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2011

Vette Gazette

Member - National Council of Corvette Clubs (NCCC)

Volume 43

December 2011

Issue 12

2011 OFFICERS

President:	Bob Berkebile*
Vice President:	Tom Folk*
Governor:	Rich Miller*
Treasurer:	Forrest Allison*
Secretary:	Sue Briddell*
Membership:	Anita Reigart*
Publications:	Stu Jones*
Circulation:	Stu Jones
Past Pres:	Ed Naylor*
Historian:	Jerry Heckener
Program Chr:	Mike Boyer*
Parade Coord:	Norma Triplett
Web Coord:	Jeannette Voucht

*YOUR BOARD OF DIRECTORS

WEB SITE

<http://www.york-vette.org>

CLUB ADDRESS

York County Corvette Club
P.O. Box 3033
York, PA 17402

MEMBERSHIP MEETINGS

2nd Wednesday Each Month @ 7:00 p.m.
The Great American Saloon
20 Dairyland Square, Red Lion
(717) 246-9548

CLUB SPONSOR

Thornton Chevrolet
180 S. Main Street
Manchester, PA 17345
717/266-8800 or 866/966-8800

CLUB CHARITIES

The Chip Miller Charitable Foundation and the York County Children's Advocacy.

FROM THE DRIVER'S SEAT

By YCCC President Bob Berkebile

The year 2011 is winding down & most of our Corvette functions are finished for the year. Don't forget about our Christmas dinner & meeting (and bring your exchange gifts and dessert).

I would like to thank Sue Briddell and Rich Miller for their service on the Board of Directors. They both stepped up and did an excellent job for the club. I would like to also welcome Jeff Walker and Brenda Heckener to the Board for 2012.

A good New Year's Resolution for the club would be for all members to get more involved. Step up and volunteer. Remember, it's your club and your club is what you make it.

Have a very Merry Christmas and a safe New Year. **Keep on Vett'n - Bob**

YCCC Membership Meeting Minutes Wednesday, October 12, 2011

Submitted by Sue Briddell

President, Bob Berkebile, called the meeting to order at 7:04 PM.

Officer's Reports

Secretary - Sue Briddell - The minutes were approved as printed in the Newsletter.

President - Bob Berkebile - Bob read the names of members celebrating birthdays in November.

Positive issues: Jeff Walker said twelve YCCC cars traveled to West Chester PA on November 6 and four were awarded prizes. The winners were Mike Boyer, Mo Ranc, Jack Rogers and George Trocki. The event raised approximately \$15,000 for the Chip Miller Foundation.

Negative issues: None.

Members are asked to call Anita Reigart (755-0782) if they plan to eat at the annual Christmas Dinner Meeting on December 14.

Vice-President - Tom Folk - Tom conducted the 50/50 drawing. Winners were Teena Jones, Louise Griffith and Carole Plowman.

The annual Banquet will be held at Heritage Hills on February 25, 2012. Dress is semi-formal. There will be a cash bar beginning at 6:00 PM. with dinner served at 7:00 PM. Members will need to choose an entree at the January Membership Meeting. The cost of the Banquet is \$25 per person. Anita Reigart will have a list of those members who have earned free meals at the January meeting. There will be dancing from 8:00 -11:00 PM and hotel rooms will be available at a cost of \$99 for members who choose to remain overnight.

Governor - Rich Miller - Show dates for 2012 will be confirmed at the December 3rd Governor's Meeting in Grantville.

Treasurer - Forrest Allison - No check has been received from Corvettes at Carlisle to date. There was some problem with e-mailing our tabulation. That has been resolved. The charity fund will have in excess of \$1,000 after parade money is tallied.

Tim Emig made a motion to approve the report and pay the bills. Larry Lentz seconded.

Publications - Stu Jones - Stu is posting photos of YCCC events on the website and he encourages members to send /give him pictures they would like posted. Any picture you see and like can be downloaded free.

Committee Reports

Membership - Anita Reigart - The Club has 168 members. To date, 140 have renewed their memberships. Seventy were present at the meeting and fifty had the meal. Five guests were voted into the Club as new members: Judy Goughnour, Felicia and Bryan Rohrbaugh and Terri

and Steve Vrabel.

Anita reminded members of the gift exchange at the December meeting. If you wish to receive a gift, bring one marked male or female that costs around \$10. Desserts are welcome at the December meeting, bring your favorite to share.

Parade Coordinator - Norma Triplett - The Halloween Parade was canceled because of snow.

Parades are finished for this year! Norma will begin work on the St. Patrick's Day Parade in January.

Program - Mike Boyer - The flag for the Corvette Cheer was held by Judy Goughnour and Mo Ranc.

Jeff Walker reported final numbers for the Hooter's Show and Mike Boyer delineated costs for the Rhinebeck trip.

The Halloween Party was canceled because of snow.

Thirty-two Corvettes made the Covered Bridge Run on October 23. Every generation was represented (C1 thru C6). Many thanks to Jeff Walker (York Excavating) for printing directions and history.

Eight members from the Club will be making the trip to **New York on November 19** for the Radio City Christmas Show.

Old Business - Bob Berkebile read the names of proposed YCCC Officers for 2012. Tim Emig moved to close the nominations and the slate of officers was accepted.

New Business - None

Adjournment - The meeting was adjourned at 7:54 P.M.

Calendar Upcoming events and beyond

14 Dec 2011 - YCCC Regular Meeting & Christmas Dinner -

SPECIAL NOTICE - Please let Anita Reigart know if you are coming to the December meeting (whether you are eating or just attending the meeting). After the recent meeting, your Board decided that this Christmas Dinner will be subsidized by the club, as in previous years. Any member who has a Birthday in December

(and attends the Christmas dinner) - your meal will be subsidized at the January Meeting (\$10.00). Starting with the January Birthdays - there will be no birthday costs paid by the club. Next year's Christmas meal will be at regular meal rates. We will be having the usual Christmas menu of Roast Turkey, Filling, Gravy, Baked Ham, Red Skin Mashed Potatoes and Green Beans. We need to notify the Great American Saloon of the number of members who will be eating so they can plan accordingly. If you do sign up, and something unforeseen comes up, please call Anita Reigart (755-0782) and let her know so she can take your name off the list. If you are signed up and do not attend, you will be charged for the meal.

12 Feb 2012 - Duck Pin Bowling with Topper Noel in Hampstead MD, details later.

25 Feb 2012 - YCCC Awards Banquet - Mark your calendars. This will be held at Heritage Hills resort. Over forty members have earned a free meal. Others will pay a subsidized price of \$25 per person. The event will start with a cash bar with Hors d'oeuvres from 6 - 7 pm, followed by dinner from 7 - 8 pm. When you sign up you will be asked to choose between Roast Prime Rib, Chicken Oscar and Stuffed Salmon. The meal will include: Salad, Warm Rolls, Fresh Steamed Vegetables, Twice Baked Potatoes, Coffee, Tea, and Iced Tea, followed by Dessert. A DJ will spin favorites from 8 - 11 pm. There will be awards and Gifts. Please sign up soon so plans can be finalized.

06 May 2012 - Thornton Show, details later.

20 May 2012 - Details later.

09 Jun 2012 - Markets at Shrewsbury, details later.

13 - 14 Jul 2012 - Vette Show @ Muscle Car Madness, details later.

25 Aug 2012 - Corvettes @ Carlisle, more details later.

07 Oct 2012 - Hooters Show details later.

Potential additions to Calendar -

March 2012 - Bowling with members of the Cumberland Valley Corvette Club in York, details later.

May 2012 - A run to Fort McHenry, details later.

Jun 2012 - Museum and Factory Tour of Corvette Plant in Bowling Green, KY.

Jul 2012 - A run to Arlington to see the Marine Sunset Parade, details later.

Aug 2012 - Corvettes on the Bay @ City Docks Annapolis, details later.

Sep 2012 - NCCC Annual Convention - Topeka, KS.

Sep 2012 - Lap America Mike Boyer is planning.

Oct 2012 - Thousand Islands - a "fun trip," not a car event. Forrest Allison planning.

2013 - Alaska bound again.

For YCCC and more NCCC events check:
http://www.ernccc.org/comp/points/Doc_points/cal.pdf?token=f7f0fb54400a70e4487af699b1d38e9c04933c50|1302976500#PDFP

For the National Corvette Museum list check:
http://www.corvettemuseum.com/calendar/nccm_events_2011.shtml.

Notices

Nametags - When you sign in for the regular meeting Anita will have a sign-up sheet for any member wanting a new/replacement nametag. If a member has lost their name tag and wants a new one, they will have to pay the current price for the replacement nametag.

Sunday News Car Stuff - We are now updating our show information in the Sunday Paper. Jeannette Vought is handling. The Sunday News is looking for input for their "Wheels of the Week" feature. If interested submit a picture of your car with a short caption to Caryn Rupert @ cshaffer@ydr.com.

Parade Needs by Norma Triplett (487-2091)

Please check YCCC Website, select Forums and check out Parades and Homecomings section under members only. If you have interest in joining a parade or any questions call Norma e-mail @ na.triplett@hotmail.com.

Website Administrator: Please note that Jeannette Voucht is our Website Administrator and will address questions, concerns and suggestions regarding the YCCC Website. You can contact Jeannette at 717-495-1607 or jmvoucht@verizon.net.

From Publisher: This is the member's newsletter. Suggestions for content and contributions of material are welcome. Occasionally, there will be Corvette "Stuff" of general interest to members too lengthy to be included with the mailed edition of the newsletter. These will be e-mailed to those receiving the newsletter by e-mail. If you are not on that list and would like to have these "bonus" files, E-mail or call Stu Jones.

Note: New photos posted on YCCC website. Go to our website, on the opening page (before signing in) click

photos and click the new galleries. Recent New Postings:

BARGAIN FOR KIDS

(See <http://www.corvettesnccc.org/fcoa1.html>)

The NCCC sponsors the Future Corvette Owners Association for kids. This is a great deal for your kids, grandkids, nieces and nephews who are under the age of 16. It's a unique "Corvette Club for kids" formed to interest the younger generation in the Corvette hobby. The website will explain the benefits and provide an application to join. A total \$10 fee (new 2011 price) which covers membership for date of application until age of 16. Check it out.

Corvettes/Corvette Stuff for Sale

This space is available to advertise member's Corvettes and Corvette stuff. Contact Stu Jones @ 717-755-4586.

Sold my C5 - Stuff for Sale

- **Car Cover** - C5 (1998 - 04) very nice, w/mirror pockets and front nose embroidered emblem - \$75
- **Garage Storage Rack** for C5 (1998 - 04) Removable Hardtop for convertible, hang the top on your wall when not using - \$30.
- **Rotating Carousel** for car replica, battery operated (1 size D) Mint Condition - \$15.
- **Black Leather Jacket (LG)**, C5 emblem embroidered front and back - \$50.

Contact Evan King - 717-764-8672



This is a local (East Berlin) 1979 Corvette. 40k miles, V-8 with Heat/A/C. I am only the second owner. The car is in very good condition. This car was serviced by a local mechanic for all oil changes and inspections. Car runs very well and is certainly a looker! My asking price is \$11,000. A great price for such a car. Please call 717-968-5905 for more information or photos.

New Member Profiles: When you join YCCC we ask for a new member profile and you get your picture taken resulting in the member profiles.

New Member Profiles will be printed here as time permits.

ELECTRONICALLY DISCONNECTED: We are not able to e-mail the following members at the addresses shown:

Repair in Progress: If any club member knows of a member who is in the hospital, has had surgery or has lost a loved one; please notify Tom Folk (717) 767-5575, tomgeman67@gmail.com or one of the other Board Members.

December Birthdays - Happy Birthday to All!

3 rd	Jeff Freedman
3 rd	Kathy Walker
7 th	Cathi Ennis
8 th	Samuel Griffith
12 th	Donald Chronister
15 th	Kathy Whitebread
16 th	Sue Markel
16 th	Maurice Ranc (Mo)
17 th	Edward Naylor
18 th	Tracey Siegel
19 th	Michael Jones
20 th	James Keagy
22 nd	Millard Whitebread
24 th	Carol Brillhart
24 th	Pat Hughes
24 th	Nancy Barbour
25 th	Brenda Anstine
26 th	Joseph Gary
28 th	Christine Stetzer
30 th	Carole Plowman

Story (submitted by Don Z.) - A little-known story from the Pentagon on 09/11/2001 - From Kathy Tidwell - During a visit with a fellow chaplain, who happened to be assigned to the Pentagon, I had a chance to hear a first-hand account of an incident that happened right after Flight 77 hit the Pentagon.

The chaplain told me what happened at a daycare center near where the impact occurred. This daycare had many children, including infants who were in heavy cribs. The daycare supervisor, looking at all the children they needed to evacuate, was in a panic over what they could do. There were many children, mostly toddlers, as well as the infants that would need to be taken out with the cribs. There was no time to try to bundle them into carriers and strollers. Just then a young Marine came running into the center and asked what they needed. After hearing what the center director was trying to do, he ran back out into the

hallway and disappeared. The director thought, 'Well, here we are-on our own.'

About 2 minutes later, that Marine returned with 40 other Marines in tow. Each of them grabbed a crib with a child, and the rest started gathering up toddlers. The director and her staff then helped them take all the children out of the center and down toward the park near the Potomac and the Pentagon. Once they got about 3/4 of a mile outside the building, the Marines stopped in the park, and then did a fabulous thing - they formed a circle with the cribs, which were quite sturdy and heavy, like the covered wagons in the Old West. Inside this circle of cribs, they put the toddlers, to keep them from wandering off. Outside this circle were the 40 Marines, forming a perimeter around the children and waiting for instructions. There they remained until the parents could be notified and come get their children.

The chaplain then said, "I don't think any of us saw nor heard of this on any of the news stories of the day. It was an incredible story of our men there. There wasn't a dry eye in the room. The thought of those Marines and what they did and how fast they reacted; could we expect any less from them? It was one of the most touching stories from the Pentagon."

Remember Ronald Reagan's great compliment: "Most of us wonder if our lives made any difference. Marines don't have that problem." God Bless the USA , our troops, and you.

If you care to offer the smallest token of recognition and appreciation for the military, please pass this on and pray for our men and women who have served and are currently serving our country and pray for those who have given the ultimate sacrifice for freedom. We should appreciate every military unit for the brave and selfless way they perform their duties and this seems like as good a time as any to say "Thank You".

God bless you and God Bless America!

Miscellaneous:

the Night Before Christmas – Corvette Style -

'Twas the night before Christmas and out in the garage, There wasn't a trace of a Honda, Toyota, or Dodge.

The presents were wrapped and the lights were all lit, So I figured I'd mess with my classic Corvette for a bit. I popped the release and lifted the hood, When a deep voice behind me said "looks pretty good." Well, as you can imagine, I turned mighty quick, And there, by the workbench, stood good ol Saint Nick!

We stood there a bit, not too sure what to say, Then he said "don't suppose that you'd trade for my sleigh? "No way, Santa" I said with a grin, "But if you've got the time we can go for a spin!" His round little mouth, all tied up like a bow, Turned into a smile and he said "Sure! Let's go!!"

So as not to disturb all the neighbors' retreat, We quietly pushed the Vette out to the street, Then, taking our places to coast down the hill, I turned on the key and I let the clutch spill. The sound that erupted took him quite by surprise, But he liked it a lot, by the look in his eyes.

With tires a' screaming and side pipes aglow, We headed on out to where the hot rodders go. And Santa's grin widened, approaching his ears, With every shift up as I banged through the gears. Then he yelled "can't recall when I've felt so alive!" So I backed off the gas and asked Santa if he wanted to drive.

Ol Santa was stunned when I gave him the keys, When he walked past the headlights he shook at the knees! The Corvette exploded with side exhaust sound! And when Santa let out the clutch and the tires shook the ground! Power shift into second, again into third! I sat there just watching, at loss for a word, Then I heard him exclaim as we blasted from sight, "Merry Christmas to all, it's one hell of a night!!!" **Source:corvetteblogger.com**

Helpful Hints For Winter - submitted by Larry Witte:

Keep your headlights clear with car wax! Just wipe ordinary car wax on your headlights. It contains special water repellents that will prevent that messy mixture from accumulating on your lights - lasts 6 weeks.

Squeak-proof your wipers with rubbing alcohol! Wipe the wipers with a cloth saturated with rubbing alcohol or ammonia. This one trick can make badly streaking & squeaking wipers change to near perfect silence & clarity.

Ice-proof your windows with vinegar! Frost on it's way? Just fill a spray bottle with three parts vinegar to one part water & spritz it on all your windows at night. In the morning, they'll be clear of icy mess. Vinegar contains acetic acid, which raises the melting point of water---preventing water from freezing!

Prevent car doors from freezing shut with cooking spray! Spritz cooking oil on the rubber seals around car doors & rub it in with a paper towel! The cooking spray prevents water from melting into the rubber.

Fog-proof your windshield with **shaving cream!** Spray some shaving cream on the inside of your windshield & wipe it off with paper towels. Shaving cream has many of the same ingredients found in commercial defoggers.

De-ice your lock in seconds with hand sanitizer! Just put some hand sanitizer gel on the key & the lock & the problems solved!

Note from long time member Marty Showland

- In addition to his 1953, Marty has a very low mileage 1975 convertible. He recently had the bumpers refitted. As you may know, the 75 bumpers turn brittle and break with just a bump of a knee. I have a local guy, just outside the Lake Meade (where Marty and Connie live in the summer) did an awesome job for a great price of around \$1000 for front and rear, prep, paint and mount. He bought the bumpers, a used 76 rear and new Mid America that the fit sucked on and it was one of the big labor costs. They look great compared to the fractured dull paint that they were. Anybody wanting new paint, this guy is great. His name is Eric Newcomer and the business is called "Rocket Shop (Cycle) custom Painting" 717-424-5539. Great Guy!!!

Marty did provide some words also on his C3. His '75 convertible has a great history and low miles. It only has 6,100 miles, was the cover for the Corvettes on the "survivor series" book by Rasmussen, also a poster car for a series of high end posters, and the car was given to Bobby Clark of the Flyers in his MVP year, hence the 1975 Orange, black interior and White top (Flyers colors). He still has the original tires in cool storage. Last year one that was exactly the same sold for \$55,000 with the bad bumpers. It was a McDorman car. He plans to list his C3 at \$50,000 and take between \$45,000 and \$50,000.

He has found the poster is on the net and still has several copies of it. It looks like it is in the painted desert but it's taken in a local quarry. It sold over 200,000 around the world. The first 100,000 had Connie and Marty's names on it as owners. Great picture!

Update from GM on 2012 Corvette Production - by Keith Cornett on November 9, 2011

GM has released an update on the current production statistics of the 2012 Corvette through October 10th. From it we can gather some of the purchasing habits of new Corvette owners including models and colors as well as acceptance of certain options. The Grand Sport Corvette

Coupe is the most popular model with 43% of all Corvettes produced and 23% of new Corvette owners picked Torch Red as their favorite color. Of



special note is the new Centennial Corvette package which accounts for 17% of all new Corvettes produced so far.

Here are the slides of 2012 Model Year Corvette Production through Oct 10, 2011 from GM:

The sales data on the GM charts is through October 10, 2011 and using GM's monthly production numbers, we estimate that about 4,300 Corvettes have been built through that date. With that number, we can use the provided percentages calculate the estimated quantities:

Model	% of MY	Qty
Coupe	24%	1,032
Convertible	7%	301
Grand Sport Coupe	43%	1,849
Grand Sport Convertible	20%	860
Z06	4%	172
ZR1	3%	129
Total:		4,300

Color	% of MY	Qty
Torch Red	23%	989
Carbon Flash	17%	731
Blade Silver	14%	602
Arctic White	13%	559
Supersonic Blue	9%	387
Velocity Yellow	7%	301
Carlisle Blue	6%	258
Crystal Red	5%	215
Inferno Orange	5%	215
Cyber Gray	1%	43

Using the same estimated production figure of 4,300 Model Year 2012 Corvettes along with the percentages of the ZLC Centennial Edition package provided in the slides, we can extrapolate the quantities for Coupes/Convertibles and Grand Sport Coupes/Convertibles. Although the percentages of ZLC production for Z06/ZR1 were not provided in this update, we can estimate them based on the 17% of buyers opting for Carbon Flash – the Centennial Corvette’s exterior color.

Model	MY%	Qty
Coupe	6%	62
Convertible	7%	21
GS Coupe	19%	350
GS Convertible	22%	189
Z06/ZR1	36%	108

One other stat worth noting is if you look at the model year data, you will see the penetration of the 1LT package on the standard Coupe is 52%. That means that 1 of about every 4 Corvette buyers are going with the least expensive model and over half of them are going with the standard equipment package. Reviewing 2011’s October production update, that number for 1LT base Corvettes stood at 37%. We’re not sure what that means, but we think buyers would rather be in a base Corvette than no Corvette at all.

And finally, what the heck is Space Blue? Was that the original working name of Carlisle Blue? Hmmmm. **Source: General Motors**

1969 Greenwood Stars and Stripes Corvette Sells for \$580,000 - by Keith Cornett on August 20, 2011 (See more detailed information on this car which follows)

Last night the 1969 ZL-1 Greenwood Stars and



Stripes Corvette that was campaigned at Sebring, Daytona and Le Mans crossed the auction block at RM’s Monterey auction. Early estimates of what this Corvette would sell for proved to be way off when the hammer dropped at \$580,000.

Corvette Report’s K. Scott Teeters watched the auction last night online and describes the ground-

pounding entrance of the former Le Mans racers to the block:

The Greenwood #49 1969 427 ZL-1 B.F. Goodrich Corvette was the 44th car to go on the block. Cars 100 to 143 were “pushed” up and on to the turntable. As the Greenwood car was being introduced, there was THUNDER. They DROVE the open headered Corvette on to the turntable! When they shut off the ZL-1, the auctioneer said, “It doesn’t get any cooler than that! 750-horsepower, ladies and gentlemen!”

Early estimates from RM’s Monterey catalog had predicted the #49 Stars and Stripes Corvette would be sold for somewhere between \$750,000-\$950,000. Even the Wall Street Journal chimed in a few days ago and speculated the Corvette could potentially sell for over \$1 million.

But alas, it only took \$580,000 to bring the famous Greenwood Corvette home. Teeters said the bidding opened at \$250,000 and steadily climbed to \$500,000 where the interest in the former racer slowed considerably until the final bid of \$580,000 was received. #49 BFG Corvette is highly documented with complete owner history, John Greenwood’s letter of authenticity, original bill of sale, Le Mans registration and tech inspection sheets. Today the Corvette is outfitted with the last ZL-1 engine from Traco, the historic builder of race engines for Roger Penske and Jim Hall. The Corvette also comes with a vintage DVD from Le Mans and a detailed video by John and Burt Greenwood validating the car’s unique features.

Source: RM Auctions CorvetteReport.com

CorvetteBlogger Visits the GM Performance Build Center - by Guest Contributor on July 30, 2011

As part of the NCRS national convention last week we were able to participate in a tour of GM’s



Performance Build Center. The facility is located about an hour northwest of Detroit in Wixom, MI. The low-volume plant hand assembles all of the dry sump motors for Corvettes. Previously, they also made the power plants for the Cadillac STS-V

and XLR-V. The GM Performance Build Center (PBC) is a 100,000 square foot facility that houses 26 employees. During development its setup was benchmarked against Mercedes' AMG tuner brand and NASCAR's Hendrick motorsports. Before entering the build floor, visitors are greeted by an early pilot Z06 (with an EX VIN) and the first "series 2 VIN #1" ZR1 built in 2009. (We're still confused by what that actually means) The 2 cars are front and center in the glass-front main lobby which is also adorned by the motors which are built there. In between the main lobby and the plant itself is a small glass walled atrium. During our visit the LeMans winning motor out of the #3 C6R Corvette was on display in this room. Our tour guide mentioned that all of the other LeMans motors had already been torn down.

Currently they are working 4-10 hour shifts Monday through Thursday each week. The plant utilizes 3 assembly lines to produce Corvette engines. One line is dedicated to the Z06's LS7 and the ZR1's LS9. The 2nd line also produces LS7's as well as the LS3's that go into the 6 speed Grand Sport coupes. The third line is reserved for the Corvette Engine Build Experience. As of today the PBC has hosted a total of 16 owners who wanted to build their own engines. Each of the owner-builders has their photos placed on a wall near the entrance to the production floor.

The assembly process takes about 3-4 hours per motor and 1 person builds the engine from start to finish. Our guide mentioned that most of the builders have 30-40 years experience at GM and that absenteeism is a non-issue at the PBC. Each builder's name goes on the engine so owners can see who built the heart of their Corvette. During our tour owners of PBC-built motors were also able to meet the person who assembled their LS3, LS7, or LS9.

After each motor is built it goes through a series of tests to make sure it's ready to go to Bowling Green. If there's an issue found the engine gets repaired as needed, retested, and then it's off on its way to Kentucky. The Performance Build Center is truly a unique low volume build facility. If you or your club is ever in the area you can contact them for a tour. It's something you'll definitely want to check out. In the meantime you can check out the GM Performance Build Center website.

Corvette Auction Results: 1969 L88 Corvette Sells for \$562,500 at Mecum Dallas - by Keith Cornett on October 10, 2011 - A ton of excitement was generated at Mecum's inaugural auction in Dallas. Of the 116 L88 Corvettes that were built in 1969, the black coupe that hit the auction block this past Saturday may be one of the finest

examples of them all. An all original Corvette, the Black L88 coupe dominated the attention of bidders and its strong selling price at \$562,500 set

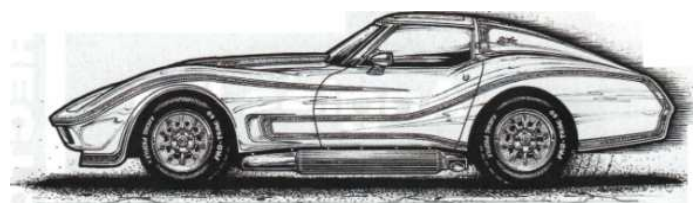


the high sale of the entire auction. The Black 1969 L88 Corvette Coupe comes with a provenance that puts it above all others in its category. The Black on Black coupe holds an NCRS Regional Top Flight award with a score of 98.4. It's also been Bloomington Gold certified and holds Survivor status. The Black L88 has also been featured as an NCRS training seminar display vehicle.

And when we say everything on the car is original, we mean everything - paint, interior, engine, tires. Documentation includes the tank sheet, delivery sheet, Protect-0-Plate and original owner history. Even the original keys were part of the Saturday's sale.

L88 Corvettes don't come to market all that often and the last few that we have seen generally sold in the quarter-million range. Mecum sold a Fathom Green 1969 L88 Coupe at the Indianapolis auction in May 2011 for \$222,600. As a general rule, the L88 Corvettes that we have seen that have sold for more than the market average of \$250,000 usually have a racing pedigree. But there is an old saying that goes "they are only original once" and the new owner of this 1969 L88 Corvette was buying that originality. **Source: Mecum Auctions**

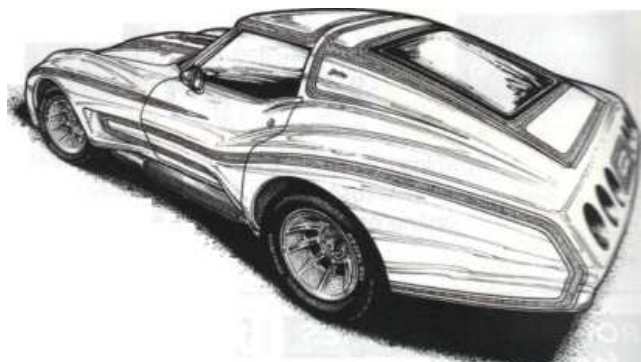
The Last of the Motion Vettes - Within the story line of muscle-car history, the Baldwin-Motion Supercars are legends. For John Q Public, a regular big-block Chevy was usually more than enough. But there were always those who wanted more. In the mid '60s, Long Island speed-shop owner Joel



Rosen had a reputation for building ultra-fast street and strip cars. Unlike Carroll Shelby's deal with Ford to build SCCA racing Mustangs, Rosen contracted with local dealer Baldwin Chevrolet to offer supercar versions of new Chevy muscle cars.

These cars were built to order and were guaranteed to run 11.5-second quarter-mile times with a qualified driver.

From 1967 through 1973, Rosen and his team



cranked out hundreds of unique Chevy supercars. But his most exotic cars were Corvettes. In their day, the C2s and C3s offered more GT (grand touring) potential than any other American car. While the Phase III SS-427 Corvette could easily smoke any factory 427 Vette, Rosen's GT Corvettes took things to the next level with unique custom bodywork to go along with the stout engine, drivetrain, and suspension.

The Phase III GT was offered from 1969 through 1971. In 1972 the Baldwin-Motion Maco Shark was released, followed by the Manta Ray and the one-off Moray Eel. All of Rosen's special Corvettes were very expensive for their day, so few were produced. By the time the Moray Eel arrived in the mid '70s, "shark fever" had pretty much run its course. However, all-new bodywork was being used on the menacing SCCA road-racing Corvettes.

In what would be Zora Duntov's last racer-pack age option, a wide-body kit was co-developed with Corvette racer John Greenwood. During a time of diminishing performance for street Vettes, Greenwood's cars gave fans something to cheer about. When Greenwood's new wide-body IMSA C3 racer debuted in 1974, people were blown sideways. The terms "Batmobile" and "funny car" immediately came to mind. Most Corvette fans agreed: it was the most exotic-looking racing Vette ever!

It didn't take Rosen long to decide to build a street version of the widebody Greenwood racer. Named the Can-Am Spyder, this latest GT Corvette took advantage of the stretched body's ability to cover the fattest wheel/tire combo available for street cars of the day. The engine, drivetrain, and suspension were standard Motion Performance gear, while a Hone Overdrive allowed the engine to loaf along at highway cruising speed for better gas mileage. Rosen's first Phase III GT featured a fastback rear window to open up the aft storage area. The Can-Am Spyder took things to the next level with a full rear hatchback—something Chevy wouldn't rep-

licate until 1982 on the Collector Edition. All of the body parts, except for the front windshield and roof



panels, were fabricated by Motion Performance

The plan was to offer the Spyder in the same manner as Rosen's previous GT 3 Vettes - any way the customer wanted. Since Rosen was precluded by the DOT from making any Motion-modified "new" vehicles, customers supplied their own Corvettes for conversion. Custom features and interiors, special badges and graphics, show-car-quality wheels, and chrome side exhausts made the Can-Am Spyder far more exotic than any "regular" Corvette. Like a Ferrari, this car had a direct link to its racing counterparts, yet it was designed for long trips and boasted room for overnight necessities.

As well-executed as the car was, the timing couldn't have been worse. The nation was in the grip of a deep recession, and gas prices were on the rise. Corvettes already cost almost twice as much as a regular Chevy, and Rosen's latest GT machine cost almost twice as much as a regular Vette. Consequently, only four Can-Am Spyders were built and sold. Baldwin-Motion collector Dan McMichael owns the white-striped red prototype, while the remaining cars - all yellow w/red striping can't be accounted for.

In an unexpected way, Corvette planners have adopted Rosen's performance model. Today's Z06 is not unlike the Phase III Corvettes. But while the ZR1 surpasses the Z06 and does have unique, dedicated bodywork, it doesn't take its appearance to the extreme the way Rosen's GT Corvettes did.

SOURCE: VETTE JUNE 2011

01 Dec 11 - The illustrated designer series - No. 175 - (See earlier article on auction)

Expectations were high when it was announced that



the No. 49 Greenwood BFGoodrich "Stars and Stripes" Corvette was going on the block at the

2011 RM Auctions Monterey event. Considering that the Gulf One '63 Z06 Corvette racer went for an astonishing \$1.113 million in 2009, those numbers seemed well within the realm of possibility.

John and Burt Greenwood knew all about Zora Arkus-Duntov's unpublicized "racer kits," and like many others, the pair took maximum advantage of the special hardware. The Greenwood boys had another advantage: Their father was an ex-WWII fighter pilot who worked at the GM Tech Center. Dad would sometimes take young John and Burt to work on Saturdays, to let the lads see the experimentals and prototypes.

John started street racing in 1960 with a '55 Pontiac, and by 1964 he was driving a hot '64 Corvette. After performing one of the first big-block transplants in that car, he went on to buy a new '68 L71 427/435 Vette, whose engine he quickly replaced with an L88. Soon after, his wife coaxed him into trying auto-cross racing. Greenwood did well and decided to take professional driving lessons, where he developed his aggressive, street-racer-derived style behind the wheel.

At about the same time, Greenwood formed his company, Automotive Research Engineering. He poured everything he had learned from his customer cars into his own Corvette, eventually winning the A/Production Championship in 1971 and 1972.

Duntov, who always kept an eye on the racing scene, was following Greenwood's career. Chevy engineer and racer Gib Hufstader introduced the two men, and soon Greenwood was "field testing" special drivetrain parts. His mega-horsepower engines were breaking everything from the flywheel back. When the pair learned that BFGoodrich wanted big exposure for its new line of radial tires, Duntov contacted Gerard Axelrod, the company's president, and threw his weight behind Greenwood. A contract was drawn up for a two-year deal to race two cars, and to build a replica racer for promotional use.

Cars No. 48 and No. 50 were examples of Duntov's racer kits taken to the max, and the team did well for an independent effort going up against factory teams. The cars set track records, qualified on the poll many times, won a lot of races.. .and broke a lot of parts. Speed was their strong suit, with durability often a distant second. Car No. 50 suffered a serious crash in 1972, and since the contract called for two Corvettes to be racing, the No. 49 show car was quickly converted to racer specs.

The Greenwood cars struck terror in the hearts of the competition because they were so bloody fast. As for John Greenwood, he was known as the tall guy with the big mustache—part goofball, part Attila the Hun. But it was the No. 49 car that became the legend. At the 1973 Le Mans 'ace.

Greenwood set the GT speed record with a 215-mph blast on the Mulsonne Straight. Rumors abounded that the car had an 800-horsepower engine. It didn't, but the chatter persisted.

A full tube chassis was needed to advance to the next level of racing, so the tired, old race cars were sold off. It's during this period that historic Corvettes can occasionally disappear. Sometimes they're so cut up and modified that they're no longer recognizable. Fortunately, No. 49 didn't drift too far. Bruce Morton and Phil Currin became the second owners in 1973 and kept the car until 1995, when they sold it to Ed Mueller. Then, in 2000,



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Carlisle Productions' Chip Miller bought it. Owner number five acquired the car in 2000 and hired Corvette Repair, in Valley Stream, New York, to do a total restoration.

As a show car, No. 49 was a big success, winning the 2008 Quail Motorsports "Best in Class," a 2009 Amelia Award, a spot in the 2009 Bloomington Gold Grand Finale, and the 2009 "American Heritage Award" from the NCRS. It was also on display at the National Corvette Museum in 2009, and was invited to appear at the Laguna Seca ALMS race. No. 49 has become a solid member of a growing club of beautifully restored, historic Corvette race cars.

Cars such as this are now valuable commodities. No. 49 was to be the 48th car on the block at the



RM Auctions Monterey ever: but **(worth mentioning again)** before the auctioneer could announce it, there was the sound of thunder. It was the, ZL1-powered Vette being driven on stage. The auctioneer said, "It doesn't get any cooler than that! Seven hundred-fifty horsepower, ladies and

gentlemen!" As with the seller, the new owner's identity is not known—yet. **Source: Dec 2011 Vette**

26 Oct 2011 - Dead Battery Traps Would-Be Thief Inside Corvette - by Keith Cornett on October 26, 2011

We've documented several times here and there



the hilarity that ensues when an unsuspecting person gets trapped in a Corvette due to the battery being dead. Unless you're familiar with the manual release lever on the floor, you're stuck in a fiberglass box, or a holding cell as one would-be auto thief in Canada found out the hard way.

According to Prince George Police, the owner of a Corvette had just jump-started his car in his driveway and was returning the battery charger to the garage when 20 year old Brent Jameson Morgan jumped into the running car, locked the doors and attempted to drive away.

Unfortunately for the would-be thief, driving a manual transmission proved to be too hard to handle and the car stalled in the driveway. The Corvette could not be restarted and the man became locked inside. The owner of the Corvette saw the man was armed with a hatchet and bear spray (Oh Canada!) and called 911.

When police arrived, they found the robber had smashed the driver side window and was trying to squeeze through it. He was taken to jail and charged with mischief under \$5,000, possession of a weapon for a dangerous purpose, possession of a break-in instrument and theft of \$5,000 or under.

Source: Vancouver Sun

15 Sep 2011 - 1977 Rat Rod Custom Corvette Pickup on Ebay - by Keith Cornett

We wish we could say no Corvettes were harmed in the making of this rat rod but this does appear to be another case of when customizing goes too far. For sale on eBay is a 1977 Corvette with the front end from 1939 Plymouth pickup.

I remember seeing this Corvette a year or two ago on Jalopnik and the reaction I had then of being horrified while at the same time impressed with the time and workmanship that went into creating such a beast returned. This custom rat rod is back on eBay and now you have the opportunity to own this unique mashup of American performance and down-on-the-farm ingenuity.

The Corvette drives well according to the seller named David. He says he just drove it over 800 miles to a car show in Tennessee. The car is powered by a 350 V8 and has an automatic transmission and 4 wheel disc brakes. However,



there are a few things not working like the speedo and tach and the windshield has a crack (currently covered by duct tape). Inside, you'll find road signs have been fabricated for the door panels and deer antlers provide the handle to pull the doors close.

The custom Corvette is for sale on eBay with the auction closing in a little over four days. Shocking us even more is the fact that the rat rod has 8 bids. The current bid is for \$3,050.00 and reserve has yet to be met.

We found the posting on Digital Corvette and the comments from forum are pretty entertaining as well. In the words of one commenter, "it's got to be drugs, cause nobody can drink that much beer". **Source: eBay via Digital Corvettes**

