

On Your Marque



Lindsey & Cheryl Ifland's 2017 Black Z51 Coupe

November 2020

CORVETTE



**CLUB
SEATTLE**

1963

2020

Our 57th Year

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2020/2021 Board/Chairpersons/Contacts

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 <p style="text-align: center;">Secretary Bill Cameron Send email</p>	<p style="text-align: center;">Past President Ken Jones (425) 338-2198 NWACC Representative Send email</p> 
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Chairpersons

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Charity	(Send email)	Marty Cameron
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Coordinators

Adopt A Highway	(Send email)	Kevin Wilson (206) 286-8750
Autocross	(Send email)	Kevin Jewell (425) 885-0103
Radios	(Send email)	Alton Loe
XXX Corvette Show	(Send email)	Shaun Hayes

Representatives

NCRS	(Send email)	Gary Main
NWACC	(Send email)	Ken Jones (425) 338-2198
NCM	(Send email)	Kevin Wilson (206) 286-8750
Sponsor Liaison	(Send email)	Joe Powell (206) 409-2019

Apparel

http://www.ladybuggiftstore.com/category/CMCS Apparel.html	Bonnie Roylance
Bonnie.Roylance@LadybugGiftStore.com	(425) 996-0553

www.CorvetteMarqueClub.com

Table Of Contents

Cover Car-Lindsey & Cheryl Ifland’s 2017 Black Z51 Coupe -----	1
2020/2021 Board/Chairpersons/Contacts -----	2
President’s Message -----	3
Cover - Lindsey & Cheryl Ifland’s 2017 Black Z51 Coupe -----	4
General Meeting Minutes -----	5
Under the Hood by Kevin Jewell -----	6
Laps from the Past -----	7
Evergreen Chevrolet • Proud Sponsor of CMCS -----	10
Evergreen Chevrolet • Service • Parts -----	10
Evergreen CMCS Member Specials -----	11
Rad Custom Rides -----	11
The Membership Tachometer -----	12
November Birthdays -----	12
In Memoriam - Emily Holloway Evans -----	13
National Corvette Museum (NCM) Report -----	14
Dyno Day Report -----	17
Adopt-a-Highway Cleanup -----	19
Retro Funny Foto - Priorities Priorities -----	19
Activities Current as of 11/26/20	19
Social Media for CMCS -----	20
Printed Subscription information -----	20
QR (Quick Response) Code -----	20



President’s Message By Shaun Hayes CMCS President



The weather is beginning to turn colder and wetter which is going to limit the activities the club can conduct for a few months.

Club meetings: We held our October general membership meeting on-line on Thursday, October 15th at 7 pm. We're landing on Thursday evenings at 7 pm for the general membership meetings to free up weekends and dinner time for folks, It was great seeing all of the members that were able to attend our on-line meeting. I know we are all getting better using Zoom and figuring out how well our video camera and microphone work. The Thanksgiving dinner has already been canceled and we expect that the Everett Country Club will let us know soon that they will not be able to host the Christmas party. As the weather turns colder, limiting outdoor meeting venues, and the COVID situation continues to challenge us its unlikely that we'll be able to hold an in-person meeting for a number of months so please watch your email, website and newsletter for announcements of when the upcoming general membership meetings will be held. Joining a general membership meeting using Zoom is very simple. If you need help please reach out to me or Alton Loe.

Events: We were able to hold a few events this month. First up on October 3rd, we held another “Not a Car Show, Just Lunch” event at the XXX Root Beer Drive-In. The weather held for the day with a bit of overcast and fog in the morning, but it began to clear and warm-up by noon. We had about 40 Corvettes attend the event during the day. I spoke with Jose, the owner of XXX Root Beer Drive-in and he very much appreciates the support he has had from the various car clubs during this very challenging year. I for one am looking forward to being able to run a proper car show next year.

We also ran a very successful Dyno Day at Carb Connection in Kirkland. This was the first time in a number of years that the club has sponsored a Dyno Day and the turnout was well beyond the minimum of four cars that we needed to run the event. In total we had 11 cars participate in the event and everyone was able to get a solid dyno reading. The Carb Connection team was very professional and did a great job getting every car ready for their big moment. Kevin Jewell commented that it appears GM is doing an excellent job delivering consistent powertrain performance as we had a number of identically equipped cars which produced results within 2% of each other. Given how popular the event was this time we will look at holding another dyno day in the future.

Lastly, we held a Last Chance Fall Leaves tour on October 11th. Unfortunately, the weather did not cooperate and with rain and a chance of snow for Blewett and Steven's passes. This reduced turnout and the chance of snow forced a change of plans with a drive over Snoqualmie Pass to the Cle Elum Bakery. We grabbed coffee and pastries and found some great outdoor seating with the sun beating down on us. Oh well, those are the breaks as we move into late fall and winter in the Pacific Northwest.

Cover - Lindsey & Cheryl Ifland's 2017 Black Z51 Coupe

Lindsey & Cheryl bought their Corvette at the end of last summer.

After joining the club in May of 2020, they did a “drive” with some of the other CMCS members. They spent some time talking to Alton Loe who suggested that Lindsey might enjoy autocross, since he had some background in racing years ago. He signed up in June and is now hooked. “It's a great way to enjoy the car in a safe way. The people involved have been very helpful and fun to be around.”



He has been an automotive technician for over 30 years. His first experience with Corvettes was with his older brother's 1969 427 back in the '70s. He has wanted one ever since.

General Meeting Minutes

Thursday October 15, 2020

Zoom Online

By Bill Cameron



Committee Chairs / Representative-- REPORTS

Membership - 260 members----- Steve Yabroff

Website - No Report -----Alton Loe

Charity----- Marty Cameron

Still awaiting contact with Jubilee Reach to see if we will be doing families this year. Will be deciding at the next Board Meeting.

Parades - No Report-----John Kamm

Adopt-a-Highway - Still on hold -----Kevin Wilson

Sponsor - No Report----- Joe Powell

Apparel -----Bonnie Roylance

Updating web page with garment sizing, two new coats available, explained Sanmar Inc. Website. Bonnie's website is: LadyBuggiftstore.com

Newsletter - No Report ----- Oran Peterson

NWACC - No Report-----Ken Jones

NCRS - No Report----- Gary Main

NCM - No Report -----Kevin Wilson

OFFICERS REPORTS

President -----Shaun Hayes

All Corvette get-together at XXX Issaquah had around 40 to 50 cars attended to support XXX staff.

Vice President-----Alton Loe

It's that time again. We need volunteer's to run for next years board This is an opportunity for you to make a difference in the club and over see the actual workings of the club. Your help is needed please contact Alton, or any of the current board members if you wish to volunteer for a position. YOUR HELP IS NEEDED.

Secretary - Sept. minutes approved -----Bill Cameron

Treasurer - Financials solvent ----- Joel Druckman

2 Year Activities/1 Year Activities----- Kevin Jewell/Mike Roylance

No Events Scheduled at this time may be put to bed for the winter. Mike shared information on our Facebook Page.

Past President - No Report-----Ken Jones

OLD BUSINESS:

NEW BUSINESS:

Next General Meeting: November 2020

Under the Hood

by Kevin Jewell



Racing engines, from monstrous to diminutive. If you are a Top Gear fan, you might have seen the Jeremy Clarkson episode featuring Brutus. Brutus was built on a 1908 American LaFrance fire truck chassis and was powered by a 46 liter BMW post WWII fighter plane engine. That 46 liters equates to about 2,800 cubic inches. Clarkson raced Brutus against a modern BMW. There was also a Jay Leno episode that featured his 27 liter Bentley. Both of these autos were built because someone decided to explore the extreme. However, in the earlier years of auto racing, there were many race cars powered by monstrous engines. In 1924 Sir Malcom Campbell took his 18 liter V12 powered Sunbeam to the new land speed record of 150 mph. In 1950, Kestrel Racing Cars created a 21.2 liter (almost 1300 cubic inches) rear engine race car. These are just a few of the examples. I doubt that any of these huge engines would be what we would consider to be high revving engines, but I also imagine that they could produce huge torque numbers. In the Leno episode, there were comments suggesting that the engine should be producing about 3,000 ft-lbs of torque. Compare that to the C8 Corvette engine with its 470 ft-lbs torque. These early race cars had very primitive tires, tall with very narrow widths, which could be problematic in trying to put the torque to the pavement. I have seen several of the earlier race cars with dually rear tires; an attempt to solve the torque-narrow tire problem. So how different are our current racing engines? In Formula One, the current standard is a 1.6 liter (slightly less than 100 cubic inches) V6. The F1 engine is turbocharged to the max, and most are running 60-70 psi of boost. Few passenger vehicles have boost levels above 20 psi. The F1 engine relies on the turbo boost levels and extreme rpm to produce the racing horsepower. Closer to home, Indy Car has announced that they are enlarging their engine standard for 2021 to a 2.4 liter V6. Indy is trying to hold down costs and their engines run less turbo boost and less engine revolutions than what is expected in F1. The C8R Corvette race car is powered by a 5.5 liter, flat plane crankshaft engine. The C8R is naturally aspirated, meaning there is no supercharger or turbocharger boost to help with horsepower development. That 1924 Sunbeam had twice the cylinder count, and 16 times the engine displacement compared to the modern F1 racer. Some of you might already be viewers, but I recently discovered the Amazon Prime series "The Racing Years". In watching the first feature about the 1950 racing season, I was introduced to the Kesler race car which got me thinking about this Monster engine topic. If you like vintage racing, check out these Amazon Prime features.

We all drive, and I suspect we all care about the condition of our highways. I have written before about various efforts to help make our pavement "green". Asphalt is basically crushed rock and heavy petroleum tar. Heated to melt the tar like material, it solidifies as it cools. It is still a relatively soft material which is why we have the large grooves in freeway lanes which are generally created by constant truck traffic. I won't get into an argument whether the trucking industry should pay more for their road use, partly because we all know that we, the consumer, will ultimately pay the price. However, if we can recycle that worn out removed asphalt, it is better for our pocketbook and better for the environment. A typical asphalt specification might allow up to 25% ground up and properly graded recycled asphalt in the new asphalt. Two private companies are testing a plant-based additive (called Anova) with the Minnesota Dept of Transportation. The additive is a vegetable oil developed in a specialty plant. The additive is designed to re-balance and replenish (they use the

term “rejuvenators”) the chemical aspects of asphalt lost to aging. Minnesota DOT is conducting tests with up to 45% recycled asphalt. After 1.5 years of testing the engineers have not seen any difference in the controlled sections and Anova additive sections. Minnesota, in conjunction with 8 other DOTs, has tested various other rejuvenators based upon soy and corn based products. To date Anova, the specialty plant vegetable oil, seems to show the most promise. Stay tuned.

PACCAR isn't the only truck manufacturer to innovate with electric or hydrogen fuel cell heavy duty trucks. Germany's Liebherr has introduced the first fully electric concrete mixer truck. Similar to PACCAR and their local wine delivery example, concrete ready-mix trucks have a duty cycle that includes multiple relatively short trips, with constant return to the plant. With each return they have the opportunity for a quick squirt of electrical energy while waiting for their next batch of concrete mix. The typical ready-mix truck on our highways has a revolving drum to keep the concrete mixed during transit. Years ago, a truck would have a separate small diesel or gasoline engine to power the revolving drum. Most trucks today will have a large hydraulic pump take-off on the main engine and hydraulic pressure powers the revolving drum. The Liebherr truck naturally uses an electric motor and gearbox to revolve the drum. Ready-mix trucks carry heavy loads (note that some of the trucks you see have as many as 6 axles, including the boost-a-load axle that drops down behind the truck). For mobility, almost all ready-mix trucks are built on a single chassis; you will seldom see the more normal truck tractor and separate trailer combination. The job site terrain can also be difficult. The combination of factors requires rather high horsepower requirements. The Liebherr truck is rated 680 horsepower. I would expect to see a similar unit introduced by PACCAR in the near future.

The past few years Corvette has competed with the C7R or C8R in IMSA's GTLM (LeMans) class. IMSA events (similar to LeMans) typically have four different classes of vehicles on the track at the same time. Some manufacturers will field cars in both GTLM and GTD (Daytona), which are the two classes that look closer to the respective street cars. For 2021, both Ford and Ferrari have announced that they are leaving GTLM. This will result in only BMW and Corvette remaining in the class. Chevrolet is considering changing to GTD (a slightly slower class) as there is more competition, which implies more visibility for the brand. GTD already includes entries from Porsche, BMW, Mercedes AMG, Ferrari, Lamborghini, McLaren and Aston Martin. There are significant differences between GTLM and GTD classes, so this is not as simple as changing a few stickers and a wing. Stay tuned as we watch our favorite marque.

Laps from the Past

Acronyms for Organizations Mentioned in these LAPS

NCRS: National Corvette Restorer's Society. An organization focused on the enjoyment and restoration of Classic Corvettes model years 1953 through 2002. Gary Main is the CMCS Representative.

NWACC: Northwest Association of Corvette Clubs. A group of Corvette clubs in the Pacific Northwest. CMCS is a member and gets insurance through NWACC. This is a club of clubs. Also sponsors autocross and judged car shows. Ken Jones is the current CMCS Representative.

WWSCC: Western Washington Sports Car Council. This group had many local clubs including Tye Triumph club, a local MG club, a Jaguar Owners Club, a Boeing club (various marques, all Boeing employees), and later in time other Corvette Clubs. This organization was designed to facilitate inter-marque events in autocross and rally.

55 LAPS AGO: November 1965. (By *Historian Gary Main*) (Made possible by a copy of the Nov 3, 1965 issue of "The Corvette Chronicler" donated to the CMCS Archives several years ago by former member Ron Peters. Thanks, Ron!) The Chronicler was the CMCS newsletter's name at the time. Several other names were tried earlier & later before the newsletter eventually became On Your Marque; but that's a story for another Laps article someday. Quoting from the 3 Nov '65 issue:

"MEETING ANNOUNCEMENT: The next meeting of the Corvette Marque Club of Seattle will be held Friday November 12, 1965 at **Alan Green Chevrolet** and will begin at 8:00P.M. A special feature of the evening will be a fashion show of sportswear from Best's Apparel. Girls from the club are needed to model. Volunteers, call program chairman **Ken Jones** at CH 2-6344. You shall have fun. That's an order! NEW FEATURE: **Bruce Kelly** has volunteered to conduct a technical question-and-answer column, "**Under the Hood**". So all you out there with problems, write to **Bruce Kelly** (at his address or c/o Editors) and pour out your questions."

Bold text: Alan Green was the first CMCS sponsor. Bold names are still members today.

Ed Baker was President, **Bruce Kelly** was Secretary, **John R. Thomas** was Activities Chairman, Newsletter Co-editors were **John R. Thomas** & Sue Stanley. The 9-page newsletter appears to have been duplicated on a Mimeograph Machine (remember those?) in purple print on 8 1/2 x 11 single sided pages, folded, stapled & hand-addressed for mailing. Postage to mail it was 5¢.

50 LAPS AGO: November 1970. President Frank Olsheski conducted the meeting at the Ding How restaurant in Burien. Roger & Karen Orth came in 1st in our club at the Rally, and were presented their trophy, as Joe Bridgeman gave a report of the event. Ron McDuffie reported on the WWSCC open autocross meeting and went over changes with the regulations towards the width of gates at 12 feet, and, having a separate autocross committee for voting purposes, as well as being against a woman's handicap, and reestablish some classes that were eliminated. The Inglemore & Interlake half-time activities turned out well, as did the Halloween Party at the Clark's. Frank Olsheski requested contact information so he could prepare a list. The Affiliate Membership clause was approved in the club's By-Laws. Jim & Marge Moats joined CMCS. Penny Horton was newsletter editor.

40 LAPS AGO: November 1980. President Bruce Kelly conducted the meeting at the home of John & Cece Nelson after a Progressive Dinner Tour. The Nelson's provided a dessert. Don & Mimi Schwab provided the Hors D'oeuvres at the first stop, and Dee McDuffy provided the salad & main course. They were all thanked for their efforts. Wendy Hodges announced she has been elected to serve again as Vice-President of WWSCC and is in charge of the Sports Car Spectacular Banquet next July at the Double Tree Inn in Bellevue. John Paul Nelson III showed the club his four trophies won during the 1980 NWACC events. He was elected Secretary for 1981. NWACC had their Year End Banquet at the Lakewood Community Center on November 1st. CMCS membership stands at 96 with one prospective couple attending from Hawaii. Jan Cockrum has received a note from Monterey Peninsula Corvette Club indicating they enjoy receiving our newsletter. CMCS had exclusive use of S.I.R. (Seattle International Raceway) on Nov 15th for high performance driving practice. Joyce Bear was approved to fill the vacated Secretarial position for the remainder of the year. Bob & Valerie Johansen announce the arrival of Stefanie Lynn on October 2nd; 22 inches, 10 lbs 8 oz. John & Joan Sinnar likewise announced their new bundle of joy; a Corvette Race Car, on October 17; 175 inches and 2,500 lbs. Jan & Jay Cockrum were newsletter editors. Club sponsor was Lee Johnson Chevrolet.

30 LAPS AGO: November 1990. President Cloyd Jackson conducted the meeting at the home of John Sinnar in conjunction with the club's annual Thanksgiving Culinary Turkey Delight. Brian Greer joined CMCS, bringing the total to 105. A

motion to waive the mandatory 3-event attendance requirement for the Micuses, Jim & Linda, was approved, and they were voted into membership. They have volunteered to host portions of the upcoming Wet Weekend in February. John Paul Nelson III attended the NWACC year end banquet in Kelso. He & Cece said the dinner was great. They came home with 3 door prizes. He noted that NWACC also covers club events through the insurance by K & K as long as they are notified 2-3 days in advance, and, are once again using the Canadian Rule Book, especially for autocross, for the coming year. John also mentioned that NCRS will soon accept the '73 to '77 Corvettes. Twenty two attended the turkey dinner and a good time was had by all. John R. Thomas was newsletter editor. Club sponsors were: Lee Johnson Chevrolet, Western Corvette Supply & Rick Stark Enterprises.

20 LAPS AGO: November 2000. Jack Goodman's & Claudia Simmon's 1992 Black ZR-1 Coupe was the cover car. President Jan Cockrum conducted the meeting at the annual CMCS Turkey Feast at the American Legion Memorial Park in Everett. Gary Main gathered the faithful for another day of cleaning up our assigned portion of I-5 on the 18th with a follow-up at Coco's Restaurant to replenish expended sustenance and bodily fluids. All treasures found along the roadside become the property of the finder. Newsletter article reports on the October Pacific Northwest Cruise, written by Tim & Mona Cox, that saw 18 Corvettes assemble at the Mukilteo Park on a Sunday. This unusual tour began as an Internet Corvette C4 Forum (www.CORVETTEFORUM.COM) concerned with how many Corvettes were in the Pacific Northwest and suddenly a tour broke out from strangers with a similar interest. The club has a new web site (www.CorvetteMarqueClub.com) thanks to the tireless efforts of Bob Bunn, the club's Webmaster. Barbara Hantsman joined CMCS bringing the total to 235. Cloyd Jackson was newsletter editor. Club sponsors were: Seaview Chevrolet, Western Corvette Supply, Rick Stark Enterprises & Stewart's Collision Centre.

10 LAPS AGO: November 2010. Leon Browning's 2008 Atomic Orange Z06 was on the cover. President Al Dager conducted a brief meeting in between the annual Thanksgiving dinner and Charity Auction of crafts and baked goods, at the Fellowship Hall at the Kirkland Seventh Day Adventist Church in Kirkland; 72 Club members attended the evening and provided the Charity Committee with an outstanding amount of funds raised at the auction. These funds will be used to support the Club's Charity outreach programs in the coming year. Membership reported the total at 256 with Gregg & Yvonne Lether rejoining the Club after leaving in 2001, having moved to Arizona. Gary & Kayla Main were mentioned in a newsletter article for CMCS Special Recognition for November noting their many years of outstanding service to the Club. The Main's were the fourth members so noted by the Board, that began back in August thanking Club members for their contributions in advancing the positive aspects of the Club.

5 LAPS AGO: November 2015 Michael & Elizabeth White's 2015 Torch Red convertible was the cover car. President Kevin Jewell conducted the meeting at the Family Pancake House in Redmond. The restaurant served a typical Thanksgiving dinner prior to the meeting. Newlyweds Robb & Morlene Mitchell furnished a wedding cake as part of the desserts. The typical potluck event and charity auction of past years was not held. CMCS was the host for the annual NWACC banquet, held at the La Quinta Inn in Tacoma. CMCS won the Club Participation Award. New members were Steve & Joann Ashlock, bringing the total to 272. November 28 was the annual charity shopping and wrapping event for the CMCS adopted family and shopping for Toys for Tots. Parades Chair Jim McDonnell carried Seattle Mayor Ed Murray in the Thanksgiving Day Parade. The 4th quarter Recognition Award went to Gary Main. CMCS sponsors were Speedway Chevrolet and Lee Johnson Chevrolet.

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New

2020 (In Transit)



Black 1LT

Pre-Owned Corvettes

2019 Manual Coupe



Long Beach Red 1LT

2019 GS Coupe



Black 3LT

2016 Z06



White

2016 Manual Z51 Coupe



Blade Silver

2003 Coupe



Millennium Yellow

2008 ZHZ



Velocity Yellow

2008 Manual Coupe



Crystal Red 3LT

<https://www.evergreenchevrolet.com/VehicleSearchResults?searchQuery=corvette>

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1. Corvette Window Tint

Front Window Tint: Regular \$199 • **CMCS Members \$169.15**

Complete Window Tint: Regular \$325 • **CMCS Members \$276.25**

The fine print: One Window Tint discount per active CMCS member. The coupon and discount good for one member-owned Corvette only. Show your CMCS membership card. if asked. Does not include sales tax.

2. Xpel Rock chip protection

Package A: partial hood, partial fender, front bumper, mirror caps, door cups/edges \$995

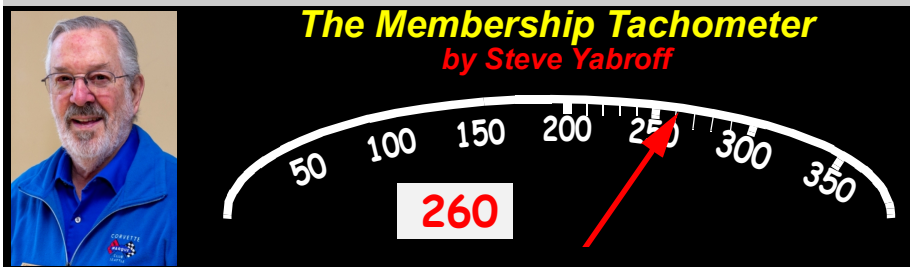
Package B: full hood, full front fenders, front bumper, mirror caps, door cups/edges \$1595

Package C: Full Xpel \$7995

15% discount for CMCS members on all Xpel packages above



3. Complete Detail for CMCS Corvettes: **\$199**



Jeremy & Stacy Diaz own a **2008 Black Z06** and a **1986 Pace Car convertible**.

Gary Dunn bought his first Corvette, a **2019 Blade Silver Stingray Coupe** from our sponsor, Evergreen Chevrolet after an Internet search. Having had three air-cooled VWs (two bugs and a squareback) that he tinkered with while growing up in the UK, he'd always dreamed he'd get a Porsche 911 some day. When picking up a new Chevy Colorado pickup for his daughter at Evergreen Chevrolet last summer he started thinking Corvettes (over 911s) might actually be the best choice. This year, for a variety of reasons, he decided to accelerate his retirement car plans and make it a mid-life crisis acquisition. He is married, has one daughter and enjoys cooking, traveling and washing/driving his Corvette. He is looking forward to car shows, doing some tours and day trips and socializing with CMCS Members.

Andy Mosalski has a **2017 Admiral Blue Grand Sport 3LT Z07**. He has been in Law Enforcement for 30 years. He is currently a captain for an agency in Snohomish County. He's been married to his beautiful wife for 34 years. They have two children, Bradley 25 who is a Journeyman Electrician and Elli 23 who's a Dental Assistant. He has previously owned 2 Corvettes: a 1998 coupe and a 2005 coupe. He enjoys fishing and working on cars. He is looking forward to meeting CMCS members, doing drives and tours, and trying out autocross.

November Birthdays

Michael Sibley II	5	Alice Schoos	12	Mona Cox	24
Robert Bracco	6	Carole Koehne	15	Gary Main	25
Joe Minarik	7	Frederick Cruzan	16	Kayla Main	26
Joel Druckman	10	John Kamm	16	Steve Wortman	26
Mike Klumb	10	Teri Lane-Kuehner	17	Mary Ryker	28
Marvin Scott	10	Helen Wong	21	Frank Lloyd	29
Mike Gleeson	11	David Whitman	23		

In Memoriam - Emily Holloway Evans

Sept. 30, 1945 - Oct. 14, 2020

Emily, wife of Kevin Wilson, died of lung cancer Oct. 14 2020.

The following is from Kevin:

“The world has a little less joy today as Emily Evans took that big leap into what awaits us all. She died today peacefully and was her cheerful self, right up to the end.

Her loving sister Martha, her husband of 35 years Kevin, and faithful cat Zuma were by her side to see her on her way. We will love her forever.

Thank you to all of you who were so supportive during this last year since her diagnosis of lung cancer. Your cards, messages, letters, e-mails, food, kind thoughts, and prayers were much appreciated by Emily & me.

We will put together a party to celebrate her life sometime in the future after all this COVID-19 pandemic is behind us.

Much love to all of you.
Kevin.”



Kevin and Emily joined CMCS in May of 2009, and have owned their 1962 fuel injected Sateen Silver convertible for their entire club history. In July of 2015 they added a 2013 Supersonic Blue GS coupe to become a “2-Vette” family; to enjoy a more comfortable ride and have the ability to pass by a gas station. They have been active in CMCS for a number of years and have participated in many events, assisting in many as well.

To read Emily’s story, created November 2019, go to the following website:

<https://www.caringbridge.org/visit/emilyevans2>.

A Seattle Times Obituary is available at the following link:

<https://obituaries.journal-times.com/obituary/emily-evans-1080536292>

Emily was born in Portland Oregon. The Oregonian newspaper also published the obituary in October, available at the following link:

<https://obits.oregonlive.com/obituaries/oregon/obituary.aspx?n=emily-holloway-evans&pid=196967454>.

National Corvette Museum (NCM) Report

by Kevin Wilson (Local NCM Ambassador)
kevinwilson@q.com (206) 286-8750



As we edge into the “brrrr” months and hunker down inside more it's a good time to explore some of the Corvette content on the World Wide Web, and there is a ton of it out there, including from our friends at the National Corvette Museum (NCM) like season II of Vettecadamy which is up to about Episode 8 by the time you read this. If you missed last year's episodes there are 35 of them available for viewing here: <https://www.corvettemuseum.org/explore/educational-programs/vettecademy/> They range in length from 3 minutes to about 12 minutes and cover a wide variety of topics related to Corvette. Perfect for a quick viewing on a cold rainy day. Here is the latest news from the NCM:

Corvette Awarded 2020 Car Of The Year By

Popular Mechanics: Throughout the year, the team at Popular Mechanics got behind the wheels of numerous vehicles - from sports cars to sedans to SUVs, driving them on a variety of roads, streets and highways. Using both their own data, and cross-referencing it with experiences and data from other expert sources including Car & Driver, and reliability scores from J.D. Power, Edmunds and Consumer Reports, the team created their list of the best cars and car developments of 2020.



Topping the list as 'Car of the Year' is the Chevrolet Corvette Stingray. “The economics of making a mid-engine sports car, it seemed, made it impossible to build one for non-millionaires. But this year, Chevrolet found a way. The new Corvette is a fast, agile, covet-worthy stunner of a car, for \$60,000.”

“Usually, this level of presence and performance costs you everyday practicality, but Chevy figured out a way around that, too. The Corvette is livable, actually comfortable.... And a four-hour trip in heavy traffic and rain, the kind of drive that would be exhausting in any vehicle, was mostly pleasant.” If you want to read more from Popular Mechanics follow this link:

https://www.popularmechanics.com/cars/a34151911/best-cars-2020/#2020_chevrolet_corvette_stingray

1999 Corvette Donated for New Drivers' Learning Course: Last month in my “did you know” segment I discussed the NCM and Andy Pilgrim's Traffic Safety Education Foundation (TSEF) which is teaming up to bring a new educational experience to the NCM Motorsports Park and needed the help of enthusiasts. The TSEF is introducing a Drivers' Safety Course, and the NCM was looking for

donations of C5 and/or C6 era Corvettes to use for the educational fleet. Well, the first Corvette has already been donated.



Photos: Jan Rue hands over the keys of the 1999 Corvette she and her husband donated to NCM President Dr. Sean Preston

Students learning to drive (and those looking to brush up on their driving skills) will soon have a much cooler venue to practice at. Andy Pilgrim and the Traffic Safety Education Foundation, located at the NCM Motorsports Park, is launching a new drivers' learning course that will be available for use in the paddock, free of charge. And now, thanks to the generosity of Jan Rue and Mark Heusinkveld, students will also have the opportunity to drive a Corvette through the course for an additional fee. Wouldn't that be great to learn to drive in a Corvette? As I recall my driver's training car in high school was an AMC Hornet, and I passed my drivers test in a 1971 Pinto!

Enthusiasts interested in being a part of this program by donating a Corvette can contact the NCM's Director of Collections & Curator, Derek E. Moore, at Derek@CorvetteMuseum.org or (270) 777-4516, or NCM Registrar & Collections Manager, Leah Craig, at Leah@CorvetteMuseum.org or (270) 777-4562.

2020 Corvette Windshields Feature New Graphic Etching: Owners with VIN 11000 and above on the new 2020 Corvette may notice something new the early cars do not have. At the bottom of the drivers' side windshield "Team Corvette" with the Next Generation Corvette crossed flags appears while on the passengers' side windshield appears the silhouette of Zora Arkus Duntov - the same silhouette many spotted in sticker form on the camo-covered Corvette driven by Mary Barra and Tadge Juecheter in New York last year.



According to Harlan Charles, the original idea was to start the etching for the 2021 model year, which would have been near the anniversary of Zora's famous letter that is said to have saved the Corvette. "With the 2020 model year extended to help cover the many orders, the new windshield was ready early, so

we break pointed it at VIN 11000 last week.” The complete VIN of the first Corvette to have the etching is VIN 1G1Y72D46L5111000.

The Museum received their first shipment of Corvettes with the new etching on October 1st, fresh off the truck and ready to be prepped for delivery through the OPTION “R8C” delivery program. Museum delivery is available through any Chevrolet Dealer when specified during ordering, R8C customers are welcomed with signs and a guided V.I.P. tour of the Museum where their car is displayed, followed by an orientation and presentation of their new vehicle. The customer also receives a one-year individual membership to the NCM, a unique gold decal on the inside of the driver's door jamb, and a commemorative wall plaque (with the customer's name, date of delivery and VIN) when museum delivery is ordered.

SAM Arrow Modified Corvette on Display

at Museum: Arrow Electronics modified a Corvette to empower quadriplegic and former Indycar Series race driver Sam Schmidt to drive again... using only the motion of his head. Arrow has developed several Corvettes, for quadriplegic and paraplegic racers. You can see one currently on display in the NCM Skydome.



While the Museum is currently displaying a SAM C7 Corvette (semi-autonomous motorcar), the track welcomed it's eighth generation counterpart for competition. Former Indy Car Driver, Sam Schmidt, raced competitively for the first time in 20 years. Check out the video of the car on track here:

https://www.youtube.com/watch?v=__0WKTzfxNA&feature=youtu

Current Corvette Raffles: The Corvette raffles at the NCM are a major fundraiser that helps to keep the museum operating. All you need to do to enter a raffle for a chance to win one of these fabulous Corvettes is go to the NCM Raffle web page: <https://raffle.corvettemuseum.org/>, click on “download an Order Form” which will enable you to open or download and print the latest form. Just fill it out & send it in to the NCM with a Credit Card number, and they will purchase the tickets for you and enter it into the raffle drawing right there in Kentucky! Also please note, there is now an “Enter Interactive Mode” button you can use to print out a form that has your Credit Card number scrambled, if you are queasy about mailing your full credit card information. To use the Interactive mode, you must have a user ID and Log in to the NCM site. Either way, please jot down on the bottom of the form “Ticket sold by Kevin Wilson NCM Ambassador” so our club gets credit for the order. Also, please let me know if you send in an order (kevinwilson@q.com).

2021 Elkhart Lake Blue Coupe
Limited to 1500 Tickets
Price: \$150
Drawing: Nov. 5, 2020 2:00 pm
Blue Beauty



2021 Arctic White Convertible
Limited to 1500 Tickets
Price: \$200
Drawing: Dec. 3, 2020 2:00 pm



2021 Torch Red Coupe
Limited to 2000 Tickets
Price: \$100

Drawing: Dec. 17, 2021 2:00 pm
HO, HO, HO! Here is the Christmas Red Corvette!



2021 Arctic White Coupe
Unlimited Tickets
Price: \$20

Drawing: Apr. 24, 2021 2:00 pm
These are the tickets to buy and give out as Holiday Presents!



Latest Winner: The 2021 Silver Flare Corvette Coupe was won by Jay Davenport of Fort Worth, TX with Ticket #1294 drawn on 10/15/2020. 1,294 tickets sold out of 2,000 available at \$100.

Current National Corvette Museum Events:

Here is the current schedule of events and adventures, both on the road (Museum in Motion events - MiM) and at the museum (NCM) for the year and a new Cruise (on a ship, not in a Corvette) was just added for 2021. So be sure to keep an eye on this space for upcoming trips to consider for your future vacation planning purposes. Registration is open on some of these events now and they fill up quickly. You can find more details about them and sign up here:

[https://www.corvettemuseum.org/explore/events/.](https://www.corvettemuseum.org/explore/events/)

- NCM: Vets 'n Vettes presented by Mobil 1 - 11/12 - 11/14 (**Registration Open**)
- MiM 9 Day Caribbean Cruise: 5/14 - 5/23/2021 (depart & return Fort Lauderdale FL) (**Wait List**)

Dyno Day Report **by Kevin Jewel**

On October 10, 2020, eleven CMCS members participated in our first Dyno Day in years. I recorded rear wheel horsepower and rear wheel torque numbers for these trials.

The dynamometer measures torque and horsepower. It is a calculated number based on the formula: $HP = \text{Torque} \times \text{rpm} / 5252$. The dyno operator “corrects” the test results to account for the difference in temperature and barometric pressure to correct to the ASTM standard. (ASTM International, formally known as the American Society for Testing and Materials.)

The manufacturer rates all flywheel hp to a specific ASTM standard, which will differ based upon the ambient temperature and pressure. I wanted to see how close stock engines were in HP, and also the magnitude of the loss between rated flywheel horsepower to rear wheel horsepower (RWHP).

I will use a couple of examples to demonstrate. There were two box stock C7 Z51 automatics. The difference between the two engines was about 3%. The average RWHP was 367 hp, indicating a loss of about 20%.

There were also two stock C7 Z06 cars in attendance. The difference in RWHP was less than 2%. Average RWHP was 528 hp, for a loss of about 19% from rated flywheel hp.

For the 11 cars tested, RWHP ranged from 281 hp to 533 hp. The 281 hp result was for a C4 LT1 engine, factory rated at 300 hp. Either that was an unusually strong engine, or it is somewhat modified. In the “old days” it was not uncommon to find individual engines varying 5%, even plus or minus 5% from stated hp.

Clearly the manufacturing tolerances are much better today with both C7 examples testing quite close to each other. I also remember being told to expect a loss of about 15% from flywheel hp to RWHP. In these two examples the loss was a bit more than the 15%. I am not sure that this proves a lot, but everyone had a good time.



Adopt-a-Highway Cleanup

by Kevin Wilson kevinwilson@q.com (206) 286-8750



Adopt-A-Highway Cleanups STILL canceled until further notice.

Our contact at WSDOT still reports that because of the ongoing safety and health issues due to COVID-19 for now we aren't to schedule any additional clean-up sessions WITH VOLUNTEERS until we get the "all clear" from the state.

Please keep an eye here on the newsletter for future dates and please consider volunteering for and joining in on this fun & easy community service activity. It takes about an hour and a half to clean our section of I-5 utilizing 8 volunteers to clean up & 2 more as drivers. We typically start at 9:30 am. It's a natural way to get started in one of our many club activities. When the "all clear" is given and we schedule a session, come join us, the more the merrier!

Retro Funny Foto - Priorities Priorities



First Published April 2007

Activities Current as of 11/26/20

Red text: CMCS Events • Magenta text: Autocross

Meetings, until further notice, are to be scheduled on the website or by all-member email to supply Zoom details, unless otherwise indicated on this activities list or on the CMCS website.

The Thanksgiving pot luck and Christmas dinner are canceled for 2020

November 2020

- | | | |
|--------------|--|----------------|
| 11/12 | CMCS Board Meeting - Zoom 5 pm | Board |
| 11/19 | CMCS General Meeting - On-line 7 pm | Meeting |

May 2021

- 05/18/21 Sub Tour. Event Coordinator: Dwain Knollman. You cannot register on the CMCS website. Use the website or CMCS Directory to contact Dwain.**
- Activity**



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Volume LVII No. 11



Thank You (In alphabetical order) to Bill & Marty Cameron, Shaun Hayes, Lindsey & Cheryl Iffland, Kevin Jewell, Gary Main, Joe Powell, Kevin Wilson and Steve Yabroff for their **OYM** contributions.

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Social Media for CMCS

CMCS has Facebook and Twitter pages. Use the following to connect.

Facebook:

<https://www.facebook.com/pages/Corvette-Marque-Club-of-Seattle/178035695582803>

Twitter:

Search on Twitter for **@CMCS63**

Printed Subscription information

A subscription to the monthly printed **On Your Marque** club newsletter is optional to members. Membership dues with 12 printed issues of the newsletter and 2 printed membership directories is \$20 per year more than dues without the newsletter and directory. The online newsletter is free for both members and the public. The online member list is available only to members that are logged on to the site. Members that get the newsletter online only may get the printed directories for an annual fee of \$4. Contact a board member.

The CMCS Board has established that a subscription rate for printed newsletters to non-members is \$28 for 12 issues. Prepayment is required.

Contributions and donations to CMCS are **not** deductible under IRS tax rules.

CMCS operates as a non-profit organization under an IRS 501(c)(7) (Social Club) exemption. CMCS is incorporated in the State of Washington since 1963.

The CMCS fiscal year runs from April 1st through March 31st.

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