

Volume 1, Issue 3.

April 2017/May 2017



*Corvette Club of Windsor*

# NEWSLETTER

## President's Report

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK LYNDA & DAN REAUME AND ED JONES FOR ORGANIZING THE LAST SEVERAL MEMBERSHIP OUTINGS. EVERYONE I TALKED TO HAD A GREAT TIME.

WE HAVE A NEW VIDEO TO ADD TO OUR WEB SITE. IF YOU WISH I CAN SEND YOU A LINK UNTIL IT GOES ON OUR WEB SITE. MARILYN HAS BEEN VERY BUSY GETTING DOOR PRIZES, SILENT AUCTION ITEMS AND MONIES FROM MANY OF OUR SPONSORS. RON IS DOING A GREAT JOB AS USUAL GETTING THE REGISTRATIONS AND JUDGING READY. LES HAS THE TROPHY BOYS WORKING HARD TO GET THE EXTRA TROPHIES WE NEED FOR THE SHOW. I KNOW MANY OF YOU ARE INVOLVED TRYING TO MAKE THIS SHOW BETTER THAN LAST YEAR. HOPEFULLY WE GET THE SAME WEATHER CONDITIONS THIS YEAR. GARY IS VERY BUSY TRYING TO DEPOSIT OUR DONATIONS AND HAVE A REPORT FOR US THURSDAY. THANKS TO ALL YOU MEMBERS WORKING ON THE SHOW. THANKS AGAIN TO PETER FOR ALL THE TIME AND EFFORT HE PUTS INTO OUR NEWSLETTER.

I WOULD LIKE TO WISH ALL THE LADIES A HAPPY MOTHERS DAY AND REMEMBER GUYS IT IS THIER DAY NOT YOURS.

WE WILL BE TALKING MORE ABOUT THE SHOW ON THE 18 th WHEN WE MEET AT THE CENTRAL PARK CENTRE AT 6:00 PM. PLEASE BRING DONATIONS, DOOR PRIZES AND ANYTHING ELSE YOU CAN FOR THE CAR SHOW THAT NIGHT TO HELP ESTABLISH WHAT WE HAVE TO DATE.

HOPE TO SEE EVERYONE AT THE MEETING THURSDAY. BRYAN

Bryan Hansen, President.

# This Period's Club Activities & Events

**April 6 – 8, 2017 Barrett-Jackson Palm Beach, FL** - Thanks to Corvette on Line

## The Corvettes of Barrett-Jackson Palm Beach 2017



Preview to show - Here are just some of the fabulous vehicles that will be auctioned at the famous Barrett-Jackson Florida auction:

My favourite, just love that stance. Of course I'm a Custom guy. – 1962 Corvette LS3 Custom Convertible

Lot # 738 -1967 Chevrolet Corvette 427/390 Convertible



Lot 686 – 1956 Chevrolet Corvette

*Top 4 cars sold during the 2017 Palm Beach Auction were:*

- 2006 Ford GTX1 (Lot #706) –\$401,500
- 1961 Volkswagen 23-Window Deluxe Microbus (Lot #711) – \$291,500
- 1969 Ford Mustang Boss 429 (Lot #729) – \$291,500
- **1962 Chevrolet Corvette LS3 Custom Convertible (Lot# 722) – \$236,500**

WOW!!!! This was my favourite Corvette pictured before the auction.



**Tuesday, April 11, 2017**

**Jenny's not Cooking!**



Most Weeks Gary McGuinness and Jenny Morrow invite club members to join them for "Jenny's not cooking" night. On April 9 Gary sent the following email: "This week for "Jenny's not cooking" we will be going to Boston Pizza on Manning Road, on Tuesday, April 11 @ 6:00pm."



There were about 20 members at Boston Pizza for dinner that night. I bet Jenny was happy they were not all at her house.



These pictures tell the tale.

Boston Pizza

CORVETTE CLUB - DINNER TUESDAY APRIL 11, 2017



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**April 14, 2017**

**Lakeshore Cinema's - Opening Night & Car Show**

**THE FATE OF THE FURIOUS**  
Opening Night and Car Show at Lakeshore Cinemas  
**FRIDAY/APRIL 14TH/3PM-7PM**

Well attended little, local amateur car show with 100 plus cars and trucks displayed. Good selection of late model factory supercharged rockets, tuners, street rods, muscle cars and 8 Corvettes. Perfect day for the first

show of the Windsor season, but spoiled by several squirrels trying to do burnouts and other stupid stuff among the spectators. Some really nice pieces to really bad. Odd ball in my books was a 240Z Datsun with a late model Corvette engine crammed in under the hood. Where the coil cover went from the left side cylinder head, only the owner knows.



**Thursday, April 20, 2017**

**Club meeting at Dan Kane Chev**



Meeting started with VON thank you to Ron Packer for his winnings donation from the Christmas party. Next was approval of the preliminary green T shirt design for the car show. Several other car show items were discussed – porta johns, trailers, popcorn, scouts food, registration. Casino donations, noodles for car spacing etc. Marilyn has silent auction tent prizes (comment about maintaining prices). Bryan having good success with major sponsors. Financial report, Membership report, and Activity report. Ed reminded those going to Lingenfelter's to meet at Duty Free at Ambassador Bridge at 8:00 am. Discussion regarding Heritage Village and Central Park Athletics.

Decision arrived at to have meetings as follows: Jan thru May – Ice Park, June thru Sept at Heritage Village, then back to Ice Park for November. Decided to park member cars at west end of Dieppe Park. Lynda reminded members about drive to Molly & OJs in Erieau on April 30. Meet at CTC in Essex at 10:45 am. Peter talked about the FIXD device which Barry had sent notice about. It is basically a scam, will only read “check engine” light and only for one car. Lynda then mentioned driving to Paula’s Fish Place on Friday, May 12. Bob Small handed out windshield stickers. Ed gave



**Saturday, April 22, 2017**

**Quad C Judging Seminar**



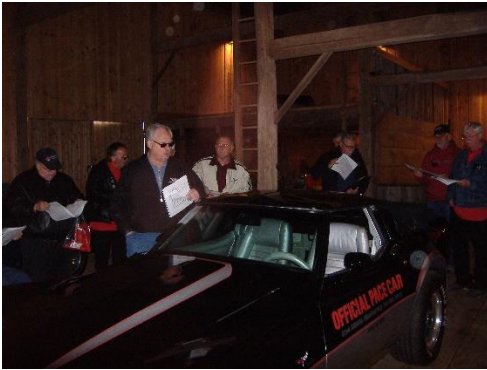
Where the heck is Essa, Ontario? GPS can't find it! Luckily Map Quest was able to pinpoint this area south of Barrie in order for the 17



members could find their way to the judging seminar. 15 guys caravanned to the Senick farm in 5 cars and two members drove on their



own. They were staying in the area after. The venue is a big conversion of an old barn by Daryl. Brrrrr was it cold in the barn! No heat and lots of windy, cool ventilation. Daryl told us that had we had the seminar on April 2 as originally planned there was two feet of snow on the ground. In the barn he has five corvettes in various stages of restoration on several levels, plus a lounge area and bar, which will be great when finished - insulated and heated. Cindy Wilcox, President of CCCC laid out the purpose of the get together. The main theme, besides forming judging teams that have both experience and beginners, was to provide a standard level of consistency in the judging. Daryl then walked us through the judging process literature. Ron and Rick then demonstrated what and how to judge on a 1968 Indy 500 Pace Car Corvette. The emphasis here was that we are not judging to NCRS standards and that consistency again is the most important part, especially if there is more than one judging team in the same class. After we ate hamburgers and/or sausage and rinks. A well worthwhile trip.



Ron Packer adds:

“We had a long "cool" day but learned a little more with respect to the Quad C philosophy and judging techniques.

With your commitment we will be able to provide a seamless transition from the judging process to a positive experience for all of our participants which can only add another element of enhancement to our show. Thanks for giving up your time on Saturday for the good of our Waterfront Show.”

## **Saturday, April 29, 2017**

### **Ken Lingenfelter's Tour, Brighton, MI.**

#### **Maurice Dupuis said:**

On May 29th nine corvettes travelled to Lingenfelter's in Brighton MI. It was an open hose charity event, with tons of people. Saw Nick Cage's 65 Corvette and a 63 split window and a modern 63 split window along with Lamborghinis and many more performance cars. Two Corvettes are being raffled: a 63 split window and a 2017 ZO6 800 hp., the winner takes both. Afterwards went to Amici's in Brighton for lunch with the group. Beautiful place and great meals. All around a great fun time.

**Mike Giroux tells us:**



Visit to Lingenfelter Performance Engineering in Brighton was a huge success, even the rain held off! We had 9

Vette's show up, and one tin car too! We breezed through customs and were there in no time taking I-96! Being as we were there early, we were given VIP parking, had our own lot even. Words cannot describe this eclectic collection of cars that Ken Lingenfelter has amassed! Obviously Ken has a real soft spot for Vette's and Camaro's, one of the 3 showrooms is devoted to just GM! For me it was the first time I had ever seen the Bugatti Veron in the flesh, quite a looker .....>0 !!

After walking around and drooling, Ahem, I mean looking at all of the cars we had to go out and eat.....We went to a nice little place in downtown Brighton, called Ciao Amici's, Italian Restaurant (Carla you missed out ?!).

All I know is if you want Ken and the boys to give your car a few more ponies, I can't think of a better place to get your HP fix than Lingenfelter Performance!

All in all a great day with great cars and even better people!

'Till next time

Let's ride.....!!!



After Lingenfelter – dining at Ciao Amici's, Italian Restaurant, downtown Brighton, Michigan



## About Lingenfelter Performance Engineering

Ken Lingenfelter's business is divided into two segments: Performance and Collection.

### Collection



Ken Lingenfelter is an avid car enthusiast and privately owns a large collection of vehicles, known as "The Lingenfelter Collection".<sup>[5]</sup> The collection is put on display and can be visited by the public akin to a museum exhibition, it includes many different types of vehicles from all eras of automotive history focusing on performance cars. It includes Corvettes, American muscle, sports, performance, race and exotic cars.

His collection, located in Brighton, Michigan, consists of 40% Corvettes, 30% muscle cars and 30% exotics. As his website states –

### **65 Corvettes, and that isn't even the cool part!**

The most remarkable thing might not be the 220-mph Ferrari Enzo in Ken Lingenfelter's fleet, or even the 1,001-horsepower Bugatti Veyron. It's that his driving record is as clean as the Bugatti's hood.

Lingenfelter, 64, loves cars. All of them. But the ones that go faster than practicality or common sense might demand ...

Those, he especially loves.

Among other things, that explains how he got expelled from high school. It's also the reason he's amassed the Lingenfelter Collection, 250 smoldering Corvettes, muscle cars and exotics — plus an AMC Pacer — that might, if started simultaneously, blow the roof off the spotless Brighton warehouse where about 170 of them lurk at any one time.

The 40,000-square-foot warehouse is not open to the public. Lingenfelter is operating a business, not a museum. Fortunately, the older and more successful he gets, the more he realizes that not even his 2014 Supercharged Chevrolet C7 Corvette Stingray can outrun things like autism or Alzheimer's. And cancer?

Cancer has already tracked down his family. So maybe 50 times a year, he'll let a charitable organization throw some sort of small fundraiser among the vehicles — and come April 29, everyone is invited.

From 10 a.m. to 5 p.m., Lingenfelter and his wife, Kristen, will be the genial hosts for an open house that raised \$25,000 for the American Cancer Society last time around.

### Performance

Ken Lingenfelter is the owner of Lingenfelter Performance Engineering (LPE), an American automotive engineering company specializing in high performance automobile modifications, specifically engines and induction systems. Headquartered in Decatur, Indiana the company was founded by and named for NHRA driver John Lingenfelter. Over the decades since its founding LPE has created high performance versions of Corvettes, Camaros, full size Chevs, and Chevrolet SUVs,

even Hummers. They also don't scorn FCA because they have created performance enhancement packages for the Dodge Viper and Plymouth Prowler.

They offer a full range of high performance parts – you name it for 'Vettes and Camaros; crate engines; conversions; superchargers and turbochargers.

Here are just a few of his performance accomplishments. An LPE vehicle was featured in the June 1996 issue of *Car and Driver*: a special C4 Corvette with a 427.6 cubic inch engine that attained a top speed of 212 mph. LPE's 2001 Corvette 427 twin-turbo with 800 Rear-Wheel horse power accomplished a 0-60 mph acceleration in 1.97 seconds. Currently, the most powerful vehicle they have in their stable is a 2006 twin-turbo Corvette Z06 with 1,109 rear wheel horsepower worth \$288,540.

## Sunday, April 30, 2017

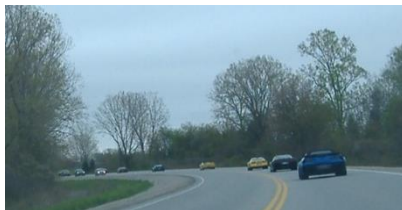
Club Car Cruise to Erieau with final stop at Molly and Oj's for lunch.

Carla Tonucci

Posted the start for the Erieu cruise and lunch on Facebook.

"Look who got 'Spotted'! Queuing up for cruise to Erieau... looking good, y'all !!!"

What started out as a arrival at Molly and Erie. Erieau is on a kind of weird because down the one way



cool, dreary day, turned into a nice sunny OJs Restaurant and Tavern in Erieau on Lake point which reaches out into Lake Erie and it is there is water on both sides of you as you drive main street. 15 cars started at Canadian Tire in Essex, with others picking up on the way or meeting at



Molly's. We travelled mostly on Highway #3, bypassing Leamington, and then ducking down to run along the lake. This is a nice curvy road, well liked by the Corvettes and their drivers, who could test their suspension a bit. In all 35 people feasted on perch and other delicacies. Everything was excellent. Noisy and great fun, except for a five minute downpour on the way home. Well done Lynda!



Friday, May 12, 2017

# CASA BELLA

ON THE THAMES



Before..... meet at Dan and Lynda Reaume's, Woodslee at 5pm.



During .....



After .....



**Carla Tonucci** writes

Thanks again to Lynda and Dan for putting together another great Corvette Club cruise... 11 fast cars, 3 more Vettes met us at Casa Bella... good food and 26 awesome people! (Great socks on Dan, check out those legs!!) 🍷

On the way home, it was fun putting my car into 'rocket-mode' on the 401... last car out of the restaurant parking lot, first one home, hehehe! So much fun.... got my 'need-for-speed' fix! Never underestimate an older woman in a yellow Corvette!

**Thursday, May 18, 2017**



31 people attended the May 18 Corvette Club of Windsor meeting at Central Park Athletics. Quite few started by eating and drinking in the restaurant before the meeting started in another room. It was noted by Bryan that we are to hand in any receipts for eating or drinking at Central Park Athletics to Bryan and they will reimburse the Club 10% at the end of the year.

Bryan started out by announcing that the City has closed most of Dieppe Park and the car show be totally changed. The show will have to be relocated, for one year, to the hard pavement either east or west of Dieppe Park. There will be

an "on site" discussion on the 25<sup>th</sup> to decide where and how the show will go on. There will be an email to the registered vehicles regarding all of the changes. The trophies are all set and Les has additional ones at a minimal cost. Mike Giroux suggested that the club members should have a private vote for their favourite club car, Ron P. will put a ballot in each club member goody bag. Cars that are not preregistered or don't want to pay the entry fee will be asked to park off site. Members who have judged before, but not taken the CCCC judging school seminar, will be allowed to judge in the Show and Shine. Gary asked for approval to



reinstate the drivers for their fuel costs going to Essa for the CCCC judging seminar. The membership has declined by eight because of dues non-payment. Membership was 65, now 57 paid members. We will stuff goody bags at Bryans house the Thursday before the show. It was asked about secure overnight parking for those cars arriving the day before. There will be about 8 cars from Pittsburgh. Also suggested we have a cruise for guests to Point Pelee and maybe a wine tour. We will offer free water via coupon in the goody bag. Need to announce that exhibitors need to look in their goody bag after entering the show. Sponsor board needs updating. It would be nice to identify club member cars at the show. Maybe laminate a blow-up of the club logo, two sides, and hang from mirror.

### **Thursday, May 25, 2017**

Corvette Club of Michigan meeting

This is a report on our visit with the Corvette Club of Michigan evening of Thursday, May 25..

This club will celebrate 65 years next year with 250+ members strong.

This club's emphasis is on auto-cross type of racing in Michigan and competition nationally.

We were well received and extended our invitation for our up-coming show.

Harlan Charles spoke on the 2018's corvettes and sporting one that he drives year round.

Minor cosmetic changes, more wheel selections and tire sizes increased on base units

19" front x 20" rear. More contrast stitching in the interior trim.

35,000 + Units sold worldwide - 2016 Great Year - White most popular colour.

65 Years of Corvette production in 2017 dubbed " Carbon 65 " Grand Sport Edition.

Much of the conversation focused on racing applications transferred to the consumer market.

With new corvette purchases - GM offers 2 day driving school at \$ 1,000.00.

Much anticipated New state-of-the-art paint plant at Bowling Green, Ky being built.

Funny footnote: Chrysler is offering \$ 250.00 per day for persons owning corvettes who have a good working knowledge & experience with the on-board "PDR" system - Performance Data Recorder as Chrysler plans to implement/copy such a system in their future performance cars.

Thanks Again,

Mary & Steve Sagat

**Saturday, May 27, 2017**

**Retrofest car show, downtown Chatham, ON**

Retrofest was quite successful again this year with over 600 classic cars on display in downtown Chatham on Saturday, May 27th. The weather held on and was quite a very comfortable day. I was able to make contact with 24 corvette owners so we will see if any result in attendance at our show next week. The Friday night cruise was also well attended and seemed to go on forever. Ron sent me 45 great pictures, but there is not room for that many pictures, sooooo I have ignored Ron's comments – "Following is a sampling of the cars in attendance for the day." and selected a random few of the Corvettes. Sorry Ron but thanks anyway.....Peter



**Sunday, May 28, 2017**

**Can-Am Nationals, Gil Maure Park, LaSalle, ON**

Debbie Lee with cell phone pics from the Windsor Area Street Rods Inc. CAN-AM Nationals car show in LaSalle.



*Blue skies, oldies rock playing and a colourful mix of classic and hotrod cars. What better way to unwind on a Sunday than at LaSalle's Gil Maure Park!!!*

Cheers, Chris and Debbie Lee

## Sunday, May 28, 2017

Indy 500

Scott Dixon has finished in the top five in all five of the 2017 IndyCar Series races so far this season. Dixon will try to pick up his first win of the year with a victory in the Indianapolis 500 this Sunday.

Mike Giroux writes on Facebook before the race:

[Corvette](#) Like Page

Proud to once again pace [#Indy500](#), more times than any other vehicle.



Takuma Sato wins the 2017 Indianapolis 500. Takuma Sato won an eventful Indianapolis 500 on Sunday, taking the lead in the final five laps for the win. The first cash of the race came on Lap 53, when Scott Dixon and Jay Howard came together in spectacular fashion. It was a scary crash that saw Dixon's car flip into the air, bounce off a barrier, and come to a rest with about half the bodywork stripped off. Both Dixon and Howard were out of the race at that point, but it claimed no other cars. Both drivers were able to get out of the car and were fine. Dixon was the pole-sitter for the race.

## Neat New Rides



**DON HOGAN** After undergoing two major surgeries for spinal neuropathy stenosis, Don Hogan has not lost his sense of humour.

Here is what Don wrote about the picture:

**Subject:** MY NEW RIDE.. \*\*!!??

"HEY GUYS....just a brief description of my new toy....REAR WHEEL DRIVE. TWIN HAND BRAKES. PADDED SEAT...NO SEAT BELT...0 to 60 foot time...UNDER 60 SECS..."MY FREEDOM"...\*\*!!?? ENJOY THE MOMENT"

Don continues by saying:

"Regarding my health.. as of MAR.23rd 2017..REHAB commenced immediately..[1st day post-op]...I was sent home on MAR 8th..with major restrictions..wheel chair ...walker..Presently I am making good progress..!!??\*\*

I saw Don at the Club meeting and he was walking with just a cane. What resolve he has to overcome his hardships. The Club hopes you continue on this positive path forward.

Dan and Lynda Reaume. Nice new ride, but what happened to your 2013?



## New Members

Frank & Kay Polistena, Ballantrae (Windsor), ON

2009 Corvette

"Looking forward to participating as much as we can.

Kay and I live in Alberta (Fort McMurray) and are Windsor natives (Kay is from Comber). We have moved about Ontario for my work and in 2007, we moved the family to Alberta. About 3 years ago we bought a place back home and really enjoy vacationing with family over Christmas and the summer holidays.

I have been a Corvette enthusiast for many years now. Recently, I purchased my first Corvette, which is a 2009 model. I have attached a picture of it. Kay and I certainly look forward to meeting up with the club members soon.



Over the summer we hope to enjoy some of the area car shows.

Thank you and take care!"

Kay and Frank Polistena



How did you get the car into that tiny shopping bag?

## Izzy and Violet Faraci



So sorry to learn of the passing of Izzy's father a couple of weeks ago. We will have pictures and story in the next issue.

## Jonathan & Marnie Palmer

Jonathan & Marnie Palmer from Chatham, Ontario joined at the end of May. I will publish pictures and story in next edition. 2106 'Vette I think!

## Thoughts at this time of year ??????

Corvette wins

Ford vs. Chevy: Battle of the Brands

Thanks - High-Performance Cars

**Winner: 2017 Chevrolet Corvette** (Details Below)



This category is far from straightforward. Chevrolet offers the iconic [Corvette](#). It is ranked in our [luxury sports cars](#) and [luxury convertibles rankings](#). Ford has no competing model on these lists.

The [Ford Mustang GT350 and GT350R](#) are ranked in our [sports cars category](#), offer dynamic acceleration and handling, and only come with a six-speed manual transmission. Mentioning the Mustang brings us back to the Chevrolet Camaro. The 2017 Camaro, in its ZL1 configuration, is the fastest production Camaro ever.

It would be unfair to leave out the Ford GT, which doesn't have a place in our rankings. It is a \$450,000 racing-inspired supercar. However, it wouldn't be fair to compare it directly to the latter models.

When looking at the vehicles we do rank, the Camaro bests the Mustang in our sports car rankings. Although the two classics are very comparable, the Camaro scores better with the critics and has a higher reliability rating. The Corvette, however, wins overall. When comparing all of the models, it earned the highest overall score on our site. When it comes to performance and critics' ratings, it can't be beat.

Barry Renaud writes about the following- "Okay it's not a Vette, but a far distant cousin twice removed! ....Plus Les Loves 'Tangs!"

## Canada's first Mustang out of the stable

### 1964 Ford model with 00002 VIN was accidentally sent to Yukon in its heyday

- Windsor Star
- 30 Mar 2017
- CLAYTON SEAMS Driving.ca



#### *MECUM AUCTIONS*

Canada's first Mustang was originally destined for B.C.

The first Mustang sold to the public is a white convertible bearing the VIN sequence 00001. But the next car made, 00002, was the first Mustang hardtop and the first Mustang sold in Canada.

The No. 1 car is safely stored in the Henry Ford Museum, but now you'll have the chance to own the No. 2 car when it is bid on at the Mecum Indianapolis auction in May.

The car itself is about as basic as you could buy a Mustang in 1964. It has a puny 2.8-litre in-line six-cylinder engine, equally tiny 13-inch wheels wearing skinny bias-ply tires and a staid three-speed manual transmission.

It's certainly no tire burner, but it's a very important car for Canada and the Mustang.

The car was originally supposed to be shipped to Vancouver for the car's world debut on April 17, 1964, but a logistical error sent the car all the way to a dealership in Whitehorse, Yukon.

The car worked as a dealer demo for a period and was then sold the next year, just like any other car. It's a unique find and we're very curious to see what it will sell for.



## Member comments



Let's invite this guy to our show !!!! ;>0

Mike Giroux states on March 31 :

Customer turning his #ZR8X #Supervette into McQueen for the kids!! #Awesomeness #ItIsntAllAboutTroph...



Feeling depressed lately? I have the right prescription for you!

I take a daily dose of this prescription!! :-)

Posted on Facebook - thanks Carla Tonucci

# Interesting reading

Zora Arkus-Duntov



Marilyn Fahringer sent me this copy of the following article from Pulitzer-prize winning columnist, journalist and author George F. Will published on April 28, 1996, a week after Zora Arkus-Duntov died on April 21, 1996. George F. Will writes for Newsweek and The Washington Post. This article is from the Miami Herald.

I have copied this entire article and then put together after what my personal association has been and copied what others have written about him.

George F Will - 1996 Washington Post Writers Group

## He revved up the Corvette- the rest is history

Miami Herald - 4-28-96

It is a truism that journalism often involves reporting the death of a person to a public that has never heard of that person. So: Zora Arkus-Duntov died the other day in Detroit at 86. And if, 700 words from now, you do not mourn his passing you are not a good American.

The headline on The New York Times obituary said that Arkus-Duntov "made the Corvette classic." The text of the obituary said that he turned that car "into a symbol of power and ostentation in the late 1950's."

Is there a trace of disapproval in those words? Wouldn't be surprised. The Times is the keeper of liberalism's conscience, and liberalism, as is well known, is not fond of fun, or at least of many forms of fun that many people like (such as cheeseburgers, talk radio, guns, fur coats, Las Vegas). Least of all does liberalism look kindly on the '50s, when the wrong kind of fun was busting out all over.

McDonald's franchises were springing up like dandelions, the yahoos (a/k/a the electorate) preferred Dwight Eisenhower's smile to Adlai Stevenson's syntax, and irresponsible consumers like cars that were larger than roller skates, did not sip gas the way Aunt Minnie sips tea, and expressed the exuberance of a nation not yet susceptible to liberalism's favorite emotion — guilt.

The Corvette was born, wouldn't you know it, June 30, 1953. Year One of the Eisenhower era. Its body was made of fibreglass, a cousin of plastic, which caused the intelligentsia to curl its collective lip. (Remember the scene early in the 1968 movie *The Graduate*, when Benjamin, played by Dustin Hoffman, was fresh from college and in need of a career? Someone doubly repulsive — an adult and, even worse, a businessman — told Benjamin to remember one word: *plastics*. Audiences of advanced thinkers adored that summation of American vulgarity.)

But the Corvette was born with a piddling little 150-horsepower engine. Enter Arkus-Duntov, who was born in Belgium but was born to be an American.

He became one after retiring as a gold smuggler at age 16 and then earning an engineering degree in Berlin and fighting with the French air force early in World War II. As soon as he saw the Corvette, he sought and got a job with General

Motors. Before he retired in 1975, he designed four wheel disc brakes for mass production cars and the fuel injection system now standard in many cars.

However, his single contribution to American civilization was to rev up the Corvette to 195 horsepower in 1955, 240 in 1956, and 283 in 1957. America's first muscle car. You got a problem with that? Go to court. But not to the Supreme Court. Justice Clarence Thomas drives a Corvette. A 1990 ZR1 with 420 horsepower. Its license plates read *Res Ipsa*. From a Latin phrase meaning, "I speaks for itself."

Arkus-Duntov had colorful company at GM in the '50s. There was Harley Earl, "the Cellini of Chrome," who designed cars that looked, said a disapproving critic, like jukeboxes on wheels.

David Halberstam, in his history of the '50s, writes that whereas Henry Ford (who said that people could have cars of any color that they wanted, as long as they wanted black) represented America's Calvinist past, Earl was perhaps the most influential shaper of America's style and taste in the years of abundance and indulgence. He loved airplanes (other GM executives drove Cadillacs: he drove a Buick Le Sabre, based on the F-86 Sabre jet) and sharks (hence tail fins). Earl sometimes dressed like a negative of a photograph of a GM executive, in a cream-colored linen suit and dark blue shirt, and it was said that if Earl could have put chrome on his clothes, he would have.

And Earl was a great patriot. When his son said he was going to get a Ferrari, Earl said otherwise. Instead, his son drove a Corvette.

The first Corvette rolled off the assembly line 10 months after the first Holiday Inn was opened, on the highway between Memphis and Nashville, and 22 months before the first McDonald's was opened, in Des Plaines, Ill. America was on the move and in no mood to linger over lunch. A lunch of cheeseburgers. Today's food fascists must really hate the '50s.

If you seek Arkus-Duntov's monument, look around, at that 'Vette coming on in the passing lane. Or look in Bowling Green, Ky., where, at Arkus-Duntov's request, his ashes will be entombed in a display at the National Corvette Museum.

1996 Washington Post Writers Group

The following is what I have gathered about Zora.

## **The man who was NOT the "Father of the Corvette"**

### **Zora Arkus-Duntov**

Zora Arkus-Duntov was a Belgian-born American engineer who worked on the early Chevrolet Corvette. He is sometimes erroneously referred to as the inventor of the Corvette, although that title belongs to Harley Earl. Most people refer to him as the "Father of the Corvette". However, he was not this either. What you will learn is that he caused Chevrolet Division to revolutionize its first docile sports car into the formidable high performance beast that we all love today.

## **Early Life**

Duntov was born Zachary Arkus in Belgium on December 25, 1909. His parents were both Russian-born Jews; his father was a mining engineer and his mother was a medical student in Brussels. After the family returned to their hometown of Leningrad, Duntov's parents divorced. His mother's new partner, Josef Duntov, another mining engineer, had moved into the household. Even after the divorce, Duntov's father continued to live with the family, and out of respect for both men, he and brother Yura took on the last name of Arkus-Duntov.

His first motorized vehicle was a 350 cc motorcycle, which he rode at nearby racetracks as well as through the streets of Berlin. When his parents, fearing for his safety, insisted he trade the cycle in for an automobile, Duntov bought a racecar. Duntov graduated from the Charlottenburg Technological University with a degree in engineering.

When World War II began in 1939, Duntov and his brother joined the French Air Force. When France surrendered, Duntov obtained exit visas from the Spanish consulate in Marseilles. Duntov and his family boarded a ship in Portugal bound for New York.

## **Ardun**

My first indirect encounter with Duntov was when I first joined the Roadmates Car Club in Toronto in 1960. Like most of the Roadmates back then, Gordie Repath had a modified hot rod. What was really unusual was he had an Ardun overhead valve conversion for his flat head Ford V8. Most of the rest of us had Oldsmobile, Buick or early Chrysler Hemi V8 engines. This was the one and only Ardun conversion I ever saw.

The two Duntov brothers set up Ardun (derived from Arkus and Duntov) which supplied parts to the military and manufactured aluminum overhead valve, hemispherical combustion chamber heads for the flathead Ford V8 engine. The purpose of the overhead valve design (already common with in-line 6 cylinder engines of that era), was to cure the persistent overheating of the valve-in-block flathead designs. The Ford flat-head V-8 'siamesed' the two center exhaust ports into a single tube, passing the hot gasses between those two cylinders (a massive heat transfer to coolant which was not present in overhead valve designs). The Ardun heads (designed with overhead valves, now presenting no over-heating problems) allowed dramatic increases in power output from the Ford V8—to over 300 horsepower.

Duntov attempted to qualify for the Indianapolis 500 in 1946 and 1947. He failed to make the race both years. Later, Zora left America for England to do development work on the Allard sports car, co-driving it at the 24 Hours of Le Mans in 1952 and in 1953. Driving an 1100 cc Porsche 550 RS Spyder, he also won class victories in 1954 Le Mans and 1955 Le Mans.

## **General Motors**

Zora joined General Motors in 1953 after seeing the Motorama Corvette on display in New York City. Perhaps it was just fate that Zora happened to be among the thousands of people who attended the GM event. Zora found the car to be visually superb, but was disappointed with what was underneath. He wrote Chevrolet chief engineer Ed Cole that it would be his complement to work on such a beautiful car; he also included a technical paper which proposed an analytical method of determining a car's top speed. Chevrolet was so impressed that engineer Maurice Olley invited him to come to Detroit. On May 1, 1953, Zora Arkus-Duntov started at Chevrolet as an assistant staff engineer.

Shortly after going to work for Chevrolet, Zora set the tone for what he was about to accomplish in a memo to his bosses. The document, entitled, "Thoughts Pertaining to Youth, Hot Rodders and Chevrolet". The three

page letter was sent to Chevrolet's management team. Asking Chevy to make performance parts available to hot rodders, who were currently using flat head Fords, surging the popularity of the then new Chevy small block mill.

### Duntov testing at Pikes Peak 1955 to prove the vitality of the new Chevy Small Block V8



This laid the foundation for the strategy that Chevrolet has used ever since to create one of the most successful performance parts programs in the industry. Chevrolet quickly became one of the most successful manufacturers ever in the history of motor racing. Soon, Zora became director of high performance at Chevrolet and helped to transform GM's largest division from a conservative company into a youthful, exciting one. In the process, he would change the Corvette from a docile roadster into a formidable sports car that challenged Porsche, Ferrari, Maserati, and Mercedes-Benz. As was his way, Zora led by example. After helping to introduce the small-block V8 engine to the Corvette in 1955, providing the

car with much-needed power, he set about showcasing the engine by ascending Pikes Peak in 1956 in a pre-production prototype, setting a stock car record. Not satisfied, he took a Corvette to Daytona Beach the same year and hit a record-setting 150 mph over the flying mile. In his spare time, the brilliant and vocal GM driver/engineer also developed the famous Duntov high-lift camshaft and helped bring fuel injection to the Corvette in 1957. He is credited for introducing four-wheel disc brakes on a mass-produced American car for the first time.

In 1962, Zora launched the Grand Sport program. The original idea captured the interest and imagination of Corvette fans all over the world. The idea was to create a special lightweight Corvette weighing only 1,800 pounds and race it on an international circuit against not only Cobras and other GT-Class cars, but also racing-only prototypes from Ferrari, Ford and Porsche. It also served to keep non-racing GM's Corvette image somewhat in play in the face of Ford's "Total Performance" publicity onslaught, which included Carroll Shelby's Cobras. Power for the Grand Sport was to come from an aluminum version of the small block V8, equipped with special twin spark plug cylinder heads. At 377ci, output was a projected 550 hp at 6,400 rpm. But as it had so often, GM policy prohibited Zora from going racing, but not before five Grand Sports were built. The five Grand Sports eventually fell into the hands of private owners, and Zora was able to support them in spite of the official ban.



Zora retired in 1975. During the time between Zora's retirement and death his legend grew. Whenever anything Corvette happened, Zora was there. A member of the Drag Racing Hall of Fame, the Chevrolet Legends of Performance, and the Automotive Hall of Fame, Zora took part in the rollout of the 1 Millionth Corvette at Bowling Green in 1992. He also drove the bulldozer at the ground breaking ceremonies for the National Corvette Museum in 1994. Six weeks before his death, Zora was guest speaker at "Corvette: A Celebration of an American Dream", an evening held at the showrooms of Jack Cauley Chevrolet Detroit.

Zora Arkus-Duntov died in Detroit on April 21, 1996,<sup>1</sup> and his ashes were entombed at the National Corvette Museum.

Peter Roberts

How about this?



**What do you think this Zora Arkus-Duntov signature is worth?**

Scribed on the right side dash of this 1962 Corvette. (See Barrett-Jackson above)

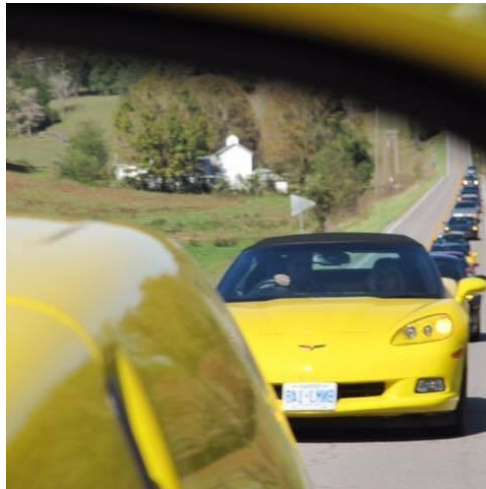
The father of the performance Corvette, Zora Arkus-Duntov, Duntov hand selected this car for the blue ribbon and prestigious Lion Award at Meadow Brook Hall Concourse d'Elegance.

## **Upcoming events**

There are more events than I have listed here, but these are the ones I feel are best suited to Corvette owners. For more information go to website shown below each event or contact person indicated.

**Best to co-ordinate attendance through our Club Activity Directors: Ed Jones at [edljones@hotmail.com](mailto:edljones@hotmail.com) or Lynda Reaume at [lyndareaume@yahoo.com](mailto:lyndareaume@yahoo.com)**

## Thursday, June 1 through Saturday June 3, 2017 - Corvette homecoming



This was originally posted on FB by one of our Bowling Green Corvette Club friends, Shelby Sweiss.

When 16 of our club members in our 9 Corvettes travelled south to Bowling Green a few years ago to visit the National Corvette Museum and Bowling Green Assembly Plant, Shelby led our pack through some wonderful curvy roads... and can she drive! Made for an awesome wild ride following the leader through some beautiful Kentucky hills!

The other photo attached is a rear shot from our Kentucky ride with that Club. Amazing folks and cars, made for an unforgettable Corvette cruise! Thanks Carla Tonucci

[www.corvettehomecoming.com](http://www.corvettehomecoming.com)



## Saturday, June 3, 2017 (Registration full)

Detroit Grand Prix Corvette Caravan with Matick Chevrolet Redford, MI.

We will have 11 corvettes attending the Matick Chevrolet Detroit Grand Prix tour. We start the day with a breakfast with guest speakers at Matick Chevrolet in Redford, Michigan. We are then escorted by police in a 100 car caravan to Belle Isle where we will enjoy the day in the pits paddock garage area as guests of Chevrolet. They are providing track side seats and lunch all day long. We will see several races including the first of the Duals in Detroit. The tickets were sold out in one day we are happy to be at the leading edge of this event.

The Matick Chevrolet welcoming committee



## **Saturday, June 3 and Sunday June 4, 2017 (Note car year restrictions)**

Steve Plunket's Fleetwood Country Cruise In car show, London, Ontario

[www.fleetwoodcountrycruisein.com](http://www.fleetwoodcountrycruisein.com)



## **Sunday, June 11, 2017 OUR SHOW!!!!**

***The Corvette Club of Windsor - Annual Waterfront  
Corvette Show (8:00 am – 4:00 pm)***

**(at Dieppe Park across from the GM Headquarters Building on the Detroit River)**



To benefit the Windsor Regional Hospital – Pediatric Oncology Satellite Unit. As host for the Canadian Corvette Concours Nationals you are invited to partake in and experience a multi-faceted Corvette show presentation.

## **Sunday, June 11, 2017 Sorry Club members cannot go to this event– wait until September 3**

Automotive Flea Market & Festival of Cars show - Canadian Transport Museum & Heritage Village. Kingsville, ON.

[www.ctmhv.com](http://www.ctmhv.com)

## **Saturday, June 17 & Sunday, June 18, 2017**

Barry Renaud reminds us. FYI. As many of our Club members know Ron Stock is an annual event, so this year June 17 and 18 (Club usually goes on Saturday. Ron has been a big supporter of the club, so mark your calendars and we will have a good turnout this year.

## **Sunday, June 25, 2017**

Cruise in the Park

Sarnia Street Machines Car Show, Sarnia, Ontario

[www.sarniastreetmachines.com](http://www.sarniastreetmachines.com)





## Saturday, July 1, 2017

5th Annual Classics Car Show

Donations to Make a Wish Southwestern Ontario

2001 Huron Church, Windsor, ON

[gvalley@windsorchrysler.com](mailto:gvalley@windsorchrysler.com)

## Friday July 7 & Saturday July 8, 2017

11th Annual Bayfield Vettefest, Bayfield, ON

Friday cruise 7pm.

Saturday car show 8am to 4 pm.

(Note Sunday, July 9 is Thunderbird car show)

[www.bayfieldvettefest.com](http://www.bayfieldvettefest.com)



## Saturday, July 8, 2017

Corvettes at the Summit, Canton, Michigan

[www.corvettesatthesummit.com](http://www.corvettesatthesummit.com)

Our 13th annual Corvettes at the Summit is coming on July 8th and we hope you are planning to attend. For registration forms and other information please go to our website: <http://corvettesatthesummit.com/index.html> or call Jim at [734.673.4291](tel:734.673.4291).



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## Friday, July 14, 2017 (From 1pm to 8pm)



SunSplash Classic Cruise Car Show, Belle River, ON.

[www.belleriverbia.com/classic-cruise](http://www.belleriverbia.com/classic-cruise)

- > Online Registration is now open!!!
- > Please visit <http://www.classiccruise.ca/> to register your vehicle!
- > AND a chance to win \$100 BIA dollars!

Please note: We can meet and stage from my house, it's only 2 minutes to the show from my house. We'll finalize details as the date approaches.

Mike Giroux

[519 727-4231](tel:5197274231)

## Sunday, July 30, 2017



Amherstburg's  
Gone Car Crazy  
Show

Gone Car Crazy car show, Amhurstburg, Ontario

[www.amherstburgsgonecarcrazyshow.com](http://www.amherstburgsgonecarcrazyshow.com)

## Saturday, August 12, 2017

Friday, vending and car sales

Saturday, Old Autos car show

Bothwell, ON

Peter's note - 2000+ cars and the largest 50/50 draw I have EVER seen.

## Saturday, August 12, 2017

Corvettes America, Clarkston, MI



[www.corvettesamerica.org](http://www.corvettesamerica.org)

**Wednesday, August 16, 2017**

Dan Kane Dream Cruze Tune Up Car show

<http://www.dankanechev.com/>

**DAN KANE**  
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**Wednesday, August 16, 2017**

Corvettes on Woodward Drive2EndHunger



1. <https://www.facebook.com/pages/Corvettes-on-Woodward-drive2endhunger>

**Wednesday, August 16 to Saturday, August 19, 2017**

Woodward Dream Cruise - Woodward Avenue from 8 Mile Rd to Pontiac, MI

<http://woodwarddreamcruise.com>



**Wednesday, August 16 to Saturday, August 19, 2017**

Back to the Bricks week long extravaganza, Flint, Michigan



Editor note - My favourite event – better than Dream Cruise – especially the Car Show on Saturday. **If you are going to show your car on Saturday, get there early – around 6am. Also see Corvette Reunion at Back to the Bricks on Saturday August 19. Part of same show – see below.**

<https://backtothebricks.org>

**Friday, August 18, 2017**

**Windsor Dream Cruise**

Downtown Windsor BIA Cruise and Car Show – On the Riverfront

## Saturday, August 19, 2017

Corvette Reunion, Back to the Bricks car show, Flint, Michigan



Be there VERY early. See note above – one of top 20 car shows in United States.

Gary from Drago's Corvettes told me there were 900 Corvettes there last year.

[www.corvettereunionatbacktothebricks.com](http://www.corvettereunionatbacktothebricks.com)

## Thursday, August 24 through Sunday, August 27, 2017



Corvettes at Carlisle, Carlisle, PA - The largest and most fun-filled Corvette event in the world, the annual Corvettes at Carlisle event features more than 5,000 Corvettes representing all generations of America's classic sports car.

[www.carlislevents.com](http://www.carlislevents.com)

## Saturday, September 9, 2017

Wheels on Wyandotte St. Wyandotte Street East between Thompson and Jefferson will be closed for the show from 8:30 a.m. to 4:00

<http://olderdriversidebia.com/>

## Sunday, September 17, 2017

Reaume Chev Olds LaSalle Annual Fall Car Cruise – opens 9 am, cruise at 10:30 am – All Classics, Hot Rods, Street Rods, Rat Rods, Antique cars Welcome - No registration fee! info: [519-734-7844](tel:519-734-7844)



## Wednesday, October 11 thru Saturday October 14, 2017

Chevrolet Corvette Pace Car Registry's 2017 Pace Car Reunion will be taking on Route 66 starting in Joplin Missouri on October 11th and finishing in Tucumcari New Mexico October 14th. **Five states, 678 miles!**



*Peter Roberts editor*



## Club Executive

**President: Brian Hansen**

**Vice President: Dan Reaume**

**Treasurer: Gary McGuinness**

**Membership Co-ordinator: Bob Small**

**Web Master: Dane Kelly**

**Recording Secretary: Les Tetler**

**Activity Directors: Ed Jones**

**& Lynda Reaume**

**Quad C Governor: Richard Neal**

**Newsletter Editor: Peter Roberts**

**Club Historian: vacant**

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