

# Lake Superior Corvette Club

In Michigan's Upper Peninsula

April 2008

## Vette Waves

### Presidents Letter — Gary Dionne

*Dear LSCC Members:*

*The driving season is just around the corner, so I hope to see all of you at an event this season. The Board has worked out a great schedule of events, and there is something that should interest everyone. Get 'em shined up and ready to roll, with the first event coming up soon. I hope we can have another great summer for cruising and gathering. Hope to see ya soon!*

*LSCC President,  
Gary Dionne*

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## *Why I Had To Have a Vette? ..... by Gary Dionne*



All my life I had been around or interested in cars. My father owned a garage here in Marquette. It seemed he had a different car home every couple of weeks and sometimes every other day. I remember back in high school, one of the rich kids in my class had a bright red 1964 coupe, 327 and a 4 speed. He just happened to give me a ride in it one day and I was hooked.

I remember around the time I was able to drive, hanging around with the Vieht boy's, John had a '67 big block, painted candy apple red, with fender flares, and a crazy loud side exhaust. It was so cool. At that time, I was going through a car every year or so, not a great way to save any money. Many of them I had to drive year around. Once in a while, I had one I could drive seasonally. But in the back of my mind, I knew I would one day own a Corvette of my own.

Saving my money and looking for a good investment, I was soon able to start my hunt for the best car I could find for the money. My search led me to Chicago, but no luck. I did, however, have a chance to see a whole lot of models with all the options. On my way home, just 50 miles south of Marquette, I found a possibility. A 1978 Silver Anniversary coupe, 350 automatic with two-tone paint, and red cloth interior. It was in good running condition, close to home and in my price range... perfect. It was in need of some TLC but that was ok with me, all I had was time. The L-48 engine had low mileage and no guts. After all, 185 horsepower from a 350cid was not that great, but it was again something I could work with. I really had that car looking great and it kept me very busy. Then along came a 1989 6speed. Now, this was what a Corvette was meant to be, and the rest is history, 1989 with 245hp. But then there was a 1993, 300hp. And still today, there is my 2000, LS-1 with 345hp and all I could get with "bolt-ons". What's next, who knows? I hope it's supercharged, with big brakes, a 6speed and just the right color. Come on LOTTO ticket!!!!!!!!!!!!

*Yet another great installment from our regular contributor, George Ellis*

## **The C-5's. 1997 - 2004**

**1997**

In past model changes, which had some carry - over's like chassis or engines, the C-5 model was all new, inside and out! The LS1 engine was still called a '*small block*' at 354 cubic inches but the output was 345 horsepower. Only 30 horsepower less than the ZR-1 option of 1990. LS1 was designed to go 100,000 miles between major servicing. The drive train was a trans-axle design with the transmission and differential in the same case at the rear axle. The exterior styling was '*all new*'. Returning were the rounded oval taillights, side coves and the '*coke bottle*'-shaped bodylines of the 1968. The 1997 Corvette was offered in *coupe only*. The wheel base increased 8 inches but the overall length was only 1 inch which increased room inside. It had a dual cock pit with hints of the C2 interior complete with grab bar on the passenger side. Black light instruments were all new. The emergency brake handle was re-located from left of the driver to the center counsel.

**1998**

In the previous year the Corvette had a lot of changes, but one thing was missing...a convertible. The new convertible for '98 was designed with a trunk which was missing from Corvette for the past 36 years. The interior was similar to the 1958 *water-fall* style seating which gave it a more classic sports car look. The drive train and engine remain the same as '97.

1,163 Pace Car replicas were sold with special trim which included purple paint with Indy graphics outside, yellow 5-spoke wheels, and black and yellow interior.

**1999**

A fixed hard top joined the coupe and convertible. The new hard top was the first Corvette since 1967 that was not an open-air car. But the better aerodynamics made it a lot faster. Z51 suspension was standard on all hard tops. A 'heads up' instrument display became standard. This allowed the driver to see the instruments in the windshield instead of looking down while driving.

**2001**

Styling remained the same but the LS1 engine got a five horsepower increase. The BIG NEWS was the Z06 hard top! A dual purpose, race track and public road vehicle. The LS6 engine was named after the 454 cubic inch 425 horsepower motor available in 1971. At 346 cubic inches it produced 385 horsepower. All Z06's had the 6-speed transmission only. Goodyear F1 tires improved handling. Exterior clues for Z06 was a screen mesh intake in front of the rear wheels for brake cooling, star shaped 10-spoke aluminum wheels, and red painted brake calipers.

2002

The ZO6 LS6 engine had it's horsepower rating increased to 405 with front fender badges, beefier front anti sway bars and rear shocks.

2003

This was a special year for Corvette being in production for a milestone 50 years! Corvette owners celebrated with a drive-in and parties at the Bowling Green, KY museum and manufacturing plant. A 50<sup>th</sup> anniversary edition Corvette was available. It included anniversary red paint, along with shale interior with coupe or convertible top. All 2003 Corvettes, including the ZO6, had 50<sup>th</sup> anniversary emblems on the nose and front fender.

2004

This was the last year for the C5's. A special commemorative edition recognizing Corvette's success at LaMans, was available. It included blue paint, shale interior, with seat embroidery and commemorative badges on the front bumper and rear deck. The ZO6 hardtop had silver and red center striping. The hood was high strength carbon fiber, reducing weight by ten pounds. ZO6 also came with polished aluminum wheels.

Hey Club members,

So, you're asking, "what about the 2000 Corvette"? The answer is 'NOTHIN'. There was nothing happening with the base models, therefore I don't have anything to tell you!

I hope you're all excited about the upcoming summer events and become more involved with the club by volunteering your time in club functions or running for office.

In the next newsletter, I will cover the C6's to the present models. See you in June!

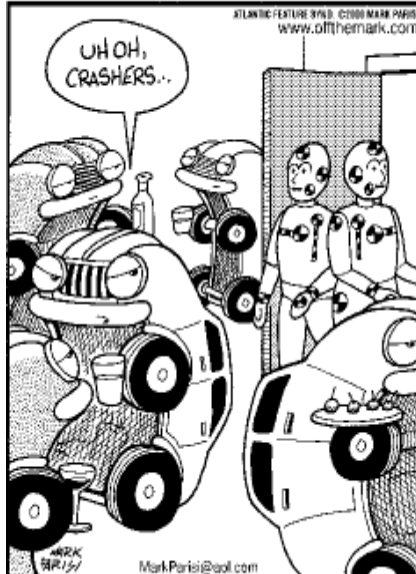
*George*

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## 2008 LSCC Events

April 19, 2008	Dinner run	Up North Lodge
May 17	Dinner run	Hardwood Steakhouse -Covington
June 28	UP Winery Tour	Manistique & Garden Peninsula
July 19	Golf Scramble & Picnic	Marquette
August 23	LSCC Car Show	Marquette
September 20 - 21	Overnight Fall Run	To the Mission Peninsula (Traverse City area)
October 11	Scavenger Hunt	Marquette
December 6	Christmas Party	Landmark Inn Marquette

Visit the 2008 event calendar at [www.upcars.com](http://www.upcars.com) for other UP and North Wisconsin car shows  
 Visit the 2008 event calendar at [www.roadamerica.com](http://www.roadamerica.com) for race dates

### *And now... some humor.*

A guy was on the side of the road hitchhiking on a really dark night in the middle of a thunder storm. Time passed slowly and no cars went by. It was raining so hard he could hardly see his hand in front of his face. Suddenly he saw a car moving slowly, approaching and appearing ghostlike in the rain. It slowly crept toward him and stopped. Wanting a ride really bad, the guy jumped in the car and closed the door, only then did he realize that there was nobody behind the wheel. The car slowly started moving and the guy was terrified, too scared to even think of jumping out and running.

The guy saw that the car was slowly approaching a sharp curve, still too scared to jump out, he started to pray and begging for his life; he was sure the ghost car would go off the road and into the marsh and he would surely drown, when just before the curve, a hand appeared through the driver's window and turned the steering wheel, guiding the car safely around the bend.

Paralyzed with fear, the guy watched the hand reappear every time they reached a curve. Finally the guy, scared to near death, had all he could take and jumped out of the car and ran to town. Wet and in shock, he went into a bar and voice quavering, ordered two shots of whiskey and then told everybody about his supernatural experience. A silence enveloped the bar and everybody got goosebumps when they realized the guy was telling the truth (and was not just some drunk).

About half an hour later two guys walked into the bar and one says to the other "Look Smitty, dere's dat idiot dat rode in our car when we wuz pushin' it in the rain!"

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There once was a lowly snail, who was busily crawling through the forest one day when he happens upon a Leprechaun, perched upon a toadstool. The Leprechaun looks down at the poor snail, crawling on his belly all his life, and takes pity on him. "Snail," he says. "I am going to grant you a wish. Whatever you want, you have only to ask."

The snail can't believe his luck! He thinks for a moment, and then excitedly exclaims, "Yes! I do have a wish! I want a brand new, shiny red Corvette Stingray!" The Leprechaun at first thinks that this is pretty strange, but then, considering that he is talking to a snail, perhaps not.

"And" continues the snail. "I want a bright, golden "S" painted on the doors, the hood and the trunk of my corvette." "You shall have your wish," responds the Leprechaun. With the wave of his hand, the snails wish is granted.

And now, whenever the snail roars through the forest in his shiny new corvette, with the big "S" on the side, all the other animals of the forest say... "Wow! Look at that crazy "S" car go!"

**HPDE  
High Performance Driving Education  
By Steve Luoma**

Do you remember as a kid going back to school in the fall and being asked to write about, "What I did last summer"? Well, this is a short story about how I spent several weekends this past summer learning to drive my Corvette fast, legally and safely on some of the most historic road courses in America.

This adventure actually started last winter when I received an e-mail from an Autocross contact about the National Auto Sport Association. I checked NASA out on the internet and discovered it was an organization that focused on high performance driving education for sports car enthusiasts. I had always wanted to try my hand at driving the Corvette on a race track, so I made plans to give HPDE a try.

The first event I attended was at Grattan Raceway, near down state Grand Rapids, in June. The first morning began with a drivers' meeting where I was introduced to my instructor, Dave. As it turned out, Dave drove a Z06 like mine and we hit it off right away. After some conversation about experience and expectations, I was off to rookie driving class. Because safety is such a big issue, we spent a lot of time going over the rules, the meaning of flags and a bunch of warnings about how this was not a race but a training program. Next it was time for my first track session and I was more than a little nervous. Fortunately Dave provided an intercom system so I had his reassuring voice in my ear keeping me under control. As we made our way around the track, he calmly explained the proper line, brake and turn in points, corner apex and exit points. Dave knew his stuff and was one very cool customer. I, on the other hand, was not so cool. As the session ended my head was spinning, sweat was running out of my helmet and I was on sensory overload. The speed combined with high turning loads were a strange sensation. I was amazed the car was able to do these things. This HPDE stuff was going to take some time getting used to.

The cycle of EDPD (Eat – Drink – Pee – Drive) would be repeated eight times over that weekend. Along the way I gained a lot of confidence in the car, and myself. I discovered driving a Corvette at speed on a twisty road course is a glorious thing. As I headed toward the bridge that Sunday evening I remember thinking, the experience was well worth the time and effort. This was going to be one really great Corvette Summer.

You can find information about HPDE and NASA on the web at [www.nasaproring.com](http://www.nasaproring.com)". Additional high performance information can be found at [www.corvetteforum.com](http://www.corvetteforum.com) under General Corvette, Autocross and Road Racing. And if I can answer any questions please e-mail me at:

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