



HUSKER NEWS 'N VIEWS



World of Wheels – WOW! 7 Cars, 7 Awards!

APRIL 2016



The Cornhusker Corvette Club was well represented at the annual World of Wheels auto show at the Century Link Center. This year's theme was "America Doesn't Settle for Ordinary", designed by event director Chris Tooker. It centered around Ray Kennedy's convention car with a focus on Americana.

CCC won the award for Best Display for the 9th time in the past decade. Six of the cars walked away with awards, while the convention car was not included in judging. Many CCC members showed up to support the display and greet potential members.



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****Next General Meeting is Thursday, Apr. 21, 2015 at the Bel Air Banquet Hall, 7:30 - 9:00pm. Come EARLY & enjoy the buffet starting at 6pm! If you would prefer a salad, call Holly or Shelly at 402-333-5505**





Putting together an award-winning display involves a lot of time and work. Most of the cars were detailed weeks before bringing them down to the show. George Horst even took his wheels off to clean the inside of them. I have to admit that I was not that level of detail (I did vacuum the ash tray, even though we don't smoke). The cars were brought in on enclosed trailers by other members of the club who usually trailer their race cars.

The show ran from Friday afternoon until Sunday evening. The cars were brought in and displays set up on Thursday to allow plenty of time. Because of the large number of cars, the arrival times were staggered with the cars near the front of the building brought in first. Since we were by the front entrance, our time was 9:00 am.



Plenty of club members were there to help set up the display and get the cars show ready. Did I mention that it was St. Patrick's Day? That's right, the number one day to party, and I do love to celebrate my Irish heritage. On any other year, I would have already been on my second green

bagel and my third Irish coffee by 9:00.

The theme was all about America and the upcoming NCCC Convention. Ray Kennedy's convention car was featured at the front with a row of flags behind it.



Some of the club members were at the show for most of the weekend, talking to visitors and greeting potential club members. We had great support from so many volunteers who were there to help.

Bob and Carolyn Reade's Spiderman car was the biggest hit with the kids in the crowd.



Featured Corvettes:

Car Name	Year & Model	Owner
Convention Car	2002 Z06	Ray Kennedy
US EAGLE	2003 Coupe	Bill Cashell
ZIM'S RIDE	2000 Convertible	Ray Zimmerman
US DREAM	2000 Convertible	Chris Tooker
Superman	2002 Z06	Steve Skidmore
Z-L1	2015 Z-51	George Horst
BLU SPDR	2015 Z06	Bob Reade



Congratulations to Chris Tooker and all CCC members who made this a success.



Photos by Sandy Swift

Painting the Town Green

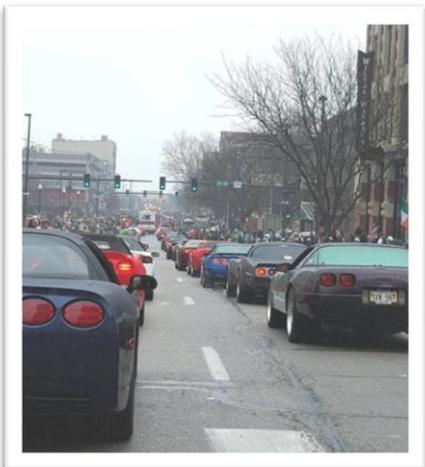
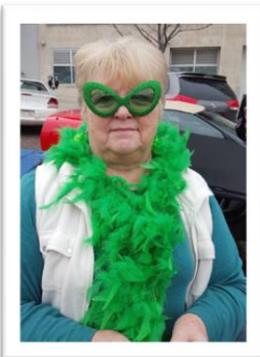


Not rain nor sleet nor dark of night...oh, wait! That is the mail delivery. When there is food involved, a little bit of rain will not keep the Cornhusker Corvette Club away. The morning started early at Village Inn for breakfast and fun. What a great way to support one of our contributors!





After weeks of warm weather and no rain, it finally arrived just as the annual St. Patrick's Day Parade was starting. It didn't keep the crowd from lining the streets and enjoying the parade. Some CCC members complained about getting their clean cars dirty, but they learned that Corvettes don't melt!



After the parade, it was over the bridge to Council Bluffs to visit another contributor, Quaker Steak & Lube. That is where we went back to doing what we do best....eating!



POST CARD

PLACE
ONE CENT
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HERE



OWENS BROS.-HILL, SON, CO. BOSTON, MASS

Greetings from West Regional Banquet - Photos by Teresa Austin-Eller



The Trials and Tribulations of Restoring a 1953 Corvette

By Jim Blackburn



In March of 1972, I lived in a small basement apartment in Cheyenne, Wyoming with my new bride. At the time I had a '66 big block Corvette convertible. One day when coming home from work, I spied an old beat up early Corvette in an alley a block from our apartment, with boards laying around it. I noticed the “chicken wire” headlights, so figured it to be a '54 or '55. No one was around, so I checked it out. I found the serial number plate, and was surprised to find it was a '53, number 55. I went back the next day and found the owner. He said he would sell it to me, but that there were two others interested.

Highly motivated, I came home and talked to my wife about it. She was not nearly as enthused as I was, to say the least, but she finally agreed that I could get the car.

I knew I had to do something quickly if I was to get the car. The guy wanted \$800 but I needed a loan to swing this large amount of money. I happened to know a banker, so I gave him a quick call. I told him I needed the money right away. He said, come on down to the bank and we will apply for a loan. I said “No” the car will be gone by then. I said “you know me and you know I’m good for it, how about if you give me the money right away, and I will then come in and do follow-up loan paperwork after I have the car home.” Reluctantly, he agreed.

That same day a friend helped me tow it home. As soon as my wife saw the car, she remarked “The only thing this is good for is to melt down and make cannon balls out of.” In doing a little checking on the history of the car, and before the age of the Internet and email, I wrote many letters to find the history of my new jewel. I found in 1956, its Blue Flame six was removed and replaced with a Buick V-8 with two

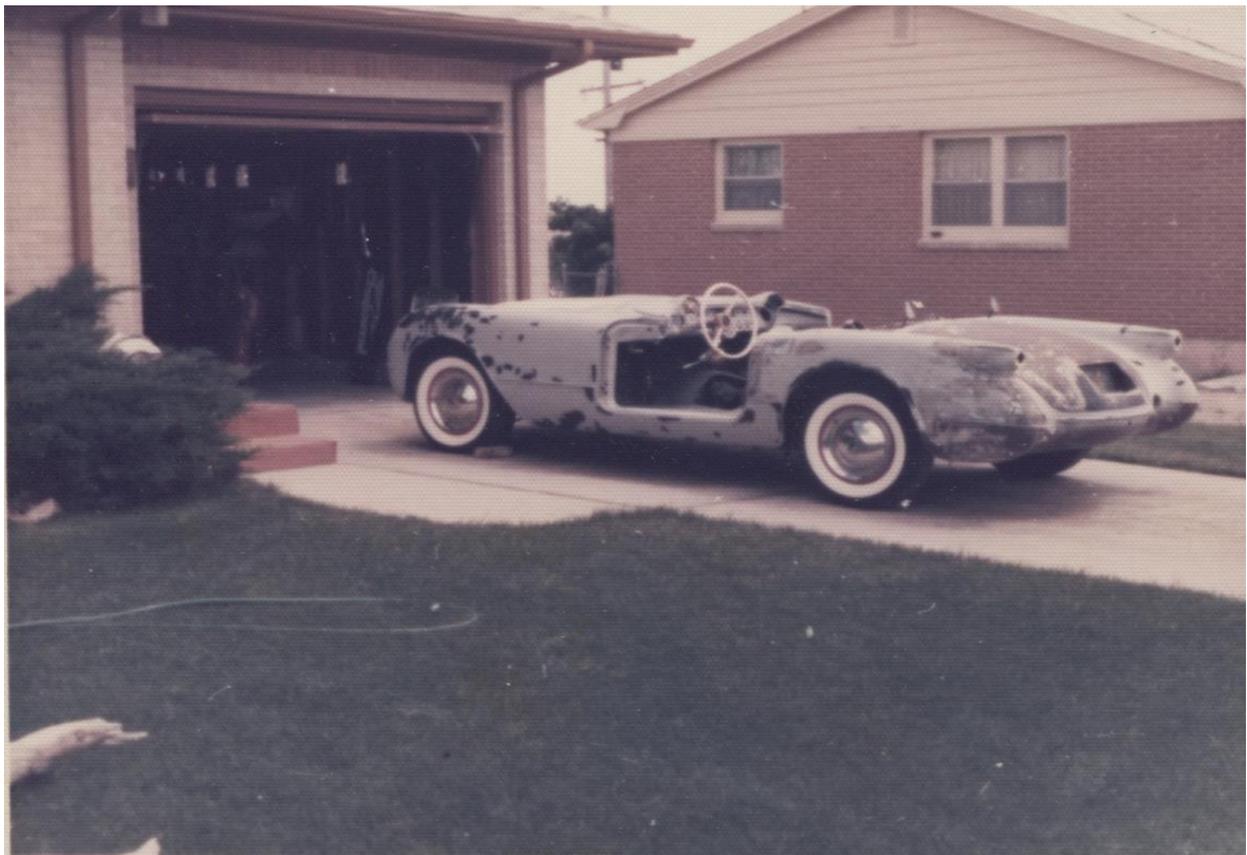


fours, located in Rockford, IL. It had a large ugly air scoop molded into the hood. So I had no original engine and the interior was shot. No big deal—I loved this car! All of the original gauges and the radio were there. It had a Plasticon hardtop, but no convertible top. It did have the original side curtains.

Before work began

Before I could even think about a restoration, I had to pay off the loan, and figure out how to get a start to what I knew would be an expensive restoration. I already knew I wanted to restore it to original, as much as possible. The next step was to sell my beloved '66, my first Corvette. I spent the first year checking and inventorying just what I had, to determine what I needed. I joined the NCRS as I needed help with this project.

From advertisements through NCRS, I found a guy in California who had a good share of the parts I needed. These included a radiator, two hood springs, a generator, two gravel shields, plus a few other miscellaneous items. I was overjoyed when two boxes arrived containing the greasy, grimy, rusty parts. When I showed the treasure to my new bride, she said "We paid a \$1,000 for this crap!"



Work started

Next we brought the car into our oversize one-car garage to begin actual restoration. I still had no engine or transmission. There was a rumor around town that there was a '54 Corvette engine in a dark blue '50 Chevy pickup. The only other identifier was that the tailgate lettering had a white "C" and "T" for the Chevrolet script. One day while out driving around town, my wife noticed a blue early Chevy pickup with the white C and T. We did a quick U-turn, and took out after him. We got his attention, and he pulled over for us.

I then asked if this was the truck with the '54 Corvette engine. He was a little taken aback, and asked how I knew about this. I told him about the rumor. He said he wasn't interested in selling, and left on good terms. Obviously, I was not going to give up this easy. I contacted a hot-rod friend of mine, who was the originator of the rumor, and I found out then, had originally put the Blue Flame engine in the truck. He agreed that the engine belonged in my '53 Corvette. He went to the truck owner and got him to agree to swap the Blue Flame for a 327 four barrel. We took the truck to my garage and pulled the Blue Flame out, with the three carbs, etc., so I had it in my possession. The 327 cost me about \$300.

Now the real work began. Eight Corvette club members came over and helped me remove the body from the frame. I took the frame to Denver and had it media blasted. When I got it back, I spent about six months rebuilding the front and rear ends, and started the assembly of the frame. I verified that the correct serial number was stamped on two locations on the driver's side of the frame. I located a Power Glide transmission at a local wrecking yard that fit the Corvette application. I bought it and had it rebuilt and attached it to the engine, and set it in the chassis.

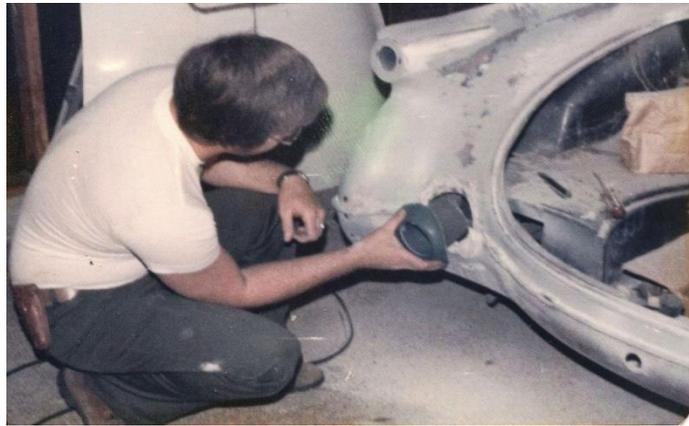


Frame and engine completed

I attached peg boards on all the garage walls so I could inventory and hang all of the various pieces. My wife after seeing this collection of junk on the walls noted "This car will never run again!" Many of these small parts had to be straightened, painted, polished and plated. I sent all of the plating to be done to Denver.

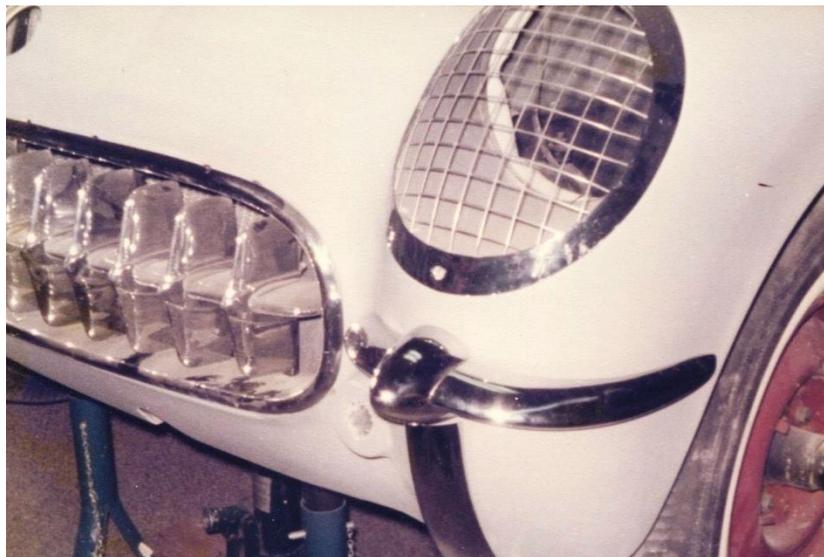
The convertible top bows that I needed (unique to the '53) were located in Cortland, NY, so we made a vacation trip to the northeast to get them. They were about \$125 then, a fraction of their value today

Although the body was in pretty good shape, there were a lot of unknowns until I got it stripped to bare glass. The ugly air scoop had to be cut out and the hood cross-member replaced to original. I fabricated the member out of glass, then glassed it into the scoop cut out. Then I had to reshape the top of the hood.



Before

There was damage to the left front headlight area. It had been badly repaired with a piece of an old metal fender, with an orange juice can used to hold the parking light in, with about a gallon of Bondo to fill it in. The exhaust cutouts through the body had been glassed over, so they had to be cut out. I located fiberglass replacement exhaust tunnels, and glassed them in. After about four years of blocking, filling, sanding, and priming, I invited members of my Corvette club over for final "quality control" inspections. Minor flaws were identified and corrected.



After

I located a new windshield, again via letter, ordered it and had it put in. I used a local custom interior shop for everything but the carpet. They also installed the new convertible top on the bows. I found the convertible top rear hardware, but had to have the front latches machined from scratch in New York. I ordered '53 carpeting from Al Knock Interiors. While installing the gauges into the dash, I noted numerous letters and numbers under the dash in red, green and black grease pencil, along with a date stamp of Sep 1953 by the door hinge pillar.

I located the correct hubcaps—still in the original boxes—at the Bloomington Swap Meet. Per a conversation with good friend Noland Adams (a noted, authored Corvette expert) on serial numbers from early production through S/N 87, the flippers were perpendicular to the bow tie. From S/N 88 on, they were parallel. The second set of tires (US Royal) were replaced within the last year.



Finally, after five years, the body was ready for painting. I painted it myself in the garage with the original color Polo white in Ditzler acrylic lacquer. Now the car was ALMOST done. In 2010, I finally located the choke assembly for the rear carb. It was missing because of clearance problems with the engine previously mounted in the truck. Also in 2010, I located the windshield washer jar metal lid in its original box. It ONLY cost \$400. Pretty expensive for something that looks like a mayonnaise jar lid!

While doing research on the history of the car, I did manage to fill in some of the voids. I came across the person who was probably the second owner of the car. His parents had bought it for him in 1956 as a high school graduation present. It already had the Buick V8 in it by then. He was also the one that smashed in the left front fender. We got together by phone and he said he would like to see the car and get it back. He came to Cheyenne from Colorado late in the restoration process, looked at the car and said “I probably couldn’t afford the car now!” I was able to give him a memento. He had put a Colorado State University sticker on the rear window of the hardtop. Since I was going to put a new window in, I gave him the old one. He was elated!

One thing I have found out about owning a '53. It has opened a lot of doors for me in the Corvette world. This included a special guided tour through the factory when it was closed for tours right after 9/11. This included direct access to the assembly line (out of the yellow stripes), a walk through the special area where they fix defects on new cars noted from the inspection, observation of the test track, and entry into the storage/loading area where the cars are put on trucks for delivery. Also, it has gotten me invites to private collections that contain a '53.



Completed '53 beside our matching '04

The '53 also got me access to the EX-122, known as the Motorama car, in 1979. This was the GM concept car, then owned by Mr. John Blanchet, in Rochester, NY. It was built in 1952 with the Blue Flame engine. It was partially destroyed in a fire at GM, and then restored, but with a V8 and other '55 parts. This car now resides at Kerbeck Chevrolet Motors, but has since been re-restored to the original Motorama car specs.

Survivor Story

How the Corvette Outlived the Thunderbird

By Bill Cashell



Part 3- The Legacy

The Corvette and Thunderbird have become icons of American automobile history. In many ways, it seems hard to imagine that the Thunderbird is gone, and the Corvette survived what seemed like certain death several times. If you were following the last two parts, you already know that Thunderbird outsold Corvette by about gazillion cars over the years. What happened?

The Corvette seemed like a failed experiment right from the beginning. It was not really a sports car, it was not terribly comfortable, performance was mediocre at best with a six cylinder motor and two speed automatic transmission. With leaky tops, aided by side-curtain windows and a price tag equal to a luxury car, it was a car that people just did not want.

When Thunderbird hit the market just over a year later, it was everything a Corvette was not. It had power, luxury, innovation and the styling cues of the popular Ford Fairlane. Year after year the Thunderbird outsold the Corvette.

The question still remains: Why did the Thunderbird die a quiet, peaceful death, while the unlikely Corvette is still as iconic as ever?

Let's start with the Thunderbird.

Ford produced the final year of its Thunderbird model line in 2005, exactly 50 years after the T-Bird debuted. July 1st was the day that production of the Thunderbird ended at Ford's Wixom Assembly plant in Wixom, Michigan.

2005 should have been a celebration year for the eleventh-generation Thunderbird with ticker tape parades down Broadway in New York, special extended-length commercials on all the major networks, and a starring role in the animated version of the Movie "Cars".

Instead, the Thunderbird was laid to rest with nary a peep from anyone. How could that be???

If you were around back in 1955, you'll remember the seismic shock wave the Thunderbird sent through Detroit, which rippled across the country in waves of excitement and enthusiasm for a car which was Ford's return volley to Chevrolet's Corvette that had emerged two years earlier. The 1955 T-Bird's body was built from sheet metal, unlike the Corvette's body which was constructed of fiberglass ("Hey, don't they make BOATS with fiberglass?"). The Thunderbird had a V8 engine while the Corvette went for two years before receiving a 265-cubic-inch small-block. The T-Bird could be equipped with a manual

transmission while the Corvette was automatic only until 1955. And the Thunderbird offered real creature comforts like power accessories, a weather tight hardtop, and slick rear spare tire carrier which was a one-year option in 1956.

The T-Bird was America's "It Car" between 1955 and 1957. Celebrities, sports figures, Las Vegas showgirls, well-heeled playboys and wealthy ingénues looking for excitement were buying first-generation Thunderbirds like they were going out of style. Suddenly after 3 years, they did.

Ford decided that more people would buy Thunderbirds if they could accommodate four occupants. And so in 1958, the four-seat Thunderbird hit Ford showrooms and surprisingly, sales went vertical. It was marketing genius and created a new segment of cars that made Mercedes jealous.

Ford continued to chase the emerging markets trying to stay one step ahead. Each succeeding generation of the Thunderbird--until the seventh in 1977--got bigger and heavier as Ford attempted to mold its personal-sports-luxury headliner into whatever they felt the marketplace was hungry for. And believe it, the fifth and sixth generation Birds were barges—the antithesis of the first-generation cars--but overall, were very strong sellers.



At one point, the Thunderbird was even offered as a 4-door model. There are some things that go against the natural laws of the universe – dogs sleeping with cats, Superman fighting with Batman and a 4-door Thunderbird. The first example here is truly unnatural – the latter two were strictly in the interest of making money.

The seventh-generation cars, debuting in 1977, lost length, width, and bulk thanks to a new energy-conscious reality in this country triggered by not one, but two 1970's Arab Oil Embargoes that strangled America's petroleum supplies. That trend continued into the next generation T-Birds through 1982 before a total redesign in 1983 was Ford's fervent attempt to rekindle the performance pretensions of the Thunderbird with a Turbo Coupe followed by a supercharged SC model.

It was this generation of Thunderbird that became an established star in NASCAR and its racing successes were paying off in the showrooms with sales of the 1983-88 Thunderbirds skyrocketing. The ninth-generation Birds received another mild styling revision but the marketplace was now overrun with formidable competition against the T-Bird, both foreign and domestic, and sales were slipping. On September 4, 1997, the last 1997 Thunderbird made its way from Ford's Lorain, Ohio assembly facility with no announced plans to reintroduce the T-Bird in the foreseeable future.

As we now know, Ford brought the Thunderbird back in 2002 with what they hoped would be a successful mix of retro T-Bird and new generation mechanicals, even returning to the two-seat recipe. Initially, the new T-Bird found an audience but that infatuation was short-lived and with little in the way of public outcry, the eleventh-generation T-Bird was discontinued with no successor on the drawing board.

How did the T-Bird go from boulevard beauty queen to lukewarm leftover? While the Corvette has gone through some booms and busts of its own during its 63-year thrill ride, it has not only survived but now flourishes, having bobbed and weaved through the cultural and economic changes of direction which have been thrown its way. We fell in love with the original T-Bird, but somehow as Ford's halo car went through numerous changes trying to keep that love alive, the exact opposite happened and we moved on.

What was it that allowed Corvette to survive while the Thunderbird is just a memory? In a word, I would say "Identity". To really understand the Corvette identity, we have to go back to the 1950s.

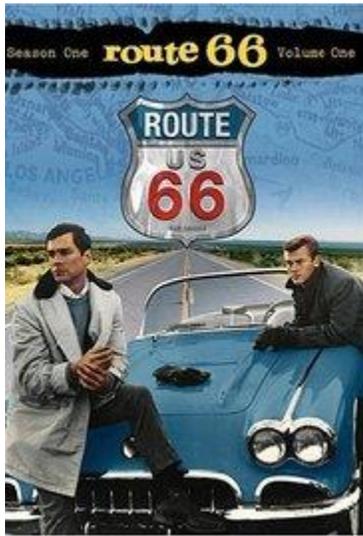
The Corvette identity began with its parent, the Chevrolet. It was post-war America, and Americans were in love with their country. Highways were being built across the nation, and cars were being built for the open road. Chevy tied its sales to a slogan with a jingle, "See the USA in your Chevrolet". The song became associated with Dinah Shore through Chevrolet's decade-long sponsorship of her television shows. Dinah Shore sang the song after 1952, and it became something of a signature song for her. Here is a video of Diana introducing the 1953 Chevy as she sings the famous song [CLICK HERE](#).



In 1960, the final episode of the show ended with Diana driving off to that famous tune while driving an Impala convertible. She is followed by a procession of Chevys and the first two behind her are two Corvettes.

Here is that final commercial: [CLICK HERE](#)

Another thing happened in 1960 that really started America's love affair with the Corvette. A new



television show called Route 66 followed two young men traversing the United States in a Chevrolet Corvette convertible, and the events and consequences surrounding their journeys. Martin Milner starred as Tod Stiles, a recent college graduate with no future prospects due to circumstances beyond his control. He was originally joined on his travels by Buz Murdock, a friend and former employee of his father (played by George Maharis), with the character leaving midway through the third season after contracting echovirus. Near the end of the third season Tod met a recently discharged Vietnam veteran named Lincoln Case, played by Glenn Corbett, who decided to follow Tod on his travels and stayed with him until the final episode.

Tod and Buz (and later, Linc) symbolized restless youth searching for meaning in the early 1960s. The two men take odd jobs along their journey, like toiling in a California vineyard or manning a Maine lobster boat, bringing them in contact with dysfunctional families or troubled individuals in need of help. The lead characters are not always the focus of any given episode, and their backstories are revealed only in occasional references across widely spaced episodes.

Tod Stiles, portrayed by clean-cut Martin Milner, is the epitome of the decent, honest, all-American type. Tod came from a background of wealth and privilege; his father owned a shipping company, and Tod's early years were spent in New York and Connecticut. He attended Yale, but after the death of his father, Tod discovered that his father's business had essentially gone bankrupt. The only legacy left to Tod was a new Corvette.



Buz Murdock, meanwhile, was an orphan who had worked with Tod's father as a laborer on one of his ships in New York City. After the death of the senior Mr. Stiles, and the subsequent collapse of his business, Tod and Buz decided to drive across America in search of work, adventure, and themselves. The working-class Buz (George Maharis) is looser, hipper, and more Beat Generation in attitude than Tod, though the two characters share a mutual respect for each other.

Route 66 is one of few series in the history of television to be filmed entirely on the road. One of the legacies Route 66 left behind is a dramatic and photographic portrait of early 1960s America as a less crowded and less complicated era — if not a less violent one — in which dreams and optimism still had a place. That place was filled by two young men who seemed to represent the best in us, the willingness to stand up for the weak, old-fashioned values like honesty, and the physical courage necessary to fight in their own and others' defense. In their role of wanderers, they appeared to be peaceful rebels who rejected, at least for a time, material possessions and the American dream of owning a home.

The use of the Corvette on Route 66, not only as the boys' transportation but as their marquee and symbol of their wandering spirit, created a link between America's Sports Car and America's highways that endures to this day.

The Corvette became the open road symbol of adventure and excitement. This was everyone's secret dream – to just jump into a sports car and leave everyday life behind. To travel the country and see America from the inside out. Of course, there were other sports cars like the Triumph and Austin Healy, but they didn't have the power and performance of the Corvette. Also, they were notorious for breaking down when you least expected it. Now American had a true sports car that was dependable enough to cruise all over the country. Route 66 became the symbol for the youthful spirit of America in the 60s, and everyone dreamed of owning a Corvette.



The 60's was a time of excitement and change in America, and the automobile was at the heart of it. An entire culture was being built around hot street machines. Corvette had become perfectly positioned to be crowned "King of Street Machines". It was the car that other cars were compared to. Songs about racing featured stories of Corvettes.



"Shut Down" is a song written by Brian Wilson and Roger Christian for the US rock band the Beach Boys. The song details a drag race between a Super-Stock 413 cu. in.-powered 1962 Dodge Dart and a fuel-injected 1963 Chevrolet Corvette Sting Ray and is derived from a longer poem by Christian.

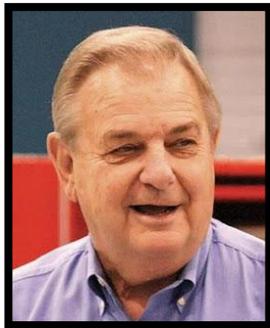
"Dead Man's Curve" is a 1964 hit song by Jan and Dean detailing a teen street race gone awry. It reached number eight on the Billboard Hot 100 singles chart.

According to the song, the race starts at Sunset and Vine between a Corvette Sting Ray and a Jaguar XKE, traveling on West Sunset Blvd. going west, passing North La Brea Ave., North Crescent Heights Blvd., and North Doheny Dr. The original Schwab's Drug Store was located just east of Crescent Heights on Sunset. The North Whittier Drive curve, a nearly 90° right turn traveling west on Sunset Boulevard just past North Whittier Drive, may be the dead man's curve in the song, but there is debate on the actual location of the curve. Jan Berry, of Jan & Dean, would later have a near-fatal incident in 1966 when he crashed his own Sting Ray into a parked truck on North Whittier Drive outside a house once owned by Roman Polanski near Dead Man's Curve.

The song was written by Brian Wilson, Artie Kornfeld, Roger Christian and Jan Berry at Brian Wilson's mother's house in Santa Monica. It's regarded as a teenage tragedy song, one of the most popular of all time. The song ends with the driver of the Sting Ray relating his last memories of the ill-fated race to a doctor. Crash-like sounds as well as screeching brakes are heard in the song. Deadman's Curve was used as the title for the 1978 biographical nationally televised movie about Jan and Dean.



In essence, Corvette is a part of Americana. It has been the dream car of auto enthusiasts for the past 50 years. It truly is America's sports car, and there is nothing else quite like it.



On more than one occasion the Corvette program had the budgets cut so severely that even being able to fund programs necessary to maintain the name seemed impossible. And yet most of the engineers and designers assigned to the Corvette continued to throw themselves into their jobs and work long hours to insure that America's sports car would live on. It was only through their dedicated efforts along with a few other executives that managed to save the most iconic car in America. Jim Perkins, Chevrolet's GM, believed and openly proclaimed, "There is a little Corvette in every Chevrolet."

Jim Perkins is widely regarded as the man who saved the Corvette in the 90s. Thanks Jim, we owe you.

It really gets back to identity. The Thunderbird found its identity early, but continued to reinvent itself in the interest of greater sales. After numerous transitions to 4 doors, a Lincoln-sized body, a wimpy 6-cylinder engine and dozens of design changes, the Thunder had gone out of the Bird. It was a Thunderbird in name only. When it returned in 2002, it seemed like a collector's edition of a car – not the real thing.

Corvette found its identity in 1956, when it became a complete performance car instead a gimmick, and proved its mettle at the race track. Since then, it has never lost that identity. There has never been (and never will be) a 4-door Corvette. Designers have tempted us with mid-engine concepts, but it remains the front engine, rear wheel drive, fiberglass bodied sports car that captured our hearts in the 60s. Even in the lean years, it never lost the V-8 engine it was famous for.

Corvette has been profitable since the mid 50s, but it has never been a sales leader. This is not a car for the masses to drive. It is a car for the masses to dream of. It is capable of competing with European cars costing several times more, while still being a great boulevard cruiser.

In the end, the Corvette is more than just a car. It is that part of Americana that calls us to the open road and says, "You can never have too much fun". The Corvette still remains America's ultimate street machine. It's the car we all dreamed of having, and for some of us, the dream came true.



MEMBER NEWS

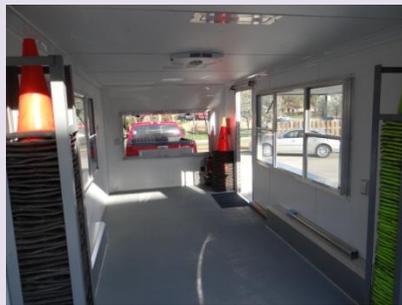
Prayers & Support -

Kim Hernandez could use some CCC prayers. After some serious pains, she was admitted to Midlands Hospital for tests.

Others who need prayers for healing are Cork Adams, John Brown, Bob Redmond, and Jan Gunderson.

Have You Noticed? The CCC monthly meeting is being streamlined. President Jerry has encouraged all board members to keep their reports as short as possible to allow time at the end of the meeting to socialize. Also remember to come early and socialize over dinner and your favorite beverage.

New CCC Timing Trailer is here. The new timing trailer was on display at the last meeting, and it is a beauty. This could also double for Ice Cream this summer. Yummmmmm!



Please send news and pictures of your family events, new cars and anything you would like to share with members to Editor@cornhuskercorvetteclub.com.

Share your knowledge and experience. Do you have some tips about car care to share? Have you taken any trips with your Corvette that you think others would be interested in? Articles and pictures of club events or Corvette related activities are always welcome.



CCC Events

April

Apr 21 General Meeting
Apr 24 Road Trip to Lincoln

May

May 1 Brunch Cruise
May 7 Huber Car Show
May 14-15 CCC Driving School
May 19 General Meeting

June

June 5th – Vet’s Parade: North Omaha Airport
Jun 16 General Meeting

July

Jul 13 Hot Summer Nites
Jul 14 General Meeting
Jul 17-22 NCCC Convention

Other Area Events

May

May 7 ROC Benefit Car Show, Ashland-Greenwood High School, Ashland NE
May 15 Midtown Car Show, Turner Park, Omaha NE
May 22 Valley Car Show, Valley NE
May 28 GEARS Car Show, Elkhorn NE

June

Jun 4 Springfield Days Car Show, Springfield NE
June 5 Spring Fling, Missouri Valley, IA

July

Jul 9 Fremont Days Car Show, Fremont NE
Jul 17 H&H All Chevy Show
Jul 31 Gretna Days Car Show, Gretna, NE

Competition Events WR

May

May 21-22 Autocross - Southeast Community College

June

Jun 4 Peers Auto Works All Corvette Show (flyer coming)
Jun 11 Gateway to the West Show, Blair NE (hosted by Midwest Early Corvette Club)
Jun 18-19 Autocross - MAC Center

August

Aug 6-7 Autocross - MAC Center



Please go to our website, www.CornhuskerCorvetteClub.com and click on the calendar tab to see the calendar of events. You can select the “info” link to get more details, flyers & registration forms.

Did you know? Our General Meetings are held at the Bel Air Banquet Room every month. There is no charge for the use of the room, but we are required to purchase a minimum amount of dinners. So come early (starting at 6pm) and enjoy the buffet. If you would prefer a salad, you can call ahead and request one be made up for you. The phone number is 402-333-5505

Most Non Sanctioned Events at restaurants require a headcount. Please remember to contact the person in charge of the activity to help them do their best to make events successful.

NON SANCTIONED EVENT REMINDERS

Thursday, April 21- CCC General Meeting



Bel-Air Banquet Hall, 12100 West Center Road. Meeting starts promptly at 7:30 p.m. Come early to visit and enjoy dinner. **Bring a non-perishable food item for our charity food bank.** **Gene Gau, Convention Director, would like all chairmen to wear their convention shirts to the meeting to take pictures if you have not already done so.**

Sunday, April 24th - Road trip to Morrill Hall, Lincoln, NE - We will be visiting the National Geographic Photo Ark by Joel Sartore on exhibit at Morrill Hall. After the tour, we will have dinner at Lee's Chicken. We will start the day with a drive by for a Navy Veteran's Birthday wish.

Sartore is a photographer, speaker, author, teacher, conservationist, 25-year contributor to National Geographic magazine & National Geographic fellow who specializes in documenting endangered species & landscapes. This photo ark collection of over 5,000 species was born out of desperation to halt or at least slow the loss of global biodiversity & establishes visual connection between imperiled animals & people around the world who can help before they disappear.

We will leave around noon (seat time 12:10 p.m.) from the Gretna interstate rest stop and caravan to Lincoln for the drive by stop, then on to our tour of Morrill Hall.

Sunday, May 1st - Brunch at Tusseys & Ft.

Atkinson - We will meet for brunch at Tusseys, located at 9229 Mormon Bridge Plaza around 10:00 am, which features an all you can eat buffet for \$12.99. We will then caravan to Ft. Atkinson - a Nebraska Park Entry Permit (\$5) is required to park there, although limited off street parking is available outside the park area. There is no charge to tour the Fort, but there is a \$2 fee if you want to go through the visitors center.

The first U.S. military post west of the Missouri River, Fort Atkinson was established in 1820 on recommendation of the Lewis and Clark Expedition and important to the early fur trade, river traffic and Indian relations. It was an active fort until 1827 and much of the fort has been reconstructed, with periodic Living history demonstrations during the summer months. More information about this treasure is available at:

www.cccmemories.com/upcoming-events/

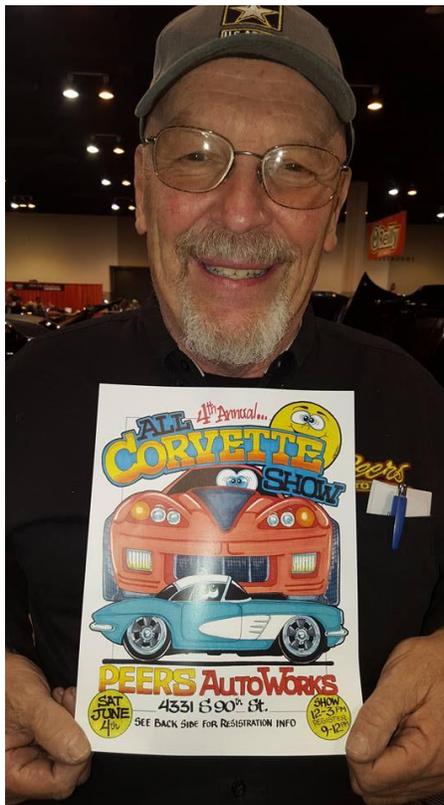
NEED a head count! Contact kathy@cashell.us or jayne.sainz@gmail.com, if you plan on attending.

Saturday, May 7 - Leach Camper Sales Open

House - Volunteer to come and help grill hot dogs and serve them with soda. There are two shifts. We NEED 6 people per shift. Contact JB.Benedict@cox.net or sign up at the April General meeting, let JB know that you will either work **shift #1 from 9:00 a.m. till 12:00 noon, or shift #2 from 12:00 noon to 3:00 p.m.**

Saturday, May 7th - Huber Car Show -
Registration is from 9:00 to 11:00 am. \$10 entrance fee. Proceeds go to Moving Vets Forward. Lunch will be provided. Bath soap & Men's white socks are immediately needed.

Saturday, May 14 / Sunday, May 15 - Driving School - The driving school will start at 9:00 a.m. in the parking lot of the Lucky Duck Garage. Instruction will follow with some basic course reading and driving. You will continue to improve and learn what your car can do when we meet May 15 at the old Sears lot on the North end of the Mall of the Bluffs in Council Bluffs, just north of the Madison exit off of interstate 80. We will begin at 9:00 A.M. on Sunday for plenty of driving experience and instruction. We will be driving two different courses.



Sunday, June 5th – Vet’s Parade Show: North Omaha Airport (Ray Kennedy)

Donations of non perishable food for Moving Vets Forward (Ron Hernandez)

Wednesday, July 13 - Hot Summer Nights -
Sioux Falls, SD - Hotel information: **Quality Inn & Suites, 5410 Granite Lane**

Quality Inn & Suites 605-336-1900. Everyone needs to make their own hotel reservations- Hotwire has an Internet rate of \$99.99 for that night.

Anyone wanting to attend the dinner that night at Minerva's, needs to contact us by July 8, 2016

Call [402-917-8519](tel:402-917-8519) or Email kreit1@cox.net - and let us know how many in your party so we can all sit together

We will make reservations for 5:30 PM on Wednesday July 13, 2016

Jun 4 Peers Auto Works All Corvette Show

4331 S. 90th St. Omaha, NE

Registration: 9:00 – 12:00

Show: 12:00 – 3:00

Awards: 3:00

Pre-registration: \$15 - Day of show: \$20

All proceeds go to Nebr. Soap Box Derby

Registration form in next month's newsletter

For more info contact Don Peers 402-690-3619



*****Please remember to bring non perishable goods for the Food Bank to the monthly meeting. Also bring small toiletries unused from hotels as you travel for Mohm's Place, a shelter in Council Bluffs.**



THE FOOD BANK

Mark Your Calendar for May 7

2 Big Events on One Day



Huber All Corvette Car Show

Saturday May 7th 2016, Registration 9:00 AM to 11:00 AM

Awards for all 7 Classes of Corvettes– Awards 2:00PM

Lunch is compliments of Huber Chevrolet – Served from 11:30 – 1:00

Entry fee: \$10 donation per car. All proceeds go to ***Moving Veterans Forward***



Ron Hernandez will have his truck on location to accept donations. Please bring unused clothing, furniture and household item to support our Veterans. Bath soap & Men's white socks are immediately needed.

Leach Camper Open House #1

Saturday May 7th 2016, 9:00 AM to 3:00 PM

Two shifts are needed with about 5 or 6 people per shift.

09:00 till 12:00 and 12:00 till 3:00.

Cook hot dogs and serve them and soda to the Open House attendees.

(You can also eat and drink soda and coffee free and earn CCC worker points.)



Contact JB.Benedict@cox.net or sign up at the April General meeting.

"What a fun time we had!"





National Council of Corvette Clubs, Inc.

*The Latest News
for NCCC Members*

GOVERNOR NEWS

The next Governors meeting will be in St. Louis on April 23rd, 2016. At this meeting in April a vote will be taken to pick one of three charities submitted to the Governors for approval. The three charities are: Shriners Children's Hospital, St Jude Children's Research Hospital, and Lions Club International. All three charities have been reviewed by the Elected Board of NCCC and submitted for the Governors approval. Once a charity is approved and a Director of Charity is appointed, tickets will be printed and sold to members and the general public to raise funds to help the organization picked by the NCCC Governors.

NCCC plans to attend Bloomington Gold Show, Carlisle Corvette Show, and FunFest in Effingham Illinois to sell tickets. Also NCCC members can sign out tickets to sell to their clubs, family, and friends. The new ticket program will be \$50 tickets with a total of 2000 tickets. All tickets and money will be accounted for going forward. This program will raise \$100,000.00, enough to provide a certificate for a new Corvette and support the new charity.

NCCC Convention Update from the Director

"Have I got news for you!"

There is still room for you and your better half to register for the 2016 Corvette Convention in Omaha Ne. The tours are not quite full, neither are the hotels and the race track can hold more cars, so come on down July 17, 2016 and join us for a fun week. To sweeten the pot, we will be drawing a name at the April 23rd Governors meeting in Saint Louis, from all the people who have registered by April 20, 2016. The winner will receive a free registration to the convention for two. You do not need to be present to win.

We have planned to "knock your socks off" at our convention, so go on line and register, so you'll be able to enjoy our hospitality. Did I mention cold beer? We look forward to seeing you "ROAR INTO OMAHA".

<http://www.corvettesnccc.org/Convention2016.html>

Gene Gau & Jerry Koraleski



Convention News

CCC Needs Your Help

Specifically the tech crew at Convention 2016 need your help. The hours tech will be open have increased and we have lost a couple of people who had previously volunteered. Our plan is to have two teams of two people work one two hour shift. Either JB Benedict or myself, or both, will be there to assist and resolve any issues, anytime tech is open. We will assign tech rookies with an experienced tech person in teams so you will not be by yourself.

WHAT IS TECH? The technical inspection of a Corvette is to make sure that it is safe to participate in a sanctioned event, and to divide the participants into groups (Classes) so that competition is fair. What you need to do before you tech at Convention? (1) Attend the drivers and tech school at the Lucky Duck Garage on May14th. It will take about 2 hours. We will show you what you need to do to tech a Corvette. Then we will watch you actually tech a car, and assist in answering any questions you may have. (2) Go to the club speed events that are scheduled and practice teching cars. Again JB and I will be there to monitor and answer any questions you may have.



When you are teching a Corvette you will be using the NCCC tech inspection sheet, which will tell you what you need to inspect on the Corvette. What this means is you do not have to memorize anything. If you would like to volunteer please talk to JB Benedict or myself or sign up at one of our scheduled meetings.

Thanks and please consider helping!

JB Benedict and Bill Pilger

Gentlemen (and Ladies) Start Your Valve Covers

Successful conventions do not happen by accident. Actually, I'm just saying that. Maybe they do (but I would doubt it). Perry Dawes, Chairperson for Valve Cover Races wants to make sure everything goes off without a hitch, so he organized a complete rehearsal of the event at the very room the races will take place at the convention. The track was assembled and simulated races were held to ensure a smooth operation at the real event.



About 50 club members were there to help set things up, simulate registration and all of the details necessary for racing.



This proved to be a wise decision when the end of the track was removed for distance runs. The first car went across the room and into the wall. Perhaps we should move the track back a bit.



Pat Swift tried to enter his new walker in the competition, but was told he would have to have a valve cover on it first.



*Dave Heineman
NCCC President*

NCCC Members;

Registration increase for the 2016 NCCC Convention is approaching with a price increase on May 1st for those who register late.

As an incentive to get registered prior to the increase, NCCC is going to award two (2) free convention packages worth \$380.

Thank you in advance for registering and see you all in Omaha this summer.

**Dave Heinemann
President NCCC**

ROAR INTO OMAHA

Jerry and I want to encourage anyone who hasn't registered for convention, to do so before April 20th. If you register by that date, you will be eligible to win two free entrants to convention. Drawing will be at the governors meeting in April. Just in case you were wondering about registering someone who isn't an NCCC member, it can be done. On the form for registering, when it calls for their NCCC number, put down guest instead, then proceed as you normally would as if they were members. Our convention treasurer in Texas will take care of the rest. If you have any questions, call Jerry or I, we will help you in any way we can.

Your directors,
Gene Gau/Jerry Koraleski

Have You Registered Yet?

Get in on all of the fun. Register today!

To go to the NCCC Convention web page [CLICK HERE](#)

For help on completing the Registration Form [CLICK HERE](#)

To go to the Registration Form [CLICK HERE](#)

2016 Convention Event Schedule

Sunday July 17, 2016

- Early bird registration and tech, 9 a.m. to 6 p.m.
- Corvette Mall open 12 p.m. to 6 p.m.
- Hospitality Room open 12 p.m. to 6 p.m.
- Welcome Party with food at 6 p.m., entertainment from 7 p.m. to 10 p.m.

Monday July 18, 2016

- Registration and Tech, 9 a.m. to 5 p.m.
- Golf, Fontenelle Hills 9 Holes, 9 a.m. to completion. Bus leaves at 8 a.m., lunch included, 2 person scramble.
- Michelin Ride and Drive, transportation to Werner Park will be available 8 a.m. to 4 p.m.
- Borsheim's Jewelry tour, 2 p.m. to 4 p.m. Bus leaves 12:30
- Valve cover races 1:30 p.m. to completion
- Hospitality room open 2 p.m. to 6 p.m.
- Corvette Mall open 2 p.m. to 6 p.m.
- Awards Banquet in the Convention Center following salute to Veterans Special presentation by "Heroes of the Heartland". 6:00 p.m. Plated dinner.
- Hospitality room closed during Veterans Special presentation.

Tuesday July 19, 2016

a.m. session - Group 1S and Group 1 (Men and Ladies classes)

8:15 a.m. – 11:30 a.m.

- o 1st Run Group - all Group 1S Men minus 1SM-N class Men
- o 2nd Run Group - Group 1SM-N Men and all Group 1 Men
- o 3rd Run Group - all Ladies Group 1S & Group 1; 2nd Men Drivers

p.m. session - Group 2 and Group 3 (Men and Ladies classes) •

12:30 p.m. – completion

- o 1st Run Group - Group 2 and Group 3 Men
- o 2nd Run Group - Group 2 and Group 3 Ladies; 2nd Men Drivers

- Concessions stand open at event.
- Guided tour of Boys Town. Bus leaves at 9 a.m.
- Guided tour of Lauritzen Gardens. Bus leaves at 9:30 a.m. Lunch on your own.
- Hospitality Room open noon to 6 p.m.
- Corvette Mall open noon to 6 p.m.
- Dessert bar and hospitality 7 p.m. to 10 p.m.
- Hollywood star dress up party, prizes awarded.
- Musical entertainment by Elvis impersonator.
- Tech by appointment only.



Wednesday July 20, 2016

High speed, Gates open at 7 a.m. First run group 1SM-N and groups 1 ,2, 3 a.m. second run group, women and 2 men drivers.

- p.m. first run group 1S CL, A-D to H-J-K p.m. second run group women and 2 men drivers
- Concession stand open at event.
- Guided tour of Strategic Air and Space Museum. Bus leaves at 9:30 a.m. Lunch at the museum on your own.
- Guided tour of Henry Doorly Zoo and IMAX theatre, lunch on your own at the Zoo. Bus leaves at 9 a.m.
- Hospitality and Corvette Mall open noon to 6 p.m.
- Bus trip to Gary Kuck Motorsports Collection, Bus leaves at 5:00 p.m. dinner buffet served on site.
- Optional restaurant choices in the Generals.

Thursday July 21, 2016

- Car show, 7 a.m. to 11 a.m. People's choice vote with your wallet, all money donated goes to Madonna Rehabilitation Hospital.
- Rallye, 11 a.m., entrants leave from car show.
- Second tour to Strategic Air and Space Museum. Bus leaves at 9:30 a.m. Lunch on your own.
- Second tour of Henry Doorly Zoo and I-max theatre. Bus leaves at 9 a.m. Lunch on your own.
- Corvette Mall open 2 p.m. to 5 p.m.
- Hospitality room open 2 p.m. to 5 p.m.
- Plated dinner 6.p.m. Hospitality, musical entertainment.

Friday July 22, 2016

- Breakfast at 8 a.m. Awards presented.
- Convention closes.

Convention pictures and highlights will be posted on the web site: www.ncccconvention.com

CCC/NCCC Point Leaders for 2016

(There are currently no NCCC Points Posted to List)

	CCC	MEMBER	PNTS	PNTS
#	F NAME	L NAME	CCC	NCCC
1	JERRY	KORALESKI	140	0
2	GENE	GAU	130	0
3	RAY	KENNEDY	125	0
4	KATHY	KORALESKI	120	0
5	JAYNE	SAINZ	120	0
6	GEORGE	HORST	115	0
7	CORK	ADAMS	105	0
8	LINDA	ADAMS	105	0
9	DAVE	RICHARDSON	105	0
10	CHRISTOPHER	TOOKER	105	0
11	KATHY	BRISBOIS	100	0
12	KATHY	GAU	100	0
13	CAROLYN	HORST	100	0
14	ROBERT	EDMUNDSON	95	0
15	HOWARD	RENSHAW	95	0
16	JAN	RICHARDSON	95	0
17	BILL	CASHELL	90	0
18	HARVEY	LENNERS	90	0
19	RAY	ZIMMERMAN	90	0
20	GARY	BRISBOIS	85	0
21	KATHY	CASHELL	85	0
22	CAROLYN	EDMUNDSON	85	0
23	SHARON	RENSHAW	85	0
24	JO ANN	LENNERS	80	0
25	BETTY	CARRICO	75	0
26	CAROLE	DEBUSE	75	0
27	BILL	HOWDLE	75	0
28	CURTIS	KRUMWIED	75	0
29	LINDA	WERCHAN	75	0
30	JOAN	HARSHBARGER	70	0
31	RICK	HARSHBARGER	70	0
32	JODI	DEPETRO	65	0
33	SAM	DEPETRO	65	0
34	JAYNE	REIT	65	0
35	BILL	ANDERSON	55	0
36	LOUISE	GAU	55	0
37	NICK	GAU	55	0
38	BOB	HEGWOOD	55	0
39	TOM	HOREIS	55	0
40	CONNIE	HOWDLE	55	0

	CCC	MEMBER	PNTS	PNTS
#	F NAME	L NAME	CCC	NCCC
41	MIKE	MANLY	55	0
42	CRAIG	PANDIL	55	0
43	ROD	PENNER	55	0
44	KEVIN	REIT	55	0
45	BRENDA	SALMANS	55	0
46	JOHN	SALMANS	55	0
47	ALLEN	SOHL	55	0
48	PALMER	SOHL	55	0
49	PAT	SWIFT	55	0
50	SANDY	SWIFT	55	0
51	NANCY	ZIMMERMAN	55	0
52	PERRY	DAWES	50	0
53	BOB	READE	50	0
54	RANDY	WILLIAMS	50	0
55	JIM	BLACKBURN	45	0
56	STEVE	BRONNER	45	0
57	TERESA	ELLER	45	0
58	DONNA	HARRIS	45	0
59	RAYMOND	HARRIS	45	0
60	MARY	HEGWOOD	45	0
61	VICKI	MANLY	45	0
62	SUE	PENNER	45	0
63	DON	ANGEROTH	40	0
64	MARILYNN	ANGEROTH	40	0
65	LINDA	DAWES	40	0
66	ERVIN	GUNDERSON	40	0
67	DIANE	ANDERSON	35	0
68	JOE	ELLER	35	0
69	DAVID	FERGUSON	35	0
70	JON	MANZ	35	0
71	KARL	MONTGOMERY	35	0
72	CAROLYN	READE	35	0
73	ANDREW	SCHMIDT	35	0
74	STEVE	WRIGHT	35	0
75	BILL	YOUNG	35	0
76	PATTIE	BENA	30	0
77	JB	BENEDICT	30	0
78	NANCY	BRONNER	30	0
79	JANNETTE	GUNDERSON	30	0
80	GINA	OGLE	30	0

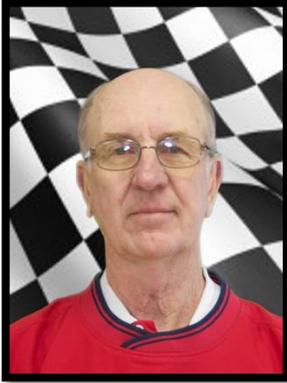
	CCC	MEMBER	PNTS	PNTS
#	F NAME	L NAME	CCC	NCCC
81	TIM	OGLE	30	0
82	BILL	PILGER	30	0
83	JIM	WALTON	30	0
84	JOHNNY L	WILLIAMS	30	0
85	DALE	WILLIAMSEN	30	0
86	SUZANNE	BLACKBURN	25	0
87	MARK	DE LONG	25	0
88	PAM	DE LONG	25	0
89	ROBERT	MARKWORTH	25	0
90	MICHAEL	McNULTY	25	0
91	GARY	MUNDORF	25	0
92	NANCY	MUNDORF	25	0
93	JERRY	NABHOLZ	25	0
94	ED	OLSEN	25	0
95	JUDI	OLSEN	25	0
96	CHERYL	SONDYJ	25	0
97	GARY	SONDYJ	25	0
98	NORA	WRIGHT	25	0
99	DIANNE	YOUNG	25	0
100	KEN	BENA	20	0



Events Posted for 2015

	Event Activity or	DATE	REMARKS: Only events that you attended	Points	CCC
#	Sanction Nos.	2016	will be posted in your results (NCCC are BOLD)	Awarded	ATT
1	CCC Approved Social	12-Jan	Meet and Greet at Stumble Inn Social	10	44
2	CCC Approved Social	24-Jan	Play at Mahoney Park & Parkers BBQ Social	10	27
3	CCC Approved Event	30-Jan	2015 Awpard Banquet, (Jan Meeting)	10	90
4	CCC Approved Social	9-Feb	Meet and Greet at Cilantros Restaurant Social	10	36
5	CCC Approved Event	18-Feb	CCC General Meeting for February	10	71
6	CCC Approved Event	19/20-Feb	CCC at the Yearly Melodrama, workers servers	10w/20w	18
7	CCC Approved Event	6-Mar	Annual CCC workers at the Swap Meet in Lincoln	10w	6
8	CCC Approved Parade	15-Mar	Annual St Patricks Parade & Lunch to Follow, QS&L	15e	75
9	CCC Approved Event	17-Mar	CCC General Meeting for March	10	92
10	CCC Approved Event	19-Mar	WREG Banquet Special Event, Des Moines IA	25	15
11	CCC Approved Display	18/20-Mar	Annual WOW Display, Omaha NE	20c/15e/10w	41
12	CCC Approved Social	29-Mar	Approved Social at Clancy's West	10	54

Message from the President



It's going to get crazy, real crazy in the months ahead. Looking ahead it's off to the Governors meeting. Should be an interesting weekend as I'm interested in who will be appointed as Director of Charity.

I've heard someone from CCC is interested in throwing their name in the hat. I hope they do! I also hope to get some insight on which of the three Charities NCCC Governors support.

It will also be the last Steering Committee meeting that Gene and I will attend prior to Convention. The Steering Committee is made up of experienced former Convention Directors, as well as some folks that have a rounded knowledge of NCCC. The committee has been a fantastic guide in the preparation of this huge undertaking.

On the home front, it is pedal to the metal for the Cornhuskers. Summer fun is in sight. That fantastic Social Committee and all the things they are planning! WOW! You will want to be a part of the activities for sure

Save the Wave, Jerry

Jerry Koraleski,

President@cornhuskercorvetteclub.com

Message from the Vice President



As an active member of the Social Committee, I can say that this is going to be an outstanding year of fun activities. I am so impressed

with the energy and commitment of this group. Also, I want to remind everyone that the recommended changes to the operating procedures and job descriptions will be voted on at this month's meeting.

Please take the time to review the proposed changes and revisions. They are located at the end of the General Meeting Minutes in last month's newsletter.

Thank you for your support,

Ray Kennedy,

VP@cornhuskercorvetteclub.com

Message from Your Governor



No Report

Jon Manz,

Governor@cornhuskercorvetteclub.com

General Meeting Minutes
March 17, 2016
Bel Air Banquet Room

"May your neighbor respect you, troubles neglect you, the angels protect you, and Heaven accept you", as the Irish say.

There were not only a lot of members attending this meeting on St. Patrick's Day, but there was a lot of green there too!

Sergeant at Arms, Bob Edmundson, announced that the meeting would be starting in 5 minutes and to please silence all cell phones.



Jerry Koraleski, President, welcomed everyone to the meeting and led the group in the Pledge of Allegiance. Before the club members sat back down, Jerry asked for thoughts and prayers for the Randy Williams family as Randy's father passed away very recently. Others who need prayers for healing are Cork Adams, John Brown, Bob Redmond, and Jan Gunderson.

Jerry also mentioned it was good to see John and Nancy Beaver with us again. John and Nancy have been CCC members in the past. Nancy Bronner announced that the 50/50 pot was up to \$118 and Kathy Gau read the birthday list.

Jan Gunderson, Secretary, received a motion to accept the minutes from last month's general meeting as published in the newsletter from Ray Kennedy and seconded by Cheryl Sondyj.

Jan also talked about the flags that club members display on their Corvettes at shows and parades. A club flag may



be purchased through Joann Leners at general meetings, but the windshield mount (which I call doohickeys sometimes) are specific to the year of Corvette you own and may be ordered through "Flag Caddie.com". The U.S. Flag may also be ordered through "Flag Caddie.com".

President Koraleski reported that the 2:15 a.m. meeting time came awfully early for a group of men from the club to assist the "Old Car Council" with their yearly event. Virgil (Bill) Anderson, Ray Kennedy, Gene Gau, Chris Tooker, Craig Pannell and Jerry Koraleski were the early risers who earned funds for our club by helping this club out again this year. Thanks guys!

Marie Manz, Membership Director had a great report with nine new members to add to our club:

- Dan and Lisa O'Donnell
- John and Nancy Beaver (returning members)
- Patrick Richardson and Joyce Tinsley
- Madalyn Brisbois (Granddaughter of Gary and Kathy Brisbois)
- Neil and Jacqueline Whitehead (from Wyoming, sponsored by Jim & Suzanne Blackburn)



**Ray Kennedy,
Vice President**

came to the front and announced that he and a By-laws Committee published the changes and/or corrections to the by-laws in the latest



newsletter and that next month there will be a vote by the general membership to approve them. Ray also reminded the group that June 5 has been set as Vet's Appreciation Day at the North Omaha airport. The charity will be "Moving Vet's Forward".

Ray asked Cliff and Pam Leach to stand while he recognized them for their part in starting "Guard Riders" and how they are benefiting Madonna Rehab. As members came through the Banquet Hall door tonight, a star was given to each member. How special each packaged star is as the following is found on the back:

I was part of an American Flag, and I flew proudly at one time. The elements have made me faded, and the winds have made me tattered and torn. Even though I'm a little worn, please carry me as a reminder that I am not forgotten.

A Vietnam Veteran

Vstarrider03@msn.com

Vice-President Kennedy passed out the stars, Leaches wee involved in getting them for the club and Ray and Gene Gau purchased them for us. Contact Ray or Gene if you'd like to order some yourselves and they can help you with that.

Ray also informed us that Col. Brewer is depicted on his Corvette wrap of the Convention Car and that John Brown served under Col. Brewer. John has stated that Col.

Brewer lead his men from the front and was a "Bullet Magnet". What an honor it is to have you as one of our members, John Brown! A Salute to you.

President Koraleski then asked Kathy Gau to draw for a birthday winner and Jerry Benedict's name was pulled out of the hat. Speaking of hat, Jerry Benedict was given the honor of wearing the birthday hat for the remainder of the night as well as given the opportunity to choose a gift from the door prize table.

Tom Horeis, Treasurer, asked for a motion to approve the 2016 budget as presented at the last meeting. Kathy Gau made the motion and Don Angeroth seconded. Tom continued with a presentation of revenues, expenses and budget. Tom had a positive report for the club.



Governor, Jon Manz, came to the front of the room and explained that as Governor he would be taking a vote from our club members with him to the

Governor's meeting to vote for a charity for NCCC. Our general membership voted and the vote was overwhelmingly for Jon to vote for St. Jude's Children's Hospital. The other charity choices were the Shriners or the Lion's Club.

The 2016 Charity fund raiser will be to sell 2,000 tickets for \$50 each with ½ pot to ticket holders and the other half to the charity. If the 2,000

tickets are all sold, then there may be more tickets up for sale. More details to follow.

Don Angerth, Competition Director, spoke about the upcoming West Region Banquet and the driving school that is scheduled for May 14 & 15. Check CCC website for details.



Remember that this school is free and if you are not satisfied, every penny you paid will be returned to you!

Don mentioned the following events (details on fliers on website):

- Low speed auto cross - May 21 & 22
Lincoln, NE-

Low speed auto cross - May 28, 29 & 30
Chariton, IA

- Peers Sanctioned Car Show - June 4
Omaha, NE



Pat Swift, Public Relations Director, is back from sunny Florida and knocking on Contributor's doors. He recapped:

- C7Contributor: Service One
- C7 Contributor: Chris Tooker
- C7 Contributor: Accurate Detail

Pat also explained that Leach Camper has been a contributor for many years and loaned us a motor home for timing as well and that we would like to continue to support him by cooking for them as Leach's Open House. A letter to Leach had been sent to them at the first of the year as well.

Pat has also spoken to H&H Chevy and offered them an opportunity to be a \$500 contributor. Jerry Koraleski delivered the Contributor Plaques to them and invited Terry to attend a general club meeting anytime.



Kathy Cashell, from the Social Committee reported that there were 40 cars for the St. Patrick's Day parade despite the damp weather. Sixty-five people enjoyed lunch together at Quaker Steak & Lube in Council Bluffs after the parade. The social committee is made of volunteers from the club and they are:

- Bill and Kathy Cashell
- Jayne Sainz
- Sam and Jodi DePetro
- Ray Kennedy and Carole Debus
- Bob and Carolyn Edmundson
- Rod and Sue Penner
- Pat and Sandy Swift
- Bill and Connie Howdle
- Dale and Alice Williamsen

The social events can be found on the website and on the newsletter so that all may plan for

day as well as overnight trips. Marie Manz will also put out reminders twice a month as well.

Some of the following activities are:

- April 16- Mexican Train (Dominos) at Gene and Kathy Gau's at 5:00. Bring a dessert. Donation at door for "Help Stamp Out Polio" to Gene Gau's Rotary Club.
- April 24- Road trip to Morrill Hall to see "Photo Ark" a multiyear National Geographic project with a simple goal -- to create portraits of the world's species before they disappear and to inspire people everywhere to care. The exhibit highlights a sampling of the more than 5,000 species that comprise Sartore's Photo Ark collection to date. The same day, in Lincoln, CCC will fulfill a wish for a Navy Vet who has never ridden in a Corvette. It is the Vet's birthday, he is not well and his daughter is flying in for the birthday celebration.
- May 7- Car Show at Huber's for "Vets Moving Forward" charity and chaired by George Horst. This Charity needs bath soaps and white socks. There will be a \$10 entrance fee.



Bill Cashell, Editor, If you've been wondering where the Newsletter has been, Bill reported that it has been in cyberspace and has been moving around the internet. I guess Bill

thought it was on some island somewhere, so he chased around the islands on a boat bigger than his own trying to catch it for three weeks! Instead of a holding a butterfly net (can't you just see him in his straw hat, khaki pants complete with knee socks?), he admittedly stated he had a margarita in his hand. He tried to blame his sweet bride, Kathy, for distracting

him, but we all know Bill and what a slacker he can be!!! LOL!

Actually, Bill is doing a fantastic job and has added more enhancements to the newsletter. Did you notice that he has added a page that outlines sanctioned events, non-sanctioned events and other events in the area? What a great job, Bill.

About that time, President Koraleski got up and began talking about how great a job Bill does and then asked Jayne Sainz not to listen to what he was about to say. Then it all came out kind of wrong. He said something to the effect that last year when Jayne would tell about the social activities they didn't sound very good or interesting, but they were **really** good! Of course the people just roared the way it came out, but Jerry was actually being complimentary with his comments.



Gene Gau 2016 Convention Chairman; will be showing the promotional movie at the West Region Banquet, there are as of today, 253 people registered for convention and 42 big rig trailers are coming to the convention. He and Jerry have made sure there is room for those trailers.

Ray Kennedy stood up and announced to Gene that he is going to take the \$100 reimbursement for registration to convention for his part of working as a Chairman, back to Madonna Rehabilitation. Gene acknowledged Ray's charitable act and said if there was

anyone else who was chairman or co-chairman who wanted to follow suit that they would put in a process for that to be done.

We are going to need more people on the Security team, so if you like telling people where to go, let Gene know! More people will be needed for the security team on Sunday and Monday. Remember, Dave Ferguson is in charge of luggage, and we know we're in trouble with that!

Carole Debus's daughter, who is a photographer, has volunteered to photograph the chairman/co-chairman for the Convention Program Booklet.

Kevin Reit, Door Prize Chairman for

Convention, was glad to see so many members at the club meeting. He was glad he didn't stay home and miss out on the "doohickey" sales pitch, the President's Disclaimer on the Social Activities and the new High Speed Helmet Jerry Benedict was wearing. Kevin did suggest to Jerry that he tighten up the chin strap on the helmet before he went flying down the strip!



After the comical observations you can always count on Kevin to have, he solicited door prizes and thanked everyone who had brought things previously. He told us he was having a good time playing with the donations in his basement already and was anticipating more fun to come.

P.L. Pilger, Chairman of Tech, solicited help for tech. His biggest nightmare is that entrants will wait in line for four hours in tech. Let's not let his nightmare come true!!!! CCC is where nightmares don't come true!

Tim Ogle, Webmaster didn't have a report for this position, but he was asked to come to the front and be recognized for all his hard work in getting our new trailer built for our club! Jerry Koraleski brought the trailer and parked it in the lot so all could see. Tim asked us not to get into it because the floor was being painted with a no slip product.

The trailer was easy to examine with the lights on inside and Jerry said "It's going to last forever!"



Chris Tooker, World of Wheels Chairman, announced that the theme for this year's display is "**America Doesn't Settle for Ordinary**". The cars have been chosen for the display and Chris will be setting up shifts of people to sit at the booth and promote as well as answer questions about CCC.

JB Benedict, Points Chairman- reported that the points report is on the back table and the website is up to date. Three members are tied for first place because they've gone to everything.

JB thanked those who brought black and white newspapers for the no-kill animal shelter he supports.



Chris Tooker, World of Wheels Chairman, thanked everyone for their help, it looks great and the Convention Car is featured.



Perry Dawes, Member at Large absent and no report. Jerry reminded members that there is a practice valve cover race on April 3 at Embassy Suite which Perry is heading.

Chris Tooker, Member at Large-no report.

Jerry Koraleski reminded members to bring small toiletries unused from hotels as you travel so that she may give them to Mohm's Place, a shelter in Council Bluffs.

New Business-



Betty Carrico drew out ticket #518328 for \$130 in the 50/50 drawing which was held by Dianne Young! Congratulations, Dianne!

Motion to close was made by Jon Manz and seconded by Tim Ogle.

Respectfully Submitted,

Jannette Gunderson, Secretary



Wearin' the Green



Gina's first ever Green Beer!



New Members



Patrick Richardson and Joyce Tinsley



Dan and Lisa O'Donnell

Not Shown:

John and Nancy Beaver (returning members)
Neil and Jacqueline Whitehead
Madalyn Brisbois (Granddaughter of Gary and Kathy
Brisbois)

OUR CONTRIBUTORS

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Gregg Young Chevrolet

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Birthday Winner Jerry Benedict



50/50 winner Dianne Young



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www.LeachCamper.com



George Horst, President
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www.jikohmfg.com



<http://www.casciossteakhouse.com>



Chris Tooker – Financial Advisor
13321 California St. Suite 200
Omaha, NE 68154
402-496-5118

May Birthdays



- 2 Carolyn Edmundson
- 5 Jon Sundstrom
- 6 Katie Kuhfahl
- 6 Lisa O'Donnell
- 7 Linda Werchan
- 7 Mary France June
- 8 Carolyn Reade
- 10 Jan Mason
- 11 Gene Wallace
- 13 Deborah Lewis
- 14 Kim Hernandez
- 15 Jennifer Campbell
- 16 Bert Calentine
- 16 Jerry Koraleski
- 18 Ron Wolfe
- 18 Louise Gau
- 19 Sheron Lambert
- 20 Al Mossman
- 20 Tom Durham
- 21 Joyce Tinsley
- 21 Jane Reilly
- 23 Patty Christians
- 23 Jackie Fuxa
- 24 Robert Markwo
- 24 Michaela Goc
- 25 Lois Waterman
- 27 Lyn Griswold
- 27 Pam Harris



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Home Warranties & Service Agreements

<http://serviceone.com/>

Auto Trim Design

www.AutoTrimDesign.net

Bruno's Auto Works

www.BrunosAutoworks.com

Breeze Catchers

www.BreezeCatchers.net

Certified Transmission

www.CertifiedTransmission.com

Cilantro's Mexican Bar & Grill

www.CilantrosOmaha.com

Clancy's Pub

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<http://www.facebook.com/HsAutomotiveAndDyno>

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www.InTheGarage.biz

K&K House of Trophies

www.kkTrophies.com

Lions Automotive Upholstery

<http://lionsauto.com>

Lyle's Tires & Wheels

www.LylesTire.com

Northwest Bank

<http://www.bank-orthwest.com/john->

Don't Leave Home Without It

Let's face it; there is not a lot of room in a Corvette for tools and accessories when you are on a road trip. Some people take a 12V compressor and tire repair kit for the cars that do not have a spare. Here is one gadget you may want to consider:

This little gem is a battery charger. Ah, but this is no ordinary battery charger. There are many small packs that will charge your phone, but this little beauty will do it all. It is just a little larger than an oversized cell phone.



The lithium battery pack will charge 2 phones at once, and it will charge them about a dozen times. There is a connector to charge your laptop or tablet, with multiple adaptors for different brands.

Here is the best part – you can even jump start your car with it. That's right, it will actually jump start a car! Just plug in the jumper cables and attach to your battery and you are ready to start your lifeless car. The entire unit comes in a hard cover case and fits in a small area of any car. This unit is available on Amazon for \$79.

OUR CONTRIBUTORS

Please show your appreciation

Parker's Smokehouse

www.ParkersSmokeHouse.com

Peers Auto Works

www.PeersAutoworks.com

Quaker Steak & Lube, Council Bluffs

<http://thelube.com/locations/iowa/council-bluffs/>

R&G Service Center

www.RandGServiceCenter.com

Village Inn Twin Creek Bellevue

<http://www.villageinn.com/locations/110857>

Biginz Motorsports

www.biginzmotorsports.com





Corvette Door Panel Repair

By Allen H. Sohl

I acquired my 1977 Corvette in 1990. It has been both my racecar and my “driver,” but over the years I’ve tried to maintain good operation and decent appearance.

After 25 years of seat time, I’m very comfortable behind the wheel, and my ‘77 fits me like an old shoe. But like an old shoe, the interior is showing its age. I can tolerate some faded carpet and a few cracks in the vinyl, but the ever growing hole in the passenger side door panel was getting to be downright embarrassing!



There are numerous shops around town that do automotive upholstery repair, but they couldn’t help me because sculptured door panels are virtually impossible to recover. I drove to Dr. Vinyl and asked for an estimate to repair the hole in the vinyl. The technician was not optimistic. He asked, “Can’t you just get a new panel?”

So I shopped around on the Internet for a replacement door panel. There are numerous third-party suppliers, but the going price for a deluxe ‘77 panel is around \$450, not including handle, trim pieces, and hardware. Add shipping cost and another \$100 or so if you don’t do the installation yourself. Also, Rich Cerveny at C&S warned me that replacement panels don’t always fit properly.

I was starting to think seriously about red mending tape as a last resort when I got a tip from “Rick” at Auto Enhancements in Millard : Call VINYL 1 PLUS. I was skeptical at first because VINYL 1 PLUS has a telephone number but no address. Nevertheless, I called “Matt” at VINYL 1 PLUS, and he scheduled an appointment *at my place* the next day. It turns out that he and his partner Hugh do on-site vinyl, leather, and fabric repair for car dealers and classic car owners.



Matt showed up on schedule with a van filled with various products in aerosol cans. He examined the door panel and immediately went to work, right in my driveway. I watched in amazement as he alternately sanded the damaged area of the panel and sprayed on multiple coats of material until it was smooth to the touch. Lastly he applied a self-texturing color coat and set it with a heat gun.

The whole process took about one hour. The color and texture match of the repaired area and the rest of the panel are beyond my expectations. Palmer is even impressed.

Mission accomplished!

VINYL 1 PLUS

Matt Koltes 402.672.3710
matt@vinyl1plus.com
hugh@vinyl1plus.com



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Greeter

Allen & Palmer Sohl, Greeter@cornhuskercorvetteclub.com

Please note the NEW email addresses. You will never have to remember a board members email address again - just their position!! Our webmaster has it set up to auto forward to the email address we have on-line.



HUSKER NEWS 'N VIEWS is a monthly publication of the Cornhusker Corvette Club, expressly for its members. Articles submitted for publication MUST be received by the editor by the **FIRST Thursday of the month**. The General Membership Meeting is held the 3rd Thursday of the month at 7:30 pm at the Bel Air Banquet Room, 12100 W. Center Road. Join us early for dinner when you can. The Board of Directors Meeting is the 1st Thursday of the month at 6:30 pm at the CCC President's home. All members are welcome at the Board Meeting. Correspondence can be submitted to

Editor@CornhuskerCorvetteClub.com

Websites:

CCC: www.CornHuskerCorvetteClub.com

National NCCC: www.CorvettesNCCC.Org

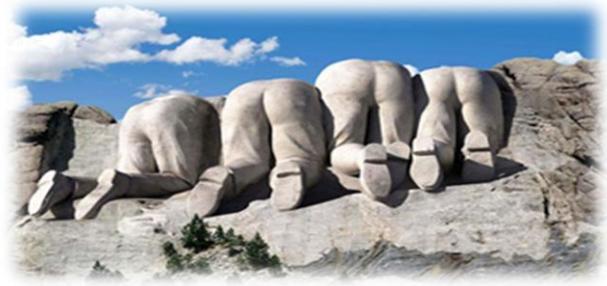
Regional NCCC:
www.WestRegionNCCC.Com

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Deadline for submission for the newsletter is the first Thursday of the Month.

Please email to
Editor@cornhuskercorvetteclub.com

FUNNY SIDE UP



She hurried to the pharmacy to get medication, got back to her car and found that she had locked her keys inside. The woman found an old rusty coat hanger left on the ground. She looked at it and said, "I don't know how to use this."

She bowed her head and asked God to send her some HELP. Within 5 minutes a beat-up old motorcycle pulled up, driven by a bearded man who was wearing an old biker skull rag. He got off of his cycle and asked if he could help.

She said: "Yes, my daughter is sick. I've locked my keys in my car. I must get home. Please, can you use this hanger to unlock my car?"

He said, "Sure." He walked over to the car, and in less than a minute the car was open. She hugged the man and through tears said, "Thank You, God, for sending me such a very nice man."

The man heard her little prayer and replied, "Lady, I am NOT a nice man. I just got out of prison yesterday; I was in prison for car theft."

The woman hugged the man again, sobbing, "Oh, thank you, God! You even sent me a Professional!"