



HUSKER NEWS 'N VIEWS



Nov 2017



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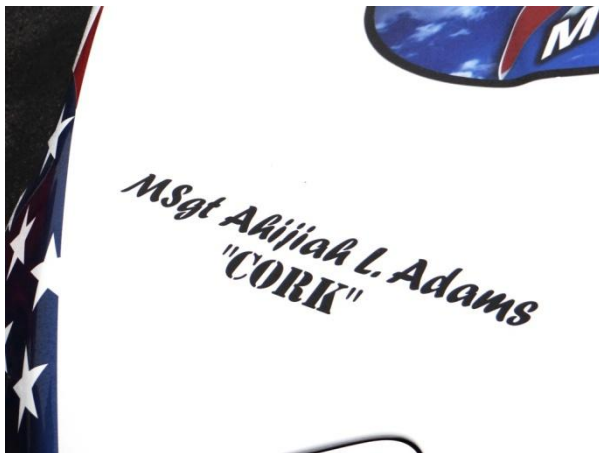
****Next General Meeting is Thursday, Nov. 16, 2017 at the Bel-Air Banquet Hall, 7:30 - 9:00pm. Come **EARLY** & enjoy the buffet starting at 6pm! If you would prefer a salad, call Holly or Shelly at **402-333-5505****



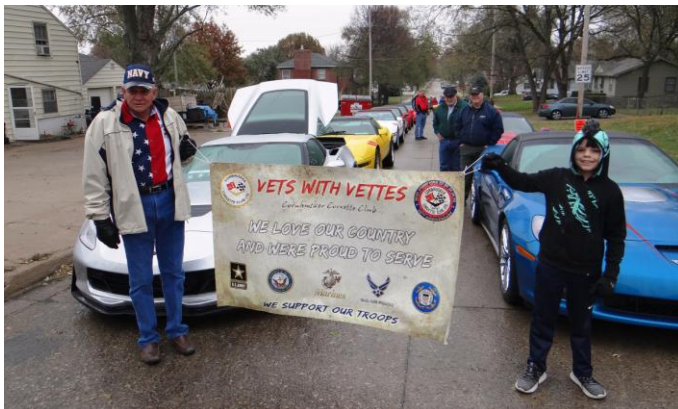
Salute to Veterans

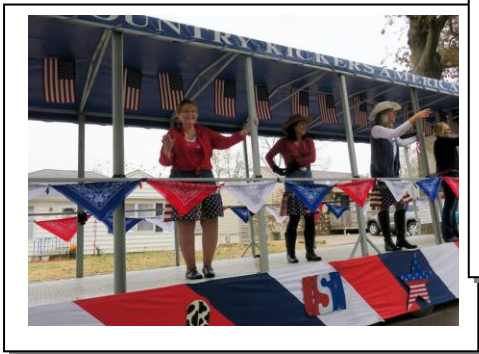
By Bill Cashell

Not rain, nor snow, nor dark of night (okay, it was really just cloudy) would prevent 34 Corvettes from the Cornhusker club from joining the festivities of the annual Bellevue Veteran's Day parade. We met at Beardmore Chevrolet for coffee before proceeding to the parade route. Before leaving, Ron Hernandez asked Linda Adams to come over to see something on the hood of his car. When Linda pulled back the cover, there was Cork Adams name on the hood as Ron's designated co-pilot.



The staging area we were at gave us a front row view of the parade until it was our turn to go. As the light rain started, we were excited to see all of the people on the streets who were there to greet us.





Photos by Sandy Swift

WHERE HAVE YOU BEEN?

Tales of members of Cornhusker Corvette Club about any of your travels –

Amana /Galena Road Trip – October, 2017

Submitted by Carolyn Edmundson



It was a rainy, gray day but that did not stop the cars from gathering and venturing out towards the



Amana Colonies on October 10, 2017. Since it was still raining when we arrived, we checked into our accommodations there. By the time that was done, the rain had stopped and we were able to walk to one of the many eateries for a quick lunch before the ladies commenced on browsing through the shops. For dinner that night, we gathered at the Ox Yoke Inn for a delicious meal complete with fresh baked rolls and fresh strawberry jam.

By 10:00 the next morning, all had found great locals for breakfast and were ready to head towards Galena, IL. A few showers occurred along the way but nothing significant. Due to the wonderful fall weather we had been enjoying, many of the trees had not yet changed color so our ride was less colorful than we had hoped for but that didn't slow us down any as we ventured towards the Irish Cottage Boutique Hotel.

By 1:00, most were unloaded and ready to hit the streets for more browsing in the large variety of shops that are located there. Several favorites were the popcorn shop and wineries located on the main street. Many of the males in our group found resting at the VFW and enjoying a beverage preferable to following the females into the shops/boutiques. Dinner that night went in several directions with some enjoying fellowship and a delicious dinner and entertainment at the Hotel and others venturing downtown.



Thursday morning was "on your own" so many enjoyed a tour of President Grant's home, which is located only a couple of blocks from the hotel.



At noon all 32 CCC members present boarded a tour bus for a 4 hour tour of first the country roads and byways outside Galena. This tour included lunch at a Swiss-themed ski resort outside Galena – Chestnut Mountain. From the lodge wonderful views of the Mississippi River could be seen. Following the tour of the countryside, we had a guided tour of the town of Galena. Thanks to Carol DeBuse and Ray Kennedy for making arrangements for our tours.

Thursday evening, Barbara and Bob Redmond led us to Timmerman's Supper Club in East Dubuque, IL for a very tasty dinner where we had a room upstairs all to ourselves. Following dinner, many gathered in the Library Room at the hotel for conversation and beverages.

Early Friday morning, some of the group left for home in able to prepare for the weekend's racing events. Others explored the area more and then returned to Omaha in a more leisurely pace. Two couples from the group caravanned northward to participate in the Fall Color Run.



All in all, it was a very enjoyable outing for those attending - at a venue that we all hope to return to in the coming years because of all of the unique sites and scenery as well as history found in the areas.

MOUSE ALERT!

by Allen H. Sohl



Mice are seldom seen, but they are virtually everywhere – in the city, in the suburbs, and in the country. They are inquisitive, persistent, and potentially destructive. As winter approaches, they look for dark, cozy places to escape the cold weather, build nests, and raise their families.

Many of us put our Corvettes in storage for the winter, either at home or in offsite storage. Unfortunately, there are numerous places in a Corvette where mice can take up residence.

The engine compartment is obviously easy for mice to reach. Mice have been known to chew up rubber vacuum lines, windshield washer hoses, and (worst of all) wiring harnesses! If your Corvette has a carburetor, the air cleaner may be a convenient place to build a nest or store food. It may help to leave the hood open to expose the engine bay to whatever light is present (assuming you disconnect the service light). It's probably not a world-class idea to put a car cover on a vehicle in storage unless you are certain the building is mouse proof.



The storage compartments behind the seats in C3 Corvettes are ideal nesting places. They are dark when the lids are closed, and

GM has conveniently punched round access holes in the sides! With newer models, some owners have reported finding mouse nests inside the instrument panel.

What to do. Mouse traps are your first line of defense against mice. It's obviously best to trap and kill mice before they get to your Corvette. Contrary to popular belief, peanut butter is better bait than cheese. Place the traps near expected entry points; for example, put them by gaps at the corners of overhead garage doors and on the floor underneath the engine. Try to position the traps so they won't be sprung by accident. Check the traps regularly to remove dead mice, replenish the bait, and reset the traps.

If you are squeamish about blood, you can use poison such as d-CON instead of traps to kill mice. One problem though is that you can't predict where the mouse will die, so you may have to depend on your sense of smell. Also, having open piles of poison bait at floor level may be problematic if you have pets. Consequently, d-CON has replaced the familiar yellow bags and wedge-shaped cardboard bait boxes with small poison blocks enclosed in transparent plastic cases with carefully designed entry points.

You can buy electronic devices that supposedly repel rodents by emitting supersonic sounds when plugged into an AC outlet. In my experience they are about as effective as deer whistles.

If mice do succeed in entering your Corvette, there are things you can try to discourage them from staying (but no guarantees!). Some people put small pans of strong-smelling Irish Spring soap chips on the floor or in the luggage area. Similarly, you can try cotton balls soaked in peppermint oil.

If you do find one or more mouse nests in your Vette, try to identify the source of the material in the nest. Mice like to chew paper; hopefully you keep your registration and proof of insurance in a safe place such as a document holder on the sun visor. Mice like towels too, cloth or paper. (It might even be wise to leave a roll of paper towels in your Vette so the mice don't have to seek alternatives!) In any case, hope that you don't see anything the color of carpeting, electrical insulation, or vacuum lines!

Case in point: When I got my new racing trailer, I stored it in a corn crib. To protect it from exposure to sun and moisture, I covered it with a tarp. Big mistake! Mice invaded the dark space I created and built pretty multi-colored nests using insulation from the brake and taillight wiring!

After you remove any nests you find (and mice – sorry), vacuum the interior of your Vette to remove mouse droppings and debris. Mice are not toilet trained, so an ordinary air freshener likely won't eliminate the unpleasant odor. You will need to spray the interior with a disinfectant such as Lysol.



FUNFEST COMING TO NEBRASKA



Mid America Motorworks & Harchelroad Motors Announce a “2018 Funfest in the Midwest” at Motorsports Park Hastings. The Yager and Harchelroad Families will team up for a Corvette weekend at the track in Imperial, NE. Corvette-Chevrolet dealer Harchelroad Motors, in Imperial, NE and Corvette aftermarket parts and accessories manufacturer, Mid America Motorworks, in

Effingham, IL, are teaming up to present Corvette enthusiasts with a weekend designed for experiencing all years of Corvettes to their fullest. From car shows and track events to live entertainment, June 1-3, 2018 promises to be three full days of high-octane excitement at Motorsports Park Hastings, in Hastings, Neb.

It’s no surprise that Harchelroad Motors and Mid America Motorworks have come together to create Funfest in the Midwest. Both companies are family owned - with Mike and Laurie Yager at the helm, along with their sons Michael Jr. and Blake Yager- Mid America Motors is fueled by a combined 75 years of experience in the Corvette aftermarket. Likewise, Harchelroad Motors’ four generations of fun-filled sales and service means that they’ve been keeping Corvette, Chevrolet, and Buick drivers on the road for 86 years, all while offering over 200 brands of farm machinery to customers near and far.

“Once we started talking about this idea, I knew it was an opportunity we wanted to pursue,” Yager said. “Sid and I have knowledge and expertise to share with enthusiasts and Corvette Clubs from all over the USA, especially the Midwest. In return, they get to enjoy the social aspect of the hobby without traveling too far from home - what can be better than that?”

The June event will take place at Motorsport Park Hastings (MPH), a first-class, 2.14-mile road course. Named one of the top 10 places to speed legally by Forbes magazine, this course was designed by Alan Wilson as well as reviewed and approved by renowned racetrack consultant Martyn Thake from the SCCA.

Sid Harchelroad, along with son Dillon and brother Brian, all promise the event to be an impressive one. Participants can expect to experience competitive racing with NSAA Corvette race teams, car shows, parade laps, novice laps and race school. Additionally, many major Corvette vendors will be on-site for demonstrations and seminars. There will be DJ entertainment and a banquet on Friday night. The Long Run Band will perform on Saturday night in Hastings at the fairgrounds too! “This is going to be a big event for MPH and the surrounding communities,” says Sid Harchelroad!

More details about the MPH Hastings Corvette event will be added to the Funfest Events website at www.harchelroadmotors.com or www.corvettefunfest.com as they develop.

*****This event will be very popular, and hotels are already filling up. Gene Gau is reserving a limited number of rooms for our club. If you would like to attend, please contact Gene ASAP to reserve your room.**

It's Official: 2019 Corvette Will Include a ZR1

Rumors have been circulating that the Corvette ZR1 would be making a return for the seventh generation, and those rumors were confirmed on Wednesday when the December 2017 cover of Car and Driver was leaked, showing the 2019 ZR1 in all its glory. This leak was followed by a teaser video on Corvette's social media channels giving a very sneak peek of an unidentifiable car, and the date of 11-12-17.

The Dubai International Motor Show, scheduled for November 14-18, has been rumored to be the spot the ZR1 will make its official debut.

The magazine's cover boasts 750-horsepower in the LT5 engine and quite noticeable is a new rear wing, providing much needed downforce. While pricing has yet to be release, speculation is that it will start just above \$120,000.

The car has an Eaton supercharger, a bigger blower than the LT4s but the same drivetrain (either seven-speed manual or eight-speed automatic) as the Z06 according to the Car and Driver article. Other features mentioned in the piece include front wheels that are a half inch wider, same standard and option rubber as the Z06, and brakes that are the same as the Z06's optional rotors and calipers with new pads.

Rumor has it the LT5 will shoot flames from its exhaust. Thanks to a new fuel-delivery system, which uses both port and direct injection. This also creates louder exhaust.

The ZR1 is expected to hit 60 mph in less than three seconds, and have a quarter mile time of less than 11 seconds... topping out beyond 210 mph. It's lap time at VIR is said to be 2.5 seconds quicker than that of the Z06.

We'll all be staying tuned to the interwebs on Sunday, hoping to catch more images and video of the latest iteration America's Sports Car.





The mid-engine Corvette, 60 years in the making

by [Jerry Burton](#) / Hagerty Magazine

November 01, 2017

With the much-anticipated eighth-generation Corvette on the horizon, it's time to retrace the evolution of rear-mid-engined cars at General Motors.

The idea first surfaced 60 years ago, in 1957, thanks to Zora Arkus-Duntov's obsession with building the best race cars he could, whether or not they made sense as street machines or not. Arkus-Duntov always believed that a mid-rear-engine configuration offered the best combination of forward visibility, balance, improved acceleration, and braking performance. He wasn't that concerned about drawbacks like cockpit noise, poor rearward visibility, and a lack of interior and cargo space.

CERV I



CERV I prototype

GM Heritage Archive

With its open wheels and sleek, narrow body, the CERV I looked more like an Indy or Grand Prix car. Yet it would be the culmination of all Zora's dreams, the successor to the great pre-war Auto Union race cars—a single-seat, open-wheel racer that would be more advanced than anything then gracing a racetrack.

The vehicle, known internally as the “R” car but elsewhere as Chevrolet Engineering Research Vehicle (CERV) I, was powered by a Chevy small-block V-8. It was the most exotic small-block yet devised. Its lightweight aluminum core was made of a high-silicone alloy that required no cylinder liners. The block weighed a staggering 90 pounds less than its cast-iron counterpart. Other components were made of lightweight magnesium. The engine was otherwise similar to the stock 315-horsepower Corvette V-8 of 1960, with the same Duntov cam, solid lifters, and stock crankshaft, bearings, rods, pinions, and rings. But breathing refinements allowed it to put out 353 hp at 6,200 rpm.

Larry Shinoda and Tony Lapine designed the body for the vehicle under studio head Ed Wayne. With only two layers of fiberglass, it weighed just 80 pounds. Its design allowed the car to squat at speed for even better aerodynamics. According to Duntov, even the angle of the radiators contributed to higher downforce at speed, which was a fairly novel concept at the time. The complete dry weight of the machine (without gasoline or other fluids) was a mere 1,450 pounds.

CERV I also featured one of the first uses of a fuel cell in a racecar. Designed by U.S. Rubber at Duntov’s urging, the cell was conceived to reduce the possibility of a fuel-fed fire, the cause of many motor racing deaths.

As a forerunner to the 1963 Corvette Sting Ray, the rear suspension was independent and used the axle shaft as an upper link. “In passenger car and racing car, aim is identical,” Duntov said. “If you can find one piece to do what two pieces are supposed to do, that is good solution.”

Duntov’s first application of the car was another record run up Pikes Peak, much as he had done in the 1956 Chevrolet. With 60 percent of its weight over the rear wheels, it was ideally suited for hill climbs.

CERV II



Developed in 1964, CERV II had a racer-type body featuring four-wheel drive via two automatic transmissions. Duntov was intrigued by the benefits of all four tires biting the pavement, even if it meant carrying extra weight for the components necessary to drive four wheels instead of two. Furthermore, a projected 550 hp from the engine was far more than could be utilized with racing tires of the period, so Duntov concluded that four-wheel drive was mandatory.

CERV II - GM Heritage Archive

While 4WD had the advantage of added traction and stability, Zora had to devise a means of torque distribution between the front and rear wheels. He elected to go with separate transmissions and torque converters for each end of the engines, feeling that a pair of them would be lighter than one

large transmission plus clutch, transfer case and driveshaft. It was an all-new principle and Duntov earned a patent on it.

Duntov had more in mind than just basic four-wheel drive, however. He calibrated the torque converters to take advantage of weight transfer, pumping more torque to the car's rear wheels under hard acceleration and less torque once it was moving at high speed. He also wanted the flexibility of multiple drive ratios, which would alter the bottom and top-end driving characteristics. He achieved this by equipping both axles with compact, two-speed gearboxes. Controlled by a single cockpit lever, they gave a direct drive and a 1.5:1 reduction.

An all-aluminum 377-cubic-inch V-8 similar to the Grand Sport engines provided the power, the only difference being the use of a Hilborn constant-flow fuel injection system instead of the Weber carburetors, which were used by the Grand Sports in the Bahamas. During testing at the GM Proving Ground at Milford, Michigan, Duntov achieved a 0–60 run in 2.8 seconds, as well as a top speed of 214.01 mph.

CERV II might have made its way to Le Mans or perhaps even a production line had it not been for internal competition and politics within GM, due to the fact that the company was also supporting Jim Hall's Chaparral Racing efforts.

Astro I and Astro II



As the third-generation Corvette was on the drawing board, Chevrolet Research and Development tantalized with the world with these gorgeous mid-engine designs. Astro II, also known as XP 880, was a road-going GM response to the possibility that Ford might put a version of its GT40 race car on the road. Both cars were influenced by Larry Shinoda, the Japanese American designer who translated the original Sting Ray Racer into the 1963 production car.

But as the Corvette became more successful, Chevrolet became increasingly reluctant to change the formula. The massive tooling costs required to change over to a mid-engine design did not help matters.

XP-882

1970 Chevrolet XP-882 concept with Duntov GM Heritage Archive

In the early 1970s, Duntov knew he had one more chance to sell this concept. He also knew he would have to do it with existing parts to keep the tooling costs down. Duntov found what he needed in the front-wheel drivetrain of the Oldsmobile Toronado. But



rather than placing the V-8 engine in the traditional north-south position, he turned it sideways, locating the transmission forward of the engine while locating the differential aft of the engine. To connect the two, he ran a driveshaft through a tube in the center of the engine's oil pan. Adding four-wheel drive would have been a matter of adding a shaft down the center of the car to another differential. He earned a patent for this arrangement, which was granted in May 1971.

Jerry Palmer and Henry Haga of GM Design Staff designed a sleek silver body for the resulting machine, known as XP-882. It was low and wide, resembling the stance of a Ford GT40. The car appeared at the 1970 New York Auto Show, and while it caused a sensation, it wouldn't be available with a manual transmission and wouldn't provide any significant increase in performance. Consequently, the new prototype would bring Chevrolet no closer to putting a mid-engine car into production.

XP-895



In 1974, Duntov tried again, forgoing Corvette's traditional fiberglass body in favor of an aluminum body designed by Reynolds Aluminum. Christened XP-895, it was also known as the Reynolds Aluminum Corvette. Its body weighed 500 pounds fewer than an equivalent steel unibody.

Aerovette

GM president Ed Cole's interest in rotary engine technology turned the mid-engine discussion into a radically different direction. Cole was attracted to the potential power, packaging, and simplicity of rotary engines and had negotiated the rights for this technology from NSU/Curtiss Wright. He felt that this new engine technology might be the best thing since the Chevy small block V-8 with widespread applications throughout GM. Cole was looking for a sexy package to showcase this new technology and asked Design Staff to redesign XP-882 to showcase the rotary engine.

Under Bill Mitchell's direction, Jerry Palmer and Henry Haga sketched out a bold almond shape for the car with folding gull-wing doors, a deep V windshield angled at 72 degrees, and a clear window over the engine compartment to show off the rotary engine. The engine itself was a special four-rotor unit, created when Gib Hufstader conjoined two different two-rotor engines. The powerplant put out 400 hp with performance that was faster than a 454-cubic-inch big-block. The car was completed and shown at the 1973 Paris Auto Show.

In the meantime, trouble was surfacing with the Wankel (rotary) engine. Poor fuel economy, leaking seals, and a tendency to run hot were all factors working against its implementation as a mass production engine. Yet Duntov had linked his hopes for a mid-engine Corvette with Cole's dream of mass-produced Wankel engines. In the end, both went up in flames.

Corvette Indy

The Corvette Indy debuted in 1986. Had it ever been built for the street, its wide, windswept look may have stopped traffic even more than the original Corvette Sting Ray. But its most exciting aspects were under its skin.



Corvette Indy Concept –GM Heritage Archive

Powered by a version of the Chevy Indy 2650-cc racing engine which was then competing in Championship Auto Racing Teams (CART) Indy Car World Series, the Corvette Indy was also a showpiece for active suspension technology, four-wheel drive, four-wheel steering, a drive-by-wire system, computer traction control, and antilock brakes.

At the time, the most exciting development was active suspension. Developed by Lotus Cars of England, then a GM subsidiary, it showed the potential to do away with a traditional suspension altogether. In its place were hydraulic controls activated by microprocessors that read the roadway and instead of reacting to road inputs, would actively smooth out the road as required, protecting occupants from the jarring of bumps and potholes. According to a Chevrolet technical brochure on the car, "exceedingly fast hydraulics and computer control change suspension compliance immediately to absorb bumps or stiffen the vehicle for hard cornering."

For several years, active suspension showed great potential, and GM actually built several active suspension ZR-1 Corvettes. But the hydraulic activation system required too much added weight and complexity and eventually the Corvette engineering moved in a different direction.

The interior of the Corvette Indy featured three Cathode Ray Tube (CRT) displays. One of them was tied to a camera to replace the rear-view mirror, while the other two, fitted in the door panels, provided vehicle dynamics, navigation, and other operating information.

CERV III



CERV III debuted at the 1990 North American International Auto Show in Detroit. It maintained a similar appearance to the Corvette Indy, but it was a real-world performance machine. Its body was made out of carbon fiber, Nomex, and Kevlar reinforced with aluminum honeycomb.

CERV III - GM Heritage Archive

It was fitted with a 650-hp twin-turbo LT5 V-8 capable of 0–60 in 3.9 seconds, with a top calculated speed of 225 mph. Its body produced an exceptionally low drag coefficient at 0.277 cd. CERV III borrowed a page from CERV II in featuring full-time four-wheel drive, thanks to a unique pair of automatic transmissions that produced six forward speeds.

Both the Corvette Indy and CERV III were memorable concept cars, but they would have been too costly to qualify for a production line.

We'll have to wait and see just what GM has in store for the upcoming mid-engine Corvette, but it appears to finally be happening. Multiples test-mule sightings tell us that the so-called C8 is near. The next question, then, is what does the long-awaited mid-engine of Duntov's dreams means for the future of the front-engine Corvette we already know and love?

Did you know: 1968 was the first year an AM/FM stereo radio was offered as an option – Crank up that AM radio! ZZZZZZZINGGGG!





CCC Events

November

Nov 16 General meeting, Bel-Air Banquet Hall

December

Dec 2 Toys for Tots Dinner

Dec 10 Kidney Foundation Candy Wrapping

Dec 21 General meeting, Bel-Air Banquet Hall

Other Area Events

The events below are seasonal and sadly, have ended for 2017; but watch the calendar for dates they'll begin again in 2018.

Tuesday Nites – Car Show at Smitty's - 7610 Dodge

Friday Nites – Car Show at Don & Millie's – 144th Harrison

4th Friday – Cruz Nite at We'll Smoke U BBQ - Gretna

Competition Events WR

December

Dec 14-15 Ice racing on the nearest frozen lake. Bring your studded tires.



Please go to our website, www.CornhuskerCorvette.Club 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

The Real Story of Thanksgiving Turkeys

By Bill Cashell - Reprinted from 2014

Daniel Boone is one of the most widely known American frontiersmen. Boone's fame stems from his exploits during the exploration and settlement of Kentucky. He first arrived in the future state in 1767 and spent the better part of the next 30 years exploring and settling the lands of Kentucky, including carving out the Wilderness Road and building the settlement station of Boonesboro. What many people do not know is the part Boone played in establishing some of the traditions of Thanksgiving.

It was the fall of 1769, and Boone was exploring the northern part of Kentucky. He came across a clearing with a settlement of the Ford Tribe of Native American Indians. They greeted him warmly, but their real interest was in his magnificent horse. Boone explained that the horse was a former US Army stallion and a veteran of several battles, earning him the honorary title of Corporal.

"What is his name?" asked Chief Flathead.

"His name is Corporal Veteran in honor of his service", replied Boone, "but we call him Cor-vet for short. He was a gift from my friend, General Motors".

"He looks fast", said Chief Flathead. "He might even be a match for our mustangs".

"I've never seen a mustang that could come close to Cor-vet", answered Boone. This was a challenge that the two men could not ignore. They decided to settle the disagreement with a race. The loser would buy the drinks.

As you might have guessed, the race was over as soon as it started. Cor-vet left the mustangs in his dust. The entire tribe came around to honor this amazing horse. True to his word, Chief Flathead brought out his finest whiskey.

"What do you call this delicious whiskey?" ask Boone.

"We call it Wild Turkey", answered Chief Flathead.

The group partied into the night, and the two men became the best of friends. Boone promised to return every November with Cor-vet and allow him to breed so that the whole tribe could have their own Cor-vets. The tribe was so grateful; they built a monument to Corvet on the Green where they played their new game called Bowling. They made it a yearly celebration, giving thanks and drinking Wild Turkey. Somewhere along the way, people who could not get Wild Turkey whiskey started using real turkeys instead. And that is the real story of the tradition of the Thanksgiving Turkey.





MEMBER NEWS

Vicki and Mike Manly - Our condolences go out to them & family with the passing of Vicky's father on Tuesday (Nov 7th), in Kansas. Services are still pending at this time. Prayers and cards of sympathy can be sent to Vicki and Mike at [5058 S. 174th St, Omaha, NE 68135](mailto:5058.S.174th.St.Omaha.NE.68135)

Ahijah L Adams IV (Cork) - A Celebration of Life Service for our beloved friend will be held at 2:00pm, Saturday, November 18, 2017 at the Bellevue Memorial Funeral Chapel ([2202 Hancock St, Bellevue, NE](mailto:2202.Hancock.St.Bellevue.NE)). In lieu of flowers, memorials are requested to Moving Veterans Forward, [806 North Beadle St, Papillion, NE 68046](mailto:806.North.Beadle.St.Papillion.NE.68046). Additional information is available at the following link: <https://bellevuefuneralchapel.com/ahijah-l-adams-iv-msgt-usaf-ret/>.

Help Support Hearts United for Animals

If you have any Puppy Mill newspapers saved up please bring them to the meeting on Thursday night and JB Benedict will pick them up. Just leave them outside the door at the meeting hall.

<http://www.hua.org/>



Congratulations!

To Joann Lenners for surviving 50 years of marriage to Harvy.

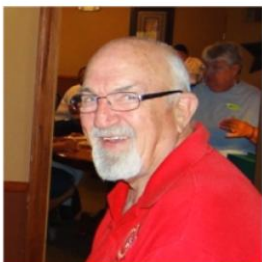
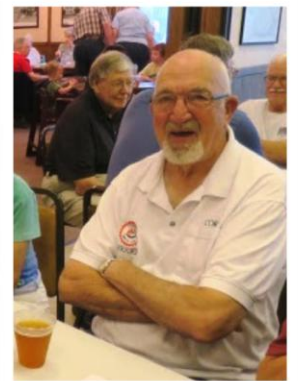
Others celebrating 50 years this year include:

Bob and Carolyn Edmundson

Bob and Kris Speckmann

50 Years

Memories of Cork Adams



December Birthdays

2	Benjamin	Rex
3	Julie	Ury
3	William	Bockerman
4	Cheryl	Sondyj
5	Lyle	Ekberg
5	Pat	Walling
6	Randy	Johnson
6	Richard	Lynch
6	Anne	Schmidt
7	Stephanie	Newton
8	Ed	Olsen
9	Sharon	Renshaw
14	Nancy	Bronner
15	James	Mooney
16	Donald	Knobbe
17	Don	Meredith
19	Rylie	Ekberg
20	Don	Bowden
21	Warner	Guy
22	Brian	Hertziger
22	Ray	Kennedy
24	Ron	Bockerman
26	Craig	Pandil
27	Sandra	Hingst
27	Sheree	Pandil
28	Tom	Horeis
31	Don	Nelson





The West Regional Banquet is tentatively being planned for Omaha in March 2018. This is a great opportunity to attend the banquet right here. More details will be coming soon.

On behalf of St. Jude's and NCCC thank you CCC for your \$10,000.00 donation. The crowd at the meeting was very shocked and thankful. The 6 CCC members at the meeting felt very proud.



Photos by Teresa Eller

AUNT ANNIES KRAUT RUNZA RECIPE

THIS RECIPE MAKES ABOUT 20 KRAUT RUNZAS

THIS IS A GERMAN-RUSSIAN RECIPE

IT IS WITH GREAT TREPIDATION THAT I AM SHARING THIS RECIPE, AS I HAVE NEVER DISCLOSED THE CONTENTS OF THIS RECIPE BECAUSE OF THE SECRET INGREDIENT. IT IS THE SALT PORK. I HAVE NEVER SEEN THIS IN ANY OTHER RECIPE. IT IS THIS INGREDIENT THAT GIVES THE KRAUT RUNZA'S THAT SPECIAL TASTE.

I HAVE DECIDED IT IS TIME TO SHARE THIS RECIPE AND LET ALL MY FRIENDS ENJOY THIS DELIGHTFUL MEAL. I HAVE KEPT IT SECRET FOR 43 YEARS.

FILLING:

3 POUNDS GROUND BEEF

1 CHOPPED ONION

1 HEAD OF CABBAGE

1 PACKAGE OF SALT PORK

SALT & PEPPER TO TASTE

DOUGH:

2 PKGS OF DRY YEAST

1/2 CUP WARM WATER

1 CUP MILK

1/2 CUP BUTTER

1/2 CUP SUGAR

1/2 TEASPOON SALT

4 EGGS

7 CUPS OF FLOUR



SHRED CABBAGE, DICE SALT PORK INTO 1/2" CUBES, DO NOT USE RIND. SET ASIDE.

BROWN HAMBURGER WITH SAUTED ONION, SET ASIDE. SLICE CABBAGE, PUT INTO POT ADD DICED SALT PARK AND COOK AT LOW TEMPERATURE UNTIL DONE. THEN DRAIN, ADD HAMBURGER MIXTURE TO THE CABBAGE AND SEASON WITH SALT AND PEPPER. THIS IS THE FILLING.

SCALD MILK, ADD TO BUTTER, SUGAR & SALT. COOL MIXTURE. BEAT EGGS UNTIL LIGHT.

ADD COOLED MILK MIXTURE. ADD 3 CUPS OF FLOUR AND BEAT UNTIL SMOOTH.

ADD YEAST. LET RISE UNTIL DOUBLE, THEN ADD 4 CUPS OF FLOUR. LET RISE AGAIN

UNTIL DOUBLE. ROLL OUT THIN. PUT IN FILLING. DO NOT LET RISE AGAIN. MAKE SURE TO COVER AND SET IN A WARM PLACE WHILE RISING. BRUSH TOPS WITH MELTED BUTTER. BAKE IN GREASED DISH AT 400 DEGREES F FOR 10 MINUTES. ROTATE PAN IN OVEN AND BAKE FOR ANOTHER 10 MINUTES OR UNTIL BROWN ON BOTH TOP AND BOTTOM.

HISTORY:

THIS WAS MY AUNT ANNIES RECIPE THAT SHE BROUGHT OVER FROM FRANK, RUSSIA IN 1899.

SHE WAS MY DAD'S SISTER AND LIVED 3 HOUSES FROM OURS. MY AUNT ALICE LIVED NEXT

DOOR TO THEM TO THE NORTH AND MY UNCLE JAKE LIVED 2 HOUSES TO THE SOUTH. THIS WAS

IN SOUTH LINCOLN. WHEN AUNT ANNIE MADE KRAUT RUNZAS, SHE WOULD CALL MY MOTHER AND SEND ME DOWN TO HER HOUSE TO PICK THEM UP. SHE ALSO MADE RYE BREAD, WHICH SHE BAKED INTO A ROUND SHAPE AND WHEN YOU SLICED IT AND SPREAD SOME BUTTER ON IT, IT WAS DELICIOUS.

SHE TAUGHT ME HOW TO MAKE KRAUT RUNZAS WHEN SHE WAS 91 YEARS OLD. I WENT TO HER HOME AND SPENT MOST OF THE DAY LEARNING HOW TO MAKE THEM, THIS WAS IN 1974.

The German Chef

Enjoy!

Message from the President



Kevin Reit

So much has changed –
Today people
communicate VIA – text –
E mail – twitter – face
book and a lot of other

electronic ways. That's all good, but there is
nothing that compares to actually sitting,
talking and socializing with people.

This year we have had so many social
opportunities to do just that. Mixed with
opportunities to check out some places and
things that I would not have ventured out to by
myself. To visit these places and then interact
with the various members of the club has
enabled a much greater richness to the
experience.

Whether it was a museum, a baseball game or a
racing event, you can learn a lot from those
around you.

Sometimes it's just how to give someone a hard
time or sometimes it can be about the best way
to set up a C-5 for autocross. We have some
great people in this club and they know how to
have fun.

This club loves to race and compete, but they
also love to eat and chat it up.

I know you are reading this in the newsletter –
on the internet – on the club web site – but I
know that we have probably talked live at one
time or another as well. And if we haven't –
look me up at one of the socials.

I want to thank and congratulate our social
directors and their committee on all the
wonderful social opportunities they planned,
set up and enabled this year. A big part of our
club experience happens at these social events.

My experience has been interesting and fun.

Your President – *Kevin*

Message from the Social Directors

Bob Edmundson & Kathy Cashell



It's been a fun and very busy year with all our
social "Meet & Greets", Car Shows, Parades,
Day Trips, overnight Road Trips to Sioux Falls,
Colorado "Roads Less Traveled", Harchelroad's
14th Annual Corvette Classic (Imperial, NE),
Amana Colonies/Galena and many more fun
times. We never seem to tire of driving our
corvettes, good food and GREAT friends!

As 2017 is winding down and many of our
corvettes will not see the light of day until next
Spring, we will NOT let that stop us from getting
out and enjoying more fun CCC activities.

Our November general meeting will include the
annual election of our club officers and
directors for 2018. Coming up in December we
have Toys 4 Tots at Cascio's on Dec 2nd (Sat) and
the following Sunday (Dec 10th) we'll be at
another of our contributors – Clancy's West, to
wrap sugar free candy for the Kidney
Foundation.

Be sure to watch your email updates and also
keep checking for additional details on the CCC
website and Calendar.

Hope to see you all then,

Kathy & Bob

**General Meeting Minutes
October 19, 2017
Bel-Air Banquet Room**



**Carolyn Horst,
Secretary**

As usual, we began the meeting with the Pledge of Allegiance.

President, Kevin Reit, presided over the meeting and began by thanking everyone who brought door prizes. He reminded everyone we are still collecting non-perishables for the Stevens Center. Kathy Brisbois is still collecting toiletries for a women's homeless shelter. He recognized our National and West Region officers - Kathy Brisbois, National Parliamentarian, and Gary Brisbois, West Region RCD.

Jayne Reit read the names of Members who have birthdays during the month of October.

Kevin presented a check for \$410.00 to Sharon Renshaw for the Back Pack Program in Yutan, NE. This amount is the proceeds from the Sid Dillon Car Show in Fremont on September 16, 2017.

Carolyn Horst, Secretary, asked for a motion to accept the Minutes from the September General Meeting that were included in the October Newsletter. Jerry Koraleski made a motion to approve and Jayne Sainz seconded the motion.

Linda Adams gave us an update on the health of Cork, and told us they welcome visitors but that we should call before we come.

Bill Cashell, Newsletter Editor and Web Master, thanked Allen Sohl and Ron Hughbanks

for the articles they wrote for the last Newsletter. He encouraged members to sign up on Facebook to access CCC news. He informed us he did not enter our Newsletter in competition at the National Convention in Bowling Green. He did enter our Web Site and our Club received 4th place. He informed us he is trying to put all of the forms we may need to fill out on the Web Site. Also, when going to the Web Site Calendar, be sure to click on the detail.

Tom Horeis, Treasurer, went over the budget line item by line item. He informed us that when our membership renewal is submitted and received by National, they will send each of us an Email which will include our NCCC Membership Card, which we will need to print. We will not receive our card in the mail as we have in the past.

Jerry Koraleski, Governor, informed us the West Region is looking for a Secretary and Treasurer in case anyone in our Club might be interested in these positions. Larry Beebe will continue as RA and Gary Brisbois will continue as RCD. Garland Groom has stepped up to be nominated for Membership Director. On the National level, Joe Eller is running for VP of Competition and the positions of Secretary and Treasurer are open.

Bob Edmundson, Social Director, informed us of upcoming social events:

1. Saturday, October 21st, is the picnic and movie at Kathy and Gene Gau's home with a fund raiser for Stamp Out Polio.
2. Tuesday, October 25th, there is a Meet and Greet at Ragazzi's Restaurant at 6:00.
3. Sunday, November 5th, we will attend a play at Bellevue Little Theater, "Mash", with dinner to follow at Catfish Charlies.
4. Saturday, November 11th is the Veterans Day Parade

5. Thursday, November 16th is the General Meeting .

6. Saturday, December 2nd Toys for Tots at Cascio's, which includes the Christmas Tree competition.

7. Candy Wrapping at Clancy's on December 10th.

Don Angeroth, Competition Director, thanked Craig Pandil for his design of the race track in Lincoln on October 14th and 15th. He thanked everyone who helped make the racing season a success.

Gene Gau, Summer Festival Chairman, recognized the three workers (Kevin Reit, Jan Richardson and Chris Tooker) who accumulated enough points for the \$100 award and who will divide the grand prize of \$300. Gene presented an award to Ron Hernandez for the most unforgettable "360" on the race track in Lincoln on Saturday, October 14th. Gene informed us of Summer Fest in Hastings, Nebraska on June 1, 2 and 3, 2018, which Sid Harchelroad and Mike Yeager have put together. He has set aside a group of rooms for our club for this event.

Ron Bockerman shared notables about drag racing at Summer Festival. Gary Brisbois won Men's Overall Matching Times in a 5 car class; Gina Ogle won a 6 car class for Ladies' Overall Matching Times; Will Bockerman won a 15 car class . In the record drags, Jon Brown won the A Car Class; Steve Walling and his daughter established an 1/8 mile national record in Group 2 Classic. The best reaction time was made by Ed Olsen with 0.0039. Ron's daughter had the closest dial in time - 9.5500 and ran a 9.5502. He presented trophies as follows:

(1) Ladies Best Overall Matching Times – Brenda Salmans

(2) Men's Top Eliminator for Record Drags – Bill Anderson

(3) Ladie's Top Eliminator Bracket Drags - Kate Loecke

(4) Mens Matching Times Best Overall for Combined Events and Mens Top Eliminator in the Bracket Drags – Ron Hernandez

Chris Tooker, Membership Director, was absent but asked Kevin to inform us of new members - Craig Pandil's daughters who live in Mississippi.

Ray Kennedy, Vice President, had no report.

Ray Zimmerman, Public Relations, was absent.

J. B. Benedict, Points Chairman, informed us of an error in the points posted in the Newsletter. This will be corrected. Our Club is in first place in NCCC points by approximately 12,000 points over second place. He reminded us of the Veterans Parade on November 11th. We will meet at Beardmore Chevrolet about 8:45 or 9:00 a.m. – leaving at 9:15 a.m. to line up for the parade. Lunch will be furnished by Tuffy's Tire and Auto Service after the parade.

Gene Gau reminded us of the Fund Raiser for Craig Olson at the Eagles Club in Papillion from 5:00 – 7:00 p.m. also on November 11th.

Perry Dawes and Ron Hernandez, Members at Large, had no report.

Old Business: None

New Business: Kevin thanked everyone who was on the 2017 Board. Nominations for the 2018 Board were taken. Nominations from last month and this month were as follows:

1. Secretary: Carolyn Horst (accepted)
2. Social Director: Bob Redmond (accepted)
3. Competition Director: Don Angeroth (accepted)
4. Summer Festival Director: Pete Fagan (accepted)

5. Public Relations: Ray Zimmerman
(accepted)

Respectfully submitted,
Carolyn A. Horst, Secretary

6. Members at Large: Don Peers (accepted)
Sharon Renshaw (accepted)
Ron Hernandez (accepted)

7. Membership Director: Chris Tooker
(accepted)

8. Editor: Pete Fagan (accepted)

9. Vice President: Ray Kennedy (accepted)

10. Treasurer: Tom Horeis (accepted)

11. Governor: Jon Brown (accepted)

12. President: Kevin Reit (accepted)

Voting will be held at the next month meeting.

Kevin thanked Shelly and Holly for the great
food and hospitality.

The Birthday winner for October was Jerry
McLaughlin.

The 50/50 winner was Gary Brisbois in the
amount of \$86.00.

Jan Richardson was the winner of the free meal
next month for wearing her name badge.

The Service One \$50 gift certificate was won by
Dale Williamson.

A motion was made to adjourn by Ray Kennedy
and Cheryl Sondij seconded the motion.





Men's Matching Times Best Overall for Combined Events – Ron Hernandez



Ladies Best Overall Matching Times – Brenda Salmans
Men's Best Photo Bombing – Gene Gau



Ladie's Top Eliminator Bracket Drags - Kate Loecke



Men's Top Eliminator in the Bracket Drags – Ron Hernandez



Men's Top Eliminator for Record Drags – Bill Anderson



Service One Gift Card Winner - Dale Williamson



Name badge Free Meal Winner – Jan Richardson

Remember to bring non-perishable items for the Stevens Center and toiletry samples for Mohm's Place. You can bring your donations to the monthly meeting.



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Carolyn Horst Secretary@cornhuskercorvetteclub.com

Treasurer

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Competition Director

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Social Directors

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Kathy Cashell & Bob Edmundson

Summer Festival

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Public Relations

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Membership Director

Chris Tooker, Membership@cornhuskercorvetteclub.com

Member At Large

Ron Hernandez, MAL@cornhuskercorvetteclub.com

Member At Large

Perry Dawes, MAL@cornhuskercorvetteclub.com

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Sergeant At Arms

Jon Brown, Sergeant@cornhuskercorvetteclub.com

Webmaster

Bill Cashell, Webmaster@cornhuskercorvetteclub.com

Greeter

Dave & Jan Richardson,
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

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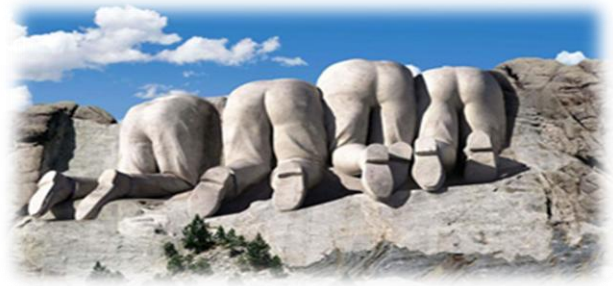
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Deadline for submission for the newsletter is the first Thursday of the Month.

Please email to

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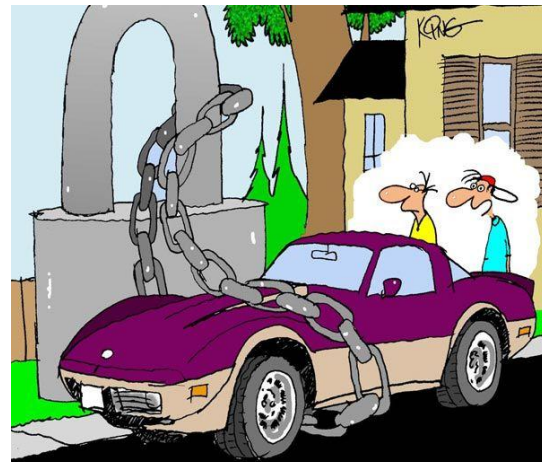
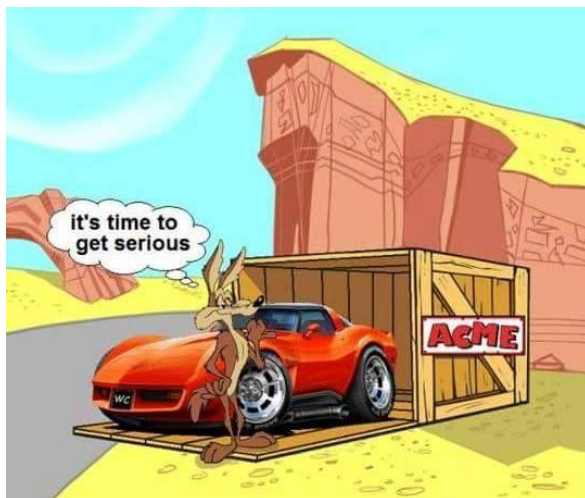
FUNNY SIDE UP



"It's come to my attention that one of you has gotten behind on their work due to looking at corvettes all day on the Internet."



"As you all know, I recently bought a new Corvette. To help pay for it, coffee in the breakroom will now be \$300 a cup."



"With all the cars being stolen these days, I went out and bought the strongest security system I could afford."