

THE CONNECTION

NOVEMBER 2012

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.corvettesncc.org



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Vice President/Governor

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Competition Director

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Sandy Bechtel
Social Director

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Treasurer



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THE CONNECTION

The Newsletter of the Capital City Corvette Club
VOLUME XLII • NUMBER 11 • November 2012

Upcoming Events

General Membership Meeting

November 7th • 7:00 p.m. • Dinner & Social Hour – 6:00 p.m.
Delhi Cafe • 4625 Willoughby • Holt

Bingo at Tamarack

Saturday, November 3rd • 2:00 to 4:00 p.m.
Tamarack Senior Apartments • 4400 Holt Road • Holt Michigan
November 3rd • Hold the date - details to follow.
Setup is usually at 1:30 with bingo from 2:00 - 4:00.

Board Meeting

November 28th • 6:30 p.m.
Delhi Cafe • 4625 Willoughby • Holt

Holiday Party

December 5th • 5:30 to 9:00 p.m.
Coral Cables
2838 E. Grand River Ave. • East Lansing, MI

November Birthdays

Art Doty (4) • David Pursel (12) • Joe Platte (21)



Newsletter Article Deadline

Send all newsletter articles to scott@keyprintgroup.com by the 23rd of the month.

FROM THE PRESIDENT

As another year winds down, I sit here thinking about how much fun it has been to be President of this elite club for the past three years. It has been a relatively quiet time with few major issues. Most everyone seems happy with the direction we are moving, and we have managed to keep things light and easy – as it should be, since we are just a car club. I could continue on in this position for years, but I am a firm believer that change in leadership is healthy for a club of this size. As I step aside, I anticipate a continuing participation in all that is in our future. I will use this as an opportunity to observe from a different perspective. I thank you for all your support and positive feedback during my tenure. A special thanks to my wonderful **Janet** for her support, advice and patience.

The club has had quite a change in culture with so many new members joining our ranks over the past few years. Our interests are evolving, and I see new and exciting things in our future. No longer are we a serious racing club, but more of a social club. There are fewer members with older, classic cars, and more with newer models – and some with both. There is less interest in car shows, and more in touring. We still love to eat – some things never change.

The year may be coming to a close, and our calendar of events is a bit sparse, but there are still things happening. The holidays get busy for everyone, and most of the cars are tucked away for the winter,

so club activities naturally slow down a bit. We have a late fall rally we are co-hosting with the **Jackson Corvette Club**, a fun day calling **BINGO** for the folks at the **Tamarack in Holt** (with dinner after), and a **Holiday Party** in December at **Corral Gables**. I hear rumor there may be another “drive and dine” in the works. Watch for event flyers on the web site.

Hurray! **Horsepower at the Zoo** will be back again next year. **Sandy Bechtel** stepped up to chair this event and, with a team of volunteers, will ensure this fun show will be back in full swing. I didn’t realize how much it was missed by car buffs this year until I received so many calls from past participants. This is a great day for the whole family, and the animals at the zoo surely appreciate the funds we collect to support them. Keep your calendar open for September 22, 2013.

Have fun raking leaves, and we’ll see you down the road!

**See you down the road.
Save the Wave.**

Craig



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2014 Corvette Reveal Date And 'Crossed Flags' Emblem Announced

Source: www.corvetteblog.com • GM Press Release

BRASELTON, Ga. – Today (Oct. 18th), Chevrolet confirmed that the seventh-generation Corvette will debut the evening of Sunday, Jan. 13, 2013 in Detroit. To kick off the countdown to the debut, Chevrolet debuted the new Crossed Flags logo for the new, 2014 Corvette

*"The all-new, seventh-generation Corvette deserved an all-new emblem," said **Ed Welburn**, GM vice president of global design. "The new Crossed Flags design reflects the character of the next Corvette. The flags are much more modern, more technical, and more detailed than before – underscoring the comprehensive redesign of the entire car."*

The new Crossed Flags logo was unveiled at Road Atlanta, as Corvette Racing celebrated a sweep of the 2012 production-based American Le Mans Series GT championships.

Chevrolet secured the manufacturer's championship, Corvette Racing secured the team championship, and **Oliver Gavin** and **Tommy Milner** captured the drivers' championship, with four wins in the nine races preceding Petit Le Mans, the 2012 ALMS season finale.

These championships make Corvette Racing the most successful team in ALMS history, with a total of 77 class wins, eight drivers' championships, and nine manufacturer and team championships since 2001. The team has also taken seven class victories in the 24 Hours of Le Mans since 2001. Corvette Racing will campaign the C6.R for the 2013 ALMS season, as the C7.R is expected to make its racing debut in 2014.



*"Winning the ALMS championships with the Corvette C6.R, against prestigious competitors from Ferrari, Porsche, and BMW is the perfect send-off for the sixth-generation Corvette," said **Tadge Juechter**, Corvette chief engineer.*

"The seventh-generation Corvette will build on that success," Juechter continued. "With the new Corvette, we set out to build a world-challenging sports car with design, refinement, efficiency and driver engagement that is second to none. The result is a truly all-new Corvette. There are only two carryover parts from the C6 used in the C7 – the cabin air filter and the rear latch for the removable roof panel."

The Crossed Flags logo has been a hallmark of the Corvette since its 1953 introduction. It has always incorporated a pair of flags, one a racing checkered flag and other featuring the Chevrolet **"bow-tie"** emblem and a French fleur-de-lis. The design has evolved over the years, but has been featured on more than 1.5 million Corvettes built between 1953 and today.

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Once again, the residents of the Tamarack Apartments are looking forward to our lively group coming over to “play” with them: anticipating fun, laughter, great Bingo prizes, and wonderful desserts!

DATE: Saturday, November 3, 2012

TIME: 2:00 – 4:00 pm (set up at 1:30)

LOCATION: Tamarack Apartments

4400 Holt Road – Holt, MI

Keep gathering your “fab” Bingo prizes. Hand made items are always a plus, but if you’re not “crafty”, stop into Meijer or the dollar store and pick up some bric-a-brac. Being so close to Christmas, think of items they can use (gift wrap, Christmas cards, decorations); and items they can keep or regift (stuffed animals, decorative towels, pot holders, etc.). What would you like?

Please bring your favorite dessert to share!

For the seventh-generation Corvette, the Crossed Flags design is a more technical, more angular, and more swept appearance – a proportion that echoes the new car. It is also a more detailed representation, showing greater depth, color and attention to detail.

More than 100 variations were considered before the final design was selected.

The new Crossed Flags design will be featured on the all-new, 2014 Chevrolet Corvette, which will debut the evening of Sunday, Jan 13 in Detroit. The Corvette debut will be reserved for credentialed media. Chevrolet will offer a limited number of tickets for Corvette enthusiasts, with proceeds

benefiting the **National Corvette Museum**, in Bowling Green, Ky. Interested parties can contact Roc Linkov (roc@corvettemuseum.com) for more details.

Over the next weeks more information and video content about the seventh generation Corvette will be unlocked on **www.one13thirteen.com**. Enthusiasts can join the conversation about the next generation Corvette, as well as keep track of any new announcements, on Facebook (facebook.com/corvette) and Twitter @Chevrolet(#Corvette). Fans who follow the **#one13thirteen** hashtag on Twitter will soon learn more and can look forward to exclusive updates.



Holiday Christmas Party

**Wednesday
December 5th, 2012**

**Coral Gables, 2838 E. Grand River Ave.
East Lansing, MI**

**Time: 5:30 p.m. to 9:00 p.m.
Buffet at 6:30 p.m.
Cash Bar opens at 5:30 p.m.**

This is a pre-paid event. Cost is \$20 per person.

**Please make checks payable to
Capital City Corvette Club.**

**RSVP by payment no later than November 20th to:
Sandy Bechtel, 6004 Strasbourg, Lansing, MI 48917**

**Please bring a donation for the
Greater Lansing Food Bank
(canned goods or non-perishable items)**

**Bob Maynard will collect monetary
donations for the
Greater Lansing Food Bank as well.**



National Corvette Museum News & Events

Submitted by Joe Thomas, NCM Ambassador

Lori Hale Donates Beloved Corvette to NCM



Lori Hale drove her 1954 Corvette for the last time on Tuesday, taking it for a trip down Victory Lane and Corvette Boulevard inside the

National Corvette Museum. She smiled as she made the turn past the Corvette Store to the cheering of staff and guests, before parking it in front of the Corvette Café and handing over the keys to Museum Director Wendell Strode.

"My husband Morey, bought the car before we were married. We went on our dates in it, we got married in it in Carson City, and for 46 years we travelled all over in it. We never considered getting rid of it, trading it in or restoring it. He called it a "survivor" and wanted it left untouched." He drove it all the way up until he was 90, when he got heat stroke and passed away.

Lori continued to drive the car in parades, and club events, but ultimately decided that it was time to give the car to the Museum. "The Corvette community really is a family. Leaving the car here is like leaving it with family, where everyone can continue to enjoy it for many years to come. Morey would have wanted it this way. He actually said that's what he thought should happen to it."

Unlike many of the cars donated to the Museum that are protected by barricades, she hopes that people, especially children, will get to sit in it and enjoy it. "They can't hurt it." Lori laughs. "I hope you'll take it to schools and let kids sit in it. They always loved sitting in it at car shows and getting their pictures taken in it. Morey enjoyed that more than anything else. It would be nice to know that future generations were falling in love with Corvette because of this car."

Many thanks to Lori and Morey, for sharing their beloved Corvette with the rest of their Corvette family here at the National Corvette Museum.

Vets 'n Vettes Coming In November



Join us November 8-10 for our annual celebration of those who have served. Now in its 5th year, the event offers a number of great road tours, our American Warrior Recognition Program, a pizza party, banquet and the chance to participate in the Bowling Green Veteran's Day Parade.

Corvettes for Chip

Corvettes for Chip is an organization of Corvette enthusiasts who host an annual Corvette car show to increase the awareness of a blood disease called Amyloidosis and donate the net proceeds to the Chip Miller Charitable Foundation for Amyloidosis Research. In the show's first five years over \$30,000 has been raised.

This year's event is Sunday, November 4 at Brandywine Picnic Park in West Chester, PA. Learn more about the event and register online



SMALL BLOCK

GEN 5



All-New 2014 Corvette LT1 V-8 a Technological Powerhouse

Source: www.media.gm.com • GM Press Release • Photos: www.media.gm.com

DETROIT, MI – When the all-new 2014 Chevrolet Corvette arrives late next year, it will be powered by a technologically advanced, racing-proven 6.2L V-8 delivering an estimated 450 horsepower and helping produce 0-60 times in less than four seconds.

The new Corvette LT1 engine, the first of the Gen 5 family of Small Block engines, combines several advanced technologies, including direct injection, Active Fuel Management and continuously variable valve timing to support an advanced combustion system.

"Our objective for the development of the all-new LT1 was to raise the bar for performance car engines," said Mary Barra, senior vice president, global product development. "We feel that we have achieved that by delivering a true technological masterpiece that seamlessly integrates a suite of advanced technologies that can only be found on a handful of engines in the world."

"What makes this engine truly special is the advanced combustion system that extracts the full potential of these technologies. The art and science behind that combustion system make the Corvette LT1 one of the most advanced V-8 engines in the world," said Barra.

Output, performance, and fuel economy numbers will not be finalized until early next year, but the new LT1 engine is expected to deliver:

- The most powerful standard Corvette ever, with preliminary output of 450 horsepower (335 kW) and 450 lb.-ft. of torque (610 Nm)
- The quickest standard Corvette ever, with estimated 0-60 performance of less than four seconds

- The most fuel-efficient Corvette ever, exceeding the 2013 EPA-estimated 26 miles per gallon on the highway.

"The Holy Grail for developing a performance car is delivering greater performance and more power with greater fuel economy and that's what we've achieved," said Tadge Juechter, Corvette chief engineer. "By leveraging technology, we are able to get more out of every drop of gasoline and because of that we expect the new Corvette will be the most fuel-efficient 450 horsepower car on the market."

Advanced combustion system optimized with 6 million hours of analysis

- **Advanced technologies including direct injection, active fuel management, continuously variable valve timing support advanced combustion system**
- **Preliminary output of 450 horsepower (335 kW) and 450 lb.-ft. of torque (610 Nm)**
- **Helps deliver estimated 0-60 performance in less than four seconds and best-ever fuel economy in the Corvette**

"The Corvette LT1 represents the most significant redesign in the Small Block's nearly 60-year history – building on its legacy to make one of the world's best engines even better," said Sam Winegard, vice president, Global Powertrain

Engineering. "More than just great horsepower, the LT1 has been optimized to produce a broader power band. Below 4,000 rpm, the torque of the Corvette LT1 is comparable to that of the legendary, 7.0L LS7 out of the current Corvette Z06. The LT1 is a sweetheart of a power plant and drivers will feel its tremendous torque and power at every notch on the tachometer."

Increased power and efficiency were made possible by an unprecedented level of analysis, including computational fluid dynamics, to optimize the combustion system, the direct injection fuel system, active fuel management and variable valve timing systems that support it. More than 10 million hours of computational analysis were conducted on the engine program, including

Continued on page 13



Capital City Corvette Club



Participation Points as of October 8, 2012

| | | | | | | | |
|----|-------------------|-----|--------------------|-----|-------------------|----|--------------------|
| 8 | Austin Arunasalam | 3 | Jennifer Everhart* | 0 | Lee MacGillivray | 8 | Brenda Shatkosky* |
| 9 | Jim Balla* | 0 | Randy Gisse | 12 | Bob Maynard | 11 | Richard Shatkosky* |
| | | 4 | Vidal Gonzalez | 3 | Shalimar Maynard | 22 | Thomas Sipka |
| 1 | Dana Beaman | 0 | Abhi Gunasaingam | 5 | Chuck Miller | 14 | David Sowders |
| 0 | Kim Beaman | 2 | Jeanne Harris | 17 | Diana Mosher | 4 | Fran Sowders |
| 0 | Sandy Bechtel | 18 | Ward Harris | 11 | Barb Musselman | 0 | Loretta Spinrad |
| 19 | James Boettcher | 23 | Howard Hein | 15 | Steve Musselman | 0 | Steve Spinrad |
| 19 | Mara Boettcher | 0 | Jim Hoppin | 5 | George Nelson | 11 | Alex Spitzley |
| 44 | Colleen Bratschi | 80 | Angela Hyde | 44 | Dominique Palacio | 11 | Joan Spitzley |
| 46 | Rich Bratschi | 78 | Craig Iansiti | 44 | Jerry Palacio | 1 | Janet Sprague |
| 16 | Connie Britz | 74 | Janet Iansiti | 36 | Diana Parks | 1 | Michael Sprague |
| 30 | Mike Britz | 0 | Dick Iding | 43 | Howard Parks | 20 | Ralph Swan |
| 53 | NancyLee Buck | 9 | Greg Kapp | 15 | Joe Platte | 14 | Susan Swan |
| 61 | Randy Buck | 4 | Laura Kazmer | 35 | Ed Politza | 31 | Connie Taylor |
| 12 | Chris Burke | 4 | Wayne Kazmer | 35 | Suzanne Politza | 31 | Tom Taylor |
| 15 | Terry Burke | 112 | Kim Keith | 37 | David Pursel | 21 | Joseph Thomas* |
| 12 | Dennis Burt | 112 | Sue Keith | 19 | Kathryn Pursel | 42 | Harold Twining |
| 11 | Sandy Burt | 5 | Laurie Ketcik | 40 | Carol Putmon | 40 | Katherine Twining |
| 0 | Dana Conley | 0 | Fred Koos | 41 | Randy Putmon | 14 | Sue VanAtta-Wight |
| 0 | Darrell Conley | 24 | Sheila Lansing | 109 | Gloria Reiffer | 2 | Jerry Wardell |
| 9 | Dave Cripe* | 82 | Julie Lasher | 104 | Simon Reiffer | 2 | Sally Wardell |
| 6 | Pat Cripe | 84 | Ted Lasher | 65 | Robert Ribar | 0 | Lee Webster |
| 7 | Christopher Dana | 1 | Ellie Lickfeldt | 39 | Milton Scales | 4 | Robert Wheeler |
| 6 | Darwin Day | 3 | Patrick Lickfeldt | 2 | Herb Schultz | 21 | Larry Wight |
| 32 | Art Doty* | 25 | Carlo Litrenta | 2 | Kathleen Schultz | 6 | Gary Wyma |
| 32 | Nancy Doty* | 21 | Janet Litrenta | | | 9 | Kathy Wyma |

Current 2012 Top Ten

| | | | | | | | |
|-----|----------------|-----|---------------|----|---------------|----|--------------|
| 112 | Kim Keith | 104 | Simon Reiffer | 80 | Angela Hyde | 65 | Robert Ribar |
| 112 | Sue Keith | 84 | Ted Lasher | 78 | Craig Iansiti | | |
| 109 | Gloria Reiffer | 82 | Julie Lasher | 74 | Janet Iansiti | | |



* NCCC affiliation is with another Michigan Region club.

6 million hours (CPU time) dedicated to the advanced combustion system.

Direct injection is all-new to the engine architecture and is a primary contributor to its greater combustion efficiency by ensuring a more complete burn of the fuel in the air-fuel mixture. This is achieved by precisely controlling the mixture motion and fuel injection spray pattern. Direct injection also keeps the combustion chamber cooler, which allows for a higher compression ratio. Emissions are also reduced, particularly cold-start hydrocarbon emissions, which are cut by about 25 percent.



Active Fuel Management (AFM) – a first-ever application on Corvette – helps save fuel by imperceptibly shutting down half of the engine's cylinders in light-load driving.

Continuously variable valve timing, which GM pioneered for overhead-valve engines, is refined to support the LT1 AFM and direct injection systems to further optimize performance, efficiency and emissions.

These technologies support the all-new, advanced combustion system, which incorporates a new cylinder-head design and a new, sculpted piston design that is an integral contributor to the high-compression, mixture motion parameters enabled by direct injection.

The LT1 head features smaller combustion chambers designed to complement the volume of the unique topography of the pistons' heads. The smaller chamber size and sculpted pistons produce an 11.5:1 compression ratio, while the head features large, straight and

rectangular intake ports with a slight twist to enhance mixture motion. This is complemented by a reversal of the intake and exhaust valve positions, as compared to the previous engine design. Also, the spark plug angle and depth have been revised to protrude farther into the chamber, placing the electrode closer to the center of the combustion to support optimal combustion.

The pistons feature unique sculpted topography that was optimized via extensive analysis to precisely direct the fuel spray for a more complete combustion. The contours of the piston heads are machined to ensure dimensional accuracy – essential for precise control of mixture motion and the compression ratio.

Race-proven legacy, state-of-the-art performance

The first Small Block V-8 debuted in the Corvette in 1955. It displaced 4.3L (265 cubic inches) and was rated at 195 horsepower, drawing air and fuel through a four-barrel carburetor. Five years later, V-8 power helped Corvette secure its first victory at the 24 Hours of Le Mans.

In 2012, the Small Block-powered Corvette Racing C6.R beat Ferrari, BMW and Porsche to sweep the drivers', team, and manufacturer championships in production-based American Le Mans Series GT class. These championships make Corvette Racing the most successful team in ALMS history, with a total of 77 class wins, eight drivers' championships, and nine manufacturer and team championships since 2001.



*"The engine requirements for a production car and a race car are remarkably similar," said **Jordan Lee**, Small Block chief engineer and program manager. "In both cases, you want an engine that is powerful and efficient, compact and lightweight, and durable. That combina-*

Continued on page 15

Membership Application



Primary Member Information:

Name: _____
Street Address: _____
City: _____ State: _____ Zip Code: _____
E-Mail Address: _____
Phone Number: _____ Birthday: _____
T-Shirt Size: ☐ S ☐ M ☐ L ☐ XL ☐ 2X ☐ 3X

Spouse/Companion Information:

Name: _____
E-Mail Address: _____
Phone Number: _____ Birthday: _____
T-Shirt Size: ☐ S ☐ M ☐ L ☐ XL ☐ 2X ☐ 3X

Corvettes You Currently Own:

| | | | | |
|-------------|--------------|--------------------------------|--------------------------------------|----------------------------------|
| Year: _____ | Color: _____ | <input type="checkbox"/> Coupe | <input type="checkbox"/> Convertible | <input type="checkbox"/> Hardtop |
| Year: _____ | Color: _____ | <input type="checkbox"/> Coupe | <input type="checkbox"/> Convertible | <input type="checkbox"/> Hardtop |
| Year: _____ | Color: _____ | <input type="checkbox"/> Coupe | <input type="checkbox"/> Convertible | <input type="checkbox"/> Hardtop |
| Year: _____ | Color: _____ | <input type="checkbox"/> Coupe | <input type="checkbox"/> Convertible | <input type="checkbox"/> Hardtop |

How did you hear about Capital City Corvette Club? _____

Initial Application / Late Renewals *

_____ Primary Member CCCC/NCCC (\$65)
_____ Spouse/Companion (\$20)
_____ Dependent (\$10)
_____ Total Enclosed

Annual Dues *

_____ Primary Member CCCC/NCCC (\$55)
_____ Spouse/Companion (\$20)
_____ Dependent (\$10)
_____ Total Enclosed

NCCC/CCCC dues are renewed each fall for the upcoming year. Renew your membership prior to the end of the November general membership meeting to avoid a \$10 late fee, imposed by NCCC. Spouse/Companion membership is restricted to husband, wife, or significant other of the Primary member. Dependent membership is defined as the child of any Primary or Spouse member who is between the ages of 16 and 21, or between the ages of 16 and 25 and also a full time student. See the NCCC Website for additional clarification on dependent members.

To Join Capital City Corvette Club:

Complete the entire application and mail it, along with a check made out to *Capital City Corvette Club*, to the following address:

Attn: Membership Director
Capital City Corvette Club
PO Box 27295
Lansing, MI 48909

Contact our Membership Director if you have any questions about Capital City Corvette Club.

** The initial application fee includes a \$10 fee that is forwarded to the National Council of Corvette Clubs.*

Membership is renewed each fall for the following year. NCCC imposes a \$10 late fee when renewing after the November deadline. NCCC Lifetime Members and members belonging to an affiliated NCCC club pay \$30 annual dues for a social membership with CCCC; \$10 for spouse with same affiliation. Proof of current NCCC membership must be provided (list numbers below). Lifetime membership in NCCC has a one time fee of \$335. It is worthwhile to consider a lifetime membership if you believe you will be involved in NCCC for 11 or more years. NCCC Lifetime membership can be transferred to another NCCC affiliated club if you move from our area.

CCCC provides new members with a club tee shirt, membership card, and name badge. As a member you will be able to participate in all of the CCCC activities. In addition, membership entitles you to everything on the Membership Benefits page of our Website.

NCCC: Master Member Number: ____-____-____ **Spouse/Companion Member Number:** ____-____-____

tion is what made the original Small Block so successful. Today, the introduction of state-of-the-art technologies and engineering makes one of the best performance car engines in the world even better."

As an example, the new LT1 engine is 40 pounds lighter than a competitor's twin-turbo 4.4L, DOHC V-8 with similar output. That weight savings not only improves the Corvette's power-to-weight ratio, but also contributes to a near-perfect 50/50 weight balance for enhanced steering response and handling.

The new LT1 is also four inches shorter in overall height than the competitive DOHC V-8. That also improves handling by lowering the center of gravity while enabling a low hood line – contributing to the Corvette's iconic profile, as well as ensuring exceptional driver visibility.

The new LT1 is the third engine in the Corvette's history to be so-named, with previous versions introduced in 1970 (Gen 1) and 1992 (Gen 2). All iterations of the LT1 – and all Small Block engines – have shared a compact design philosophy that fosters greater packaging flexibility in sleek vehicles such as the Corvette.

"The power and efficiency of the Small Block V-8 are hallmarks of Corvette performance," said Lee. "But, the compact size and great power-to-weight are just as important for the overall driving experience. The all-new LT1 will play a huge role in making the all-new Corvette a world-class sports car, in terms of technology, performance, and refinement."

Engine features and highlights

All-aluminum block and oil pan:

The Gen 5 block was developed with math-based tools and data acquired in GM's racing programs, providing a light, rigid foundation for an impressively smooth engine. Its deep-skirt design helps maximize strength and minimize vibration. As with the Gen 3 and Gen 4 Small Blocks, the bulkheads accommodate six-bolt, cross-bolted main-bearing caps that limit crank flex and



stiffen the engine's structure. A structural aluminum oil pan further stiffens the powertrain.

The block features nodular iron main bearing caps, which represent a significant upgrade over more conventional powdered metal bearing caps. They are stronger and can better absorb vibrations and other harmonics to help produce smoother, quieter performance.

Compared to the Gen 4 engine, the Gen 5's cylinder block casting is all-new, but based on the same basic architecture. It was refined and modified to accommodate the mounting of the engine-driven direct injection high-pressure fuel pump. It also incorporates new engine mount attachments, new knock sensor locations, improved sealing and oil-spray piston cooling.

Advanced oiling system, with available dry-sump system: The LT1 oiling system – including oil-spray piston cooling – was also optimized for improved performance. It is driven by a new, variable-displacement oil pump that enables more efficient oil delivery, per the engine's operating conditions. Its dual-pressure control enables operation at a very efficient oil pressure at lower rpm coordinated with AFM and delivers higher pressure at higher engine speeds to provide a more robust lube system for aggressive engine operation.



Standard oil-spray piston cooling sprays the underside of each piston and the surrounding cylinder wall with an extra layer of cooling oil, via small jets located at the bottom of the cylinders. For optimal efficiency,

the oil jets are used only when they are needed the most: at start-up, giving the cylinders extra lubrication that reduces noise, and at higher engine speeds, when the engine load demands, for extra cooling and greater durability.

An available dry-sump oiling system promotes exceptional lubrication system performance during aggressive driving maneuvers and high cornering loads. It includes two stages: a pressure stage and a scavenge stage. The pressure stage includes the new, dual-pressure-control and variable-displacement vane pump.

Continued on page 16

Dexos semi-synthetic motor oil, with a 5W30 specification, helps reduce friction to further enhance the LT1's efficiency.



New, tri-lobe camshaft:

Compared to the Gen 4 Small Block, the camshaft remains in the same position relative to the crankshaft and is used with a new rear cam bearing, but it features an all-new "tri-lobe" designed lobe which exclusively drives the engine-mounted direct injection high-pressure fuel pump, which powers the direct-injection combustion system. The cam's specifications include 14mm/13.3mm (0.551/0.524-inch) intake/exhaust lift, 200/207-crank angle degrees intake/exhaust duration at 0.050-inch tappet lift and a 116.5-degree cam angle lobe separation.

New, cam-driven fuel pump: The direct injection system features a very-high-pressure fuel pump, which delivers up to 15Mpa (150 bar). The high-pressure, engine-driven fuel pump is fed by a conventional fuel-tank-mounted pump. The direct injection pump is mounted in the "valley" between cylinder heads – beneath the intake manifold – and is driven by the camshaft at the rear of the engine. This location ensures any noise generated by the pump is muffled by the intake manifold and other insulation in the valley.

PCV-integrated rocker covers: One of the most distinctive features of the new engine is its domed rocker covers, which house the, patent-pending, integrated positive crankcase ventilation (PCV) system that enhances oil economy and oil life, while reducing oil consumption and contributing to low emissions. The rocker covers also hold the direct-mount ignition coils for the coil-near-plug ignition system. Between the individual coil packs, the domed sections of the covers contain baffles that separate oil and air from the crankcase gases – about three times the oil/air separation capability of previous engines.

Intake manifold and throttle body assembly:

The LT1's intake manifold features a "runners in a box" design, wherein individual runners inside the manifold feed a plenum box that allows for excellent, high-



efficiency airflow packaged beneath the car's low hood line.

Acoustic foam is sandwiched between the outside top of the intake manifold and an additional acoustic shell to reduce radiated engine noise, as well as fuel pump noise.

The manifold is paired with an electronically controlled throttle, featuring an 87mm bore diameter and a "contactless" throttle position sensor design that is more durable and enables greater control.

Four-into-one exhaust manifolds:



The LT-1 uses a cast version of the "four-into-one" short-header exhaust manifold design used on the Gen 4 LS7 engine. The cast header passages enable

consistent exhaust flow into the "wide mouth" collector at the converter.

Cooling system, humidity sensor and more:

Additional features and technologies of the Gen 5 Small Block include:

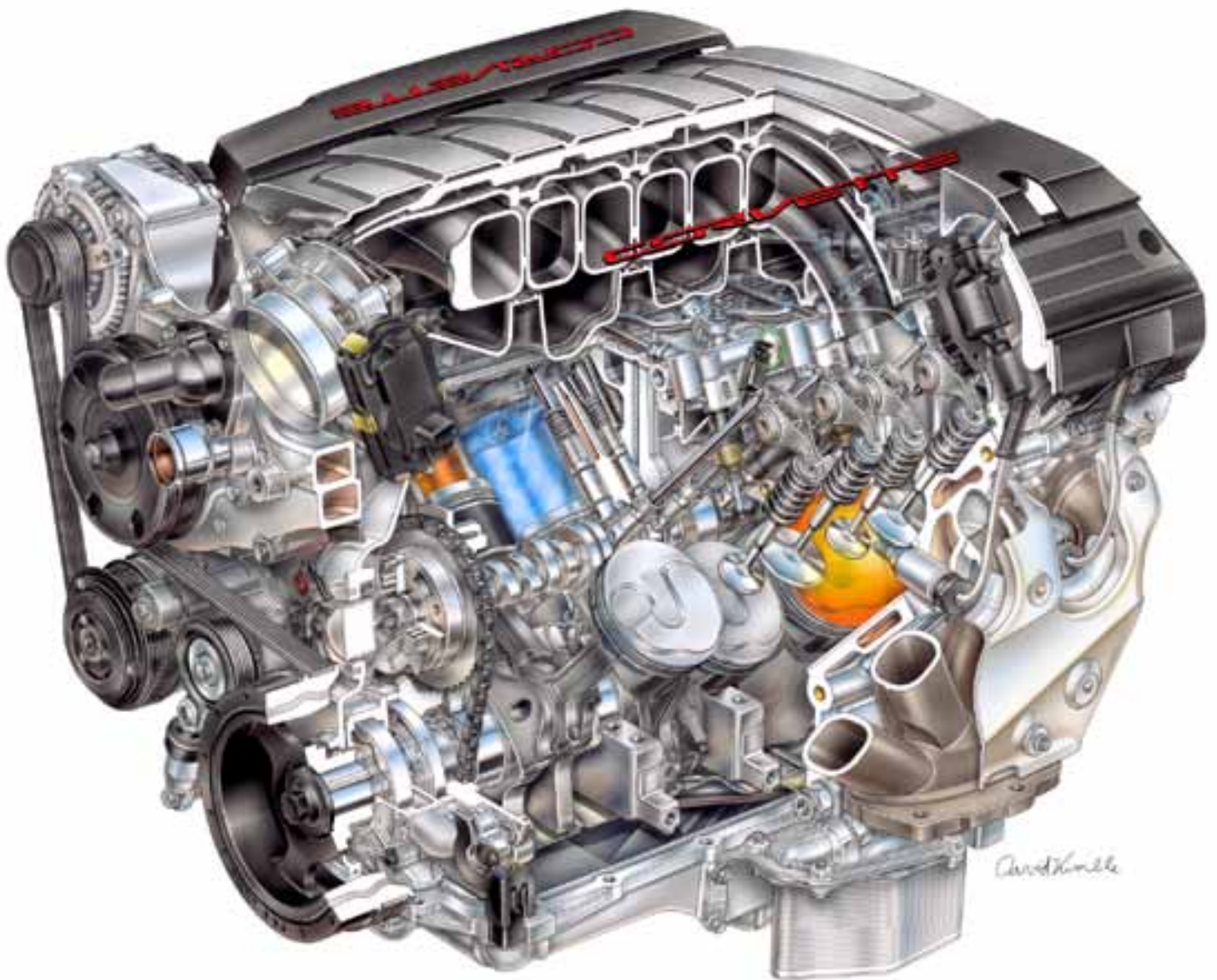
- A revised cooling system with an offset water pump and thermostat for more efficient performance
- Air induction humidity sensor ensures optimal combustion efficiency, regardless of the surrounding air's humidity
- 58X ignition system with individual ignition coil modules and iridium-tip spark plugs
- All-new "E92" engine controller.

General Motors' investment in the Gen 5 Small Block will create or retain more than 1,600 jobs in five North American plants, including Tonawanda, New York, which recently received upgrades to support its production.





LT1



Capital City Corvette Club

October 3, 2012 Membership Meeting Minutes

Social Time & Dining around 5:30 P.M.

President: Craig Iansiti called the meeting to order at 7:00 p.m. and gave the floor to **Julie Lasher**. Julie wanted everyone to sign a card for a club member who is ill.

Craig then introduced new members, **Wayne** and **Laura Kazmer** from Lansing who own a 1977 coupe that is Hawaiian Teal. They took home a **2nd place trophy** from the **Lansing Community College car show** last weekend.

Craig said he had mailed the club's \$500 donation to the **Potter Park Zoological Society** with a letter to **Sherry Graham**, the director, stating we planned on having the **Horsepower at the Zoo** car show next year, and that **Sandy Bechtel** would be contacting her about the date.

Craig then asked everyone who has a report to give to stand up as that makes it easier for the group to hear them.

Board of Director Reports:

Governor/VP: Simon Reiffer passed on information from the national governor's meeting he recently attended in St. Louis, Missouri:

- So far this year no claims have been filed on the national insurance policy.
- The points database now has updated capabilities.
- **NCCC** now has a **Facebook** account.
- Contact the national public relations director if you are interested in their hand out flyers.
- Renewals for next year are coming up.
- All voting is now electronic.
- The national webmaster is looking for judges for the 2013 website contest.
- **NCCC** has purchased an acre of ground at Bowling Green.
- **Patrick Dolan** was inducted into the **National Corvette Museum Hall of Fame**.
- The **NCCC** give-away car for 2013 is a red 6-speed coupe with a 3LT package.
- **Blue Bars** magazine is looking for tech articles if anyone wants to submit something.

He had a folder of information about the national convention to be held in Savannah, Georgia in August of 2014. The folder will be available if anyone is interested.

Simon will be voting on national executive board positions in November and discussed the candidates and his thoughts on how to vote. He asked for club approval. It was approved that

Simon use his best judgment and vote at his own discretion.

Craig then introduced **Herb** and **Kathleen Shultz** from Charlotte. They have a red 1985 coupe and are first time guests who signed up as members this meeting. Everyone welcomed them.

He then asked **Colleen Bratschi** to go over the 2013 board nominations.

Colleen reviewed the nominations from the last meeting and those received since then. She asked for a motion to second these nominations and that were received. She then read a list of those members eligible to run for president and opened the floor for any additional nominations. **Colleen Bratschi** was nominated for secretary and **Howard Parks** was nominated for competition director. These additional nominations were seconded. She then stated that nominations would be closed at the end of this meeting and that she would make absentee ballots available on request by email. She explained that voting would be by ballot at the November membership meeting or by absentee ballot. The ballot will indicate if a nominee is the incumbent. At the end of tonight's meeting she will reveal a list of those nominees who accepted their nomination.

Secretary: Janet Iansiti asked for any additions or corrections to the September membership meeting minutes and there were none. The minutes were then approved.

Treasurer: Mike Britz was absent. A report of all finances will be available on his return.

Competition Director: Rich Bratschi reported that he needs 6 volunteers to work 3 games at the October 27th rally with the **Jackson Club**. Those who volunteered should be there at 8:30 A.M.

Rich also reported that due to the cost of using the track at **M.I.S.** the Jackson club will have no rally money left to share.

Editorial Director: was absent.

Membership Director: Dave Pursel reminded everyone that annual club dues must be paid by the close of the November membership meeting in order to avoid late fees. Also, you cannot vote in the November board election unless your dues have been paid. Dave said he had plans to have prefilled renewals forms available next year. We currently have 102 members and 58 FCOA members.

Points Director: Kim Keith said points were up to date on the website and there is currently a three-way tie for first. He reminded everyone he had static clings for sale and to be sure to sign the attendance sheet. He explained the points program for the benefit of new members.

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October 3, 2012 Membership Meeting Minutes, Continued

Kim said everyone should have received a copy by email of the updated club **By-Laws**. These changes will be voted on at the November membership meeting. He reminded everyone to read them and suggest any additional changes as they see fit. He has already received some suggestions and will be sending an updated copy to everyone this week. He urged everyone to be prepared to vote.

Public Relations Director: Randy Buck had nothing new to report.

Social Director: Sandy Bechtel reviewed the list of social events coming up in the next few months. We have a **Color Tour**, a weekend get-away to **Portage Point Inn, Bingo at Tamarack senior apartments** and the **Holiday Party**. She asked **Ted Lasher** to comment on the upcoming color tour. Ted explained the basics for the benefit of guests & new members. He reminded everyone to bring their walkie-talkies. Sandy then celebrated October birthdays.

Appointee Reports:

Chaplain: Gary Wyma was absent.

Hearts and Flowers: Julie Lasher reported she had sent get well cards to **Sandy Bechtel, Connie Taylor, Larry Wight** and **Janet Litrenta** and a birthday card to **Dick Iding**, our sponsor. She also gave an update on Connie's progress.

Historian: Sue Keith gave an explanation of the numbers on the **NCCC** membership cards. All **CCCC** member cards have an MI for the Michigan Region and a 003 which means our club was a charter member of the NCCC and was one of the six clubs who formed the NCCC back in 1959. Members can read the related article by Sue in the October club newsletter.

NCM Ambassador: Joe Thomas was absent.

Photographer: Ted Lasher explained for our new members about the pictures pages on our website and that he needed a picture of their car.

Quartermaster: Randy Putmon was absent.

Sergeant-at-Arms: Robert Ribar had nothing to report.

Webmaster: Gloria Reiffer had nothing to report.

Member Comments:

Dave Cripe told everyone about a **Fall Festival and Car Show** in Elsie, Michigan this coming weekend.

Craig then turned the meeting over to **Colleen Bratschi** to reveal the final nominees for 2013 board positions.

Following are those nominees who agreed to run:

Vice President: Simon Reiffer

Treasurer: Mike Britz, Katherine Twining

Secretary: Katherine Twining

Competition: Howard Parks

Editor: Scott Bauries

Membership: Dave Pursel, Angela Hyde

Public Relations: Bob Maynard, Milton Scales,
Carlos Litrenta

Points Director: Howard Hein

Social Director: Janet Litrenta

Colleen said that no one had agreed to run for **President**. Nominations were then closed for all positions except President. Colleen asked that those who had previously been nominated for President please reconsider. These people included **Ted Lasher, Rich Bratschi, Kim Keith, Mike Britz** and **Sandy Bechtel**.

The 50/50 raffle was won by **Chuck Miller**.

The meeting was adjourned at 8:10 P.M.

Respectfully submitted by **Janet Iansiti, Secretary**



Capital City Corvette Club

October 17, 2012 Board of Directors Meeting Minutes

President Craig Iansiti called the meeting to order at 6:27 p.m.

There was a brief discussion about inviting our sponsor, **Dick Iding**, to our **Christmas Party** since we no longer do a Winter Fest party. Everyone agreed we should invite him and **Sandy Bechtel** said she would contact him right away.

Craig stated that he and **Randy Buck** would call on Dick at **Bud Kouts Chevrolet** and ask him to be our sponsor again for 2013.

Board of Director Reports:

Competition Director: Rich Bratschi said he had an email from **MCCC** stating they plan to make their September car show an annual sanctioned event and it would be on the Saturday of the 3rd weekend of September. This is the same weekend we normally hold **Horsepower at the Zoo**, except on Sunday, so Rich wanted everyone to know there could be a conflict.

Rich confirmed that he had at least six volunteers from the club to help with games at the Rally with the **JCC** on the 27th. He asked everyone to be there no later than 9:00 A.M. as registration starts at 9:30 A.M. and our games are the first event.

Editorial Director: was absent.

Governor/VP: Simon Reiffer reported that the regional meeting is coming up in two weeks and he will be voting on regional officers and by-law changes.

Membership Director: Dave Pursel said we are at 104 members as of the last meeting and 58 FCOAs. He discussed the 2013 dues and said about 40 members had paid so far. He reported he is having communication problems with the FCOA Membership Director. The Keith's signed their grandson up this past March and he still has not received the membership package. Dave has made contact with others in the region who will try to help him resolve the problem.

Points Director: Kim Keith said points were up to date through the recent color tour. He turned in money to the treasurer for static clings sold this year. He said we would need to do our awards presentations at the

March membership meeting as January is too soon to have the final points tallied and he will be absent in February. He confirmed the amount of money budgeted for awards.

Kim has had no feedback on the by-law changes since the last meeting. He plans to offer the membership one more chance to make comments and ask questions at the November membership meeting and then put them up for a vote of approval. He asked if the board had any additional changes and if not, for a vote of approval. It was moved, seconded and approved that the by-law changes be presented to the membership as written. Kim will see that Gloria has a final copy to post on the website.

Public Relations Director: Randy Buck was absent.

Secretary: Janet Iansiti had nothing to report as minutes were approved by email.

Social Director: Sandy Bechtel reported she has 13 volunteers so far for the **bingo** event at **Tamarack apartments**. Volunteers will bring desserts and prizes. 21 people have signed up so far for the **Christmas party** at **Coral Gables**. She needs a minimum of 30 people to get the room and the price.

We may have a conflict with the zoo if we have our **Horsepower** show on the third Sunday of September, the 15th, but the date of Sunday the 22nd is open. Everyone agreed we should move to the 22nd. Sandy then discussed her plans to get flyers out early and the requirements of having it a sanctioned show.

Sandy said there is one more drive and dine that might be scheduled for the weekend before Thanksgiving. It will be a Toys for Tots event.

Treasurer: Mike Britz said he had emailed the most recent numbers to everyone just prior to the meeting and there are no changes.

Rich Bratschi asked how much money had been budgeted for charity this year. Mike said we still had all but \$100 of the budgeted funds available. It was discussed and decided we would ask the club to donate the remaining amount in the budget to the **Lan-**

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sing Food Bank, St. Vincent's Home and the VFW Home.

Appointee Reports:

Chaplain: Gary Wyma was absent.

Hearts and Flowers: Julie Lasher was absent.

Historian: Sue Keith reminded the current board members that if they are not running for the 2013 board they should be prepared to pass on their SOP CD to whoever takes their place on the board.

NCM Ambassador: Joe Thomas was absent.

Photographer: Ted Lasher was absent.

Quartermaster: Randy Putmon was absent.

Sergeant-at-Arms: Robert Ribar was absent.

Webmaster: Gloria Reiffer was absent.

Election Committee: Colleen Bratschi reported she had the ballots and absentee ballots printed and ready for the November meeting. We are still lacking a nominee for **President**, so she asked approval to use

the ballots as printed without a nominee for President. It was approved by the board that the position of president would remain open until there was a volunteer.

Colleen then discussed how the voting process would work and said **Sue Keith** had volunteered to help distribute and count ballots.

Member Input:

Kim Keith commented about our low speed event not making much money this year and said he has heard from others in the region that low speeds are losing popularity. He suggested that the club could make more money with less work if we hosted rallies instead. He said he would be willing to consult and help out if anyone wanted to try that next year.

Colleen Bratschi said the nominee for Competition Director for 2013 is looking forward to the position and has lots of good ideas about the low speed event.

The meeting was adjourned at 7:25 p.m.

Respectfully submitted by **Janet Iansiti, Secretary**



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