

Lake Superior Corvette Club

In Michigan's Upper Peninsula

Vette Waves

October 2007

Presidents Letter — Gary Dionne

Dear LSCC Members:

Another cruising season is coming to a close. That means that the club Color Tour (Sept.), Scavenger Hunt (Oct. 13th), and the Xmas Party (Dec. 8th) are right around the corner. Don't forget you must sign up for the Scavenger Hunt in order to participate. The "3 Queens of the Hunt" have put a lot of time in on this and it should be another great time this year.

At this time, I would also like to thank all the volunteers who made the 9th Annual Classic Car Show a huge success. You all did a great job.

YOUR PRESIDENT,
GARY DIONNE



2007 Club Officers

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Club questions?

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C3 (Continued from July)

1973 - “The Era Of The Rubber Bumper Commeth”

This was the only year Corvette came with two different bumpers. A ‘five-mph’ rubber in front, and chrome steel in the rear. The lifting windshield wiper panel was deleted to make way for a new hood with rear cold-air induction.

Cast aluminum wheels were offered in eight hundred sets (five per set). But due to the porosity problems, all were recalled except for a small number that are still in private hands. Off - road suspension (which required special heavy duty front and rear power brakes) and a M21 transmission was available. Only 45 units were built.

The base engine was 350 cubic inch and 190 horsepower. The 454 cubic inch LS-4 engine had a five horse power increase over the 1972 LS-5. A new L-82 350cubic inch, 250 horse power engine option that ran until 1980, was available.

1974 - This was the first year with body-colored urethane plastic (rubber bumpers) in the front and a new two-piece in back. This was the last year for the “Big Block” 454-cubic inch engine. This was also the last year Corvette without a catalytic converter. Also, the last year with ‘true dual’ exhaust. Fuel requirement was 91 octane. The alarm activator moved from the rear panel to the driver’s side fender.

1975 - This was the last year (until 1986) that a convertible model was available.

It was the first year for a single catalytic converted exhaust. All Corvette engines from 1975 - 1996 remained 350 cubic inches. The ‘75 engine was rated at its lowest of 165 horsepower. High energy ignition (HEI) appeared for the first time. This was different from the transistor ignitions of the previous years. This also ended distributor driven tachometers which switched to electronic tachometers.

The hood emblems for the L82 option first appeared in 1975 but some Corvettes were built without them. These were metal-chromed, raised letter and numbers.

1978 - Corvette’s 25th Anniversary year.

A special two-toned paint silver anniversary edition was offered. A new fast-backed rear end featured a larger window which created more room for luggage. The interior was re-designed with screw on arm rests instead of the one-piece molded panels introduced in 1965.

The dashboard instruments were ‘vertical-square’ versus the ‘rounded’ from earlier years. A glove box was added. 25th Anniversary emblems appeared on the front and back exterior. New wider 60-series tires became available as an option, requiring fender trimming for the tire clearance.

An Indy-500 pace car replica was also available. 6,000 pace cars were built. These cars had their own vehicle number sequence. They also had two-toned silver (lighter silver upper surface and darker silver lower surface) , divided by silver striping. Sport mirrors, which were introduced in 1977, and aluminum wheels were required.

(cont’d on page 4)

Why I Had To Have a Vette? by Linda



Why it's my turn.....

Back when I was a little girl my family watched Bonanza on television and the program was sponsored by Chevrolet. There would always be a commercial for the Corvette Stingray. I told my dad that when I grew up, that was the car I was going to buy. My dad would smile that particular smile used by dads when they don't want to dampen our dreams.

The years passed by and I busied myself with school, work, marriage and motherhood after the birth of our son. But I never forgot about my dream car, a bright shiny Corvette.

My husband, Bill, always had a motorcycle of some sort, including the dirt bike he wrenched on in the kitchen of our first apartment. He eventually worked his way up to the Harley Davidson Electra Glide Ultra Classic that he has now. I enjoyed riding on the back of his Harley even though he was the one deciding which direction to go. I told him that the next "toy" was going to be mine.

Without my knowledge Bill surfed the web looking for my dream car. In July 2003, on a sunny afternoon, he persuaded me to go on a drive with him but he wouldn't tell me where we were going. Little did I realize that he was taking me to an out of the way antique auto dealer. The goose bumps started as we pulled into the parking lot. There, inside was my dream car, a white 1972 Corvette Stingray! Even better, it had a 4-speed manual transmission. No slush box for me. I took it for a spin and thought it was like driving a banquet table. But – it was fun and three days later I drove it home.

Now, my toy needed some tender loving care and some parts...a few more parts....and still a few more. It doesn't matter; she is a lot of fun to drive and continues to be a work in progress. I love the looks we get going down the road. Bill's Harley might have that distinctive "potato-potato-potato" sound but nothing sounds like my old V-8 engine.

I didn't get to drive her at all during the summer of 2005 because I was recovering from surgery and undergoing chemotherapy for breast cancer. My baby sat in the garage waiting for me until I had regained the strength to shift those gears again.

In a sense, both of us are survivors. We each have given up some old parts, had some updated parts installed and been spruced up. Nowadays it's my turn to feel the wind in my hair and decide which way to go as MY toy and I go on Sunday drives enjoying the UP spring, summer and autumn.

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

1981- August 1st; the last Corvette was built at the St. Louis assembly plant.

This was the last year for 4-speed transmission. It would resurface in 1984. An anti-theft alarm system was improved this year by the addition of an ignition interrupt to prevent engine start.

1982 - This model ended the C-3 generation. All Corvettes were built at the new Bowling Green, Kentucky assembly plant. This was the first year for a Cross-Fire injection engine. This wasn't fuel injection like the 1957 - 1965 Corvettes, rather, it combined two injectors with a computer command controlled system.

All '82 models had a new 4-speed automatic transmission, which used a higher first gear to improve acceleration. This was the last year for the 8-track tape option, which was introduced in 1977. To honor the close of the C-3 model, a "collector edition" option was available. It had a lifting rear hatchback glass window. A Corvette first! Special wheels styled to resemble the 1967 bolt-on option, a silver/beige paint trim, and silver/beige interior.

In conclusion, with so much history to cover, I could have filled many more pages. I hope you enjoyed the C-3 specifics. In the next newsletter, I will cover the C-4s.

Regards,
George Ellis

It's almost time to start thinking about putting your Corvette away for the winter & Frei Chevrolet is ready to help you out!

Bring in your Corvette for your last oil change of the year, and we'll also check your anti-freeze, belts, hoses and condition of coolant. Send in your receipt from your Mobil 1 oil change and completed certificate to Mobil 1 and they will send you a check for \$10 to use the next time one of your vehicles is in for service at Frei Chevrolet. Rebate ends November 30, 2007.



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

Date	Event	Location
October 13	Scavenger Hunt	Details will be e-mailed to you once you pre register. Hurry up!
December 8	Christmas Party	Landmark Inn

OCTOBER ROAD RALLY & SCAVENGER HUNT

MARK YOU CALENDARS NOW!!
SATURDAY, OCTOBER 13TH

Briefing at 2:30.....Departure at 3:00 pm.....Dinner at 7:00pm
If you didn't participate last year, you missed one of the best club activities for the riding season. Rumors abound that King William and his beloved Queen Ragene plan to repeat as rally winners but other members have expressed their plan to unseat them. Jean and Larry Lawless are determined to move up in the standings and award the Red Lantern Trophy to a new, more deserving team. The day is filled with fun, games and competition ending with a dinner and the awards ceremony.

PLEASE RSVP NOW!

dnhenderson@sbcglobal.net or 249-9543

Starting point, required items and scavenger hunt rules will only be sent to teams preregistered! The deadline is approaching rapidly!!

NOTE: If you're a single or will be a single for the day, please let us know as we'll try to keep a list and pair you up with another club member. See you on the 13th.

The Queens of Scavenge

Yvonne, Linda & Nancy

