

On Your Marque

March 2021



Shaun & Cheryl Hayes' 2020 C8 Torch Red HTC

CORVETTE



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1963

2021
Our 58th Year

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2020/2021 Board/Chairpersons/Contacts

 <p style="text-align: center;">President Shaun Hayes XXX All Corvette Show CMCS Tour Radios Send email</p>	<p style="text-align: center;">2-Year Board Kevin Jewell (425) 885-0103 Activities-cmcs@outlook.com Activities</p> 
 <p style="text-align: center;">Vice President Alton Loe CMCS Tour Radios Send email</p>	<p style="text-align: center;">1-Year Board Mike Roylance CMCS FaceBook Page Coordinator Send email</p> 
 <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> 
 <p style="text-align: center;">Treasurer Joel Druckman (425) 333-9270 Send email</p>	<p style="text-align: center;">Membership Steve Yabroff (425) 486-4458 membership-cmcs@outlook.com</p> 

Chairpersons

Activities	Activities-cmcs@outlook.com	Kevin Jewell	(425) 885-0103
Charity	(Send email)	Marty Cameron	
Membership	Membership-cmcs@outlook.com	Steve Yabroff	(425) 486-4458
Historian	(Send email)	Gary Main	(206) 930-7813
Newsletter	Newsletter-cmcs@outlook.com	Oran Petersen	(425) 277-6141
Parades	j.kamm1952@hotmail.com	John Kamm	(425) 643-2604

Coordinators

Adopt A Highway	(Send email)	Dave Cayton	(206) 919-2940
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	(206) 930-7813
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@LadybugGiftStore.com	Bonnie Roylance (425) 996-0553

www.CorvetteMarqueClub.com

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President’s Message

By Shaun Hayes

CMCS President



I hope that all of you made it through our February snowfall in the Pacific Northwest. Just a little reminder that we do occasionally get some of the white stuff on the ground. I know my Corvette spent a couple weeks on the battery charger but its ready to get back out once we get a little warmer.

Club meetings: We held our February general membership meeting on-line on Thursday, February 18th at 7 pm. The key new business item at the February general meeting was the election of officers for 2021/22.

I want to congratulate the folks that have been elected to serve as the club's officers next year. It is a commitment to serve on the board and I want to thank everyone that has graciously agreed to give some of their time to help the club to continue to serve its members. The following people were approved by a vote of acclamation by the membership at the meeting:

- | | |
|---------------------------|----------------------------|
| President: Shaun Hayes | Vice President: Alton Loe |
| Secretary: Kevin Wilson | Treasurer: Robert Stone |
| 2 Year Board: Marv Scott | 1 Year Board: Kevin Jewell |
| Past President: Ken Jones | |

The March general meeting is scheduled for March 18 th at 7 pm online. The meeting is posted on the web site. I'd like to encourage you to register and attend the March membership meeting as we are inducting the new officers. Register online to receive an email with the details you need to attend this virtual meeting.

Events: The winter weather has not been conducive for Corvette driving events. We're hopeful that the weather becomes more spring-like soon and we can restart our social distancing drives. They were very popular last year, and given the current state of the pandemic, we're likely to be limited to these types of events for a bit longer. Some updates on upcoming events:

Wet Weekend: Our activities chair, Kevin Jewell, looked at several possibilities for Wet Weekend but the conclusion is that we can't find a place that would be able to accommodate this type of event within our time frame. We considered just doing a drive and overnight but didn't feel that we could organize a first-class event given all of the necessary restrictions. So the board made the decision to cancel Wet Weekend for 2021. Kevin does have a couple of ideas for some longer loop drives of 5 to 6 hours that we can run when the weather permits, so watch for an event announcement in the newsletter and on the web site.

July 4th Picnic: The city of Redmond has us on the list for July 4th at Perrigo Park. At this point the city is not allowing these types of events. Jan Harris has graciously agreed to be the CMCS point of contact with the city of Redmond. If we get approval to hold the event, we'll let you know.

Thanksgiving Dinner: Westminster Chapel contacted Marty Cameron to inform her that they still are not allowing this type of group gatherings. They also may not rent the facility for these types of events in the future, so CMCS may need to find an alternative venue. If you know of a venue that can host a sit-down potluck dinner for 50-75 folks please contact Marty.

Charity: Marty Cameron had a write-up in the December 2020 newsletter regarding the impact our charity work is having on children and families on the Eastside. This past year the club was unable to run the *All Corvette Show* at the XXX Root Beer Drive-In. This show is a major charity fundraiser, bringing in approximately \$2000, that supports the Dee Esping Charity fund. This is membership renewal time and one of the options you have is to donate to the Dee Esping fund when you renew. I'd encourage you to consider donating to the Dee Esping fund to support the fantastic work that Marty Cameron and the other volunteers on the Charity committee have been doing.

Good weather is right around the corner. It's time to get your cars shined up and ready for cruises on twisty back roads.

GM Parts Rebate Offers

To learn about rebates available for genuine GM parts purchased anywhere including GM dealers go to <https://www.genuinegmparts.com/current-rebates>.

Cover Car - Shaun & Cheryl Hayes' C8 HTC

COVID Car. Patience tested. That will forever be the moniker for our new C8 HTC (Hardtop Convertible). About a year ago Cheryl and I decided to take the plunge and get in line for a new C8. Cheryl made it simple for me, you can get a C8 if it's a convertible. Decision made - convertible it is. The journey begins.



This is our third Corvette and the first time that I've done a custom factory order. Going the factory order

route opened many possibilities and resulted in hours spent going down the rabbit hole called the Corvette Configurator trying out different build options. In the end we decided on a Torch Red HTC with the two-tone black and adrenaline red interior. Now it was time to submit our final build spec to Craig Bennett with our CMCS sponsor, Evergreen Chevrolet. It was a little unsettling to be plunking down a deposit for a car we'd never seen or driven during a worldwide pandemic, but at that point we were committed and decided to pull the trigger on the order. We were dreaming of our new C8 HTC, summer breezes and Corvette trips galore.

A couple days after placing our order with Craig he called to let us know that our order was picked up during the February consensus. Not too long after that, the Corvette Concierge gave us a target production month of May 2020, and in our minds, we expected to be driving our new C8 by June. That dream did not come to pass. A little thing called COVID-19 came along, pummeled the stock market, shut down our economy and the BGA (Bowling Green Assembly) plant. BGA was able to restart production in May but not without challenges. The start of HTC production kept being pushed back farther and farther. Our dreams of summer drives quickly became a hope that we'd be able to take in a fall foliage tour.

After production restarted in Bowling Green, I managed to go down my second rabbit hole called the MidEngineCorvetteforum.com and the long running thread that tracked daily build numbers, that allowed people to estimate when their VIN would be produced. Let's just say that there were a lot of future C8 owners agitated by having limited visibility as to when their order would be

produced. I wait, and wait, and wait for my status to progress from 3000 (Order Accepted) to 3400 (Target Production Week). My number finally comes up at the end of September with a TPW of 10/5. Fall foliage dreams are quickly giving way to thinking about purchasing winter tires for the new C8. My car begins production the week of 10/5, the light at the end of the tunnel is near. Then COVID-19 curse hits again. BGA shut down for a week due to parts shortages. My car is on the line on Friday when the plant shut down. It is one of the first 50 completed after the plant restarted. Finally, I have a car built. It will be here soon? Again, not to be.

The car sat in a Bowling Green parking lot for two weeks before finally moving to the Toledo train depot, where it sat for another couple of weeks. Once the car got on the train Craig Bennett was able to track its progress. I now know the names of several train depots across the Midwest and Plains states. I've also decided that "Express" and "Freight Train" are an oxymoron. The car finally arrived in Kent, WA in the middle of November. Almost there - not. The car sat in Kent for another week and a half before finally being delivered to Evergreen Chevrolet the day before Thanksgiving. Craig told me the car had arrived, but it seems that the folks on the train didn't do a great job treating the car the way they should have. It suffered a couple of cosmetic issues to be addressed before I take delivery. Of course, it's Thanksgiving, so lots of folks are on vacation, delaying the work until the following week. It's so close but not yet.

Evergreen got the work done and we finally took delivery of the car in December, 10 months after placing the order. It's finally here, well sort of. I have arranged with Evergreen to install Expel Paint Protection Film on the car and have an appointment to get that work completed. I don't want to drive the car too much and get a bunch of rock chips before the Expel is applied, so the car mostly sits in the garage all clean and shiny. As the Expel appointment nears, COVID-19 strikes again. Someone at RAD caught COVID-19 and they have to shut down for a bit. Craig does a fantastic job getting the work at RAD Rides rescheduled. The RAD Rides folks did a terrific job on the Expel. The car looks great and is finally ready for some winter driving fun.

We have been able to enjoy a couple of club tours and a few personal drives with the C8. I've finally passed the 500 mile and 1500-mile break-in periods and can now look forward to autocross season this summer.

Lesson for next time - check the box for Corvette Museum delivery.

For Sale: C6 Translucent Targa Top

It came with a 2012 Vette. Has a scratch at the back of the driver's side. \$400 or best offer. CMCS Member Robb Mitchell (425) 785-8469 or robb.mitchell@mac.com

General Meeting Minutes

Thursday February 18, 2021 @ 7:00 pm

Zoom Online

By Bill Cameron



Committee Chairs / Representative REPORTS

Membership - 278 members----- Steve Yabroff

Website - most current club information check it out----- Alton Loe

Charity - Thanksgiving event on hold----- Marty Cameron

Parades - No Parades. we are working with Seafair ----- John Kamm

Adopt-a-Highway - On hold for now----- Dave Cayton

Sponsor - selling Corvettes ----- Joe Powell

Apparel -----Bonnie Roylance

Mens quarter zip fleece jacket check it out on website

Newsletter - No Report ----- Oran Petersen

NWACC - No Report-----Ken Jones

NCRS - Same as last month-----Gary Main

- June 6th (tentative) B.C. Chapter meeting Vancouver, B.C.
- June 26th (tentative N.W. Chapter meeting Renton, sign ups at <http://nwncrs.org/2021eventschedule.html>.
- July 18-23 NCRS National Convention Palm Springs, CA.
- September 12th, 9am. to 2 pm. NW Chapter Terminator Party, Tolt MacDonald Park, Carnation, WA.
- For those who purchased the NCRS 1966 6th edition of the “Corvette Technical Information Manual and Judging Guide” you may need to request some page updates to be inserted. Check page 81 to see if it states “amended August, 2020” on the bottom to the left of “2019 sixth edition, first printing.” Send a request to the NCRS Online store at shopkeeper@ncrs.org to request your updated pages at no charge.

NCM-----Kevin Wilson

Still have Corvette raffles ongoing. half-price membership to NCM available.

Officer REPORTS

President -----Shaun Hayes

XXX car show July 25th is on hold.

Vice President----- Alton Loe

Secretary-----Bill Cameron

January general meeting minutes approved as published.

Treasurer - Financials solvent ----- Joel Druckman

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

- No Events Scheduled at this time. Impromptu tours may take place. Keep an eye out for them.

- If anyone has an idea for a tour or would like to lead a tour, Contact Kevin or Mike.
- Wet weekend canceled.
- Sub tour on hold for now.
- Tech session: get your car checked out at Kevin Jewell's home March 20th 8am-1 am. Contact Kevin if you wish to get your car checked out.

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

OLD BUSINESS:

NONE

NEW BUSINESS:

Vice President Alton Loe proceeded with the election of officers.

There were no new officer nominations at the meeting.

As there were no contested offices, the election/ballot process was superseded by a vote of acclamation per CMCS bylaws. The following board takes office on April 1st, the start of the CMCS fiscal year:

President: Shaun Hayes Vice President: Alton Loe

Secretary: Kevin Wilson Treasurer: Robert Stone

2 year Board: Marvin Scott 1 year Board: Kevin Jewell

Past President: Ken Jones

Next General Meeting: March 18, 2021 Zoom 7:00 pm.

Next Board Meeting: March 11, 2021 Zoom 5:00 pm.

Under the Hood ***by Kevin Jewell***



In the season finale of the 2020 IMSA racing season, Bill Auberlen, BMW driver in class GTD (Daytona), bested Scott Pruett for the most wins (61) in IMSA history. For the 2021 season Pruett was downgraded from a silver to bronze rated driver. Pruett started racing carts at age 8, moved to sedan racing in 1984, and won his first IMSA championship in 1986. Since Pruett basically retired from racing in 2018, the driver rating downgrade is mostly meaningless, and probably driven by his 60th birthday in 2020. So what is this silver vs. bronze rating? At one time it seems amateur racers competed in SCCA events and pro drivers were in other racing series. It was probably never quite that simple as SCCA was the sponsor of the Can Am racing series which featured drivers Al Unser Jr, Mario Andretti, Mark Donohue & Dan Gurney among the many notable drivers. Amateur, or “gentlemen racers” have always been crucial in most racing. Luigi Chinetti won the 24 hours of Le Mans in 1949. The car owner, Lord Selsdon, drove a single 72-minute period, about 5% of the race. Did Lord Selsdon hire a hot-shoe to win the race, so that Selsdon could also share in the win notoriety? Locally, we know a couple that raced for several years in the Star Mazda series, open wheel formula cars powered by the latest generation of Mazda rotary engine. He went on to race at least two years at Le

Mans competing in the LMP2 class. This is the class below the fastest cars LMP (Prototype) and typically a bit faster than the class that would have included the Corvette race cars. Our friend, who obviously had a fair amount of money, owned the team and he then hired other drivers to complete the 24-hour driving team. There are 4 classes of drivers, in ascending order, Bronze, Silver, Gold and Platinum. You can assume, generally speaking, Platinum and Gold are pros and amateurs (although many still paid) are Silver or Bronze. This driver rating system is important when the team needs a “gentleman driver” to help fund the team. In the current IMSA series we have the cars organized in descending order of expected speed: DPi, LMP2, GTLM (Le Mans) and finally GTD (Daytona). Remember that the C7R and C8R were competing in the GTLM class. DPi and GTLM classes are unrestricted, meaning that the teams can hire any driver that they can afford. It gets more complicated in LMP2 and GTD. In these two classes, the team is only allowed one Platinum or Gold driver per car. Platinum is pretty much reserved for the absolute best drivers; for example, think of Lewis Hamilton in F1. In sports car racing it probably means that the top driver on the team is Gold rated. Going back to the LMP2 class at the 24 Hours of Le Mans, this class requires “at least” one Bronze driver. It is pretty clear that this Bronze driver is probably the gentlemen racer that is (at least partially) funding the team expenses. In sports car racing, this rating system has created a situation where the most coveted rating might be Bronze or Silver. A really good Bronze driver will be in high demand by the race teams. Although in this rating system, a Silver driver is still considered an amateur, the best Silver drivers can run with the Gold drivers. This creates some odd protests. More than one driver has protested reclassification to Gold from Silver as it reduces their driving options. Perform too well, and you run the risk of being upgraded. I have long been confused by this driver classification, and now I suspect you are equally confused.

Corvette C8R: In an earlier column I had repeated speculation that the Corvette C8R team might be moving down from GTLM to GTD as several of the competitors had left GTLM, leaving a very limited field. Now it appears that Corvette will stay in GTLM, but only compete in the four 2021 races that are 6 hours or longer. We understand that they will stay parked for the shorter races, as they debate why compete against themselves with the reduced entries. The Corvette team is not expected at Le Mans this year due to COVID concerns. Looks like we might have a very abbreviated C8R season for 2021.

Fuel Injection: Since we are a Corvette focused group, most of us know that Chevrolet introduced fuel injection on the 1957 Vette, and full-size cars. This was a mechanical fuel injection system built by Rochester Products. There were some early problems with the Corvette fuel injection and many owners removed the fuel injection unit and replaced it with the more reliable carburetors. Of course, most of those cars were reverted to fuel injection for the collector car market. However, Chevrolet wasn't the only brand experimenting with fuel

injection. Rochester rival Bendix Corp had developed an electronic fuel injection (EFI) system. This EFI system was introduced on the 1957 Rambler Rebel sedan. American motors immediately sent a Rebel to Speed Week at Daytona Beach and the Rebel was second only to the 57 fuel injected Vette for top speed. For anyone that was around in the late 1950s the EFI name would resonate. Bendix called their EFI, Electrojector. Doesn't that sound right out of a Buck Rogers episode? However, the Bendix system proved to be even more problematic than Chevy's Rochester fuel injection and few cars were actually delivered with EFI. The following year, Chrysler introduced the same Bendix system on the Chrysler fleet to much the same failure.

Performance Engines: It is rather hard for most of us to think of American Motors as a “performance brand”, but the 1957 Rebel engine was a relatively large 327 cubic inches, when Chevy was still offering their 283 as the largest available. Yes, the Rambler engine size is identical to the Chevy 327, which was introduced in 1962. There are still people that will argue that the Ramblers were powered by Chevy engines, but those people haven't stopped to work out the math of the years. After all, the Rambler engine was introduced 5 years before the Chevy 327. It is not hard to understand how both brands built their 327 engines. In the days before metrics took over, both brands created their 327 engines with identical bore and stroke dimensions of 4.0" X 3.25". Although both the Rambler and Chrysler EFI ventures failed, Bendix later licensed their EFI patents to Bosch. Bosch then introduced the D-Jetronic system and we had many European brands using the Bosch EFI. Today, I suspect every gasoline vehicle sold in the modern world has EFI. As an aside, that 4.0" cylinder bore was used by many manufacturers. It was considered ideal for allowing fairly large valves for efficient breathing. The engine displacement was changed by varying the piston stroke. In addition to the Chevy 302, 327, & 350, Ford used a 4" bore on their 289, 302, 351 & 352. Actually Ford's 351 & 352 both used the identical 3.5" stroke, but Ford chose to call the later engine a 351 to avoid confusion with the earlier 352 ci.

After helping me proof this article, Judy asks “Who the heck cares?” Obviously she and I don't love the same trivia.



Parades

by John Kamm

j.kamm1952@hotmail.com

425 643 2604

Welcome to March, let's hope the temperature warms up, the rain goes away and we can drive our Corvettes. And I have a great answer as to what to do and where with your car.....

PARADES.

Below is a list of the parade schedule for this year. All dates are subject to Olympia's rulings as to when and what we can do. But it is something to plan for and look forward to. And after the past year we need some fun and good times. Your involvement is key to making that happen.

For planning, sign-up is required on the CMCS web site, as there are limits to the number of cars that can be in each parade. You can also send me an email to sign up or ask questions. ALL parades are open to all Corvettes except Torchlight, which is Convertibles only. Torchlight is the only parade in which we carry celebrities on the lid. Sign up now to have an opportunity to have a blast with your Corvette and parades.

2021 CMCS Parade List

July 4	Bothell Grand Parade
July 18	Des Moines Waterfront Parade
July 28	Greenwood Community Parade
July 31	Seafair Torchlight Parade (Convertibles Only)
Aug 21	Snoqualmie Railroad Days
Dec	Woodinville Lighted Car Parade

Adopt-a-Highway Cleanup

Dave Cayton • (206) 919-2940 • dncayton@msn.com



Adopt-A-Highway Cleanups canceled until further notice.

A WSDOT moratorium is still in place for Adopt-A-Highway Cleanups per the Washington state Department of Transportation (WSDOT) website as of this newsletter print date.

From WSDOT:

“We have suspended all Adopt-A-Highway volunteer activities until further notice as a safety precaution during the COVID-19 pandemic. To comply with “Stay Home, Stay Healthy” guidelines, we are not allowing the pick-up or drop-off of AAH equipment including any safety vests, hard hats, signs, pickers, bags or other items regularly loaned to AAH groups.

Furthermore, volunteer groups are not to conduct any AAH activities. No specified date is set for when AAH activities may resume, but we will notify all groups by email once the suspension is lifted.

Thank you all for your patience during these times. We apologize for any inconvenience this has caused.”

Evergreen Chevrolet • Proud Sponsor of CMCS



*We salute
The Marquee
Club Of Seattle!*

ALWAYS MORE ALWAYS FOR LESS!
2021 Corvettes Available for You with a March Delivery!



Rapid Blue
CONVERTIBLE 2LT
Order # ZJMDJ7



Black
CONVERTIBLE 3LT
Order # ZDVDRZ



Arctic White
COUPE 3LT
Order # ZDVD2V



Red Mist
CONVERTIBLE 3LT
Order # ZKHHTQ



Black
COUPE 1LT
Order # ZKHHVK



Craig Bennett

**Certified
Corvette
Specialist**

(206) 200-7829

cbennett@evergreenchevrolet.com

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

1601 18th Ave NW, Issaquah, WA 98027

Monday-Friday • 8 am-5 pm (425) 651-6613

Evergreen Contacts

SERVICE: (425) 651-6613 • Jay Asrouch

Schedule Online - <https://www.evergreenchevrolet.com/ServiceApptForm>

PARTS: (425) 427-0101 • Billy Pace

EVERGREEN AUTO BODY: (425) 837-0111 • Gary Prather

<https://www.evergreenbodyshop.com>

EVERGREEN RAD CUSTOM RIDES: (425) 677-8284 • Kyle Rowe

<https://radcustomrides.com>

Corvette Specialists

<p style="color: blue; font-weight: bold; margin: 0;">Service</p>  <p style="font-weight: bold; margin: 5px 0;">Jay Asrouch</p>	<p style="color: blue; font-weight: bold; margin: 0;">Parts</p>  <p style="font-weight: bold; margin: 5px 0;">Billy Pace</p>	<p style="color: blue; font-weight: bold; margin: 0;">Auto Body</p>  <p style="font-weight: bold; margin: 5px 0;">Gary Prather</p>
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Evergreen CMCS Member Specials

General Maintenance

- Routine, Scheduled, Preventive10% off posted Rates

Other certified service

- Upgrades, modifications, repairs (corrective maintenance)
Any vehicle manufactured by GM. 15% off posted rates

Chevrolet Parts & Accessories

- Any Chevrolet branded vehicle. 15% off listed prices
Present your current CMCS Membership Card when you check in
-

RAD Custom Rides CMCS Member Specials

Hours: Monday-Friday • 7:30 am-6:00 pm (closed weekends)

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

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

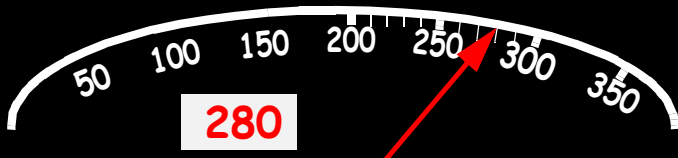
The fine print: One Window Tint discount per active CMCS member. The coupon and discount good for one member-owned Corvette only. Show your CMCS membership card. Plus sales tax.

Xpel Rock Chip Protection - Call for Packages & Prices

Complete Detail for CMCS Corvettes: \$199



The Membership Tachometer by Steve Yabroff



(Two members joined between the CMCS General Meeting and this OYM printing)

Doug Mohr has owned multiple BMW's but traded an M4 for his new **2020 Elkhart Lake Blue C8 HTC** with the Natural Leather interior. He has owned 10 GM trucks and SUV's but this is his first Vette. He loves to drive the back roads of the PNW and also enjoys off-road and Adventure motorcycles, surfing, and mountain biking. So, it should be no surprise that he's interested in track days, autocross, and tours. He is married with two grown children, 20 & 21. Please welcome Doug to CMCS.

Marty Lewis recently acquired a **2007 Black Z06**. He is a Seattle native, USMC combat veteran (participated in Desert Shield and Desert Storm), who received his BS in Mechanical Engineering from Montana Tech. He has worked in a variety of fields including oil field service and aviation (Boeing Equipment & Tool Engineer on the Boeing 777 & 777X). He has 2 awesome kids aged 2.5 & 9 who merit lots of his free time. Remaining free time is spent on competitive cycling and related training, shooting sports, and the rich, passionate beauty which permeates every thought related to deciding what his next car will be. Let's warmly welcome Marty to CMCS.

James & Char Morgan are enjoying their **2020 Elkhart Lake Blue, C8 Z51 HTC** which he bought from our sponsor, Evergreen Chevrolet. They are retired and grandparents, like so many of us. This is their first Corvette; he had a 1970 Camaro some time ago. He enjoys UNW Model RR Club, Shows for Charities, Amateur Radio N7ASI. They are looking forward to enjoying CMCS tours and weekend drives, shows, etc. Let's give them a warm CMCS welcome.

Troy & Mashele Giesinger recently bought a **2003 Medium Spiral Gray Convertible**. They are new to Corvettes and absolutely love the car. They have two grown children and are looking for a fun group (that's us!). They enjoy road trips, wine tasting, getting away for weekends and socializing with family, friends and Corvette lovers. They expect to try out a variety of CMCS activities and look forward to meeting and talking Corvettes and more. Please welcome Troy and Mashele.

March Birthdays

Sandy Allen	3	Gary Prather	11	Eric Rairdon	19
Alex Hatt	3	George Walden	11	Gary Embree	20
Lynda Wike	4	Roger Riediger	15	Michael Wilderman	20
Susan Leong	6	Mark Gorski	17	Kelcie Peterson	23
Paul Ward	6	Jessica Hunter	18	Dee Wuesthoff	27
Brad Larsen	9	Katherine Dovich	19	Jim Micus	31
Dennis Milliken	9				

Laps from the Past

by Gary Main



55 LAPS AGO: March 1966. ****There is no March 1966 CMCS newsletter in the club Archives and it is unknown if one was even produced. Feb & Apr 1966 newsletters do exist. If any current member has a copy of a Mar '66 newsletter, your friendly Historian would like to borrow it long enough to make a copy for the Archives.****

In the meantime, based on info in the Feb & Apr '66 issues, we know that John R Thomas was Prez, Roger Orth VP, Lynn Homan Sec, Ron White Treas, (3) Board members Ed Baker, Bill Fowler & Bruce Kelly, and Mo Morse Newsletter Editor. A letter to the club from club sponsor Alan Green announced the appointment of Robert Hubbard, who had been with Alan Green Chevrolet from day 1 of the dealership, as the dealer's official representative to the club. Robert was a Corvette owner who raced & rallied sports cars and, in the words of Mr. Green, "My guess is that he knows more about Corvettes than any retail automobile salesman in the Northwest."

50 LAPS AGO: March 1971. President Frank Olsheski conducted the meeting at the Fog Cutter in Seattle after a banquet that consisted of choice of, Norfolk Special (crab legs, lobster & prawns sautéed in butter), OR Roast Sirloin of Beef. Each entrée serviced with tossed green salad, baked potato, coffee, rolls and butter. Cost was the princely sum of: \$5.10 per person.

The officer installation & awards presentation followed the meeting.

Membership: 75.

Activities: There was an autocross at the Kent parking lot.

Officers: New officers were Frank Diss-President, Ron McDuffie-VP, Ruth Bogle- Secretary, Don Schwab-Treasurer, John R Thomas-Board Member and Frank Olsheski-Past President.

First Class postage to mail the newsletter was: 12¢

40 LAPS AGO: March 1981. President Bruce Kelly conducted the meeting after a banquet at the Latitude 47 in Seattle. Chicken Cordon Bleu with all the normal trimmin's + dessert for \$10/person, tax & tip included. The officer installation & awards presentation followed the meeting.

Membership: 97 (Total for the fiscal year). About half had renewed as of the meeting.

Officers: Ernie Kahler-President, (was not in attendance), Cece Nelson-VP, Val Johansen-Secretary, Joyce Bear-Treasurer, Noreen Millen-Board Member and Bruce Kelly-Past President. Jan & Jay Cockrum, Newsletter Editors.

Lee Johnson Chevrolet was club sponsor. Newsletter postage was 15¢

30 LAPS AGO: March 1991. President Cloyd Jackson conducted the meeting at Maxwell's Restaurant in Marysville after a banquet. The officer installation & awards presentation followed the meeting.

Thirty members and guests attended.

Membership: (Total not recorded) 74 renewals as of the meeting. Dee Esping was chair.

Officers: John Bell-President, Gary Main-VP, Bob Lazaroff-Secretary, Cece Nelson-Treasurer, Paul Hoberecht-2-Year Board Officer, and Brian Greer-1-Year Board Officer, Cloyd Jackson-Past President.

Recognition: John presented Cloyd with a framed picture of a red 1989 Corvette done in cross-stitch by Linda Wimer in recognition of his service as President.

Activities: A TV & lingerie party was hosted by John & Dorothy Sinnar with a big screen TV & movies for the men, and a lingerie fashion show for the women. Club sponsors were: Lee Johnson Chevrolet, Rick Stark Enterprises & Western Corvette Supply.

20 LAPS AGO: March 2001. Ted & Carol Stewart's 1998 Triple-Black C5 Roadster was the cover car. President Frank DePuy conducted the meeting after a banquet at the College Club in Seattle. Cece Nelson arranged for this facility. The officer installation & awards presentation followed the meeting.

Membership: 264 (Total for the fiscal year) (A record high). There were 211 renewals as of March 10. Jeanne Barlia took over the chair from Alyshia Main.

Officers: Jan Cockrum-President, Fred Waits-VP, Jane Shimanek-Secretary, Dick D'Alessandro-Treasurer, Tim Cox-2-Year Board Officer, Cassie Black-1-Year Board Officer, Frank DePuy-Past President.

Recognition: Dick D'Alessandro was presented the Outstanding New Member of 2000 Award.

Activities:

- Adopt-a-Highway cleanup session on March 11 with 18 CMCS members participating.
- Seattle Roadster Show, held at the Seattle Stadium Exhibition Center in the middle of March. Several CMCS members participated and won awards.

Sponsors: Seaview Chevrolet, Western Corvette Supply, Phillips Automotive, Rick Stark Enterprises, Stewart's Collision Center.

10 LAPS AGO: March 2011. The cover on the OYM was the only surviving 1954 Olds F88 "Corvette", also known as the "The Car That Almost Killed The Corvette." As the new Chevrolet Corvette was trying to make a name for itself, the Oldsmobile division came out with a Corvette like design of their own featuring a big "Rocket" V-8 motor with a Hydramatic transmission and power windows. Corvette was still struggling with the Blue Flame straight-six cylinder engine, a 2-speed Powerglide transmission and side curtains in lieu of roll-up

windows. Fortunately GM said “no” to the F88 and continued with the evolution of the Chevrolet Corvette. (Chevrolet was the largest producer and top money-maker for GM, and did not wish to upset their line of reliable sales). The F88 concept car was shown at the 1954 Motorama “Dream Car” event. Shown on the cover was one of only two, perhaps three ever created. This only survivor was auctioned at a Barrett-Jackson Auction in Scottsdale Arizona for \$3,240,000. The car was obtained by the Gateway Colorado Automobile Museum and is on display there today. To read more of this car go to

<http://gatewayautomuseum.com/cars-galleries/f-88-gallery/> and <https://auto.howstuffworks.com/1954-oldsmobile-f88.htm>

President Al Dager conducted the meeting at Shawn O'Donnell's Grill & Irish Pub in Everett. The officer installation & awards presentation followed the meeting.

Membership: 270 (Total for the fiscal year). New members were Joe & Susan Powell and Roxanne & Paul Grotjahn. Jean Dager was chair.

Monthly Recognition Award: Went jointly to Michael & Jane Armstrong and Les & Doris Wagner.

Bylaws: Two proposed amendments to the CMCS bylaws were printed in the newsletter for membership approval: (1) clarifying the definition of a 'quorum,' and (2) specifying requirements for ratification of bylaw issues.

Officers: Steve Yabroff-President, Stan Trask-VP, Tim Quenzer-Secretary, Lyal Schlotterbeck-Treasurer, Oran Petersen-2-Year Board Officer, Mark VerMurlen-1-Year Board Officer, and Al Dager-Past President.

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.

5 LAPS AGO: March 2016. Bill & Marty Cameron's 2012 Carlisle Blue GS coupe was on the cover. President Kevin Jewell conducted the meeting after a corned beef & cabbage St Patrick's Day meal at Shawn O'Donnell's American Grill & Irish Pub. The officer installation & awards presentation followed the meeting.

Activities: Except for our weekly Saturday Socials at the Plum, the board meeting and the general meeting/installation there were no CMCS activities in March. Activities Chair Oran Petersen listed 18 future events on the schedule for 2016, for both CMCS and other clubs. Two CMCS member couples joined the Tacoma Corvette Club on their tour to Alderbrook Inn.

Membership: 287 (Total for the fiscal year.) New members were Shaun & Cheryl Hayes and Kevin Chan. Candy Turi was Chair.

Officers: Bill Cameron-President, Lyal Schlotterbeck-VP, Tim Cox-Secretary, Steve Yabroff-Treasurer, Dwain Knollman-2-Year Board Officer, Oran Petersen-1-Year Board Officer, Kevin Jewell-Past President.

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.

National Corvette Museum (NCM) Report

by Kevin Wilson (Local NCM Ambassador)
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Here we go this month Marching Forth cautiously towards the Ides, then the abandoned caution of St. Paddy's day and the Wearin' o' the Green. When it comes to Corvettes and Wearin' o' the Green, it all started in 1956 with Cascade Green, which was carried over to 1957, then brought back again in 1960. One seldom comes across Green Corvettes and perhaps that's because of the amount of Green one parts with to own one? Anyway, just for grins, here are the other Green Corvettes one might run into, although the sighting of one might be as rare as seeing a Leprechaun: 1965 = Glen Green; 1966 = Mosport Green; 1967 = Goodwood Green; 1968 = British Green; 1969 = Fathom Green; 1970 = Donnybrooke Green; 1971 = Brands Hatch Green; 1972 = Elkhart Green; 1973 = Blue Green; 1974 = Dark Green; 1975 = Bright Green; 1976 = Dark Green; 1977 = Chartreuse; 1979 & 1980 = Dark Green; 1982 = Silver Green; 1990-1996 = Polo Green (long run for this one!); 1997 & 1980 = Fairway Green; 2000 & 2001 = Dark Bowling Green; 2014 & 2015 = Lime Rock Green (.83% of all C7's). Whew! Now I'm starting to feel a little green around the gills! Did you know you can find all kinds of information about each year of Corvette at the National Corvette Museum (NCM) website? Whether you are researching a particular model year Corvette, or just browsing through history, the NCM has specs, production counts and other information of interest available. You can start your search here:

<https://www.corvettemuseum.org/learn/about-corvette/corvette-specs/>

Mobil 1 Corvette Joins Museum:

Thanks to Official Fuel, Oil and Lubricant partner Mobil 1, the National Corvette Museum will have a sporty new ride to hit the road in. The 2021 Stingray has a much different role than many of its siblings at the Museum, earmarked for a variety of uses including leading event road



tours, Museum in Motion trips, parades and other driving functions. Up first for the car is to represent Mobil 1 and the Museum at the Mobil 1 12 Hours of Sebring, helping to lead parade laps on the iconic track and being displayed at the race at Mobil 1's event booth. The IMSA race's festivities are slated for March 17-20.

Our friends at the NCM continue to March along during this pandemic, including Vettecademy which is now up to episode 17 of season 2 and is all about VIN Numbers. You can find the episodes here: <https://www.corvettemuseum.org/explore/educational-programs/vettecademy/>

Reminder: Please let me know if you have any dealings with the National Corvette Museum this year:

If you have any dealings with the National Corvette Museum this year like if you are a member, if you purchase a Raffle Ticket, if you insure your Corvette through them, if you have museum delivery of a new Corvette, if you attend one of their events, if you make a donation by buying a brick or make some other kind of donation, please let me know via e-mail. I submit a report annually to the NCM to let them know what our club is doing to support them, and with your help I can be more accurate. Thank You!

Super Bowl winner Tampa Bay Buccaneers Owner Has Museum Ties: Two-time Museum Delivery customer, raffle winner (and you wonder who wins these raffles!) and benefactor of the Glazer Family Delivery Program Ed Glazer, along with brother Joel and the other Glazer siblings celebrated their Super Bowl win on Sunday as owners of the Tampa Bay Buccaneers. Ed and wife Shari Glazer established the Glazer Family Delivery Program in 2016 to encourage quality family time at the National Corvette Museum.

“One of the most memorable events of my childhood was going with my dad to pick up his first Corvette. Now, other kids can experience these memories at the incredible National Corvette Museum.” The program offers a number of perks for kids who join their parent(s) or grandparent(s) in the R8C



Museum Delivery of their Corvette. Thank you to the Glazers for the establishment of this program, and congrats on your big win! More information on the Family Delivery program can be found here: <https://www.corvettemuseum.org/visit/delivery-programs/glazer-family-delivery/>

The National Corvette Museum is Looking for MG T Series Cars

The National Corvette Museum is very interested in having an MG T Series car



or two in their collection, or being able to borrow an MG TC or TD for future displays. Should you have a TC or TD in your stable and are interested in either

donating the car to the Museum or loaning the car to the Museum for public display in one of their exhibits, please contact the NCM Director of Collections/ Curator Derek Moore. The reason the NCM is interested in MG's are it is one of the cars that spurred Chevrolet onwards to develop the Corvette. Soldiers coming home from WWII were exposed to the MGs when stationed in Britain. The MG TC had a something extra beyond its quirky looks that played on the emotions of sports car people, even if they didn't yet know they were sports car people. Famous race car driver and journalist Denise McCluggage, in her book *By Brooks Too Far for Leaping*, describes her first encounter with an MG TC in the late 1940s: "And there it sat in [the] showroom, stunning my every sense. A loose roller-skate of a car. Perky. Absurd. Black. Swoop-doored. Red upholstery. Walnut veneer dash. Bumpers like tiny goalposts. And all incredibly there. Immediately, I ached with a hankering I had not known since childhood. I wanted that car!"

Enthusiasts around the world shared Denise's attraction to the car. About 10,000 TCs were built between late 1945 and 1949. With Britain's economy in dire straits immediately following World War II, the government encouraged its manufacturers to export as much product as possible to bring much-needed cash into the British economy. MG did its share, exporting the TC to South Africa, Australia and the United States. The U.S. was the biggest market with 2,000 cars imported from the manufacturer and an additional 1,500 cars imported privately. Many American military personnel fell in love with the TC during their time in England and brought TCs home with them.



Now, General Motors didn't become the largest automaker in the world by being asleep at the wheel. When the General Motors brass became aware of the flourishing sports car interest in the U.S., they tasked vice president Harley Earl with exploring the potential market for an American sports car. Earl was the right man for the job - he made a point of attending the major European auto shows to keep an eye on the latest features and styling trends. He also routinely attended U.S. sports car races at Watkins Glen and Elkhart Lake in the late '40s

and early '50s usually accompanied by his latest concept car to get feedback from the racers, organizers and spectators. Reportedly, Earl was impressed by the passion Jaguar, Ferrari, and Alfa Romeo owners had for their cars. As reported by Super Chevy magazine, it was at Watkins Glen in 1951 that Earl began developing his idea for an American sports car. Upon Earl's return to Detroit from Watkins Glen, he launched "Project Opel" in a small clandestine styling studio closed to GM upper management, choosing young designer Bob McLean as the stylist. For the project benchmark, Earl selected the Jaguar XK 120. America's sports car project was alive!

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 email me if you send in an order. Here is the current raffle lineup:

2021 Silver Flare Convertible
1500 Tickets to be sold
Price: \$200
Drawing: Mar. 18, 2021 2:00 pm



2021 Shadow Gray Coupe
1500 Tickets to be sold
Price: \$150
Drawing: Apr. 4, 2021 2:00 pm



2021 Arctic White Coupe
Unlimited Tickets
Price: \$20
Drawing: Apr. 24, 2021 2:00 pm
These are inexpensive tickets to buy and give out as gifts!



Latest Winners:

The 2021 Red Mist Convertible Corvette was won by Frederick Behnke of Boonton, NJ with ticket #197 drawn on 2/4/2021. All 1500 available tickets sold at \$150 each.

Current National Corvette Museum Events:

The potential impacts of COVID 19 with the desire of Corvette Enthusiasts to safely get together to drive their vehicles and to celebrate the marque in meaningful ways. They have just added some future activities which I've posted here. Here is the current schedule of events and adventures, both on the road (Museum in Motion events - MiM) and at the museum (NCM). Be sure to keep an eye on this space for upcoming trips to consider for your future vacation planning purposes. These events are popular and can fill up fast. You can check the NCM website for more details about them and sign up for them here:

<https://www.corvettemuseum.org/explore/events/>.

These are the events currently posted by the museum:

- NCM Virtual Michelin Bash 4/22 (10am) - 4/23/2021 (9:30pm) (Registration open)
- MiM Dragon Run Presented by Michelin @ Biltmore Estate 4/25-4/28/2021; NC (Sold Out - wait list)
- NCM The Gathering | May 13 - 15, 2021 (Planning stage)
- MiM 9 Day Caribbean Cruise: 5/14 - 5/23/2021 (depart & return Fort Lauderdale FL) (Canceled)
- MiM Branson Experience | June TBD (Planning stage)
- MiM 24 Hours of Le Mans (London, Paris, Le Mans) | June 4 - 15, 2021
- NCM Le Mans Race Weekend Viewing Party | June 12 - 13, 2021 (Planning stage)
- MiM Colorado Springs | July 11 - 16, 2021 (Planning stage)
- MiM Northeast Ohio | August 1-6, 2021 (Planning stage)
- NCM 27th Anniversary Celebration | September 2 - 4, 2021(Planning stage)
- MiM National Parks Tour (AZ & UT) | September 19 - 25, 2021 (tentative dates)
- MiM One Lap of Kentucky | October (Planning stage)
- NCM Vets 'n Vettes presented by Mobil 1 | November TBD

Did you know:

The NCM has 14 Web Cams that you can access any time to see what's going on at the Museum? Today when I checked the front loop there was a lot of snow! 8 of the web cams are focused on the 8 different NCM R8C Delivery bays where new Corvette owners are taking Museum delivery of their new Corvettes. The Corvettes are typically in place the night before, so it is a great way to see a wide variety of new Corvettes. My two favorites of the 8 on display were an Elkhart Lake Blue Convertible, and an Arctic White Coupe with black stripes. Web Cams can be accessed here:

<https://www.corvettemuseum.org/explore/web-cams/>.

That's all for now - Save the Wave!

Activities Current as of 2/25/21

Red text: CMCS Events • Magenta text: Autocross • Green

March 2021

- 03/11 **CMCS Board Meeting - Zoom, 5 pm** Board
- 03/18 **CMCS General Meeting - Online, 7 pm** Meeting

May 2021

- 5/15-16 **Autocross - Shelton. Viper Saturday, NWACC Sunday.**
Coordinator: Kevin Jewell. Register on the website. Autocross
- 5/18 **Sub Tour. Event Coordinator: Dwain Knollman. This event is on hold until further notice.** Activity
- 5/28-30 **50th Annual Big Sky Meet**, Billings MT. by Glass Reunion Corvette Club
<https://www.glassreunioncorvettes.com/50th-bigsky-corvette-meet.html>
CMCS is planning a caravan: <https://corvettemarqueclub.com/event-4112199>

June 2021

- 6/12-13 **Autocross - Shelton. Viper Saturday, NWACC Sunday.**
Coordinator: Kevin Jewell. Register on the website. Autocross

July 2021

- 7/4 **Bothell Grand Parade** (Parade)
- 7/10-11 **Autocross - Shelton. Viper Saturday, NWACC Sunday.**
Coordinator: Kevin Jewell. Register on the website. Autocross
- 7/18 **Des Moines Waterfront Parade** (Parade)
- 7/25 **XXX All Corvette Show (Pending Pandemic Restrictions)** Activity
- 7/28 **Greenwood Community Parade** (Parade)
- 7/31 **Seafair Torchlight Parade (Convertibles Only)** (Parade)
- 7/30-31 **Autocross - Shelton. Autocross Weekend hosted by Viper. Special Fun Events.** Autocross

August 2021

- 8/14-15 **Autocross - Shelton. Viper Saturday, NWACC Sunday.**
Coordinator: Kevin Jewell. Register on the website. Autocross
- 8/21 **Snoqualmie Railroad Days** (Parade)
- 8/28 **Northwest Association of Corvette Clubs Car show. Vancouver WA**

September 2021

- 9/4-5 **Autocross - Shelton. Viper Saturday, NWACC Sunday.**
Coordinator: Kevin Jewell. Register on the website. Autocross

December 2021

- 12/11 **Christmas Party - Everett Golf and Country Club** Activity
- Dec **Woodinville Lighted Car Parade (Date/Time TBD)** (Parade)



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Volume LVIII No. 3



Thank You (In alphabetical order) to Bill Cameron, Dave Cayton, Shaun Hayes, Kevin Jewell, John Kamm, Gary Main, Joe Powell, Kevin Wilson and Steve Yabroff for their **OYM** contributions.

On Your Marque is a monthly publication of the *Corvette Marque Club of Seattle*. Permission to reprint any material herein is granted provided full credit is given *On Your Marque* and the authors.

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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 is \$30 per year more than dues without the newsletter. The online newsletter is free for both members and the public. Non-members may subscribe to the printed newsletter for \$30 for 12 issues. The online member list is available only to members that are logged on to the site.

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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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On the upper right of this page is a two-dimensional "bar code" that you can scan with a QR app on your smart phone or tablet. This allows you to easily download the web version (PDF) of this newsletter, making it available to you on-demand digitally without web access.