



Vette Gazette

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May 2021

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Memorial May



Keith E. Jacobson ©2021



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President's Message

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Hello everyone!

May, which is my favorite month of the year, is finally here. All good things happen in May. You will see.....

It has been so nice to see so many of you starting to get your Corvettes out and participate in EMCC events. Looking forward, we certainly have a full schedule. (Thank you, Bruce) I hope you find some events that spark your interest. We look forward to seeing you. Of course, every Tuesday, weather permitting, there is our infamous Static Cruise Nite (Thank you, Steve). Swing by Rocky's Ace Plaza and say hello to your fellow/

fellowette members.

We are back on schedule with our Membership Meetings. We will be meeting on the first Monday of the Month, each month at Conrad's. We will be meeting in the back room as we have in the past and we will be eating in the back room as well. So, hopefully, we will see you at 6 PM for dinner and/or 7 PM for the meeting. It is a great social event. Please let the officers know at the meeting if you would like to sponsor an event or have an idea for some "Corvette fun". We welcome your ideas and opinions.

Our Membership Chair has informed the Officers that he is holding 4 applications for membership in EMCC. We will be meeting with these prospective members soon and, hopefully, they will become new members. If you see someone you have not seen before at an event, etc., please take the time to go introduce yourself and help make newer members feel comfortable. In fact, wearing your name tags would certainly help EVERYONE. Please try to wear them as often as you can.

We have had a few members on the Sunshine List this past month. Judy has been busy sending cards and well wishes. (Thank you, Judy). Please be sure to let Judy know if you know of a member who is dealing with a health issue.

As I told you via email, there is going to be a dedication of a bench in honor of Michael Wodogaza placed in the center of Norwood where Mike was so often seen. We are hoping that when it takes place, EMCC will be there to celebrate our dear friend. Bob W will let us know the details.

As you all know, Gerry needs someone to either take over the Gazette or, at least give him some help with it. Please give Gerry a call to discuss these options. (Thanks Gerry for your hard work).

Happy Mother's Day! Happy Memorial Day!

SMOKEN-Mal



Executive Board & Chairpersons

www.easternmasscorvetteclub.org

President: Mal Smith
781-706-5762, AuntieMal@aol.com



Vice President: Gerry Criscenzo
508-735-9311, gcriscenzo@gmail.com



Secretary: Steve Syliva
508-505-8208, tyrysy@comcast.net



Treasurer: Bill Schroeder
781-812-9991, wrs600@gmail.com



Social Chair: Bruce Kolovson
508-789-7780, ski1000@verizon.net



Membership Chair: Bob Hanson
617-840-8202, rhanson3@verizon.net



Publications Chair & Webmaster:
Gerry Criscenzo



Sunshine: Judy Pitasi
508-966-9026, rdvette72@aol.com



Facebook: Keith E. Jacobson
617-527-2100,
kamerakeith@gmail.com



Eastern Mass Corvette Club is a non-profit social club for Corvette owners.

EMCC sponsors and attends many Corvette events throughout the year, including: regional car shows, Corvette displays, cruise nights, Fall Foliage Cruises, multi-club Corvette cruises throughout N.E, and seasonal get-togethers.

Eastern Mass Corvette Club
P.O. Box 291, Medfield, MA 02052, US



Club Calendar

www.easternmasscorvetteclub.org

Vaccinated or not, social distancing is STILL IN EFFECT!! Please respect those who are social distancing and wear your mask, including Static Cruises. Our website has the most up-to-date details for postponements, cancelations, new locations and times. Watch emails for last minute and weather related changes.

STANDING EVENTS

- **Static Cruise:** Every Tuesday, weather permitting, we park, chill, and get to know more about each other. Every second Tuesday of the month, the club provides Pizza for MEMBERS. Check easternmasscorvetteclub.org for times and where.
- **Wednesday Lunches:** Wild card. Check our website and look for emails.
- **Thursday Cruises:** Wild card. Check our website and look for emails.
- **Board Meeting:** Last Monday of every month.



Member Meetings: 2021's first member meetings is at Conrad's, Walpole, April 12th, 7pm, in the backroom. Dinner before the meeting at 6 PM. Seating will be socially distanced. Masks at the meeting, please.

Special Events/Cruises

Check [Website](#) for details

Actual meeting times and locations may vary.

Watch email or check with Bruce at ski1000@verizon.net

- Sunday, May 2, Los Cabos Taco Cruise
- Saturday, May 8: Tower Hill Botanical Gardens
- Sunday, May 16th: Memorial Cruise: (In memory of all of our members who have passed) . Meeting at Mick Morgan's Irish Pub on Route 1 (973 Providence Highway, Sharon at 10:15 and leaving at 10:30 AM. We will be travelling to Mal's house in South Weymouth and then off to Nantasket, Hull. Lunch at Schooner's. Lots of photo opportunities overlooking Nantasket Beach.
- Thursday, May 27: Morse Tavern



Memorial Cruise

www.easternmasscorvetteclub.org

The Angels looking over us:

Ed Thomas, Paul Smith, Wally McAuley, Paul Seaman,



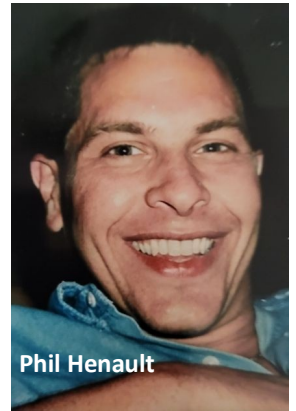
Danny Kay



Gene Pierotti



Jack Mitchell



Phil Henault



Jack Ryan



John "Hutch" Hutchings



Dennis Collins



Arne Johnson



Danielle McAuley



Michael Wodogaza



Club Member Birthdays

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Happy Birthday

Frank Fontana

Bob Gardner

Eric Hart

Rose Henault

Jack Kirkham

Steele Lightbody

Tony Lorusso

Mal Smith





Humor

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My wife just opened my car door for me.

Would have been a nice gesture had we not been going 70 mph.



THEY CALL THEM HEATED SEATS BECAUSE

REAR DEFROSTER WAS ALREADY TAKEN



In 1959, a coffee maker was an optional extra in Volkswagen cars.



My retirement plan 😊



Cop: You were going fast.
Me: I was just trying to keep up with traffic.
Cop: There isn't any.
Me: I know! That's how far behind I am.

to get your girlfriend for her birthday.



JUST LET THIS PICTURE SINK IN.

I'LL WAIT.

Accordion to current studies, 90% of you did not realize that this sentence started with a musical instrument.



imgur



Member Submissions

www.easternmasscorvetteclub.org

Where's the Beef?

By Bruce Kolovson



The Beef Barn always has delicious answers to “Where’s the Beef?”, which is why it’s an EMCC staple cruise.

The turnout was great for our first 2021 cruise in spite of the of the mixed spring/winter/summer weather. .





Member Submissions

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CASUAL CAR MEETS

Story and Photos by Keith E. Jacobson



Looking for an easy low key event on a Saturday afternoon? Casual Car Meets, also the name of their Facebook group, meets every Saturday, until sometime in the fall, at Mill Village, 339 Boston Post Road, in Sudbury from 1:00-3:00 PM. I have gone twice and there has been a nice assortment of cars. On my last visit there was a Ford GT, a Ferrari, two Aston Martins, a bunch of Corvettes, and other assorted rides. Definitely a good take in ... I will definitely go again.





Member Submissions

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One Flag = One Life

Story and Photos by Keith E. Jacobson



April 10 was a great day to go on a cruise with our sister club, the Bay State Corvette Club. A mild day with sunshine, a picnic lunch at the Grafton common followed by a visit to the State Police Museum. But this isn't about another club's cruise but something very special.

As we cruised from the common to the museum I noticed a house with thousands of flags in the front yard. At the museum I asked what the house with all the flags was about and these pictures explain it all.

Chatting with the home owner he explained that this memorial was created to help bring peace to those who had lost a loved one due to Covid. I asked for permission to drive on his lawn so that I could include my car in a photo and he graciously allowed me to do so.

In a later Email I learned that the memorial had over 100 visitors on that day. For anyone wanting to see something inspiring take a ride to Keith Hill Road in Grafton. The State Police Museum is just a few minutes down the road.



Keith E. Jacobson 2021



Member Submissions

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Cobra: From Idea to Built (Part 2)

Story and Photo by Larry Colvin



I looked through the superformance.com site and looked at dealers and their inventories. The closest dealer was in Buffalo, NY, a company called Timemachines. They had a dark blue Mark III with white racing stripes in stock.

About that time, I began looking around for information on how to title and register a replica vehicle in Massachusetts. I got information from many places, including mass.gov/rmv and the Factory Five Racing owners' forum. I talked to people at the Registry to confirm what I would need to do. I also talked to people at the Massachusetts Department of Environmental Protection. They are the department who devised and operate the vehicle emissions exemption program. A replica vehicle would have no emissions control equipment and thus would need an exemption. I have to note that everyone I talked to at the Registry of Motor Vehicles (RMV), the Department of Environmental Protection (DEP), and the Massachusetts State Police were VERY helpful and seemed eager to help me be successful every step of the way.

Here are the steps to register and, more importantly, to get a valid inspection sticker:

1 – Since most replicas (including Superformance models) have no Vehicle Identification Numbers (VIN), a Massachusetts VIN number needs to be assigned.

2 – In order to get an emissions exemption a suitable vehicle must be procured and then crushed/destroyed. The principle here is that you are adding a somewhat “dirty” vehicle to the roads but you are taking a likely “dirtier” vehicle off the roads permanently. The vehicle to be destroyed must:

Be a model year 1974 or older

Have an engine at least as large as the replica car

Have been registered for at least 1 year in the last 5 years.

The title/registration/emissions exemption process seemed like a lot of effort but ultimately doable. That being said, the next task was to actually look at a Superformance Cobra. A big question is whether I would fit into it!



In February, 2019, my wife and I took an overnight trip to Buffalo to Timemachines. We drove out in the snow! The next morning, we visited Timemachines, and saw the Cobra. Right away it was stunning: the blue was a great color and the white stripes really made it jump! Getting in and out is a little different than most cars. You step in on the floor in front of the seat and then slide your back down and your legs out at the same time. Getting out was the reverse without, of course, assistance from gravity! Anyway, I fit. The car had no engine or transmission and no side pipes since they are, when the car is completed, partially attached to the engine headers.

They also had a beautiful red Superformance GT-40 that made *all the right sounds* when started up!



Member Submissions

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Cobra: From Idea to Built (Part 2)

Story and Photo by Larry Colvin

We drove home in the afternoon, and made the decision to buy it. The next day I arranged the transfer of funds and we were off! Only real changes to the car were exchanging the gray-center wheels for polished ones, and changing the lift bars for bumperettes. Timemachines has a shop that does all the driveline installations for them, just over the border in Canada.

The first order of business was to choose an engine/transmission combination. The car would accept a great many engine brands and sizes, even a Chevrolet LS engine! The Ford small-block Coyote engine is very popular. I believed it should certainly have a Ford engine and if it said 427 on the side, it should have a 427 under the hood. Like most of us I have been spoiled by electronic fuel injection and it is particularly good for cars stored and not used all the time, so I looked at fuel injected engines.

Roush Performance was a top candidate given their reputation for performance and racing engine building. They sell a 427 crate engine with a Borla 8-stack fuel injection system. This was the engine chosen, along with a Tremec T-600 5-speed transmission.

Roush builds the engine to order so there was some lead time. Before shipping the finished engine, they run it on a dynamometer. They sent me a video of the dyno pulls along with the torque and horsepower graphs. The engine made a maximum of 631.9 horsepower. That should be enough for a 2,000 pound car!

After some shipping mistakes (the engine was mistakenly sent initially to Florida), the engine made it to the installation shop in Canada and work began.

While the installation was starting I began the process of finding a suitable vehicle to be sacrificed for the emissions exemption. I could not get a VIN assigned until I had a completed Cobra but I did not need the completed Cobra to begin the search for a suitable sacrifice candidate.

I found the most candidates on Facebook Marketplace. The first one was a perfect candidate in Westwood. I was a big Oldsmobile that the seller had fixed up. It had been his grandfather's car. I just did not have the heart to do this to a car he had such an emotional stake in!

Another perfect candidate car was in Dudley, Mass. It was a 1967 Cadillac Fleetwood Brougham with a 429 cubic inch engine and had been registered for more than the last five years and, in fact, was currently registered with a current inspection sticker. The owner said it was even drivable! So, two days later my wife and I drove to Dudley, cash in hand, with the intention of me driving the Cadillac home.

The Cadillac was in dreadful condition. It was a huge car and had lived a hard life as a limo: destroyed interior, rusty rockers, spare tire in the back seat, faded paint, oil leaks. It did run after jumping the battery. Strong smell of raw gas out the tailpipe. We made the deal. I backed it down his driveway and it took both feet on the brake pedal to stop it. It was clear that attempting to drive it home (50 miles) was not going to end well. I called AAA and they came, put the Caddy on a roll-back, and deposited it in my driveway at home.

In order to have the Cadillac crushed for scrap I had to have a Massachusetts title. That meant paying sales tax and registering it, which I did. It sat in my driveway awaiting the title.

Meanwhile the Cobra had been shipped to North Carolina for completion. The owner of the shop in Ontario had hurt his back so it actually went to one of the best-known shops for Cobra replica work in the country.

(Read Part 3 in the next Gazette)



Member Submissions

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The Beast Speaks

By John Dwyer

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Member Submissions

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Ulhams Ice Cream Run

Story by Mal. Photos by Bruce



April 18th seemed like a nice day to go for an ice cream. 7 Corvettes showed up at the Chateau parking lot in Franklin where it was a bit nippy, but the sun was shining upon us. We had Corvettes from the year 1972 to a C-8.

Bruce led us on a very comfortable ride to Westboro where we had our own parking area at Uhlman's Ice Cream.

It was quite the scene seeing everyone enjoying all the unusual flavors of ice cream on such a chilly day. Just goes to show you can NEVER pass up an ice cream. As you can see by the pictures, we had a great time. Thanks to all who attended and to our tour director, Bruce.



-Mal





Member Submissions

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History

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The 5 Most Expensive Corvettes To Roll Across The Auction Block

By Josh Boyd / [Corvsport](#)

Corvette collectors are known to be a serious bunch of folks. When a vintage or rare Corvette rolls across the auction block, hands go up, and the money flies. For those with the desire to own a highly collectible Corvette, and the bank account to back it up, any vehicle is theirs for the taking.

There has been no shortage of iconic Corvettes to pass through premier automotive auction houses throughout the years. A number of these cars have gone on to fetch final sale prices that would leave the average collector weak at the knees. Where Corvette nostalgia and a room full of eager buyers meet, a significant sum of money is sure to be spent.

Here are the Five Most Expensive Corvettes Sold at Auction

1.) 1967 Corvette L88 Coupe

1967 L88 Coupe Photo: [autoblog.com](#)

Of all the Corvettes to be auctioned throughout the years, the rare L88 cars of the late 1960s have commanded the most significant sum. Atop the list of most expensive Corvettes to be sold at auction is the 1967 L88 Coupe, which brought a final sale price of \$3,850,000 at Barrett-Jackson's Scottsdale auction in 2014.

The coupe carried full documentation and was one of only 20 L88 Corvettes produced during the 1967 model year. Those L88's that were produced in 1967 tend to be the most highly sought after, as they were the only such cars built on the C2 platform.



2.) 1967 Corvette L88 Convertible

1967 L88 Convertible. Photo: [motor1.com](#)

For a period of several months from 2013 to 2014, a 1967 Corvette L88 Convertible held the distinction of being the most expensive Corvette ever to be sold at auction. When all bidding ceased, and the hammer fell at the 2013 Mecum auction in Dallas, this Corvette sold for \$3,424,000.



History

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3.) First C8 Corvette

First 2020 Corvette. Photo: caranddriver.com

In January, GM auctioned off the very first C8 Corvette to be driven off of the assembly line in Bowling Green, KY. Ironically, at the time of its sale, the car had not even been built yet. GM, offered this C8, carrying VIN #001, for auction in a bid to raise money for the Detroit Children's Fund. Following the auction, the winning bidder would be allowed to pick up their new mid-engine Corvette upon the completion of its production.

The first of its kind Corvette was sold at Barrett-Jackson in Scottsdale, Arizona. The winning bid of \$3,000,000 was placed by NASCAR team owner, Rick Hendrick, who said that he plans to add the car to his already substantial Corvette collection.

4.) 1969 Corvette Rebel Racer Convertible

1969 Rebel Corvette Photo: corvetterepair.com

The 1969 Rebel Racer Convertible was yet another L88 Corvette that captivated the minds of bidders. Much of the bidding for this Rebel Racer was driven by the iconic car's extensive racing history. This car was sold when new, to professional racer Or Constanzo. Constanzo raced this L88 at both Daytona and Sebring to varying degrees of success.

When all was said and done, the Rebel Racer sold for \$2,860,000 in 2014 at the Barrett-Jackson Scottsdale sale. The total sale price of this iconic Corvette solidified the true value of the L88's racing heritage, as the Rebel Racer was perhaps the most well known of all such production Corvette race cars.



5.) Final 2019 C7 Corvette

2019 C7. Photo: barrettjackson.com

Everything must eventually come to an end, and the C7 Corvette's 7-year long production run is no exception. As C7 production drew to a close in 2019, GM formulated a respectable plan for the final seventh-generation Corvette. It was decided that this car would be auctioned off, in a bid to raise proceeds for the Stephen Siller Tunnels to Towers Foundation.

The final C7 ultimately rolled across the Barrett-Jackson auc-



History

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The (Virtually Unknown) Duntov Turbo (Corvette)

Story and Photo by Scott Kolecki / Corvsport. Story at [here](#)

The Duntov Turbo was built as a partnership between American Custom Industries (ACI), a company known for building replacement Corvette body panels, and Zora Arkus-Duntov. It was developed as a highly-stylized convertible sports car based on the production model Corvette (remember that GM had stopped building Corvette convertibles after 1975.) Each of the special Duntov Turbo's also came equipped with a turbocharged V8 engine.

The partnership provided both Zora and ACI with some unique opportunities. ACI gained greater credibility in the Corvette community after partnering with Zora. Zora was finally able to build a Corvette with a turbocharged engine, something that GM's top brass had always shot down as being "too expensive" with "too limited a market to make it profitable."



The Duntov Turbo (as it is officially known) was developed around the same platform as John Greenwood's widebody race cars, though somewhat less outlandish in their outward appearance. The panels increased the width of the Duntov Turbo by six inches over that of a stock Corvette. All of the Duntov Turbos were finished in white with a red interior (an obvious homage to the original 1953 Corvette which started Duntov's life-long affair with the brand.)

Production of the Duntov Turbo began in late 1979 (as a 1980 MY) and was limited to just 200 cars.

Each of the Corvettes began its life as a coupe. They were purchased from Richard Chevrolet in Temperance, Michigan and delivered to ACI in Sylvania, Ohio. As Chevrolet had not built any Corvette convertibles since 1975, ACI used the same frame and cowl stiffening hardware that GM had used five years earlier. Each car was given a special suspension and wheel package, which included Bilstein shocks and Weld Wheels wrapped in Goodyear Wingfoot tires – P255/60 in the front and P265/60 in the rear. Each car also received a number of custom interior features, including digital secondary gauges.



History

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The (Virtually Unknown) Duntov Turbo (Corvette)

Story and Photo by Scott Kolecki / Corvsport. Story at [here](#)

As work commenced on the production of the Duntov Turbo, ACI quickly discovered that mounting a turbocharger into the limited engine space afforded by a 1980 Corvette was going to be a significant problem. The issue was that the limited space caused an appreciable heat issue that melted the rubber hoses in the engine compartment. Braided metal hoses eventually replaced the rubber ones, and additional air vents were integrated into the car's front end, allowing the added cooling necessary to eliminate the overheating issue.



These modifications caused an escalation in the car's production costs. ACI approached Zora about abandoning the Turbo, arguing that the turbocharger only marginally improved the car's overall performance, despite adding nearly 70 horsepower to the stock 350 cubic inch engine (305 cubic inch engine for those cars being shipped to California.) Additionally, the turbo only came on cars equipped with an automatic transmission, which further hindered the car's perception in the eyes of automotive enthusiasts from that era.

Zora insisted that the turbocharging was to remain or he would remove his name from the project. In the end, Zora won out. ACI worked thru the overheating and performance issues and eventually produced a viable car that produced 7 pounds of boost from its Turbo International chargers.



The base price of the Duntov Turbo started at \$30,000, which was double what a base 1980 Corvette coupe started at. While consumers are often willing to pay considerably more for higher performance, the Duntov Turbo didn't deliver the goods. Potential buyers quickly discovered that the Duntov Turbo lacked the "giddy-up-and-go" that they expected out of a turbocharged Corvette. Moreover, the outlandish body panels were considered gaudy and unattractive.

The Duntov Turbo failed miserably when it hit the market. Recognizing their business plan was in serious trouble, ACI began offering customers the option of converting their own Corvettes into Duntov Turbos, even offering to paint the cars whatever color prospective customers desired. Several customers took advantage of this option, but in the end, the 1980 Duntov Corvette was a flop.

It is generally agreed that a total of 86 Duntov Corvettes were built in 1980, though that number has never been formally confirmed. Despite lending his name and reputation to the project, Zora never received his own Duntov Turbo. His agreement with ACI had contained a clause that Zora would be given a car after the first 100 examples were sold. It was a milestone that ACI failed to reach.



EMCC Merchandise

www.easternmasscorvetteclub.org



Order all EMCC merchandise, hats, clothing, bags, etc, directly from Tri-Valley Sports.

You can also bring your own items for them to customize with our EMCC Club logo, your name, etc.

106 Main St. Medway, MA 02053, 508-533-5080

The National Corvette Museum's offers many types of Corvette apparel.

Visit the store at corvettemuseum.org



Want to add bling to ANYTHING?

Visit <https://www.facebook.com/glendasglitzydesigns/>.

Order directly from Glenda or you can send her your favorite item(s) and she will "bling" it for you. Even masks! Just ask Ma!





Editor's Note

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Zen is in the Detail

By VP and Publisher/Editor, Gerry Criscenzo



Do you love working in the garden?

People who love to work in the garden, people who love working with the earth, the dirt, describe it as serene, calming, and Zen-like. I admire these people and almost wish I loved gardening as much as they do.

Almost.

My Dad, God rest his soul, was one of these people and always had the most amazing vegetable garden, fruit trees, and grape vines. He had the greenest thumb of any person I have ever known. Every year, the gardens required a great deal of soil prep, and digging and tilling. Which brings me to reason why I probably don't like gardening. Correction; hate gardening.

When you're a young kid, that last thing that you want to be doing in the summer on a sunny Saturday is pushing a spade into the ground and turning over dirt! As a teenager, I loathed it even more, especially after getting my license and started buying and working on cars.

I never did find an appreciation for growing things like my Dad did, but I did find that Zen-like state in something else: detailing my cars.

Now, as an adult, it is truly Zen-like when 3,4,5 hours are not only spent ridding Sunna of worldly contamination, but also serves to cleanse my soul of worldly stress. Who knew that Armor All could soothe your soul. I think they should employ that into their marketing.

As the water bathes away the stains tarnishing Sunna's brilliance, so it bathes away those who have sucked the Zen out of me! Now, all but forgotten!

When I am through, I am not sure which is shinier; Sunna or me.

