

THE ENLIGHT'NER

June 2009 NEWSLETTER

Majestic Glass Corvette Club

1103 – 23rd Street, Anacortes, WA 98221

(360)-651-8421 or (360) 299-9303

WEBPAGE: <http://www.majesticglass.org>

EMAIL: mgccedgar@yahoo.com

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
PAO-----Bill Amman

MEETING SCHEDULE

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.

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

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

Tuesday, Aug 11. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Aug 25. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

Tuesday, Sep 8. Club Meeting, Denny's,
Mt Vernon at 7:30 PM.

Tuesday, Sep 22. Club Meeting. Village Pizza,
Anacortes at 7:30 PM.

ACTIVITY SCHEDULE

(Dates/Events are subject to change)

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 Mitchell's Camp Grounds

Other Events

Sat 6 Jun. Skagit Valley College Car Show

Sat 13 Jun. Greenbank Farm Car Show Whidbey Is.

Sun 21 Jun. Berry Cool Car Show, Burlington

Sun 28 Jun. Twin City Idlers, Stanwood

June Birthdays

1	Dale McAtee
4	Sandy Overton
7	Linda Oisten
14	Bill Ruch, David Putnam
15	Linda Haskins
26	Kathy Hammer
29	Mary Stroebel

June Anniversaries

2	Rob & Sherri Brown
8	Dave & Jane Fikse
10	Larry & Mary Jo Phillips
12	Dave & Debbie Thomason
21	Gene & Linda Oisten
26	Warren & terry Aspden

Minutes

MINUTES OF 12 May 09 MEETING AT Denny's

The meeting was called to order at 7:30 PM by the President. Members in attendance were: (33) Bill & Karen Amman, Lenny Angelo, Christie & Curt Bailey, Paul & Rissa Borgen, Jack Bowen, Dick & Betty Carey, Kevin Copley, Frank & Maureen DePuy, Ron & Anita Foster, Doug & Linda Gilbert, Gene Hitt, Kevin Humann, Ann Humphreys, Sam & DeLonis Lovold, Skip & Rita Nelson, Joanne & Brian Olson, Dave Overton, Bryan & Bonnie Pierson, Bill & Sandy Ruch, Dick Shafer, Ron & Linda Telles.

The minutes of the 28 Apr 09 meeting were reviewed and accepted as presented.

Treasurer's report was presented

OLD BUSINESS:

Membership: 81. Introductions made for the new member. Report on the Foothills Car Show. Weather was great and so was the show. We have lots of door prizes for our upcoming shows. Cascade Locks trip. Meet at PETCO Thur. at 10:00am. Our PAO will send out e-mails. For the 4th of July meet at Dave O's. Time is 9:30am. Bring Candy and Decorate Cars. Berry Cool Car show,

June 21st. Meet at PETCO 8:30am. Twin City Idlers Show in Stanwood June 28. Meet at PETCO 8:00am. Lyman car show is on July 11th. Meet at PETCO 7:30am. Remember to charge your radios, for the shows this weekend. The Marine Corp League Benefit 26 July. Meet at PETCO 9:00am.

NEW BUSINESS:

For the Cruz to Colby you need to pre register. Linda Telles has larger sizes of the yellow shirt available. The bill for the WEB domain is now due. Motion made by Kevin Humann and Seconded by Doug Gilbert to pay it for the 9 year period offered. Payment is for \$89.00. Motion passed. Remember to pay your dues! The next meeting will be at Village Pizza on 26 May 09. There being no further business, the meeting adjourned at 8:00pm. Kevin Humann won "Joker Up"

MINUTES OF 26 May 09 MEETING AT Village Pizza

The meeting was called to order at 7:30 PM by the President. Members in attendance were: (31) Bill & Karen Amman, Lenny Angelo, Paul & Rissa Borgen, Charlie & Mona Brown, Rob & Sherri Brown, Dick & Betty Carey, Ron Foster, Doug & Linda Gilbert, Gene & Doris Hitt, Kevin Humann, John & Therese Kingsberry, Dave Overton, Mel & Linda Paul, Bryan & Bonnie Pierson, Dave & Eileen Putnam, Bill & Sandy Ruch, Ron & Linda Telles, Wally VanDerToom.

The minutes of the 12 May 09 meeting were reviewed and accepted as presented.

Treasurer's report was presented

OLD BUSINESS:

Membership: 81. Thank you to everyone that showed up to work the car shows. Your help was not only greatly appreciated but allowed us to have 2 wonderful shows. We had some very good comments from our participants. We do however need to work on putting things away correctly in the trailer. We didn't do so well. Thank you all again. Linda Gilbert will picking up some supplies to put in the trailer. Cascade Locks trip is coming up. Meet at PETCO Thur. at 10:00am. Have your radios charged. Our PAO will send out e-mails. For the 4th of July meet at Dave O's. Time is 9:30am. Bring Candy and Decorate Cars. Berry Cool Car show, June 21st, meet at PETCO 8:00am. Twin City Idlers Show in Stanwood June 28. Meet at PETCO 8:00am. Lyman car show is on July 11th. Meet at PETCO 7:30am. Remember to charge your radios, for the shows this weekend. The Marine Corp League Benefit 26 July. Meet at PETCO 9:00am.

NEW BUSINESS: The Annacortes Food Bank needs supplies. Motion made by Linda Gilbert to donate \$250.00, Seconded by John Kingsberry. Motion Passed. Another Reminder * Remember to pay your dues!* The next meeting will be at Denny's on 9 June 09. There being no further business, the meeting adjourned at 8:00pm. Bonnie Pierson won "Joker Up"

Corvette

History - June



- **June 1, 1981:** Production of Corvettes begins at a new plant in Bowling Green, Kentucky. The first Corvette is a beige 1981 model.
- **June 2, 1990:** Ground-breaking begins on the National Corvette Museum, in Bowling Green, Kentucky.
- **June 4, 1957:** The Automobile Manufacturer's Association passes a resolution recommending that member companies (including General Motors) not participate in auto racing.
- **June 11, 1996:** General Motors holds a press conference to announce and display the new Gen II engine for the 1997 Corvette. The engine will be known as RPO LS1, a 5.7 litre V-8.
- **June 14, 1993:** Corvette program manager Russ McLean and chief engineer Dave Hill meet with the General Motors Strategy Board, including General Motors president Jack Smith, to get approval for Concept Initiation of the 1997 Corvette program. The plan is approved.
- **June 17, 2000:** The 24 Hours of Le Mans race is run, in Paris, France. For the first time, Chevrolet's Corvette Group officially enters two Corvette C5-R race cars. They place 3rd and 4th in GTS class, 10th and 11th overall.
- **June 21, 1996:** The last Corvette of the fourth-generation "C4" body style (used since 1984) is produced. Over 300,000 cars were produced since 1984. The car is bought by Mike Yager, owner of Mid-America Design, for his museum in Illinois.
- **June 26, 1994:** The first C5 (1997 model) alpha test car rolls out of the assembly room. Build chief John Fehlberg has the honor of being the first C5 driver.
- **June 29, 1993:** Chevrolet general manager Jim Perkins states that a fifth-generation Corvette will be produced for the 1997 model year.
- **June 29, 1999:** The last 1999 model Corvette is built, a silver coupe.
- **June 30, 1953:** The first production Corvette rolls off the assembly line at Chevrolet Plant, Number 35, near Flint, Michigan. Sticker price: just over

US\$3,000. Assembly line worker Tony Kleiber has the honor of driving the first Corvette off the assembly line.

- **June, 1953:** Chevrolet begins production of the Corvette on a tiny assembly line in Flint, Michigan.
- **June, 1960:** In Le Mans, France, the 24 Hours of Le Mans race is held. Briggs Cunningham enters three white Corvettes with 283 ci engines, driven by John Fitch and Bob Grossman, Cunningham and Bill Kimberley, and Fred Windridge and Richard Thompson. The Fitch/Grossman car reaches 151 mph, and finishes 8th overall, 5th in GT class. Racing team Camoradi U.S.A. enters two factory prepared Corvettes. One places 10th overall, 7th in GT class.
- **June, 1961:** The Corvette Shark showcar makes its first appearance, at Road America in Elkhart Lake, Wisconsin.
- **June, 1967:** In Paris, France, the 24 Hours of Le Mans race is held. California car dealer Dana Chevrolet enters a 1967 Corvette coupe with 427 ci L-88 engine, driven by Dick Guldstrand and Bob Bondurant. The lone Corvette is the heaviest car in the race. Dick Guldstrand sets a new record speed of 171.5 mph on the Mulsanne straight, 22 mph faster than the GT class winning Ferrari. In the 13th hour, the engine fails, ending the race for the Corvette.
- **June, 1971:** A full-size fiberglass model of a Wankel-engined Corvette prototype is completed, and shown to top management of General Motors. General Motors President Ed Cole approves construction of a complete running car.
- **June, 1978:** The movie "Corvette Summer" premieres, in Maumee, a suburb of Toledo, Ohio. Terry Michaelis, of T. Michaelis Corvette Supplies, Inc. arranged to have the world premiere there, and raffles off a 1978 Corvette Indy pace car replica. Plus, every Corvette in the country was invited to the party. The Corvette parade set a new mark in the Guinness Book of Records, at somewhere between 5000 and 7000 Corvettes.
- **June, 1978:** The first Bloomington Gold Corvette show is held. It was formerly called Corvette Corral.
- **June, 1985:** Group Lotus in Norfolk, England, proposes building a new engine for Chevrolet, who quickly approves the project. The engine would become the LT5 for the ZR1 Corvette.
- **June, 1985:** Chevrolet Chief Engineer Don Runkle and Lotus' Tony Rudd discuss creating a new show car to show off their engineering expertise. The project would become the CERV III.

- **June, 1994:** General Motors' Strategy Board meets again with the Corvette group, continuing their arguments defending their request to proceed on schedule toward production building of the new 1997 model Corvette. It is agreed that plant conversion would begin in April 1996, with final current model production ending on June 21, 1996.
- **June, 1995:** Three Reeves Callaway SuperNatural Corvettes enter the Le Mans race in Paris, France. One qualifies for the pole position in the GT2 class, and finishes second in class, 10th overall. Another finishes third in class, and 11th overall.
- **June, 1999:** At the Grand Prix of Sonoma at the Sears Point Raceway in California, Chris Kneifel and Ron Fellows drive a C5-R to second in class.

Frankly Speaking

Wow!! The club had 2 wonderful days for our first car shows of the season at the Anacortes Waterfront Festival on May 16th and 17th. On Sunday, the club had a record number of paid cars at @ 155. Impressive!! I would like to thank everyone who participated and/or helped out running the shows. I special thanks to Ron T. for producing/directing the great selection/variety of music for the shows. Ron mentioned that if you have a disk which has music you would like to be played at the shows, he would be glad to incorporate it into our car show music.

As I am writing this column, GM has filed for Chapter 11 bankruptcy protection. GM will emerge for this effort leaner with Chevrolet, Cadillac, Buick and GMC as their stateside car brands. Oldsmobile and Pontiac are sayonara. If you have one of the car brands which are disappearing. You might want to hold onto it. Supply and demand usually raises the value of the car. But what about the Corvette model of Chevrolet? Read on –

The future of the Chevrolet Corvette is secure, General Motors CEO Fritz Henderson says, even has GM dramatically slashes its size and costs.

In an exclusive interview with AutoWeek, Henderson says that not only is the Corvette's current platform undergoing continual development, but the future seventh-generation car, dubbed C7, is also on track.

He would not specify when the C7 Vette would hit showrooms.

Henderson was bullish on Corvette. Not only is he a Corvette enthusiast who drives one, he knows that it contributes to the company's bottom line.

According to GM's top man, "Corvette pays its rent."

The current sixth-generation C6 Corvette has been in production since 2005. The C6 platform used major

components from the C5 fifth-generation Corvette, but with substantial upgrades.

AutoWeek reported in October that work on the C7 Vette had been put on an indefinite hold as GM scrambled to cut costs. The talk then was that the C6 platform could be as old as 12 years before the C7 was ready to go.

It is nice to have the CEO of GM on our side! GM and Corvette are icons (some do not think so) but, here is a little insight to what they mean:

Tailfins, V-8s and Corvettes: The wake of an icon

— For generations, General Motors fueled America's love affair with the automobile, building cars that defined their owners' status in life and the industrial might of the nation. But less than a year after entering its second century, the company that survived wars, international rivalry and even the Great Depression is being driven by the government into bankruptcy court.

The GM that helped move the world from horses to Chevys and Cadillacs is expected to file for bankruptcy protection Monday. The new GM that emerges sometime in the future will be leaner — unsaddled from much of its debt and labor cost disadvantages that contributed to tens of billions of dollars of losses. It will also be almost three-quarters owned by U.S. taxpayers.

It will be a fraction of what was once the mightiest corporation in the world.

"We throw around the word iconic way too much these days, but General Motors really does deserve that name," said Robert Thompson, a Syracuse University professor who studies American popular culture. "General Motors has become a metaphor, in many ways, for the industrial era of the United States."

The company that Billy Durant started on Sept. 16, 1908, with the Buick nameplate quickly absorbed other carmakers — Oldsmobile, Cadillac, GMC, Chevrolet and what is now Pontiac — within three years. Saturn, Hummer, Saab and other brands were added over the years.

GM introduced the fully automatic transmission, dropped the first V-8 engine into Chevy and put tailfins on the Cadillac. The ultimate muscle car, the

Corvette, was introduced in 1953. Its engineers even developed the first mechanical heart-lung machine.

GM inspired crooners to sing, "In My Merry Oldsmobile" and "GTO." When Burt Reynolds outfoxed Jackie Gleason's bumbling southern Sheriff Buford T. Justice in the 1977 movie "Smokey and the Bandit," he did it in a black Pontiac Trans Am with a gold firebird on the hood. And Don McClean drove a Chevy to the levee in "American Pie."

The company sold dreams to drivers of all ages. The first Cadillac, for many, was a watermark of success, and the brand became the metaphor for top-quality goods.

"Your lifestyle, and how well you were achieving, could often be measured by what kind of GM car you were driving at a given time," Thompson said. "Cadillac meant luxury, it meant you'd achieved the American dream."

For computer engineer Tim Barnes, the American dream is still the Corvette, the car that he fell in love with as a 15-year-old grocery clerk. The first Corvette rolled off the Chevrolet assembly line on June 30, 1953, in Flint, Mich. The car, now made in Bowling Green, Ky., has starred in movies, inspired singers and endured for 50 years.

The Corvette's sleek, low-profile carbon fiber- and steel-body still turns heads on roads dominated by cookie-cutter sedans.

"It was the shape, it was the aura, it was the performance," said Barnes, 55, of Thornton, Colo. "It was the epitome of what a sports car should be."

His first was a 1967 convertible — "I still know the VIN (number), and if I ever come across it, I'll buy it again."

He met and married his first wife while working on Corvettes with a friend. His first son was brought home from the hospital in a Corvette, and he expects a Corvette will be parked in his garage when he dies.

For retiree Chuck Lippmann, 66, of Bergenfield, N.J., it's the 1955 Chevy sedan, a two-door, red-and-white model he has owned for about five years. It reminded him of his youth and was the only brand that he liked.

"Growing up, my father always had GM products," he said. "I just kind of latched onto the Chevy."

In 1979, GM employed 618,000 Americans, more than any other company. It became so ingrained in American culture that its late 1980s advertising boasted that Chevrolet was "The Heartbeat of America."

By then, though, Americans also had become suspect of its quality. GM cars broke down. They rusted. There were stories of workers building cars with Coke bottles in the doors. At the same time, Honda and Toyota put out cars that seemed to hum along forever, almost maintenance free.

GM and the rest of Detroit started neglecting their cars, instead focusing on pickup trucks and sport utility vehicles with profit margins high enough to cover the ever-growing cost of former workers' pensions and health care.

During the late 1990s, when the economy was booming, GM sold more trucks and SUVs than ever before, and its profit hit a record \$6.7 billion in 1997.

Perhaps the demise of GM's storied Oldsmobile brand is indicative of the company's problems.

Oldsmobile was among the pioneers in using chrome-plated trim and the mass production of automatic transmissions. It gave drivers the Eighty Eight series, the front-wheel-drive Toronado and the Cutlass.

The brand grew steadily over the years, and in 1977 it became the first GM division outside Chevrolet to sell more than 1 million cars. Its high point was 1985, when it built 1,168,982 vehicles.

As baby boomers aged, GM got older, too. Lacking entry-level small cars that would attract younger buyers, the average age of the company's customer skyrocketed. In 2003, the average Oldsmobile owner was 50 years old. GM tried to counter the stereotype with an ad campaign that this was "not your father's Oldsmobile."

It didn't work. Sales began to fall and GM was unable to make a profit with the aging brand. GM ended Oldsmobile production with the 2004 model year.

GM still hasn't shed the problem of aging buyers, and marketing campaigns and new products have done little to change that. Last year, the average buyer of a Buick sedan was 66.

By the turn of the millennium, GM had grown too large, with too many employees, factories, brands and models. Like crosstown rival Chrysler, which is already reorganizing under bankruptcy protection, GM had a loyal truck following, but the image of its cars had been tarnished.

Even in years where Americans bought more than 16 million vehicles, the companies both lost billions.

When gas prices crept up to \$4 per gallon, GM scrambled to roll out more fuel-efficient cars, but it didn't shift quickly enough. Add the wide-reaching recession, and U.S. auto sales fell by nearly half. GM and Chrysler collapsed under the tremendous weight of their fixed costs.

GM's U.S. employment amounted to just 88,000 earlier this year, and that number is likely to shrink even more as the company continues to reshape itself.

Herb Chambers, who has sold GM and other vehicles in New England for a quarter century, said the company certainly has to take much of the blame. He says GM underestimated the potential of Japanese automakers when they began to grab U.S. market share in the 1970s and '80s with smaller, more fuel-efficient vehicles.

The numbers speak for themselves: GM's U.S. market share has fallen from a peak of more than 50 percent in 1962 to about 19 percent these days.

"Costs got out of control, they weren't staying up to date with technology and they weren't delivering quality," said Chambers, whose Boston-based company is one of the nation's largest car dealers. "Meanwhile, that's what the Japanese do."

A big concern about a bankruptcy filing is whether it would taint the company and damage sales. So far, Chrysler's foray into bankruptcy hasn't driven customers away.

Chambers certainly isn't counting GM out yet. Detroit automakers have a history of making comebacks during hard times in the past.

"If I were going to make a statue of American industry, and I had choose one company, I suppose U.S. Steel would be a candidate," Syracuse's Thompson said. "AT&T would be a candidate. IBM would be a candidate. But in the end it would have to be a car company, and it would have to be Ford or GM, and I'd have to give it to GM."

I rest my case. Cheers!!

Doctor Dictionary Word of the Day

unwitting \uhn-WIT-ing), adjective: not knowing; unaware; unintentional. We are unwitting victims of the system.

c 893, Old English unwitende, from un- (1) "not" + witting. Rare after c.1600; revived c.1800.

erstwhile \URST-hwahyl), adjective, adverb; Also used as an adverb, meaning formerly.: former
Before I move, I will tell off my erstwhile friends.
by 1569, from Middle English erest "soonest, earliest" + while.

For Sale

The Chrysler Crossfire is one of the best kept secrets in the used car market today! It has a Mercedes-Benz SLK platform and all the mechanicals. Manufacturing of body and interior were completed by German coach builder Karmann. All this gives the Crossfire the best-quality of any Chrysler product in recent times. The Crossfire's eighteen-valve, 3.2-liter SOHC V-6 is a staple of the Mercedes lineup giving the Crossfire 215 horsepower and 229 pound-feet of torque at 3000 rpm...0-60 mph in 6.4 sec. 1/4 MI 14.7 sec. at 95.9 mph. Antilock Four-Wheel Disc Brakes with Emergency Brake Assist = 60-0 mph in 117 ft., Fuel Economy with auto trans: 21city, 29 highway, top speed 155 mph (rev limit computer controlled). The Crossfire is a true sports car in every way and its performance can be even more impressive with some after market tuning! Current NADA retail price for the MB SLK is over \$21000. Price for my 2004 with only 24500 miles that is basically the same car is very competitive at \$16000 OBO. I will consider a partial trade-in to help you (CORVETTE?). This link is to a short video with more info about this great sports coupe.

Jerry Miller
425-298-8302

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Bill Strowbridge
360-675-2629

REMINDER!

Do you know what June is?

It's still DUES time.

If you want something to appear in the Newsletter. Feel free to e-mail the information to Edgar.

Tequila Lime Pork Tenderloin

1 lb. pork tenderloin
1 jar (16 ounce) Pace Tequila Lime Salsa

Place 1 cup salsa into a shallow nonmetallic dish or resealable plastic bag. Add the pork and turn to coat. Cover the dish or seal the plastic bag and refrigerate for 30 minutes or overnight, turning the pork over a few times while it's marinating.

Lightly oil the grill rack and heat the grill to medium. Grill the pork for 10 minutes or until desired doneness turning it over halfway through cooking and basting often with the marinade while grilling.

Remove the pork from the grill and let stand for 10 minutes. Discard the remaining marinade. serve the pork with the remaining salsa.

Tip: The marinate and grill technique above will also work with poultry, fish or shellfish, and any variety of Pace Salsa. Find your own favorite.

Trivia Question

What is the name of the pet Viper of Albert (Aldo Ray) in the film We're no angels?



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