

# EMCC VETTE GAZETTE



## President's Message February 2017

Welcome to February 2017, another month closer to cruising season.

In January we had a couple of events ... the Barrett Jackson Auction at Eddie Forsberg's home and a Soup Party at Rick Wile's home.

The annual car show for new models was in Boston on January 12 – 16.

Also, our every Wednesday at noon lunch has continued. Jake n JOES in Norwood is our go to place but we change it up from time to time.



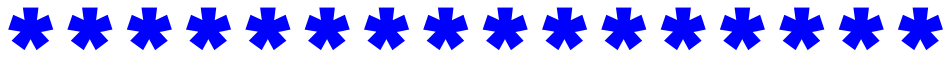
At our February 6th meeting we will elect officers for the coming year. We already know I'm staying as President ... so I'll be writing these stories for another year, oh boy. March 1st starts the term for officers serving for the 2017 season.

Plans are in the works for our Annual Anniversary Party to be held on February 11. This is the time to thank all outgoing officers and welcome all incoming officers. Also, it is time to dress up and enjoy a full buffet dinner, with desert and drinks, and DJ music with dancing, raffle gifts and the awards ceremony.

Let's plan for another great year in 2017.

Thank you EMCC. Let's keep it going. Save the Wave.

Steve Sylvia ----- EMCC President



## **Executive Board & Chairpersons**



### **President**

**Steve Sylvia**  
508-660-2680  
[steves@datasmithnetworks.com](mailto:steves@datasmithnetworks.com)



### **Vice President**

**Joel Baker**  
508-668-6420  
[mbaker@benefitservicesinc.com](mailto:mbaker@benefitservicesinc.com)



### **Secretary**

**Mal Smith**  
781-706-5762  
[AuntieMal@aol.com](mailto:AuntieMal@aol.com)



### **Treasurer**

**Jim McMackin**  
781-449-7890  
[mcmack15@comcast.net](mailto:mcmack15@comcast.net)



### **Social**

**Jim Gable**  
508-527-0336  
[jgablesr@yahoo.com](mailto:jgablesr@yahoo.com)



### **Membership**

**Joe Lank**  
508-284-2843  
[joelank@verizon.net](mailto:joelank@verizon.net)



### **Sunshine**

**Judy Pitasi**  
508-966-9026  
[Rdvette72@aol.com](mailto:Rdvette72@aol.com)



### **Club Store**

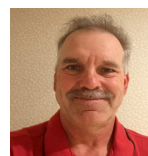
**Joel Baker**  
508-668-6420  
[mbaker@benefitservicesinc.com](mailto:mbaker@benefitservicesinc.com)



### **Gazette Publisher/Editor**

### **Facebook Guru**

**Keith Jacobson**  
617-527-2100  
[kamerakeith@gmail.com](mailto:kamerakeith@gmail.com)



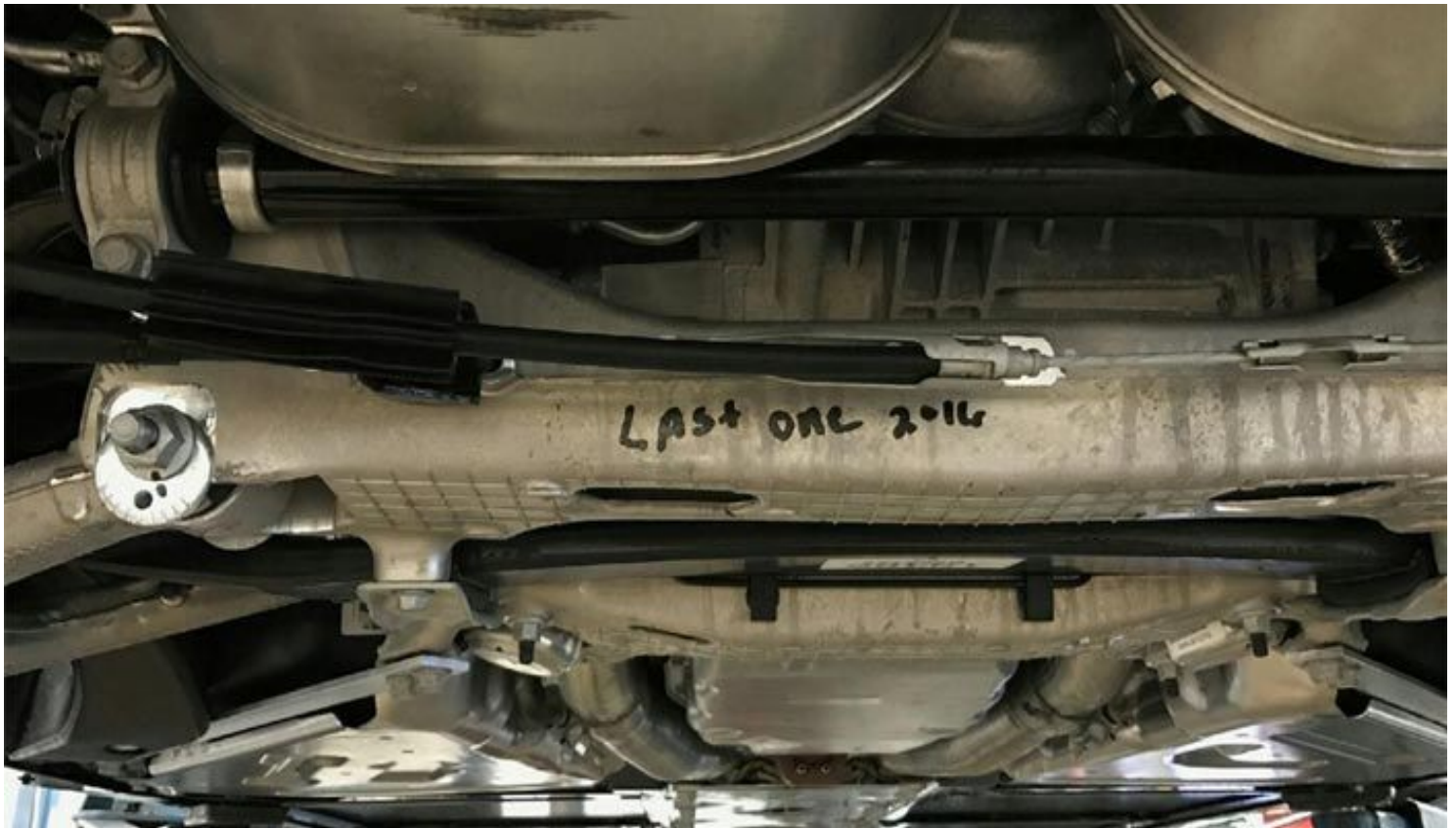
### **Webmaster**

**Kevin Miller**  
508-328-0358  
[Kevinmiller@stmarksschool.org](mailto:Kevinmiller@stmarksschool.org)



# The Last 2016 Corvette

Story and photo from [CORVETTESTOREONLINE.COM](http://CORVETTESTOREONLINE.COM)



The factory workers at the Bowling Green Corvette Assembly Plant have been known to offer little surprise messages on vehicles as they make their way down the assembly line, creating a special relationship between themselves and future owners.

It's been reported that service personnel at [Kerbeck Corvette](#) in Atlantic City, NJ has found one of these messages, this time a special farewell to 2016.

The black 2017 Corvette Grand Sport Convertible, the final car to make it's way down the assembly line in 2016, was tagged underneath by one of the Bowling Green workers. The message reads, "Last One 2016". Perhaps a little celebration for the workers before the plant shut down for their 2-week holiday break.

Dave Salvatore of Kerbeck Corvette shared the photo on [Corvette Forum](#) with the following statement:

*I don't know if this is something the factory does every year but obviously the guys wanted to celebrate their 2 week shutdown once this car was off of the line! By the way, it's a black Grand Sport convertible if anyone is interested...*

We love the idea of a personalized Corvette and it's a unique way to bid farewell to 2016. The future owner will also have their own piece of Corvette trivia.



## Meet Our Members



My name is Andy Bleadon, from Medfield. This is my 2011 Grand Sport, manual, 3 LT, mag ride, dual mode exhaust , ZR 1 wheels. I traded in a C5 at McMulkin for it. This car had 20k miles on it. The black over red convertible is 1 of 43 GS' according to the dealer.

This is my 9th Corvette . I have always had at least one Vette since 1973. I first gained an affinity for Vettes when a high school friend's father bought a new '64 roadster and we cruised in it. As soon as I could afford one , I bought a new '73 roadster.





Some club members know I have a C7 Z51 convertible in Florida. I track that car occasionally at Palm Beach Raceway in Florida. I have had the opportunity to drive lots of sports and muscle cars including a couple of Ferraris but would always choose a Corvette for my car.



# JAGUAR REVIVES THE ICONIC XKSS

By Bob Gardner

I have long been a lover of the iconic sports cars of my youth. Those were the supercars of today. They were cars we could only dream about and 99% of them weren't Made in America. Jaguar is one of those I covet. If I had the money ... If I had the garage space ... If I could get my adult ass into one of those seats!!! I know there are at least two Jaguars stored side by side with EMCC Corvettes. A tip of the hat to youse guys and here's something we can all cheer about.



Jaguar is reviving the long lost XKSS a small production sports car that found its way into the hands of the rich and famous in America. Steve McQueen owned one. In a move the Globe describes as 'nothing short of obsessive', Jaguar is restoring the few remaining XKSS cars. The story itself is wonderful. In the 1950's Jaguar built and raced the D version with great success at LeMans winning in 1955, 1956, and 1957. Rules required that for a car to compete in its class a few 'road worthy' versions had to be produced. Hence the XKSS was born of the D-Type chassis. For production the large rear fin of the D was removed as was the central partition. A passenger door was added and the exhaust was routed out the side while a true windscreen was added. There were plans to build 25 of these lovelies but fate intervened. Late on the night of February 12, 1957 fire broke out at Jaguar's Brown Lane facility. Sixteen of the planned XKSS's had already been built and sold. The nine remaining cars still in production were destroyed. Now, 60 years later, Jaguar is recreating those nine cars.



Owners of the original 16, those that still remained, were contacted and all information and specifications recorded and scanned creating a supremely accurate frame on which to build. All of the original tools used to create the XKSS were gone so each was painstakingly rebuilt. Things like rivets and brackets had to be redesigned to



Imperial standards. There were no nuts and bolts for this car. They all were hand fabricated. The first of the Nine was revealed in LA in November, side by side with Steve McQueen's original.

Buying one of the recreated XKSS's will cost a mere \$1,230,000. Compare that to a Lambo, Ferrari, or McLaren supercar. It boasts a 250hp, 3.4 16 cylinder engine in a 2000lb two-

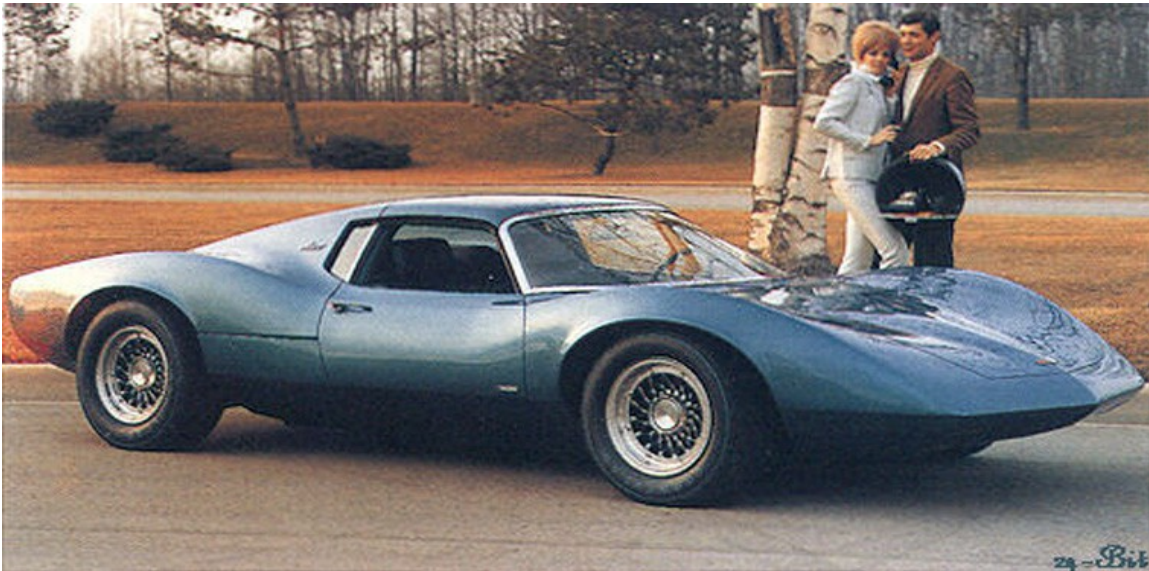
seat roadster with a 4-speed manual transmission and rear-wheel drive. Besides being a piece of history, it's a work of art typical of the great styles produced in the mid-twentieth century. It seems a small price to pay of one of nine when you consider the coming spate of faceless electric auto-driven vehicles.

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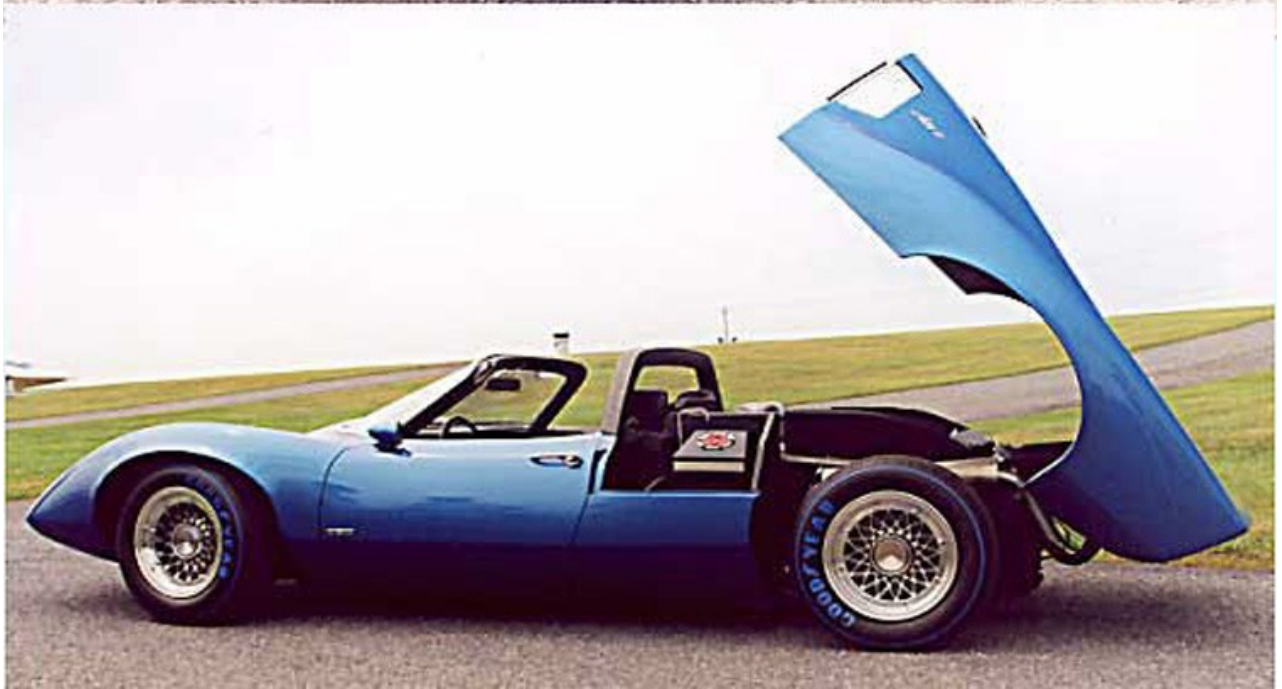
## **1968 Astro II XP-880 Mid-Engine**

**Submitted by Peter Way**

Almost from the beginning, racing has made the Corvette a living legend. Sports car development in the 1960s was explosive and at the cutting edge was the Ford GT40 and the Chevrolet-backed Chaparral. Both used a mid-engine layout. The Astro II (XP-880) was the first of several experimental, mid-engine Corvettes that kicked off years of exotic sports car anticipation.



The Astro II, revealed at the 1968 New York Auto Show, was less extreme in its styling than Astro I. It was designed primarily to showcase its rear-mounted powertrain application. Unlike the Astro I, Astro II had doors to access the passenger compartment. The rear compartment hatch still lifted up – this time, to provide access to the engine compartment. The front compartment was designed as a storage area. Chevy R&D's first mid-engine Corvette positioned a big-block V-8 backwards so the starter and ring gear nestled under the reclined seats and the tall accessory drive rode in back. The Tempest transaxle's torque converter bolted to what's usually the front of the crankshaft. The finished car weighed 200 pounds less than a stock 427 Corvette, but the transaxle was far too weak.



Ford started the race by first offering a street version of their GT40, called "Mark III" and then by unveiling the "Mach 2" experimental mid-engine car in May 1967. Designers at Chevrolet went right to work on their own version of a mid-engine Corvette. After 11 months, the Astro II was shown, immediately initiating a blizzard of speculation asking the question, "Is this the next Vette?"

By using off-the-shelf parts, the designers were able to deliver the car quickly, and at a relatively low cost. However, because of a lack of serious commitment by Chevrolet, the car was made using an out of production, '63 Pontiac Tempest, two-speed transaxle. Ford, on the other hand, had a race-proven, four-speed manual gear box for the Mach 2. The big question was, if pushed into production, would a two-speed automatic Corvette be taken seriously. Probably not.

Despite its built-in design weakness, the Astro II was a very interesting effort. It certainly looked exotic and screamed "Corvette" with its body styling. The Astro II used a central backbone frame and thick doors that housed safety beams. The 20-gallon fuel cell was located in the center of the



frame. The engine, suspension and drivetrain were all attached to the central frame. With a 427 engine, this made the car more like a Can-Am racer than a street car. Even with production Camaro and Corvette suspension parts, and performance street tires, the Astro II generated 1.0 g of cornering grip. This was part of the magic of a mid-engine sports car. Astro II weighed in at 3,300 pounds, 300 less than a production Corvette, yet had almost the same external dimensions.

While the Astro II was being track tested in Spring 1968, Duntov and his crew were busy working on their solution to the transaxle problem, the stunning XP-882. This one almost made it to the showroom.



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### **A Tip From “Rooster” Brown ... great if you have a second home or if you are away on vacation.**

It's called the one cup tip. You put a cup of water in your freezer. Freeze it solid, then put a quarter on top of it and leave it in your freezer. That way, when you come back after you've been evacuated you can tell if your food went completely bad and just refroze, or if it stayed frozen while you were gone.

If the quarter has fallen to the bottom of the cup, that means all the food defrosted and you should throw it out. But if the quarter is either on the top or in the middle of the cup, your food may still be ok. It would be a great idea to leave this in your freezer all the time. Then, if you lose power for any reason, you will have this tip to fall back on.

If you don't feel good about your food, just throw it out. The main thing is for all to be safe.

Simple, effective and definitely a money saver, because you don't have to toss loads of food unnecessarily. Please share this nifty trick on to all your friends!

## **Meet Our Members II**

Les “Rooster” Brown joined EMCC in 2008 while visiting in Needham, MA where he grew up. A graduate of Northeastern University (CE73) who transferred to San Francisco in 1980. It was always his dream to own a Corvette and tour the United States for a year. He bought his first Corvette in 1999, a 2000 Pewter rag top. In 2003/4 he toured the country, visiting 46 of the lower 48 states ... traveling 43,000 plus miles. His current car is a 2010 Grand Sport, Jetstream Blue with a silver stripe – you have probably seen it around – usually in the fall. It has 91,500 miles on it. It has done parade laps at Laguna Seca, Sears Point, Thunder Hill and Lime Rock Raceways. He plans on looking at a new Grand Sport in 2018 when his Vette should have over 100,000 miles on it. Les retired in 2000, and lives in Novato, CA and belongs to both EMCC and North Bay Corvette Association (on the west coast.) He is a member of NCM, Grand Sport Registry, has driven the Tail of the Dragon, been to Corvettes at Carlisle ... all from the west coast. When he is here he attends many of our events. The best advantage of living on the west coast besides the weather is you can drive your Corvette all year long!!!



## EMCC Membership

As of January we have 81 paid members, 2 associate, and 4 honorary

### **Next Board Meeting**

**Monday – January 30th at 6:30 PM**  
at Finnegan's Wake

### **Next Business Meeting**

**Monday – February 6th at 7:30 PM**  
**ELECTIONS!!!**  
at Finnegan's Wake

**Come early at 6:30 to enjoy dinner & schmoozing**



## **News from the National Corvette Museum**

**Story & Photos by NCM**



## **EXHIBIT CELEBRATES 30 YEARS OF CALLAWAY CORVETTES**

In 1987 Corvettes got a little faster thanks to engineers at Callaway Cars. What started in the garage of Reeves Callaway's Old Lyme, Connecticut home has grown into a company with three locations (Connecticut, California and Germany) and four core business units: Callaway Engineering, Callaway Cars, Callaway Carbon and Callaway Competition. When the company began, Reeves' mission was not to enhance Corvette performance, it was to put food on the table for a young family in the only way he knew how. To build something beautiful and powerful that would appeal to the owners of fine automotive machinery.

Reeves had a passion for making engines powerful, and in 1986 his company formally became allied with Chevrolet Corvette.



Reeves' engineering achievements in the Corvette performance arena began with the factory RPO B2K Twin Turbo Corvettes (1987-1991), and continued with the development of the world-recording holding 254 mph "Sledgehammer," C4 Aerobody package, LT-1 and LT-5 SuperNatural Corvettes, C12 Callaway Supercars, C5/C6 power group packages, C6 Supercharged Corvettes / C16 Supercars, and C7 Stingray/GS and Z06 models, and branching Callaway into other GM V8 powered performance cars, trucks, and SUVs.

In celebration of Callaway's 40<sup>th</sup> anniversary, and their 30<sup>th</sup> anniversary of their relationship with Corvette, the National Corvette Museum's Exhibit Hall will be displaying 15 examples of this high-performance Corvette.

### **1987 Callaway Corvette RPO B2K #001 donated by Mead Briggs to the National Corvette Museum**

The Callaway Twin-Turbo Engine Package introduced in 1987 was not a factory-installed option, but could be ordered through participating Chevrolet dealers as RPO B2K. Of the 188 built, only three were automatic transmissions. The option gave the Corvette ratings of 345 hp, 465 lb. torque and a top speed of 177.9 mph.

### **1988 Callaway Corvette RPO B2K – 35<sup>th</sup> Anniversary Corvette Coupe on loan from Leonard Wiggins**

The 35<sup>th</sup> Anniversary Callaway Twin Turbo was the first of seven RPO Z01 Anniversary Callaways to be built. At just over \$61,000, it was one of the most expensive Corvettes in 1988. It was also the fastest.

### **1988 Callaway Corvette RPO B2K #88-051, the Callaway Sledgehammer Corvette on loan from the Berry Collection**

The Sledgehammer project began after Car & Driver's 'Gathering of Eagles' test event where Reeves Callaway drove the famed 'Top Gun' Callaway Twin Turbo to a maximum speed of 231 mph to win the contest. Reeves was determined that the car used in the next event must feel like a normal Corvette with low speed drivability and working options, including A/C and radio – and the car had to be driven to the event. This street legal Corvette remains the world's fastest – even today – reaching 254.76 mph.

### **1991 Callaway Corvette RPO B2K on loan from the Berry Collection**

Near the close of RPO B2K Callaway Turbo Corvette production, Callaway began to build the cars as 'Series 500' cars with unique color combinations, special paint and other Callaway options. This Perriwinkle Purple Callaway was originally ordered in late 1991 for Callaway dealer, Purifoy Chevrolet in Colorado to display in the showroom. Built as Callaway Twin Turbo #501, the car is one of only a handful of Series 500 RPO B2K Callaway Corvettes with unique colors and trim, and an ultra-rare 100+ Package.

### **1990 Callaway Super Speedster on loan from the Berry Collection**

Build using a 1990 ZR-1 as its foundation, this is the first of only two Series II Super Speedsters constructed by Callaway. It features a unique wider Callaway AeroBody with flared rear fenders, Cherry Smash Red paint and 'My Favorite Blue' interior. Every inch of the inside of this car is richly covered in leather and wool! The twin turbo LT5 engine produces 750 hp.

### **1991 Callaway Super Speedster on loan from the Berry Collection**

Also built using a 1990 ZR-1 as its foundation, this is the second of only two Series II Callaway Super Speedsters. With a Candy Wine exterior and Ivory interior, it is the only Speedster with removable hardtop, truly making it a one-of-one car.

### **1996 Callaway Supernatural 450 Corvette – Grand Sport, on loan from Randy and Judy Flock**

This 1996 Grand Sport is the only one with the Callaway 'SuperNatural' engine and Callaway Aerobody, giving it 450 hp and 383 cid. Even though the 1996 Corvette was the last of the fourth generation, it regained the top spot (after two years in second place) in AutoWeek magazine's annual subscriber survey of American cars in which readers had the most pride.

### **2003 Callaway Power Group 3 Corvette – Callaway Cars Inc. donated to the Museum by Gary Nichols**

As Callaway's Z06 test and development car, this Corvette was used in the development and testing of Callaway's 4 power groups for the fifth generation. Modifications include Callaway's power groups 1 (Honker Air Inlet and Callaway's cat back 'Double D' exhaust system), power group 2 (big bore throttle body and tubular exhaust headers) and power group 3 (CNC ported cylinder heads, camshaft and high ratio rocker arms).

Other cars to be exhibited include:

- 1989 Callaway Corvette RPO B2K
- 1991 Callaway Speedster #10 on loan from the Miller Collection
- 1998 Callaway C12 Speedster on loan from the Chris Pliaconis /Plycar Transportation Collection

- 1999 Callaway C12 Coupe, formerly owned by Dale Earnhardt Jr. on loan from a private collection.
- 2007 C16 on loan from Alan Arthur
- 2013 Callaway SC606 Grand Sport Corvette – (only PBC-Built engine for LS3 platform, and last C6 NCM R8C Delivery made) on loan from Billy Kirkham
- 2015 Callaway SC757 Coupe (This was car #001 of the series, used in media, promos, etc.)

The exhibit opens January 13 and runs until May 5, 2017.

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## Heard On the Street

By Arne Johnson



A few weeks ago, while on-line to EMCC Facebook, I noticed in an adjacent ad the title of “Simply Corvettes” along with a photo of our member, Kevin Miller. Intrigued, I opened the notice to this closed members only group. Despite being a closed group, I found it easy to join. All that is asked for are photos of Corvettes ... there is no financial charge to join. Browsing through their pages you will see an endless array of photos of every make and model of Corvette both stock and modified. There are also mixed in questions about owner’s Corvettes and plenty of comments offering solutions to the problems or suggested vendors for service, modification, or correction of problems. One very strict rule is no swearing or foul language allowed. My assessment of the purpose of the group is to have fun and share the enjoyment of owning a Corvette and I expect, to seek out a national and international membership. As of this writing, they have reached a membership of approximately 12,300 Corvette owners, male and female, around the globe and they continue to grow rapidly. In addition to Kevin, Keith Jacobson and I are now members and have posted photos of our cars. I was surprised by the large number of “likes and comments” to photos when posted. I also found a number of owners of the 50<sup>th</sup> Anniversary C5 Corvette many who commented on the issue of rapid battery failure if the vehicle is not being driven on a regular basis. Some reported battery failure in as little as 3 days. I have found it occurs in about two weeks on my C5.

Given the considerable growth and success of Simply Corvettes ... what’s next? They are asking for local “champions” to step forward and to begin the process of setting up regional groups with regional activities. There have already been volunteers from several states willing to set up these regional clubs with ties to Simply Corvettes. I have seen nothing for Massachusetts or New England

yet but I would fully expect this to happen. There is no expectation yet of individual club monetary charges. So, you ask how will this large group be supported financially? Thus far the main source of income appears to be via accessory sales with an orientation to use of the name Simply Corvettes. As regional clubs develop they will have access to these items to sell. Given the rapid growth, don't be surprised to see a club coming to your neighborhood at some future date.



## **EMCC CLUB STORE**

**Don't forget to stop by the EMCC Club Store at the next Business Meeting and get your apparel. We have hats, shirts, t-shirts, jackets, and sweatshirts available.**



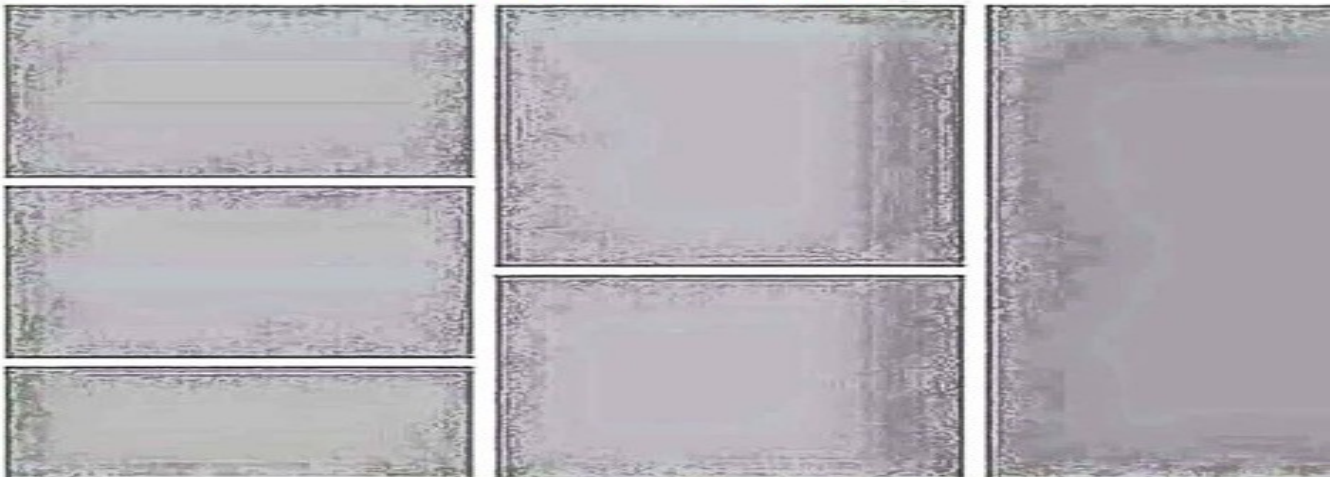
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**February Birthdays**

- |                       |                    |
|-----------------------|--------------------|
| <b>Les Brown</b>      | <b>February 19</b> |
| <b>Joe Doyle</b>      | <b>February 21</b> |
| <b>John Forbes</b>    | <b>February 1</b>  |
| <b>Joe Hanley</b>     | <b>February 28</b> |
| <b>Bruce Kolovson</b> | <b>February 2</b>  |
| <b>Glenn Kurkjian</b> | <b>February 28</b> |
| <b>Joe Lank</b>       | <b>February 11</b> |
| <b>Steve Sylvia</b>   | <b>February 10</b> |

**PICTURES OF ALL THE FRIENDS  
THAT I LET DRIVE MY  
CORVETTE**





# From the West Coast

By Les "Rooster" Brown

## "Rosie the Riveter"

On Saturday, Dec. 12<sup>th</sup> club members took a road trip to Napa to visit Lee Chappat, our "Rosie the Riveter." She has been in declining health and missed this year's parade. Her daughter, Barbara, told us Home Hospice is now caring for her in a home in Rohnert Park.

We have had the pleasure of honoring Lee for 4 years in "Vets in Vettes" during the annual Petaluma Veteran's Day Parade. At the age of 17 she became a welder at Marinship in Sausalito during WWII. Her father was the foreman and taught her how to weld.

Steve & Barbara, Les, Jane and Ken, as well as John Yde from Willits, and myself surprised Lee just before noon. The visit was setup with the approval from her daughter, Barbara.

Lee's eyes lit up when seeing the Corvettes pull into the Senior Home facility. Once inside we presented her with her door placard, flowers and other treats. She was very happy to see us and it brought a tear to her eyes, as well as ours.

She told us how thankful she was for what we have



done all these years in recognizing her as a real American. Folks like her are not to be forgotten!

After our visit, Les led us to the Black Bear Diner where we had lunch (except Ken who need to help Marci at home for their open house.) It was an enjoyable visit with Lee and a great time at lunch!

I wish to thank those that made it, especially those who brought their Corvettes out in the rain. (Les, John Yde and Steve & Barbara).

As some of our veterans are getting up there in years and can no longer be in the parade, we may want to make this a regular event in the future.

Kevin McKinnie

You can read more about Rosie at the following website:

<http://bancroft.berkelev.edu/ROHO/projects/rosie/>

Scroll down the page and click on her name. There is the transcript of a 2010 interview she gave.





## Printing a Car, What?

I had the lucky opportunity to attend the 2017 Consumer Electronics Show (CES) in Las Vegas. It is the largest show held in Las Vegas. It's awesome; filled with all the new toys that everyone wants; drones, 3-D printing, TV's, phones, computers, etc.

3-D printing has come a long way. Companies are experimenting with different materials as well as the original plastics. One company is making car frames and components out of steel, aluminum, carbon fiber, and other metals. Imagine – printing metal! The company is located in southern California.



Submitted by Rooster Brown



They had on display a car frame and motorcycle frame made with aluminum. The metal is provided to the printer in power form and thru a special process is transformed into solid aluminum, steel, carbon fiber, etc.

The enlarged photo is of the steering assembly for the Blade car. This company doesn't want to manufacture the cars. They want to show that the concept is possible and instead of making a large polluting plant with a huge initial cost these parts can be made in a far cleaner way. What more does the future hold?



**Eastern Mass Corvette Club is a non-profit  
Social Club for Corvette Owners**

**We meet at 7:30 PM, the first Monday of every month at  
Finnegan's Wake, 7 Glenwood Avenue, Walpole, MA**

**Please join us !**

**E.M.C.C. PO Box 291, Medfield, MA 02052  
WEBSITE: [EasternMassCorvetteClub.org](http://EasternMassCorvetteClub.org)**

**Valentine's day  
next month**



**What can I buy  
the car this year**

**Finnegan's Wake**

RESTAURANT & PUB

7 Glenwood Ave. Walpole, MA.

*The Village Room Available for Functions*

508-668-1189  
508-668-3309 Fax

**Tom Kirwan**

**Finnegan's Wake**

RESTAURANT & PUB

7 Glenwood Ave. Walpole, MA.

*The Village Room Available for Functions*

508-668-1189  
508-668-3309 Fax

**Kristin Smith**

# LAST LAUGHS



**“WHERE YOU COME FOR THE CARS ...  
BUT STAY FOR THE PEOPLE”**





E.M.C.C. Vette Gazette  
P.O. Box 291  
Medfield, MA 02052

