

THE ENLIGHT'NER

FEBRUARY 2009 NEWSLETTER

Majestic Glass Corvette Club
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THE ENLIGHT'NER is a monthly publication of the Majestic Glass Corvette Club, incorporated in 1974 in the State of Washington. Mailing address is 1103 – 23rd Street, Anacortes, WA 98221. Statements and articles appearing in *THE ENLIGHT'NER* are those of the authors and do not necessarily reflect the views or opinions of the MGCC, its officers, or editor.

The Majestic Glass Corvette Club provides local charitable support to organizations in Snohomish, Skagit, Island, and Whatcom Counties as well as to National non-profit organizations and families in need. Proceeds received from fund raising activities that include hosting of Annual Car Shows, etc., are used for this purpose. The distribution of funding is reviewed and approved by the membership.

Our club sponsor is: Jerry Smith Chevrolet – Buick, 12484 Reservation Road and Highway 20, Anacortes, WA 98221. (360) 293-5166.

Club Supporters are: Corvette Alley, 1103 – 23rd St., Anacortes, WA 98221. (360) 299-9303 and Village Pizza, 807 Commercial Ave., Anacortes, WA 98221. (360) 293-7847 or 293-8009.

2008 CLUB OFFICERS

PRESIDENT-----RON FOSTER
VICE-PRESIDENT-----LINDA GILBERT
SECRETARY-----SANDY RUCH
TREASURER-----DOUG GILBERT

APPOINTED POSITIONS

Activities-----All Members
Web Master-----Bill Ruch
Statistician-----Kevin Humann
Car Shows-----Dave Overton
Elections-----Betty Carey
Newsletter Editor-----Sandy Ruch
Membership-----Barbara Strowbridge
Sergeant at Arms-----Skip Nelson

MEETING SCHEDULE

Tuesday, Feb 10. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Feb 24. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

Tuesday, Mar 10. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Mar 24. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

Tuesday, Apr 14. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Apr 28. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

Tuesday, May 12. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, May 26. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

Tuesday, Jun 9. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Jun 23. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

ACTIVITY SCHEDULE (Dates/Events are subject to change)

Sun-Thurs 15-19 Mar. Pacific Beach, WA

Saturday 16 May. Anacortes Waterfront Festival "All Corvette" Car show. Details TBA

Sunday 17 May. Anacortes Waterfront Festival "Open class" Car Show. Details TBA

June 25-28. Cascade Locks Trip

Saturday, Jul 4. Parade in Anacortes

Sunday, July 19. Jerry Smith "Open Class" Car Show

Saturday, Aug 8. 5th Annual Shooter Party. Overnight at Michelle's Camp Grounds

Other Events

Sat-Sun 7-8 Feb 35th Annual Corvette & High Performance Meet Puyallup.

Fri-Sun 27 Feb-1 Mar. Seattle Roadster Show.

Sun 29 Mar. Leprechaun Dazs, Bellingham.

Sat 18 Apr. Mt. Vernon Swapmeet Skagit Co Fairgrounds.

February Birthdays

3	Curt Bailey
6	Karen Amman
9	Dick Shafer
14	Pat Acton
20	Jack Bowen
23	Dave Thomason

February Anniversaries

4	Clint & Mary Stroebel
5	Skip & Rita Nelson
8	Bill & Barb Strowbridge
14	Ron & Anita Davis, Jim & Jan Irwin

MINUTES OF 13 JAN 09 MEETING AT DENNY'S

1. The meeting was called to order at 7:30 PM by the President.

2. Members in attendance were: (42) Bill & Karen Amman, Curt & Christie Bailey, Paul Borgen, Dick & Betty Carey, Jay & Jan Cockrum, Frank & Maureen DePuy, Kevin Foster, Ron & Anit Foster, Doug & Linda Gilbert, Gene & Doris Hitt, Kevin Humann, Steve Maisch, Dale McAtee, Jerry Miller, Andie Michelle, Skip & Rita Nelson, Joanne & Brian Olson, Dave Overton, Mel & Linda Paul, Jim & June Reed, Bill & Sandy Ruch, Dick Shafer, Bill & Barb Strowbridge, Ron & Linda

Telles, Dave Thomason, Wally VanDerToorn. New Member Lenny Angelo

The minutes of the 25 Nov 08 meeting were reviewed and accepted as presented.

Treasurer's report was presented.

OLD BUSINESS: Membership: 77. Swearing in of new club officers, and introduction of new member.

Discussed our yearly charities. It was decided that the rest of the money be given over to the allotted food banks now that the weather is permitting. Discussed the Cascade Locks trip in June of 09, and the Ocean Shores trip in Mar of 09. Please contact Steve Maisch if going to Ocean Shores. He needs a head count. Discussed Christmas party and New Years party. everyone who attended had a wonderful time.

NEW BUSINESS: We have once again been invited to participate in Coupeville's Memorial Day Parade. The last Skipper of the Preston will be attending our Waterfront Car show. Barb Strowbridge is now our Membership Rep. Dave Overton will ask Jerry Smith about Door prizes for our car show.

Annual Corvette & High performance meet in Puyallup Feb 7-8. Dave O. has advance tickets for sale. It has come to our attention that Soupy isn't doing very well and may not last the week. It has also come to our attention that Doug Wicksell is not in the best of health and has both of his cars up for sale. The next meeting will be at Village Pizza, on 27 Jan 09

There being no further business, the meeting adjourned at 8:20 pm. Bill Amman won "Joker Up"

MINUTES OF 27 JAN 09 MEETING AT VILLAGE PIZZA

The meeting was called to order at 7:30 PM by the President. Members in attendance were: (36) Bill & Karen Amman, Lenny Angelo, Paul & Rissa Borgen, Dick & Betty Carey, Ron & Anit Foster, Doug & Linda Gilbert, Gene & Doris Hitt, Kevin Humann, Larry & Candi Kiger, Jon Martin, Jerry Miller, Skip & Rita Nelson, Joanne & Brian Olson, Dave Overton, Mel & Linda Paul, Dave Putnam, Jim & June Reed, Bill & Sandy Ruch, Bill & Barb Strowbridge, Ron & Linda Telles, Dave Thomason, Wally VanDerToorn. The minutes of the 13 Jan 09 meeting were reviewed and accepted as presented.

Treasurer's report was presented

OLD BUSINESS:


Membership: 78 There will be a Memorial Service for Soupy 21 Feb. Leave PETCO at 8:00 AM. Drive cars if weather permits. Thank you to Frank for all of his time and efforts. He has also agreed to continue with "Frankly Speaking". Dave Overton still has tickets available for 7-8 Feb. If you are out and about and see something that would make a nice Door Prize, please get it.

The Club will gladly reimburse you. Steve Maisch needs a head count for Ocean shores so please contact him.

NEW BUSINESS: We needed someone to design flyers for our car shows. Jim Reed will provide the written info to Bill Ruch and he will design something for us to use. Kevin Humann is taking over the membership pins. The motion was made by Bill Strowbride, and seconded by Ron Telles to donate up to \$200.00 for a Brick at the

Corvette Museum in Soup's Name. The vote was unanimous. We have been invited to Corvettes of Auburn Open House. The next meeting will be at Denny's, on 10 Feb 09. There being no further business, the meeting adjourned at 8:03 pm. Mel Paul won "Joker Up"

Corvette Corvette History - February

- **February 2, 1993:** The term "STINGRAY" is registered as a trademark to General Motors.
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- **February 9, 1995:** The first alpha test C5 Corvette enters public roads for the first time.
 - **February 11, 1962:** At the Daytona Continental race, Dick Thompson and Don Yenko race a 1962 Corvette of the Gulf Oil racing team to first in A/Production class, and seventh overall.
 - **February 19, 1994:** Reeves Callaway decides to produce a modified Corvette to race at Le Mans, the first time for a Corvette in almost 20 years.
 - **February 20, 1954:** The Ford Motor Company shows the Thunderbird two-seat convertible in Detroit. The Thunderbird is a major part of General Motors' decision to continue production of the Corvette.
 - **February, 1955:** The basic design of the 1956 model Corvette is completed.
 - **February, 1966:** At the Daytona Continental endurance race, Roger Penske's 1966 Corvette with 427 ci engine finishes first in GT class.
 - **February, 1968:** At the 24-hour Daytona Continental race, Sunray DX Oil Company enters three Corvettes. Jerry Grant and Dave Morgan race a 1967 L88 Corvette (car No. 31). Revson/Yenko race 1968 L88 Corvette (No. 29). DeLorenzo/Thompson race 1968 L88 Corvette (No. 30). This is the racing debut of the 1968 model Corvette. The Grant/Morgan car finishes first in GT class and 10th overall.
 - **February, 1993:** General Motors Powertrain Division decides to discontinue development of the Gen II engine as a small-block, and create a new medium-displacement V-8 engine.

- **February, 2000:** The Rolex 24 Hours at Daytona is held in Florida. Chevrolet enters its two C5-R Corvette race cars. One places second, 31 seconds behind the winner. The other places 24th.

THESE WILL NOT PASS THE "FACT CHECK" TEST,
BUT YOU GET THE IDEA
YOU COULD HAVE HEARD A PIN DROP.

When in England, at a fairly large conference, Colin Powell was asked by the Archbishop of Canterbury if our plans for Iraq were just an example of empire building by George Bush.

He answered by saying, "Over the years, the United States has sent many of its fine young men and women into great peril to fight for freedom beyond our borders. The only amount of land we have ever asked for in return is enough to bury those that did not return."

YOU COULD HAVE HEARD A PIN DROP.

FRANKLY SPEAKING

As we open another year and read of the turmoil and uncertainty of the auto companies, some of us are wondering what will happen to America's true sports car. The following is a glimpse into the future. I will have some comments at the end of the article.

Even before the tires had cooled on what is the fastest, most powerful Corvette ever to hit the streets of America—we're talking about the 2009 Corvette ZR1 of course—we couldn't help but wonder: How in the world are they going to top this?

"We can't comment on future product," came the usual, deadpanned reply from the engineers on hand here at the test track. But we have other sources. And we tapped them to find out if there was any truth to the mid-engine rumors, if certain powertrains had been locked in this far ahead of schedule and exactly what design direction the next Vette might take.

So here's our best guess for what General Motors has in store for the C7 Corvette. But keep in mind that a lot can happen between now and 2012, when this car is set to debut. Thanks to high fuel prices, the auto industry has changed more in the past two years than it has in the past decade. So don't be surprised if what you read here differs from the fiberglass, steel and aluminum reality of the future.

The Architecture

One thing we know with certainty is that the mid-engine Corvette—the one that pops up as a production possibility every decade or so—remains just a wistful idea. "The mid-engine

Corvette is simply too expensive," says auto analyst Jim Hall of 2953 Analytics. "It would need costly new tooling and offers little weight savings because it requires an extra, metal-intensive firewall."

The Corvette rides a fine line between price and demand. The median Corvette price hovers in the low-\$50,000 range, and the Chevy folks say that a fair number of buyers stretch, financially, to own one. Chevy currently moves about 30,000 Vettes every year, which-combined with a few thousand Cadillac XLRs (it uses the Corvette platform)-keeps the Bowling Green, Ky., factory humming along efficiently at the plant's designed output. The current production levels earn GM a tidy profit, too. Raise the price and demand will fall, resulting in costly plant downtime that could very well erode one of GM's moneymakers.

So the mid-engine design is out, and that means the next Corvette will retain the front-engine, rear-transmission layout of the current car.

That architecture dictates that the dimensions-wheelbase, length and width-won't change dramatically, although the size will probably shrink slightly. But part of the Corvette's appeal is its roominess and generous cargo space, and those attributes are likely to remain.

The Drivetrain

But what exactly will ride in that engine bay up front? It's nearly impossible to imagine a Corvette without a V8, but some interesting options are on the table. A diesel engine has been suggested-the new 4.5-liter diesel V8-but we think that is unlikely. "I would say that a twin-turbo V6 is a very strong possibility," says Paul Lacy of Global Insight. A twin-turbo version of the direct-injection 3.6-liter DOHC V6 that's currently in the Cadillac CTS could easily pump out 400 hp-just 36 shy of today's V8.

While there may be a V6 as the base engine, a pushrod V8 will certainly be a part of the plan. Still, we'd guess that displacement will fall from today's mammoth 6.2-liter and 7.0-liter engine sizes, to between 5.0- and 5.7-liter. Turbocharging and variable valve timing are distinct possibilities to make those smaller V8s really move. It's still too early to know exactly what the powertrain lineup will look like, but expect three levels of performance similar to today's-base, Z06 and ZR1.

Yes, we have heard that the ZR1 could live on in the C7.

The Fuel Efficiency

The drive to smaller, turbocharged engines is a response to expected higher fuel prices-not to mention the Energy Independence and Security Act of 2007 that mandates a fleet, fuel-economy average of 35 mpg by 2020. (Shorter-term regulations are still under debate). Since the Corvette accounts for only 2 percent of GM's car fleet-and therefore doesn't have a huge impact on the company's fleet-wide average-the swift sports car won't be required to hit lofty fuel-economy targets. Still, fuel efficiency will certainly improve to satisfy customer demand, and to avoid the stiffer gas-guzzler taxes that many think are on the horizon. Remember, price is critical to the

success of the Corvette, and GM brass will want to avoid fuel-use surcharges-however expensive they may be.

Development money is tight at GM. We've heard the majority of research funds have been channeled to future hybrid programs, and, of course, completing the costly Volt plug-in range extended hybrid and its E-Flex chassis counterparts. So there's not enough money to develop the dual-clutch automated transmission that the Corvette really needs. A twin-clutch gearbox with seven gears would allow a wide ratio spread to help save fuel and replace two transmissions-the automatic and manual-with one. But the cost to engineer and produce a new transmission is expensive-over a half a billion dollars. And the resulting unit would only be suitable for the Corvette. So it's out-for now.

The Light Weight

As one might imagine, lighter-weight materials will play a role in increasing the Corvette's fuel economy. While the current car is already quite light-the Corvette Z06 weighs just 3200 pounds, hundreds less than the Dodge Viper and Porsche 911-we expect the next car to trim even more weight.

"Carbon fiber and aluminum have been something of a drug for the Corvette crew," says Hall. And those lightweight materials, he surmises, will be tapped to a larger degree with the next car. One possibility is to ditch the steel frame that's currently used by the base and convertible Corvettes and exclusively employ the aluminum frame of the Z06 and ZR1. That move alone would save 136 pounds. "The real trick will be finding ways to make the car lighter without passing too much cost on to customers," Hall insists. "Sure, they could substitute carbon-fiber body panels for fiberglass, but carbon fiber is multiples of 10 more expensive. The majority of the development dollars are going into finding cost-effective ways to make it lighter."

The Design

Take comfort that the next Vette will be styled by the same talented team that's penned such recent stunners as the Cadillac CTS, the Pontiac Solstice Coupe and the Chevy Camaro. Expect the next 2012 Corvette to have even more swagger and attitude and to possibly use elements from the recently seen (but horrendously named) Corvette Centennial Design Concept. Retractable headlights-long a Corvette trademark-will not be making a return; European pedestrian-impact standards have effectively killed that design element. But the next headlights will be better integrated, and LEDs will probably be part of that program.

The Bottom Line

The C7 Corvette won't be the mid-engine answer to the Ford GT. And its performance probably won't substantially eclipse the current car. But with lighter-weight and similar horsepower outputs, the C7 is sure to be an all-around tasty recipe. The Corvette is one of the best sports-car bargains on the road today. So with another four years of development time, it can only get more refined, more stylish and more fuel-efficient, too. We're already salivating.

A twin turbo V6 would give us a run for our money. There was also talk of, and I find this hard to swallow, a diesel

powerplant. I cannot imagine following a corvette with a huge tail pipe billowing out black smoke and sounding like an 18 wheeler. Gotta run.

**Doctor Dictionary
Word of the Day**

canine \KEY-nahyn\, adjective:

1. of or like a dog or member of the dog family
2. any animal belonging to a group of meat-eaters including dogs, foxes, and wolves
3. pertaining to a canine tooth
4. one of the four teeth next to the incisors; cuspid

Several police departments with canine squads similar in size to the Prince George's unit reported few -- if any -- cases of dogs biting officers.

-- David S. Fallis and Craig Whitlock, The Washington Post <<http://www.washingtonpost.com/>> , 2001-12-30

First came Netflix and Zipcar. Now comes a company that plans to rent dogs to Bostonians willing to pay steep fees for a canine friend without worry of commitment.

-- Sarah Schweitzer, Boston Globe <<http://www.boston.com/>> , 2007-12-17

by 1398 as "pointed teeth," from Latin caninus "of the dog," from canis "dog," from Proto Indo-European base *kwon- "dog." The adjective is attested from 1613 and the noun meaning "dog" is first recorded 1869.

victuals \VIT-uhlz\, noun:

food or provisions, esp. for humans

Before the hurricane hit, we went to the store for victuals.

c 1303, vitaylle (singular), from Anglo-French and Old French vitaille, from Late Latin victualia "provisions," noun use of plural of victualis "of nourishment," from victus "livelihood, food, sustenance," from base of vivere "to live." Spelling altered by 1523 to conform with Latin, but pronunciation remains "vittles."
