



THE ENLIGHT'NER
November 2020 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 2230 W Parkway Dr., Mount Vernon, WA 98273-5528.

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.

MGCC utilizes Multi-Use Radio Service (MURS) radios set to Channel 3 (151.940 MHz) and sub-code (CTCSS) 3 (74.4 Hz) for communication on club trips and at club events.

Our club sponsor is: Rallye Auto Sales, 1010 Old Highway 99 North Rd, Burlington, WA 98233. (360)757-7770. <https://rallyeauto.com/>

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

2019 CLUB OFFICERS

PRESIDENT----- LINDA GILBERT
 VICE-PRESIDENT----- SANDY RUCH
 SECRETARY----- KRISTIE SWEET
 TREASURER----- DOUG GILBERT

APPOINTED POSITIONS

Activities----- All Members
 Web Master----- Bill Amman
 Statistician----- Bill Ruch
 Car Shows----- Open
 Elections----- Karen Amman
 Newsletter Editor----- John Lucke
 Membership----- Kristie Sweet
 Sergeant at Arms----- Bryan Pierson
 PAO----- Bill Amman

MEETING SCHEDULE:

Meetings on hold until further notice!

ACTIVITY SCHEDULE:

OTHER ACTIVITIES:

Activities may be curtailed due to the Corona please check with the responsible parties.

November Birthdays

10	Barbara Strowbridge	23	Therese Kingsbury
12	Patti McAtee	24	Jeff Tarleton
13	Frank DePuy	27	Darlene Somerville

November Anniversaries

2	Richard & Betty Carey
18	Frank & Maureen DePuy

MGCC Board Meeting

August 4, 2020

In attendance: Bill & Karen Amman, Doug & Linda Gilbert, John & Cynthia Lucke, Bill & Sandy Ruch, Kristie Sweet.

Treasurer's report was given. City reimbursed us for our ad in Cruzin' Magazine for \$550.00. We need to re-apply with the city for next year. We still need dues to be paid since this is our only income for this year. Bill will send out a reminder email.

Cruzin' Magazine has shut down. There will be no ads so we will need to advertise a little differently. John will email the clubs he has contacts with, we will place ads in the newspapers and post on facebook and blogs.

Linda spoke with Paul about the trailer. Now is a good time to get an estimate for repair cost. Linda will check with the insurance company to see if this is covered. The plates have expired, we voted to do away with the personalized plates due to cost.

The Christmas Party is tentative depending on the situation at that time.

Any events will be planned to maintain proper distancing and please bring your mask.

Corvette C8 vs. C7 Impressions



By Kirk Shroyer kirk@shroyers.com

While there will never be time in life to do everything we would like to do, there is time to do what is most important.

First of all, to provide driver coaching to one of our country's most talented (retired now) AF fighter pilots, could be a little intimidating. It was rewarding for my friend, and enjoyable for both of us.

2020 Red C8 Z51 versus 2018 highly optioned C7 Grand Sport personal build.

Starting at the top and working our way down the list.

You all know that fundamentally (physics, balance, weight distribution, all 4 tires doing what they are supposed to do most of the time, getting the power to the ground via weight transfer and software) mid engine cars are superior.

The standard C7 Z51 would be a little slower around the track versus the Z51 C8, and the Grand Sport personal build would be a little faster around the track versus the C8 Z51 (down force and huge brakes).

Here's probably the key to the whole review. We all know the C8 is a better, and a very good car. The above lap times will keep people reading car articles, but the real issue is how much easier it is to go fast in the C8 versus the C7. Keep in mind the C7 is a very good front engine car, and a car that still puts a smile on our faces, every time we drive them.

When the Z06 rolls out next year with a 5.5 liter flat plane crank (naturally aspirated)... 625 - 650 hp, higher rpm range, carbon ceramic brake option, down force options... yep, then the 2018 Grand Sport will feel a little more dated.

This review is not about what is next but here is the line up (guesses, experience, and some inside information): Coupe, Convertible, Z06, then it is a debate whether the Grand Sport will precede or will follow the ZR1, then eRay/ Zora (let's pray they don't call it eRay).....and a few other misc commemorative, body panel types (alla carbon C7 options).

Performance stuff

- Coupe and convertible 490-495 hp
- Z06 625 to a max of 675 hp normally aspirated
- Grand Sport wide body, flat plane crank engine - possibly/probably less hp than Z06
- ZR1 Twin turbo and a tad over 800 hp
- Zora The twin turbo engine plus front mounted electric motors - goal 1000 hp (hopefully GM is hacking Ferrari and mimicking (of course not copying) the SF 90 Stradale).
- The Z06 will sound cool (flat plane crank engine). GM/Bowling Green are leaning the higher pitched exhaust note (alla Italian built cars)....my 2 cents is I hope it has an 8,500 rpm rev limit and the higher pitched exhaust note.

Back to driving the cars....

It is immediately apparent the C8 is not only the next generation, it is a very good next generation (overall appearance, stance, interior, dash layout, buttons layout, visibility, fit and finish, driveability, sounds.....).

The DCT is very easy to drive and works as advertised. Expect a very good transmission to get only better.

First pass software is really good.....we were in my friends new C8 with a little over 1100 miles on it....so while it would have been fun to test various limits.....we will work up to that slowly.

In other words the software works really well, and I really encouraged him (and all drivers of modern cars) to know what drive mode the car is in, then drive within (not above) that drive mode.

Driving these new cars correctly, is not only much easier on the car, it is the fastest, the best, safest, and the most comfortable.

A C8 driven professionally in weather mode, where the driver is controlling the car at 95% of the allowed thresholds, will be much faster than people realize.

Same exact approach is true/and appropriate for each of the drive modes - if the car is adjusting or intervening (more than just very little and very occasionally) slow down, or move up a drive mode, or get more instruction.

Not so much on the C8 (yet)....but I have witnessed creamed rear brake pads and rotors on Porsches, Ferraris, etc. within a very few track miles, if the drivers are inappropriately driving the car.

The first thing I looked at on my friend's car was the wear on his rear rotors....which tells me much about how he is doing with his new car....even at just over 1100 miles.

Turning everything off (particularly on the street) reflects some form of early childhood brain damage (or too much youtube), and where pride is driving the car - it is incredibly fun for 10-15 seconds - with a wide range of outcomes.

For the record unless I am on a multi-acre skid pad, or a large mall parking lot (likely wet), I never turn everything off. I'm content to leave pride, and perceived driving skills, on a distant back burner.

And for the record it is ok to drift these modern cars in the upper drive modes (not turning everything off, and very selective locations - lots of room). The higher the drive mode, the less the safety net - but unless the systems are all turned off there is at least some safety net.

Don't get me wrong there is something very cool about learning to drift these modern cars....it is a blast. I really prefer about 500 feet of pavement buffer, while having fun. Exceptions to this include an hour in the Pista with Chip Foose riding along....he wanted to know how the drift mode in the Pista worked. At a private motorsports track near Phoenix AZ, we did a drift at about 6000 rpm in third gear, and then on the next lap about 7000 rpm in 4th gear....Chip said that is one of the coolest things he'd ever done in a car. As I unclenched, and pulled the driving suit out of my butt



crack..... said "sure you're welcome Chip, that was really fun."

One more tidbit....drifting these modern cars is fun, but best to keep new Michelin tires in stock in your shop. The Pista will shred a new set of rear tires in less than an hour.....if drifting is the approach for that hour. Worth \$800 in tires? Absolutely.

The C7 feels bigger than the C8. Why? The longer nose, hood, and front end of the C7. Set them side by side and the dimensions are quite similar. Wider body version of the C8 will be seen on the ZO6.

The C7 Grand Sport weighs less than the C8. The museum put a small but cool tune on Kirk's engine and transmission....in other words the Grand Sport exhaust with the tune - makes really good noises above 6,000 rpm.

The resulting zero to 60, qtr mile, etc....between my friend's C8 and Kirk's C7 were not tested yesterday, but they would be surprisingly close.....up to around 100, then I think the C8 would pull away - primarily due to the down force on the C7.

Achieving pretty much threshold acceleration in the C8 is noticeably easier than in the C7. Both approaches, amount of traction, sounds, driver experience.... receive an A grade.

While driving the C7 (particularly the Grandsport, Z06, and ZR1) at the threshold - it's best to keep hands on the steering wheel and pay attention - it's not usually a straight line down the quarter mile.

While driving the C8 at the threshold - you can take a sip of your latte, adjust the stereo, and enjoy watching others attempting to keep their C7's in a straight line.

C8. Here's the deal. It's good for getting groceries, driving to work, driving cross country, great track car, will kick butt in the upper drive modes (and, with only accolades to the standard C8; the standard C8 will still sound and look great, but the Z06 will be more, noticeably more), it is fun, easy to drive....great job GM! I predict GM will build as many as they can, for as long as they can - and sell them all. The car is good enough to bring customers into GM dealerships, and enhance the sales of other good GM vehicles. Regarding GM management taking so long to approve the mid engine car (and the maybe, maybe not, build the Camaro)....reflects some childhood brain damage within the management team.

In any case the C8 mid engine car made it, and the USA is better off because of it. I'm still waiting for my flying lesson in a fighter jet.

Kirk

Corvette News:

GM Authority – C8 Gran Sport E-Ray

General Motors is working on a hybrid "E-Ray" variant of the Corvette in lieu of a Grand Sport. The Corvette E-Ray is said to boast the same 6.2-liter LT2 V8 found in the existing C8 Corvette albeit assisted by an all-electric front axle, eliminating the car's front trunk and becoming the first 'Vette to come with factory all-wheel-drive.

[Read the full story](#)



This is not new but it came with it's own trailer!

Just prior to the Fourth of July holiday weekend in 2010, Mike Yager received an offer to buy a Corvette that had been “out of commission for awhile.” Mike’s attention and curiosity were piqued. He hit the road to check out this Corvette “opportunity.” The adventure took them down an old country road, more than 200 feet from the main county road. Screened from the road by trees, and surrounded with tall weeds and brush, an old barn was tucked away off the beaten path in Central Illinois. The door to the old barn had been nailed shut for nearly four decades. As the barn door was pried open and pushed back, they found, still sitting on a car trailer, a 1957 Corvette!



['57 Corvette Barn Find](#)

Corvette Racing:

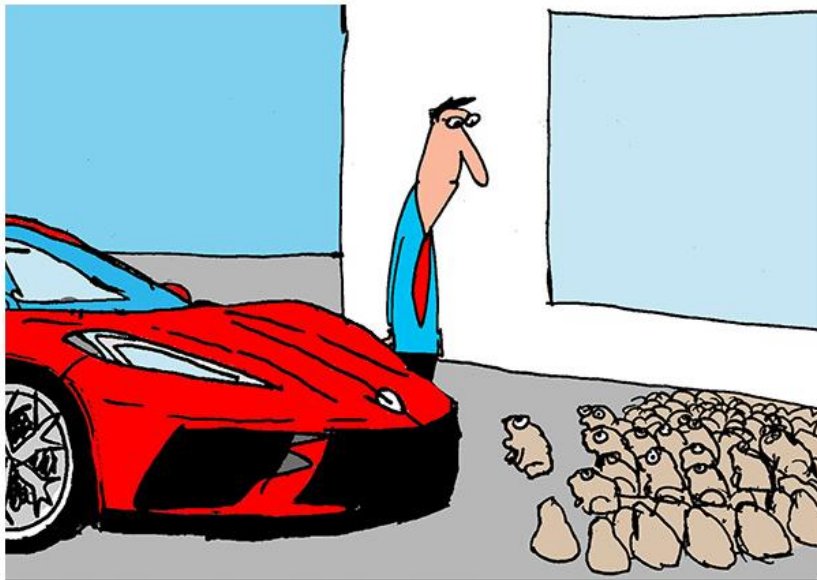
CORVETTE RACING AT ROAD ATLANTA: Runner-Up for No. 3 Corvette

After a wild and crazy afternoon, the No. 3 Corvette team finished just 1.779 seconds from its third straight class victory. The result, though, was good enough to increase the Drivers' Championship lead for Garcia, Taylor and the No. 3 Corvette C8.R team to 28 points with two races to go. Chevrolet grew its lead in the Manufacturers standings to 16 points.

Oliver Gavin, Tommy Milner and Marcel Fässler placed fourth in class with the No. 4 Mobil 1/SiriusXM Chevrolet Corvette C8.R. Both of the mid-engine Corvettes led multiple times on a topsy-turvy day. Gaps between cars in GTLM rose and fell on a whim in traffic, which wasn't unexpected around the challenging and undulating 2.54-mile, 12-turn road course.



[Read the full story here](#)



"We're lemmings. If I buy a Corvette, they all will."

If liking a mass-produced sportscar with 495 horsepower and a starting price of \$59,995 makes me a lemming, well, okay then.

[For more comics click here](#)

Please check <http://www.majesticglass.org/> for more event information.

November 2020

SUN Nov 1	MON 2	TUE 3	WED 4	THU 5	FRI 6	SAT 7
8	9	10 ● 7pm Club Meeting / Lorenzo's Mount\	11	12	13	14
15	16	17	18	19	20	21
22	23	24 ● 7pm Club Meeting / College Pizza Can	25	26	27	28
29	30	Dec 1	2	3	4	5



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SAVE THE WAVE!