

MARCH/APRIL2009



Columbia County Corvette Club

Have you hugged your Corvette lately? Or at least thought about the upcoming season? With everything that is going on in the news and the depressing March weather, our annual meeting gives us something to look forward to. We hope you can attend and maybe we will be lucky enough for good weather and dry roads.

Please look at the dates scheduled on the calendar and make an effort to host a ride. Teaming up with another couple can make it more fun and is perfectly acceptable. We have most dates still open and would like to fill them so you don't think it isn't going to happen. Last year many thought since there wasn't anything on the schedule, that there was no ride. That is not the case. It may not be as organized, but we still ride. We need new thoughts of places to go, as some of our normal destinations will be under road construction this year.

We had a good turnout for the 2008 Fall Color Run, and even with a foggy start, we had a great trip. The January Pizza party was well attended and will be something we will do again.

Remember to RSVP to Doug Hahn or me with your choice for dinner for the annual meeting at the Northwoods Bar and Grill at Springbrook Country Club in the Wisconsin Dells on April 4, 2009. We need to hear from you by March 30th so we can plan accordingly.

If you have any questions, just call one of us and we can clarify any details. Hope to see everyone there.

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Doug Hahn
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2008 – 2009 OFFICERS

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* Terms Expire In 2009

Annual \$25 dues are payable now. The Treasurer will be collecting dues at the Annual Meeting or you may mail them to Joyce at P.O. Box 803 Portage WI 53901

Please plan to attend the **Columbia County Corvette Club 2009 Annual Meeting on April 4th**. We hope that you all can take this opportunity to join your fellow club member for an enjoyable evening of good food and conversation. It will be held at The Northwood Bar & Grill at the Spring Brook Golf Course in Wisconsin Dells. We have a number of things to accomplish at this meeting such as membership renewals **starting at 6:00pm and the meal at 7:00**. We also have elections for two officer's positions and the planning of the years run schedule.

The Northwoods Bar & Grill has put together a group menu for us and there will be a cash bar. They ask that we help them be prepared for the evening by **indicating no later than March 30th our food choices and the number of people that plan on attending**. Please look at the special menu shown and email or call me with your choices or questions. Doug Hahn Vice President 608-985-7297 dchahn@mwt.net



Happy Birthday to: Doug Hahn (3/20), Gordy Kohl (3/31),

Les Frinak (4/8), Cathy Ballweg (4/16) and Jay Erickson (4/19) !



JASON R. BRICKL

Vice President

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For Fish and Steak Runs, we gather at Kmart in Portage on Hwy.51 North and leave at 6:30PM(unless otherwise noted).For other events, meeting times and gathering places can change so watch the newsletter and feel free to call the sponsor if you want to meet the group on the way or at the restaurant if you cannot make 6:30 PM.

MONTH	DAY	EVENT	HOSTS	PHONE
April	4	<i>ANNUAL MEETING</i>	CHUCK CADY&DOUG HAHN	608-985-7297
May	1 16	<i>FISH RUN</i> <i>STEAK RUN</i>		
June	5 20	<i>FISH RUN</i> <i>STEAK RUN</i>		
July	3 18	<i>FISH RUN</i> <i>STEAK RUN</i>		
August	7 22	<i>FISH RUN</i> <i>STEAK RUN</i>		
September	4 19	<i>STEAK RUN</i>		
October	2nd 11 or 18	<i>Fish Run</i> <i>Brunch Run</i> <i>Fall Color Run</i>	CHUCK & BARB CADY	608-493-2187

If you would like to host a run, please contact Secretary to be added to the Schedule of Events. (You may host an event at your home potluck style too.) Be creative!

A BIG *thank you* to our 2008/2009 Sponsors!

Second Generation C 2 1963 Through 1967

The **Chevrolet Corvette C2** was designed by [Larry Shinoda](#) under the styling direction of [Bill Mitchell](#), and produced between 1963 and 1967. It is the second generation or *mid-year* [Corvette](#) built and marketed by [Chevrolet](#).

1963 would see the introduction of the new **Corvette Sting Ray coupe** with its distinctive split rear window and fake [hood vents](#) as well as an [independent rear suspension](#). The split rear window was discontinued in 1964 due to safety concerns. Because they made the design too busy, the hood vents were also cut. Power for 1963 was at 360 hp (272 kW) hitting 375 hp (280 kW) in 1964.

Four-wheel [disc brakes](#) were introduced in 1965, as well as a "[Big Block](#)" engine option: the [396 in³](#) (6.5 L) V8. Side exhaust pipes appeared on the 1965 Sting Ray. Chevrolet would up the ante in 1966 with the introduction of an even larger [427 in³](#) (7 L) version of the "Big Block," creating what would be one of the most collectible Corvettes ever. 1967 saw an L88 version of the 427 introduced, which was rated at 430 hp (321 kW), although unofficial estimates place the actual output at 550 hp (410 kW) or more. Only twenty such engines were placed in the 1967 Corvette. From 1967-1969, the 1282 cfm Holley triple two-barrel carburetor, or [Tri-Power](#), was available on the 427. The 1967 model was originally intended to debut the [C3](#) generation Corvette, however due to delays, the C3 had to be put off until 1968; as such, the C2 carried over for an additional model year. Other early options available on the C2 included AM-FM radio (mid 1963), air conditioning (1963), leather upholstery (1963), telescopic wheel (1965), head rests, presumably to prevent whiplash (1966).

The 1965 introduction of the 425 hp 396 c.i. "Big Block" was ultimately the harbinger of doom for the Rochester fuel injection system. The 396/425 hp option cost \$292.70 whereas the 327/375 hp "fuelie" option cost \$538.00; few people could find a way to justify spending \$245 more and receiving 50 hp (37 kW) less. When only 771 "fuelie" cars were built in 1965, Chevy discontinued the program in what some believe was a display of short-sightedness. Chevy was way ahead of its time in offering a fuel-injected sports car, and had they continued the option, every car that now touts Lucas or Bosch fuel injection may have instead been using Rochester.

In 2004, [Sports Car International](#) named the Sting Ray number five on the list of [Top Sports Cars of the 1960s](#).

The design of this generation had several inspirations. The first was the contemporary [Jaguar E-Type](#), one of which Mitchell owned and enjoyed driving frequently. Bill Mitchell also sponsored a car known as the "Mitchell Stingray" in 1959, because Chevrolet no longer participated in factory racing. This vehicle had the largest impact on the styling of this generation, although it had no top and didn't give away what the coupe would look like. The third inspiration came from nature: a [mako shark](#) that Mitchell caught while deep-sea fishing.