



# CAPITAL CITY CORVETTES

P.O. Box 13927 • Salem, Oregon 97309

VOLUME 22 NO. 4

April 14, 2011 is the GENERAL MEETING

## MEETINGS & MEMBERSHIP

General membership meetings are held at 6:00pm, the 2nd Thursday of each month, at Capital Auto Group, 2711 Mission St. SE, Salem, OR 97302.

We have a social meeting on the 4th week of every month, location and event will be announced in the activities calendar.

Web site: [www.CapitalCityCorvettes.com](http://www.CapitalCityCorvettes.com)

Membership annual dues are \$50.00



## Godspeed Georgi

Georgi, we always appreciated your spunk and spirit, and we will miss you!

Your Capital City Corvette friends...

## BIRTHDAY'S & ANNIVERSARIES

### April Anniversaries

Jerry & Deanna Jackson April 11

### April Birthdays

Joan Ediger April 1

Ira Feitleson April 7

Brenda Fleming April 7

## COMING EVENTS

April 16th-Blossom Drive

May 21- Roman's Mystery Drive

June 25-Flemings Coastal Surprise

July 15,16,17-Corvettes on The Bay, Coos Bay

August 20<sup>th</sup>-President's Mystery Tour

September -Oktoberfest

October 29<sup>th</sup>-Halloween Party-Steve & Mary Stanley

November 26<sup>th</sup>-Annual Banquet

## 2010/2011 CLUB OFFICERS

President: John Elegant- [john.elegant@gmail.com](mailto:john.elegant@gmail.com)

V. President: Joe Watson

Secretary: Brenda Fleming

Treasurer: Mary Stanley

## Directors at Large

Steve Stanley-Past President

Frank Salerno-Member at Large

Car Activities Chair-Roman Baszniak

Charlotte Burton-Social Coordinator

## CLUB COMMITEES

Hospitality Chairperson-Jane Risko

Historian- Jim Casey

Editor and Glen Campbell 503-970-5990

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## **Capital City Corvettes ---- Minutes for March 10, 2011**

The meeting was called to order by President John Elegant.

The club recognized Glen Campbell for his work on the Website as our Webmaster. Great job, Glen. John and Jane have a new car. It's a black Honda Accord. They love it but they have to wash it all the time!

**Minutes:** The minutes were approved as presented in the newsletter.

**Treasurer's Report:** No checks had been written since last meeting. The balance is \$1736.71.

### **Committee Reports:**

**Hospitality:** Jane reported no illnesses so far.

**Social:** Charlotte went over the Men's Cook-off on March 26<sup>th</sup>. A signup sheet was passed around. July's Coos Bay event. Many members have made lodging arrangements. Charlotte will research their registration forms and have Glen send them out.

**Car Events:** Joe went over some events that were coming up. The 20<sup>th</sup> is the Portland Roadster Show. There's also the Redmond Custom Car show. On that same day on ABC factory corvettes will be racing. April 1-3 is the Portland Swap Meet.

April 16 is the Cherry Blossom Run. We'll be meeting at Wallery's at 9:45 a.m. We'll be having lunch after the run at the Golden Harvest Brew Pub in McMinnville at approximately 12:30. Steve mentioned to be sure to get off the road when you approach the Bunk House as traffic can be dangerous.

*Past Events:* Bowling was a hit. Thanks went to Roman for arranging it for us. Everyone had a wonderful time.

*John's Corner:* John went over the activities coming up at the Museum for the 20<sup>th</sup> Anniversary in 2014. He mentioned that perhaps our club could help out with financing the caravan. He'll present some ideas at a later time. He also provided information on the Volt, sports car tires and what's happening in the auto industry.

*Tech Time:* Joe mentioned the value of the corvette forum on the internet. They helped with a break light problem in his C-5. There was also discussion related to the Ford Fusion.

Meeting adjourned at 7 p.m. and we went to dinner at the Salem Airport.

*Submitted by Mary Stanley for Brenda Fleming.*



## Another day at Glen's office

~The things you used to care to do, you no longer care to do, but you really do care that you don't care to do them anymore.

### **PRESIDENT'S CAR CORNER**

**JOHN & ANNIE**



### **President's Corner: April, 2011: Major Happenings In Current Car Market & Latest C7 Info**

#### Lincoln Tops All Others In Quality:

Lincoln unseats Lexus and Porsche, and is now the # 1 brand in three-year vehicle quality and dependability! The latest JD Power survey which measures vehicle dependability over the first three years of ownership, stated that “cars made by Detroit automakers are more dependable than those made by import brands.” This is a massive achievement. Lincoln was the #1 car company in terms of three year reliability in this latest, annual review! However, in the area of perception, when a majority of Americans are asked who is more dependable, US or imports cars, the majority still believe that imports are better. In the automotive world, past perceptions usually take five years to change to “reality,” so it is likely that within the next five years that a majority of Americans will continue to believe, though erroneously, that cars made by American manufacturers are of lesser quality than imports. A compounding factor is that because of the incorrect, current perception that imports are better, re-sale/trade-in values for imports will remain, at least in the short term higher than for American made cars. Again, it is hoped, and even probable that re-sale rates for American cars will, on average, no longer be at a disadvantage compared to imports by the end of the next five years.

## Very Interesting C7 News:

Mark Ruess, current President of GM North America stated, on March 17<sup>th</sup>, that the next Corvette (C7):

- ” Will take the design of the car to a completely new place.
- Performance will be unlike what anyone else is doing.
- There will be a portfolio of Corvettes to appeal to more people.”

So what do these three statements mean??? The first one, regarding the significant design difference, means that the C7 will not look like an evolutionary C6. Perhaps the second biggest criticism of the C6 was that there wasn't a significant enough exterior appearance change from the C5, that it didn't look bold enough be a new generation Corvette. [The biggest criticism of the C6 series is about its interior quality.] Ruess' statement means the C7 will look significantly different from the C6. Even though I am a happy C6 owner, this is good news, for Corvette sales, in spite of what is written below, hasn't significantly rebounded from the 2008/2009 sales slump to the degree that other sports cars have. The bottom line is that in order for there to be the C8 Corvette generation in 2016, the C7 has to look dramatically different from C6 in order to attract the new-to-Corvette buyers Corvette desperately needs.

What about Ruess' statement that the C7 “Corvette's performance will be unlike what everyone else is doing?” Car analysts and other Corvette-forum readers don't have a clue as to what this will mean, as the Corvette can't be the fastest, nor the best handling, nor any other superlative anyone can think of, for while the Corvette remains the best value sports car for the money, and remains one of the top sports cars in the world, it is hard to compete, let along set the standard-of-the-world, against cars costing \$250,000 to \$2,000,000 each.

How about Ruess' third statement, that “there will be a portfolio of Corvettes to appeal to more people.” Again, what does this mean, as Corvette already has a very diverse line-up, from the \$47,000 428 HP Coupe “base model' to the Grand Sport (convertible and coupe choices), to the Z06 and finally to the \$120,000 638 HP ZR1? Conjecture among industry analysts is again inconclusive. The only “wild guess” is that there may again be a brand-new, entry-level model similar to the 1999 “fixed roof coupe.” If this is what Ruess is referring to, more speculation includes that this base model will have a 310+ HP V-6, vinyl interior, non-removable top, etc., all in an attempt for the Corvette to attract new, young buyers who could, perhaps buy such a Corvette in the low \$40,000 price range. Again, this is, at this point, unsupported speculation, as there is no confirmed evidence that there will be a new lower-price entry model. Or, perhaps instead of the current “option package approach”, where in order to get the top-leather interior model, you have to buy a slew of other options, including the navigation system, you could separately purchase each available option??? Only time will tell, and the consensus estimate as to when we will know what all three of Ruess' statements mean, will be when the C7 Corvette is publicly revealed at next January's Detroit/NAIAS Auto Show.

## Corvette Sales Up:

We received the February 2011 sales figures from General Motors, and Corvette sales are up over the previous month, as well as up in the year to date figure. Specifically, last month, 955 Corvettes were delivered, a 53% increase from the mere 624 Corvettes sold in the same month in 2010. For the calendar year, 1,676 Corvettes have been delivered, a 13.4% increase over the first two months of 2010. Hopefully this trend continues, for, at present, GM is not making any money on the Corvette, and thus the post C7, 2016 future of the Corvette remains uncertain.

### The 2012 Chevy Colorado Mid-Size Pick-Up:



Chevy's newest version of the Colorado. GM's "Canyon" will look similar, but more "buff" with the trademark GM grille/front end.

### Here's A New For 2011 Corvette Interior Option:



Want to customize your new Corvette? Here's a custom stitching option available for \$395. The stitching comes in blue, red or yellow.

### Chevy Aveo and Cruze Sales Up:

As we talked about at our last months' meeting, GM's market share is improving (as is Ford's). The new Chevy Cruze is currently the eighth bestselling vehicle in America. The fact that the Cruze has all of its model's getting at least 36 MPG highway, with the ECO manual getting 42 MPG highway, is part of the reason for great, initial Cruze sales. Increased gasoline prices sure have been a contributor to this. Similarly, gas prices are helping the baby Chevy Aveo is seeing significant sales.

### What Is Happening To The Rest of the Car Industry As A Result of Japan's Disasters?

As we all know you can't build a car when you are missing even one essential part. Yes, you can make thousands of cars which are missing an outside mirror, then later bolt that one part onto the car, but most car parts are sequentially constructed, with one part being added, then another on top of, or attached to another internal part. The parts' supply "criticality" problem has been compounded the last ten years due to "JIT" manufacturing, e.g. the just-in-time manufacturing process, where all car assembly plants no longer stock more than, at most, a three-day supply of every part, and instead all wait, almost daily for the newest shipment of critical JIT parts. And even those cars which are built in America by American car companies, have at least one of their parts (often many more) manufactured in Japan. These parts include many, many computer/electronic components. As your typical car now has sixteen (16) computers in it, let alone literally tens and tens of other, smaller electronic components – such as switches, gauges, and/or relays, it is easy to see how missing one part

can stop an entire assembly line. Just last week the assembly line which makes the small GM/Chevy Colorado pick-up came to an abrupt halt due to its missing one part which is, correct that, which “**was**” being manufactured in Japan. As many Japanese supplier manufacturers have now ceased, or at least interrupted production, it will be very interesting, actually depressing, to see how many other car manufacturers' assembly lines will come to halt right here in America. Already, Ford, GM and Chrysler have publicly stated that they are concerned with their future parts' supplies due to the crisis in Japan. These problems are also soon to appear in German and other non-American manufacturers. Of course, problems for Japanese car manufacturing in Japan are much worse, and Toyota has again (the day I am writing this), postponed, this time for the third time, their estimate of their assembly lines re-starting. Already Toyota has stated that they will lose production of at least 100,000 cars due to the disaster. Toyota's best selling Prius is at a total halt due to several parts' supplier factory problems. All Lexus are produced in Japan, and as of now, Lexus production is similarly at a total halt (again, for how long is not known). Rolling power blackouts in Japan are going to be a problem, not just for weeks, but for months. Honda, for example just told all US dealers that they are no longer accepting orders for specific customer orders; this no-new-orders program will be in place at least until mid/late April. In fact, the Detroit free press on March 21<sup>st</sup> stated that the problems will eventually delay or curtail production of not only EVERY Japanese manufacturers, but also cause new vehicle production capabilities for every manufacturer.

This situation will, and in some cases already has morphed into higher prices for many new cars, yes including Ford, Chevy and Chrysler. Since there are going to be supply shortfalls of new Prius', Honda Civic hybrids and also non-hybrid Japanese cars, the Japanese car dealers in the US have already stopped discounting their new cars by over 50%. In one specific documented example, the prices of Prius' have not only been raised by \$168 in the last two weeks, and also discounts on Prius vehicles already here in Toyota showrooms – which were \$1168 per vehicle the day before the Japan disaster, exist no longer. Estimates are that Japanese car manufacturers have already here lost 10,000 new car sales to American manufacturers in the post-Japan-disaster period. Consequently, American car companies have significantly reduced the discounts they were in place prior to March 11 disaster, by an average of \$400 per car (with most industry analysts saying that this resultant customer price increase will at least double within the next few weeks). In summary, the disaster in Japan will cost most consumers directly or indirectly.

#### Ford Is Doing Well, But One Major Problem Just Surfaced:

Remember in 2000 when Ford had a serious problem with 280 deaths being attributed to faulty Firestone tires on the Ford Explorer? That problem cost Ford dearly in terms of its safety/quality image, and literally cost them \$3,000,000,000.00 to replace those tires and pay for the successful death and injury lawsuits. Well, though to a much less scale, here we go again. Specifically Ford announced in March that it is recalling ALL of the tires on the 2008 and 2009 F-250 and F-350 pickups which were sold with 18” tires. Almost all of those tires, which equates to 100,000 pickup trucks, now need all of their tires replaced. This will cost Ford and Continental (the manufacturer of those defective tires) many millions of dollars. The faulty Continental tires have already caused one death and many injuries – due to blow-outs.

Happy Corvette Motoring! John

## **Carmakers brace for stricter CAFE rules in 2016**

**Thanks To Autoweek.com**, March 11, 2011: By GREG MIGLIORE on 3/10/2011

Corporate Average Fuel Economy is a dicey subject for carmakers of all sizes. New federal requirements set to take effect for the 2016 model year require a fleet average of 35.5 mpg. As the deadline nears, the question looms: Who is in good shape, and who is far from it?

It's not a simple answer as NHTSA, at the request of Congress, breaks down its vehicles into three major categories: domestically produced passenger cars, imported cars and light trucks.

That means even though carmakers have the spotlight 35.5-mpg figure to hit, there's a lot of math that goes into that. CAFE is also weighted by sales, meaning companies must make more fuel-efficient cars and convince the public to buy them. CAFE is computed differently from EPA ratings, which appear on window stickers at dealerships.

In simple terms, it's easier to attain higher CAFE figures. The increased fuel-economy requirements could save 1.8 million barrels of oil, the government says.

The most recent figures released at the end of October indicate that Honda and Toyota are in the best shape among the six largest [car](#) companies that sell in the U.S. market. Honda's domestically made cars get 34.7 mpg on the strength of fuel-sippers such as the Civic and the Accord that are built in Ohio, NHTSA said. Honda's imported vehicles, such as the diminutive Fit, check in with 40.9 mpg. Toyota turns in 36.4 mpg for cars, thanks in part to the U.S.-made Camry and Corolla, and imported cars, such as the Prius, turn in 44.4 mpg.

U.S. carmakers are in a relatively similar position, with Ford racking up 32.3 mpg for its locally made cars and 27.6 mpg for imports. As sales of the Focus and the Fiesta grow, those numbers should improve. Cross-town rival General Motors hits 30.6 mpg domestic and an impressive 34 mpg for imports. Chrysler's domestics register 28 mpg.

In the luxury segment, BMW registered 28.7 mpg and Daimler, parent of Mercedes-Benz, scored 26.9 mpg.

The light-truck segment is considerably closer, with Toyota getting 26 mpg for its fleet, followed by GM (25.4 mpg), Chrysler (24.1 mpg) and Ford (24 mpg).

The kicker is that stiffer regulations are still several years from reality, and firms are hard at work developing new technology to cope. Innovations such as Ford's EcoBoost, which employs small engines with turbo charging, will help the Blue Oval. GM has worked to develop its fleet of smaller vehicles and continues to wring fuel-economy gains out of cars such as the Chevrolet Cruze. Chrysler also likely will gain traction from sales of new small cars developed with Fiat technology.

Electric cars, many of which have the potential to use little or no fuel, also will bolster companies trying to remain in compliance with CAFE regulations. The Chevy Volt launched last year, and Toyota has revealed ambitious plans to expand its Prius lineup in the coming years.

## **Corvette Top Chef Challenge** March 26, 2011

### **MENS' COOK OFF LOTS OF FUN!**

Thank you Gary and Charlotte for opening up your great house to us all, and at least several times, for Charlotte, your digging into your pantry to come up with an ingredient that someone forgot to bring. Tim was our 1<sup>st</sup> place winner for his “Bananas Foster Fleming”, Glen 2<sup>nd</sup> place for his phenomenal “Sonora Hot Dogs,” and John E 3<sup>rd</sup> place for his “Vegetarian Horror Spaghetti.” Thank you Gary for the great marinated pork, Chuck for the tasty cheese puff hors d'oeuvres, and Steve for the delicious chicken pot pie. Thank you the wonderful “supporting cast” for bringing salads and desserts, so that in the end, we all overate. Judy, as always, thank you for the great job in coordinating/leading the Mystery History adventure. Thank you Glen for organizing our “big fun” event. Thank you again Charlotte and Gary for being great hosts!



**Cook-Off Winner-Tim**  
“Bananas Foster Fleming



**2<sup>nd</sup> Place-Glen**  
“Sonora Hot Dogs,”



**3<sup>rd</sup> Place-John**  
“Vegetarian Horror Spaghetti.”



The "REAL WINNERS" were the members who had the opportunity to taste all of the presentations.

### **Other car events noted from Joe Watson**

SILVERTON FIRST FRIDAYS STARTS APRIL 1ST

PORTLAND SWAP MEET APRIL 1ST THROUGH APRIL 3RD

SUBURBAN AUTO IN SANDY OR. MAY 7TH WE MUST LEAVE EARLY TO GET A SPOT

The members present at the Cook-Off said they would like to have the recipes from the presentations. I think it would be a nice addition to the newsletter to do one recipe a month.

## ***First up is John's Vegetarian Horror Spaghetti!***

### **John E's "Vegetarian Horror Spaghetti"**

**Serves 6-8!**

#### **Ingredients:**

2 1/2 pounds top sirloin ground beef (or your choice of equivalent);

1 pound mild Italian sausage (ground);

2 slices bread (I prefer wheat; you choose);

2 eggs;

2 cans (26 ½ oz each) of "spaghetti sauce" (if you like a specific type of spaghetti sauce, such as one with mushrooms, or one with garlic, etc., use your favorite kind);

2 cans (6 oz. each) of tomato paste;

Milk (any kind, see limited quantity below);

Pinch of salt (to your taste);

Two pinches ground pepper (to taste);

A sprinkle of garlic powder IF you like more garlic;

3 tablespoons ground parsley;

3 tablespoons grated Parmesan;

2/3 teaspoon ground oregano;

1 package of "vermicelli" (or regular spaghetti noodles if you choose);

1 garlic glove;

¼ cup finely ground onions;

1 teaspoon butter;

## How-To:

1. Finely chop the onions and the garlic; mix together;
2. Add in the teaspoon butter and microwave all together for 45 seconds; let cool;
3. Split, separately the ground sirloin and the sausage into 2/3rd's/ 1/3rd's amounts (you will save the 1/3 of the top sirloin and the 1/3 portion of the sausage until you separately make the separate meat-sauce (step # 15 below);
4. Take the bread slices and using your fingers, pull our hundreds of “tiny/baby” bread chunks (this takes time and is my least favorite part); [I use the crust; you choose.];
5. Put bread pieces into a baby bowl and add only enough milk to cover the bread; let soak for about 45 seconds, pouring off any leftover milk;
6. Add in the microwave onion/garlic/butter mix;
7. Mix together the ground sirloin and the sausage;
8. Measure out the parsley and the oregano, the grated Parmesan, the salt and the pepper, and, if you want the extra pinch of garlic powder, and gently add in the egg/bread-crumbs/garlic and onion mix;
9. Re-mix all of these new ingredients into the “mixed meat”;
10. Roll the mixed meat into “meatballs.” I usually make the meat balls 2 1/4” in diameter;
11. Place the meat balls into a rack, cover with a piece of wax paper and microwave them for four (4) minutes);
12. Drain off the grease, and place the meat balls into a cooking pot;
13. Add one (1) can of spaghetti sauce and one (1) can of tomato paste into a cooking pot; Mix gently together, then cook at a low heat for about 45 minutes.
14. Let cool. (I often do all the above one day, then place it into the refrigerator, making the meat sauce the following day; however, you choose.)
15. Brown the remaining package of sirloin and the package of Italian sausage in a pan; as you brown, break the cooked meat into tiny “crumbles.” Then drain off the grease. Add the remaining can of spaghetti sauce and the remaining can of tomato paste into the pan and mix together, again cooking at a low heat for about 45 minutes.
16. Add your newly created “meat sauce” into your step's 1-14 “meat balls in sauce concoction” and heat to serve!
17. Cook your vermicelli (or your choice of your regular spaghetti noodles) as you usually do.
- 18.**        Serve with ground or shredded Parmesan on the side or on the top (again you choose), and serve!