

# Lake Superior Corvette Club

In Michigan's Upper Peninsula

## Vette Waves

July 2007

### Presidents Letter — Gary Dionne

Dear Members,

As you all know, the cruising season is in full swing and events are coming fast and furious. The last few events have been well attended, meetings however have not.

Members, we need your help and input, please attend a meeting soon. Our new meeting place is the SKYBOX sports bar above the Matrix in downtown Marquette. Meetings are held the second Wednesday of every month at 7:00 pm.

Bikefest is upon us and we should have a good showing of Corvettes for Jim, thanks to all that volunteered. July brings even more events, so sign up, volunteer, come out and have some fun. Meeting July 11th, Bay Cliff July 15th, Mystery Dinner July 21st and our Car Show on August 25th.

I am glad to see we are still getting new members coming in, I think the word is still getting around. I hope to see you at an event soon, and don't forget Sunday sun-dae's.

YOUR PRESIDENT,  
GARY DIONNE

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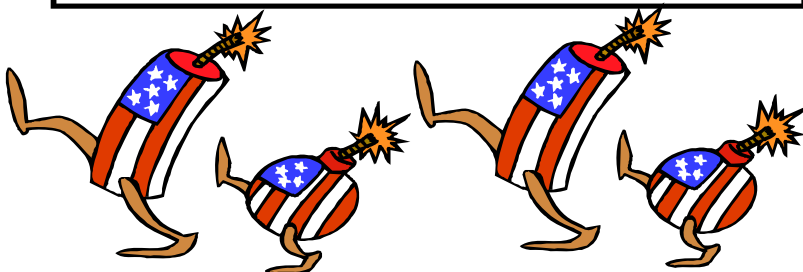
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*Yet another great installment from our regular contributor, George Ellis*

## The Specifics - C3

This generation ran 15 years, the longest to date.

### 1968 - "All different"

Styled after the Manta Ray and Mako Shark II concept cars, the new body design became a classic. The Corvettes to follow including the C-4, C-5 and C-6 generations would keep the same basic lines and be recognized as a '68 relative.

The wheel base remained the same as the 1967, but had a much lower profile, due to the seats being angled from 25 to 30 degrees. The interior was also redesigned with a one piece door panel and a wider center console to allow for the new three speed Turbo-Hydra-Matic vs. the old 2-speed power glide transmission.

A new fiber optic light monitoring system became standard (until 1972). 1968 was the last year for a dash-mounted ignition switch (until 1997). Coupes had removable T-top panels and a removable rear window to create a 'roll bar' effect. The battery was moved from the engine compartment to behind the driver's seat for better weight distribution. A new Astro-ventilation system replaced the side vent windows found in the '63-'67 models. This took air from the front dash vents through the interior and out a panel behind the back window.

The exterior of the '68 featured pop-up hidden head lights operated by a vacuum system from the intake manifold (instead of rotating electronically like the 1963-67 models). Windshield wipers were hidden under a panel and operated by the same system. The door handles operated by a spring-loaded finger plate and a separate release button was unique to that year. All '68 engines were carried over from the '67's, but this was the last year for the legendary 327. Side mounted exhaust was not an available option.

### 1969-

The body style remained the same, but the *Stingray* script on the front fenders came back as one word. This was the first year for a new 350 cubic inch, small block engine with a base 300 horsepower and a 350 horsepower option. Also new, were the steering column ignition switch, 8-inch wheel rim width, head light washers, and map pockets on the passenger side interior. This was the last year for the 427-cubic inch Big Block.

Only two Corvettes, which are now privately owned, were ordered with the ZL-1 racing option. This option included the L-88, all aluminum block 427 cubic inch engine, special heavy duty power brakes, transistor ignition, special front and rear suspension, positraction, M-22 transmission, and special paint striping.

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## Why I Had To Have a Vette? ..... by Sue John-



After reading the April Newsletter I was laughing so hard that I figured I'd better write my story now while I'm in a "humorous" condition. (Before I have to make another car payment).

Growing up as a teenager in the 60's, fast cars naturally caught my attention. However, I was really stuck on that cute little T-Bird back then, (you know, the one with the little port-hole window on the sides). I never expected to marry a Vette-Man. In fact, I didn't even know how much he liked them. Jim sacrificed his desires for his Vette in order to take care of me, Lisa, Jeff, homes, parents, cabin, job, etc. They say that good things come to those who wait.....

Well, in 1993 Jim found his first "other" love in Car Buyers Magazine---a '74 RED Shark----towed it home from Wisc.---then drove it around the block till it ran out of gas---made me push it back to the driveway & into the garage---still wondering why he let it run out of gas.

With garage ready & all the lights on he started taking it apart (marking each part of course). For the next 7 years I had to go out to the garage to visit with him. He even installed a TV out there so I could sit in a rocker & watch movies or football games with him. Our son, Jeff helped him, especially taking it apart. Fortunately, at the same time I was just learning to play the guitar. So I had plenty of time to sharpen my skills and played at many church functions.

Before the car was finished, Jim took me to my first Car Show---the Vette Show in St. Ignace. I tried not to act bored and enjoyed the day---UNTIL---the cars were all lining up for a parade. I heard a loud, throaty rumble behind me---when I turned around there was the cutest little light blue convertible---LOVE AT FIRST SIGHT ! It must have reminded me of my high school days. (OK, I'm beginning to GET IT)

Back home again---I was so proud of Jim's '74 Med. Red Vette---I couldn't believe how many parts there are in a car and how do you know how to put them all together??? And I enjoyed the smile on his face when he drove it. I also enjoyed the wind in my hair with the T-tops off. (OK, OK! I'm getting it!) The newly-formed Corvette Club was so supportive of Jim's venture that they even let him join before the car was on the road. Then they all had to help him road test it. So we had several good years and many trophies with the '74.

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

Date	Event	Location
7-15	Give the Kids A Ride!	Bay Cliff
7- 21	Mystery Game Dinner Run	<b>It's part of the mystery!</b> Starting point will be e-mailed to you once you have signed up.
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 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
August 11	Buzz the Gut; Ishpeming	
August 24-25	Corvettes at Carlisle	Joe Pepin



**And don't forget about Sunday Sundaes!**  
**Every Sunday at 7PM at Presque Isle: June 3 - September 2.**  
**Ice cream, car talk and oh hell, who are we kidding, no one walks around the island, they just stand and talk!**



**Event Round-up:**

**BIKE FEST:**

Bike Fest 2007 in Marquette not only had 500+ riders, national sanctioning and big money prizes this year, but also saw LSCC members and their Vettes as official pace cars for the 55 mile Citizens, the 35 mile Citizens and the 35 mile Tour races. This event gets bigger and bigger every year and by special request, it was our pleasure to participate. Our representation should expand next year, so be sure to keep this in mind, volunteer early and join the fun. Once again, our thanks to Jim Grundstrom and the organizers of Bike Fest 2007 for having us.

**STONEHOUSE DINNER RUN:**

The June Dinner run and picnic to Escanaba Stonehouse ran into some rainy weather, but that didn't dampen any spirits for taking a ride. In fact, the only ones that really got damp were the "adventurousome Jerry's" who road the whole way with windows down and smiles on their faces. We had to cancel the fun in the park but stopped instead at Herford & Hops to have a few beverages and let Gary and Pat dry out a bit. A good crowd made for a great time and wonderful meal. We welcomed the Clarks as new members and, of course, the weather cleared up for the drive home.

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

### 1970-

Again, the body design remained the same with only minor changes. The fender side vents were an egg-crate, versus the 3 vertical slot design found on the '68 & '69 models. In addition, fender flairs were added behind both wheel wells to cut down on damage due to road debris. Small block engines remained the same, but a new solid lifter, high performance, 370 horse power 350 cubic inch LT-1 option was available with a Big-Block hood. Big block engines were increased to 454 cubic inches, the biggest ever in a production Corvette!

#### Collector's Note:

Only 25, ZR-1 special purpose engine packages were built in 1970, which included LT-1, M-22 transmission, aluminum radiator, and special suspension.

### 1971-

The body style was a carry over from 1970. Due to a labor dispute, a longer production run in 1969 shortened the 1970 model by 4 months. Chevrolet, then treated 1971 as an *extension* of the 1970. (Lower octane requirements were a higher priority than design changes).

To accommodate the low-lead fuels, retuned engines with lower compression ratios, resulted in lower horse power ratings.

#### Collector's Note:

Corvette still had a monster! Only 188 LS-6, 454 cubic inch , 425 horse power Corvettes were built. Designed to operate on low-lead fuel, it won the 'Horse Power Race' that year.

### 1972-

The body style remained the same, but that model's *appearance* was associated with an 'end of an era'. The fiber optic system was replaced with an anti-theft, horn-sounding device, included in the base price. Horse power ratings dropped to 200 for the base, 350 cubic inch, and 270 horse power for the 454.

LT-1 option Corvettes could be ordered with air-conditioning which accounted for 4% of total production..

This was the last year for front and rear chrome bumpers.....

In next month's newsletter, I will cover the 'rest of the story' ....1973 through 1982 C-3 generation.

I hope you are all bonding with your fiber-glass fantasies!

Regards, George Ellis

## Why I Had to Have A Vette (cont'd from page 4)

In Dec. of 2002, Jim's friend in Florida was possibly dying from cancer and needed to sell his Chevelle and his beloved Vette. He also needed some help at home to give his brother & his caregiver a rest. We decided that both the visit & the Vette would be good things to do, so Jim got ready to go in January. At the last minute I decided to go along since I had several days off & I could fly back. When we arrived at Brian's home, Jim could hardly wait to show me the car (I hadn't quite figured out the C2 ,C3, thing yet). Was I surprised when I saw that same little blue convertible!!! And with the side pipes, well, you know how that sounds. Is this really ours??? So now you know why Jim calls the '66 Stingray "Sue's Car".

Look out Dennis, we'll still give you a run for the money!

(PS: Good News: Brian is still alive & well since his marrow transplant.)

## Quotations about cars and those who love them (or hate them).

The shortest distance between two points is under construction. ~ Noelle Altito.

If everything seems under control, you're just not going fast enough. ~ Mario Andretti.

A tree never hits an automobile except in self defense. ~ American Proverb.

That the automobile has practically reached the limit of its development is suggested by the fact that during the past year no improvements of a radical nature have been introduced. ~ Scientific American, June 2, 1909. [*This one is right up there with the former chairman of IBM saying that the world would only need two or three computers at most.*].

Except for the American woman, nothing interests the eye of the American man more than an automobile, or seems so important to him as an object of aesthetic appreciation.  
~ Alfred Hamilton Barr, Jr., first director of the Museum of Modern Art, New York.

Auto racing is boring except when a car is going at least 172 miles per hour upside down.  
~ Dave Barry.

The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers. ~ Dave Barry

Inventor: A person who makes an ingenious arrangement of wheels, levers and springs, and believes it civilization. - Ambrose Bierce. [*It may not be civilization, but it sounds like a good start on a hot rod...*]

Did you ever notice when you blow in a dog's face he gets mad at you? But when you take him in a car he sticks his head out the window. ~ Steve Bluestone.

Never lend your car to anyone to whom you have given birth. ~ Erma Bombeck.

Never have more children than you have car windows. ~ Erma Bombeck.

Have you ever noticed, when you're driving, that anyone driving slower than you is an "idiot", and anyone driving faster than you is a "maniac"? ~ George Carlin: *Carlin on Campus* (1984)