised, taking on triple catalytic converters. For all this, though, output of the L98 engine was unchanged.

Elsewhere on the car, a center high-mounted stoplamp was added, per federal regulations, and wheels were given raised hub emblems and a bright brushed finish. Fuel capacity on automatic cars shriveled by two gallons to 18. LCD instruments were re-angled to aid daytime legibility (which remained difficult all the same), and the cluster now contained an upshift indicator light that was there to help drivers achieve maximum mileage by signaling when to shift gears -- it was there to help keep the car's EPA mileage figures above the gas-guzzler level. (Oddly, the indicator light also came with the automatic transmission.) Standard tires were changed to P245/VR5016s; the Z51 package continued with P255s.

However, the most significant news for the 1986 Corvette occurred at midyear with the return of the Corvette convertible -- the first such model in 11

years. Engineered with help from American Sun-roof Company, it was announced just in time to be chosen as pace car for that year's Indy 500. All convertibles were designated as Pace Car Replicas, regardless of color or equipment (though the actual pace cars were painted a bright yellow).

Chevrolet stated that the C4 had been designed with a topless model in mind, so the transformation from coupe to convertible was straightforward. With an eye to preserving torsional stiffness in the absence of a fixed roof, reinforcement was applied to the frame crossmember ahead of the engine; larger K-shape braces were used to connect the under-engine member to the frame rails; and X-braces were added to tie door-hinge pillars to the rear chassis torque boxes. Cowl structure, including the steering column, its mounts, and the dashboard-mounting beam, were all strengthened, as was the front torque box.

A crossbeam was added atop the rear torque box, and the steel riser behind the seats became a sturdier, double-wall affair. A center stoplamp was neatly integrated into the top of the back panel.

The result was a new drop-top Corvette that weighed only around 50 pounds more than the coupe and actually proved stiffer. It had a stiffer price as well -- just over \$5,000 more than the already costly coupe. Unfortunately for Chevrolet, the ragtop's revival didn't do much for 1986 model-year sales, which slipped to 34,937, of which just 7,264 were convertibles.



FIFTH ANNUAL BACKYARD BBQ-HAYRIDE-BONFIRE AT PUTMON'S

When: Saturday, September the 25th 2010

Meeting Time: 5:00-5:15p.m.

**Meeting Place: Clark Corners
(former DeWitt Outlet Mall)**

Corner of Clark Road and Business 27

**We will "follow the leader" to
Randy & Carol Putmon's home
4900 West Pratt Road. DeWitt, MI**

Wondering What to Bring?

**Please bring your own chairs and
drinks as well as a dish to pass.**

**Randy and Carol will supply
sloppy joes and brats for all**

Other Questions??

**Contact Randy & Carol if you need any
additional information or directions to their home.**

Randy cell: 281-6421 Carol cell: 331-4629



Capital City Corvette Club



Participation Points as of August 14, 2010

23	Scott Bauries	3	Catherine Eiseman	27	Carlo Litrenta	19	Victor Smith
55	Sandy Bechtel	7	Raoul Eiseman	14	Janet Litrenta	1	Loretta Spinrad
12	James Boettcher	2	Jennifer Everhart*	9	Bob Maynard	9	Steve Spinrad
9	Mara Boettcher	7	Randy Gisse	6	Shalimar Maynard	7	Janet Sprague
0	Dick Bowlin	23	Vidal Gonzalez	5	Linda McMillan	9	Michael Sprague
31	Colleen Bratschi	8	Betty Guyot	33	Dominique Palacio	3	Dan Stremler
45	Rich Bratschi	8	Lloyd Guyot	31	Jerry Palacio	3	Nancy Stremler
21	Connie Britz	9	Howard Hein	6	Diana Parks	10	Joseph Thomas*
22	Mike Britz	48	Angela Hyde	18	Howard Parks	2	Robert Tuttle
8	David Brown	62	Craig Iansiti	9	Joe Platte	11	Sue VanAtta
14	Diana Brown-Mosher	51	Janet Iansiti	47	Ed Politza	0	Ann Ward
49	NancyLee Buck	0	Dick Iding	41	Suzanne Politza	2	Bill Ward
50	Randy Buck	11	Greg Kapp	16	David Pursel	20	Larry Warren*
29	Chris Burke	57	Kim Keith	7	Kathryn Pursel	20	Linda Warren*
57	Terry Burke	64	Sue Keith	46	Carol Putmon	5	Audrey Weber
0	Kathy Cooper	0	Frank Kessler	42	Randy Putmon	2	Lee Webster
0	Ronald Cooper	0	Judy Kessler	55	Gloria Reiffer	23	Larry Wight
19	Dave Cripe*	3	Fred Koos	56	Simon Reiffer	18	Gary Wyma
6	Pat Cripe	2	Judy Koos	42	Robert Ribar	13	Kathy Wyma
0	Darwin Day	9	Sheila Lansing	21	Eddie Root		
7	Jim DeNike	38	Julie Lasher	12	Brenda Shatkosky*		
4	Patti DeNike	50	Ted Lasher	14	Richard Shatkosky*		
9	Art Doty*	2	Ellie Lickfeldt	9	Bill Simons		
9	Nancy Doty*	13	Patrick Lickfeldt	6	Thomas Sipka		

Current 2010 Top Ten

64	Sue Keith	57	Kim Keith	55	Gloria Reiffer	50	Randy Buck
62	Craig Iansiti	56	Simon Reiffer	51	Janet Iansiti		
57	Terry Burke	55	Sandy Bechtel	50	Ted Lasher		



*NCCC number is with another Michigan Region club.

FALL GETAWAY TO PORTAGE POINT INN

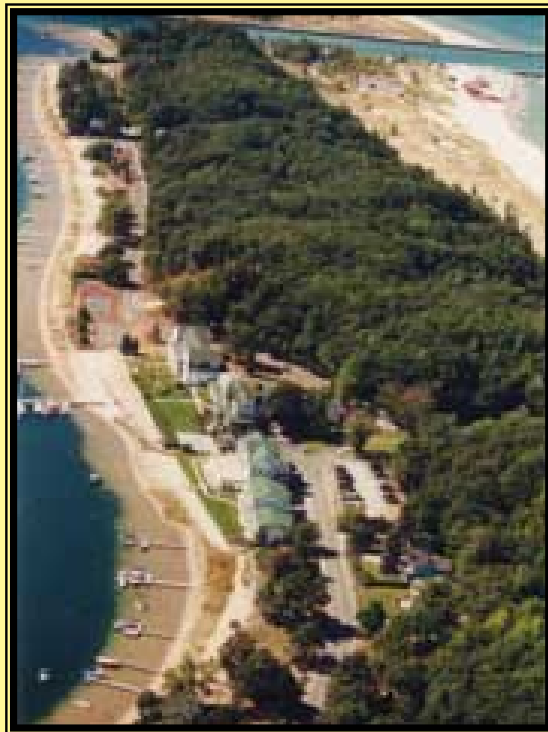
ENJOY THE CHARM OF YESTERYEAR...WITH THE AMENITIES OF TODAY.

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 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

8513 PORTAGE POINT DRIVE, ONEKAMA, MI 49675

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• READ THE CANCELLATION NOTICE PRIOR TO MAKING RESERVATIONS •

Color Tour 2010!

Time for another Drive through the
Michigan countryside.



Saturday October 9th

Meet at 10:00am at Rite Aid (Haslett Rd. @ Marsh) in Okemos.

We will have an extensive (~85 mile) drive to the east
with one pit stop for refreshments before reaching
our destination at ~ 2:00

(Restaurant entrees start at less than \$10)

For more information call:

Ted or Julie Lasher

810-360-7433 or 7434

lashers@chartermi.net

SEPTEMBER SPECIALS

Capital City Corvette Club Logo Embroidered Left Chest



CREW NECK SWEATSHIRTS

S, M, L, XL, 2XL

COLORS: BLACK
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ROYAL
NAVY
RED
FOREST GREEN

Regular Price \$30.00

SPECIAL \$25⁰⁰



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S, M, L, XL, 2XL

COLORS: BLACK
ASH
SPORT GREY
ROYAL
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FOREST GREEN

Regular Price \$34.00

SPECIAL \$29⁰⁰



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S, M, L, XL, 2XL

COLORS: BLACK
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Regular Price \$35.00

SPECIAL \$30⁰⁰



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Ladies
Fitted 1x1 rib

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SPECIAL \$20⁰⁰

Mens

Regular Price \$24.00

SPECIAL \$19⁰⁰

ADD NAMES FOR \$4.00 EACH

EMAIL ORDERS TO: stare@ix.netcom.com

PHONE ORDERS TO: 269-857-4324

STAR ENTERPRISES

Nominations for the 2011 Board of Directors will take place at the September and October membership meetings. In preparation, all members are encouraged to review the CCCC By-Laws for a description of the duties of club officers.

It's DUES Time Again !!! Don't Wait till it's too LATE ...

The deadline for Membership Renewal is November 3rd, 2010. If you are interested in running for an elected office and/or voting in the November election, your dues must be paid.

Consider renewing at either the September 1st, October 6th, or November 3rd, General Membership Meetings.

**You may also mail your form and check to: ANGELA HYDE
3109 SMITHVILLE ROAD
EATON RAPIDS, MI 48827**

Make checks payable to: Capital City Corvette Club

Renewal Form-(please update)

Name: (Primary Member): _____

Spouse/Companion: _____

Address: _____

City: _____ State: _____ Zip _____

Telephone: _____

Email Address: _____

Corvette Models owned: Coupe _____ Convertible _____ Year: _____

PRIMARY RENEWAL: \$55.00

SPOUSE/COMPANION MEMBER RENEWAL/NEW: \$20.00

\$10.00 LATE FEE TO NCCC FOR RENEWING AFTER NOVEMBER 3rd, 2010.

Thanks for your Cooperation.

ANGELA HYDE

MEMBERSHIP DIRECTOR

Capital City Corvette Club

General Membership Meeting – August 4, 2010

President: Craig Iansiti called meeting to order at 7:05 P.M. and was delighted there were almost 50 members and guests in attendance. He then proceeded to introduce 4 guests which included a member from 1970-71.

Secretary: Connie Britz asked if there were any corrections or additions to the July minutes. There were corrections or additions and minutes were approved.

Treasurer: Mike Britz was not in attendance but Connie explained the budget was balanced and that if anyone needed to be reimbursed, she and Craig could sign the check. Craig gave 3 checks to be deposited.

Points: Ted Lasher explained that points were on the club's website. He also asked if any club member had gone to the National Convention. The answer was no.

Membership/Historian: Angela Hyde updated attendance figures as 92 members, 1 Honorary, and 67 FCOA's. Told of new source for nametags that were \$3.25 per tag and volunteered to order as many as needed. She does not need a minimum order and can replace whenever needed.

Editor: Scott Bauries had no update but did thank club members for Sympathy cards he received about his mother.

Competition: Rich Bratschi updated the club as to the 30 volunteers for the recent Spartan Speedway Event. It was also noted that more women than men participated. Both the CCCC and the Jackson Club made \$1100. The Jackson Club was extremely helpful in the running of the event.

Public Relations: Simon Reiffer informed members that Holt Auto Sales had donated \$200.00 to sponsor dash plaques for HAZ. He also told of rallye and Poker Run in Holland that was coming up. Between the car shows at Bud Kouts Chevrolet and Logan's Road House, CCCC was able to help the Capital City Muscle Car Club raise \$7500 for Sparrow Hospice.

Social: Carol Putmon went over club calendar of events and distributed candy to those people with August birthdays.

Governor/VP: Terry Burke said that Regional meeting notes could be found on the Regional website. A discussion followed on the problems with KK Insurance through the Region. It was advised that individuals look closely at their insurance policies.

NCM Ambassador: Sandy Bechtel told of the National Corvette Museum in Bowling Green and also that a trip was planned over Labor Day weekend. She also told of Raffles that were giving Corvettes away.

Hearts & Flowers: Julie Lasher has not had to send any of late.

Quartermaster: Randy Putmon was not in attendance but Carol told of how she & Randy had had to repair pop-up canopies after Spartan Speedway event. It was suggested that in the future 4 people are needed to assemble and dismantle the canopies properly.

Member Comments: Colleen Bratschi complimented members on participation recently at Spartan Speedway and also the Putmon's for all their hard work on the club trailer.

General Discussion Items: Greg Kapp told of his Fall Getaway Trip to Onekama.

50/50 Drawing of \$66.50 was won by **Robert Ribar**.

The meeting was adjourned a few minutes after 8:00 P.M. with a social time following.

Respectfully submitted by Connie Britz (Secretary)



Capital City Corvette Club

Board Meeting – August 18, 2010

President: Craig Iansiti opened the meeting at 6:40 P.M. Craig asked Sandy Bechtel to deliver the good news about the monies made at the club's recent Garage Sale held at Steve Spinrad's place of business. Sandy told members the club made \$812.36.

Secretary: Connie Britz asked if there were any additions or corrections to the July minutes. There were none so the minutes stood approved.

Treasurer: Mike Britz told members the budget was balanced and there was nothing new to add.

Points: Ted Lasher points would be up to date soon.

Membership/Historian: Angela Hyde was not present but she had called and told Craig about her brakes needing to be fixed.

Editor: Scott Bauries nothing new to report.

Competition: Rich Bratschi told members about the 'thank you note' received from the Muscle Car Club for the Sparrow Hospice Car Show.

Public Relations: Simon Reiffer had nothing new to report.

Social: Carol Putmon spoke of setting up the annual Bingo game at the Tamarack Apartments Saturday, November 6 2-4 P.M. She is looking for a volunteer to read aloud the bingo numbers drawn.

Governor/VP: Terry Burke is waiting for Governor's report. Hopefully he will hear before the next general meeting.

NCM Ambassador: Sandy Bechtel said Labor Day activities/functions are still open. The weekend will be September 2, 3, and 4.

Webmaster: Gloria Reiffer needs to update club's community involvement page. Mike Britz and Carol Putmon will go through check book and help update monies given for charities.

Hearts & Flowers: Julie Lasher sent a "Thank you" note to Steve Spinrad for allowing our club to have a Garage Sale on his business property.

Member Comments: Janet & Craig Iansiti have gotten all trophies, plaques, etc ordered for the upcoming HAZ event.

Janet & Craig updated us on 2 new packages for the HAZ event donated by Corvette Central. Janet will update sponsor list next week.

Ted Lasher wants to know whether Spartan Speedway will be repaving mid-section of Spartan Speedway. A discussion followed about improvements made at the speedway.

Craig asked that Gloria correct Board Meeting time on website. Meetings traditionally begin at 6:30 P.M.

Meeting was adjourned at 7:29 P.M.

Respectfully submitted by Connie Britz (Secretary)





AAA-FORTUNE
AWARD WINNER

Richard W. Iding

President



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