

On Your Marque

September 2014



Brian Luessen's 2014 Z51 Stingray Coupe

CORVETTE



CLUB
SEATTLE

1963

2014
Our 51st Year

www.CorvetteMarqueClub.com

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Unofficial C7 Trivia

The unofficial number of Corvettes produced for 2014 is 36,573. The Corvette plant in Bowling Green KN has not produced that many cars in a single year since 2007. Not a bad start for the new Stingray.

CMCS General Meeting - Sat. Sept.13th

Alfy's at Silverlake

9620 19th Ave SE, Everett WA
(425) 338-2577

5 pm food, 6 pm meeting.

You can do both the Vette Rides
and the General Meeting.

Make it a day. Vettes were made to drive!

Kayla Main Activities@CorvetteMarqueClub.com



CMCS Board Meeting - Wed. September 10th



Claim Jumpers Restaurant

7210 164th Ave N, Redmond WA 98052

5:30 pm for food

6:15 pm for meeting

Info: Bill Cameron: VicePresident@CorvetteMarqueClub.com

Saturday Social at the Plum - 9 am

Join club members and others for a breakfast social.

Plum Delicious Restaurant, 3212 NE Sunset Blvd, Renton, WA

The agenda is food and Corvette talk. Just show up and enjoy.

The socials happen most Saturdays, except those with conflicting
CMCS events. See the activity list.

Coordinator: Oran Petersen Newsletter@CorvetteMarqueClub.com



Social Media for CMCS

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

Facebook:

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

Twitter:

Search on Twitter for @CMCS63

Cover - Brian Luessen's C7 Z51 Stingray

The Silver C7 is my second Corvette. The first was a light blue C3 purchased after graduating from college. Before that my Dad had a C2 big-block he purchased in '67, which is still in the family today. As a kid I often sat in the back of the '67 with my older brother in the passenger seat. We did 0 to 60s timing my Dad – it was a simpler time.

The C7 is a Z51 car with a manual transmission, magnetic ride and NPP. Trim level is 2LT, all black interior. I had the typical pre-order questions regarding Z51 and the ride. The combination of Z51 and magnetic was the right choice for me, I'm 6'4" and the ride is fine.

I joined CMCS in July and look forward to participating in club events. Started participating in the Shelton Autocross last year with my brother-in-law who let me drive (beat on) his C6. Many thanks Mike (he is a member of CMCS).

I look forward to seeing you on the road, and yes, I will wave.



CMCS October General Meeting (Not September)

Saturday October 11th

**Noon for food, 1 pm CMCS General meeting
Cascade Garden (Northern Chinese Cuisine)
1580 NW Gilman Blvd, Issaquah, WA 98027
(425) 391-9597**



I-90 Exit 15 south. Left on Gilman, Left into parking lot

Plated luncheon

Order from a special lunch menu (not a buffet)

You will be given the menu at the restaurant

\$15.95 per person plus tax and gratuity

**Includes Soup, Appetizer, Entree, Tea, Cookie and Soft Drink
Separate Checks**

Annual Christmas Party and General Meeting

Saturday December 20th

**Everett Golf & Country Club
1500 52nd Street Southeast, Everett, WA
Details to follow
Save the Date**



Upcoming Activities

Red text indicate CMCS Events. Green text indicate parades.

September 2014

- 9/10 **CMCS Board Meeting.** [\(Page 4\)](#)
9/13 **CMCS General Meeting.** [\(Page 4\)](#)
9/13 **Vette Rides for Veterans.** [\(Page 12\)](#)
9/14 NWACC Autocross, Shelton. Coordinator: Kevin Jewell.
9/21 **Adopt-a-Highway Cleanup Session** [\(Page 22\)](#)
9/27 **Fall Tour to Lower Snoqualmie Falls** [\(Page 8\)](#)

October 2014

- 10/3-5 **Maryhill Hill Climb Tour** [\(Page 13\)](#)
10/08 **CMCS Board Meeting. Lee Johnson's Mazda upstairs conference room.**
5:30 pm.
10/11 **CMCS General Meeting. Cascade Garden, Issaquah.** [\(Page 5\)](#)

November 2014

- 11/08 **CMCS Charity Auction & Thanksgiving Banquet.** [\(Page 8\)](#)

December 2014

- 12/20 **CMCS Christmas Party and General Meeting** [\(Page 5\)](#)

February 2015

- 2/27-3/1 **CMCS Wet Weekend. 50th Anniversary of this event. Save the date.**
Details to follow. Let's go retro!

Kayla's **RAD** 2014 Recap

by Kayla Main



It's pretty safe to say a good driving time was had by all on this year's RAD. The focus was on the driving experience and not the destination.

We started out early Friday morning at Ken's Truck Stop (or whatever it's called now. It has been refurbished and also has a new and improved menu).

We went by several windmills on our way to Biggs.

**Note: the June Windmill tour was planned that way for increased knowledge and appreciation as we pass by.*

We also encountered the Oregon Bowling Green Caravan group on their way north. Our adventure *really* began after lunch in Biggs, OR, as we headed out to the Blue Mt. Scenic Hwy. After a while we meandered onto a forest service road that was as smooth as glass and full of twisties. We didn't see very many cars but we did encounter a few cows running loose on the road, as well as about a half dozen deer,

as we negotiated the twisties on the way to La Grande, OR. We had our evening meal at a 'local hangout' selected by Oran Petersen. (Because this was the town he grew up in.) A great choice. The food was excellent and so was the 'swapping of stories.'

Everyone had been primed that Day 2 was going to be filled with LOTS and LOTS of twisties. As promised Day 2's roads were spectacular on vista and curves. After a change of plans for lunch, due to a major fire in the chosen restaurant last month, we headed to the main attraction of this year's

RAD, 'The Spiral Highway.'

We drove UP. And we drove DOWN. (Had to get a lot of a good thing!) After that we headed to Colfax by way of more twisty roads along the river and thru the puckerbrush. We spent the night in Colfax with another after dinner game of '31'.

A bit under 700 miles in 2 days, the majority of it on 2-lane (and occasionally less) roads. We had 23 Corvettes participating, 21 from CMCS and 1 each from the Tacoma Corvette Club and the Yakima Valley Vettes. All were able to sharpen their driving and talking skills. Kayla's **RAD** 2014 will be a tough one to top. We'll work on that in the coming months...



Request For Nominations - Frank Olsheski Award **by Kevin Jewell President@CorvetteMarqueClub.com**

Frank was a long time member of the club. He held most of the offices, and was extremely active in the club. Included in those activities was his role as Santa at our annual holiday meeting. After his untimely death, the club established the Frank Olsheski Award in his honor.

This award is given every December to a member (or couple) who has gone the extra mile in their support of the club and activities.

Your board would like to hear from you. Who do you think should be the recipient this December? If you have a nomination, please let us know, and also please give us a paragraph or two in support of that nomination. You can make your nominations anonymously if you choose, but be assured that all nominations are confidential.

Please send your nomination, no later than Oct 1, to Kevin Jewell. Use the email above or mail to **12120 202 Ave NE, Woodinville, WA 98077**. I will compile all the nominations and present them to the board.

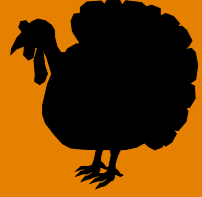
Thank you in advance for taking the time to give this award the consideration it deserves, and helping with your input on the nominations. Please remember to submit your nominations by Oct 1, 2014.

Kevin Jewell

CMCS Annual Thanksgiving Potluck Dinner, Auction & November General Meeting

Saturday November 8th @ 5 pm sharp

**St Luke's Lutheran Church
3030 Bellevue Way NE
Bellevue, WA 98004**



Attendees will bring the trimmings
according to your last name:

A thru F: Potatoes/Gravy/Stuffing

G thru M: Dessert

N thru S: Hot veggie/hot side dish

T thru Z: Salads

Auction

Don't miss out on this fun competition!

Your donated items such as: Theme baskets, crafted projects, candies, cookies, cakes, breads, pie--unlimited choices to make and bake will be auctioned and all proceeds from this auction will go to the Dee Ann Esping Charity Fund.

****Thanksgiving Bake it***

Wrap it in clear plastic wrap,
Print your name and the name of the baked item on a 3x5 card
(if it contains nuts, please so identify)

The following members are presently bringing turkeys:

***Judi Jewell, Billi Trask, Lois Renner, Lorrie Montgomery, John &
Vicky Kingston and Marty Cameron***

To add your name to the list, Please contact

Vicki Rinehart at (206) 901-1549 if you can bring a turkey.

CMCS Coordinator: Vicki Rinehart Charity@CorvetteMarqueClub.com

Fall Tour to Lower Snoqualmie Falls and North Bend

Saturday September 27th

Meet at the Plum Delicious Restaurant

8:30 for Breakfast

9:30 Departure

3212 NE Sunset Blvd, Renton, WA

RSVP and Info: Gary Maxwell (206) 935-3638





On Your Marque ... Get Set ... Go!

By Kevin Jewell - CMCS President



Eight speed transmissions and other trivia.

So the 2015 Corvette is to have an eight speed automatic. Between the C2 and C3 eras we went from a 2 speed to 3 speed, and then finally with the C4 we got a 4 speed auto. Then it took quite a few years until the C6 before we got a 6 speed auto. Back in the 1960's Chevrolet would claim that no car needed more than 2 speeds. During that time period, I drove a car with a 3 speed auto, but in drive it started in 2nd and only used the top two gears (unless you either started with the transmission in low, or floor-boarded it). Now of course, we are getting more and more gears, for the main reason of better fuel economy. No question, all these gears can keep the engine in its best power band for economy. With all of this gear progression for the benefit of economy, I got a chuckle out of BMW recently. BMW claims that the efficiency difference between a 6 speed and 8 speed auto is 7-8%. However, BMW then goes on to claim that the efficiency difference between 8 & 9 speeds is almost zero. I will leave it to you to guess whether BMW offers a 9 speed auto in any of their cars, so is this statement marketing or engineering driven? Regardless, there has to be a point of diminishing returns in the number of gear ratios, except for perhaps marketing reasons to one-up the competition.

Driving Courtesy

We were recently visiting in Mazama for a long weekend. Coming home on Sunday on Highway 20 we were pleasantly surprised by the courtesy of almost all the drivers. Highway 20 is two lanes, and invariably if we were traveling slightly faster, the car ahead would pull into a by-pass lane, or simply pull clear to the shoulder to let us by. When we did the same thing to traffic behind us, almost every passing driver waved at us (and I mean a friendly wave). Everything changed dramatically when we hit I-5. Almost immediately the car behind us went across three lanes of traffic and then back again to pull into our lane exactly one car ahead and, by the way, force me to tap my brakes to again leave a reasonable distance. If it was only one driver that did that, it would be different, but while we saw no aggressive driving on Highway 20, we witnessed repeated episodes on I-5. Is it the difference in the water from one side of the Cascades to the other?

Corvettes are Special

I sometimes marvel at how lucky we all are to be able to drive a Corvette. It doesn't matter if it is a C4 or a C7. Few of us can argue that we need a Corvette, or that it is the best car for our commute. Even if we use our Corvette for our daily driver, it is still more of an indulgence than a necessity. I am not trying to say that it is bad to indulge ourselves; I am simply trying to confirm that all of us should feel lucky to be able to drive that car. In the Seattle Times recently there was an article about the expected price range of car buyers. Forty six percent of all buyers were planning to pay between \$10,000 and \$30,000 for their next car. Only six percent were planning to pay more than \$50,000. Sort of puts the cost of a C7 in perspective, doesn't it?

Kevin Jewell

CMCS General Membership Meeting Minutes

August 9, 2014

Poodle Dog, Fife, WA

By Mona Cox



Board members present were Kevin Jewell, (President), Bill Cameron (Vice President), Mona Cox (Secretary), Kayla Main, (Two Year /Activities Board), Candy Turi (One Year Board), and Stan Trask (Past President). Bob Renner (Treasurer) was absent.

President Kevin Jewell called the meeting to order at 5:29 p.m.

PRESIDENT'S REPORT: Kevin Jewell thanked everyone for coming.

VICE PRESIDENT'S REPORT: Bill Cameron has 5 radios available for sale for \$227 each.

SECRETARY'S REPORT (Mona Cox): The July minutes as printed in the August newsletter were approved.

TREASURER'S REPORT: Kevin has the financial report for July. Let him know if you'd like to see it.

MEMBERSHIP REPORT: Steve Yabroff introduced 3 prospective members: Christian Machelschall (black C7) and Les and Diana LeRoss (Cyber gray C7). All were voted in, making membership now stand at 244.

ACTIVITIES REPORT: (Kayla Main)

- August 22 -Caravan departs Lee Johnson Chevrolet on its way to Bowling Green
- August 22-23 - RAD (Really Awesome Driving)
- August 24 - XXX All Corvette Show and Burger Bash
- August 31 - crabbing picnic with Ken Wheadon of Speedway Chevrolet
- September 13 - Vettes for Veterans
- September 13 - General Membership meeting at Alfys in Silver Lake
- September 27 - Fall Tour (including a stop at a winery) to Lower Snoqualmie Falls. Photos of Lower Snoqualmie Falls were shown.
- October 3-5 - Maryhill Hill Climb, Goldendale (hotel reservations limited at this event)

BBQ and Car show at Maryhill Museum on the Columbia, chance to drive on the historic hill climb road, watch the Race on Sunday. RSVP to Kevin Jewell.

NEWSLETTER: Oran Petersen has a cover car for September, and is always looking for more.

Committee Reports:

CHARITY - Kevin reminded us of the November 8 charity auction to support the club's charity efforts.

APPAREL - Karen Breen-James has ladies' shirts with the CMCS logo available for sale. She also has info about waterproof winter coats. Let her

know if you're interested, as she won't order until she hears that there is interest in this item.

PARADES - Jim McDonnell reported that of the 30 CMCS flags he ordered earlier this summer, he only has 4 left. He noted that it's been a good parade season.

ADOPT-A-HIGHWAY - John Thomas announced that the next clean up date is September 21.

NCM CARAVAN: Steve Yabroff noted that on August 22, 65 cars will enjoy a catered breakfast before departing from Lee Johnson Chevrolet, for a 6-day drive to the National Corvette Museum. Once there, they will enjoy 3 days of festivities. The sink hole is a big tourist attraction, so the Museum's going to leave it there!

NWACC: Kevin noted that the next autocross is August 10 in Shelton. The last autocross of the season will be September 14; also at Shelton

NCRS - Stan Trask noted that cars from 1953 through 1996 can be part of NCRS, which has both National and Northwest chapters. NCRS will have a large turnout at the August 24 XXX Show in Issaquah. There's an August 28-30 Northwest Regional Meet in Tacoma, and a September 4-7 event in Reno, Nevada.

NCM: Wes Holmes absent; no report.

Old Business:

None.

New Business:

Those in attendance signed a "thinking of you" card for former member and long-time newsletter editor Cloyd Jackson, whose health is declining. (Cloyd passed away on August 12; the card was mailed to his wife Barbara.)

50-50 Drawing (Jack Goodman and Claudia Simmons) Scott Robb won \$73, which was half of the funds collected. The other half will go to the Shoreline CC ASEP (Automotive Service Educational Program) to support a student sponsored by a GM dealer.

You can buy a shield from Steve Yabroff or Oran, and a mount from Oran.

Next Meetings:

Next Club Meeting: Saturday, September 13 at Alfy's in Silver Lake. Eat at 5:00 p.m.; meeting at 6:00 p.m.

Next Board Meeting: Wednesday, August 13, at Claim Jumpers in Redmond. Eat at 5:30 p.m.; meeting at 6:15 p.m.

The meeting adjourned at 6:09 p.m.

Respectively submitted by Mona Cox, Secretary

CMCS Special Recognition - 3rd Quarter 2014 Gary & Carol Maxwell

Each quarter the CMCS Board recognizes members for the extra effort they have made on behalf of the Club.

This quarter the club recognizes:
Gary & Carol Maxwell

Both Gary and Carol have been proud members of CMCS since June 2007. They have a 2003 Anniversary Red Coupe.

From day one both Gary & Carol have asked what they could do to make the club experience fun for all the members and have spent many hours doing just that. Whenever

asked to help with an event they respond with what can we do.

Both Gary & Carol have donated many items such as jewelry, car parts, and much more to all the charity auctions and the SIS events.

They also have organized and lead road tours for club members, such as the Mount Rainier tour to Paradise Lodge and the upcoming road tour to the lower Snoqualmie Falls which will have other stops along the way.

The CMCS Board is pleased to honor Gary & Carol Maxwell as its "Special Recognition Honorees" for the 3rd quarter of 2014. Please offer your congratulations and appreciation to Gary & Carol when you see them at an upcoming event. Their efforts have truly been appreciated and their contributions have made CMCS a better club for all.

Congratulations to you both from your CMCS Board.



Vette Rides for Veterans

Saturday September 13, 2014



We'll join our friends in the Glass Odyssey Corvette Club on the 2nd **Vette Rides for Veterans** event of 2014 at the Veterans Home at Retsil near Port Orchard, WA. The format of this event is changing from the earlier ones, but details are not yet available for this newsletter. Watch for an all-member email, or check the CMCS Web Site for more information as it becomes available.

CMCS contact: Gary Main. Activities@CorvetteMarqueClub.com



Maryhill Hill Climb Tour

Friday October 3 to Sunday, Oct 5, 2014
by Kevin Jewell

Did you know the oldest asphalt highway in Washington was built in 1911 and is located near Goldendale? The Maryhill Loops Road was built by Sam Hill to connect the Columbia River and the railroad terminal with his planned Quaker community. The road was bypassed by Highway 97 after WW II, and is now owned by the Maryhill Museum of Art. This highway is only open to vehicles two weekends/year and one of them is in Oct in conjunction with the Maryhill Car Show and Hill-climb. The all marque car show is on Saturday on the grounds of the Maryhill Museum. During the show, we are excused from noon to 2:00 PM, to drive the hill-climb route. The SOVREN (Society of Vintage Racing Enthusiasts) cars have will have time trials all morning and the race cars are given a police escort on the highway so they can join the car show display in the afternoon. Hearing them approach with their police escort and then seeing the wide variety of race cars is worth the price of admission in itself. The road was recently re-paved. I drove the road about 4 years ago, and had to admit that the race drivers have to be a bit wacko to drive this multiple turn, 1 ½ lane wide road at speed. Then on Sunday the vintage race cars compete in the formal SOVREN hill-climb. There will always be a few C1-C3 Corvettes in the grid. We know of a great spot to watch the hill-climb from a major pull off on Highway 97.

The plan is to tour to the Goldendale area on Friday, attend the car show and drive the Loops Road on Saturday, watch the SOVREN competitors Sunday morning and then when everyone is ready, depart for home. There are other attractions as well. The well known Maryhill Winery is just a couple of miles from the Museum grounds. The Maryhill Museum underwent a multi-million dollar renovation a couple of years ago, and without a doubt is one of the best museums in the state and is well worth a couple of hours. Close by is also the Stonehenge replica that Sam Hill constructed.

The best place to stay is the

Quality Inn and Suites in Goldendale, (509) 773.5881.

Typical rates are \$90/night with 10% AAA discount. There are only 48 units available, and when we attended a few years ago, the motel was fully booked months before October. There is not much else in Goldendale, so the overflow crowd heads to Biggs, OR across the Columbia, or even downriver to The Dalles. The trouble with Biggs is that this is a major truck stop with 24 hour truck traffic, and the only motel has a 1 star rating according to Priceline. The Quality Inn has a very generous 24 hour cancellation policy, so now is the time to book your room and avoid having to stay in Biggs.

The car show registration is \$12-15 depending on date received and the watching the race cars on the hill-climb is free. The Concours d'Maryhill Car Show is organized by the Goldendale Motorsports Assoc. There will be more information coming, but for now if this sounds like fun to you, reserve the dates, AND most important reserve your room at the Quality Inn in Goldendale. You can always cancel later.

Speedway Chevrolet - CMCS Sponsor

In the market for a
Car, Truck or SUV?
Just Ask! We are an
ALL SERVICE



JOE KNOWS CORVETTES



Go to our Web site to see more details and photos of our cars:
JoeKnowsCorvettes.com Joe Harvey (425) 773-0154
or
SpeedwayChevrolet.com (360) 794-1155

CMCS Members pay no more than MSRP for their new cars
No Dealer Markup (Excluding C7 Z06)

Current New Corvette Inventory - Call For More Details

2014 Stingray Coupe 2LT	Laguna Blue/Black	7-Spd Manual	Call for Price
2014 Stingray Coupe 2LT	Torch Red/Black	6-Spd Auto	Call for Price
2014 Stingray Coupe 2LT	Arctic White/Black	6-Spd Auto	Call for Price

Current Certified Pre-owned Corvettes - Call For More Details

Year/Model Corvette	Miles	Color	Trans.	Price
2011 Coupe	16k	Torch Red/Black	Auto	\$45,980
2009 Coupe	19k	Crystal Red	Auto	\$37,980
2008 Roadster	7k	Indy Pace Car	Auto	\$44,980
2007 Coupe	30k	Monterey Red/Black	Auto	\$34,980
2006 Z06	13k	LeMans Blue	6-Spd	\$44,980
2005 Coupe	8k	Black/Black	6-Spd	\$34,980
2004 Convertible	19k	Gray/Black	Auto	\$28,980

**Service & Parts 10% Discount to CMCS Members
(Cannot be used in conjunction with other offers.)**

Contact Joe Harvey for any of your vehicle needs (425) 773-0154
joe@joeknowscorvettes.com
1-877-71-SPEED (16957 West Main Street, Monroe WA)

Lee Johnson Chevrolet - CMCS Sponsor



Lee Johnson Auto Family
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Celebrating
80 YEARS
-of Service-



Sales: (888) 556-3445

Monday - Friday: 9:30 am - 8:00 pm

Saturday: 9:00 am - 7:00 pm

Sunday: 11:00 am - 6:00 pm

Sales Representative: Bob Mikolasy, (206) 391-0853

bmikolasy@leejohnson.com

Service & Parts & Quick Lube (800) 729-7578

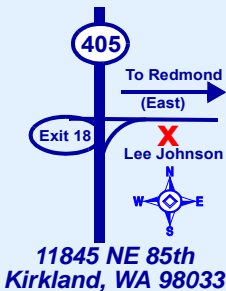
Monday - Saturday: 7:00 am - 7:00 pm

Sunday: Closed

Service Representative: Tom Mulhollen (425) 629-2600

Corvette Specialist: Bryan Sessions

(888) 556-3445 www.leejohnsonchevrolet.com



Service & Parts

10% Discount to

CMCS Members

**(Cannot be used in conjunction with
other offers.)**



North to Alaska...

(in search of rock chips & road rash)
by Gary Main (Continued from last month)

6/12/04 - Day 11: Took the "red-eye" from Seattle to Anchorage last night & was on the doorstep of the storage facility when they opened at 7AM today.

Un-sealed the container, hooked up the battery, and turned the key on the '67. It fired right up, as if it was ready as I was to get back on the road. Met the other ACA members at Alaska Sales & Service to await the arrival of our NCM passengers. A bit of background is in order here: A group of Corvette owners from all over the country was passing through Anchorage today as part of an air-land-sea cruise organized by the **National Corvette Museum**. Their original plan was to



take a tour bus from Anchorage to meet their cruise ship in Whittier. As a means to raise money for the local club's chosen charity. The **RONALD McDONALD HOUSE (RMH)** in Seattle. These NCM members bid on available seats in the Vettes of ACA members to ride in style to Whittier in a Corvette instead of on a boring tour bus. When I heard about this event, I scheduled day 11 of my Alaska adventure to coincide with the NCM event and offered a ride in the '67 to a successful bidder. Why not, I figured, share the joy of a drive through some spectacular Alaska scenery with someone willing to pay for the privilege to ride in a Vette? Everybody wins. I win. My passenger wins. And most of all, the RMH wins. At the end of the auction, Al Dow, a North Shore Corvettes member from Saugus, Maine, outbid the others seeking a ride in the '67. When all of the bids were tallied, the ACA was able to donate **\$5,311.99** to the RMH.



The ride from Anchorage to Whittier covered 53 spectacular miles, first along Turnagain Arm of Cook Inlet, where the mountains seem to rise right up out of the sea, and ending by passing through the Anton Anderson Memorial Tunnel into Whittier. At 2.5 miles, this tunnel originally built for the railroad during World War II is the longest tunnel in North America. It's dark. It's damp. It seems to go on forever. Observation: Side pipes on the '67 really rattle the walls. Way cool! And yes, there really is a "light at the other end of the tunnel." I saw it today.

Upon arrival at Whittier, the ACA hosted a BBQ for our NCM guests. Among the celebrities on the cruise were Wendel Strode, NCM Executive Director, and Dave McLellan, GM's Chief Design Engineer of the Corvette from 1975 to 1992, along with their wives.

After the BBQ, Wendel updated us on museum happenings and Dave signed copies of his new book, "CORVETTE from the INSIDE" (here he's signing mine) then put on a fascinating slide show and talk about the years he worked with Zora Arkus-Duntov. That alone was worth the price of admission. When it was over, 35 Corvettes solo'd back through the tunnel and re-traced our route back to Anchorage.



6/13/04 - Day 12: Gave the '67 another bath this morning, topped off the fuel, and put it back in the box. Now I'm ready for next month, when I'll be back for another RMH benefit event. Covered 142 miles this weekend.

7/24/04 - Day 13: Another "red-eye" from Seattle to Anchorage yesterday & was on the doorstep of the storage facility once again this morning when they opened at 7AM. It's today's activity that was really the catalyst that caused me to select this particular year to finally act on my long-time dream of cruising Alaska in the '67. Today is the Anchorage Corvette Association's 3rd Annual Cruising for the Kids event.

Like last month, this one's also to raise money for the **RONALD McDONALD HOUSE (RMH)** in Seattle. They do this because the families of about 300 Alaska kids stay at the RMH every year during the kids' cancer treatments.

The ACA's support of the RMH is gaining notoriety in Anchorage. So much so, that Channel 2 News sent a film crew to cover the event and interview the organizers and some of the participants. When the reporter heard about this guy (yes, that would be me) who brought his Corvette all the way from Seattle to be a part of this 1-day event, she wanted to interview him to find out just "what the heck was he thinking?" I got my "15 minutes of fame" today, as that interview was featured on the 5 O'clock News and part of it played again on the 10PM News. Me and the '67 on TV. I imagine that!



The premise of this event is that ACA members, along with members of the Midnight Sun Street Rod Association (MSSRA) solicit donations or pledges, from anyone who will listen, to sponsor a car making the 300 mile cruise from Anchorage to Soldotna and back. On the day of the event, a caravan of Corvettes and Street

Rods travel south out of Anchorage down the Turnagain Arm of Cook Inlet (same beginning as last month's NCM cruise) but this time continue on around the end of the inlet and halfway across the Kenai Peninsula, ending up at Hutchings Chevrolet (another event sponsor) for a BBQ, then return to Anchorage.

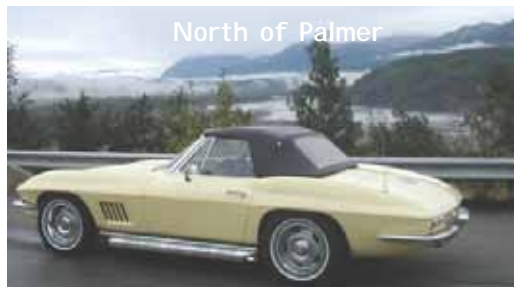
This year 22 Corvettes, a couple Street Rods, and a whole bunch of "support" cars & trucks made the caravan. The ACA has only about 55 members and the MSSRA has fewer than that. When it was all said & done, the event had raised over \$24,000 for the RMH. Twenty-four grand! I imagine what an impact the nearly 300 members of CMCS could have if we held a similar event to benefit the RMH! It's worth considering...



7/25/04 - Day 14: Slept in this morning, then gave the '67 yet another bath, topped off the fuel again, and put it back in the box. When I return next month I'll be going to Valdez, famous for, among other things, their 514 inch (do the math, folks, that's almost 43 FEET!) average yearly snow fall, as well as for the Exxon Valdez oil spill disaster of several years ago. Went 329 miles this weekend. I'm now over halfway to my goal of driving on every mile of every "Red" road in Alaska this summer. This "Red road" brainstorm came about one night when I was sitting around looking at an AVI S Rent-a-Car map and noted that all of the primary highways. There are 4 of them, Hwy's 1,2,3, & 9...were color coded "RED". The goal then became to drive every mile of every "RED road" in the state. Why? Who knows! Everybody needs a goal, I guess. Did 329 miles this weekend.

8/20/04 - Day 15: Another stinkin' red-eye! This time, Kayla & I got up at 3AM and left the house at 4AM to make a 6AM departure out of SeaTac. Who's bright idea was this, anyway? Looked like it would be another bright and sunny day as we lifted off from SeaTac. Wrong! When we landed at Anchorage International a few hours later, it was raining & obviously had been for awhile. Puttered around Anchorage for a couple hours hoping the skies would clear but it was not to be. Couldn't wait any longer, as our hotel reservation for the night was 316 miles and 6-hours away in Valdez. The '67's not afraid of rain anyway, so off we went, full of optimism that things would eventually get better. Little did we know that the next 36 hours would turn out to be some of the most challenging of the trip (so far).

Rain continued steady as we motored along Knik Arm, through Palmer, then Sutton, then the same road construction that we encountered on Day 6, except that what was several miles of dusty gravel on Day 6 was now several more miles of sloppy muddy gravel. Ugly! Really UUUgly! Not much scenery today. The clouds were right on the deck. The rain continued for pretty much the entire 184 miles to Glennallen where we stopped for fuel.





Then we pointed the nose south on Hwy 4 toward Valdez, still 116 miles away. The rain started to let up a bit. By the time we crested Thompson Pass it had stopped completely and the sun appeared. Finally! Stopped for another photo op at the pass. As we pulled back onto the road, the engine seemed to stumble a bit but then picked up all 8 and seemed to be OK. Didn't think too much about it at the time. After all, we're now going

down hill. How tough can that be? Had to pull off the road again near the bottom of Thompson Pass when my bride spied a waterfall and mountain stream that she "just had to" dip her toes into. Must have been cabin fever or something. Who knows.

As we rolled into Valdez forty or so miles later the idle was a bit bumpy again but still ran decent above idle. The real "fun" was about to begin. Parked at the hotel. Rested for an hour or so. When we fired up the '67 to go to dinner, it would hardly run. Poppin' fartin' & dropping at least one cylinder, maybe more. Would barely get out of its own way until it warmed up a bit. This ain't good, I'm thinkin'. Drove it to dinner then a couple miles up the road to "blow the cobs out". Seemed to help, but still wasn't right. Last time something like this happened, #8 plug was fouled. Let it cool down and pulled #8. Looked a bit wimpy, but not really all that bad. Changed it anyway. By now it's nearly midnight & lighting off those beautiful side pipes in the hotel parking lot wouldn't be too neighborly so I just hoped it was OK and went to bed. Drove 325 miles today.



8/21/04 - Day 16: Up at 4 am to get down to the ferry dock for a 7AM departure. The '67 fired up instantly and ran good for about... all of 10 seconds, then started randomly dropping cylinders. Oh well ... can't stop now. Only one ferry per day. Miss this one and we wait until tomorrow for the next one. Limped it onto the M/V **Aurora** for the 6-hour ride



across Prince William Sound to Whittier.



The ferry was packed, not a single open space, but once again the ferry workers found a spot for the '67 in a narrow passageway that was protected from the other vehicles. Somebody was lookin' out for us once again. Thank you!

There was an eerie fog at water level as we pulled out of Valdez harbor but it burned off in an hour or so. After that the scenery was spectacular.

ff in the distance you could see lots of little white dots in the water. As we got closer the white dots turned out to be icebergs. They were calving off the Columbia glacier at the north end of Prince William Sound and floating out to sea. Lots of wildlife seen today, most notably harbor seals, a kittiwake rookery, and puffins by the b'zillions.

Upon landing in Whittier the '67 fired right up but would barely run below 1200 RPM.

Managed to get it off the ferry and into a parking lot. Popped the hood and checked all the obvious stuff but found nothing. The slightest attempt to accelerate produced all manner of backfiring. Discovered that stabbing the throttle would produce instant power, but only for as long as the accelerator pump was dumping in extra fuel and the vacuum drop caused the timing to retard. As soon as the timing advanced back to normal and the air-fuel ratio went back to normal, the cutting out resumed. Acted a lot like it was simply running out of fuel. That should have been a clue, but I hadn't figured it out yet. Pulled and checked all the plugs. Looked OK. Checked the distributor, the coil, the plug wires, the vacuum lines. All OK. Now what? It only takes three things to make an engine run. Air + Fuel + Source of ignition. How difficult can that be? We had plenty of air. We had plenty of spark. Only thing left is fuel, but we had plenty of that, too ... or did we? Pulled the fuel filter and there ... THERE IT WAS ... a little bit of fuel and LOTS of WATER! Now it all made sense. We'd picked up a load of bad fuel yesterday in Glennallen. As long as the water was held in suspension in the fuel and as long as the engine was hot it would run reasonably well. Once shut down, the water settled to the bottom of the tank ... right where the fuel pickup is... so when restarted, it was picking up mostly water and not much fuel. No wonder it wouldn't burn. There are no service stations in Whittier so no chance to drain the tank and refill it. We'd just have to cross our fingers and hope we could keep it running through the tunnel and into Girdwood about 20 miles away. Put it all back together & headed for the tunnel entrance. Having just missed the last one now made us first in line for the next group to go through.



Finally, it was our turn & into the tunnel we went. Still poppin' & fartin' but at least it was running. The echo off the tunnel walls with all the backfiring through the side-pipes was horrendous and likely not much appreciated by everyone else behind us.

Made it thru OK and limped on in to a service station Girdwood where we bought fresh gas and a couple bottles of "I SO-HEET" to absorb the water. Within 5-minutes it was running normal again. That "I SO-HEET" is awesome stuff. Drove on back to Anchorage, put the car in the box & flew back to Seattle. Covered 74 (car) miles today, plus the ferry ride.



(Continued next month)

In Memoriam - Cloyd R. Jackson

by John R. Thomas

We and many others in this world will miss Cloyd. He was born January 19, 1943, in Seattle and passed away on the morning of August 12, 2014, in Virginia Mason hospital with his wife Barbara and two sons at his side. He was a multi-talented man.

Cloyd and Barbara joined the club in 1988 with an '87 convertible In July and August of 1988 Cloyd was



participating in our summer parades. He soon traded up to a red 1989 coupe that I particularly remember. By March 1990 he was elected president of the club.

Then, after a year as past president, he served two terms as vice president: '92-'93 under Bob Lazaroff and '93-'94 under Dee Esping (2 other former presidents who are no longer with us). However, probably his greatest contribution to CMCS was as newsletter editor from March 1994 through August 2003. He introduced color printing gradually into the desktop publishing of the newsletter. The first color cover photo of a member's car appeared in June 1994 and the last black-and-white cover photo was in November 1997.

For most of the decade of the '90's and for a few more years Cloyd was active on the committee that organized and ran our driver education event named School Daze at Pacific Raceways (formerly Seattle International Raceways). He headed this group for a couple of years in the late '90's between the time when Sandra Greene headed the group and the time when Rick Milsoe took charge.

For about a decade Cloyd and Barbara had a bright red 1989 coupe with one of the earliest ZF 6-speed transmissions and the high-performance axle ratio available only early in the 6-speed era. Cloyd was a devoted and outstanding engineer. He was highly involved in Municipality of Metropolitan Seattle (later King County) Metro's conversion of buses to low-pollution engines and he taught mechanical engineering classes (e.g., Heat Transfer, Fluid Mechanics,

HVAC Design and Engineering, Thermodynamics) at Cogswell College for more than 20 years. He advocated for engineers to obtain the PE (Professional Engineer's) license. He applied his knowledge and mechanical talent to improving his Corvette's L98 motor. He installed rocker arms with a high-lift ratio and other improvements in intake and exhaust to get a very-high-performance engine.

Cloyd received his Bachelor's degree in Mechanical Engineering from the University of Washington in 1975 and ever since he was a devoted Husky fan. He and Barbara traveled to a high percentage of away football games, and those weekends received higher priority than CMCS events.

In 1999 Cloyd bought a new Torch Red 1999 convertible specifically to travel to the Fifth Anniversary of the National Corvette Museum in Bowling Green. This C5 had a 6-speed transmission, head-up display, traction control, black leather interior and black top, just what Cloyd wanted. It was the perfect car for Cloyd and Barbara for the caravan to the Museum.

I learned from Tim Cox that Cloyd was also a TV performer. Cloyd had a small role in Gilmore Girls, playing the father of his real-life son Douglas, who was a regular in the series and was getting married (acting) in this particular episode that played on May 5, 2002. It was a big deal to see Cloyd on this popular TV program.

We had numerous board meetings at Cloyd and Barbara's house in Fairwood. They had a very enjoyable outside deck for summertime meetings. I trust his spirit still guards this spot. Rest in peace, Cloyd. You will be remembered fondly.

Adopt-a-Highway Cleanup Session - September 21st

by John R. Thomas

jrthomas@nwlink.com (425) 747-0431



We postponed our midsummer cleanup for several reasons. We have now scheduled our next cleanup for just before the end of summer. We need 10 volunteers minimum and we can use a few more efficiently.

We will gather at the North Metro Transit Base near 175th St NE just off I-5 at 9:40 am on Sunday, September 21, for a short safety meeting. The cleanup work will start about 10 am and probably finish by about 11:30. We have developed an efficient routine.

Then, those who wish may join us for a brunch at a nearby restaurant. This provides an opportunity for new members to get to know a small group at one time.

Workers must wear long pants and sleeves, heavy duty shoes or boots and gloves. The club (from WSDOT) provides reflective vests and hard hats. A worker gets to keep anything valuable (such as a \$5 bill or a tool) that he or she finds.

If you can help on this date, please contact John R. Thomas, phone. You will receive detailed instructions about parking and preparation by return e-mail.

CMCS Apparel Information and Sales

Karen Breen-James: Apparel@CorvetteMarqueClub.com

CMCS has a variety of apparel including logos and hats to allow you proudly display your participation in our great club.

For an order form go to the CMCS web site *Downloads*:

<http://www.corvettemarqueclub.com/Downloads/635324178653131250.pdf>

For Apparel Photo Samples go to the CMCS web site *Downloads*:

<http://www.corvettemarqueclub.com/Downloads/635390395623607500.pdf>

Laps from the Past

by Ben Benninghoff - CMCS Historian



50 LAPS AGO: September '64. President Dick Stanley got the monthly meeting started at Club sponsor Alan Green Chevrolet. Bruce Kelly suggested that the 'point system' be retained with modifications; Club officers will not receive extra points by just being a Club officer. Spectators will receive only 1/3 the points when attending a Club sponsored event while participants will receive full value in any sanctioned event: one needs to actually drive their Corvette to receive full points. While the Point System's original intent was to encourage member participation, the basic intent is now towards the awarding of trophies at the end of the year. A vote was taken to accept these clarifications, and they were adopted by a majority in attendance. A GM trophy will be awarded to a Club member who compiles the largest point value at the end of the year. Other trophies may be awarded as directed by the four officers of the Points Committee overseeing the Points System, with another going to the most 'inspirational member' of the year. A sponsorship letter of acceptance was read from Alan Green Chevrolet sponsoring CMCS, and, will provide a 25% discount on GM parts. Alan Green will provide a meeting space for future Club meetings. The Board agreed to fund expenses to place an order to pay for 49 trophies required for the Labor Day event.

40 LAPS AGO: September '74. President Dee Esping got the monthly meeting started at the Meat Market in Lynnwood. The Western Washington Sports Car Council (WWSCC) was not able to meet this month due to a lack of a quorum. The NorthWest Association of Corvette Clubs (NWACC) reported on their sponsored activities that included a tour to Leavenworth in September. Their Labor Day event went so well that it was motioned and approved to put in a bid to host the event again next year. Their Awards Banquet will take place at the Rodeway Inn in Tacoma this November. There was a tour to Mt. Rainier, and a Practice Session at Seattle International Raceway (SIR). The Club was still looking for a location for the upcoming Halloween Party. Len & Wendy Hodges, Joyce Bear, and, Dave Franek were all voted into full membership. A call went out calling for a committee to be formed in order to put together a guideline and procedures standards for all aspects of running a rally & autocross. Invited guest Denny Angel from the Classical Glass Corvette Club (CGCC) spoke concerning organizing an all Corvette Car Show for November at Southcenter.

30 LAPS AGO: September '84. President John Thomas called the monthly meeting to order at the home of Neil & Noreen Millen following a fun 50's Cruise and dinner that began from the Golden Gardens Park in Ballard to Dick's Drive Inn in Lake City. The past minutes were amended to note in August that

Patti Puckett had not been voted into full membership, only Gyle Atter was. Our NWACC rep reported that R Vettes of Renton held an autocross at Boeing #6 along with a party at the Renton Guild Hall, and a concours at the Factoria Mall. There was concern that the car show scheduled for October at Club sponsor Lee Johnson Chevrolet in Kirkland may be canceled due to a possible GM strike. Don Gord is looking into Club jackets. Club events and activities included a tour to Leavenworth for the Autumn Leaf Festival, a tour to Yakima via White Pass was organized by Skip Weiss from Corvette and Co., a Trans-Am SIR Parking Session, and, a meeting was held at Fort Flagler to guarantee the Club's 4th of July Weekend for next year. The Nelson's will host this event. There was a First Annual Poker Run & Drag Racing Dinner that began at the Park and Ride in Auburn. The dinner was held at the Turtle-Too restaurant in Auburn. The only unfortunate aspect of the entire day turned out that the majority of those participating came from other Corvette clubs rather than from our own. Mike Shelly reported on the success of the Corvette Drag Race and Swap Meet & Car Show at SIR. Over 250 Corvettes participated in the events.

20 LAPS AGO: September '94. Bob Rhodes' 1954 White Roadster with the original drive train and the Blue Flame 6 engine is the featured member's Corvette on the cover of the On Your Marque (OYM) newsletter. President David Barlia got the monthly meeting going following dinner at Coco's Restaurant in Edmonds. Membership Chair Jan Cockrum notes the Club has 128 paid members at the moment. A Mystery Tour left the Petersen's home that included a poker run and BBQ at the final location. Kayla Main was seeking volunteers to assist with the planning of the Club Halloween Party at the Johansen's in October. The Annual Thanksgiving Dinner will be held at Loren & Verlene Sawyers in November. John & Cece Nelson gave a report of their experiences while attending the grand opening of the National Corvette Museum in Bowling Green, Kentucky over the Labor Day Weekend. John Bell organized an overnight Oregon Wine Tour to the Yamhill wine county in the McMinnville Oregon area.

10 LAPS AGO: September '04. The "Get The Yellow Out" Club members show off their yellow Corvettes on the newsletter cover; Bob "Mr. Fabulos" Newman (who arranged the photo ops), Coleen & Michael Thompson, Tim Cox, Kayla Main, Rick Milsow, and, Kaye & Richard Counce. President Tim Cox gathered the membership together for the monthly meeting at Speedway Motorsports in Redmond. Andrew Morrison and his crew took the members on a tour of the facilities and provided a tech session for those in attendance. Tim took a few moments and talked about Leo & Penny Fix that passed away over the Labor Day Weekend. Majestic Glass Corvette Club (MGCC) will have a charity tour in their honor in October. Membership Chair Mona Cox noted the Club has 301 with the addition of new members David & Donna Blaylock, Richard Hein & Lynnette Wilson-Hein, and, Gerald Tallman. Byron Crocker talked about the Cruise To Paradise outing to Mt. Rainier; Tim Cox talked about the last Issaquah Salmon Days Parade of the year, while Sheila Wyllie discussed the upcoming Thanksgiving Feast to take place at the Kirkland Community Center in November, and the Christmas Party to be held at the Muckleshoot Casino in Auburn. Other topics covered were the pending overnight Peninsula Tour from Rick Milsow (breaking from the normal Cascade Tour) in October and, Marty Cameron talked about the annual Wet Weekend in February to Harrison Hot Springs BC. Marty also informed those in attendance what the Club's Charity Committee had accomplished in the past. Dick & Lolly D'Alessandro reported on the success of the Seattle In September III event. Paul Luczyk is taking names of those interested in running for a Board position next year. Five Club members toured to Portland to attend the American Le Mans

series Grand Prix of Portland and saw the C5R racing team. The highlight was having access to the racing team's paddock area where C5R Corvettes #2, #3, and #4 were staged. Ben Benninghoff posted an article covering the July "Liquid Road Tour" trip taken to Victoria on Vancouver Island, BC where 16 Club members took in an overnight trip. Gary & Kayla Main's Alaska odyssey article in the OYM newsletter comes to a conclusion on their 7th day tour on Alaska's "Red Roads", making it to Homer Alaska; "The End of the World."

5 LAPS AGO: September '09. Paul & Patricia Luczyk's 2001 Red convertible is featured on the newsletter cover. President Dennis Montgomery presided at the monthly meeting held at Alf's Pizza house. Al Dager has Club UHF radios for sale. Tim Cox reported on the Club's finances and Lorrie Montgomery introduced 10 prospective members for approval for full membership; John DeVore, Max Bettman, Jeff Sandquist, Frank & Sarah Lloyd, Scott & Sharon White, and Mark & Linda White bringing the total to 304 (I count only 9 names but the number 10 was recorded in the newsletter article-Ben). Stan & Billie Trask will co-chair the 2010 Seattle In September (SIS) event. They will announce a schedule when committee meetings will be held at the Round Table Pizza restaurant in Overlake for all interested in volunteering their time in the endeavor. Rick Milow provided another outstanding outing with his overnight Cascade Loop Tour. Charity Chair Marty Cameron put out a call to those interested in making lap blankets for the Veterans we support that the Veteran's home during the semi-annual Vette Rides For Vets. Tim announced at the Club will host the upcoming NWACC Banquet in November at the Muckleshoot Casino. The dinner will cost \$25 each and awards will be presented to those that participated in NWACC events this year. Newsletter Editor Oran Petersen requested member Corvette photos and personal bios for publication. The next National Corvette Restorers Society (NCRS) meeting will take place October in Wilsonville, Oregon. Bob Bunn reported he is working on updating the Club website, and a Club sponsor questionnaire will be coming out soon.

More Laps to come...

C5 CMCS Shield Mount

by Kevin Jewell

Oran Petersen is making new mounts for C5-C7 to affix the CMCS metal shield to the back of your Corvette.

I just got one and put it on my C5. The installation is easy.

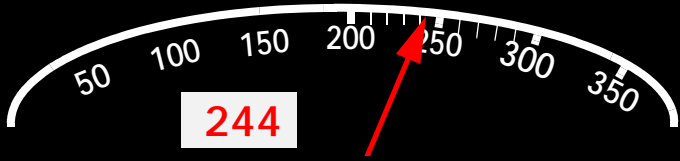
You simply remove two push pins holding the composite rear fascia to the frame assembly. To remove, pry out the small pin and then remove the larger body of the push pin. Place the shield frame over the two holes and re-install the push pins. I frequently find that I semi-destroy the push pins in removing, so before I started I stopped by Lee Johnson and picked up two pins (part #5973400 HD23 (s) Rivet). Cost was \$2.61/each. I didn't end up needing the new push pins, but make a note of the part number. It might save you the 15 minutes it took me and the parts guy figuring out what part was needed.

Notes from Oran: To order a shield or mount for your Corvette, (C2 through C7), email me at Newsletter@CorvetteMarqueClub.com.

For the C5, I have a supply of the push-pins if needed. Also, the C5 mount only works on cars with the gap between the two exhaust pipe pairs. Custom exhausts without the gap will not work. Also, if you have a special plate in that gap, such as 50th Anniversary, the shield partially obscures the plate.



The Membership Tachometer by Steve Yabroff



Christian Machenschall, who hails from Germany, caught the “bug” after seeing a **2014 White Stingray** on the road. He went to the dealer for information on the new Stingrays and walked out 2 hours later, the proud owner of a 2014 Triple Black convertible. He is looking forward to participating in a variety of CMCS events.



Les & Diana LeRoss are retired veterans from the computer industry and have had a '61 and later a '10 Corvette (Oh yes, Les is a “car guy”). They now own a **2014 Cyber Gray Stingray Coupe**, which they took delivery at the National Corvette Museum. Needless to say, the drive back was a hoot! Expect to see them at a number of CMCS events too.

September Birthdays

Patricia Luczyk	2	Shirley Martin	15	Sara Maloney	19
Ray Francis	4	Carol Maxwell	15	Bill Blackburn	26
Cynthia Lucke	7	Molly Baker	16	Jo Spurr	27
Robb Mitchell	8	Jean Dager	16	Cary Auguston	28
Paul Mushkin	9	Ralph Orton	17	Rick Milsow	28
Craig Turi	10	Jean Yabroff	18	Brown M. Maloney	29
Ron Perri	13	Gretchen Echols	19	Emily Evans	30
Sharon White	14				

September 2014 Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day	2	3	4	5	6 CMCS Plum Social (Page 4)
7	8	9	10 CMCS Board Meeting (Page 4)	11	12	13 CMCS General Meeting Alfy's Silverlake (Page 4) Vette Rides for Veterans. (Page 12)
14 NWACC Autocross	15	16	17	18	19	20 CMCS Plum Social (Page 4)
21 CMCS Adopt-a-Highway Cleanup (Page 22)	22	23	24	25	26	27 CMCS Plum Social (Page 4) Fall Tour to Lower Snoqualmie Falls (Page 8)
28	29	30				

October 2014 Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 CMCS Plum Social (Page 4)
5	6	7	8 CMCS Board Meeting Lee Johnson Conference Room	9	10	11 CMCS General Meeting (Page 5)
12	13 Columbus Day	14	15	16	17	18 CMCS Plum Social (Page 4)
19	20	21	22	23	24	25 CMCS Plum Social (Page 4)
26	27	28	29	30	31 Halloween	

November 2014 Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 CMCS Plum Social (Page 4)
2	3	4	5 CMCS Board Meeting	6	7	8 CMCS General Meeting, Thanksgiving Feast & Charity Auction (Page 8)
9	10	11 Veterans Day	12	13	14	15 CMCS Plum Social (Page 4)
16	17	18	19	20	21	22 CMCS Plum Social (Page 4)
23	24	25	26	27 Thanksgiving	28	29 CMCS Plum Social (Page 4)
30						



Club Address

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www.CorvetteMarqueClub.com

Volume LI No. 9

Thank You (In alphabetical order) to Ben Benninghoff, Bill & Marty Cameron, Mona Cox, Kevin Jewell, Brian Luessen, Gary & Kayla Main, Gary & Carol Maxwell, Vicki Rinehart, John R. Thomas and Steve Yabroff for their **OYM** contributions.

And an extra special THANKS to our sponsors

Lee Johnson Chevrolet
Speedway Chevrolet

Advertising Rates (Classified and Commercial)

Classified advertising must be Corvette related.

Commercial advertising must either be Corvette related or must be associated with the business/professional activities of a Club member or Club sponsor.

Personal item, non-commercial ads, up to 1/4 page, are free to members for a maximum of 3 months. Over 1/4 page is one-half of the rate for non-members published below. The 4th and subsequent months are at the full non-member rates published below. The fees must be paid in advance to the Club Treasurer.

Non-member personal item advertising, or member commercial rates

- Up to 1/4 page \$5.00 per issue
- 1/2 page \$10.00 per issue
- Full page \$18.00 per issue

Non-member/non-sponsor commercial Corvette related advertising rates are:

- Up to 1/4 page \$10.00 per issue
- 1/2 page \$20.00 per issue
- Full page \$40.00 per issue

All material must be received by the editor on or before the 15th of the month preceding the upcoming issue. The CMCS Executive Board reserves the right to limit advertising quantity and content. Please send advertising by e-mail if possible. If necessary, send by USPS to the Club address shown above. Photo prints will not be returned.

Newsletter@CorvetteMarqueClub.com

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Subscription to **On Your Marque** is free to members.

The CMCS Board has established that a subscription rate to **On Your Marque** for non-members is \$28 for 12 issues. Prepayment is required

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