

# Lake Superior Corvette Club

In Michigan's Upper Peninsula

## Vette Waves

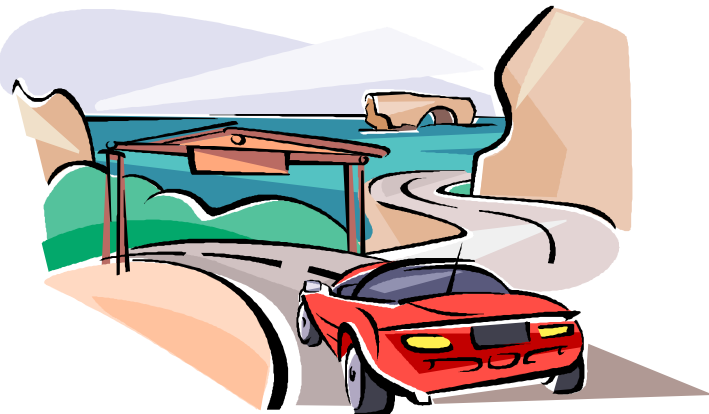
April 2007

### Presidents Letter — Gary Dionne

Dear Members,

As you all know, the cruising season is upon us, so I hope to see you all very soon. The board has changed our meeting location to get member participation, but so far we have not seen a soul. I hope some of you will plan to attend a meeting soon. We need your input and ideas when planning events. So, come and socialize with your fellow Vette enthusiasts. The Newsletter Editor is still looking for good Corvette stories. I have e-mailed some members to contribute their experiences, but have had no response. If you have a story you'd like to share, please let us know. E-mail myself or Yvonne Andersen so we can include your story in an upcoming newsletter. HOPE TO SEE YOU SOON.

**Gary R. Dionne**  
President LSCC



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## The Specifics - C2

The Stingray arrives.

1963 - For the first time a fixed roof (coupe) was available on a Corvette. The pointed hood bulge, known as the 'stinger', continued along the roof as a ridge through the rear window. This created the "split" and stopped at the tail lights. It also created a rear visibility problem and was then dropped in the 1964 models.

All engines remained the same as the 1962 models. But the new Corvettes were new inside and out.

**Firsts-** Hide away head lights, soft-ray tinted windows with side vents, air conditioning, power steering and real leather seats (if saddle tan interior was ordered). Independent rear suspension was part of the new chassis, which made handling and cornering easier.

### **Collectors note.**

A total of 199 ZO6 racing option Corvettes were built including, a fuel-injected 327 engine, heavy duty suspension, aluminum knock off wheels (which became an option to the general public in 1964), special cooling breaks, a 36 gallon fiberglass fuel tank and positraction rear axle.

ZO6 was initially coupe-only, but the later models excluded knock-off wheels and 36 gallon tank, and was available with convertibles.

### My favorite year.

1965-An important year for Corvette. Disc breaks became standard on all four wheels. A new class of engine known as Big Block was available late in the model year. The 396 cubic inch turbo jet could push out 425 horse power (the first time a Corvette motor was rated at over 400 h.p.). A 'bubble hood' with functional vents and a new cooling system were required for the 396. This was the one and only year the 396 engine was installed in a Corvette.

Small block 327's included a base 250 h.p., optional 300, 350, 365 and the last year for the 375 h. p. fuel-injected engine.

Interior upgrades included; real teakwood steering wheel with optional telescopic shaft, larger seating surfaces and redesigned armrests. The instruments were restyled with black flat faces and the area around the radio speakers were painted instead of vinyl. Power antenna, side mounted exhaust, goldwall tires and three external break vents located behind the front wheels were also available for the first time.

1965 was the last year for Carter name brand carburetors and solid lifter engines with air conditioning.

### **Last of the C2s**

1967- It was the Corvette that really was not meant to be. The body style patterned after the dream car Mako Shark (which came in 1968) was actually meant for the 67 year, but seemed too *wild* for the stylists. And the delay caused a one more year stretch for the Sting Ray.

**Cont'd on page 3**

## George's article (cont'd from page 2)

The exterior was cleaned up and gone were the Sting Ray script on the hood and back deck. There were no side fender flags. Even the wheels lost the 'spinner look' and a new rally and bolt on aluminum wheels became a first.

Seven different engine options could be ordered. Small blocks were base 300 and 350 h.p. 327s. Big block 427 cu.in. engines, introduced in 1966 were rated at 390, 400 and 435 h.p. The 400 and 435 h.p. engines came with a tri-carb, 3- two barrel carburetor set up. All 427 Corvettes came with a special 'air scoop' looking hood.

### **Collectors note:**

L-88. This was a well concealed factory built racer specially assembled on a separate line. The horse power rating was advertised in the sales brochures at 430, but the actual 'dyno tests' were between 530 and 620 h.p. (depending on who tuned them).

Why the lie? First of all, to keep these racers off the streets and second, to qualify this monster as a production race car. This engine was Zora Dontov's last shot at Cobra and Ferrari before the Feds started to regulate the car industry. Only 20 were made, so of all the C2 Corvettes built between 1963 and 67, collector's treasure this one the most.

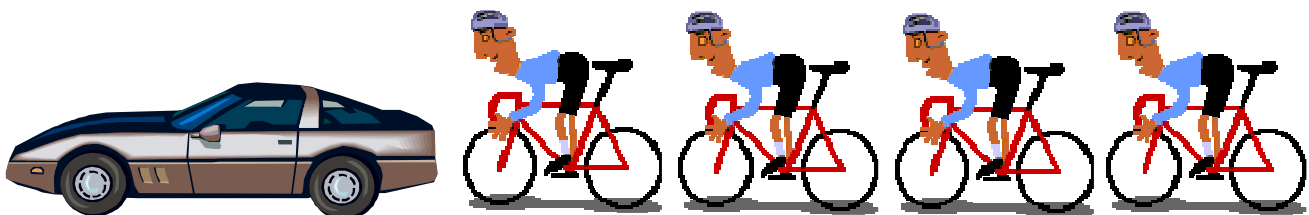
In the next Newsletter the C3s, so start thinking of taking off that car cover.

Regards: George Ellis

\* Editor's note: I can't help but chuckle to myself when I read this today (4/5/07) as the snow continues to fall, swirl and drift. At this rate George, we'll be lucky to get the car covers off in June!

## We Need Your Help (and car)!

*The LSCC has received a request from club member and major car show sponsor Jim Grundstrom regarding 6-8 club members (and their cars) to act as pace cars for the upcoming Superior Bike Fest on Saturday June 23, 2007. This is an excellent opportunity to show our community spirit and to provide our support to a long time club sponsor and fellow club member. We will be pacing both the 40 and 80 miles races which will begin and end at the YMCA. For the first time, the race has been opened up to the United States Cycling Federation which will, in all likelihood, increase ridership in the event. Subsequently, there is an increased need for PACE (or Protection and Awareness) vehicles. Please contact Bill Henry (contact information is listed on the first page) if you can offer your time and assistance to this worthwhile community event. Hope to see you there!*



# Why I Had To Have a Vette.....

by Bill

I remember well the day the quest began, and it left an image that I never forgot. It was the summer of 1963 and I was traveling to my grandparent's home in Sault Ste. Marie, Canada for a vacation, when 3 new 1963 split window coupes blew by our 1957 two tone Ford station wagon. I was hooked and decided on the spot that when I was old enough to drive, I'd have a Vette, not a 4 door, 6 passenger grocery getter like my dad. But, there were a few challenges first (and a major life learning curve), like money, school, money, marriage, money, kids, 4 door grocery getter, money, college..... You know this story.

Then, just a few years later, on Easter weekend of 2000 I bought my first Vette, a 1978-L48, 25<sup>th</sup> anniversary Stingray. It had an oyster interior, with a black cherry exterior. Emission standards had taken the heart out of Corvettes by this time, but I didn't care, I finally had my Corvette, even if it only had 185 h.p. It sure looked good! I thought my quest was complete! During that summer we installed a new interior and met a great group of Vette owners at the Seafoodfest. And so began our ties to LSCC and some great friendships.

After a few years of being around newer Vettes (mainly looking at the back of them on the highway), I realized the quest was not over. I was getting the upgrade bug. In the summer of 2002, a 6 speed, dark metallic blue, whopping 245 h.p. C4 became part of the fleet. Holy smokes, two Corvettes, I had it made! Well....at least for a little while, until the 78 had to go. The 89 was a significant upgrade and we were actually able to drive it on some extended trips that included two runs down to the Bloomington Gold Corvette show in St. Charles, IL. For sure, I thought, now my quest was over.

But it was not. Once again, in the fall of 2004 we had two Vettes, as our current 2000 torch red hardtop became part of the family. Once again, the transition from the C4 to C5 model was as impressive as from the C3 to C4, including ride, comfort, handling, and that critical factor, HORSEPOWER.


Perhaps the most impressive thing about my history with Vettes is that Ragene actually knew I had bought the cars and was very supportive, although not as impressed with horsepower as she is with color! So now, certainly, the quest must be over. Or is it?

**Dinner Runs/LSCC Events —2007** *Specific details of each event will be mailed to the membership*

Date	Event	Location
4-21-07	Dinner Run	Famer's Pine Mountain Resort
5 - 19	Dinner Run	Up North Lodge
6 -16	Potluck Picnic	Presque Isle Pavilion
7 - 9	Bay Cliff Give the Kids a Ride	Bay Cliff Health Camp
7- 21	Mystery Game Dinner Run	It's part of the mystery!
8 - 25	LSCC Car Show	Mattson Park
September	Color tour	TBD
October	Scavenger Hunt	TBD
December 8	Christmas Party	Landmark Inn

**Special Events—2007**

Date	Event and Location	Contact
5/18—9/16	Road America; Elkhart Lake WI SVRA Spring Vintage Weekend: May 18-20 June Sprints: June 21-24 Brian Redman Vintage Race: July 19-22 Ferrari Challenge: Aug 3-5 ALMS Generac 500: Aug 9-12 Fall Vintage Racing: Sept 14-16	Steve Luoma
June 2-3	Kruisin Klassics; Escanaba	Bill Henry
June 14—17	Bloomington Gold; St. Charles Illinois	Bill Henry
June 17	Iron River Fathers Day Show; Iron River	Jim Johnson
August 11	Buzz the Gut; Ishpeming	
August 24-25	Corvettes at Carlisle	Joe Pepin



**Show & Shine Sunday Sundaes**  
7PM; June 3 - September 2  
Meet at Presque Isle every Sunday evening, as you can, for ice cream, car talk and if it's really necessary, some exercise.

## **Actual Insurance Claim Explanations**

**Coming home, I drove into the wrong house and collided with a tree I didn't have.**

**The other car collided with mine without giving warning of its intention.**

**I thought my window was down, but I found it was up when I put my head through it.**

**I collided with a stationery truck coming the other way.**

**A truck backed through my windshield into my wife's face.**

**A pedestrian hit me and went under my car.**

**The guy was all over the road, I had to swerve a number of times before I hit him.**

**I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.**

**In an attempt to kill a fly, I drove into a telephone pole.**

**I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprang up, obscuring my vision and I did not see the other car.**

**I had been driving for 40 years when I fell asleep at the wheel and had an accident.**

**I was on my way to the doctor with rear end trouble when my universal joint gave way, causing me to have an accident.**

**As I approached the intersection, a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.**

**To avoid hitting the bumper of the car in front, I struck the pedestrian.**

**My car was legally parked as it backed into the other vehicle.**

**An invisible car came out of nowhere, struck my car and vanished.**

**I told the police I was not injured, but on removing my hat, I found I had a fractured skull.**

**I was sure the old fellow would never make it to the other side of the road when I struck him.**

**I saw a slow-moving, sad faced old gentleman as he bounced off the roof of my car.**

**The indirect cause of the accident was a little guy in a small car with a big mouth.**

**I was thrown from my car as it left the road. I was later found in a ditch by some cows.**