

PROUD MEMBERS OF

# KANSAS CITY CORVETTE ASSOCIATION

Sponsor: Hendrick Chevrolet – Shawnee Mission, KS

January 2017

Next Meeting – February 10, 2017

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Meetings are held on the second Friday of each month at 7:30pm at Shawnee Civic Center, 13817 Johnson Drive Shawnee, Kansas 66216. Guests Welcome!

## January Meeting Minutes

Due to the weather forecast and MoDOT & KDOT warnings, the January meeting was cancelled.

## **2017 OFFICERS**

The following are your officers for 2017.

President – Dave Downing  
Vice President - Allen Parsons  
Secretary – Joe Moncado  
Treasurer – Leland Eastburn  
Membership – Tricia Downing  
Public Relations – Rhonnie Yohn

Ice - Primary - Eastburn's  
Backup - Moorman's  
Pop/Water - Primary - Hemphill's  
Backup – Parsons'  
Paper Goods - Primary - Mitchell's  
Backup - Carlile's  
50/50 - Primary - Reynolds'  
Backup - Schupp's  
Clothing – Gary Hanson  
Webmaster – Scott Stubler

In addition to posting pictures of club events on Facebook, please send them to Scott at [kccaweb@gmail.com](mailto:kccaweb@gmail.com)

Please let Leland or Chris Eastburn know of any club member who is sick, having surgery or a death in the family.

If you have any articles for the newsletter please forward them to Joe Moncado at [jmoncado@aol.com](mailto:jmoncado@aol.com).

**Getting to know you:** We would like to feature a story in the newsletter from a newer member and a more tenured member. We are still looking for your story. We don't have any for this newsletter but are asking for you to send your story to [jmoncado@aol.com](mailto:jmoncado@aol.com) to be included in a future newsletter.

**KCCA Members- Each month I ask you to submit your Corvette Story, and since no one bothered, we found one that fit.**

## **TRACKING DOWN A REMINDER OF DAD**

December 15, 2016



Chris Martini washing his Corvette pedal car while his dad washes his Collector Edition.

Chris Martini's Corvette story starts in 1982 when his dad purchased a brand new Collector Edition Corvette, a Corvette that became a part of their family for 15 years. "My dad loved this car so much," Chris said. "I can remember him washing it every week even if it had been in the garage the whole week." There is even a photo of his dad washing his Corvette, with Chris alongside, washing his little pedal Corvette when he was about seven years old.

In 1997, his dad made a decision that he would regret for the rest of his life. He sold his beloved Corvette. "We would always wonder what happened to that car we all loved so much."



About a year later, at the age of 16, Chris was involved in a serious accident that caused injury to his spinal cord, leaving him in a wheelchair to this day. Years later, in 2011, tragedy struck the family again when Chris' dad died after battling cancer. "After he died I really felt I needed to find his Corvette. I would have dreams about him and the car very often. There was a name plate on the ashtray that said 'Collector Edition Corvette' along with his name as the original owner. At the very least I thought I could possibly get that name plate back. I never thought I would be able to own the car, but just to see it again and

to possibly get that name plate back would mean so much to me."

Chris had the VIN and tried everything in his power, but it seemed impossible to track the car down. "I felt like I was running into wall after wall." In 2014, on the way to work, Chris was listening to the radio and the show had a lawyer that was taking questions. "I called in and asked if there was any legal way to find an owner of a vehicle if I had the VIN." Chris connected with the private investigator at the law firm, and within an hour, he had the name, phone number, address and email address of the current owner.



After connecting with the owner, Chris was able to convince him to sell the car. "My wife and I were going away to celebrate our first anniversary, so we rearranged our plans and got one way tickets from Florida to Massachusetts where the car was located to drive it back." The couple picked up the car and brought it immediately to have hand controls installed so Chris could drive it. They also took several road trips through New Hampshire and Vermont, places that were frequented by Chris' parents in the Vette.

The car was affectionately known as Abby, and Abby is now back with her family who now live in Florida. "She will never leave us again."

Chris' dad had always wanted to take the Vette on a road trip to Bowling Green to see the GM Corvette Assembly Plant and National Corvette Museum. "I'm hoping my wife and I can do the trip within the next couple of years to celebrate our anniversary."

Thanks to some of our friends and partners in the local community, including the Bowling Green Area Convention and Visitors Bureau, we are excited to fulfill Chris' dream by providing a complimentary trip to Bowling Green complete with hotel accommodations, Plant and Museum tours, lunch from the Corvette Cafe, dinner at Rafferty's and tickets to other area attractions. We look forward to celebrating Chris and Shirley's anniversary, and Chris' dad, David Coronis.



## **Milestone Club Anniversaries:**

February 2017

**20 years**

Gary & Cheryl Hanson

**5 years**

Wayne & Karen Lang

## **Birthdays**

February

Ron Churchbaugh – 3<sup>rd</sup>

Dale Alden – 3<sup>rd</sup>

Pat Chance – 4<sup>th</sup>

Dean Owens – 4<sup>th</sup>

Elly Welchert – 7<sup>th</sup>

Andrew Lavender-13<sup>th</sup>

Tim Pfohl – 15<sup>th</sup>

Fred Devole-17<sup>th</sup>

Gary Hemphill – 19<sup>th</sup>

Sharon Perry – 21<sup>st</sup>

Pat Glinn-26<sup>th</sup>

Jane Nisser – 6<sup>th</sup>

Charlie Arnold 10<sup>th</sup>

Judy Donze – 15<sup>th</sup>

Danny Townsend – 16<sup>th</sup>

Debbie Mitchell 17<sup>th</sup>

Joe Mellott – 21<sup>st</sup>

Frances Hoehn – 23<sup>rd</sup>



## **Wedding Anniversaries:**

February 2017

Jerry & Pat Chance-4<sup>th</sup>

Wayne & Kay Carlile – 9<sup>th</sup>

Whitney & Pam Huff-11<sup>th</sup>

Sal & Judy Donze-15<sup>th</sup>

David & Joyce Furnell -18<sup>th</sup>

Charlie & Julie Arnold-21<sup>st</sup>

Carl & Gina Scholdberg-27<sup>th</sup>

## KCCA Sponsored or Co-Sponsored

### *February 2017*

- 10 **KCCA meeting** Video of The Best of the Year to be viewed during the meeting.

### **10-12 World of Wheels**

Mark your calendars for World of Wheels Friday February 10 through Sunday February 12! Show hours are Friday 3-10, Saturday 10-10 and Sunday 10-6. KCCA has one of the best selections of all generations than we have had in years. Come and support your club! Tickets are \$18 per adult and \$6 for children. Discount tickets are available at O'Reilly in advance.

### *March 2017*

- 10 **KCCA meeting** This will be the tried and true mixer with members providing snacks. Last names beginning with A-M bring sweet snacks; N-Z bring salty snacks. Only need to bring enough to feed 4-6 people, not the entire gathering! ;)

### *April 2017*

- 1 **The Mid-America Corvette Cup** will be held in Columbia, MO at the Stoney Creek Hotel. Caravans will be cruising down Friday, March 31st and Saturday, April 1st. If you plan on attending and are leading a caravan, please e-mail [Rhonnie65@juno.com](mailto:Rhonnie65@juno.com) with caravan details for others to meet and caravan with you!

You can make your reservations at Stoney Creek hotel by calling 573-442-6400.

Here is the link to Mid Missouri Corvette Club to obtain more information as well as to register for the show.

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

- 9 **Ottawa Car Show @ 9:00 @ CarStar in Ottawa, [Facebook](#)**

- 14 **KCCA meeting**  
27-29 Michelin NCM Bash, Bowling Green, KY

### *May 2017*

- 7 **Hendricks Car Show** *We are still looking for a coordinator for this show. Let one of the officers know if you are interested.*

- 12 **KCCA meeting**

### *June 2017*

- 10 **KCCA club picnic at Blue Springs Park 11-4**

### *July 2017*

- 14 **KCCA meeting**

### *August 2017*

- 11 **KCCA meeting**

### *September 2017*

- 8 **KCCA meeting**

### *October 2017*

- 5-9 **Eureka Springs All Corvette Show**

- 13 **KCCA meeting**

### *November 2017*

- 10 **KCCA meeting**

## National Corvette Museum News:

## **2017 CORVETTE HALL OF FAME INDUCTEES ANNOUNCED**

December 15, 2016

The National Corvette Museum has announced the following inductees to be recognized as part of the 20<sup>th</sup> Annual Corvette Hall of Fame Ceremony in 2017: Peter Brock in the category of Enthusiast; Jim Minneker in the category of GM/Chevrolet; and Tommy Morrison in the category of Racing. These three individuals will be recognized with the highest honor bestowed by the Museum for their contributions to the past, present and future of Corvette.

The 2017 Corvette Hall of Fame recipients will be inducted into the Corvette Hall of Fame during a ceremony and banquet on Friday, September 1, 2017. Their induction will take place as part of the Museum's 23<sup>rd</sup> Anniversary Celebration August 31 – September 2, 2017.



Peter Brock

At just 19 years old, **Peter Brock** was one of the youngest designers to ever be invited to work at GM Design. When Bill Mitchell, the new VP of the Styling Section for GM, wanted to build a successor to the 1957 Corvette SS concept car, he charged his team of designers to come up with some ideas. Ultimately Brock's sketch was selected and refined. Working with fellow designers Chuck Pohlmann, Larry Shinoda and Tony Lapine their efforts culminated into the very first Corvette to be called a Sting Ray, the XP87 Corvette Sting Ray Racer. (Yes, it is supposed to be two words.) This racing concept would go on to influence the lines and look of the second-generation Corvette and really, every Corvette since.

As an enthusiast, Brock has done just about everything relating to motorsports. He has designed and raced cars, written books and articles, and even became a photojournalist capturing one of the greatest eras of motor-racing history. He documented the Corvette's performance history from its earliest days in the mid '50s with Briggs Cunningham at Le Mans, through the powerful era when drivers Dave McDonald, Dick Thompson and Bob Bondurant established the Corvette as America's only true production performance car, all the way to the present C7 generation. In addition to all of that he started Brock Racing Enterprises in the 1960's and has worked on a number of other marques along the way, but has always had a very special place in his heart for Corvettes.



Jim Minneker

**Jim Minneker** is a great example of the way Chevrolet infuses racing DNA into the Corvette. As both a racer and an engineer, he brought to the table an understanding of what makes power, and what it takes to control that power on a track. Using that insight he joined the Corvette team in 1986, spending the next ten years

working on the LT1, LT4 and the legendary LT5 engines that would become the heart of the ZR-1 Corvette supercar. It's no wonder that he became the engineering group manager for GM High Performance Vehicle Operations.

As a racer, he has driven for Bakeracing, Morrison-Cook Motorsports, Doug Rippie Racing and Mallett Motorsports, while competing in the SCCA World Challenge, the IMSA Supercar series, IMSA GT and the Grand Am series. Perhaps his greatest achievement behind the wheel however, was as a member of the team of eight drivers that set the 24-Hour Speed Endurance World Record Run in 1990, driving a stock ZR-1 Corvette at an average speed of 175.885 mph.

Jim's efforts on behalf of Corvette however, didn't stop in Detroit or at the track. When the National Corvette Museum was just beginning, he was instrumental, helping out early on in arranging for displays relating to powertrain and engineering. Ultimately, he was elected to the position of Chairman of the Board where his leadership, wisdom, direction and vision was essential in setting the course for a bright future at the National Corvette Museum.



Tommy Morrison

If there was a Mount Rushmore for Corvette Racing, **Tommy Morrison's** face might be on it—carved in stone and wearing dark sunglasses with a confident smile. In the early 1980s when he teamed up with the late Jim Cook to found Morrison-Cook Motorsports, his Corvette race cars began dominating in showroom stock racing and making Corvette history along the way. He set out to prove that Mobil 1 and Corvette were a nearly unbeatable combination racking up more 24-hour endurance wins than any team before them—thus starting a sponsorship relationship that is still winning to this day.

At the races and on test tracks, Tommy's teams provided GM engineers with valuable test data that went back to the engineers designing the cars. His efforts also gave Chevrolet's marketing department a series of wins that created massive opportunities for promoting the Corvette.

Perhaps the greatest example of this was the 1990 24-Hour Speed Endurance World Record Run, where he and his team took a stock ZR-1 Corvette and drove it 24 hours straight, averaging 175.885 miles per hour. This became a PR boost that GM would use in a series of commercials and print ads to further establish Corvette's reputation as a high-performance icon. So important was this achievement that the National Corvette Museum has a

long-term exhibit on display with the actual record run car, and plaster casts of Tommy, Jim Minneker and John Heinrichy surrounding it. One of Tommy's other race cars is part of the Smithsonian Institute collection.

While Tommy would quickly attribute his success to his teammates and the "good Lord above," his determination, courage, and leadership were also key to his victories, and to his induction into the 2017 Corvette Hall of Fame.

Since its inception in 1997, 64 individuals have been inducted into the Corvette Hall of Fame. Bios, photos and in many case videos of each are available on the Museum's website at [www.corvettemuseum.org](http://www.corvettemuseum.org)

**Joe Monaco**  
**2019 National Corvette Caravan Captain**  
**Kansas and Missouri**  
**8/28/19 - 8/31/19**  
**Jmoncado@aol.com**  
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## WHAT'S IN YOUR MUSEUM: FUEL INJECTION – BECAUSE RACECAR



While the National Corvette Museum rotates display cars on a regular basis, we have recently shaken things up a bit in our Performance area, creating a special six car mini

display featuring fuel injection Corvettes from the very early days of Corvette's racing history.

### 1956

This Corvette was Sebring Car #7 and was used by Chevrolet during the summer of 1956 for various tests such as intake manifold block off plates. Bob McLean, head of experimental styling responsible for the first Corvette, the 1959 Racing Stingray, and many of the 1950s and 60s specials as well as Motororama cars, bought the 1956 Sebring Team Car #7 for personal use after Max Goldman campaigned the car at Cumberland, Elkhart Lake and the Haven Hill Climb. McLean reconfigured the car as a SR-2. The modifications included extended SR-2 nose, louvered hood, early SR-2 seats, special dash with Sterward Warner rally gauges, special trim on doors and door sills, special parking lamps, special headlamp rims and 1958 style tail lamps.

### 1957

One of two 1957 Corvettes built to race at Nassau, Daytona, Sebring and Le Mans starting in late 1956. The first race date was in December for the Nassau Trophy and Governor's Trophy races, and getting the production-based 1957s ready in time would mean a major time crunch. Chevrolet General Manager, Ed Cole, gave the green light in October for the two production racers, which were built the following month and race-prepped by the Corvette engineering team (including Zora Duntov and John Fitch). The two cars were the first Corvettes built with Rochester fuel injection and four-speed manual transmission, items that were on track to join Corvette's option list before the 24 Hours of Le Mans the following June.

At Nassau, Dick Thompson drove one car to a class win (and 7th overall) in the 20-lap Governor's Trophy race. Jim Jeffords was close behind, finishing second in class and ninth overall. The good luck continued in early 1957 where Paul Goldsmith drove one car to Production class

wins in the Standing Start Mile and Flying Mile. Next up was Sebring, where the two production-based 1957s were joined by the Corvette SR-2 and the just finished XP-64 Corvette SS. The #3 and #4 ran 1-2 in the GT 5000 class, while the SR-1 won the Sports 5000 class. Unfortunately the Corvette SS lasted only 23 laps before brake problems and a broken rear suspension sidelined it.

### **1957 Zora SS**

The Corvette SS was built in the spring of 1957 with the intention of participating in international sports car racing. The SS involved many of Chevrolet's legendary engineering staff including Ed Cole, Harley Earl, Zora Arkus-Duntov, Bill Mitchell and Harry Barr among others.

The 283-C.I. V-8 powered SS drew considerable attention and was to have been driven at the Sebring, Florida 12-Hours Endurance Race in March by the Argentinian ace Juan Manuel Fangio and Britain's Stirling Moss, but both were released when the car was not completed in time for testing. It was shared instead by the Italian Piero Taruffi and the American John Fitch, who was team manager for Corvette's production car racing team. Starting the race with virtually no practice, a variety of handling and braking problems beset Fitch and Taruffi from the outset and the SS had to be withdrawn due to overheating after only 23 laps.

The potential was there and enthusiastic plans were being made for the 24 Hours of LeMans. Unfortunately, its only appearance in a major event came at Sebring due to a decision by the executives of the Automobile Manufacturers Association to disassociate themselves from directly participating in motorsports. The SS was relegated to test track duty.

### **1957**

This Corvette is the earliest known RPO 684 Corvette produced at St. Louis Assembly. It was built May 14,

1957 and factory delivered to driver Bark Henry, then driven to Cumberland to race May 17-19. Sponsor Robert "Bob" Rosenthal of Rosenthal Chevrolet in Arlington, VA was the most successful dealer race team that year. The car was heavily promoted by Ed Cole, and supported by Zora Duntov and Chevrolet. It is believed to be the most successful 1957 Corvette in SCCA racing during the 1957 season.

### **1963 Z06**

One of the first six Z06s built and taken to GM Tech, dismantled, and reassembled by hand. Two Z06s were delivered to Grady Davis, President and CEO of Gulf Oil; two to Mickey Thompson; and two were delivered to Roger Penske. This car has been raced competitively in the United States as well as Europe, including the famous Nurburgring in Germany and the Zolder in Belgium.

### **1963 Z06 Stingray**

The first ever Z06 Stingray and the first batch of six racecars offered to top-ranking Corvette drivers. This car was picked up at the St. Louis factory by Dave MacDonald and his wife Sherry in early October, 1962. The pair drove the car back to California to accrue the break-in miles. It was race-prepped by MacDonald and Bill Thomas for the October 13, 1962 debut outing at Riverside Raceway – a highly anticipated showdown between America's two most iconic sports cars – the new Chevrolet Stingray and Carroll Shelby's Ford Cobra. MacDonald and Cobra driver Bill Krause put on a wild show in the first hour of the race, exchanging the lead several times as they pulled far away from the rest of the field. Both cars, however, bowed out with rear end failures.

RPO Z06 included a 360 hp Fuelie engine, 36.5 gallon fuel tank, racing-grade linings and brake drums, stiffer suspension, trimmed fender lips and more.





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