

# *On Your Marquee*

*September 2022*



Marlow & Janice Krein's 1965 Ermine White Coupe



**1963**

**2022**  
*Our 59th Year*

## 2022/2023 Board/Chairpersons/Contacts

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Webmaster	<a href="#">(Send email)</a>	Shaun Hayes	
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### *President’s Column* *By Bruce Boyd* *CMCS President*



The weather has been cooperating and events have been happening!

The 2022 All Corvette Car Show at the Triple X Drive In on July 31st knocked it out of the park! We had great attendance and basically sold out of all available parking spots. It was great to see all the Corvettes in one location. Plenty of C1's which were fun to see. The results of the voting are on [Page 16](#) of this newsletter.

It was a very warm (hot) afternoon but that sure beats rain! There was a good team of members that volunteered and did a great job getting all the cars parked. Thanks goes out to all the volunteers.

As many of you know Shaun Hayes has managed the show for the past several years and is looking for a volunteer to take the reins of the show in the future.

Shaun has it all very well organized and is willing to assist anyone that may be interested. Shaun can be contacted through the club website.

The August General Membership meeting was a good time. Great weather and the caravan was a fun drive with Lars Posthumus leading. He did a great job keeping the group together and afforded a bit of spirited driving at times.

The oldest car was Dustin Carlson's beautiful 1973 Maroon Coupe, it looks like new! Dustin shared the story of the car and the many hours he spent getting it to the condition it is today. It was a gift from his father who had the car for many years and Dustin hopes it stays in the family for many years to come.

Thanks to Kendall Kunz who shared a key lime pie for dessert (I had a piece-um!) Kendall also took a great video of the event. Hopefully it can be put up on the website soon.

Special thanks to Michael and Melissa Olejniczak for hosting another fun meeting.

Robert Stone attended the Museum of Flight Event and said it was a great experience. He said he spent the entire day (almost) at his car answering question after question. He has a C8 so no surprise. But the interest in the car was excellent.

Our next membership meeting will be at the Cut Shop in Woodinville with a caravan to the site. Don't miss it. I attended a car show at the Cut Shop in the spring. Should be a good venue.

Oran Petersen and Mike Gaz have a new Saturday morning social location; Dino's Pub, just off I-405 at exit 7. I have had breakfast there in the past and they put out some good food. Look for Oran's info in this newsletter. Always a good time to get together with like-minded Corvette folks.

See you at an event soon!

### ***Cover Car - Marlow & Janice Krein's 1965 Ermine White Coupe***

Marlow was a member for 41 years and Janice since their marriage in 1993. He owned this car for 53 years. Marlow passed away on August 23rd. See [Page 11](#) for his obituary and more details.

## ***Laps from the Past***



***by Gary Main***

**55 LAPS AGO: September 1967.** Maureen Morse was President. The meeting was held in the Flight Lounge of Seattle's Hyatt House, followed by a 26 minute movie entitled "American Challenge" produced by Goodyear's Racing Tire Division that highlighted the 1966 Sebring and Daytona races.

### **Activities:**

- Tour to the Grandview Vineyards led by Wally & Ene-Liis Arrowsmith

- Opportunities to participate in (7) different rallies & autocrosses during the month. (Performance driving events were a big part of CMCS activities in 1967)

**Newsletter:** Included a detailed article by Larry Shirk entitled, OH WHERE DID THAT POWER GO?, that explained how the horsepower & torque of a 350HP small block is consumed in a drag or road racing environment. A graph showed how acceleration varies as a function of velocity, with maximum overall acceleration achieved by shifting at 6,800 RPM. Larry also suggested that, “Before running your 350 at 6,800 RPM, I suggest you talk to myself or Bruce Kelly on the subject of valve adjustment”. (Historian notes that **Bruce Kelly** is *still* a member in 2022. Ask him how he knows about valve adjustments!)

**Dealer Sponsor:** Alan Green Chevrolet

**50 LAPS AGO: September 1972.** The meeting was held on the beach at Normandy Park. Hot dogs and marshmallows were available.

The CMCS newsletter was a September/October combined issue.

**Membership:** New members were Joe & Lois Clement, Dave & Sue Preston, Pat & Paul Timmerman, and, Kim Laber.

Sharon Webster and Tom Marzullo were elected as CMCS representatives to NWACC.

**Dealer Sponsor:** Bill Hazelett Chevrolet

**40 LAPS AGO: September 1982.** President Noreen Millen conducted the meeting at her home in Redmond. Hors d’oeuvres were served. The Blue Mountain Corvette Club from Oregon were invited guests.

**Membership: 120.** Todd Pistoese was chair. New members were Gary Whiteman, Ruth Lindberg, and, Mike & Suzanne Shelley.

Activities:

- Summer’s End Corvette Finale, a laid-back weekend at Breaker’s Resort in Long Beach WA.
- Vette to Victoria, a 3-day weekend by the Victoria Corvette Club.
- Northwest Trek visit starting from Southcenter.

**Articles:** (sort of)

- “Y.G.T.B.K” (You Got To Be Kidding). A humorous list of reasons for an accident.
- “Hot machines have admirers revved up at Bellevue display”, a reprint from the Journal American. A number of missives from Corvette owner’s experiences with their cars.

**Dealer Sponsor:** Lee Johnson Chevrolet in Kirkland.

**30 LAPS AGO: September 1992.** President Bob Lazaroff, conducted the meeting following a social hour at the home of John Paul & Cece Nelson. Hamburger & potato salad for \$2.50. Hot tub available.

**Membership: 94.** Dee Esping was chair. There were no new members.

**Activities:**

- Winthrop North Cascades Tour by Gary & Kayla Main. Up to 10 cars participated. There was a note in an October report on the event that “Seven managed to ‘hold together’ until we got to the high pass near Mt. Washington on the return. (*No mention of what broke on the others.*) (4 made it to Arlington for ice cream at Rotten Ralph’s.)
- Autocross in Portland
- Poker Run from Mt. Hood Community College in Gresham.

**Articles:**

- “Bloomington Gold & National Meet - Part II”. Discussed the NCRS national convention.

**Dealer Sponsor:** Roy Robinson Chevrolet in Marysville

**20 LAPS AGO: September 2002.** Byron Crocker’s 1982 Metallic Gold coupe was on the cover. President Dennis Montgomery conducted the meeting after a tour of Competition Development in Federal Way. There were 40 in attendance. After the meeting the group made a quick drive to Round Table Pizza for food.

**Membership: 281.** Lorrie Montgomery was chair. Brown Maloney was a new member.

**Activities:**

- 2nd biennial *Seattle in September* at the Holiday Inn in Renton. Included a boat cruise to Tillicum Village on Blake Island for a salmon dinner. Grand prize was a set of 4 Goodyear tires with a value up to \$1200. Included parking lot games, valve cover races, poker run and a Show/Shine.
- Cascade Loop Tour led by Rick Milsow. Overnight in Winthrop WA. Highway 2 over & Highway 20 back.
- CMCS at the Mariners. (CMCS tickets sold out.)

**Articles:**

- “Hot off the GM Newline” by Gary Main. Discussed classic Corvette historic racing in Monterey.
- “Oh I Love a Parade” by Dennis Montgomery. Discussed participating in 2 Seafair parades on the same day.
- “Feeling the Heartbeat of America” by Kayla Main. Discussed the CMCS School Daze driving event.
- “National Corvette Caravan, 2003” by Dennis Montgomery.
- “White Sidewalls by Rick Milsow”. Discussed adding white sidewalls to modern tires that do not come with them.
- “Lest We Forget” by Ben Benninghoff. Discussed the 9/11 event and the impact on many lives.

**Dealer Sponsor:** Seaview Chevrolet in Lynnwood

**10 LAPS AGO: September 2012.** The logo for the 7th biennial *Seattle in September* Event was on the cover. President Stan Trask conducted the meeting at the Mukilteo Lodge Sports Grill in Mukilteo WA after a lunch of sandwiches and burgers. A tour from Canyon Park took a group to the lodge. Following the meeting there was a visit to the Paul Allen Heritage Collection Museum (WWII airplanes and more) located on Paine Field.

**Activities:**

- XXX Car Show in Issaquah with 132 entries.
- Autocross in Shelton
- Vette Rides for Veterans in Port Orchard at the Retsil Veteran's Home. Co-Sponsored by Glass Odyssey CC.
- SIS (*Seattle in September*) event with 69 Corvettes registered for the 3-day event. Marty & Bill Cameron won the grand prize of \$1,000.

**Membership: 235.** Dennis Montgomery was chair. New members were Ray & Cindy Francis.

**Special Recognition - 3rd Quarter 2012:** Kevin & Judy Jewell.

**Dealer Sponsors:** Lee Johnson Chevrolet & Speedway Chevrolet

**5 LAPS AGO: September 2017.** George & Vicki Rinehart's 2017 Admiral Blue GS coupe was on the cover. President Oran Petersen conducted the meeting at the Rhodes River Ranch in Oso WA following a VIP lunch. This was also the terminus of the Cascade Loop Tour.

**Activities:**

- Cascade Loop Tour in Pateros WA. Highway 2 over Saturday and Highway 20 back Sunday.
- Autocross in Shelton
- Saturday Socials at the Plum (4)
- Vette Rides for Veterans in Port Orchard at the Retsil Veteran's Home. Co-Sponsored by Glass Odyssey CC.

**Membership: 269.** Steve Yabroff was chair. New members were Pamela Neighbors, Regan & Sara Smith, Thomas Galloway, Mike & Vicki Gleeson and Robert Bracco.

**Articles:** Under the Hood by Kevin Jewell.

**Dealer Sponsor:** Evergreen Chevrolet.



## General Meeting Minutes

August 20, 2022

Home of Michael and Melissa Olejniczak- Snohomish  
By Ken Jones for Kevin Wilson

Meeting called to order by President Bruce Boyd at 12:45 pm after social time. A quorum was present.

## Committee Chairs / Representatives - Reports:

**Membership:** Lynn Boyd, not in attendance, report made by Bruce Boyd. Currently there are 280 members. New member Dustin Carlson was introduced. Dustin said that he has a maroon 1973 Corvette T-top which has been passed down from his father. He restored the car to showroom condition.

**Newsletter:** Oran Petersen, not in attendance, no report.

**Website:** Shaun Hayes, not in attendance, website is up to date in regards to upcoming events.

**Facebook Admin:** Linda Scott: Encouraged members to keep adding posts and pictures. She said that she will be adding the award winners of our recent XXX All Corvette Show.

**Parades:** John Kamm, not in attendance since this is the day of the Snoqualmie parade. It is noted that there is one more parade this year, the Woodinville Holiday parade in December.

**Adopt-a-Highway:** Dave Cayton, not in attendance, it was noted that the next clean-up is on October 16th and more volunteers are needed. See website.

**NCM:** Kevin Wilson, not in attendance, no report.

**NWACC:** Ken Jones: Reported that the autocross season is progressing and the finances are strong due to heavy participation.

**Sponsor:** Steve Yabroff, reported that our club sponsor Evergreen Chevrolet had recently received some new C8's and they were promptly sold. Other new vehicles are moving quickly.

**Charity:** Chad & Diane Gudjonson and Mike & Dawn Gaz, not in attendance, no report.

**Apparel:** Marv and Linda Scott reported that they have visited Cloth Tattoo in Woodinville and talked to the owner, who is enthusiastic about doing business with the club and supplying our needs. The business is located n Woodinville on Little Bear Creek Parkway.

**NCRS:** Danette Sawin, not in attendance, no report. Danette attended a national convention recently.

**Sub Tour:** Dwain Knollman, not in attendance, no report. Next tour likely in spring of 2023.

**2024 NCM 30th Anniversary Caravan:** Steve Yabroff & Shaun Hayes: Steve reported that plans are progressing. He stated that it will be a little more “relaxed” in regards to traveling with the main group, i.e. leaving later in the morning from overnight stops. Our website is keeping up with developments.

**XXX All Corvette Car Show:** Shaun Hayes, not in attendance. Reported by Robert Stone that the show was a huge success, about 120 cars registered. Proceeds of \$2000 went to our charity fund and over \$600 to the LEO fund, which goes to local community youth and is administered by the XXX owners.



Noted that Shaun will not be chairing this event next year but will assist the new chairman. We have the same weekend at XXX next year.

**Autocross:** Kevin Jewell: Kevin reported that he understood that there may be some openings due to competitor cancellations in the remaining event this year.

### **Board / Officers - REPORTS:**

**Vice President:** Dave Cayton, not in attendance, no report.

**Secretary:** Kevin Wilson, not in attendance. Motion made, seconded, and approved to accept the July Membership Meeting minutes as published in the July Newsletter.

**Treasurer:** Robert Stone: Has the books with him today. Club is in good financial condition, books are balanced, bills are paid, and records are up to date.

**Two year Activities/One year Activities:** Lars Posthumus / Marv Scott: Corvettes on the Columbia is coming up starting September 9th. The September General Membership meeting will be at the Cut Shop in Woodinville, 12801 NE 175th St. More details on the website including plans for a tour to the facility. Be sure to check the website for new events.

**Past President:** Shaun Hayes, not in attendance, no report.

**President:** Bruce Boyd: Bruce thanked Michael and Melissa Olejniczak for hosting the club at their beautiful home and furnishing refreshments.

**OLD BUSINESS:** None

**NEW BUSINESS:** Reminder that CMCS is always looking for new activities for our members.

**Door Prizes and 50/50 drawing:** Marv and Linda Scott conducted drawings for raffle prizes left over from the XXX All Corvette Car Show. Robert Stone was the recipient of the 50/50 drawing with the other half going to the General Motors Automotive Service Education Program (GM-ASEP) scholarship fund at Shoreline College.

**Meeting Adjourned:** at 1:15 pm.



## **Adopt-a-Highway - Event Report**

**Dave Cayton • Adopt-a-Highway Chairman**  
**(206) 919-2940 • [dncayton@msn.com](mailto:dncayton@msn.com)**

Our last Adopt-a-Highway cleanup of the year will be on October 16. We need a few club members to volunteer some time to help clean up a section of I-5, located approximately 11 miles north of Seattle. This is a great community volunteer opportunity and a chance to hang out with Corvette people for a few hours.

We need 10 volunteers including 2 drivers and 8 trash pickers. The drivers bring their own vehicles to haul volunteers and bagged trash. The vehicles must be able to haul 4 volunteers and one must have a 2-inch hitch receiver for the safety sign.

Big four door trucks and vans work great. No Corvettes this time. The drivers stay in their vehicles, protecting the trash pickers working on the roadside.

We will meet at 9:00 am at the metro transit bus base visitors parking lot, near the 175th St. NE Exit from I-5. We provide hard hats, safety vests, trash picker tools and bags. You need sturdy shoes, gloves, protective clothing, and a great attitude. We spend a couple hours cleaning up about a 1-mile section of the southbound shoulder of I-5. Then we may lunch afterwards. Corvettes can come to lunch!



**Justin Baram-Blackwell** has a **1973 silver coupe**. He's married with 2 kids. He and his father started bringing this old Vette back to life about 10 years ago. She's a solid car now, but they are still working on her.

**Dan Bare** has a **2020 Stingray Z51**. He is a high school history teacher who enjoys cars, movies, books, hiking, and camping. Dan has owned four Corvettes: a C3, C5 ZO6, C6 ZO6, and currently the 2020 C8 Stingray Z51.

**James Hoole** drives a **1998 C5**. This is his first Corvette. He bought it new in 1998, C5 stock. James is an avid boater. He works for Boeing and lives in Bellevue.

**Jim and Renee Freedman** have a **2021 Red Mist Metallic Corvette**. This is Jim's 2nd Corvette (he had a 2016 C7 previously). He is originally from Portland and is an avid golfer and a UW graduate. Jim and Renee have 2 children. He is owner of Metropolitan Appliance. Renee is an avid gardener and long- time Registered Nurse.

## September Birthdays

<b>Teresa Lannoye</b>	<b>3</b>	<b>Annette Gregg</b>	<b>17</b>	<b>Bruce Boyd</b>	<b>26</b>
<b>Tracy Gregg</b>	<b>4</b>	<b>Ralph Orton</b>	<b>17</b>	<b>Andy Mosalsky</b>	<b>26</b>
<b>Cynthia Lucke</b>	<b>7</b>	<b>Jean Yabroff</b>	<b>18</b>	<b>Jo Spurr</b>	<b>27</b>
<b>John Valaas</b>	<b>9</b>	<b>Gretchen Echols</b>	<b>19</b>	<b>Cary Auguston</b>	<b>28</b>
<b>Elizabeth Glazov</b>	<b>10</b>	<b>Laura Fall</b>	<b>20</b>	<b>Rick Milsow</b>	<b>28</b>
<b>Craig Turi</b>	<b>10</b>	<b>John Mercier</b>	<b>23</b>	<b>Jodie Masiwchuk</b>	<b>29</b>
<b>Pamela Kyle</b>	<b>11</b>	<b>Steve Weigel</b>	<b>23</b>	<b>A.P. Van Meter</b>	<b>29</b>
<b>Robert Koehne</b>	<b>16</b>				

## Passings: Marlow Krein May 24, 1943 to August 23, 2022

Marlow was a continuous CMCS member since May 1981 (41 years). He was 7th in membership seniority at the time of his passing at age 79.

He and Janice met and dated in 1973, but went separate ways due to school and jobs until he decided to look her up 20 years later in 1993. Driving past where he thought she lived, he saw her on a walk. Below is a missive from Janice on that meeting.

*"I did not recognize Marlow when he drove by with Jeff, his son, in the car. So when the car pulled up behind me, I was apprehensive. Then I heard my name being called. I knew that voice and asked, "What are you doing here?" Marlow's response was, "Hoping to find you."*

They then had a "long" courtship of 4 months and married in September 1993. They have a blended family of 5 boys.

Marlow bought his 1965 Ermine White no-option coupe (white interior) from its first owner in September of 1969 for \$2300, owning it for 53 years. The only changes to the car were sidepipes and knock-off wheels.

They were very active in CMCS, doing tours, shows and parades. They also served as charity committee chairs.

Jodie and Jeff Masiwchuk, also members of CMCS, lived next to Jan and Marlow in Kirkland for seven years. Marlow and Jan have grandchildren that live all over the US, but graciously took in Jodie and Jeff's young son, Jeremy, as their own and they would babysit Jeremy once a week. Jeremy would often "help" his adopted grandpa, Marlow, wash his Corvette in the driveway! As neighbors, they developed a special and close relationship, and Marlow encouraged Jeff to join CMCS when he got his own Corvette in 2020.

Marlow and Janice both worked in medical fields, spending their lives helping others.

They moved to Mesa Arizona in about 2008 and have spent most of their time there since. They have maintained current CMCS membership during all of those years.

The car was last featured on the February 2006 OYM. The same photo appears on this issue.



2006 Photo

## NCRS Report

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



This past weekend was NCRS Regionals in Redmond, OR. I decided to trust to luck and take my 1970 to be judged for the first time. Pat McGrew also took his 1968 L-88 there for judging. It was nice to caravan to Eastern Oregon with another CMCS member! Both Pat and I took “Second Flight” Awards. Anybody unfamiliar with NCRS would ask - what does that mean?



People read and witness Corvette judging at shows and wonder in particular if a certain part that is not original or NOS will be considered “correct”. When buying a classic Vette or looking for one, many look to the NCRS (National Corvette Restorers Society) style judging. The mission is simple: evaluating a car based on one simple criteria: does the car in front of them look like it did the day it rolled off the assembly line or Chevrolet dealer lot?

When a car is judged, it begins with a perfect score (actually several thousand points) in each of four categories: Interior, Exterior, Engine and Chassis, plus an additional operations check (everything needs to work, e.g. lights, turn signals, radio, etc.). It is assumed that the car is in the same condition as it was when it left the factory, and only receives deductions in points when something is not up standard. NCRS has two judges for each category.

To aid the judges in their evaluation of each part, NCRS uses the CDCIF valuation method to evaluate parts, finish and installation.

C: Completeness

D: Date Code

C: Configuration

I: Installation

F: Finish

Armed with this criterion, each part is evaluated in two categories: originality and condition. An original part will receive no deduction if it passes the scrutiny of the judge, but it could lose points for condition if it is like new.

Conversely, an inaccurate reproduction part might receive a deduction for originality, but receive

all of the condition points. Originality has a greater value than condition, so generally it is better to have a slightly aged original part than to have a brand-new part that is not accurate. Judges take about an hour per category. The bottom line is that when the judging process is completed, the value of a car can be significantly increased if it achieves the top levels of the process. Those levels are:

\*Top Flight \*Second Flight \*Third Flight

It is also helpful for you to know that if a car owner does not reach the level they desire in the judging process, they can take their car home, attempt to correct items the judges found to be not typical factory production, and bring it back. NCRS has a three-level process of chapter, regional and national judging. While there is only one national event, there are about 10 regionals, and dozens of chapter events. At the Regional event this weekend. Judges came from all over the country.

My takeaway is that I learned what I need to do to make the car even better and where exactly it is right now. I am thrilled with my Second Flight award - I had only had the car back for 4 days from the body shop when we left. Lots of work to do. There will be chapter events in the Seattle area in the coming months - please join us and check it out!



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**PARTS: (425) 427-0101 • Billy Pace**

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<https://www.evergreenbodyshop.com>

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

<https://radcustomrides.com>

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**Service**



**Joe Torres**

**Parts**



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- 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 - C7 Z51 Wheels & Tires



2015 C7 Z51 machined face wheels, summer tires and pressure sensors. Rear wheels are in excellent condition. Front wheels have some curb scuff marks; one wheel is hardly noticeable the other one is very noticeable. Rear tires have a little life left in them; they are not down to the wear bars yet. They do have 30K miles on them. They would be good for at least a couple good track days.

Front tires one has a lot of usable life left, but the other is well used and has 30K miles on it.

The pressure sensors are from 2015 time and working when removed from the car.

Contact CMCS Member Lyal Schlotterbeck at [c7rc7stingray@outlook.com](mailto:crc7stingray@outlook.com) or (425) 577-8937

## CMCS XXX Root Beer All Corvette Show Results 2022 by Shaun Hayes



With blue skies and scorching 90+ degree heat, the All-Corvette Show was a success. The show had an extremely strong start with 114 preregistered vehicles, nearly at parking capacity of 120 vehicles. Preregistration really helps the club mitigate the financial risk associated with a bad weather day. **We had 123 Corvettes attend the show this year.** Of the preregistered vehicles, 18 were not able to attend the day of the show (16%). This was our first show to include the C8 generation. We had 23 C8 vehicles (19% of total) attend the show.

Generation	C1	C2	C3	C4	C5	C6	C7	C8	Mod	Total
No of cars	11	17	8	3	9	25	26	23	1	123
Percent	9%	14%	7%	2%	7%	20%	21%	19%	1%	100%

### Day of Show Trophy Winners:

We awarded 39 Trophies. There were 38 participant voted awards and a club participation award. Some key stats and complete list of trophy winners are below:

39 Trophies Awarded		
No club affiliation 56%	CMCS 28%	Other Club Affiliation 16%



<b>Class</b>	<b>Award</b>	<b>Awarded To</b>	<b>Club</b>
C1	1st	Leslie Reynolds Taylor	Glass Odyssey
C1	2nd	Stephen Kyle	CMCS
C1	Class	Jim Blodgett	SACC
C1	Class	David Morgan	MGCC
C2	1st	Bruce Green	NW NCRS
C2	2nd	Chris Luessen	
C2	Class	Bill Barker	CMCS
C2	Class	John Bishop	NW Corvette
C3	1st	Larry Krueger	
C3	2nd	Scott Cavilier	CMCS
C3	Class	Shawn Garner	
C3	Class	Garrett Warhol	
C4	1st	Michael Trent	
C4	2nd	Christian Block	
C5	1st	John Dochnahl	Redline Roadsters
C5	2nd	Ralph Orton	CMCS
C5	Class	Patrick Cain Jr.	
C5	Class	Tim Miller	
C6	1st	Steve Hulett	
C6	2nd	Jim Emmi	Beacon Hill Corvette Club
C6	Class	Chuck Sherin	
C6	Class	Ron Wuesthoff	CMCS
C6	Class	Derek Lucas	Yakima Valley Corvettes
C7	1st	Bryan Lucas	Columbia River Corvettes
C7	2nd	John Kamm	CMCS, ECC
C7	Class	Garrett Warhol	
C7	Class	Stanley Almony	
C7	Class	Michael Guilbeault	
C7	Class	Kendall Kunz	CMCS
C8	1st	Steve Yabroff	CMCS
C8	2nd	Raymond Balles	
C8	Class	Janie Stephens	NW Corvette Assn
C8	Class	George Rinehart	CMCS
C8	Class	Terry Hagberg	NW Corvette Assn
Modified	1st	Troy Evans	
Best GS	1st	Andy Mosalsky	CMCS
Best Z06	1st	Barbara Culley	GOCC
Best ZR1	1st	Don Stork	
Participation	1st		Solid Axle Corvette Club



## Parades

by **John Kamm**  
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WOW, I cannot believe the parade season is over. After all the planning, hoping and happiness we saw this year, it's all over now. We were able to participate in four large parades this year. We had the maximum cars allowed for each. I was elated we had such great member participation.

Next year, we will participate in the Greenwood parade and possibly Des Moines as well, in addition to those this year. I thank all that took time to support the parades this year. I hope you felt the energy and joy in the crowds as I did. It was just awesome.

In December, the Woodinville lighted car parade is yet to come. This parade is sponsored by the Woodinville car club. This parade is growing every year. Last year over 250 lighted cars participated. It is one of my personal favorites of the Christmas season. Just watching it is wonderful. More to come on this parade as time grows near.

2023 as is going to be a fun year for parades!

### December (TBD) - Woodinville Lighted Car Parade



## Saturday Social

Dino's Pub, I-405 Exit 7  
 Breakfast every Saturday at 9:10 am  
 by **Oran Petersen - Social Coordinator**  
 • [newsletter-cmcs@outlook.com](mailto:newsletter-cmcs@outlook.com) (425) 277-6141

- **Note: The Plum Delicious Restaurant suffered serious structural damage when hit by a car a few weeks ago, and is temporarily closed for repairs. It may be a few weeks or longer before it is back open for business. We have been doing socials there since November of 2011, over 10 years.**
- **We tried Nikki's in Covington as an alternate location but it was too long a drive for most members, so was not successful.**
- **We are now doing the socials at Dino's Pub, just east of I-405 Exit 7. Our first one was a resounding success. It is a short drive from Renton, Bellevue, and Issaquah. For our more northerly members, it is a shorter drive than the Plum. They open at 9 am, offer a great breakfast menu with good prices, fast service, lots of room with no crowding, a quiet environment and the ability to seat everyone together. In other words, perfect for our socials.**
- **Let me know if you wish to join us for a fun relaxing morning visit and food, or if you have questions.**

## Under the Hood

by Kevin Jewell



The V6 supercar? In the beginning it seems that any American built car required a V8 to be considered a performance car. The supercars coming from Italy typically had either a V12 or flat 12. In 1967, Ferrari introduced the Dino 206 GT, named after Enzo's son. However, it was sold as a Dino with not a single Ferrari badge to be seen. Why? I suspect part of the reason was the Dino was initially powered by a 2-liter V6, rated at 178 hp at 8,000 rpm. After all, how could we have a Ferrari with a V6? The Dino was light and nimble and had a top speed of 146 mph, which was very respectable in 1967. Later versions were produced with a 2.4-liter V6, but yes it was still a V6. At the time the Dino was not universally well received, although the passing years have been very good to most Ferrari pricing and now everyone seems to assume that a Dino is a legitimate Ferrari.

Fast forward 15 years and Jaguar is set to introduce its supercar the XJ220. If you remember some of the early Jaguar history, you know that when the XK120 was introduced Jaguar claimed a top speed in excess of 120 mph. Later the XK140 and XK150 were also introduced with similar claims. Obviously, the intent of the Jaguar supercar was a top speed of 220 mph, unheard of at the time. If you were at the Brother's Collection in Salem last May there was a XJ220 on prominent display in the European section. America's Car Museum in Tacoma often has their XJ220 in the entrance lobby. The XJ220 design incorporated a V12 engine and all-wheel drive. Buyers were ready and Jaguar quickly had 1,500 deposits of £50,000, about \$75,000. Then engineering and emissions requirements spelled the end for the V12, and that engine was replaced by a twin turbo 3.5 liter V6 rated at 542 hp. I distinctly remember the anguish from all the enthusiast press over the change. Coupled with a 1992 recession and buyers left in droves. Only 275 XJ220s were produced at a selling price of about £470,000. There were several claims of top speed for the XJ220, but the "official" top speed was recorded at a less than design speed of 212 mph. However, 212 mph was still faster than any other production vehicle at the time.

In 2017 Ford introduces the Ford GT, this version powered by a 3.5-liter twin turbo V6 rated at 660 hp. All that sounds OK, except that Ford continued to use the EcoBoost name for the engine which makes me think of the Mobil Gas Economy Run. This was an annual event that ran from the mid-1930s to 1968 and pitted various automobiles to see which could eek out the greatest fuel economy in a long-distance contest. Gas mileage is probably not the highest priority for the typical supercar buyer. Now the Italians are back into the V6 supercar market. Maserati has introduced the MC20 with a 3.0-liter twin turbo V6 rated at 621 hp. Ferrari counters with the 296GTB with a twin turbo 3.0-liter V6 augmented with a hybrid electric motor to total 819 hp. During the discussion, I have ignored Porsche. Although Porsche has produced inline and flat 4-cylinder engines and also a few V8s, they seem to have done very well

concentrating on their rather famous flat 6 engine design. I have been a passenger in a late model 911 Turbo and with all-wheel drive the performance is almost unbelievable. It seems to accelerate no matter what the conditions or the steering angle. This brings us to the final question. Will we be seeing a V6 in a hybrid Corvette? GM has a respected engine in their 3.6-liter twin turbo DOHC V6. Will the Corvette faithful accept a V6? Stay tuned. Perhaps we will see a V6 hybrid before GM launches an all-electric Corvette in the future.

In other automotive news Monolith, a Nebraska company, has received conditional approval for a \$1.04 billion loan to build a new hydrogen and carbon black (typically a very black powder) plant in Hallam, Neb. The plant will be the first commercial application of a process that superheats natural gas to break the bonds between carbon and hydrogen. The process is claimed to be 4 times as efficient as current methods of producing carbon black. What does this new plant have to do with our automotive hobby? You might remember seeing pictures of early automobiles with whitish tires. The rubber compound used then and still today is naturally a milky white color. Manufacturers add huge amounts (by weight) of carbon black to our tires. The carbon black stabilizes the rubber compounds, greatly increasing wear resistance and tensile strength of the rubber. Of course, today this is why 99.99% of tires available in the market are predominately black. We have carbon black to thank for our uniformly black tires, but also for tires that can last 60,000 miles, and sometimes even longer.

## National Corvette Museum (NCM) Report

by Kevin Wilson (Local NCM Ambassador)  
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We've certainly had a nice long spell of good weather for getting out and enjoying our Corvettes! Whether you've been on caravans or cruises to locations near and far, attended any of the numerous Corvette Shows, or spent hours polishing and waxing, I hope you've had a great time. Here it is September and fall is just around the corner, here's hoping for continued Corvette activities. Let's take a look over to the other side of the country, to Bowling Green, KY and see what our friends at The National Corvette Museum have going on.

**New Exhibit announced: Driven by Design:** The National Corvette Museum (NCM) is pleased to announce its plans to open Driven by Design, a 6,500-square-foot exhibit focused on the history of Corvette's design process and the stories of the diverse group of individuals responsible for the most iconic sports car design of all time. This long-term exhibit, located in the museum's Design and Engineering Gallery, has been planned by the museum's curatorial staff along with co-curator, Retired GM Design Chief Tom Peters, for several years and was designed to inspire, educate, and entertain National Corvette Museum guests. This dual-focus exhibit uses interactive elements, artifacts, hands-on objects, and motion-activated content to help guests learn about the design history of the Corvette. The exhibit will open to the public on September 21, 2022.

The exhibit will feature Corvette's Vice Presidents of Design beginning with Harley Earl in the 1950s through Mike Simcoe today. The exhibit will also reveal the lesser-known stories of those who worked out of the spotlight but were no less influential in creating the lines that would shape the auto industry. Additionally, this exhibit shines a light on the diversity of the individuals responsible for Corvette's iconic design.



# DRIVEN BY DESIGN

According to Bob Bubnis, Curator of Collections and Exhibits Manager for the National Corvette Museum, it's important to celebrate that diversity. "This exhibit reveals the significance of individuals like Larry Shinoda, an Asian-American designer, and Tony Lapine from Germany, who both worked together on Corvette not long after World War II - during a very challenging time in America. This exhibit also shares the history of women in design, from the 'Damsels of Design' in Corvette's early days to GM Creative Designer Darby Barber, working on the cars of tomorrow. Corvette's story is truly the story of America - where innovation and ingenuity are not bound by any societal construct."

This exhibit also provides a full overview of the intricate and exciting process of designing a car, from sketches and renderings to clay and prove-out models. From exterior and interior design to future-looking projects and designs. With the use of interactive elements, guests will see the actual tools and models that led to the Corvettes seen on the road today.

According to Leah Craig, Manager of Collections and Educational Programming, this part of the exhibit is going to reveal the full scope of what it actually takes to design a car. Craig said, "Portions of this exhibit are motion activated to help us tell the story of car design. Guests will walk into an area and hear from sketch artists about their process. As guests continue through the exhibit, they'll find out about how clay modeling occurs and even get to see a car being drawn from scratch on an art table. We really are offering a full experience here for anyone who has ever been curious about how a car is designed."

Driven by Design will include a 1963 Corvette donated specifically for this exhibit by Manny Balale, the 1957 Corvette SS designed for racing under Harley Earl, and the 1961 Mako Shark concept Corvette. According to National Corvette Museum President and CEO Sharon Brawner, "We hope this exhibit will motivate young people to pursue their dreams and help them look beyond their limitations - real or perceived. This team has spent countless hours creating Driven by Design to pull back the curtain on the auto design process, and we hope that this exhibit inspires the next generation of engineers and designers."

This multi-year exhibit, made possible in part by Elfi's Silver Pearl Sisterhood - a women-driven organization of philanthropic Corvette enthusiasts, will experience a yearly refresh to bring in other important cars and to tell additional stories. According to Bubnis, "As Corvette advances for each generation, we will continue to add to the Driven by Design exhibit space."

## **Vettecademy is Back!**

Now that fall is arriving maybe you will be spending a little more time indoors, well just in time the NCM has brought to us season 3 of Vettecademy. On the first episode (about 8 minutes) the NCM takes a look at the history of service



stations. Sometimes also referred to as a filling station or a gas station nowadays, they look at their evolution over time.

The latest video can be found here:

<https://www.youtube.com/watch?v=MY6azB-70p4&feature=youtu.be>

**2022 Corvette Hall of Fame nominees announced:** The National Corvette Museum during three separate weeks in August introduced a new nominee to the 2022 Corvette Hall of Fame. They will be inducted at the Hall of Fame Ceremony on Friday September 2nd at the 2022 NCM 28th Anniversary Celebration. The nominees are:

**Enthusiast Category: Elfi-Arkus Duntov**



If Zora Arkus-Duntov is the godfather of the Corvette, Elfi-Arkus Duntov is its first lady. With her blonde hair and sparkling blue eyes, Elfi helped personify the car in her own inimitable way. But Elfi was much more than Zora's other half. She had her own claim to fame as a professional model in Berlin and as a dancer with the Follies Bergère in Paris, the Copacabana in Miami and on Broadway in New York. She even learned to fly an airplane long before Zora did.

A native of Berlin, Elfi came from an artistic family. She specialized in ballet. Elfi met Zora as a teenager in Berlin, lured by the warm glow of a Berlin café after ducking out of the rain on her way to meet a date with another guy. As fate would have it, Zora was inside with a few friends of his when their eyes first met. Captivated by each other, they instantly fell in love.

Almost inseparable, they began running around Berlin together in Zora's Bugatti Type 30. The German city had something for everyone - the arts, theaters, and concerts. They enjoyed nightclubs, cabaret shows and summer days boating around nearby lakes. She'd spell out "Zora" in Russian with bandages on her body and then tan in the sun to brand herself as his girl.

Elfi remained Zora's girl for life. After moving to Paris because of Nazi harassment, she got a job with the Follies Bergère while Zora partnered with a wealthy friend of his to race MG's. They married outside of Paris in February 1939 under the gathering storm clouds of World War II. After Zora joined the French Air Force, he was assigned to bombardier training in the city of Toulouse in the Bordeaux region of southwestern France, leaving Elfi behind in their Paris apartment. The Follies had closed in Paris on the day of general mobilization.

Elfi knew the Germans were advancing on Paris and spent days frantically trying to obtain an exit visa and other the necessary paperwork to get past both Allied and German checkpoints. She'd have to make do with a stateless passport issued after the marriage, since she had given up her German citizenship when she married Zora. When the German tanks began rolling down the streets of Paris, she knew she had no choice but to leave immediately.

So, she grabbed everything she could, including treasured photographs and other memorabilia, jumped into her prized MG roadster, and got out of town. But the journey would be extremely dangerous. Without papers and very little money for gas or food, she had to trust in the kindness of strangers. Instead of contending with traffic and checkpoints on the main roads, she chose the back ones where she could make better time. She saw a plane go down in the distance with the sickening sight of black smoke and flames. She didn't know whether it was German or French.

The first night she spent the night with a French soldier who offered her shelter in an old peasant's house which had a fireplace. Since she was so exhausted, she agreed to sleep with him on the only bed in the house. He fed her strawberries the next morning and sent her on her way.

Several days into the trip, her MG broke down and wouldn't start, despite several gallons of gas in the tank. After pushing the car to the point of exhaustion as the sun was going down, she heard a group of soldiers in the distance singing in English. It was a contingent of Scottish soldiers. Seeing a beautiful young woman in their midst, they eagerly took her back to their quarters, put her up in a peasant's house and fed her a warm breakfast the next morning. They even fixed her MG and filled it up with gas.

After four harrowing days she reached Toulouse, where she was reunited with Zora. Together, they engineered a harrowing escape from Nazi-occupied France, hiding out in a Marseille brothel before finding their way to a New York-bound refugee ship out of Lisbon in December 1940. Landing at Ellis Island, they blended in the west side Russian-Jewish community that gave us the likes of Irving Berlin and Leonard Bernstein. After the United States entered the war, they struck it rich in the war munitions business and enjoyed a Penthouse view from their Riverside Drive apartment.

After the war, Zora converted his war munitions business into ARDUN Mechanical (a blend of his father and stepfather's surnames) and began manufacturing bolt-on overhead valve cylinder heads for the Ford Flathead V8. After that business eventually failed, Zora and Elfi split up for a time. He moved to London to work for Sydney Allard's sports car firm while she moved to Miami and joined the June Taylor Dancers, performing at the Copacabana. They eventually reunited in New York where Zora first laid eyes on a Corvette at the GM Motorama Show in January 1953.

Zora pulled out the stops to get a job at GM so he could influence the future direction of Corvette. Elfi was at his side for all of it - Pikes Peak, Daytona, Sebring, Nassau, Indianapolis and Le Mans. For decades, the two personified the performance and the sexiness of the Corvette. Once established in Detroit, Zora bought a wooden-hulled Chris Craft boat and had twin Chevy big-block V8s installed. They used it to cruise around Lake St. Clair on summer days and often entertained the likes of Alan Shepard, Betty Skelton, Jim Rathmann and others.

Even well into their years, the pair had an energy and spark that infected everyone around them. Their proudest moment was August 1994 when they were the guests of honor at the grand opening of the National Corvette Museum. Zora died of complications from cancer in April 1996 and Elfi would follow in 2008. She was indispensable in getting Zora's whole life story published into his official biography, *Zora Arkus-Duntov, the Legend Behind Corvette*. Their ashes are interred at the National Corvette Museum.

### Racing Category: Gary Miller & Jim Pratt



While the story of Corvette Racing is ultimately about a team that never gives up, it begins with two men, Gary Pratt and Jim Miller.

Gary credits his father for giving him a love of cars. His competitive nature combined with his love of building and racing cars, along with his commitment to quality, got the attention of people like Bob Riley, Jack Roush, John Greenwood, and a man named Jim Miller.

Jim was successful in business, with a competitive spirit. By 1982, he was sponsoring some of his brother's racing activities and getting some time behind the wheel. By 1984, as a businessman racer, he got into the Trans-Am Series in a Pontiac Trans-Am. That's when he met Gary Pratt.

Jim was impressed with Gary's reputation as a builder and leader, known for his peerless quality. Gary saw Jim as a visionary, who knew how to make things work financially. Jim and Gary would join forces in 1989 to form Pratt & Miller Engineering & Fabrication.

Their work together eventually got the attention of Herb Fishel, Director of Racing for GM, and Doug Fehan, who would become the Program Manager of the team. As a factory effort, the Pratt & Miller led Corvette Racing team would open marketing doors; create excitement for race fans world-wide; provide a valuable technology transfer link between the race group and production group; while taking over 120 victories worldwide (one of those being the overall win at the 24 Hours of Daytona), 14 Manufacturers Championships, and 8 class wins at Le Mans.

Together with their team of competitive professionals, along with GM support, and their incredible fan base, the names Pratt & Miller will be forever etched in Corvette history.

### GM Chevrolet Category: Ed Welburn



Ed Welburn first encountered Corvette at around 5 years old while walking with his mother along a street in Philadelphia. A passing Corvette kicking up leaves would help shape the man who would one day help shape the Corvettes of the future.

Three years later at the Philadelphia Auto Show, he would see a Cadillac which locked in his goal to design cars for General Motors.

His journey would take him to Howard University, in their School of Fine Arts, where he would land an internship at GM. While there, he caught the eye of Chuck Jordan, assistant to Bill Mitchell, VP of Design, leading to a full time job in Design at GM.

Told by a friend that he would never be a chief designer or executive at GM because he was an African American, Ed began to push harder. His creativity, work ethic, and natural leadership skills would ultimately take him to the position of Global Vice President of Design.

Ed would inspire studios world-wide when he invited everyone to submit their ideas for the C7 Corvette. The result of that was what Ed called an “explosion of emotion, passion and excitement” that rippled through all of design staff. While Corvette was still designed in the Corvette studio, every designer around the world felt like they had been a part of the process.

Under Ed's leadership the Stingray Corvette was reborn, and the mid-engine C8 Corvette design would be well underway. Ed Welburn retired in 2016, but his influence continues to be felt wherever there is a parent walking with their child on a tree lined street somewhere, and a new Corvette passes by, kicking up leaves.

You can discover more about the current and prior Corvette Hall of Fame winners here: <https://www.corvettemuseum.org/learn/about-corvette/corvette-hall-of-fame/>

#### **Artifact of the Month - Design Quality Prove Out Model for a Corvette Wheel :**

Each month in 2022 the curatorial staff at the NCM selects an artifact from their collection that is connected to a significant moment in Corvette history and shares its story with us. This month's artifact may look familiar to many of us, in fact it looks like a representation of the wheels on my 2013 60th Anniversary Grand Sport! How did this come to be?

After sketches are drawn, images rendered, printed, sculpted, modified, scanned, evaluated, and refined, each part of your car becomes a three-dimensional “document” called a Design Quality Prove Out Model. For this month's artifact of the month, we are looking at one of the wheels in the NCM's collection that will be featured in their upcoming exhibition, Driven by Design.



The wheels are important in the overall look of a car, but they obviously also perform a serious function. Designers need to find balance between creating something that appeals to people aesthetically and that is structurally sound. Retired Design Director of Performance Vehicles, Tom Peters, shares, “We might have to be taking surfaces away here and there to reduce the mass, thinking about being able to fit tools, clear the brakes, fit the tires, wheel weights. These are incredibly complex. All that must be evaluated.”



It may go back and forth a few times until both engineers and the designers are happy. They will then create a model like this one on the REN Board. This is a dense material that can be cut accurately to give a perfect three-dimensional representation of a part before files are used to make the actual tooling for the production parts.

This one appears to be autographed. That is not exactly the case. These are the signatures of those signing off on the model as “ready to release from design” and move on to production. “It’s a document now,” Tom says, “It is an understanding and an agreement between disciplines—engineering, design, and manufacturing.”

*With Thanks to Bob Babnis, Curator at the National Corvette Museum for the majority of this article.*

**Corvette Wins Major Award:** Chevrolet Corvette C8 Named J.D. Power's Best Overall Model for New Vehicle Quality! Congrats to our friends at the Bowling Green Assembly Plant!

The C8 Corvette is, unequivocally, the best Corvette ever produced. Both in terms of design and performance, it raises the bar significantly compared to its predecessor. The exterior is sleek, sexy, and sporty. The interior is high-tech and well crafted. The power and performance are world-class. The price is downright astonishing. These are all reasons to celebrate.



Still, Corvette purists will tell you something is missing. Despite all the improvements introduced with the arrival of the C8, some Corvette fans feel like the link to the past has been broken, or at least irreparably damaged. Perhaps it's the switch to the mid-engine layout, compounded by the jettisoning of the manual transmission. Whatever their reasoning, the purists will have to come to terms with the new Corvette. If they don't, they'll be missing out on something special.

**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](mailto:kevinwilson@q.com)).

**2023 Arctic White Coupe****Price: \$100 Limited to 2000 Tickets****Drawing: September 22, 2:00 PM Central****2023 Build Your Own or \$80,000****Price: \$250 Limited to 1500 Tickets****Drawing: October 20, 2:00 PM Central****Here are the winners of the last two Corvette Raffles:**

**7/28/2022: The 2023 Build Your Own Corvette or \$80,000** was won by Randy Carpenter of Chattanooga, TN with ticket #0754. Tickets were \$250 and limited to 1500.

**8/18/2022: The 2023 Silver Flare Corvette Coupe** was won by Julie Turner of Cincinnati, OH with Ticket #0008. Tickets were \$150 and limited to 1500.

**Current National Corvette Museum Events:** The year is flying by, so now most of the great trips and events with the NCM are full and registration is closed. However, there are a couple remaining for 2022, and a couple more are now introduced for 2023! 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/>.

- NCM 2022 28th Anniversary Celebration 9/1- 9/3 (Reg. Closed)
- NCM VIRTUAL 2022 28th Anniversary Celebration 9/1, 10am - 9/2, 4pm (Reg. Open)
- MiM Lap of Kentucky Tour BONUS TOUR (1) 9/13 @ 10am - 9/17 @ 11am (Reg. Closed)
- MiM National Parks Tour Week 1: 9/18 @ 4:00 pm - 9/24 @ 11:00 am (Reg. Closed)
- MiM Lap of Kentucky Tour (1) 9/19 @ 4:00 pm - 9/24 @ 11:00 am (Reg. Closed)
- NCM September (9/22-9/24) Racing W/E by Michelin @ AACA Museum, Hershey, PA (Reg. Open)
- MiM National Parks Tour Week 2: 9/25 @ 4:00 pm - 10/1 @ 11:00 am (Reg. Closed)
- MiM Lap of Kentucky Tour (2) 9/26 @ 4:00 pm - 10/1 @ 11:00 am (Reg. Closed)
- MiM NYC - America's City: 10/6 4pm - 10/9 12N (Non-Driving event) (Reg. Closed)
- MiM Lap of Kentucky Tour (3) 10/10 @ 4:00 pm - 10/15 @ 11:00 am (Reg. Closed)
- MiM Lap of Kentucky Tour (4) 10/17 @ 4:00 pm - 10/22 @ 11:00 am (Reg. Closed)
- NCM Vets 'n Vettes presented by Mobil 1: 11/3, 8 am - 11/5, 4 pm (Reg. Open soon)
- NCM 2023 Michelin Bash: April 27-29, 2023 (Reg. Opens early 2023)
- MiM 2023 Alaska Cruise 7/11 - 7/22/2023. The Majestic Princess leaves from Vancouver (Reg. Open)

**Did you know:** Get your Lifetime Membership NOW - Before Prices Increase

The cost of a Lifetime Membership will increase from \$1,500 to \$2,000 and a Lifetime Business Level Membership will go from \$2,500 to \$3,000. If you have considered becoming a Lifetime Member but haven't made the upgrade or choice to become one - now is the time! Take advantage of the lower costs before the price increase on October 1, 2022. The National Corvette Museum opened in 1994 as an educational tribute to America's sports car. The Museum is located in Bowling Green, Kentucky, known worldwide as the home of the Corvette. Every Corvette in the world since 1981 is assembled at the General Motors Bowling Green Assembly Plant located just ¼ mile from the National Corvette Museum.

**That's all for now - Save the Wave!**

## Activities Current as of 8/29/22

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

### 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/>.
- 9/10 **Gamblin Chevrolet Corvette Show** (8th Annual) by the Tacoma Corvette Club. <http://tacomacorvette.com/GamblinChevShow/2022/2022GamblinChevShowFlyer.pdf>
- 9/10-11 **Autocross Sanderson Field** **Autocross**
- 9/24 **CMCS General Meeting. Woodinville Cut Shop Restaurant and Lounge. 12801 NE 175th St, Woodinville, WA 98072. 2 pm. Possibly a cruise to the site. More details on website.** **Meeting**

### 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>

## August Tour and General Meeting Video

Kendall Kunz created a great video for this event. Here is a link so that you can enjoy it. [https://www.youtube.com/watch?v=Wz6zBE3\\_fjE](https://www.youtube.com/watch?v=Wz6zBE3_fjE)



## The Corvette Marque Club of Seattle

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## Social Media for CMCS

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

### Facebook:

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

### Twitter:

Search on Twitter for **@CMCS63**

## Printed Subscription information

A subscription to the monthly printed **On Your Marque** club newsletter is optional to members. Membership dues with 12 printed issues of the newsletter is \$30 per year more than dues without the newsletter. The online newsletter is free for both members and the public. Non-members may subscribe to the printed newsletter for \$30 for 12 issues. The online member list is available only to members that are logged on to the site.

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

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