

THE CONNECTION



The Newsletter of the
Capital City Corvette Club

Lansing, Michigan

Established in 1958

www.capitalcitycorvetteclub.org

www.cccorvette.org

Charter Member of the
National Council of Corvette Clubs, Inc.

www.corvettesnccc.org



2006 Officers

Dave Kuempel
President

Mark Hansen
Competition Director

Don Johnston
Governor

Bob Maynard
Treasurer

Diana Kuempel
Secretary

Janet Johnston
Social Director

Gary Wyma
Public Relations Director

Colleen Bratschi
Membership Director

Jeff McQuade
Points Director

Margaret Terwilliger
Editor

THE CONNECTION

The Newsletter of the Capital City Corvette Club

VOLUME LV - NUMBER 9- SEPTEMBER 2006

Quick Hits from the Editor ~

GENERAL MEMBERSHIP MEETING

September 6th - 7:00

****Location Change-2 Feathers-Holt****
Corner of Holt Rd. - Aurelius Rd.

Board Meeting

September 20th - 7:00 pm

Delhi Café

4625 Willoughby Rd.

Holt

Please send any articles you'd like
published: www.cccorvette.org

From the President . . .

Greetings!

Here it is September already and the long days of summer are beginning to fade from memory. But there's still time to enjoy our Corvettes in the weeks ahead.

Fall is fast approaching and that means that most of the car shows are over for the season. But let's keep in mind that our largest charity event is just a couple of weeks away. Horse Power at the Zoo is September 17 and we hope to exceed last year's contribution to the Potter Park Zoo.

A lot of Corvette clubs do Rallies in the fall and it's a nice way to see some new country. All it takes is a driver and navigator and some patience. You don't know what a Rallye is you ask? Due to the limited space here I will tell you to pull out your NCCC Rulebook and look at section 6.I and there you will find an explanation of Rallies and the different types of Rallies. Or you can ask some of the club members what they're like.

At this month's meeting we will begin the process of accepting nominations for the club officers. We'll accept nominations from the floor as well as from the nominating committee. We will do this again in October and you will have the opportunity to vote in November. This is the same format as last year and keeps us in synch with National and Regional. This will allow us to have a non-business meeting at our December Christmas party. You might ask what the duties of the club officers are? This information is available on the Club Officer's page of the club website.

For those of you who were at Corvette Crossroads this past weekend it was announced that our club website won 2nd place in the NCCC National Website Contest. Congratulations to our Webmaster, Gloria Reiffer, for all of her hard work and dedication to maintaining the site.

We also brought home the "Hardware" from Corvette Crossroads. Jack & Marie Burke, Pat & Shari Carmickle, Bobby & Francie Davidson, Dar & Sheila Day, Janet Hardin & Craig Iansiti, and Simon & Gloria Reiffer all won an award. A big thank you to everyone who made the trip up north to enter the show. This allowed the club to receive the Participation award.

In order to keep you busy and out and about in your Corvette, we have added a few activities to the calendar so keep an eye on the club website for some impromptu events. In August we drove to Baker's of Milford for a cruise-in and were treated to about a 1,000 cars. We also cruised to Culver's and had dinner and ice cream with about 20 members from the club.

So keep an eye on the website and let's keep our Corvettes out on the road as long as Mother Nature will let us. Who knows, there just might be another trip to the "Tail of the Dragon" before the snow flies!

Save the wave!

Kahouna

CCCC General Membership Meeting August 2, 2006

Meeting called to order at 7:02 p.m.

PRESIDENT: Welcome to first time members: Steve & Karen Kline, Bobby Davidson, Lewis Kuempel, & Milton Price. Thanks go to Gary Wyma for chairing the Pres Kool All Chevy Show, Kurt & Sharon Schwamberger for chairing the Low Speed event and to Chris Burke for volunteering to do the club profiles.

SECRETARY: No additions or corrections. Kurt Schwamberger made a motion to accept the minutes. Motion seconded and passed.

COMPETITION: Notebook was passed around with all the competition events in it. Gary Wyma gave a report on his All Chevy Show. Kurt Schwamberger gave his report about the Low Speed event. Carrie Hutton & Rich Shatkosky received a top rookie award. Kurt thanked members; Colleen Bratschi, Carol Putmon, Shalimar Maynard, & Diana Kuempel for all their help. Mark told club members what their competition points were and how they rated. Jack Burke belatedly received his award for the Pres Kool all Corvette show.

GOVERNOR: Regional meeting was last night. 2009 Convention was mentioned. Our club offered to do tech. There was a discussion on whether the club could do this or not.

PUBLIC RELATIONS: No report. Special thanks to Bob & Shalimar Maynard for the use of their table, chairs, & canopies.

TREASURER: Margaret Terwilliger made a motion to pay the bills. Motion seconded and passed. Report given. Simon Reiffer made a motion to buy club picture and have it framed for Pres Kool to display. Motion seconded and passed.

SOCIAL: Approximately 50 people are signed up to go to Mackinaw City. A sign up sheet is going around for Randy & Carol Putmon's Bar-B-Q. October 21 is Don & Carol Armstrong's color tour.

MEMBERSHIP: Absent. 160 members 62 FCOA (most FCOA in the Michigan Region)

POINTS: Points are up to date as of July 8

EDITOR: Deadline for Newsletter is Aug 21. Please fill out a membership profile.

OLD BUSINESS: None

NEW BUSINESS: We need a chairperson for the Silver Bells in the City float. There will be a Cruise-in at Culver's on August 10. Portland has a Cruise-in tomorrow night. Carol & Randy Putmon have asked the club to join them for the Mint Festival car show and a Drive'n Dine at Guerrazzi's afterward. Club pictures are here for pick up. Sunday is Summer Splash in Lake Odessa. Saturday & Sunday is a show at Gilmore's. It was voted on to go back to Portland's Wagon Wheel for our Awards Banquet. Next month is our time to nominate members for new officers. Region is also looking for people to nominate for next years board.

50-50 RAFFLE: Won by Jack Burke. Pam Thompson won a Bracelet donated by Margaret Terwilliger

Kurt Schwamberger made a motion to adjourn the meeting. Motion seconded & passed. Meeting adjourned at 8:15 p.m.

CCCC Board Meeting August 16, 2006

Meeting called to order at 7:01 p.m.

Absent: Trini Dixon, Mark Hansen, Bob Maynard, Gary Wyma, Jeff McQuade, John Bechtel, Gloria Reiffer, & Angela Kranz

PRESIDENT: Welcome to the meeting.

SECRETARY: No additions or corrections. Don Johnston made a motion to accept minutes as is. Motion seconded & passed.

COMPETITION: Absent. Dave Kuempel read the report which Mark had sent to him.

GOVERNOR: Our Club Website took 2nd place in the National NCCC website contest. There are openings for officers on the Regional Board. For the 2009 Convention we have decided not to do the teching and see what else is available.

PUBLIC RELATIONS: Absent. No Report

TREASURER: Absent. Dave Kuempel read the report for Bob

SOCIAL: Crossroads is coming up. November 11 is Bingo, September 30 is Bar-B-Q, and October 21 is color tour. There will be an impromptu picnic in September. Drive'n Dine in October & November. January 13 will be the Award Banquet at Portland

MEMBERSHIP: 162 members 62 FCOA Dues renewal forms will be in the newsletter.

POINTS: Absent. No report

EDITOR: Deadline is August 28.

AMBASSADOR: Absent. No report

HISTORIAN: Absent. No report.

WEBMASTER: Absent. No report

HEARTS & FLOWERS: Absent. No Report.

OLD BUSINESS: There will be no float in the Silver Bells in the City parade due to a lack of interest.

NEW BUSINESS: There was a request that raffle ticket sales be closed at the beginning of the meeting. Discussion followed. Dave will put in a "last call" at the beginning of the meeting. Nominating committee: Margaret Terwilliger, Janet Johnston, Simon & Gloria Reiffer. Dave will check with Simon & Gloria. Craig Iansiti gave his report on the HAZ show. Everything is arranged. Presently there are no vendors. Flyers are still available. Registration will be done by Carrie Hutton, Carol Putmon, & Janet Hardin.

Colleen Bratschi made a motion to adjourn the meeting. Motion seconded and passed. Meeting adjourned at 8:32p.m.

2006 Michigan Region Competition Schedule

(as of 8/06)

Date	Time	Event	Location/Club
September 3		Low Speed Events (MI-TBD)	Jackson Speedway (Club TBD)
September 4		Labor Day	
September 4		High Speed (Region Event)	Nelson Ledges East Ohio
September 5	7pm	Regional Meeting	LaSeniorita Restaurant Lansing
September 8-9		Governors Meetings	St. Louis, MO
September 10		Low Speed (NS-09)	Hamtramck, MI CC Michigan
September 14		Bracket Drags (NS-10)	Milan, MI CC Michigan
September 17		Peoples Choice (NS-18) Horsepower at the Zoo	Lansing, MI CCCC
October 1		Rallye Event (MI-TBD)	Kalamazoo, MI Kalamazoo CC
October 7		Rallyes (MI-032, MI-033 MI-034, MI-035, MI-036)	Milford, MI CC Michigan
October 14		Rallye Event (MI-022)	Flint, MI Flint CC
October 14		High Speed Test & Tune (NS-21)	Grattan Raceway MAG
October 14		High Speed Events (4) (MI-061, MI-062, MI-063)	Grattan Raceway Grand Valley CC

October 14		High Speed Event (1) (MI-064)	Grattan Raceway MAG
October 15		High Speed Test & Tune (NS-22)	Grattan Raceway MAG
October 15		High Speed Events (3) (MI-065, MI-066, MI-067)	Grattan Raceway Grand Valley CC
October 15		High Speed Events (1) (MI-068)	Grattan Raceway MAG
October 21		Rallye Events (4) (MI-TBD)	Lansing, MI Great Lakes CC
October 22		Rallye Events (3) (MI-006, MI-007, MI-008)	Muskegon, MI Royal CSW Mich
October 22		Low Speed Event (1) (NS-11)	Hamtramck, MI CC Michigan
October 28		Low Speed Event (1) (NS-12)	Hamtramck, MI CC Michigan
October 31		Halloween	
November 5		Rallye (NS-13)	Northville, MI CC Michigan
November 7	7pm	Regional Meeting	LaSeniorita, Restaurant Lansing
November 11-12		Governors Meeting	St. Louis, MO
November 25		Thanksgiving Day	

CCCC 2006 Calendar As You Go

September 2006

4 LABOR DAY

6 CCCC General Membership Meeting

Meeting Location change

2 Feathers - HOLT

17 People's Choice (NS-18) CCCC *

Horsepower at the Zoo

Fundraiser for Potter Park Zoo-Lansing

20 Board Meeting

30 Backyard BBQ/Bonfire CCCC *

October 2006

4 CCCC General Membership Meeting

18 CCCC Board Meeting

21 Color Tour CCCC*

31 Halloween

November 2006

1 CCCC General Membership Meeting

(Tentative 2007 New Board Voting)

11 Tamarack Apt. Holt, BINGO

15 CCCC Board Meeting

23 Thanksgiving Day

December 2006

6 CCCC Club Christmas Party TBD

20 Board Meeting/Workshop

25 Christmas Day

January 2007

3 General Membership Meeting

13 Awards Banquet in Portland-(more information coming)

20 Board Meeting

Here's A List of Sponsors for our 2007 HorsePower at the Zoo Car Show

Budget Tire (\$250 Shirts)

Kitsmiller (\$250 Shirts)

Annie Rae (\$250 Trophies)

Capital Cadillac (\$200 Window Cards)

Auto Zone (Door Prizes/Stuff)

Car Quest

Canvasback

Roger's Cline Tire

Holt Auto Sales

Full Throttle Motorsports

Mike's Auto Care

Mason Auto Body

** We also received two Boxes of
Goodie Bag items from Murray Auto
Parts *mostly their advertising stuff

Snap-On Tools

Auto Value

Two Men and a Truck

Insty Prints

ING Financial

Priority Auto Body

Lake Lansing Road Mobile

Hooter's of Lansing

Muffler Man South Cedar

Shaheen Chevrolet

NuUnion Credit Union

Putmon Management

Culver's

BLT Wearable Art

SEPTEMBER 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1 <i>Happy Birthday Kathy Cooper</i>	2
3 <i>Happy Birthday Janet Johnston Jeff McQuade Ron Melaragni</i>	4 <i>Labor Day</i> 	5	6 GENERAL MEMBER MEETING 7:00PM LOCATION CHANGE **	7	8 <i>Happy Birthday Dave Cripe Tammy White</i>	9
10 <i>Grandparent's Day</i>	11 <i>Happy Birthday Bill Nezamis</i>	12 <i>Happy Birthday Wayne Jackson</i>	13 <i>Happy Birthday Mark Hansen Jim Simmons</i>	14	15 <i>Happy Birthday Roger Martin Julie Lasher</i>	16 <i>Happy Birthday Dawn Mitzel</i>
17 **HORSE POWER AT THE ZOO CAR SHOW** CCCC Event	18 <i>Happy Birthday Sheila Day</i>	19	20 BOARD MEETING 7:00 PM	21 <i>Happy Birthday Dar Day</i>	22	23
24 <i>Happy Birthday Jim Little</i>	25 <i>Happy Birthday Terry Feichtenbiner</i>	26 <i>Happy Birthday Angela Kranz</i>	27	28	29 <i>Happy Birthday Shari Carmickle</i>	30 BACKYARD BBQ and BON FIRE CCCC*
1	2	3	4	5	6	7

September Newsletter and Meeting Additions

Colleen Bratschi will not be at the meeting but Bob Maynard will bring the Black and Red Club T-Shirts members ordered, to this September Meeting. Please look for Bob and pick-up your shirt. The cost is \$8.00 and there will be a few extras available.

Phil and Cindy Hanses (CCCC members) had a baby boy- Jason Rey, born on Aug. 7th. Also, their baby will be added to the Future Corvette Owners of America.

A Nomination Committee is being formed for the upcoming 2007 Elections for Club Board Members. If you are interested in either being on the committee or interested in running for a Board Position, a form is being handed out with the agenda at this September Membership Meeting. Please pick up both agenda and election forms at the entrance to the meeting.

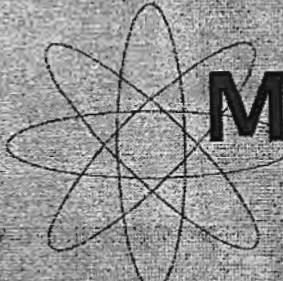
* * * Please note a change at the Beginning of the September Meeting: President Dave Kuempel will announce 50/50 Raffle Ticket Sales will end at the start of the Meeting. Please purchase your raffle tickets before the meeting begins.

**** Club Dues for upcoming 2007 year are due by November. Make checks payable to: CCCC - send to: Colleen Bratschi**

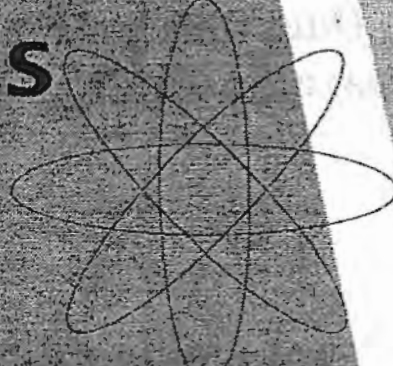
4379 Zimmer Rd. Williamston, MI 48895



**Join us September 9 for
an afternoon picnic.
Pack your picnic basket,
beverage and blanket or
chairs.**



**Meet at Quality Dairy on
West Saginaw at
11:30a.m. We'll leave at
12 noon sharp.
Kuempel's**





HORSEPOWER AT THE ZOO - 2006

7th ANNUAL POTTERPARK ZOO

CAR SHOW

Sunday, September 17th

Hosted by the Capital City Corvette Club

**Awards: Best of Show, Top Ten, Best Engine, Best Paint,
Best Pre-1940, Best Corvette, and More.**

This is a Participant's Choice Car Show open to all makes and models to raise funds for the Zoo. Proceeds go for Zoo veterinary costs for the Zoo animals.

The City of Lansing may charge a \$5.00 entry park fee.

Not Responsible for accidents/injury - NO ALCOHOL ON GROUNDS

Registration
10:00 - Noon

Goodie Bags Dash Plaques

Music Great Door Prizes (be present to win)

Car Show
Noon-3:00 pm

Free Zoo Pass

Awards Presentation
3:30pm

Visit our Site - www.cccorvette.org

Entry Fee: \$12.00 Pre-Registration - Day of Show \$15.00 NS-18

Car Show Pre-Registration Form - One Car per form

Name _____

Address _____ City _____

State _____ Zip _____ Year of Car _____ Make _____ Model _____

Make checks to: Capital City Corvette Club Attn: Zoo Show Registration
P.O. Box 27295 Lansing, MI 48909

FALL COLOR TOUR



***This year's color tour will be on
October 21st***

It's an all day event so come prepared for lots of fun !!

We will be meeting at the Delhi Café' at 9:30 am.

They open at 7am if you want breakfast before.

The trip will be approx. 140 miles with a couple stops along the way for lunch, etc.

So, gas up and grab your camera!!

We need RSVP's by Wed. Oct. 4.

If you won't be at the General

Membership meeting to sign up-

Please call Don or Carol Armstrong at

517.393.6779



GO-KART VETTES

AT

JACKSON SPEEDWAY ROAD COURSE

September 3, 2006

6 NCCC Sanctioned events presented by Michigan Autocross Group, Corvette Club of Battle Creek and Lakeshore Corvette Club.

Low Speed MI-089 CCBC
Low Speed MI-090 CCBC
Low Speed MI-091 CCBC

Low Speed MI-092 CCBC
Low Speed MI-102 MAG
Low Speed MI-037 LCC

PRE-REGISTRATION: BEFORE 8-31-06 (See Registration Form)

REGISTRATION: Gates open at.....7:00 AM
Registration.....7:00 AM-9:00 AM
TECH.....7:00 AM-9:00 AM
Driver's Meeting.....8:30 AM/ Event Chairpersons TBD at Event

LOCATION: JACKSON SPEEDWAY
500 SPEEDWAY DRIVE
JACKSON, MI 49203

OVERALL CHAIRPERSON
Michigan Regional Competition Director
Rene Cardenas
P.O. Box 412
Manchester, MI 48158
734-645-1763/734-428-7025
rene500Z06@comcast.net

DIRECTIONS:

VIA I-94

EXIT 142 TO SOUTH 127

FOLLOW SOUTH 127 TO PAGE AVE.

TURN RIGHT ON PAGE AVE

TURN LEFT ON SPEEDWAY DR.

GO-KART "TOP DOGGIE" CHALLENGE AFTER ALL EVENTS ARE COMPLETED.

2 KARTS AT A TIME, WHEEL TO WHEEL, SUDDEN DEATH ELIMINATION

32 SPOTS AVAILABLE TO ALL CLASS WINNERS. 2ND AND 3RD PLACES IF SPOTS ARE STILL OPEN BY TIME DIFFERENTIAL CLOSEST TO 1ST PLACE. DAY OR NIGHT

GO KART VETTES
AT
JACKSON SPEEDWAY ROAD COURSE

September 3, 2006

	Pre-Registration (Before August 31, 2006)	Registration (After August 31, 2006)
6 LOW SPEEDS.....	\$60.00.....	\$75.00

NAME_____NCCC#_____
ADDRESS_____
CITY_____STATE_____ZIP_____
PHONE#_____E-MAIL_____
NCCC CLUB_____
CAR MAKE/MODEL_____YEAR_____
SPEED EVENT CLASS_____CAR #_____

LUNCH PROVIDED AT THE TRACK

MAKE CHECKS PAYABLE TO: MICHIGAN AUTOCROSS GROUP

MAIL CHECK AND REGISTRATION TO: RENE CARDENAS
MICHIGAN RCD
P.O. BOX 412
MANCHESTER, MI 48158

JACKSON SPEEDWAY ROAD COURSE
½ MILE, 12 TURNS

MICHIGAN 14 EVENT WEEKEND

September 23-24, 2006

14 NCCC Sanctioned events presented by America's Corvette Club, Corvette Club of Battle Creek, Lakeshore Corvette Club, Great Lakes Corvette Club, and Michigan Autocross Group.

September 23, 2006

Low Speed MI-095 ACC
Low Speed MI-096 ACC
Low Speed MI-097 ACC
Low Speed MI-098 ACC
Low Speed MI-093 CCBC
Low Speed MI-103 MAG
Low Speed MI-038 LCC

September 24, 2006

Low Speed MI-099 ACC
Low Speed MI-100 ACC
Low Speed MI-101 ACC
Low Speed MI-094 CCBC
Low Speed MI-104 GLCC
Low Speed MI-040 MAG
Low Speed MI-039 LCC

PRE-REGISTRATION: BEFORE 9-17-06 (See Registration Form)

REGISTRATION: Registration.....7:30 AM-9:30 AM
TECH.....7:30 AM-9:30 AM
Driver's Meeting.....9:30 AM/ Event Chairpersons TBD at Event

LOCATION: Great Lakes Tech Center
Grand Traverse St. and Hemphill Rd.
4800 S. Saginaw St.
Flint, MI 48507

OVERALL CHAIRPERSON
Michigan Regional Competition Director
Rene Cardenas
P.O. Box 412
Manchester, MI 48158
734-645-1763/734-428-7025
rene500Z06@comcast.net

Governors

ACC: Rick Werhun, 4301 Country Club, Shelby Twp., MI 48316

CCBC: Mark Hanlin, 127 Squaw Creek, Marshall, MI 49068

LCC: Roger Stoel, 13644 New Holland St, Holland, MI 49424

GLCC: Pat Thuemmel, 1604 Barritt Street, Lansing, MI 48912

MAG: Sharon Meeseman, 13029 N. Holly Rd., Holly, MI 48442

MICHIGAN 14 EVENT WEEKEND

September 23-24, 2006

	Pre-Registration (Before September 17, 2006)	Registration (After September 17, 2006)
7 LOW SPEEDS (Sat).....	\$60.00.....	\$70.00
7 LOW SPEEDS (Sun).....	\$60.00.....	\$70.00
14 LOW SPEEDS (Both Days).....	\$100.00.....	\$120.00

NAME_____NCCC#_____
ADDRESS_____
CITY_____STATE_____ZIP_____
PHONE#_____E-MAIL_____
NCCC CLUB_____
CAR MAKE/MODEL_____YEAR_____
SPEED EVENT CLASS_____CAR #_____

LUNCH PROVIDED AT THE EVENT

MAKE CHECKS PAYABLE TO: MICHIGAN AUTOCROSS GROUP

MAIL CHECK AND REGISTRATION TO: RENE CARDENAS
MICHIGAN RCD
P.O. BOX 412
MANCHESTER, MI 48158

Drive'n Dine
October 7, 2006

Join us for a Drive'n Dine
Saturday October 7

Meet at Quality Dairy on West
Saginaw at 3:30p.m. and leave
at 3:45p.m. sharp

Bring your walkie talkies

The Kuempel's

Meet Dave and Pat Cripe

Dave and Pat met when Joe Platte introduced them. They were married November 3, 1984, and have now been married 21 years.

They have two children. David II is 28 years old and lives in the Tampa area. Kimberly is 19 years old and lives in Lansing with her son, Tyrelle. They also have a dog, Buttons, who is a Boston Terrier and Cocker Spaniel mix.

Dave owns Betty's Buttons and T-Shirts in Lansing. Pat is a manager at Little Caesars, Inc.

They like to go to car shows, auctions, garage sales, swap meets, and movies. They also belong to the Capital City Old Car Club and Great Lakes Corvette Club.

They sold their 1963 Corvette, won a 2004 Corvette, but sold that one too. The 1963 Corvette, that Dave had owned since he was 16 (39 years), was a fuel-injected convertible.

Dave heard about CCCC from the previous owner of the 1963, and he has been in the club for 35 years. Pat joined more recently. Dave is a former Social Director.

Dave won the "Outshiner Award" in the 1970s and many concourse trophies with the 1963 F.I. Corvette. He won the 2004 Lemans Blue Corvette in the 2004 National Corvette Convention raffle. He has been screen printing on clothing since 1974.

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

The deadline for Membership Renewal is November 1st

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 6th, October 4th , or November 1st General Membership Meetings.

You may also mail your form and check to:

**COLLEEN BRATSCHI
4379 ZIMMER RD.
WILLIAMSTON, MICH. 48895**

Make checks payable to : Capital City Corvette Club

Renewal Form

Name(Master Member)_____

Spouse_____

Address_____

City_____ State_____ Zip_____

Telephone _____

Email Address_____

Corvette Models) owned_____ Coupe_____ Convertible Year:_____

MASTER RENEWAL: \$55.00

SPOUSE MEMBER RENEWAL/NEW: \$20.00

\$10.00 LATE FEE TO NCCC FOR RENEWING AFTER NOVEMBER 1,
2006

Thanks for your Cooperation.

COLLEEN BRATSCHI
MEMBERSHIP DIRECTOR

CCCC MEMBER CLASSIFIED ADS

For Sale: 2-2001 Trail Boss 325 Quads - "Special Edition Yellow Color" - Like new/used very little, 2 wheel drive (driver friendly)-Includes helmets, goggles, gloves -**Asking \$5,200 For both - or \$2,600 each**
Call or Email Gordon:
517-628-2002
twig4952@cablespeed.com

Cottage for Sale on White Lake, MI-Well maintained year round. Includes grand views of lake, sweeping front lawn and dock for boat. Enjoy fireplace in open living room, sunsets from party size deck, or bring your own wicker rocker for glassed-in front porch. Cottage has one bath, one main floor bedroom, and spacious upstairs bunk room for everyone else! Move in condition. **Call Rich/Colleen Bratschi at 517-712-8968 Mary Jamison at 231-744-6219**

For Sale: Used '76-81 (L-48) Air cleaner system \$50.00
Used: '68-78 seats - dark brown \$150.00
New: '76-81 Air duct \$15.00
Used: '75-78 stock exhaust syst.

For Sale: 1993 Corvette Coupe, Ruby Red 40th Anniversary pkg, 60k miles, 300 hp LT1, automatic trans., runs great, 30mpg highway, great condition, **Asking \$17,500**
Call Phil - 989-587-3422

For Sale: 1985 Corvette Coupe, med. gray metallic (only 2,519 made), gray interior, air, auto trans, p.windows/door locks, p.seats, leather, removable transparent roof panel, cruise, tuned-port inject. L98 engine, high perform. ECM w/chip, ACCEL, HEI super coil, Bose radio sys., CB antenna, Goodyear Eagles GSCP255/50ZR16 tire, 4 extra wheels w/BFG RI tires, 82k, excellent cond. **Asking \$9,500**
Call Steve - 517-372-4380

Storage for your Corvette:
CCCC members
In pole barn \$25 per month
Call Randy/Carol - 669-8365

Cont'd:
(4 mos.) \$150.00
New: Disc brakes retaining tool \$6.00
Used: '69-82 Antenna \$10

For Sale: 1996 Collector's Edition Corvette, Sebring Silver, less than 8K miles, auto trans, 5.7 V-8, AC, Factory perform. rear axle, Bose Sys, 6-way leather seats, gray interior, traction control, fiberglass removable top.

Asking \$29,000
Contact Ray or Laurie
rlpulido@cablespeed.com

For Sale: 1956 four door Chevy station wagon, 17,500 miles, originally Grand Ledge Fire Dept. car, **Asking: \$22,000 OBO** **Call Dave or Pat Cripe - 517-484-4677**

For Sale: Precious Moments figurine Collection. Several collector's items discontinued.
Call Pam - 517-887-7232

For all these car parts at the bottom of these columns:
Call Jeff - 517-541-1951

"PART TWO: THE STORY OF THE CORVETTE"

C1: Solid Axle Corvettes (1953-1962)

While the 1953 Corvette was undeniably gorgeous and, with its fiberglass body, somewhat innovative, as a sports car it was wholly pathetic. The chassis handled better with the 'Vette's improved weight distribution, but it was still pretty much a '52 Chevy sedan suspension down there. That meant the front end was suspended by a primitive independent system and the rear held up with leaf springs. A quicker steering gear gave some reflexes to the car, but quicker isn't the same as quick. And of course, the 150-horsepower, 235-cubic-inch six and two-speed automatic Powerglide transmission was far less than athletic.

It wasn't cheap either. At \$3,498 the '53 Corvette sticker ran almost 75 percent more than Earl had initially hoped, \$1,225 more expensive than the second most expensive '53 Chevrolet, the eight-passenger Deluxe 210 four-door station wagon, and \$272 more expensive than two Special 150 two-door sedans -- then the division's cheapest car. For comparison's sake, the basic 2003 Corvette coupe, at \$44,535, is \$705 more expensive than three of Chevy's current cheapest car, the Cavalier coupe.

Motor Trend tested one of the first Corvettes and found it traipsing from zero to 60 mph in a lackadaisical 11.5 seconds. But the publication was not completely unimpressed with the car. "Probably one of the biggest surprises I got with the car was when I took it through some sharp corners at fairly good speeds," its writer reported. "I'd heard that Chevrolet had designed the suspension so that it would stay flat and stick in corners, but I took it with several grains of salt. It sticks better than some foreign sports cars I've driven."

The late start and makeshift nature of the Corvette's Flint, Mich., assembly line meant that only 300 Polo White examples were built of the '53 before it was time to introduce the 1954 model. Not surprisingly, the '54 (now produced in an old millwork building in St. Louis) barely changed from the '53 with the notable exception that it could now be ordered in Pennant Blue, Sportsman Red and Black in addition to Polo White. A total of 3,640 were built this model year and many wound up casting their shadows across Chevy dealers' lots for months -- even years -- waiting for buyers. As good-looking as the Corvette was, unless it had performance to match its appearance, buyers weren't that interested in it.

The year 1955 brought the single most important development in the history of the Corvette: Chevrolet's brilliant small-block V8. Originally displacing 265 cubic inches, the first small-block was rated at 195 horsepower in the otherwise almost unchanged '55 Corvette (the most notable tweak was the oversize "V" in the lettering along the front fenders). Still saddled with the Powerglide transmission, performance was still less than scintillating (Road & Track had a '55 getting to 60 mph in 8.5 seconds), but the potential was obvious. With many '54 Corvettes s

It was the 1956 Corvette that established the two-seater as a legitimate performance machine and as an American icon. While the chassis was very much a carryover from previous Corvettes, the '56's new body was simply gorgeous from the chrome teeth filling its mouth, down along its scalloped flanks and back to its round rump of a trunk. Inside, the cockpit was styled like, well, a cockpit with the bucket seats surrounded by a body-colored frame that divided the passenger space. And a removable hardtop was offered as an option for the first time. To many, the '56 and barely changed '57 remain the most beautiful Corvettes of all time.

As lovely as the '56 Corvette was (and still is) what really ignited the legend that year was that GM began racing it. The only engine offered in the '56 Corvette was the 265-cubic-inch V8, now rated at 210 horsepower and it could be backed, for the first time, by a three-speed manual transmission. That was a solid enough start for Zora Arkus-Duntov, now the Corvette's chief engineer, to begin going fast.

At Florida's Daytona Speedweeks in February, 1956, Duntov appeared with new 'Vettes for John Fitch and Betty Skelton. Reworked cylinder heads, a compression ratio increase to 10.3 to 1, and a few other emerging speed parts for the small-block had the V8s making 255 horsepower. Fitch's '56 went 145.5 mph and Skelton sped past at 137.8 mph. During that same competition, the best a Ford Thunderbird could do was just 134.404 mph.

After the Speedweeks experience came even more Corvettes for that year's 12 Hours of Sebring and then the more exuberantly styled SR-2 racer. And with the racing came a change in Corvette advertising that now heralded the car's performance and competition credentials. In a real way, the '53 to '55 Corvettes were only foreshadows of the "real" Corvette that arrived in '56.

Visually, the 1957 edition was virtually identical to the '56, but inside, a four-speed manual transmission (the great T-10) was available for the first time. The standard Corvette engine grew to 283 cubic inches and 220

Entering the 1950s, no corporation even came close to General Motors in its size, the scope of its enterprise or its profits. GM was twice the size of the second biggest company in the world -- Standard Oil of New Jersey (forefather of today's ExxonMobil), and had a vast conglomeration of businesses ranging from home appliances to providing insurance and building Chevrolets, GMCs, Pontiacs, Oldsmobiles, Buicks, Cadillacs and locomotives. It was so big that it made more than half the cars sold in the United States and the U.S. Department of Justice's antitrust division was threatening to break it up. In the vast 21st century, it's almost hard to imagine how overwhelmingly large GM was back then.

But it didn't make a sports car. The idea of a car coming from stodgy GM that could compete with Jaguar, MG or Triumph was almost absurd.

Still, there was room inside GM for dreams even if there wasn't any room for whimsy. Harley J. Earl, GM's chief designer (formally the head of the Art and Color Section) and the man who invented the "concept car" with the 1938 Buick Y-Job, was in charge of the corporation's ambitious musings. In the fall of 1951, Earl began ruminating about an open sports car that would sell for around the price of a mainstream American sedan -- about \$2,000. His ideas were rather nebulous, but he handed those notions over to Robert F. McLean, the concept came into focus and a concept car emerged.

Determined to keep costs down, McLean used off-the-shelf Chevy mechanical components. The chassis and suspension were for all intents and purposes the 1952 Chevy sedan's, with the drivetrain and passenger compartment shoved rearward to achieve a 53/47 front-to-rear weight distribution over its 102-inch wheelbase. The engine was essentially the same dumpy inline six that powered all Chevys but with a higher-compression ratio, triple Carter side-draft carbs and a more aggressive cam that hauled its output up to 150 horsepower. Fearful that no Chevy manual transmission could handle such extreme power (and there were no four-speeds in GM's inventory), a two-speed Powerglide automatic was bolted behind the hoary six. And to keep tooling costs in line, the body was made out of fiberglass instead of steel.

While the car was conceived with rigorous attention to the bottom line and production feasibility in mind, it was still only intended to be part of GM's Motorama exhibit at the 1953 New York Auto Show. That is until Ed Cole, Chevy's then recently appointed chief engineer, saw it. Cole, then immersed in development of the world-changing 1955 "small-block" V8, is said to have literally jumped up and down with enthusiasm for the Motorama car. So before it even got to New York, and after some corporate machinations, the engineering to put it into production began.

But first Cole needed to name it. So he called Myron Scott, founder of the All-American Soap Box Derby and an assistant advertising manager for Chevrolet, into a special meeting of executives researching the name. Scott suggested "Corvette," Cole loved it and the rest is history.

The public at the New York show loved the 1953 Motorama Corvette almost as much as Cole did. Thousands of potential buyers wanted to know when they could buy one. Just six months later, they could. The **1953** Corvette, virtually identical to the Motorama prototype, went into production on June 30, 1953, in Flint, Mich. They've been making them ever since.

(trend)

NEWS/OPINION/GOSSIP/STUFF



Return of the Stingray

600-plus-horse super-Z06 is coming

GM SOURCES have confirmed what we predicted in our July 2005 issue: Chevrolet will launch a super-Z06 by mid-2007. Back then, we suggested the car could bring back the hallowed Super Sport moniker, but word is the 600-plus-horsepower Corvette is expected to revive the famed Stingray name.

The car gets its 911 Turbo-pounding power from a supercharged version of the 7.0-liter V-8 and is expected to come in at 2900 pounds, roughly the same weight as the 170-horsepower Pontiac Solstice. That means what's left of the Z06's noise-stifling insulation is likely to come out. But with a maximum of 4.83 pounds per horsepower to haul around, the Stingray ought to be able to steal the American supercar performance crown away from Ford's GT. ■

WHAT THE STINGRAY MUST BEAT

	0-60 MPH	QUARTER MILE	HP	WEIGHT	PRICE
CORVETTE Z06	3.8 sec	11.6 sec	505	3169 lb	\$65,800
FORD GT	3.4 sec	11.5 sec	550	3497 lb	\$153,300
FERRARI 599 GTB	3.5 sec*	11.2 sec*	612	3750 lb*	\$280,000
PORSCHE 911 TURBO	3.2 sec	11.4 sec	480	3495 lb	\$122,900

* Estimates (MT) ** Manufacturer



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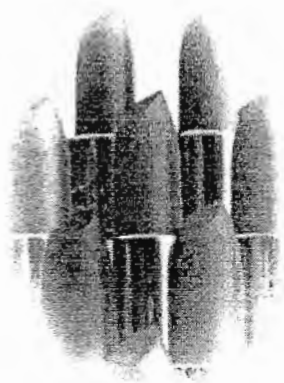
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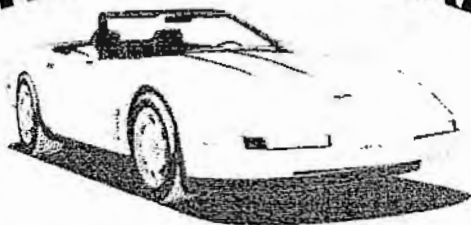


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