

On Your Marque

July 2022



Rodney Banks' 2019 Torch Red Coupe



CORVETTE



**CLUB
SEATTLE**

1963

2022

Our 59th Year

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NCM	(Send email)	Kevin Wilson	(206) 286-8750
Sponsor Liaison	(Send email)	Steve Yabroff	(425) 486-4458

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President’s Column *By Bruce Boyd* *CMCS President*



The June Board meeting saw Chad and Diane Gudjonson and Mike and Dawn Gaz step forward to handle charity activities for the club as a couple's team. Chad offered a heartfelt explanation of their desire to honor Marty Cameron's efforts and the friendship they enjoyed. It is always great when club members volunteer to fulfill important positions. Thanks to both couples for stepping forward.

The weather has continued to be an issue for outdoor events. Unfortunately, our general membership meeting fell victim to the weather. We had to cancel with late notice to folks and hopefully everyone was notified. Mike and Melissa

Olejniczak's home in Snohomish is an excellent venue for an outdoor meeting but not with a wet soggy yard to park our Corvettes and the weather forecast for the weekend was not friendly.

As I write this, tomorrow is the official beginning of summer but folks in the NW know it really starts on July 4. The report for the week looks good, let's hope it holds and we can get out our cars for some fun.

Fenders on Front Street was on Father's Day, and our own Steve Kyle won the trophy for the "Favorite" car between 1950 and 1969 with his beautiful Venetian Red 1957. The car is featured in the February OYM. A few of us joined Evergreen Chevrolet's team. The weather held out and Front Street was full of spectators.

Check the website for all the activities coming up. July 4th Picnic don't miss it! Other activities include the July 2nd Car Corral at Pacific Raceways during the Vintage Races, July 17th Adopt a Highway and July 31st XXX Root Beer Drive-In All Corvette Show. There are several parades. Check the website for availability.

Get out and let others enjoy seeing your Corvette! Happy Motoring until next month.

Cover - Rodney Bank's 2019 Coupe



Rodney joined CMCS in October 2021. He comes to us originally from Miami, Florida. He has worked in the electric utility industry for 38 years, retiring in 2015 in Portland, Oregon. PSE brought him out of retirement in January 2021, bringing him back to the PNW. He purchased his 1st Corvette C6 in 2007. He is happy to be a CMCS member.



Laps from the Past

by Gary Main



55 LAPS AGO: July 1967. The meeting was opened by President Maureen Morse, after a \$4.00/per person buffet dinner, on the poolside patio of the Flight Lounge at the Hyatt House near Sea-Tac Airport. Mr. Gary Anderson from Standard Oil of California presented information on Octane, fuel & oils that you Smooooth your Corvette with. Rumor (unconfirmed as of this writing) has it that the SPLASH?!?! heard near the end of the meeting was CMCS Activities Chairman Bruce Kelly (still a member in 2022) throwing President Morse into the pool. (Ask Bruce about that one next time he shows up for a CMCS meeting).

Newsletter Articles:

- A tech article by Carl Mollnow (still a CMCS member in 2021 but hasn't yet renewed for 2022.?) described how, using a Stanley Surform file, to trim away the inner lip of all 4 fenders of your Sting Ray to accommodate the new 9.75x15 Goodyear Racing Tires on 6" rims. Carl escaped the wrath of NCRS (National Corvette Restorers Society) members because NCRS didn't exist prior to 1974.
- Tech Tip (also by Carl Mollnow) described how to make the higher octane fuel needed for your L-88 by a 10% mix of methanol with Super Custom gasoline resulting in a 104.52 (research method) octane. Methanol was available in Seattle for 61.5¢ per gallon in 54 gallon drums.

Membership: 60 including 6 new members joining in July.

Activities:

- CMCS Underground Tour and Blue Banjo Blast, chaired by Arrowsmiths.
- Big Bore II Championship Autocross, chaired by John R Thomas
- Corvette Cove at Pacific Raceways, chaired by Jerry Patten, that included providing 34 Corvette roadsters to transport the "parade of drivers" during the USRRC event.
- 11 more Autocross & Rallye opportunities with other clubs in the Puget Sound area during July.

Dealership Sponsor: Alan Green Chevrolet

50 LAPS AGO: July 1972. The meeting was held at the Fog Cutter restaurant serving prime rib with all the trimmings for \$5.50. Jeff Weymouth was president.

Entertainment was a talk on Drag Racing presented by Jerry “The King” Ruth. A jacket was chosen as the CMCS summer standard, an “Old Gold” jacket with white/black/white stripe, the club patch and an optional name tag for \$10.75. Walkie-talkies were modified with new crystals to match channels at a cost of \$20.

Membership: 73. There were no new members.

Activity:

- An “Old Highway Tour” took in portions of the Old Snoqualmie Pass Highway, Blewett and Stevens Pass. This was done in one day with a stop for a picnic lunch.
- “Mid-Summer Madness” an NWACC sponsored a concours, autocross, dance and dinner.
- Westport Salmon Trip.

Newsletter Articles:

- “Keeping Your Baby Cool” by Carl Mollnow (a CMCS member through 2021).
- Tech Tip on how to keep your parking lights on when the headlight are also on reprinted from the Denver “Vette Gazette”.
- “Of Muncies and Synchronos and Such” by John R. Thomas. A very detailed discussion on how to troubleshoot and fix a gear crash into 4th-gear at high rpm on the 4-speed transmissions.

Dealership Sponsor: Bill Hazelett Chevrolet

40 LAPS AGO: July 1982. President Noreen Millen conducted the meeting at sponsor Lee Johnson Chevrolet in Kirkland, where those attending enjoyed pizza and beer afterwards at the dealership. There was no image of a Corvette on the cover of the OYM, whether by design or error. Great article in OYM entitled, “Red Corvettes Under Suspicion” by Newsletter Editor Wendy Feasel-Hodges.

Activities:

- Fort Flager (4th annual on Marrowstone Island on the Peninsula) 4-day event July 2-5. Family event with kids & relatives. Cost was \$2.50 per day per family for the “bunkhouse” facility. Weather was poor. The Peninsula Corvette Club also attended. Games of “31” (a traditional CMCS game for overnight trips for many years) and a Ping-Pong challenge were two of the activities.
- Three ‘Parking Sessions’ at Seattle International Raceway (SIR, now PR). These earned CMCS “points” towards track time later in the summer.

- A tour to Mt. Rainier.

Membership: 118. 91 full, 7 affiliate, 18 associate and 2 honorary. Todd Pistorese was chair. There were no new members.

NWACC: held an Autocross & Concourse in Tri-Cities

NCRS: held its annual Expo in Puyallup

Dealership Sponsor: Lee Johnson Chevrolet.

30 LAPS AGO: July 1992. President Bob Lazaroff conducted the meeting in the garden at the home of CMCS members John & Dorothy Sinnar in Bothell. Food was a pasta potluck.

Membership: 88. Dee Esping was chair. There were no new members.

Activities:

- Parades: Greenwood & Seafair
- School Daze with 77 people and 36 cars at SIR (Seattle International Raceways.) (this is a high-speed driving instructional event, not a “race”)
- CMCS/Rain Country track date at SIR. (Rain Country was a CMCS spin-off organization focusing on Autocross and other track events.)
- Display of CMCS Corvettes at the Vintage Races sponsored by SOVREN (Society of Veteran Racing Enthusiasts) at SIR. This event benefits Children's Hospital.
- Two Rain Country NWACC autocross events.

Newsletter:

- A poem “A Day Together On The Lawn” by Ben Benninghoff reflecting a past car show on the Columbia Winery grounds.
- Report on a trip to Reno - Dog Patch Days by Terry Thorsen
- “Get Your Wheels on Straight” by Cloyd Jackson, discussing 4-wheel alignment.
- “Sponsorship and Club Quality” by John Bell discussing the value of sponsors and the obligations of members to support those sponsors.
- “To Sunspot and Back with LPTWS and Such” by John R. Thomas. A report on a trip to Sunspot New Mexico including a discussion on the Low Pressure Tire Warning System.

Dealership Sponsor: Roy Robinson Chevrolet (New sponsor as of June 1992.) After a 17 year partnership, Lee Johnson Chevrolet in Kirkland discontinued their sponsorship of CMCS.

20 LAPS AGO: July 2002.

Side-by-side red, white and blue Corvettes were on the cover to celebrate the 4th of July. Red was Vinny Vajgrt's 1999 LT1 6-speed Magnetic Red Coupe. White was Bill & Laurie Preston's 1966 Ermine White 327, 350 hp M21 4-speed coupe. Blue was Greg Westford's Mulsanne Blue 1970 454, 390 hp 4-speed convertible. President Dennis Montgomery conducted the meeting at the Maltby Community Park. This was the Membership Appreciation Picnic. A total of 60 attended. Gary Main brought the valve cover race track for some spirited racing competition.

Activities:

- The 14th Annual Pacific Northwest Historics Vintage Auto Races, featuring the Corvette's 50th Anniversary, took place at Pacific Raceway.
- Friday Night at the Drags. (CMCS Corvettes running the quarter-mile drag strip. Organized by Howard Esping and Wayne Kanaby)
- Take Me Out To the Ball Game. Ninth annual CMCS "Saturday Night at the Ball Park" with the Everett Aquasox, organized by Ben Benninghoff. (Inside Corvette parking with a car show and "Back to the 60's" theme.) The Aquasox won the game.
- Parades: Bothell, Edmonds, Redmond Derby Days, Greenwood Lake, and the Strawberry Festival on Vashon Island followed by a BBQ at Cece & John Nelson's.
- School Daze: 43 cars for ground school and track day at Pacific Raceways. (School Daze was an instructional event with high-speed driving, not a race.)
- Fast Women's Weekend (5th annual) to La Conner WA) No men allowed.
- There were a number of non-CMCS club events that some CMCS members attended, including: Columbia River Corvettes, Corvettes de Olympia NWACC Show & Shine, Tacoma Corvette Club's "Shadow of the Mountain", High Desert Corvette's Deschutes River Run, Rose City Corvette Classic and "Glass on Grass" in Spokane.

Membership: 268. Lorrie Montgomery was chair. New members were Rob & Sheila Wyllie.

Newsletter Articles:

- "Let's Go Valve Cover Racin' - Round Two" by Gary Main.
- "Hot Off the GM Newslne" by Gary Main. (Gary was a GM employee in those days)

- “CMCS Member Biographical Sketch”, a new CMCS feature. This one was about Tim and Mona Cox. (Now these “sketches” are of the members that own the cover car on that CMCS newsletter issue.
- Report by Wayne Kanaby on Kayla Main’s RAD (Really Awesome Driving) event #1 to Hood River.

Dealership Sponsor: Seaview Chevrolet

10 LAPS AGO: July 2012. Chuck & Stacie Geyer’s 1999 C5 Light Pewter metallic coupe was on the cover. President Stan Trask conducted the meeting at Perrigo Park in Redmond. This was the Membership Appreciation Picnic.

Membership: 231. New members were Jay Holman, and Steve & Kathy Murdock.

Activities:

- Shadow of the Mountain by the Tacoma Corvette Club held in Leavenworth. Several CMCS members attend this annual event.
- All Corvette Show at Lee Johnson Chevrolet
- NWACC Autocross in Shelton
- School Daze at PR (Pacific Raceway- former SIR).
- Parades: Bothell, Kent Cornucopia, West Seattle, Des Moines, Chinatown, Greenwood and Torchlight.

Newsletter Articles:

- “Adventures with a C5 TPMS System” by John Lucke. Discussed issues with the Tire Pressure Monitoring System when replacing tires or sensors.
- “Vettes for Veterans Event Report” by Gary Main with many photos.
- “50’s Tour Event Report” by Oran Petersen with photos. This event also included the General Meeting, a Poker Run and a square dance intro session hoedown.

Dealership Sponsors: Lee Johnson Chevrolet & Speedway Chevrolet

5 LAPS AGO: July 2017. Ken Huebner’s 2016 Long Beach Red Z51 Convertible was on the cover with a background of a Lockheed Constellation. President Oran Petersen conducted the meeting at the Membership Appreciation Picnic held at Perrigo Park in Redmond. The picnic included a pie, cake and cookie baking contest and celebrated the 241st birthday of the USA. Lou and Marilyn Arnoldi coordinated the picnic.

Membership: 258. Steve Yabroff was chair. New members were Lars & Barbara Posthumus.

Activities:

- Vintage Races car corral at Pacific Raceways
- Parades: Bothell (16 Corvettes), West Seattle, Chinatown, Greenwood and Seafair Torchlight.
- Adopt-A-Highway Cleanup
- Autocross by NWACC.
- Tour to the America's Car Museum in Tacoma with special parking to show the Corvettes and an admission discount.
- Saturday Plum Socials (5 total)

Quarterly Recognition Award: Harvey Hawks was recognized for the 2nd quarter 2017 for his efforts at the Flight Museum (tour guide, planning and more for the June meeting).

Newsletter Articles: "Under the Hood" by Kevin Jewell. Discussed "V" engines smoothness factors and ownership service costs.

Dealership Sponsor: None. (Evergreen Chevrolet became the CMCS sponsor in August.)

Lee Johnson Chevrolet and Speedway Chevrolet terminated their CMCS sponsorship at the end of June 2017 after a 10-year run.



Adopt-a-Highway - July 17th

Dave Cayton • Adopt-a-Highway Chairman
(206) 919-2940 • dncayton@msn.com

Our next Adopt-a-Highway cleanup is July 17. Hopefully the weather will be nicer than for our April cleanup. We need 8 to 10 volunteers for about 2 to 3 hours on Sunday morning to pick up litter on the shoulder of our adopted section of I-5, located about 11 miles north of Seattle. This is a great way for new members to meet other Corvette enthusiasts and do something good for our community.

Please see the CMCS website for more information and to sign up.



NCRS Report

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

(No report this month. Next month will have a report on the Nationals.)

June General Meeting - Canceled

The June picnic General Meeting was canceled due wet ground not suitable for Corvettes and bad weather for a picnic. There are no minutes.

CMCS 4th of July Membership Appreciation Picnic



Monday July 4th

Perrigo Community Park
9011 196th Ave NE, Redmond WA

Picnic Lunch

General Meeting

Pie, Cake, and Cookie Contest

50/50 Drawing

CMCS Supplies the Following:

Hamburgers, hot dogs, brats, chips, and bottled water plus condiments

Members please bring a dish to share such as appetizers, salads or vegetables.

Schedule

Noon Arrive, socialization

Snacks

2:30 pm Food served

3:15 pm General Meeting

50/50 Drawing at end

4:00 pm Bake-off Awards

(Times are Approximate)

Prizes for Best Pie, Best Cake, Best Cookies and Best Overall

The Bothell 4th of July parade group can caravan to the picnic after the parade in time to enjoy the food and meeting.

Come out and have fun. It is our country's 246th birthday!

We need help with: Setup • Cooking • Cleanup

For more information or to offer your help, contact:

Event Coordinator: Marv Scott mrmavio@gmail.com



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Evergreen Contacts

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

<https://www.evergreenbodyshop.com>

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

<https://radcustomrides.com>

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Corvette Specialists

Sales & Info



Craig Bennett

Service



Joe Torres

Parts



Billy Pace

General Maintenance

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Other certified service

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

Chevrolet Parts & Accessories

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

RAD Custom Rides CMCS Member Specials

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

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

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

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

XPEL “Fusion” 2-Step Ceramic Coating \$2295 • CMCS Member \$2120

Complete Detail for CMCS Corvettes: \$199

For Sale - 2002 Corvette Coupe

\$17,900



Silver w/black leather optional sport seats - Removable Targa roof panel
 Top of the line 3LT trim, Bose stereo w/CD, Head up display
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 Ceramic brakes w/ cross drilled & slotted rotors
 Low 64k hwy mi. Excellent shape, great gas mileage, clean title, garaged.
 CMCS Member David Ormerod (425) 821-9780 - Woodinville WA



Parades

by John Kamm

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

Hard to believe we are into summer. I do hope the weather guy gets the memo soon, turns off the rain and opens up the clouds. But I have great news from the parades front. Below is a list of parades and remainder of the openings for each.

Note: We are only allowed 20 cars per parade.

If you have asked to join a parade you will soon get an e-mail with meeting locations, times, etc. If you are new to parades and have questions as to what to expect, please call or send an E-mail. I will be more than happy to answer.

I do expect to be full-up by parade day on ALL parades, so if you're interested, please contact me to get your name on one of the few remaining openings.

- July 4th** **Bothell July 4th Parade (Full)**
(Caravan to the CMCS picnic after the parade.)
(See [Page 11](#) for picnic details.)
- July 10th** **Kent Cornucopia Days Parade (5 openings)**
- Aug. 20th** **Snoqualmie Railroad Days Parade (4 openings)**
- December** **Woodinville Lighted Car Parade**



Saturday Social at the Plum

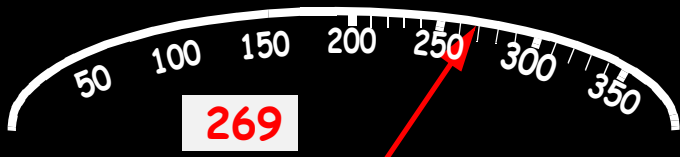
3212 NE Sunset Blvd, Renton, WA 98056
 Breakfast every Saturday at 8:30 am
 by Oran Petersen - Plum Social Coordinator

• newsletter-cmcs@outlook.com (425) 277-6141



The Membership Tachometer

by Lynn Boyd



Jim and Jill Grant have a **Torch Red Z51 C8 HTC** and a **C6 Z06**. They took museum delivery of their newest car on March 3, 2022 and drove 4068 miles to bring it home. Jim's first Corvette was a 1966 Roadster 427 4-speed. He has also owned a 1968 C3 T-top. Jim has been flying since 1968. He was an F14 pilot in the Navy and currently has a flight school at Payne Field.

Maurice & Nadia Vinson have a **2006 Velocity Yellow convertible**. His first Corvette was a 1999 which was featured in two national magazines (Vette in February 2010 and Corvette Fever in February 2010). He got the 2006 C6 Corvette in 2018. He entered it in the Father's Day 2022 car show, meeting members of CMCS. They moved to Seattle 9 years ago and got married. They have 3 kids and 3 step kids, all grown. Activities include hanging out with family, grilling, listening to music, fishing, detailing our cars, going to car shows and taking vacations, spending time with Nadia.

July Birthdays

Barbara Posthumus	1	Eric Johnson	11	Lori Rairdon	21
Susan Schlotterbeck	1	Susan Powell	12	Wayne Werner	21
Lyal Schlotterbeck	2	Robert Stone	12	Marilyn Arnoldi	22
Patrick Hill	7	Gail Smith	15	Jay Cockrum	23
Lindsey Ifland	9	Kathy Archard	18	Kevin Jewell	23
Belinda McLees	9	Lori Sunich	18	Sharon Newman	26
Chuck Geyer	10	Lorene Davidson	20	Sarah Lloyd	28
Martha Clemans	11	James Morgan	20	Jarad Smith	30



Dyno Day - Event Report

by Kevin Jewell

Five club members brought their cars to the June 25th Dyno Day. Carburetor Connection did a great job of making us all feel welcome and comfortable with the dyno. If you have read any of my columns you know that the dyno measures torque at the rear wheels and then calculates horsepower with a standard equation. Additionally, the American Society for Testing and Materials (ASTM) standard measures torque and thus horsepower at a specific temperature and

air density. The dyno operator enters the test temperature and air density and the computer will correct to the ASTM standard.



Lars Posthumus' 2014 Black Convertible



Joel Druckman's 1996 Blue GS Coupe

We did have some interesting results. Two C8s, owned by Jarad Smith & Steve Yabroff, both with the Z51 option, were there. One showed a maximum of 427 hp and the second was 416 hp. If we start with an advertised flywheel horsepower rating of 495, we can calculate that the first showed a driveline efficiency of 86% and the second 84%.

Our lone C7, owned by Lars Posthumus, factory rated at 460 hp, pulled 395 hp on the dyno for an 86% efficiency.

We had a C4 Grand Sport that had been modified, owned by Joel Druckman. Instead of the 330 hp factory rating at the flywheel, the C4 put down 306 hp at the rear wheels.

I brought my Chevy SS sedan (built by Holden in Australia) with the GM LS3 engine. In the C6 Corvette the LS3 was rated at 430 hp base, or 436 hp with the dual mode exhaust open. However, in the SS sedan the factory rating was only 415 hp and no change for the dual mode exhaust. We ran the SS first in closed mode exhaust and then on the second dyno run we ran in open mode. Open exhaust showed a gain of 4 rear wheel hp. The best the SS did was 341 hp, reflecting an 82% efficiency, or perhaps some defect. When we reviewed the dyno curves, there was a noticeable dip in both torque and hp about 4,000 rpm. The dyno operator said this was the result of the knock sensors feeling a pre-ignition knock and cutting a bit of timing. That dip was about 15 hp. According to the dyno operator this dip could have been the result of a bad tank of gas, or even that the driver had been driving the car too conservatively and the computer adjusted the spark/fuel maps accordingly.

You might have read that the smart computers will “read” your driving style and adjust the performance to match. Over the 4 dyno pulls, on each run we got slightly higher torque and hp numbers and the final pull was a full 3% higher than the first. Word to the wise. If you sign up for a dyno day, go out and romp on the car a few times before arriving at the dyno facility.

A couple of club members spent some time exploring supercharger options that Carburetor Connection could offer. A fun time was had by all.

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



The evolution of automotive headlights. Although our children sometimes think that I am old enough to have experienced acetylene gas headlamps, I have assured them that is not quite true. During my automotive formative years, all vehicles sold domestically were equipped with two round 7 inch sealed beam headlamps. Each lamp had filaments for both high and low beam. The bulbs were glass and rather easily broken by a stray rock. The filaments could burn out and we would see lots of one headlamp cars on the road, although that could get the driver a ticket or at least a warning stop by the police. However, the advantage was that every car used the same headlight bulbs and every corner service station, or auto parts store, had an ample supply of replacements at very reasonable prices. The disadvantage of these lamps was rather poor lighting (certainly by current standards) and there were European imports, and some US aftermarket companies that featured “flamethrower” headlamps. These super high beam lamps were frowned upon by law enforcement but that didn't stop many sports car owners from making the change.

For 1958 the Federal Government revised the regulations to allow two 5 ¾ inch round headlamps on each side of the vehicle. Some states had earlier allowed this change so there were some vehicles available in 1957 that had the four-headlight system, and some other manufacturers signified the upcoming change with larger turn signals beside their 7 inch headlamp. However, by 1958 most of our bigger cars all had dual round headlamps. With this system one lamp was the low beam and the second was high beam. With the first gas crisis in 1974, the regulations were changed again to allow rectangular headlamps, all in the name of lowering the car hoods to improve aerodynamic efficiency. Soon almost every available new car would have the twin rectangular headlights. Again, these were readily available, and reasonable in cost. However, federal regulations still prohibited any covering over the headlights. I remember fitting removable plastic covers over the four-headlight system in our 1985 Mustang for better aerodynamics, but mostly because I thought it looked cool. The government had much the same idea and by 1983 had issued new regulations that allowed non-standard shaped headlamps with replaceable bulbs, but it took several years for these types of headlamps to become common. It didn't take long for the aftermarket to develop higher performing bulbs for this type of headlight and many of us were

routinely changing the factory bulbs for higher intensity halogen bulbs. The bulbs might now cost \$40, but still rather inexpensive. Now that there was freedom in headlight design, it didn't take long for the automotive manufacturers to start trying out the newer technologies. Various forms of high intensity headlights, xenon is one example, now became standard. Changing the headlights became almost a thing of the past, as the newer headlights were not only far superior in brightness but would last indefinitely. However, if replacement was necessary, hang onto your wallet. Last year we paid \$623 to replace one headlight and that fee is considered cheap when compared to many headlight replacement costs. Now I will be one of the first to argue that we have already gone over the top with brightness and am often blinded by the super bright headlights of upcoming cars. The latest headlamp technology change is expected to be adaptive headlights which will change from low to high beam and back based upon upcoming traffic. Also expected are headlights that might always be on high beam, but lower the beam to oncoming traffic, or even steering wheel input. Now you might be thinking that automatically changing from high to low beam is nothing new. You are correct. Way back in 1952 GM introduced Autronic Eye on certain models of the higher priced marques. Chrysler also had their Twilight Sentinel. You might remember seeing the tube on the dashboard that held the sensor for these devices. There were problems as often these devices would cycle the headlights back and forth between bright and low beams from something like a roadside sign. Most cars still relied on a dimmer switch mounted on the left side of the floorboard. As cars got lower our feet were stretched out and this dimmer switch was often in the way of where we would need to place our left feet while driving. I well remember driving somewhat aggressively and my left foot would constantly change the headlamp brightness as I braced my left leg. I suspect many of us thought the move of the headlight control to a stalk on the steering column and a dead pedal on the left side of the floor was a great innovation. In closing this topic, I should add that if you have a vintage Corvette with single 7" headlamps or even the smaller round or rectangular lamps the aftermarket has not forgotten you. LED headlights are available for almost every application. Check Amazon or other sources to find LED headlamps for vintage automobiles, some that even feature daytime running lights.

The latest NW racetrack. Circuit of the Northwest (CNW) is getting closer. When complete in 2023, this should be an awesome track. Located on 232 acres with a 2.34-mile course, the track will feature the longest straightaway in North America. CNW will be a "country club" track where individuals can buy memberships and have private facilities at the track. The first 200 investors will be Founding Members. The founding fee is \$68,000 and annual membership fee will be \$5,000. Probably peanuts compared to some golf memberships. Members

will have the option to buy or lease an autominium at the track, ranging in size from 1,200 to 4,000 square feet. Founding members will receive the right to 150 track days per year for what we assume will be their various track toys. The track developers anticipate that 20% of the members will be from outside the PNW. Since the track is located adjacent to the Bremerton Airport, this will be easy for out of state members to visit the track. The Bremerton runway is 6,000 feet which can easily accommodate private jets and even private 737s. This column was originally written a couple of months ago. CNW developers have been reaching out to any potential members and in June they made a presentation at the Hagerty Driver's Club facility. After the full presentation of all the benefits, they opened up to questions. In response to one question, they acknowledged that they have not yet selected a contractor. When you consider that this is a major civil construction project before they even get to the building improvements, I think it fair to assume that this track will not be open in 2023. Maybe I will check back in a year.

Mini's new CEO. German manufacturer BMW has announced that Stefanie Wurst will be assuming the CEO role at the Mini division. Ms. Wurst plans to expand on Mini's electric strategy and sustainability. I don't know Ms. Wurst, but I imagine that she might be a bit sensitive about any names you might apply if her children become unruly. OK, that was bad, but I couldn't resist. With that, I will sign off for this month.

CMCS General Meeting - Saturday August 20th

Michael & Melissa Olejniczak's Home

930 158th Ave SE, Snohomish, WA. 98290

**Caravan meets at 9:40 am and departs at 10 am from Kohl's/
Target Complex at the end of 520 in Redmond**

Start about 11 am • Noon Lunch • Meeting about 1 pm

**Bring everything you need as if it is your own picnic lunch
(food, chairs, table service, condiments, trays, etc.)**

Grill available if needed for your meat

Hosts are offering parking on a large grass area and facilities only!

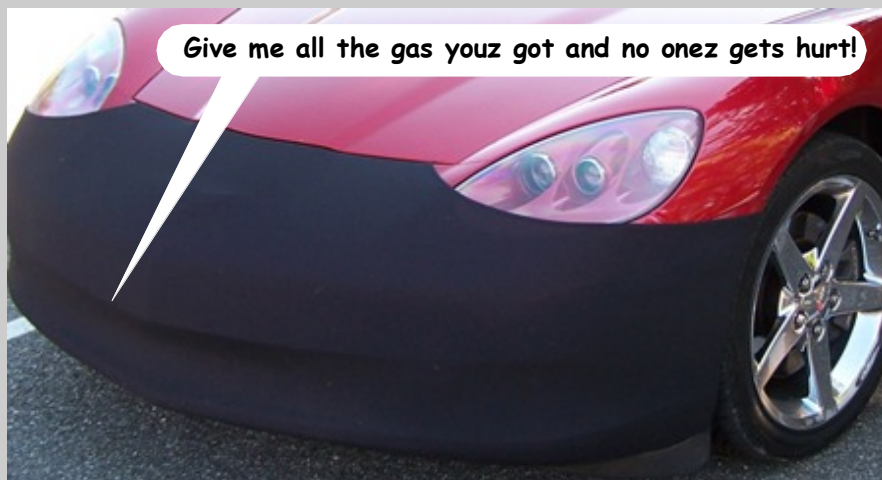
We are guests on their private property.

Register on the CMCS website

<https://www.corvettemarqueclub.com/event-4820843>



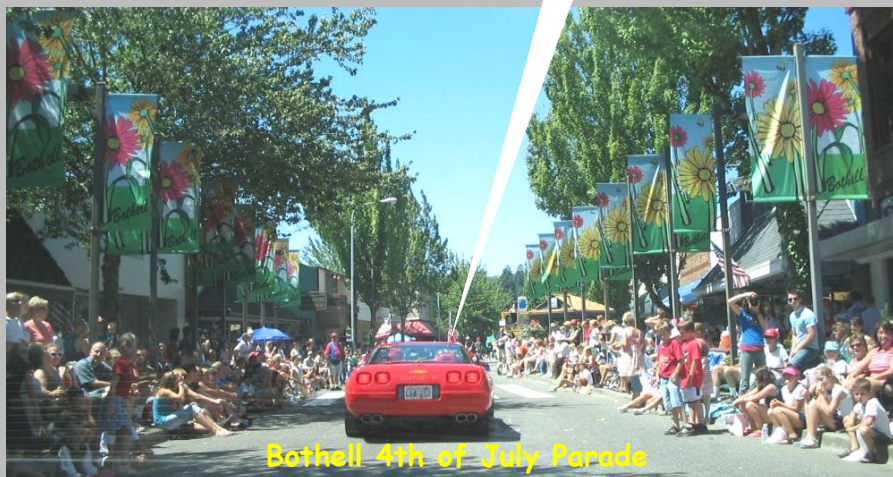
Retro Funny Foto - The "Hood"



First published March 2006

Retro Funny Foto - Late for the Parade

Look at the traffic and crowds. 3 miles per hour! I told you we should have left earlier to be on time for the parade! I wonder what all these people are looking at.



Bothell 4th of July Parade

First published August 2007

National Corvette Museum (NCM) Report

by Kevin Wilson (Local NCM Ambassador)

kevinwilson@g.com (206) 286-8750



(Kevin was on vacation and was unable to submit his usual comprehensive report on NCM doings.)

Below are current NCM raffle cars and a list of current NCM sponsored events.)

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@g.com). Here is the Raffle line-up:

2023 Hypersonic Gray Coupe
Price: \$100 Limited to 2000 Tickets
Drawing: July 14. 2:00 PM Central



2023 Red Mist Coupe
Price: \$20 Unlimited Tickets
Drawing: Sept. 3. 2:00 PM Central
These are the least expensive tickets!



Current National Corvette Museum Events: The NCM has set up some great trips for 2022. In the West this year there will be TWO of the Southwest (Utah & Arizona) National Parks driving tours, as well as a Colorado trip. These are very popular tours and sell out quickly. There are other driving

tours and travel events scheduled in different areas of the US and abroad. 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. You can check the NCM website for more details about them and sign up for them here:

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

- MiM Colorado Springs 7/10 @ 4:00 pm - 7/14 @ 11:00 am. (Reg. is **OPEN**)
- 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)

Activities Current as of 6/28/22

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

July 2022

- 7/2-3 SOVREN Vintage Races. Pacific Raceways. Car Corral Saturday only. You can attend the races but not participate in the corral unless you pre-registered. Activity**
- 7/4 Bothell Parade Page 14 (Parade)**
- 7/4 CMCS General Meeting. Picnic at Perrigo Park Page 11 Meeting**
- 7/10 Kent Cornucopia Days Parade Page 14 (Parade)**
- 7/9-10 Autocross Sanderson Field Autocross**
- 7/14 CMCS Board m Redmond Family Pancake House. Dinner @ 5 pm Meeting @ 6 pm. Board**
- 7/15-17 Corvette Weekend** by Southern Oregon Corvette Club. <https://www.corvettemarqueclub.com/event-4802445>
- 7/15-16 Best Corvette Show by a Dam Site** by Wenatchee Valley Corvette Club. <https://wenatcheevalleycorvetteclub.com>. (509) 662-1234.
- 7/17 Adopt-a-Highway Cleanup Page 10 Activity**
<https://www.corvettemarqueclub.com/event-4785431>
- 7/30-31 Autocross Sanderson Field (Viper Club) Autocross**

- 7/31 **XXX Root Beer Drive-In All Corvette Show.** <https://www.corvettemarqueclub.com/event-4700273> **Show**

August 2022

- 8/11 **CMCS Board Meeting Redmond Family Pancake House. Dinner @ 5 pm Meeting @ 6 pm.** **Board**
- 8/20 **Snoqualmie Railroad Day Parade** [Page 14](#) **(Parade)**
- 8/13 **5-Star Classic Car Show** by Classical Glass Corvette Club. Federal Way. www.classicalglasscorvetteclub.com
- 8/13 **All Corvette Show** by Eastside Corvette Club. <https://www.corvettemarqueclub.com/event-4708960>
- 8/13-14 **Autocross Sanderson Field** **Autocross**
- 8/20 **CMCS General Meeting. Picnic at Michael & Melissa Olejniczak's Home.** [Page 19](#) **Meeting**
- 8/27 Ridgefield Cruise-In

September 2022

- 9/3 **Corvettes at the Marina** by Corvettes of Grays Harbor. <https://corvettesofgraysharbor.com>
- 9/8 **CMCS Board Meeting Redmond Family Pancake House. Dinner @ 5 pm Meeting @ 6 pm.** **Board**
- 9/9-11 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 <http://www.3riverscorvetteclub.net/2022-corvettes-on-the-columbia-2/>.

October 2022

- 10/13 **CMCS Board Meeting Redmond Family Pancake House.** **Board**
- 10/16 **Adopt-a-Highway** **Activity**

December 2022

- 12/TBD **Woodinville Lighted Car Parade** [Page 14](#) **(Parade)**

August 2024

- 8/22-28 2024 National Corvette Caravan. NCM 30th Anniversary. <https://www.corvettemarqueclub.com/event-4700366>



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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

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

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