

On Your Marque

February 2022



Photo by Alton Loe

Steve & Pam Kyle's 1957 Venetian Red Roadster



1963

2022
Our 59th Year

2021/2022 Board/Chairpersons/Contacts

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President's Message By Shaun Hayes CMCS President



I'm about to leave for a three-week ski tour of many of the major ski areas in the west so this month's update will be brief. The Corvette will be in the garage on the battery charger while I'm gone. That will be the longest stretch the car hasn't been driven since I picked it up a little over a year ago.

Club meeting & Events: We held our January meeting via Zoom due to the recent up-tick in COVID cases. We're hoping to be back in-person for the February meeting at Evergreen Chevrolet. Tony and Lynn Rehn are looking forward to hosting us at the dealership. Lynn is planning a catered lunch for the members so please let us know if you'll be attending so that we can provide Lynn a headcount for food planning. February is officer nominations and I'm excited that we have an excellent slate of candidates that have stepped up to run for these important roles. I do plan to set up a Zoom meeting for those that want to attend but are unable to be there in person.

We have two upcoming overnight trips, Wet Weekend in March, and the Brothers Museum trip in April, that I'm looking forward to attending. At the time I'm

writing this, we have 32 people signed up for Wet Weekend and 36 people signed up for the Brothers Museum trip. This is a terrific turnout for an overnight event. I'm thinking people are ready to get out their cars for a cruise and enjoy the company of fellow Corvette enthusiasts.

We also have a couple of long-delayed events planned and on the calendar. The sub tour is planned for April and the Navy has indicated that is still a go as of now. We also confirmed July 31st for our All Corvette Show at the XXX Root Beer Stand in Issaquah. Let's hope that year three is charmed for both events.

Cover-Steve & Pam Kyle's 1957 Roadster

By Steve Kyle



(From the editor: Steve & Pam joined CMCS in July 2019 at the Perrigo Park Picnic. In addition to the 1957 they also have a 1981 Beige coupe and a 2015 Blade Silver Z06, making them a "Corvette Family" for sure.)

I have owned the 1957 since 1971. It was always my dream car but not in my plans until I found it in a Burien used car lot in 1971. It needed engine, body and interior work but was cheap. I substantially modified the engine (a mistake) but then the gas crisis hit and high octane wasn't available. It was stored for over 40 years before beginning restoration to like-new condition. Fortunately almost all parts from hubcaps to wiring harness were reusable. In taking it apart I discovered the car was built in October 1956 and was the 289th 1957 Corvette.

As I was now retired and the C1 was going to take a while to rebuild, the desire to have a Corvette to drive was strong. I found the 1981 in great condition. It had low miles, updated engine, 4-speed manual and new interior. So it fit the bill.

A few years later we found ourselves spending winters in Arizona and wanted a car to make the trip back and forth. For this, we bought our 2015 Z06 from our CMCS sponsor, Evergreen Chevrolet. It is a great, comfortable touring car for the 1600 mile trip, which we have made 3 times using different routes. We find it enjoyable each time.

Under the Hood

by Kevin Jewell

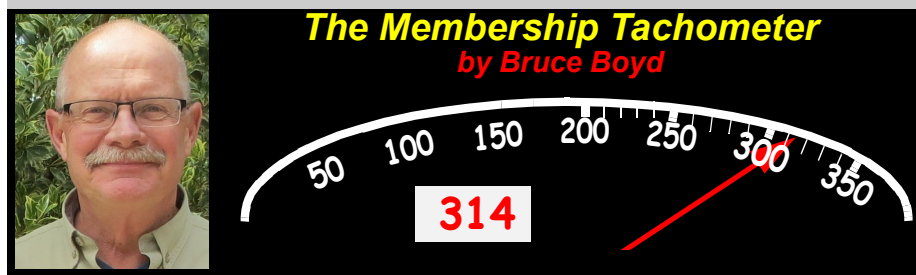


In the November column I discussed engine maintenance of our earlier Corvette (and other manufacturers) engines. Chevrolet has had many great V8 engines since the introduction of the 1955 265 ci engine, but I want to talk about a couple of examples. For the 1965 C2, Corvette introduced the 327 ci-350 hp L79. In 1965 the base 327 engine was only rated at 250 hp, so this was a full 100 hp increase. Even better was the fact that the L79 was an inexpensive \$108 option. The fuelie engine was rated at 375 hp but cost \$538. It is no wonder that about 20% of the Corvette buyers in 1965 optioned the L79 engine. This was a

high-performance engine that was still very useable in everyday life. The news was soon on the street and in 1966 the option rate for the L79 jumped to 27%. Basically, this engine combination continued through 1972 with the increased displacement 350 ci LT1 engine, although we discussed before that the 1972 engines were dramatically downrated in horsepower. This was partly due to lower compression, but also due to the change from SAE Gross to SAE Net rating system. This L79 engine was also available in the mid-sized Malibu/Chevelle. However, one of my favorite applications of the L79 was the 1966 Nova. The Malibu was a body-on-frame design while the Nova was not only smaller, but also of unibody construction (like almost every modern car and even some pickups/SUVs). Consequently, the Nova was about 10% lighter than the Malibu/Chevelle. Since performance is typically measured by horsepower and weight, it is obvious that the Nova with a L79 was a great combination. Chevrolet could read the demand for the L79 and almost doubled the option price for this Nova engine to \$198. The second engine I want to discuss is the 396 ci big block first introduced in 1965. In mid-year 1965, the 327 fuelie Corvette engine was dropped in favor of the new big block 396. In 1965 the 327 fuelie engine was rated at 375 hp, but the big block engine got a 50 hp jump to 425 hp. Not only did the 396 have increased horsepower, but it had considerably more torque (which we use in everyday driving) compared to the fuelie engine. The big block 396 also cost about half the option price of the fuelie engine. The Corvette 396 had an aggressive solid lifter cam which allowed high revs, but also required the routine lifter adjustment discussed in that November column. Personally, I have a soft spot in my heart for the 1965 396 Corvette as this was the first Corvette that I had the opportunity to drive in earnest. The 396 was a one-year engine for the Corvette as the block was increased to 427 ci for the 66 model. However, the 396 became a legend in other Chevy models. At the time, GM has a policy that mid-sized cars had to use an engine smaller than 400 ci. A slightly detuned L37 396 ci, rated at 375 hp, appeared in a very special 1965 Malibu. Although with a more user-friendly cam, this engine was still heavily built for high performance with forged crankshaft, connecting rods and pistons and had 4 bolt main bearing caps for durability. This special 65 Malibu was option package Z16 and added almost 60% to the base V8 engine Malibu price. One of the major auto magazines called the L37 “Motor of the Year”, and even Tom McCahill, the automotive editor of “Mechanix Illustrated”, waxed euphorically about the L37 engine. Chevy offered 200 hardtop Z16s (and 1 convertible). Chevy wanted these cars to be seen on the street and on the track, or perhaps in the parking lots of the tracks. Drivers such as Briggs Cunningham, AJ Foyt, Phil Hill and Dan Blocker (Hoss on the TV program Bonanza) were all offered Z16s. CMCS founding member John R. Thomas was one of those lucky 200 buyers. At the time John had only owned Corvettes and was in need of a family car when he bought the Z16. Remember that at the time, few thought of future value and John drove the Z16 as a daily driver including trips to Snoqualmie where he and his daughter were learning to ski. I suspect John had to be a bit careful with the throttle coming off the snowy pass. Later in the car’s life, John had club member Rick Stark rebuild the engine, did some body work and sold the car for a bit more than the original purchase price. The 396

continued to be featured in mid-sized Chevys as SS396 models and also in the Camaro. Depending on the model, the 396 was offered in 325, 350 and 375 hp versions. The 375 hp model was the choice of more than a few street, and drag strip racers of the day. Rick, one of my good college friends, bought a 69 Camaro 396 ci-375 hp for his “graduation” present. I had left town before he took ownership. However, a few years later Rick visited Judy and me in suburban Chicago with his Camaro. At the time we were driving a 90 hp Toyota. After a demonstration drive by Rick, he stopped the car to give me an opportunity to do a 0-60 mph run. Rev the engine, drop the clutch and the car dropped on its face. Try again, rev the engine even higher, drop the clutch and again the car bogs off the line. Finally, Rick says “It works a lot better to start in first than third gear”. Oh well. My last comment on Rick's Camaro. A couple years later, his wife is pregnant and he makes a deal to buy a pedestrian Plymouth Satellite with a family friendly 318 V8. He takes the Camaro out the night before the trade-in for one last blast of that 375 hp and blows up the engine. Of course, this was before the manufacturers installed rev limiters for most engines. I expect it was a cold homecoming when he finally got home.

Disc Brakes: The latest automotive fad seems to be the number of pistons in our disc brake calipers. When disc brakes first came out, most were single piston. A piston pushed against one brake pad, the caliper slid, so that the brake disc was pushed against the fixed brake pad on the other side of the disc from the piston. In theory the single piston worked fine, but most people that looked at the design would find some fault. A significant improvement was made when we went to two pistons, one on each side of the disc pushing the brake pads against the disc. Then four piston calipers started showing up where we have two pistons on each side spaced equally along the brake pad to more evenly press the pad against the disc. At least most of these 4 piston calipers still used a single brake pad on each side. After this point, I think we went a bit crazy for street vehicles, or even track friendly cars. The C6 Z06 featured 6 piston calipers, three on each side, now pushing on 3 individual brake pads on each side. Ask any C6 Z06 owner the difference in cost for the 6 little brake pads vs, the two pads that we have on a “normal” Corvette. I suspect they won't think it funny. I had thought the drive for brake caliper piston bragging rights would stop at 6, but now I understand that the new Bentley Continental GT Speed features carbon-ceramic discs and 10 piston calipers. I assume that each caliper now has 10 little brake pads but have not yet seen a picture of the assembly. I can't wait to see which manufacturer is next to raise the ante in brake piston count. Or perhaps as Judy often says, I need to find some new outlets for my interest.



February Birthdays

Bill Barker	1	Jean Rummel	8	John Paul Nelson III	16
Alton Loe	1	John Dodge	11	Dave Ormerod	16
David Wike	1	Micheal Reichstein	11	Melissa Olejniczak	24
Connie Milliken	3	James Culwell	12	Danette Sawin	24
Charlotte (Char) Morgan	3	Forest Faulkner	13	John Dietz	27
John R. Thomas	4	Tam Larsen	13	Teri Lowe	27
Ed Buchwald	5	John Lucke	13	Jean Luan	27
Tim Cox	6	Jan Whitman	13	Heather Snider	27
Don Kupillas	6	Anita Krebs	16	Valeska Pawlak	29
Max Bettman	7				

Laps from the Past

by Gary Main



55 LAPS AGO: February 1967. The meeting was held in the Continental Room of the Hyatt House. John R Thomas was President, Carl Mollnow handled Publicity & Bruce Kelly was a Board Member. Mo Morse was Newsletter Editor. (Thomas, Mollnow and Kelly are still members in 2022). Agenda included further discussion on the Club jacket, an issue that didn't get resolved last month. The Nominating Committee (Sue Stanley, Bob Redwing and Frank Olsheski) reported on their slate of

officers. Reminder was made that Membership dues were payable as of March 1st. New Members \$15 single & \$16 couple. Renewing Members \$12 single & \$13 couple. The club welcomed new members Richard Holts ('67 Black convertible) and Charles Padilla ('66 Nassau Blue convertible). Roger Orth was congratulated for capturing Class A and Overall Championship points in the WWSCC Autocross Series.

Activities: Attending, along with member clubs of the Western Washington Sports Car Council (WWSCC), the Premier showing of the most exciting racing film to come out of Hollywood, John Frankenheimer's GRAND PRIX. Profits derived from the showing were divided between WWSCC and the member clubs. Then, a couple days later, the club was off on the annual CMCS overnight excursion to Grayland for a WET week-end. Chefs Baker & Stanley were in their customary spots at the stove preparing spaghetti and garlic bread. Two weeks after that, a One Day Ski Trip to Stevens Pass under the direction of Roger Orth and Forrest Bouldry.

Sponsor: Alan Green Chevrolet

50 LAPS AGO: February 1972. The meeting took place during the 7th Annual Wet Weekend outing at the Beachwood Resort in Copalis, WA. President Frank Diss outlined Bill Hazelett Chevrolet's club sponsorship offer: a 25% discount on parts, 20% on labor, will honor warranty work, a tune up session, and supply financial support for the club's newsletter publication expenses. Much discussion took place on the pros & cons of accepting a new sponsor, where upon a majority vote to accept was approved. The new Board Officers voted into office

for 1972/73, beginning on 4/1/72, were: President- Jeff Weymouth, VP- Ron McDuffie, Secretary- Ruth Bogle, Treasurer- Frank Snook, Board Officer- Don Schwab. Prizes were awarded for the kite flying contest on the beach during Wet Weekend.

CMCS annual dues were increased by \$1/per person for renewals to cover the cost of name tags. Members approved a 10 cent charge to be assessed to those that do not wear the tags to general membership meetings.

40 LAPS AGO: February 1982. The Feb meeting actually took place on January 30th, making this a rare second General Membership meeting during the month of January. President Ernie Kahler conducted the meeting at the Beachwood Resort in Copalis Beach, WA during the 17th Annual Wet Weekend.

Membership: 112. New members included Bill & Lyn Bradley(67 Red convertible), Cheryl Kenealli (79 White t-top) and Craig Willey (65 White convertible).

Activities:

- The annual Corvette & High Performance Swap Meet @ SW WA Fairgrounds.
- Bowling party at the Sun Villa Lanes.
- Practice Session at SIR including Full Road Course, Autocross & Drag Strip practice.
- Wet Weekend.

New Officers 82-83, effective 4/1/82 would be: President- Noreen Millen, VP- Cece Nelson, Secretary- Valerie Johansen, Treasurer- Joyce Bear, Board Officer- Jim McLees.

Sponsor: Lee Johnson Chevrolet

30 LAPS AGO: February 1992. President John Bell conducted the meeting at the Ram Café & Sports Bar in University Village. Agenda included club officer nominations for the coming year. The club welcomed Kim Bray, the new owner of Western Corvette Supply and continuing as a club sponsor.

Activities:

- The 27th Annual Wet Weekend at Silverdale on the Bay Resort Hotel, in Silverdale, WA.
- Corvette & High Performance Swap Meet @ Puyallup Fairgrounds.

Membership: 104. Dee Esping was Chair.

New Officers: effective 4/1/92 are: President- Bob Lazaroff, VP- Cloyd Jackson, Secretary- Sandra Green, Treasurer- Gary Main, Board Officer- Chuck Egner. There were a total of 39 ballots returned to be counted for the 1992/93 elections.

Sponsors: Lee Johnson Chevrolet, Rick Stark Enterprises and Western Corvette Supply

20 LAPS AGO: February 2002. John & Cynthia Lucke's 1996 Collector Edition coupe with the CE package of the special silver paint and trims and sport seats with the red CE emblems was featured on the newsletter cover. President Jan Cockrum conducted the meeting at The Yankee Grill & Roaster in Renton. 61 members were in attendance. Agenda included nominations for club officers for the coming year and preparations for Wet Weekend

Membership: 300. Jean Barlia was chair. New members were Ron Doty and Ron & Michiko Kuhlman. 51 new members joined CMCS during this fiscal year.

Activities:

- 37th Annual Wet Weekend at the Uptown Inn in Port Angeles. Coordinator was Jan Cockrum. Wayne Kanaby lead the tour from the north end to the site. Jim Micus led the tour from the south end to the site. The tours stopped for Friday's lunch at the 3 Crabs Restaurant on Dungeness Bay near Sequim then continued to Port Angeles. On Saturday a group led by Bob Barnott went on a day trip to Victoria, BC via the Blackball Transport. Another group led by Jim Micus did a driving tour in the Port Angeles area. Saturday night dinner was at the Downriggers Restaurant near the host hotel.
- Corvette High Performance Swap Meet in Puyallup.

New Officers: effective 4/1/02 are: President- Dennis Montgomery, VP- Cassie Black, Secretary- Jane Shimanek, Treasurer- Dick D'Alessandro, and Board Officer- Wayne Kanaby.

Sponsor: Seaview Chevrolet

10 LAPS AGO: February 2012. Kayla & Gary Main's 1967 Sunfire Yellow Coupe was on the cover. They searched for a 1967 coupe to go along with their 1967 Sunfire Yellow Convertible for some years until finding one with the help of his brother. They later discovered the build date for Gary's convertible was just one day and 18 serial numbers later down the assembly line than her coupe. How 'bout that?

President Steve Yabroff conducted the meeting at the Plum Delicious Restaurant in Renton after a 9:30 AM breakfast.

Membership: 262. Jean Dager was chair. Ralph & Bea Orton and Ron & Dee Wuesthoff joined CMCS. Gene & Gail Haubrich renewed their membership after being absent from the Club for about 5 years. Dues were increased to \$30 Single, \$45 Couple, \$25 Associate.

Activities:

- Corvette & High Performance Swap Meet at Puyallup.
- CMCS sponsored Valve Cover Races and held a booth on the site.
- Attended the Tacoma Corvette Club open house.
- 47th Wet Weekend in Anacortes WA. Coordinators were Kevin & Judy Jewell.
- Saturday Social at the Plum.

New Officers: President-Steve Yabroff, Vice-President-Stan Trask, Treasurer-Lyal Schlotterbeck, Secretary-Lorrie Montgomery, Board Member-Oran Petersen.

Sponsor: Seaview Chevrolet

5 LAPS AGO: February 2017. Robb & Morlene Mitchell were on the cover with her 2012 Carlisle Blue Coupe and his 2016 Torch Red Coupe. The usual CMCS shield outline on the cover was converted to a heart shape for this Valentine issue to honor these newlyweds.

President Bill Cameron conducted the meeting at the Sizzling Platter Restaurant in Tukwila.

Membership: 273. Candy Turi was chair. Mark & Mary Ryker joined the club.

New Officers: By a vote of acclamation (no ballot): President-Oran Petersen, Vice-President-Robert Stone, Treasurer-Shaun Hayes, Secretary-Robb Mitchell, Board Member-Candy Turi.

Activities:

- 52nd Annual Wet Weekend at the Red Lion Inn in Port Angeles.
- Corvette High Performance Swap Meet in Puyallup. Included CMCS sponsored valve cover races.
- Tacoma Corvette Club Open House
- Saturday Social at the Plum.

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.



Parades
by John Kamm
j.kamm1952@hotmail.com or (425) 643-2604

We are nearing the end of the cold, wet months and are about to get into warmer and wet months, so it's a start to summer. So far, I have found that summer is looking good. Seafair has announced they are doing ALL their normal summer events.

The City of Bothell is planning for the July 4th parade and festival. The Snoqualmie Railroad days and other weekend events are a go. If the new virus goes away, we can have a great summer.

I am working with Seafair to see how CMCS fits into their plans. At this time, personal security is a big issue. The lack of law enforcement, and other nighttime Seattle problems are talking points. I will keep you advised.

If any of you know of a community event of interest, send me an email and I will check it out. I am always looking for events CMCS can join.

I plan to have a list of parades on the CMCS website by mid-March. Please sign up on the website or email me as to which ones you wish to attend. Note: these are for ALL Corvettes. No more letting the rag top guys have all the fun.

It is going to be a fun parade season. Hope to see new people involved also. If you have any questions about parades, such as time involved, send me an email or call for more information.



NCRS Report
(National Corvette Restorers Society)
by Danette Sawin-CMCS NCRS Representative

Identifying 1953-82 Corvette Shock Absorbers

Joe Tripoli authored a great article recently in the Driveline that discussed C1-C3 Shock Absorbers. I thought this would be a good piece of information to pass along! I have paraphrased it below. I am going through a "shock search" myself right now and this was especially helpful for

me. There is a great table (matrix) that has part numbers, colors and style that I will have on the CMCS NCRS page for your information as well.

I am always looking for Corvette shock absorbers at swap meets and flea markets. The problem is that there are lots of shocks on display, but they could fit anything. I decided to research Corvette shocks so I could identify them at swap meets. It should be noted the

C1 shocks are especially hard to come by, even at Corvettes at Carlisle. If you come across a spiral shock, even though it is not Corvette, you might want to get it. The problem with other models is the collapsed- and extended-length dimensions. But if they are close to Corvette, I would grab them. Although Corvette shocks are date coded and part numbered, it is very difficult to read these numbers when installed on the car.

The information in the matrix was gleaned from Nolan Adams books, the NCRS Judging Manuals, various assembly manuals, and GM parts books. All physical information is from original shock absorbers. The first thing to do before buying anything is to do research. The best info on anything Corvette is the NCRS Judging Manual for the particular year. I found only one article on shock absorbers in The NCRS Restorer. It is "Development of the 1956-1962 Corvette Heavy-Duty Shock" by Dave Bartush in Volume 14, Number 4, Spring 1988.

Some general rules of thumb:

- All Corvette shocks are Delco.
- They will be stamped in some way with either
 - Delco Products, Dayton Ohio USA
 - Pliacell
 - GM part number
 - Date
- See the appropriate year NCRS judging manual for correct dating format
- Only 1953-58 shocks are spiral; thereafter, they are smooth bodied.
- They were painted black in 1953-63, gray in 1964-76, and back to black for 1977-82.

You can buy replacement shocks from Zip Products and other Corvette parts suppliers. There are also individual NCRS members, like Dan Patch, who advertise NOS Delco shocks in The Driveline (the NCRS Classifieds). Dan's website is <https://dansshocks.com/corvette-shocks/>

The conclusion of this article is that you can find Delco shocks out there. They may not be Corvette, but they might be close dimensionally and could be modified to work, especially spiral shocks for 1953-58 and when these front shocks are installed, it is impossible to read the numbers due to obstruction by the front coil springs. The rears are easier to read. But just the fact that spiral shocks are on the car is impressive.

Joe can be reached with any questions at joetripolijr@gmail.com or call (610) 360-7436. NCRS members always are wonderful about sharing information! Just ask - and join today! NCRS.org

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Howard Esping, CMCS member since 1968 (253) 631-3144.

wtrvet@yahoo.com



General Meeting Minutes

Thursday January 13th

Online Using Zoom

By Robert Stone for Kevin Wilson

Meeting Called to Order by President Shaun Hayes at 7:04 pm.
Welcomed everyone to Zoom meeting, hoping it's the last Zoom meeting.

Committee Chairs / Representative - REPORTS:

Membership - Bruce & Lynn Boyd: Not present, Alton got an update from Bruce, we are at 313 members, 108 households, with 58% getting the newsletter. We had one new member join last week.

Alton introduced a new/returning member Bill Barker. He was a member until 2008. He has two Corvettes, a 1966 Sunfire Yellow coupe and a 2017 Arctic White coupe.

Newsletter - Oran Petersen: Not present.

Website - Alton Loe: Posted an introductory video to autocross from Road & Track that he got from Mike Royslance. It has a lot of good information about autocross and is only one or two minutes long. Added pictures of all the toys collected for Toys for Tots Jubilee Reach thank you letter. The money provided to Jubilee Reach is used to get gifts for kids. Under the Join Us tab there is now an added link to donate to our charity.

Facebook Admin - Linda Scott: Business as usual, please like the page. Getting a lot of sharing from other groups. She has been learning about other

Corvette activities, there is a gathering at Griot's garage this Saturday from the Northwest C8 group. Can get some really good deals on parts via postings. Marv got a really good deal on a set of wheels for his C8. Adding more things as she learns about Facebook capabilities.

Parades - John Kamm: Two parades last year, Snoqualmie who were very happy and invited us back next year and the 5th annual Woodinville lighted car parade, 2020 they had 175 cars, this year they had an estimated 225 lighted cars, 5-8K people along parade route. We had a dozen members with cars, not all Corvettes but per John's request brought big steel cars for more lights. Seafair is going all out and back to all traditional events. He asked about their plans for added security given the state of downtown Seattle, they will get back to him. Snoqualmie, Des Moines, and Bothell have said they are going to have parades this year. Will have all parades hopefully on the web site by early March.

Museum Of Flight - Harv Hawks: John asked Harv about the Museum of Flight, Seafair event. Talked with his contact and theoretically they are going to have the usual event, but it is not yet definite. Parking lot should be available as the Blue Angel's will be parked in Boeing's military lot. Hope to know by February meeting.

Adopt-a-Highway - Dave Cayton: As communicated to Shaun on hold until spring.

NCM - Kevin Wilson: Not present. Shaun believes he is off getting married

Sponsor - Steve Yabroff: Big news from Evergreen, 2022 allocations will probably end in March and 2023 production guessed to start late May or early June. Will host the 2024 NCM caravan. Will host our February meeting including a catered lunch. They are “over the moon” on supporting the club.

Charity - Marty Cameron: Not present.

Apparel - Bonnie Roylance: Not present, told Shaun nothing new.

NCRS - Danette Sawin: Not present, she usually has a good article in the monthly OYM.

2024 NCM Caravan - Shaun Hayes and Steve Yabroff: Shaun and Steve have volunteered/been drafted to be the Washington coordinators for the 2024 caravan. The Pacific NW captain is John Warren from Grants Pass, Oregon and co-captains John and Ann Elegant from St. Helens, Oregon. Jim and Nancy Garboden from Eugene, Oregon will be Oregon coordinators. Things are starting to come together. More information will go out in a week or two. Shaun believes John will at least be able to publish the route in the next week or two. The route is pretty much set and they are working on some of the activities along the way. Steve went on the 2014 one which was a bit of a push so one more day has been added to the trip which should make it more enjoyable. Once more

information is available, we will start promoting the event at our meetings and at car shows in the area.

XXX All Corvette Show - Shaun Hayes: The date has been confirmed as 7/31/2022. We are assuming we will be able have the event. He will be looking for volunteers to help on the committee and on the day of the event, so if you are interested contact him. It is a big event, and we need a lot of volunteers. They will probably get the registration up and running in the next few weeks.

NWACC - Ken Jones: Registration opens on 1/22/2022, at 11AM thru Scorekeeper. Register early and register for all events as they fill up quickly. Ken and Kevin believe all our autocross participating members are aware of the registration opening and need to do it early or you may end up on the wait list.

The Sub Tour - Dwain Knollman: Talked to the Navy today, they have canceled all tours through March. They said our date still looks good. Dwain will get back to them in March and then turn in the paperwork. This is for CMCS members only. Getting the sign-up process started and has a description of required the forms and procedures. Will be posted on the web site soon. Will need to provide a copy of vaccination card and will be 100% mask required tour for the whole day.

Board/Officer - REPORTS:

Vice President - Alton Loe: Elections at the next meeting in February. Will have a Zoom connection if you can't be there in person. If you want to run for office, please contact Alton. All positions are open except Past President.

Secretary - Robert Stone for Kevin Wilson: Motion received, seconded, and approved to accept December Membership Meeting minutes as published in the January Newsletter.

Treasurer - Robert Stone: The club is in good financial condition. The books are balanced, and the records are up to date. We are on budget.

2 Year Activities/1 Year Activities - Marvin Scott/Kevin Jewell: February 12 is at Evergreen; count was 26 last time Marv checked. March 12 (rescheduled from January) at Griot's Garage, there are 24 people signed up. March 19 and 20 is the Wet Weekend at Suquamish Resort Casino, had 30 people signed up last night. If you sign up you need to reserve your room on your own. The April meeting is the 16th, a venue hasn't been selected. April 29 thru May 1 is the Brother's Car Museum in Salem, Oregon tour with 32 signed up as of yesterday. You need to make your own room reservations in Cannon Beach for Friday and/or Salem for Friday night. September 9-11 is the Corvettes on the Columbia event; tour will be led by Alton (no slow hay trucks will be involved). Sign up on our website for the tour and once it is open you will have to sign up for the event. Kevin talked about the Yakima Vette-A-Bratton, June 10 thru 12, 2022.

Once they open registration it will get posted, he and Judy would love to lead a caravan to Yakima.

Past President - Ken Jones: Checked on the Tacoma club's web site and they canceled their January meeting and assumes that means no normal February coordination meeting. Shaun has given them the date of the All-Corvette Show. Steve found that the TCC Open House is scheduled for March 12th, the same day as our March meeting.

President - Shaun Hayes: Nothing new.

OLD BUSINESS: None.

NEW BUSINESS: None.

Next General Meeting: February 12, 2022, at Evergreen Chevrolet.

Next Board Meeting: February 10, 2022: Family Pancake House in Redmond 5:00 pm.

50/50 Drawing: No drawing

Meeting Adjourned: At 7:46 PM

National Corvette Museum (NCM) Report

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



Since this is a short month I'll keep my comments short as well. As most of you know the National Corvette Museum is the "Home of America's Sportscar" and is located in Bowling Green, Kentucky. Hopefully, at some point in your life you can plan a visit or make a pilgrimage to the museum. A good opportunity will be coming up in 2024 when the once every 5 years National Corvette Caravan takes place to celebrate the 30th Anniversary of the NCM. There is a Pacific Northwest (PNW) Corvette Caravan committee planning the trip from the PNW to the NCM. The Caravan will take place from August 22-28, 2024. There is a web page with information and updates if you want to check it out:

<https://www.corvettecaravan.com/northwest/>

Short of showing up in person at the museum, there is also the National Corvette Museum website where you can learn about the latest Corvette news, the exhibits and events at the museum, and at the Motorsports Park. You can learn about Corvette Racing, peruse Corvette Educational programs, and see all the ways you can help to support the museum by becoming a member. There is typically a half price membership available in February and as soon as I hear about it, I will communicate it to our club membership. You can also shop at the on-line store for lots of Corvette Merchandise and purchase raffle tickets which support operation of the Museum. You might win one of the several new Corvettes that are up for Raffle. Here's what else is happening from our friends at the NCM:

Feed America First Partners with National Corvette Museum for disaster relief efforts In Kentucky:

Feed America First, in partnership with the National Corvette Museum, hosted a food distribution on Saturday, January 15, 2022, to serve those affected by the recent tornado in the Bowling Green area. Distribution took place in the parking lot of the NCM beginning at 8:00 AM and continued until 11:00 AM. Food was given to recipients on a first-come, first-served basis. Recipients remained in their cars and received the food via a drive-thru process. No proof of identification, income, or residency was required to receive food. Each family received approximately 60-80 lbs. of food, including both perishable and non-perishable items. This is the latest example of the NCM supporting the community in their hometown of Bowling Green.

New at the Museum - Artifact of the Month: As we begin the year leading up to the 70th anniversary of Corvette's debut at the Waldorf Astoria in New York City, the National Corvette Museum is launching the Artifact of the Month program! Each month, the Curatorial staff will select an artifact from their collection that is connected to a significant moment in Corvette history and share its story with you. To kick off this program the Director of Collections & Curator, Derek E. Moore, presents the 1983 Corvette Analog Gauge Cluster

Some of the greatest mysteries in Corvette's rich production history revolve around the choice to skip production on Corvette's 30th anniversary in 1983. The transition from the third-generation (C3) to the fourth-generation (C4) Corvette was a major technological leap forward for Chevrolet and was the beginning of transitioning Corvette from being a brute American sports car to a global competitor of the European sports car market. During this major transition, every component of Corvette was being re-imagined, redesigned, and re-engineered - from the exterior to the interior.



An all-new look to the interior was key to this transition, and the instrument panel display was vital. The plan to bring Corvette into the “digital age” led to the development of a graphical cluster utilizing all digital read-outs and bar graphs to provide the driver with vehicle statistics quickly and cleanly. During the earliest stages of development though, engineers discovered that generating enough light to see the readouts on the cluster was difficult and there were concerns over the dash performance in cold climates. Therefore, an analog “backup” cluster was created, with its very standard, multiple gauge - speedometer, tachometer, oil pressure, fuel, oil temperature, voltage, and coolant temperature - layout. While functional, it was a very dated appearing cluster for this all-new Corvette. During testing at Milford

Proving Grounds, both the analog and new digital dash were running in 1983 development Corvettes.

Corvette Chief Engineer, Dave McLellan, recently reflected on the development of the analog cluster for the C4 Corvette: “I was never happy with this cluster. It was always considered as a backup to the color graphic cluster. Why was I unhappy? It was uninteresting and it suffered from reflection problems. We had no intentions of using it if we could solve the problems of the graphical cluster.

The C4 was bringing the Corvette into the digital age. The instrument cluster was proposed by our Interior Design Studio led by Bill Scott. GM's AC Division planned to engineer and produce it. Its “Achilles Heel” was getting enough light through the light pipes while at the same time not overheating the display. Only recently have we seen LED bulbs made available for this application which have given the display the brightness and color expected.

Why this design? The genesis of the design was the steering wheel graphics seen in F1. And, if you think about how to best display information like RPMs, that can change rapidly, are best displayed as a bar graph. If they were displayed as numbers, they would look like an incomprehensible blizzard of numbers.” This 1983 analog “backup” dash, donated by Marvin Owen, is one of only two known extant examples from the development of the 1983 Corvette.

NCM & NCRS Offer Scholarship to Students



The National Corvette Restorers Society has provided funding for the National Corvette Museum to offer an annual scholarship in the amount of \$2,500. Scholarship applications for the 2022 - 2023 school year are now available! The deadline to apply is February 28, 2022.

Applicants for this scholarship must be members or children/grandchildren of NCM members. Also, they must be pursuing a degree related to the automotive, museum, or non-profit industry, or a field which would

work in those industries. You can find eligibility requirements and download an application here:

<https://www.corvettemuseum.org/explore/educational-programs/scholarship/>

Hear NCM President & CEO on Women Shifting Gears Podcast:



Are you scared of taking a leap of faith? If so, this is the podcast for you. Sharon Brawner recently took that leap of faith in a career change that makes for a perfect full-circle story. From growing up around cars and racing, to her 20 years with the Country Music Hall of Fame and Museum in Nashville all the way to her new role as President and CEO of the National Corvette Museum in Kentucky, it's a story of meant-to-be moments that will surely touch your heart.

A self-proclaimed “car chick”, Brawner shares her journey for the love of cars, especially the Corvette, and how she is the perfect choice to take the National Corvette Museum to new heights. She's ready for the challenge, especially with her dad proudly looking down on her. Brawner's story is one of true inspiration. Enjoy the show here: <https://podcasts.apple.com/us/podcast/season-2-episode-33-sharon-brawner-president-ceo-of/id1559369027?i=1000546968845>

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” (near the bottom of the page) 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 also an “Enter Interactive Mode” button (midway down the page) you can use on the same page 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). Here is the current Raffle line-up:

**2022 Hypersonic Gray Corvette Coupe
Limited to 1500 Tickets**

Price: \$150.00

Drawing: February 24, 2022 2:00 pm



**2022 Arctic White Convertible
Unlimited Raffle Tickets**

Price: Just \$20

Drawing: April 30, 2022 3:00 pm

These are the least expensive tickets.

Great for gifts!



Here is the latest winner of the last Corvette Raffle: The 2022 Black Corvette Coupe was won by Phil Deddens of Louisville, KY with ticket #724 drawn on 1/13/2021. 1861 of the 2000 available tickets sold at \$100. This raffle was not sold out.

Current National Corvette Museum Events:

The NCM continues to balance the desire of Corvette Enthusiasts to safely get together to drive their vehicles and to celebrate the Marque in meaningful ways. 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/>.

- MiM Sights & Sounds of New Orleans 3/29 - 4/2/2022 (Reg. opens soon)
- MiM 2022 9-Day Caribbean Cruise | April 15-24 2022 (Reg. is OPEN)
- NCM Michelin NCM Bash | April 28 - 30, 2022 (Reg. Opens early 2022)
- MiM Dragon Run Presented by Michelin at Biltmore Estate | May 1 - May 4, 2022
(SOLD OUT-Wait Listed)
- MiM Branson Experience 5/24 @ 3:00 pm - 5/28 @ 11:00 am. For shortlist please contact Bryce@Bryce@CorvetteMuseum.org or Maci@Maci@CorvetteMuseum.org
- MiM Le Mans Tour 6/3 @ 8:18 pm - 6/14 @ 9:18 pm (Reg. Opens early 2022)
- NCM Le Mans Race Weekend 6/11 @ 7:00 am - 6/12 @ 10:30 am (Reg. Opens early 2022)
- MiM Colorado Springs 7/10 @ 4:00 pm - 7/14 @ 11:00 am. For shortlist please contact Bryce@Bryce@CorvetteMuseum.org or Maci@Maci@CorvetteMuseum.org
- MiM Northeast Ohio 7/31 @ 3:00 pm - 8/4 @ 11:00 am For shortlist please contact Bryce@Bryce@CorvetteMuseum.org or Maci@Maci@CorvetteMuseum.org
- NCM 2022 28th Anniversary Celebration 9/1- 9/3 (Reg. Opens mid 2022)
- MiM National Parks Tour Week 1 9/ 18 @ 4:00 pm - 9/24 @ 11:00 am (Reg. Opens Spring)
- MiM Lap of Kentucky Tour (1) 9/19 @ 4:00 pm - 9/24 @ 11:00 am (Reg. Opens Late Spring)
- MiM National Parks Tour Week 2 9/25 @ 4:00 pm - 10/1 @ 11 am (Reg. Opens mid 2022)
- MiM Lap of Kentucky Tour (2) 9/26 @ 4:00 pm - 10/1 @ 11:00 am (Reg. Opens Late Spring)
- MiM Lap of Kentucky Tour (3) 10/10 @ 4 pm - 10/15 @ 11 am (Reg. Opens Late Spring)
- MiM Lap of Kentucky Tour (4) 9/19 @ 4:00 pm - 9/24 @ 11:00 am (Reg. Opens Late Spring)

Did you know:

There is a group of philanthropic women associated with the NCM known as Elfi's Silver Pearl Sisterhood?



Elfi Wolfe Duntov is considered the Godmother and First Lady of Corvette. She would often accompany Zora Arkus-Duntov, the first Chief Engineer of Corvette, to car shows and special events. Everyone who met Elfi was immediately impressed with her grace, enthusiasm and knowledge of America's Sports Car. She attended the Grand Opening of the National Corvette Museum

in 1994 and plays a pivotal role in the story of the Corvette. In 1965, Corvette introduced a new and exciting color - Silver Pearl. It was sleek, elegant and powerful, much like the women who love Corvette! Pearls symbolize wisdom acquired through experience as well as generosity, integrity and loyalty. While pearls make the perfect complement to flashier gemstones, they also possess an elegance that can shine alone.

Elfi's Silver Pearl Sisterhood is a group of women with a shared passion for Corvette, who enjoy celebrating the Corvette experience, uniting with other Corvette enthusiasts, promoting the traditions of America's Sports Car, and collaborating to advance the mission of the National Corvette Museum. Members pool their financial gifts and allocate the funds to a project or program at the Museum to maximize the impact of their philanthropy.

Each member of the group has a unique opportunity to be connected to other women who are enthusiastic about all things Corvette, and to learn about the Museum's priorities and initiatives in a group setting specifically geared toward women. Members have an equal voice on how the pooled funds are utilized annually.

A member may be as involved as she wishes, from serving as an ambassador to simply making a financial gift.

Any enthusiast, owner, member or friend who wishes to connect to other female Corvette lovers and advance Museum priorities through philanthropic engagement and a collective voice may become a member. Each member commits to a gift of \$1,000 per year (donate by Aug. 1 to receive a vote). All donations are deposited into a restricted fund. The full membership of the group will meet at the NCM Anniversary Celebration each year and will vote on the distribution of the funds. Each member has one vote. The full membership of Elfi's Silver Pearl Sisterhood votes on the distribution of the funds. The amount of money available for distribution is dependent upon the number of members and can vary each year. To speak with the NCM about this exciting group or to join, please contact Bobbie Jo Lee, Philanthropy Manager, 270-467-8833 or bobbiejo@corvettemuseum.org.

That's all for now - Save the Wave!

For Sale - C7 Z51 All-Season Tires with Wheels

Four Michelin Pilot A/S 3+, all season tires, with less than 5000 miles, mounted on machine faced wheels (one with slight curb rash).

The tires are 245/35ZR19 front and 285/30ZR20 rear (run flats).

The wheels are genuine GM, OEM.

CMCS Member Robert Stone

stonenever@comcast.net



Note: Part 2 of the battery technical tips has been deferred to the March OYM due to space constraints. The discussion will center on battery tenders & chargers and the proper use of them.

Activities Current as of 1/25/22

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

February 2022

- 02/10 **CMCS Board Meeting Family Pancake House, Redmond 5 pm**
<https://www.corvettemarqueclub.com/event-4521162> Board
- 02/12 **CMCS General Meeting, Evergreen Chevrolet. 11 am. Lunch provided.**
Registration deadline February 7th.
<https://www.corvettemarqueclub.com/event-4520628> Meeting
- 2/24-26 **NCRS Winter Regional - Lakeland Florida**

March 2022

- 03/10 **CMCS Board Meeting Family Pancake House, Redmond 5 pm**
<https://www.corvettemarqueclub.com/event-4628743> Board
- 03/12 **CMCS General Meeting. Griot's Garage. 10 am.**
Demo: 10-11 • Lunch:12-1 (Pre-pay required) • Meeting 1:00
<https://www.corvettemarqueclub.com/event-4552365> Meeting
- 3/19-20 **CMCS Wet Weekend, Suquamish Clearwater Casino Resort.**
<https://www.corvettemarqueclub.com/event-3703732> Activity

April 2022

- 4/7-10 **NCRS Louisiana Regional, Pontchartrain Center, Kenner Louisiana**
- 04/14 **CMCS Board Meeting Family Pancake House, Redmond 5 pm**
<https://www.corvettemarqueclub.com/event-4521166> Board
- 4/19 **CMCS Sub Tour. Submarine Base in Bangor, WA. March 30 registration deadline. Members only.**
<https://www.corvettemarqueclub.com/event-4647144> Activity
- 4/29-5/1 **Brother's Car Museum in Salem, OR. \$25 registration fee with a deadline of April 20.**

Option 1: Friday tour to Cannon Beach and visit the Columbia River Maritime Museum. Saturday tour to Salem with a stop at the Evergreen Aviation and Space Museum in McMinnville.

Option 2: Saturday tour to Salem

More details for this event on the CMCS website.

<https://www.corvettemarqueclub.com/event-4534550> Activity

July 2022

- 07/31 **XXX Root Beer Drive-In All Corvette Show. Details to follow.** Activity

September 2022

- 09/9-11 **Corvettes on the Columbia by 3 Rivers Corvette Club. Register for a CMCS caravan to the show on the CMCS website.**
<https://www.corvettemarqueclub.com/event-4634441>.
 register for the event at www.3riverscorvetteclub.net.



The Corvette Marque Club of Seattle

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Thank You (In alphabetical order) to Bruce & Lynn Boyd, Dave Cayton, Shaun Hayes, Kevin Jewell, John Kamm, Steve & Pam Kyle, Gary Main, Robert Shone and Kevin Wilson 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.

As a membership benefit, members may submit personal advertising of Corvette related items, up to one quarter page in size, for 3 months free of charge. The same ad cannot be extended over 3 months without CMCS Board approval. Commercial ads are not allowed. Your input, both text and photos, must be submitted in digital form. Printed material or scans of printed material are not accepted. Text must be computer editable. The material does not need to be "copy ready". The editor can help with layout and formatting. Send the ad to:

Newsletter-cmcs@outlook.com

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.

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.

QR (Quick Response) Code

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.