

On Your Marque

March 2022



David Berg's 1993 Ruby Red ZR-1 40th Anniversary Coupe

Photo by Alton Loe

CORVETTE



**CLUB
SEATTLE**

1963

2022
Our 59th Year

2021/2022 Board/Chairpersons/Contacts

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www.CorvetteMarqueClub.com

Table Of Contents

Cover Car-David Berg’s Ruby Red ZR-1 40th Anniversary Coupe -----	1
2021/2022 Board/Chairpersons/Contacts -----	2
President’s Message -----	3
Cover - David Berg’s 1993 Ruby Red ZR-1-----	4
Under the Hood by Kevin Jewell -----	4
For Sale - C7 Z51 All-Season Tires with Wheels-----	6
The Membership Tachometer -----	7
March Birthdays -----	7
Laps from the Past -----	7
Parades-----	9
NCRS Report -----	10
For Sale - 2003 Anniversary Edition Convertible-----	12
Adopt-a-Highway Cleanup - April 10th-----	13
Submarine Tour Details-----	13
Evergreen Chevrolet • Proud Sponsor of CMCS -----	14
Evergreen Chevrolet • Service-----	14
Thank you to Heather Riedel -----	15
RAD Custom Rides CMCS Member Specials -----	15
4th Quarter 2021 Recognition Award -----	16
General Meeting Minutes -----	16
Membership Renewal Information -----	19
Tech Tip - Car Batteries Care and Feeding -----	20
National Corvette Museum (NCM) Report -----	23
Activities Current as of 2/25/22	26
Social Media for CMCS -----	28
Printed Subscription information-----	28
QR (Quick Response) Code -----	28



President’s Message By Shaun Hayes CMCS President



Spring is in the air and driving season is fast approaching. Of course, this is the Pacific Northwest and there is a light dusting of snow on the lawn as I write this. Spring is taking a little bit of a break this week, but warm sunny weather is in our future. We have many upcoming events planned, and I hope many of you will join us for one or more of these events.

Club meeting & Events: We held our February meeting at Evergreen Chevrolet in Issaquah. Evergreen Chevrolet and Tony Rehn, the General Manager and our club sponsor, were very generous to provide us use of their store and gave us a catered lunch for the event. We had a terrific turnout for the meeting. It was great getting back to in-person general meeting. February is officer elections and I want to congratulate the new board members taking over

soon. Volunteering to be on the board is a commitment of time for these members so please give them the support they need to make the club continue to be successful. The new officers are:

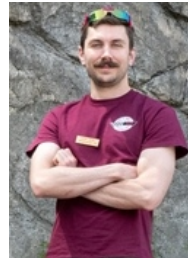
Bruce Boyd - President	Dave Cayton - Vice President
Kevin Wilson - Secretary	Robert Stone - Treasurer
Lars-Erik Posthumus - 2 Year Board	Marvin Scott - 1 Year Board

We have two upcoming overnight trips, Wet Weekend in March and the Brothers Museum trip in April, that I'm looking forward to attending. The attendance for both events has exceeded all expectations. *(Registration is closed for Wet Weekend.)* We have 38 attendees for Wet Weekend and 54 attendees for Brothers Car Museum. It seems that there are many folks that are ready to hit the road for a long drive and a weekend away. If you haven't already done so there is still time to register for the Brothers Museum event.

We also have a couple of long-delayed events on the calendar. The sub tour is scheduled for April. The Navy has indicated that it is still a go as of now. We are holding the All Corvette Show at XXX Root Beer Drive-in at Issaquah on Sunday July 31st. The registration for the All-Corvette show is on the website so you may reserve your spot for the event. The registration limit is 120 cars, so early registration is the best way to ensure that you will have a spot.

Cover - David Berg's 1993 Ruby Red ZR-1

David is a classic and vintage race car mechanic. He has degrees in automotive restoration technology from McPherson College and computer science from Hunter College. The Ruby Red ZR-1 is his first Corvette and is a childhood dream car. His first car is a 1968 Impala Sport Coupe that he still owns. He is also a musician and plays drums in a local band. He has been a CMCS member since May 2021.



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



Racing season is here and I suspect many of us spectate, or are a participant, in some form of racing. Every racing series organizer works hard to make the racing exciting to the fans. Often this involves trying to make the various vehicles similar in performance so that one marque doesn't dominate racing. For sports car racing where each marque has potentially specific advantages, the organizers try to make each marque equal to the others. Perhaps they add weight to one marque, decrease the air venturi area to another, or change the aerodynamics of another marque. Of course, the racers all want to win and will work feverishly to overcome whatever handicap the event organizers assigned. This seems to be a never-ending battle. If one marque seems

to be winning too frequently, it will be saddled with additional handicaps, and the cycle continues. It gets a bit more complicated in formula racing. In formula racing the cars/engines are all pretty much the same. For instance, in Indy Car Racing there are only two engine suppliers (Chevy & Honda). Traditionally one of the biggest complaints of formula racing is that it can be a bit boring. Since the cars/engines are so similar there is little passing, and it seems that whoever jumps out ahead at the start often finishes first. Sometimes the racing finish standing comes down to who had the fastest pit stop. Now, boring racing equals reduced attendance and perhaps reduced television demand and payments. Each formula series has come up with different solutions to help create more exciting racing. In Indy Car racing all the drivers now have a Push to Pass (PTP) button. The PTP allows the driver (generally) 200 seconds of additional power during each race. The PTP also provides about 60 hp extra from higher turbo boost. Managing this PTP time becomes a major part of the racing strategy and if you watch Indy racing, the driver's remaining PTP seconds are routinely part of the telecast. Formula One has utilized a Kinetic Energy Recovery System (KERS) to aid in passing and provide some excitement. KERS allows the drivers to store braking energy in a large flywheel and release that energy whenever needed. It is reported that this energy can be the equivalent of 160 hp. Formula E (electric powered formula cars) is working with a different strategy. Initially the Formula E cars did not have enough battery storage for the cars to complete the full race. Each team was allowed two race cars and the drivers would change cars about mid race. This car exchange seemed to create some rather laughable results and provided some spectator interest. However, the batteries were improved and now Formula E racers can complete the entire race with the same car. Enter the series organizers with a new way to create more competition. Formula E now includes "Attack Mode". Attack Mode allows the driver about 35 KW of additional electrical energy. The time allowance of this additional energy is decided before each race and might be 4-8 minutes total. To activate (or create) the Attack Mode energy, the racers must drive off the racing line to drive over an activation zone and drive over sensors at both ends of the zone to "capture" the additional energy. Of course, to capture that energy they are slower than normal when they go off the fast racing line. It also seems that some of these systems are a bit gimmicky, like reality TV, but it is all done to increase spectator interest. The next time you are watching TV racing, look for these systems.

The curious F head engine. In the early days of internal combustion engines, almost all engines were of the flathead design. Engines were relatively slow revving, and were undersquare, with small cylinder diameters and long cylinder strokes. Since the cylinder is round, it was difficult to get sufficiently sized intake and exhaust valves within the confines of the cylinder bore. Think of a large circle (representing the cylinder) and then inside that circle, draw two smaller circles (representing the two valves) and you will see that the cross-section area of the valves is limited by the cylinder bore. The flathead design somewhat solved this problem by having the valves along the side of cylinder. The cylinder head was basically a flat slab of cast iron with some formed depressions for the combustion chamber and a hole for each spark plug. Look at any flathead engine and you will recognize the simplicity. The famed Ford flathead V8, introduced in 1932 and continued until 1954, is the best-known example. Even Cadillac and Lincoln were selling flathead V12s, and Cadillac had a flathead V16 for a few years. There were two main problems with the flathead design. The intake air

into the combustion chamber and the exhaust air leaving the chamber both had a very circuitous path with attendant inefficiencies. By keeping the exhaust valve in the engine block, there was also a lot of heat in the block. If you have a Craftsman lawnmower, or a different brand with a Briggs and Stratton engine, you probably have a flathead engine. Chevy was the first of the big 3 to drop the flathead engine and provide an overhead valve engine. Now the valves were located over the cylinder, but the valve operation was far more complicated. As the camshaft rotated, the cam lobes would push upward on a valve lifter, which would push upward on a push rod, which then operated a lever (rocker arm) above the cylinder and the rocker arm would push down on the valve to open it. The air path was more direct which was more efficient (meaning more horsepower). By taking the exhaust valve out of the cylinder block, the design also distributed the heat of combustion to allow more efficient cooling. Even today, all of our Corvette engines (excluding the C4 ZR1 and upcoming C8 Z06) are pushrod operated overhead valve design. The C4 ZR1 was still overhead valve, but the valves were operated by overhead camshafts rather than push rods. The overhead valve design started the trend to larger cylinder bores (to allow larger valves) and shorter cylinder strokes.

F Head: There was a curious hybrid engine design that combined elements of the flathead and overhead valve engines. This hybrid design was generally called a F head. The intake valve was located over the cylinder, but the exhaust valve was in the block similar to the flathead. The F head provided the opportunity to have larger valves for better breathing, since it only had one round valve above the cylinder and could have a larger exhaust valve in that area alongside the cylinder. The F head still had the inefficiencies (and heat issues) of the flathead exhaust valve. We would see a lot of F head engines in motorcycles where it was assumed that the air flowing over the engine would be able to handle the heat of the exhaust valve in the block. It is interesting that two manufacturers continued to use the F head design until fairly recent times. Rolls Royce had a reputation for smooth and silent engines and the F head suited them well. In the early days all the complicated geometry of the overhead valve design or overhead cam design could generate noise not suitable for the typical pampered RR buyer. The RR F head engine was finally replaced by a fully overhead valve engine in 1959. Willys (later Jeep) also was a proponent of the F head design, and we find the WWII flathead 4-cylinder engine replaced with an F head engine. The Jeep F head engine would remain in production until 1971. Now the next time you hear someone talking about a F head engine, you know what they are talking about.

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.

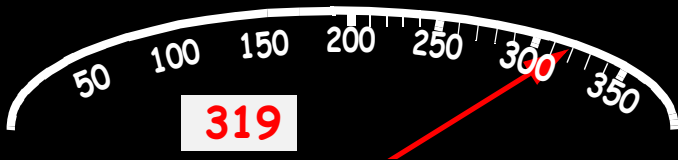
CMCS Member Robert Stone

stonenever@comcast.net





The Membership Tachometer by Lynn Boyd



David (Arch) & Kathy Archard have a **Long Beach Red 2016 C7 Coupe**. They recently moved from California to Des Moines, Washington. We look forward to meeting them at our upcoming Wet Weekend.

Tom and Patty Alberts have 2 Corvettes, a **1964 Blue Convertible** and a **1979 Red Coupe**. They have enjoyed Corvettes over the years. Tom does all his own work.

John Valaas has a **2017 Grand Sport** that he bought new in 2016. He is retired and enjoys downhill skiing and road bikes.

March Birthdays

Sandy Allen	3	Gary Prather	11	Katherine Dovich	19
Alex Hatt	3	George Walden	11	Eric Rairdon	19
Lynda Wike	4	Robert Holland	13	Gary Embree	20
Susan Leong	6	Chuck Koonce	15	Michael Wilderman	20
Paul Ward	6	Roger Riediger	15	Steve Hyde	25
Brad Larsen	9	Mark Gorski	17	Dee Wuesthoff	27
Dennis Milliken	9	Jessica Hunter	18	Jim Micus	31

Laps from the Past

by Gary Main



55 LAPS AGO: March 1967. The Annual Officers Installation-Awards Banquet-General Membership Meeting was held in the Garden Terrace Room of the Camlin Hotel in Seattle. Cocktails 75¢. Dinner was choice of New York Steak or Combo Steak & Lobster or Lobster Tails plus potato, vegetable, dessert and coffee for the princely sum of \$5.95 + tax & tip. President John Thomas (still a member in 2022) introduced the new officers and annual awards were presented. New memberships were \$15 single, \$16 couple. The fee covered membership, car badge & jacket patch(s). Renewing memberships were \$12 and \$13, respectively.

Sponsor: Alan Green Chevrolet.

50 LAPS AGO: March 1972. The meeting was held at the University Village Beef & Brew. Annual awards and officer installation followed the meeting. There were 42 members in attendance. Bill Hazelett Chevrolet became a CMCS sponsor. They offered a 25% discount on parts, 20% on labor, would honor warranty work, host a

tune up session, and supply financial support for the CMCS newsletter publication expenses. President Frank Diss (Still a member in 2022) presented awards of appreciation to the outgoing officers, and the chairs of the committees. The new President, Jeff Weymouth, then introduced the new officers.

Activities: There was a successful Progressive Dinner starting at the Richards home, continuing to the Thomas home, and ending at the Esping home.

Sponsor: Bill Hazelett Chevrolet.

40 LAPS AGO: March 1982. President Ernie Kahler conducted the meeting at Parker's Restaurant in Seattle. The annual awards and officer installation followed the meeting. 42 ballots were cast in the officer election. Incoming President was Noreen Millen. After a lengthy discussion it was agreed to make a \$500 charitable donation to the Children's Orthopedic Hospital. Meeting Minutes included an announcement that Corvette and Company Club of Renton had divided into two clubs with the new club being called R Vettes.

Membership: 61. Lila Moriarty joined CMCS.

Newsletter article entitled, "Years Ago (?72)..." notes 10 years ago in "On Your Marque"; Bill Hazelett Chevrolet Co. became our new sponsor; previous year's statistics: 3 marriages, 6 births, 5 divorces; another article noted how Howard Esping acquired a 1962 for \$800 that needed "just a little work" and that Dee Esping got a 'good deal' on a 1959, the 'only' Corvette that's painted inside the trunk, inside the door jams, the soft top compartment & part of the dash, but the outside looked like someone goofed!

Activities included a self-guided tour of Carnation Farms.

Sponsor: Lee Johnson Chevrolet.

30 LAPS AGO: March 1992. President John Bell conducted the meeting at The Schnitzelbank Restaurant located in Kenmore. Annual awards and officer installation followed the meeting. New officers beginning their terms on April 1st were: Bob Lazaroff, President, Cloyd Jackson, VP, Sandra Greene, Secretary, Gary Main, Treas, Chuck Egner, 2yr Bd & Paul Hoberrecht, 1yr Bd.

Membership: 72. Dee Esping was chair.

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

20 LAPS AGO: March 2002. Kayla Main's Millennium Yellow C5 convertible (with a freshly installed roll bar so she could drive it on the road race track at School Daze) was on the OYM cover. President Jan Cockrum conducted the meeting at the College Club in downtown Seattle after a banquet of chicken and salmon. The annual awards banquet & installation of officers followed the meeting. Cece & John Paul Nelson III made this great facility available for the 58 members & 2 guests in attendance. The awards were glass steins with etched club logos.

Gary Main announced he had a truckload of valve covers available to anyone wanting one to build up a racer for future CMCS-sponsored valve cover racing events. Gary was also presented with a gold hubcap for his participation in the Adopt-A-Highway program.

Newsletter: Included an extensive tech article by Gary Main on how to install a roll bar in a C5 Corvette.

Activities:

- Adopt-A-Highway. Max Sutton was chair. Seven members participated.
- Seattle Roadster Show. A number of CMCS members entered their cars, with several winning awards.

Membership: 306. Jean Barlia was March chair. New chair Lorrie Montgomery reported in the April OYM that new members in February were Ed & Sharon Bloom, Paul & Pat Luczyk, Kevin Morris, and, Paul Raidna.

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.

10 LAPS AGO: March 2012. Carl & Sharon Neuswanger's 1978 L82 two-tone silver & charcoal anniversary coupe was on the cover. This was their second newsletter cover, appearing previously in the October 2004 OYM. President Steve Yabroff conducted the meeting at the Renton Technical College after a buffet dinner of chicken Dijon & beef medallion. Annual awards were presented and new officers were installed following the meeting.

Newsletter Articles: New valve cover track and a report by Gary Main on its first use at the Puyallup Swap Meet in February. (CMCS members supported valve cover races each year at the swap meet through 2019). A report by Kevin Jewell on the Wet Weekend held in February.

Membership: 261. Jean Dager was chair. There were no new members.

Activities: Saturday Socials continued at the Plum Delicious Restaurant in Renton.

First Quarter Special Recognition went to Jean Dager.

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.

5 LAPS AGO: March 2017. Craig & Candy Turi's 2016 Z51 Long Beach Red coupe was the cover car. President Bill Cameron conducted the meeting at the Hidden Vine Wine Bar in Marysville after a \$16 sandwich lunch. Annual awards and officer installation followed the meeting. A caravan from Canyon Park took many to the bar.

Activities: 3 Saturday Socials at the Plum Delicious Restaurant.

Membership: 277 Candy Turi was chair. New members were Jeff & Kristi Wilson, Bob Wilson, Greg Torkelson, and Bill Williams.

Newsletter Articles: Magnetic Phone Mount for C7 Vettes by Alton Loe, Computer Corner on filtering email by Bill Roberts and Under the Hood by Kevin Jewell. *(Note: Starting April 2016 Kevin has submitted an "Under the Hood" article on the first of every month since. While some topics are not necessary "under a hood", they all contribute to the quality of the newsletter and are a good read, especially for those interested in technical history and details. Be sure and thank him when you can.)*

Sponsors: Speedway Chevrolet and Lee Johnson Chevrolet.



Parades

by John Kamm

j.kamm1952@hotmail.com or (425) 643-2604

Wow are things moving along in the area of local parades. I now have a list of our 2022 parades up on the club web site. The only issue that can screw up everything is if this virus decides to act up yet again. BUT please take a look at the parade list pick out the events that sound fun and let me know your choices. As always, we are limited to 20 cars per parade, and they fill up fast.

On a sad note, I have advised Seafair, we are terminating our agreement with them to carry their VIPs in the Torchlight parade. My decision was based on a poll from members who have done the parade. Combined with their input and other factors I have decided the following: With the large reduction in the SPD, the huge spike in nighttime crime and violence in downtown Seattle. It was just

not a safe place for our members to be. And if there ever was a perfect event for a gang, some wacko with a gun or group wanting their cause known, the Torchlight parade is it. 250K+ people lining the streets, live TV coverage and lower security. Nope, not a good place for us to be.

If you know of a parade or civic event you think we might like, let me know. I will check it out. Think of local fairs, retirement homes or a drive-by for birthdays we could cruise thru. Send me an E-mail please.



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

Restoration Journey - Part 1

For those of you who may not know, I am in the process of restoring my mother's one-owner 1970 Stingray. She bought it when I was five years old. It was basically parked in the garage since 1994. I took it from the garage in December 2019 and discovered that while the years had been kind to her in many ways, there was a long way to go to bring her back to her former glory. My mother purchased her from Brooks Biddle Chevrolet in Bothell in May 1970. The actual birthday is 2/9/1970. It was the year the Chevy factory went on strike causing a limited run production year. I had just turned 5.

This picture was taken in July 1970, two months after my mother took delivery. (And yes, that is her 68 GTO behind it. My grandfather sold it one day while she was at work because she wasn't driving it!)

The first task was joining NCRS. I knew that if I was going to do it right I would need all the help I could possibly get. I sold my mint C5 convertible in order to be able to pay for body and paint. I then asked for recommendations for paint.

Several members plus friends suggested Showcase Collision in Kirkland. While they may have been good in the day, I am now in a bad spot with them. But more about that later. I put the car in my garage for 2 months, hand cranked it (she wanted to run!) and did a preliminary assessment as to what was going to be needed for the job. I loaded her up on a flatbed and off she went to Kirkland in February 2020.

I then started my official NCRS journey by attending Chapter judging events, regional events and nationals in Palm Springs last summer. Ordered books from them, took judging seminars and soaked up everything C3 1970-72 that I could. I



was excited beyond belief. I grew up in this car as a child - listening to the 8 track in the back playing The Doors, Stones, Guess Who and the Beatles - the soundtrack to my childhood. I still have the sleeping bag that I put in the back. I would camp out there and stick my Sesame Street 8 track in and drive my mother nuts. Here was this hot chick 25-year-old cruising Alki and I was hidden in the back playing Oscar the Grouch!

And this was finally going to be mine. I wanted everything to be perfect, right down to the last nut and bolt. I wanted to do it for my mother as well as me. I wanted to be able to take her cruising just like she did me. She has onset dementia so this was/is going to be something very special.



The great thing about NCRS is the people. From the minute I joined my Intermountain Chapter - they made me feel like a real sister. CMCS member Gary Main was instrumental in this. He now lives in Idaho and is a vital member of that group. He participated with my mother in CMCS back in the day. I joined Intermountain because I have a house in Montana as well as Seattle and eventually I will be retiring there.

The obvious items were easy - restore the original wheels (found the P02 baskets in the basement!), new fuel tank, lines, rebuild the carburetor etc. but as is always the case with old cars, unexpected items arose. I was able to reach out to fellow local NCRS members to source some of the NOS parts and get advice on others. Part of the reason I am writing this is to hopefully educate folks who might be taking their car in for restoration. I have learned some very valuable lessons already. One thing is where you shop for parts. ZIP Corvette is fantastic! I have dealt with almost all of them in the past two years and have had some very bad experiences, however, ZIP is top drawer and they give a 10% restoration discount. I ordered several large items from them including OER Chrome, Tanks, etc. When the water pump went, thanks to NCRS members I was hooked up with Bill Mock in OK. He took my original cast 1970 pump and overhauled it. Thanks to the NCRS connections, I was able to send out my precious parts with peace of mind.

Unbeknown to me, the car had been in an accident around 1972 from what I can tell. The shop in Lake City that repaired the car used Bondo - yes, I said that right - Bondo on fiberglass. Let that sink in for a moment!

The entire front end had to be gone through inch-by-inch and re-fiberglassed. All of the Bondo had to be removed and redone to factory spec. I was not going to cut corners; it had to be perfect. It was painful to look at and I asked my mother what had happened and she told me that a car had hit her head on while

she was in a turn lane in Seattle. Haury's Autobody in Lake City did the repair and actually re-shot the whole car in a different color blue. Overspray everywhere. Can I say "shoot me now"! I am cleaning up a huge mess plus taking it back to the factory Mulsanne Blue, which I have to say is a spectacular color.

I will leave Part 1 at this right now, but next month I will bring the bodywork full circle. None of this would have been possible without my NCRS friends and education that I have received. I have mentioned at the meetings that C1-C6 are now eligible for judging and all generations are welcome for display. NW Regionals are in August in Redmond, OR and Nationals is in July in Mobile, AL! Would love to have some CMCS members join us.



As a footnote, I was leaving the General Membership Meeting this week and noticed an old school name tag. It was Frank Diss. The name immediately rang a bell. Frank and my mother had been friends. I approached him and when I told him who I was and showed him a picture of me in front of the car he was dumbfounded in a good way! He kept saying "the last time I saw you, you were this big (all of 3 feet)!" He also relayed how he had a recollection of working on her car a time or two! I almost wanted to cry. It was good memories with one of her old school friends from the club. This was 50+ years ago mind you. We talked about the cruise up to Mt Rainier and other events where I tagged along. This made my year. I called my mother on the way home and relayed the story. We were both blubbering by the end of the call. What a wonderful way to close up a meeting!

For Sale - 2003 Anniversary Edition Convertible

\$40,000



(Not a photo of the Actual car)

**Manual 6 speed transmission with 3,326 actual miles.
All Anniversary Special Edition options including Colors, Interior,
Wheels, Head Up, Remote CD player, Magnetic Ride, Body side trim.
Always stored in a heated garage. Original paperwork.
Howard Esping, CMCS member since 1968 (253) 631-3144.**

wntvret@yahoo.com

Adopt-a-Highway Cleanup - April 10th

Dave Cayton • Adopt-a-Highway Chairman

(206) 919-2940 • dncayton@msn.com



As many of you know, this year is the 25th year that our club has been involved in the Adopt-a-Highway program.

Volunteers from our club have been keeping a portion of the southbound shoulder of I-5 clean, since the final year of production of the C4 Corvette! We have been in our “off” season, but it will soon be time to get back out there and pick up a winter's worth of trash on the shoulder together. We need

8 - 10 volunteers for our next scheduled cleanup on April 10. We will need a couple volunteers with vehicles with a capacity for 4 others and a trailer hitch for our “shoulder work ahead” sign. The other volunteers will pick trash. We will meet around 9:00am on Sunday and spend about 2 hours together cleaning up the shoulder and possibly lunch afterwards. It's a great way to get involved in one of our clubs many activities.

We have the safety gear needed and just need a group of enthusiastic volunteers! Per state mandate, all volunteers need to be fully vaccinated. Please see our website for more information and sign up! And remember, you get to keep anything you find! So far, the record find on our last cleanup was a cell phone that was trading in and had a \$400 trade in value!

Submarine Tour Details

Thursday April 21, 2022

by Dwain Knollman - Tour Leader



The Navy has extended an invitation to CMCS to tour their top-secret U.S. Government facility at Bangor Submarine Base in Bangor, WA on Thursday April 21, 2022. The group is limited to 35, so early reservations are encouraged. This is an all-day **CMCS**

members only event. Website registration is available through March 30th.

Note: The subs are active and the Navy may be required to change the event date.

Requirements for each person:

- Must be a CMCS Member
- Must be a US Citizen and over the age of 11.
- Completed a Tour Roster
- Completed *Request to Tour Waver form*, signed and witnessed.
- Base Access Info Form
- Privacy Act Statement.
- Attesting to COVID Vaccine form.
- Copy or photo of your vaccination card.
- Full masking of all participants on the tour.

Tour Details

- 7:20 am - Caravan departs Lowe's parking lot in Renton (I-405 Exit 5)
- About 9 am - Arrive at the US Naval undersea Museum in Keyport, WA (1 Garnett Way, Keyport, WA 98345)
- 9:30 am to 3:30 pm - Scheduled time on the base.

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<https://www.evergreenchevrolet.com/>

Sales Hours: Monday - Saturday • 9 am - 7 pm (Closed Sunday)
(425) 427-0101

Pre-owned Corvettes



*1997 Sebring Silver
Auto Coupe*



*2014 Blade Silver 3LT
Manual Coupe*



*2019 Black GS
3LT Auto Coupe*



*2019 Torch Red GS
2LT Auto Coupe*



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

1601 18th Ave NW, Issaquah, WA 98027

Evergreen Chevrolet • Service

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

Thank you to Heather Riedel

Thank you to Heather Riedel for her photography session at the CMCS meeting



Corvette Photography

Private Session
\$175

1 hour Session

5 Retouched Digital Images

Additional Images, Prints
& Gifts available
for purchase

Heather Riedel
heather@riedelphotography.com
425-559-4596



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 "Fusion" 2-Step Ceramic Coating \$2295 • CMCS Member \$2120

Complete Detail for CMCS Corvettes: \$199

4th Quarter 2021 Recognition Award

Oran Petersen received the award in recognition of publishing 200 issues of the CMCS newsletter (On Your Marque) as of the April 2022 edition, one month from now. He took a year off for the 2013 CMCS fiscal year (12 issues from April 2013 thru March 2014). A plaque is in progress to commemorate the event. He also makes the aluminum mounts for the CMCS shields that take advantage of the existing license plate attachment screws for C6, C7 and C8 series Corvettes.



General Meeting Minutes

Evergreen Chevrolet in Issaquah – Our Club Sponsor
February 12, 2022 - 11:00 AM
By Kevin Wilson

Meeting Called to Order: Prior to the beginning of the meeting those in attendance were welcomed to Evergreen Chevrolet by Tony Rehn, General Manager of Evergreen, and Craig Bennet, Inventory Manager and Corvette Specialist at the dealership. We were treated to a catered lunch by Evergreen. President Shaun Hayes called the meeting to order at 11:51 AM, welcoming all in attendance.

Committee Chairs / Representative – REPORTS:

Membership: Bruce & Lynn Boyd – We are at 318 members, 189 households, with 107 households (58%) getting the printed newsletter. New members introduced at the meeting were Tom and Patty Alberts, Bill Barker, and Robert (Bert) Helgeson

Newsletter: Oran Petersen – Gave brief report.

Website: Alton Loe – Has posted information about 70th Anniversary Z06, updated Events and encouraged members to visit our web page and to register for events there.

Facebook Admin: Linda Scott – There is a link to our Facebook page from our website. She encouraged the members to post what they are doing with their Corvettes on our Facebook page. Like the page, add pictures! Check it out.

Parades: John Kamm – Have at least 4 parades on tap for this year: For SeaFair the Bothell 4th of July Parade and Des Moines. Also, will participate in Snoqualmie Railroad days, and the Woodinville lighted car parade. John has room for 20 Corvettes in each parade. Will have all parades hopefully on the web site by early March. Sign up if you want to be in one of the parades.

Adopt-a-Highway: Dave Cayton – Reported on the latest with Adopt-A-Highway. 3 dates are selected for 2022, next event in April. Need 2 driver volunteers and 8 volunteers to pick up litter. Sign up on our website. This is our 25th year with Adopt-A-Highway.

NCM: Kevin Wilson – Reported out on the latest happenings at the National Corvette Museum (NCM): There is a new Executive Chef for the Stingray café & the museum overall, Bobby Hammock. Circulated handouts and ticket orders for the latest NCM fundraiser Corvette raffles.

NWACC: Ken Jones – NWACC (Northwest Association of Corvette Clubs) sponsors car shows and Autocross here in the Pacific Northwest. NWACC autocross entries are mostly filled now for 2022. Few spaces available for May. NWACC meeting next month.

Sponsor: With our meeting taking place at our Sponsor Dealership, we heard reports from several people associated with Evergreen Chevrolet, and Chevrolet overall, as well as products that can be used to enhance your Corvette. Inventory Manager and Corvette Specialist Craig Bennet from Evergreen reported that under the leadership of Tony Rehn, Evergreen is now in the top 100 Corvette dealers in the US. They have gone from having an allocation of 3 Corvettes in 2013, to 25 in 2018, to delivering 55 C8 Corvettes last year. For 2023 they will have even more Corvettes, including 10-14 Z06's. Steve Zimmerman, Territory manager for GM Accessories spoke about some of the latest Corvette Accessories available to personalize your Corvette. He brought his C-8 Corvette that was tricked out with ground effects, a high wing, special vent covers and more. Steve is also a contact for "Track Night in America". We also heard from a representative of Scrape Armor who explained how their product allows splitters and other low Corvette parts to slide over obstacles rather than catch and break. www.scrapearmor.com There was also a representative there from Adam's Polishes. Several door prizes were awarded to members through a drawing.

Charity: Marty Cameron – Not present, no report.

Apparel: Bonnie Roylance – Not present, Mike Roylance brought a couple of apparel items that were distributed.

NCRS: Danette Sawin: - Reported that a NCRS judging event will be coming up in Spokane judging '68 and '70 Corvettes. There is an award within NCRS called the "Sportsman Award" which is designed to encourage member participation in NCRS events, and to demonstrate the NCRS commitment to recognize the member who actively attends and drives a Corvette to Chapter, Regional and National meets. It is all about outward appearance and showing up, it doesn't have to be a numbers matching car. There will be a NW regional Judging event this year in Redmond, OR. July Nationals will be in Mobile, Alabama with 500 plus Corvettes. Next year will be in French Lick, Indiana, 2024 is 50th Anniversary Celebration for NCRS and will be held at the National Corvette Museum in Bowling Green, KY. See Newsletter and Website for more details.

Trident Sub Tour: Dwain Knollman – Trident Submarine Tour at Bangor is so far still going to happen on 4/21/2022. He brought sign up forms with him to the meeting. The day will include a caravan to the Naval Undersea Museum at Keyport, a tour in the museum, time for lunch, and then the tour of the Trident Submarine. Attendance will require full vaccination certification and as of this

date masks to be worn. You can register for this unique event on our website, it is limited to 35 people.

2024 NCM Caravan: Shaun Hayes – Shaun Hayes & Steve Yabroff are Washington State Regional Leaders for PNW Caravan that takes place in 2024 celebrating the 30th anniversary of the NCM. Shaun reported that the Pacific Northwest National Corvette Museum Caravan route is now posted on the PNW Caravan Web page (<https://www.corvettecaravan.com/northwest/>) and the Pacific Northwest Corvette Facebook page. Our Club sponsor Evergreen Chevrolet will be the launch point for the 2024 Northwest Caravan in WA. The group from OR will be leaving from Sandy and will join up with the group from WA along the route. Hotels will be identified in 2023. The trip has been lengthened from 6 days to 7 to make it a little easier.

XXX All Corvette Show: Shaun Hayes –The date has been confirmed as 7/31/2022. He circulated a sign-up sheet recruiting volunteers to help on the committee and on the day of the event. It is a big event, and we need a lot of volunteers. Should be about 150 Corvettes.

Board/Officer – REPORTS:

Vice President: Alton Loe – Has 6 new Two-way radios available at \$35 for use in caravans and other CMCS events to communicate with one another.

Secretary: Kevin Wilson - Motion received, seconded, and approved to accept January Membership Meeting minutes as published in the February 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. He had the books with him for those who want to review.

2 Year Activities/1 Year Activities: Marvin Scott/Kevin Jewell (NA) – Marv thanked Tony Rehn and the others at Evergreen Chevrolet for sponsoring us, for welcoming us to their space, and for providing lunch. He gave a run-down of some of our upcoming events: March 12 at Griot's Garage, will caravan down. Lunch to be catered by Old Spaghetti Factory. There will be a demonstration of some Griot's products, most likely their foam cannon. 30 people currently signed up. March 19 and 20 is the Wet Weekend at Suquamish Resort Casino, 34 people currently signed up. The April meeting is the 16th, with location TBD. April 29 thru May 1 is the Brother's Car Museum in Salem, Oregon tour with 52 signed up as of yesterday. You need to make your own room reservations in Cannon Beach for Friday and/or Salem for Friday night. Planning is underway for September 9-11 Corvettes on the Columbia event in Pasco; Sign up on our website for the tour and once it is open you will have to sign up for the event. Yakima Vette-A-Bratton, June 10 thru 12, 2022.

Past President: Ken Jones – Will be glad to hand the position over to Shaun!

President: Shaun Hayes – Thanked Evergreen Chevrolet for welcoming us to their space, for providing lunch and for sponsoring our club. He provided additional reports at various times during the meeting.

OLD BUSINESS: None

NEW BUSINESS

- **Quarterly Member Recognition:** President Shaun Hayes recognized CMCS Member Oran Petersen as the member deserving of Special Recognition for 4th quarter 2021. Oran earned the recognition for being editor of our “On Your Marque” Newsletter for many years, and for publishing his 200th newsletter for our club in April of 2022. An engraved plaque is on its way to Oran. Thank You Oran for being such a great volunteer for CMCS!

- **Officer Elections** – VP Alton Loe explained that one of the duties of the Club VP is to recruit a slate of candidates to run for office, which he fulfilled. He presented the slate of candidates to the membership. The club members who agreed to run for election to Officer positions are:

- President: Bruce Boyd
- Vice-President: Dave Cayton
- Secretary: Kevin Wilson (Incumbent)
- Treasurer: Robert Stone (Incumbent)
- 2 Year Board: Lars-Erik Posthumus

These officer positions are automatically filled based upon their roles in the previous year:

- 1 Year Board: Marvin Scott (current 2-year Board Member)
- Past President: Shaun Hayes (current President)

VP Alton Loe also explained that we would love to have other people run for these offices as well, as he has expressed at our last several meetings. He opened the floor to nominations for each of the officer positions up for election one at a time, asking 3 times for nominations for each position. There were no additional nominations from the floor. Since the slate was uncontested, per CMCS bylaws, the officers were elected by a vote of acclamation, a unanimous voice vote. No ballot is required. Thanks to those who volunteered to run, and congratulations!

Next General Meeting: March 12, 2022, 10am – 2pm at Griot’s Garage in Tacoma.

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

50/50 Drawing: \$260 was collected for the 50/50 drawing, half of which (\$130) was won by CMCS Member Forest Faulkner, the other half goes to the scholarship program CMCS supports at Shoreline Community College for the General Motors - Automotive Service Educational Program (GM-ASEP).

Meeting Adjourned: At 1:06 pm.

Membership Renewal Information

All members who initially joined CMCS prior to April 1, 2020 have a common renewal deadline of March 31st each year. This will not change.

Members who initially joined after March 31, 2020, per current CMCS bylaws, your renewal deadline each year is one day prior to that join date.

As of this printing there are 121 member addresses that expire on March 31.

Tech Tip - Car Batteries Care and Feeding

by Oran Petersen

Part 2: Battery Chargers & Tenders



(Part 1: *Battery Types & Groups* is the January 2022 OYM)

You can use a battery tender, or a “smart charger” to keep your battery charged during long storage periods. A smart charger adjusts the charge amperage based on the state of charge and load on the battery. The tender goes into “monitor” mode (also called “float” mode or “maintenance” mode) when the battery is fully charged. If it senses a decrease in charge below a set point (voltage reading), it reverts to charge mode to bring it back up.

Since 2011 Corvette has offered a **Battery Protection Package (Regular Production Option)** RPO# ERI. This is a CTEK brand unit available for about \$100 that has the Corvette logo. It is a 3.3 amp smart charger equipped with a power plug (cigarette lighter type) that connects to a power port near the battery in the hatch area of the car (no clamps). It will work fine with either a flooded or AGM battery. Doing some **Corvette Black Book** research I found that between 1/3 and 1/2 of new car orders included the option, so there are a lot of them out there. You can also buy them at Chevrolet dealers. These, like other tenders, can be used continuously without overcharging the battery. Since some C6 and all C7 batteries are nested in a cavity in the hatch area under the carpet, connecting clamps to the battery posts is not very convenient. The power plug solution is the way to go for these cars. Hint: on my C7, I place the box the tender came in on the steering column, blocking the instrument panel, as a reminder to disconnect before driving. (I know none of you would do something like that.) The battery on the C8 is located in the front compartment. The RPO #ERI is offered on these as well.

Note: To jump-start most cars you should connect the cables directly to the battery terminals (under the carpet and a cover.) Do not try to use a power port.

Note: when connecting, always connect the negative (black) cable last and disconnect it first. This is true both when working with the car battery cables and when jumping with cables. This prevents you from accidentally shorting the positive terminal to a chassis ground, causing serious issues.

Concerning the C5, through the year 2001, GM specified a Group 78 (side post). For some reason, for 2002 & 2003, GM specified a Group 75, which is the same except for a one-inch shorter length. However the part number for the battery tray is the same for all C5 cars. I dropped a Group 78 into our 2003 with no issue. For 2004, the last of the series, GM specified a Group 86, which has top posts (not side posts). Also, the Corvette forum mentions that there is an ECM located under the battery tray, which can be damaged by battery acid if you develop a battery leak. Another reason to use an AGM, which is leak-proof even

if damaged. Also, Odyssey and Optima brand batteries, which are all AGM, offer a dual-post Group 75/86 that will fit all C5s. The top posts also make it a bit easier to connect the tender clamps.

The C6 series from 2005 to 2013 offer more challenges to get a quality battery with a good fit. **Corvette Web Central suggests the following:**

- **2010-2013:** Group 35/85/T5/96R/90, **GS:** Group 35/85/T5/96R/90, **Z06:** Group T5/96, **ZR1:** Group 35/85/T5/96R
- **2009:** Group 35/85/T5/96R, **Z06:** Group 90/T5/96R, **ZR1:** Group 35/85/T5/96R
- **2008:** Group 35/85, **Z06/427 Limited Edition:** T5/96R
- **2007:** Group 90/T5/96R
- **2006:** Group 90/T5/96R(**Base & Z06**)
- **2005:** Group 25/75/86

As for brands (AGM only), they suggest the following Group 35:

<https://www.corvette-web-central.com/Best-Battery-for-C6-Corvette.html>

- Optima Batteries 8020-164 35 Red Top
- Delphi BU9035 MaxStart AGM Premium
- Deka 9A35/85 AGM Intimidator Battery

The Group 90 battery is quite rare in usage. It was picked for its smaller size because the C6 is narrower than the C5 making a larger battery a tight fit in the engine compartment. This is why the Z06 and ZR1 have the battery located in the hatch area. The larger engine takes more room.

How Long to Go Without a Tender Before Your Car is a No-Go

The length of time your car can sit idle before it won't start has many variables that we need not list here. With high-end cars such as the Corvette, the drain is higher rather than lower, especially if you activate the security system when it is in the garage. Our Corvettes are mostly not daily drivers and are not often driven in bad weather in the normal course of operations. So good practice is to connect the tender as part of the parking routine if the car is going sit for a week or longer. Once you are set up it does not take long.

When to Replace - Symptoms, Testing, Warranty and Analysis

My biggest clue to a low/old battery is to detect slower cranking. Battery internal electrical resistance increases as it ages, impacting the amperage and voltage available, which means less power to the starter. This means it is time for further investigation and usually means it is time for a new battery.

Testing: Testing the voltage of a fully charged battery is also useful. They should test about 12.6 volts (or a bit more) for a good battery. Even a slight drop of an unloaded battery indicates an issue. Even better is to take it for a test at an auto parts store or other store that specializes in batteries, such as auto parts stores and Batteries & Bulbs. Many tire shops can do it also if they sell batteries. If the tester comes back with “charge and retest” or “replace battery” it is probably time to go shopping.

I have a \$120 battery tester that I use on my cars and others. These are not as good as the testers that dealers and high-end shops use, called “capacitance” testers, but are OK if you use them for an “initial test” and understand that their ability to “load” the battery is limited.

The testers also calculate the “Cold Cranking Amperes” (CCA) which is one of the basic specs listed for batteries. The rated CCA (in balance with its Reserve Capacity - or RC) is closely related to its quality and thus price but there are other factors as well. I highly recommend that you not buy the bargain basement batteries with a rated CCA less than the OEM battery. Testers will send you a “replace battery” message when the tested CCA falls below the acceptable threshold of the rated CCA. This is the primary indicator that the internal resistance of the battery is no longer within acceptable tolerances.

My tester, and most others, can do in-vehicle or out-of-vehicle testing routines. If you do “in-vehicle”, the tester also initiates a procedure you can follow to start and rev car that tests the alternator system. Of course if the car’s system is bad, the battery will suffer accordingly. Especially for top posts, it is critical that the car cable battery connectors be clean and tight. I always try to make a direct connection between the battery post and the tester clamp. If you clamp to a cable connector that has resistance to the post, all readings will be off.

Buying a New Battery - Price, Warranty, Capacity and Quality

These are personal choices based on your needs, budget and use of your car. Below is an example of Interstate batteries for a C7 which is typical for most cars and brands. Another specification included in the table for consideration is the RC value (Reserve Capacity). This is the number of minutes a fully charged battery at 80°F will discharge under a 25 amp load until the battery drops below 10.5 volts. RC gives you an indication of how long and how far you can go after an alternator failure before you are stranded on the side of the road. Interstate makes 5 batteries in Group 48 (DIN H6). Three flooded and two AGM.

Interstate Group 48 Comparisons

Model	Type	Price (\$)	Warranty Months	\$per Month	CCA Amps	RC Minutes
M-48/H6-1	Flood	\$130	18	\$7.22	610	95
MT-48/H6-1	Flood	\$155	24	\$6.46	615	95
MTP-48/H6-1	Flood	\$175	30	\$5.83	730	115
MTX-48/H6	AGM	\$220	36	\$6.11	760	120
MTZ-48/H6	AGM	\$300	48	\$6.25	730	130

National Corvette Museum (NCM) Report

by Kevin Wilson (Local NCM Ambassador)

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Artifact of the Month: Grady Davis / Don Yenko Croton Watch:

You will recall that last month I announced that the National Corvette Museum launched 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. Here is this month's offering:

Long before the 8 victories at Le Mans and the 14 Championships won by the factory-based Corvette Racing team, there were only the "privateer" race teams campaigning Corvette. Because of a voluntary ban on racing by GM, it took people like Tommy Morrison, John Greenwood, Tony DeLorenzo, Jerry Thompson, Doug Bergen, Bob Johnson, and others to build Corvette's reputation as a competitor. Before all of them though, it was the Grady Davis Gulf Oil Racing Corvettes driven by Don Yenko and Dick Thompson, that were making history.

On June 11, 1955, Le Mans became the site of the worst disaster in motorsports history, when a car went off track into the crowd, killing 83 spectators and the driver. In response to this tragedy and a desire to avoid government intervention, GM joined others from the Automobile Manufacturers Association, and agreed to a ban on motorsports activity.

The desire to see and experience sports car racing continued though, so it was then that "privateer" racers took the wheel. Privateers bought their Corvettes from the dealership with whatever performance options they could get, and then modified them for racing. For teams that did well, they might begin to see "heavy-duty" parts show up from Chevrolet Engineering for "testing" on track. Grady Davis, Vice President of Gulf Oil, was one such privateer. Using Gulf Oil research and development resources, and some clandestine heavy-duty help from Chevy engineers, he was able to give his drivers Corvettes that could win.

For drivers, he connected with Chevrolet dealer and racer, Don Yenko. Don was fiercely competitive, and a person who could understand what his cars were doing mechanically. Later he would become best known for his Yenko Camaros. Dick Thompson, aka the "Flying Dentist" was on the team as well. Together Dick and Don began driving Corvettes for Gulf Oil Racing in 1961 and won the National Championship that year.

On February 11, 1962, Davis, Yenko and Thompson brought their Corvettes to the opening race in the World Sports Car Championship series at Daytona International Speedway. The two Gulf Oil Corvettes came in 1st and 2nd, with another Corvette privateer taking 3rd for a Corvette podium sweep. The team would go on to take the B Production class championship in 1962 and 1963 with Gulf Oil Corvettes.



This Croton watch was given to Don Yenke by Grady Davis after the 1963 racing season. The watch is engraved "To Don from Grady '63" on the back.

NCM Announces New Consulting Executive Chef: The National Corvette Museum is pleased to announce that Chef Bobby Hammock has joined the organization as Consulting Executive Chef of the Stingray Grill. Beyond overseeing general restaurant operations, under Hammock's new leadership, the National Corvette Museum will now begin internal catering operations for small and mid-sized events on property.

Chef Hammock started his career as a line cook at Opryland during his college career and became an apprentice there. He worked as chef at the Four Seasons Dallas and The Grove Park Inn Resort in Asheville, North Carolina. Chef Hammock received an MBA in Business Administration from Montreat College. From Asheville, Chef Hammock moved back to Tennessee and began working as the Executive Chef for Restaurants at Bridgestone Arena in Nashville Tennessee. Most recently, after serving as Executive Chef for almost a decade at the Country Music Hall of Fame and Museum. He was lured out of



retirement for this exciting new opportunity by President and CEO of the NCM, Sharon Brawner. For those of you who recall, Sharon came to the NCM in September of 2021 from the very same Country Music Hall of Fame and Museum. They worked together for many years and by teaming up again great (and tasty) things are sure to come.

New Offering at the NCM Motorsports Park:



The NCM Motorsports Park now has a new offering! The GM Bundle is your chance to drive both a C7* and C8 Corvette! With this bundle, you get four laps around the track in each car for a grand total of 8 laps! If you are interested in this track experience you can sign up here: <https://book.peek.com/s/bdf5867b-553c-4f63-af19-cdc4abedc880/zg2mw>

The NCM is located a little more than an hour up I-65 from Nashville.

Note: *The C7 Corvettes are manual shift

Get Agreed Value Protection with NCM Insurance: With auction month just ended and if prices are any indication, it's going to be a great year for those with a collector vehicle in their garage. However, rising values can be a double-edged sword if you don't have enough insurance on your car and the unthinkable occurs. If you do not have collector vehicle insurance to protect your prized possession now is the time to consider an Agreed Value policy.

With Agreed Value protection, the NCM locks in the value of the vehicle with no depreciation for the lifespan of the policy. If a total loss ever happens, the agreed value is what is paid out to you. With no hassle! Most standard auto companies will offer the value of the vehicle at the time of loss AFTER taking out depreciation. The best part is the NCM annual premium is often 50% less than standard auto companies. The NCM will also insure the upcoming 2023 Chevrolet Corvette Z06! They also insure ANY collector vehicle, not just Corvettes!



They also offer HPDE Insurance (Agreed Value; Single Event Coverage; Coverage Extended To Instructors)

AND they offer Race Car Insurance (Agreed Value; Transit, Storage; Paddock Coverage; One Liability Charge On Collector Vehicle Policies)

You can get a quote on-line here: <https://www.ncminsurance.com/>

Or you can call the NCM at 270-467-8848

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 Red Mist Convertible
Limited to 1500 Tickets

Price: \$200

Drawing: March 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 are the latest winners of the last Corvette Raffles: Even though February was a short month, there were 2 Corvettes Raffled.

The **2022 Build Your Own Corvette** was won by Robert Hendricks of Little Valley, NY with ticket #0133 drawn on 2/3/2022. 996 of the 1500 available tickets sold at \$250. This raffle was not sold out.

The **2022 Hypersonic Gray Corvette Coupe** was won by Jack Drolema of Marne, MI with ticket #0275 drawn on 2/24/2022. 1455 of the 1500 available tickets sold at \$150. 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. is OPEN)
- MiM 2022 9-Day Caribbean Cruise | April 15-24 2022 (Reg. is OPEN)
- NCM Michelin NCM Bash | April 28 - 30, 2022 (Reg. is OPEN)
- MiM Explore Buffalo | May 24 - May 28 (Registration opens early Spring). For shortlist contact Bryce@Bryce@CorvetteMuseum.org or Maci@Maci@CorvetteMuseum.org
- 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. (Reg. is OPEN)
- MiM Le Mans Tour 6/3 @ 8:18 pm - 6/14 @ 9:18 pm (Reg. is OPEN)
- 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 Spring)
- 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:

The NCM often offers unique items for sale on E-bay? You can view their items up for auction here: <https://www.ebay.com/sch/nationalcorvette/m.html?item=154852463421&rt=nc&trksid=p2047675.m3561.l2562>
That's all for now - Save the Wave!

Activities Current as of 2/25/22

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

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**
- 03/12 Tacoma Corvette Club 17th annual open house at Corvettes of Auburn.
 CMCS members are invited. Noon to 3 pm. Flyer at
<http://tacomacorvette.com/OpenHouse/2022/2022OpenHouseFlyer.pdf>
- 3/19-20 **CMCS Wet Weekend, Suquamish Clearwater Casino Resort.**
Registration deadline is extended to March 8th
<https://www.corvettemarqueclub.com/event-3703732> **Activity**

April 2022

- 4/7-10 NCRS Louisiana Regional, Pontchartrain Center, Kenner Louisiana
- 04/10 **Adopt-A-Highway Cleanup** [Page 13.](#) **Board**
- 04/14 **CMCS Board Meeting. Family Pancake House, Redmond 5 pm**
<https://www.corvettemarqueclub.com/event-4521166> **Board**
- 04/16 **CMCS General Meeting. Collector's Choice Restaurant, Snohomish.**
Registration deadline 04/05.
<https://www.corvettemarqueclub.com/event-4713939> **Activity**
- 04/19 **CMCS Submarine Tour. Submarine Base in Bangor, WA. Registration**
deadline. 03/30. 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.
<https://www.corvettemarqueclub.com/event-4534550> **Activity**

May 2022

- 05/14 **Autocross Sanderson Field** **Autocross**

June 2022

- 06/11 **Autocross Sanderson Field** **Autocross**

July 2022

- 07/04 **Bothell Parade** **(Parade)**
- 07/09 **Autocross Sanderson Field** **Autocross**
- 07/23 **Des Moines Seafair Parade** **(Parade)**
- 07/27 **Greenwood Seafair Parade** **(Parade)**
- 07/30 **Autocross Sanderson Field (Viper Club)** **Autocross**
- 07/31 **XXX Root Beer Drive-In All Corvette Show. Details to follow.** **Activity**

August 2022

- 08/20 **Snoqualmie Railroad Day Parade** **(Parade)**
- 08/13 **Autocross Sanderson Field** **Autocross**
- 08/13 Eastside Corvette Show
- 08/27 Ridgefield Cruise-In

September 2022

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

December 2022

- 12/01 **Woodinville Lighted Car Parade** **(Parade)**



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