

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



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The Newsletter of the Capital City Corvette Club

VOLUME XXXVII - NUMBER 1 - JANUARY 2007

~Quick Hits from the Editor ~

GENERAL MEMBERSHIP MEETING

January 3, 2007

7:00 pm

Delhi Café-Holt

BOARD MEETING

January 17, 2007

7:00 pm

**BMI International
3900 Collins Rd.
Ste. 1018
Lansing**

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

From the President . . .

Greetings!

It's the beginning of a new year 2007. The rush of the holiday season is behind us and we can begin to look forward to spring and the thought of cruising down our favorite highway or to where ever!

The New Year brings with it a new Board of Directors. We have returning Board members: Diana Kuempel, Bob Maynard, Colleen Bratschi, and myself – Dave Kuempel. We have six new first time Board members: Craig Iansiti, Rich Shatkosky, Carrie Hutton, Kathy Wyma, Brenda Shatkosky, and Chris Burke. It looks to be a really exciting year in 2007.

With a new Board there will be some familiar faces missing that have made things happen in the past. I would like to extend a "Big Thank You" to the following outgoing Board members: Mark Hansen, Don Johnston, Gary Wyma, Janet Johnston, Jeff McQuade, and Margaret Terwilliger. These six individuals take with them a combined 15 years of experience. You have left some pretty big shoes to fill and we'll miss you all.

Up coming events include our membership meeting January 3 and our Winter Celebration January 13 in Portland at the Wagon Wheel Oak Room. Janet has a very nice evening planned for all of us so don't forget to sign up at the January membership meeting.

As we look forward to the New Year let's look back to last year. We had a

great Spring Get-away to Bowling Green, we had a very successful low-speed event at Spartan Speedway, and a great turn out for the HAZ. The club participated in the Vermontville Syrup Festival parade and the Memorial Day parade in Marshall.

We had a couple of things that finally got taken care of and they were a progressive dinner and the club photo shoot in front of the Capitol building. The photo shoot had been talked about every since I joined the club almost five years ago.

There are so many people to say thanks to for all of their efforts this past year that I can't name all of them here. What I would like to do is say "Thank You" to all of you for making this past year a memorable one.

I've listed a few of the things that we did together as a club this past year. I would like to hear from you as to what you would like to do as a club this year. Please take some time to think about where or what the members might be interested in.

If you have some ideas please let our new Social Director Kathy Wyma know. I'm sure she will be looking for some ideas to keep us busy in the months ahead.

Save the wave,

Dave Kuempel

CCCC Board Meeting December 20, 2006

Meeting at the Ecosynthetix Board room located at 3900 Collins Rd. Meeting called to order at 7:09 p.m.

Absent: Colleen Bratschi, John Bechtel, Trini Dixon, Angela Kranz, and Jeff McQuade

PRESIDENT: This Board room is a nice place to meet. Thanks to Rich Shatkosky for letting us use his business place. Discussion with new Board members to let them know what is going on. It is important for you to read and answer your email. Gloria will provide the new Board members with their new email addresses and passwords.

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

COMPETITION: Dates are set for the Blessing of the Vettes, All Corvette Show, & Horsepower at the Zoo. April 21 there will be low speed training. No date has been set for the All Chevy Show. Mark is taking care of awards for the Winter Celebration with a budget of \$150.

GOVERNOR: No update on the Regional Banquet. There was a discussion on sanctioned events.

PUBLIC RELATIONS: All of the letters have been sent to the club newsletter sponsors. Delhi has been scheduled for our general membership meetings next year.

TREASURER: Bob will turn in money to the Greater Lansing Food Bank. Margaret Terwilliger made a motion to pay the bills. Motion seconded and passed. Budget for next year was passed around. As of tonight Bob will turn the club account over to our new treasurer Brenda Shatkosky.

***SOCIAL:** Winter Celebration is in January. Discussion on Christmas Banquet. Board members bring a door prize to the Winter Celebration. Janet gave a short synopsis on the club's adopted families.

MEMBERSHIP: Absent. Report by Dave, 127 members & 63 FCOA

POINTS: Absent. No Report.

EDITOR: Newsletter deadline is December 23. Send to Chris Burke. Will need new covers for newsletter. Price was quoted from A.S.A.P. Bud Kouts will do a monthly ad for the newsletter. We have enough covers for January but will need new ones from then on. Craig Iansiti suggested we put in a "corrections box" in the newsletter for any corrections that might be needed.

HISTORIAN: Absent. **HEARTS & FLOWERS:** Absent. **AMBASSADOR:** Absent

WEBMASTER: Gloria asked new Board members to choose a password for their email accounts. The club will check into an Adobe update.

OLD BUSINESS: Bud Kouts is our new sponsor. Dave Kuempel & Bob Maynard invited Dick Iding and his wife to our Winter Celebration. We need Chairpersons for the All Chevy Show, Low speed event and HAZ. Craig Iansiti has volunteered to be the coordinator for the scholarship from our club to the Capital Area Career Center.

NEW BUSINESS: Gloria & Dave worked on revamping the club brochure. Board approved the brochures. Rich Shatkosky initiated a discussion on things the club could do to get members to become active. Several ideas were suggested. Any other ideas may be emailed to Rich.

Gary Wyma made a motion to adjourn the meeting. Motion seconded and passed. Meeting adjourned at 9:12p.m.

CCCC 2007 Calendar As You Go

" TENTITIVE " Schedule of CCCC Competition Events for 2007

Saturday, May 19 - Blessing of the "Vettes" (Sanctioned Event)

Saturday, June 7-Bud Kouts "All Corvette Show" (Sanctioned)

Saturday, July 8-Bud Kouts "All Chevy Show" (Non-Sanctioned)

Saturday, July 20- Spartan Speedway OR Jackson (Sanctioned)

Sunday, August 12 -"Horsepower at the Zoo Car Show" (Non-Sanctioned)

January 2007

3rd-General Membership Meeting

13th-Winter Celebration (see flyer)

17th-Board Meeting

February 2007

7th-General Membership Meeting

21st-Board Meeting

24th-Drive N Dine (see flyer)

**CCCC IS ACCEPTING DOOR PRIZES FOR OUR ANNUAL WINTER
CELEBRATION/BANQUET
JANUARY 13, 2007**

PLEASE CONTACT JANET JOHNSTON

January 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1-New Year's Day <i>Happy Birthday</i> <i>Celie Bradfield</i>	2 <i>Happy Birthday</i> <i>Janyce Shepler</i>	3-CCCC General Membership Meeting <i>Happy Birthday</i> <i>Trini Dixon</i>	4 <i>Happy Birthday</i> <i>Mike Britz</i>	5 <i>Happy Birthday</i> <i>John Shepler</i>	6 <i>Happy Birthday</i> <i>Larry Wight</i>
7	8 <i>Happy Birthday</i> <i>Sue VanAtta</i>	9	10	11	12	13 CCCC <i>Winter Celebration</i>
14 <i>Happy Birthday</i> <i>Diana Kuempel</i>	15-Martin Luther King Jr. Day	16	17-CCCC Board Meeting	18	19	20
21 <i>Happy Birthday</i> <i>Carol Putmon</i> <i>Happy Birthday</i> <i>Howard Parks</i>	22 <i>Happy Birthday</i> <i>Linda Swift</i>	23	24 <i>Happy Birthday</i> <i>Ellie Lickfeldt</i>	25	26	27
28	29	30	31 <i>Happy Birthday</i> <i>Pat Lickfeldt</i> <i>Happy Birthday</i> <i>Randy Gisse</i>			

Capital City Corvette Club Winter Celebration

**January 13th, 2007
Cocktails at 6:00 - Dinner 6:30
Wagon Wheel Oak Room
7888 E Grand River - Portland, MI 48875**



**Price is \$20.00 per person
Cash Bar**

**Dinner Includes:
Prime Rib
Baked Chicken
AuGratin Potatoes
Vegetable Medley
Roll & Butter
Cake
Coffee**



This will be a buffet style dinner. Please RSVP and money to Janet Johnston at the January Membership Meeting. If you can't make it to the meeting, send a check to payable to Capital City Corvette Club.

This year we will stay after and bowl or play games. The new board will be sworn in at this dinner, and lots of door prizes.

**Chairperson: Janet Johnston
Contact Janet at either:
d j h o m e a l o n e @ c a b l e s p e e d . c o m
or 517-647-2403**

FEBRUARY'S DRIVE & DINE

WARM UP OUR WINTER TOGETHER!

BURRR...

When: Saturday, February 24, 2007

Time: 4:30 pm

Meet where? South Lansing Meijer's, south end of parking lot
(The Meijer's store is located where Cedar and Pennsylvania Streets intersect, just before I-96)

Distance: Approximately 90 miles total

Questions: Please call Social Director
Kathy Wyma
(517) 622-5664



Eureka Springs Arkansas Corvette Weekend.
October 5,6,7,8 2006

Eureka Springs (pop.2,278) is a quaint Victorian village nestled in the heart of the Ozarks. For the 16th time, this tiny village and its surrounding roads twisting through the scenic Ozark hillsides have hosted a fall Corvette Weekend hosted by a number of Regional Corvette Clubs. The event usually draws as many as 1300 Corvettes. Although final numbers were not released, that seemed about right.

Events include: Auto-X, Tech Seminars, Econo-run, Photo tour, Car show, Poker Run.

Brenda and I attended for the first time this year. We thought we would share our weekend with you.

The drive down via Chicago took 13:17 hours of elapsed time. The return trip via Indianapolis took 11:23. Total mileage (including events was 1,885). The route via Chicago is longer and fraught with constructions delays. That was our first learning.

Thursday's events were the Auto-X event, registration and three evening seminars that included one on the National Museum/C6R racing, Gordon Killibrew C4 trouble shooting and an introduction to Auto-X and high speed racing. The tech seminars were well attended with about 50 attendees per session.

The Auto-X attracted 125 cars. It was a tight, technical course laid-out in a hilly parking lot of a Davis Chevrolet. Each participant had two runs. The fastest time was 23.8 seconds (highly modded C3, the only Auto-X prepared car in the field), the slowest over 50 ! A "good" time for this course was declared to be 25 seconds. Richard placed second in his class with a respectable 24.749. Trophy time!

Friday's econo- run through 100 miles of twisting, rolling countryside (great scenery) attracted 167 cars. Cars were filled by the hosting club (sorry you pay for your own gas), the tanks sealed and then refilled after the run. Participants were allowed up to 3 hours to complete the circuit with awards given in stock and modified, automatic and manual for every Corvette generation.

The best overall mileage was in our class, C5 manual. It was 37.09 mpg! Brenda and I placed third (our second trophy of the weekend!) with 34.73 mpg.

Friday afternoon's photo tour was a first for the weekend. 39 Corvettes spent about 90 minutes, again driving through the surrounding countryside to vist and hear about:

- i) The 65 foot Jesus of the Ozarks statue at the site of the Ozarks world famous Passion Play.
- ii) The last remaining wooden suspension bridge in AR built in the 30's (sorry it wasn't covered)
- iii) Beaver Dam, a hydro electric project that crated a 1,110 foot deep recreational lake on the White river

iv) The Crescent Hotel and Spa, famous as America's most haunted hotel. A hotel built in 1886, that features the only unexplained paranormal citing captured on film by the GhostBusters TV series.

Friday also features a Midnight cruise through the historic town. The people of the town and a lot of Corvettes line the town's streets, to cheer on their favorite cars. It is a festive atmosphere. Corvettes with parade strobes, owners with flashing lighted hats, and even one Vette complete with a mounted set of longhorn's with red glowing eyes and snorting steam!!!. The streets are filled with the smell of bleach to facilitate the crowds favorite activity, BURNOUTS!!!. The cruise (versus a parade) is scheduled for the night because the town has over 250 streets and no right angled intersections. The local police department cannot provide traffic control, so the event does not start until the restaurants and only cinema close and the patrons leave!

Saturday was the car show and Poker Run.

The car show has a very respectable turn out. It has 780 registered cars! I counted over 50 C1's alone. There are a lot of great looking cars in the region. The organizers claimed to have entrants from 20 States. They donated over \$20K to local charities, and \$5K to the Museum in Bowling Green. Awards were given to the furthest participants, which this year were from South Carolina, Wyoming and California. Our 800+ miles did not get us an honorable mention...

The Poker Run was another opportunity to spend over an hour of driving on another set of curving, undulating, scenic roads, although we loved the drive, we came up short in our hand with only a pair of 10's.

Sunday morning features two departing caravans, one for participants headed south, the other north. Annually scenic destinations are planned on the route. This year featured Blanchard Springs Caverns (AR) for those southbound and Fantastic Caverns (MO) for those northbound.

We met a number of friendly Corvette owners from the region, and have a number of stories to share... including one lady, who during the Auto-X approached our car (while Richard was leaning against it) reached in, popped the trunk, put her purse in side and was about to close the trunk when Richard asked if he could help her and she suddenly realized IT WAS NOT HER CAR!!!

She sure was embarrassed... and her club had quite a hoot over it!

It was a full, fun packed weekend. With a lot of great food including some of the best fried chicken we have had. Doing the drive home in one session was a bit long but we arrived safely late Sunday evening.

PART SIX: THE STORY OF THE CORVETTE

C5: World Beater (1997-2004)

The fifth-generation Corvette was the most wholly new Corvette since the '53. Not even the engine carried over from the C4, and the entire concept of how the car was built changed.

Unlike every previous Corvette that bolted its transmission directly behind the engine, the 1997 version split the transmission off and placed it in the back of the car between the rear wheels where its weight could be used to offset that of the engine in the front. This transaxle arrangement had been used before on cars like the Porsche 928, but it was a radical departure for the Corvette. The suspension itself still used aluminum links and transverse leaf springs, but the wheels and tires were now 18-inchers in the back and 17s up front and there was no provision for a spare tire since all tires would be of run-flat design.

The new frame used large, hydroformed rails and a thick backbone for extra strength, while relying on engineered wood products to make up part of the floor. The hatchback coupe body (the only body offered during '97) again evoked styling themes established in the previous two generations of Corvettes, though with reduced front and rear overhangs as the wheels moved out toward the corners of the car. Also, the clamshell hood was gone in favor of a less expensive conventional hood.

The C5's engine was also completely new and unrelated to any previous Corvette V8. While still displacing a nominal 5.7 liters and using a single in-block camshaft to drive the two valves per cylinder via pushrods like the old small block, the C5's "Gen III" "LS-1" was an all-new, all-aluminum design using all the latest production techniques. And its output was a satisfying 345 horsepower. The rear-mounted transmissions were either a version of the Borg-Warner T56 six-speed manual or Chevy's own 4L60-E four-speed automatic in a new case for this application.

With so much power in such a capable chassis, the C5 Corvette was an instant sensation. "As if anyone doesn't know it already, the new Corvette is unfathomably good," wrote Motor Trend in one early comparison test. "Despite being the least expensive car gathered for the Decathlon, its 4.8-second clocking to 60 mph is as quick as the most expensive car's and matches that Ferrari's quarter-mile elapsed time as well. On top of that, it's roomy, easy to get in and out of and forgiving of almost any boneheaded input from the driver. In its 45 years history, the Corvette has never before been so excellent in so many ways relative to its competition. It's a colossal achievement."

Wisely not messing with something so fundamentally wonderful, Chevy merely expanded the C5 Corvette range for 1998 by adding a convertible model. And for the first time since '62, this convertible included a trunk that was accessible from outside the car. Magnesium wheels were also offered as an option this year for those seeking the ultimate in unsprung weight savings. Again, a Corvette convertible paced the Indianapolis 500 and, again, Chevrolet offered replicas to the public -- this time in bluish purple.

A fixed roof coupe, lighter in weight than either the hatchback coupe or convertible, was added to the 1999 Corvette lineup. The intent behind the fixed roof coupe was hinted at by the fact that it could only be had with the six-speed manual transmission. Otherwise the most significant addition to the '99 Corvette options list was a surprisingly effective head-up display unit that projected major information on the windshield in front of the driver.

Gone from the 2000 Corvette was the passenger-side door lock cylinder as Chevy concluded that the keyless entry system made it unnecessary. Otherwise, all that was left to be excited about were two new exterior colors (Millennium Yellow and Dark Bowling Green Metallic), a new interior color (Torch Red) and new five-spoke forged aluminum wheels.

The real reason for the fixed roof coupe became obvious with the 2001 model year as Chevrolet brought forth the ferocious Z06 Corvette that year. Running a revised high-compression, low-reciprocating-weight version of the LS1 dubbed the LS6, the Z06 went into battle with 385 horsepower, shooting its exhaust out a titanium system. The Z06 also got a special FE4 suspension system that was stiffer and had thicker anti-sway bars than other C5s, special lightweight wheels and bigger, lighter, more aggressive Goodyear tires that weren't run-flat in design. In just about every way, the Z06 either matched or exceeded the vaunted ZR-1's performance and did so for far less money.

Regular C5 owners weren't completely overlooked during 2001, however, with the LS1 seeing its output increase from 345 to 350 horsepower. It was also an even more flexible and torque-rich engine.

As good as the '01 Z06 was, the 2002 Z06 was even better, as output of the LS6 jumped to an astounding 405 horsepower -- matching the highest output of the ZR-1. Furthermore, the Z06's suspension was retuned to perform even better than before. On the LS1-powered side of the Corvette equation, there were revisions to the sound systems and a new Electron Blue paint color.

Chevrolet acknowledged the 50th anniversary of the Corvette for 2003 with, naturally, a 50th Anniversary Edition Corvette. Available either as an LS1-powered hatchback coupe or convertible, the 50th Anniversary car got special deep red paint, a new Magnetic Selective Ride Control system and a bunch of logos. Of course, it was also used to pace the '03 edition of the Indianapolis 500. Other Corvettes got more standard equipment, including a power passenger seat and dual-zone climate control system. The Z06 was basically unchanged.

The C5 entered the 2004 model year with everyone fully aware that this would be the last year for this beloved Corvette. There were commemorative editions of all three models, with the Z06 featuring a carbon-fiber hood and revised shock valving. If there was ever a car that didn't seem to need changes, this was it.

Submitted by Kurt Schwamberger

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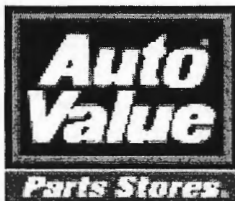


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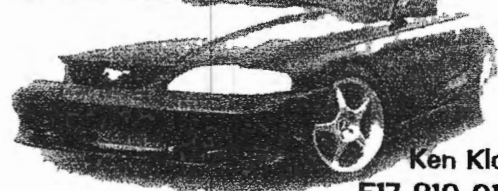
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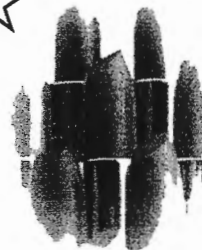
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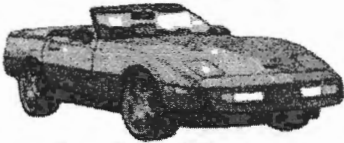


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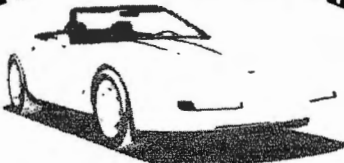
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