

The Prez Says

We had a very good turnout for our meeting May 11 and that was our last meeting until September because of our snowbirds whom we will miss during the summer.



On May 20th we were invited to **Curt and Barbara's** house to view his amazing collection of trains. A large room above their garage is devoted solely to his train collection which has been acquiring since he was a young boy. They also provided wine and snacks for us. Thank you **Barbara and Curt** for opening your house, it was a real treat. We then all meet at Off the Rail, a restaurant in old town and enjoyed a meal and time spent together.

Our Dinner run hosted by **John and Lisa Krance** turned out to be a dinner walk as we walked across the parking lot and had an Italian meal at Vincent's.

Just because there will be no meetings until September does not mean that we will not be seeing each other. **Sue Smith**, our activities director will have something planned for July. We will also continue our mystery dinner runs through the summer the last Tuesday of each month. Also don't forget to look at the website for shout outs and other activities.

Remember the Wave,
Susan

MEMBER BIRTHDAYS

Birthdays for June

Judy Grandage	June 17
Diane Bernardo	June 17
Beth Butcher	June 22

Birthdays for July

Lisa Grandage	July 9
Steve Van Antwerp	July 20

Happy Birthday to everyone!

Activities

COMING IN JUNE

8 - Thursday - NO General Membership Meeting
Due to low attendance in the summer
The regular membership meeting at C.J. Cannon's will be suspended for June, July and August.
Mystery Dinner Cruises and Shout Outs will still go on.

27 - Tuesday - Mystery Dinner Cruise
Our Host Bill

COMING IN JULY

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27 - Tuesday - Mystery Dinner Cruise
Our Host Rich & Susan

The 2017 Grand Sport Paces the Indianapolis 500

corvetteblogger.com - Keith Cornett 5/29/17

As a tradition that continues into its second century, the 101st running of the Indianapolis 500 took place on Sunday and leading the pack for a record 14th time was the 2017 Corvette Grand Sport Pace Car.

The festivities for the annual race usually kick off on the first of May, but for Corvette fans, the amount of attention paid to this year's "Greatest Spectacle in Racing" went up a few notches on May 5th after the 2017 Corvette Grand Sport was announced to be this year's official Pace Car.



Normally the official driver of the official pace car is officially announced right around the same time as the car, but the Indianapolis Motor Speedway's festival committee kept us in the dark nearly until race day.

It is great seeing the Corvette Grand Sport represented so well at the Indianapolis 500.

MayDinner Cruise

John and Lisa Krance were in charge of the May dinner cruise. Their choice of restaurants was Vincent's Ristorante & Pizzeria located in the plaza where we meet. Most members decided to take the short walk across the parking lot.

The food at Vincent's has always been great. As always I had the lasagna, which was fabulous. Tom said his spaghetti really good. The club has been there numerous times over the years and the food has consistently been served in reasonable time for a large group.

It was a fun evening with good food, great friends and conversation. Thanks to John and Lisa for a nice selection for the dinner cruise.

Save the Wave,
Hollyann



TRAINS, TRAINS AND MORE TRAINS

Club members were in for a big surprise when the club was invited to visit the home of Curt and Barbara Randolph. Curt has been collecting trains and other related items for quite some time.

When you drive up to the house there is railway crossing sign in the front yard. It was the first clue that more was coming. They have added a large second floor area to their home for his hobby of collecting trains. Curt has turned the area into a magic room. The walls are filled with train sets. The main area is covered with trains and track complete with turn around areas, tunnels and so much more. It is truly a labor of love under construction.

Down stairs Barbara served several wines, fruits, cheeses, beautiful large shrimp, and more.

I would like to thank Curt and Barbara for sharing their home with the club and the fun of Curt's wonderful hobby.

We then moved to the Off the Rail Restaurant for dinner.

It was a very pleasant afternoon. Maybe we can do it again next year!

Save the Wave,
Hollyann



How Italians design Corvettes

Hagerty.com - Jim Koscs - 5/12/17

Indecisive design hobbled the Corvette at its introduction in 1953 as Chevrolet timidly attempted to interpret European trends while giving the car a distinctive American identity. Fortunately, designers eventually found their groove and established a signature style whose cues carry through to today's Stingray.

That hasn't stopped Italian design firms from offering their own interpretations of the Corvette over the years. Results, as the saying goes, were varied.

Scaglietti Corvette (1959)



Texas Chevrolet dealer and racer Gary Laughlin hatched the idea of building a sleek, lightweight coupe around a powerful but affordable foundation: the 1959 Corvette. Laughlin brought two fellow Texans, Carroll Shelby and Jim Hall, into the project. (Shelby won the 1959 24 Hours of Le Mans for Aston Martin.)

Three 1959 Corvette chassis were shipped to Carrozzeria Scaglietti, the coachbuilder for many Ferraris. One had the fuel-injected 283-cid V-8, and the others used dual-quad versions of that engine backed by automatic transmissions.

Scaglietti's craftsmen hand-crafted aluminum bodies, and the finished cars were lighter than the 'Vette by some 400 pounds. The cars looked nearly identical to the Ferrari 250 GT Tour de France model Scaglietti was also building, reportedly drawing the ire of Enzo Ferrari.

General Motors wasn't overjoyed with the idea of an Italian-bodied Corvette, either. Just three were made; only the first received a

Corvette chrome-tooth grille. Shelby went on to create the Cobra with Ford, and Hall built and drove Chaparral race cars.

Mike McCafferty of San Diego once owned the Scaglietti Corvette originally built for Shelby. "I bought it to vintage race, but it was a beast to drive, so it became a trailer queen." McCafferty exhibited the car at the Pebble Beach Concours d'Elegance in 1998, where Sergio Scaglietti, Shelby, and Hall signed their names under its hood.

McCafferty sold the Scaglietti Corvette in 2000 at a Barrett-Jackson auction; the Petersen Automotive Museum in Los Angeles bought it, and it is currently in the museum's Vault collection.



Pininfarina Rondine (1963) Pininfarina, renowned for its design work for Ferrari, clothed a 1963 Sting Ray chassis in an elegant steel body bearing no resemblance to Chevy's own styling. The designer was an American working for Pininfarina, Tom Tjaarda.

"The Corvette Rondine was a project that Pininfarina did for the 1963 Paris Auto Show on speculation only," Tjaarda wrote in an email from his home in Italy. "GM did not embrace this design because they judged it too deviant from the Corvette brand."

Tjaarda would go on to adapt the Rondine's basic design theme for the 1966 Fiat 124 Spider. Later, working for Ghia, he also designed the Ford-powered De Tomaso Pantera.

In 2008, after four decades in Pininfarina's museum, the Rondine

was sold at a Barrett-Jackson auction in Scottsdale, Ariz., where a Connecticut collector bought it for \$1.76 million.



Bertone Rammaro (1984) Chevrolet did commission another famed Italian styling studio, Bertone, to create a design study around the 1984 Corvette. The result was a lime green doorstop of a car, called the Rammaro, named for a small green lizard. The Rammaro's doors slid forward on tracks, like minivan doors but in reverse. The seats were swathed in green leather, meant to look like a lizard's skin. This is one you might wish you could unsee.



Italdesign Moray (2003) Italdesign-Giugiaro has created dozens of production cars, mostly European, from exotics like the Maserati Bora to workaday Volkswagens. At the 2003 Geneva Motor Show, the firm presented its homage to the Corvette's 50th anniversary, a slinky concept called the Moray, named for the eel. The Giugiaro Moray was designed to resemble a "moray ripping through seawaters," according to an Italdesign news release. The domelike roof featured two "wings" that could be removed to transform the Moray into a semi-roadster.