

CAPITAL CITY CORVETTES

P.O. Box 13927 • Salem, Oregon 97309

VOLUME 22 NO. 7

July 14th, 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

Membership annual dues are \$50.00

President: John Elegant-

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

BIRTHDAY'S & ANNIVERSARIES

July Anniversaries

Gary & Charlotte Burton	July 31
Glen & Karen Campbell	July 21
John & Ann Elegant	July 19
Chuck & Jessie Smith	July 7

July Birthdays

NONE

COMING EVENTS

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

August 20th-President's Mystery Tour

September -Oktoberfest

October 29th-Halloween Party-Steve & Mary Stanley

November 26th-Annual Banquet

CLUB COMMITEES

Hospitality Chairperson-Jayne Risko

Historian- Jim Casey

Editor and Glen Campbell 503-970-5990

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***JUNE 28th 1953
HAPPY BIRTHDAY
CORVETTE!!!***



Capital Corvette Club Meeting Minutes June 9, 2011

The meeting was called to order at 6:03 p.m. at the Capital Auto Group by President John Elegant.

The members approved the minutes from May.

Treasurer's Report – Mary reported that there is no change from our previous balance of last month - \$1757.21

Last Month's activities – The Baszniak's tour on May 21st was a good time for all. There was a key fob incident (which I didn't entirely understand) but all came out well in the end. Apparently Joe's simple (non pilot the space shuttle) phone was very useful. The Baszniak's also attended the summertime monthly Silverton First Friday on June 3rd. Judy reported that it was packed with people and well worth the club attending in the future.

Upcoming Events – The Flemings will lead the group on their 1st annual *Fleming's Coastal Surprise Tour* on June 26 (changed from June 25 so that more folks can attend). Bring \$1.00 for a bathroom stop and a good sense of humor. We will be leaving from the South Salem Walmart parking lot at 9:00 sharp.

The Corvette's on the Bay – July Jubilee Tour is July 15 -17. As some members have sent in their money and registration form and not received a confirmation postcard, Charlotte will check to see that the event is still going to happen. If the official event is cancelled for some reason, we will put together an event in the same area.

Additional possible upcoming events were announced by Judy. The following is what I heard; there was a lot of information. Next Wednesday (June 15) is the Stroh's cruise in. The Rod Show in Seaside and the Obsolete Fleet are happening on June 18. The Cars in the Park at the Portland Art Museum begins this weekend (June 11). The next first Friday in Silverton will be July 1. The Downtown First Wednesday in Salem on 7/6 will include a car show. The Portland Historic Car Races will be on the weekend of July 8 to 10.

John's Car Corner – The time this month was given over to Chuck and Joe to present on the topic of Corvette auto maintenance. John will print their recommendations and make them available to anyone who would like to have them. There was information about oil changes, air filter changes, key fob batteries, plug wires, spark plugs, etc. etc. I also heard the words wash, wax and drive, drive, drive. Please see John for the official notes.

Meeting adjourned. Members went to the Flight Deck for dinner and conversation.

Respectfully submitted by Brenda Fleming

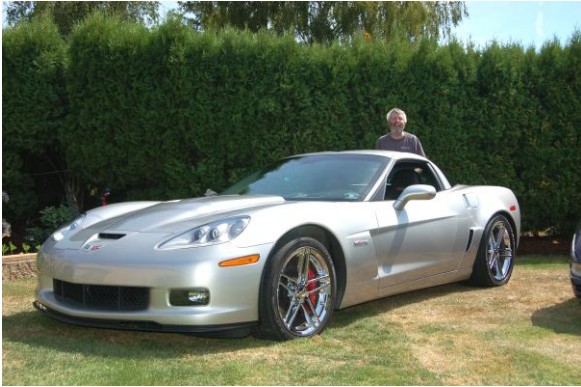


Another day at glen's office

We never really grow up; we only learn how to act in public.

PRESIDENT'S CAR CORNER

JOHN & ANNIE



President's Corner: 2012 Corvette and Chevy News, Mustang's Future, And More!

Chevy's New 2012 Sonic: It starts at \$14,995, will be available late this summer, and even when loaded with everything – including the fanciest trim, the turbo motor, keyless entry, power this and that, and more, it will top out about \$16,995. Here's the hatchback and the sedan versions.



2012 Corvette To Cost Less?

Well, one model, the 638 HP ZR1 will cost you a **little** less (\$75 less). Of course, the entire 2012 Corvette line can be loaded up with a new option, the 100th year Centennial package with special paint, trim, custom badges, wheels, upgraded leather and other interior, magnetic ride control and more, for an additional \$4,950. If you buy a base Corvette coupe or convertible without the Centennial package, it will increase in price an additional \$480 to \$1,150. All Grand Sports will increase about \$900. So all in all, pony up more for your 2012 'Vette.

Mustang Future In Doubt?

Not only did Camaro sales beat Mustang in the 2010 model year, but this year while Camaro sales are up a further 3.7%, while Mustang sales are down an additional 2.6% this year. This, in and of itself, would not jeopardize Mustang's future, but the problem lies in the fact that the Mustang is produced in the same huge plant as the Mazda 6, and Mazda 6 sales in this country are tanking. And Mustang's sales, which were just 74,000 units last year are not enough to make the large, current, combined Mazda/Ford factory (with 1,700

workers) an on-going, profitable operation. Will Ford move the production to a smaller factory, bring in another Ford model into that large factory, or???

New 2012 Buick Regal GS

Can you imagine a four cylinder Buick making 270 HP, developing 295 pounds torque? It does this out of a 2.0 L motor, and thus will result in the highest power offer, per liter of engine displacement, ever offered by GM. Fuel mileage will be 28 MPG highway. Like its looks?



Honda and Toyota Getting Back On Track:

Honda and Toyota have just announced that they will again be sending significant numbers of cars to the US – ending two months of major shortages. In fact, US dealers can now order specific models, with specific delineated options, for pre-sold customer cars. However, Toyota forecasts that even with production resumption, it expects 2012 annual profits to drop 31% compared to the 2011 model year. Honda predicts an even bleaker 2012 profit picture, estimating 2012 profits to be a full 62% lower than the 2011 model year.

Senate Votes to End \$6,000,000,000.00 Annual Ethanol Subsidy

For over a decade, and for just the next 45 days, the Federal government subsidizes ethanol production at a rate of \$.45 per gallon. Ending that subsidy will save \$3 billion in this year's Federal budget, \$6B annually thereafter. The bill would also allow Brazil produced ethanol in our country without an import tax. The vote of the Senate was 73 in favor, 23 opposed – with voting across party lines. Interestingly, this vote came the same day that a study showed that the amount of oil in the United States, “above ground, already either in barrels and pipelines,” was the highest level recorded since 1980. However, passage of the ethanol bill by the House and its signing by the President is not a “done deal.”

Very Reasonable Summary of 2014 C7 :

Thanks to ZL-1 posting on www.corvetteforum.com, we have a most reasonable summary assessment of what we know about the C7. Here's what he posted:

-“ Currently it looks like production will start in June 2013 as a 2014 model. [that's the one thing I disagree with.]

- C7 engine is a direct injection 5.5 liter V8 with cylinder shut-off, goal is 440 hp, 20 mpg city, 35 mpg highway.

- Z06 will have the 5.5 liter with an Eaton supercharger, the smaller 1900 as used on CTS-V and ZL1, not the 2300 ZR1 unit. No plans for a ZR1 model at this time.

- All models will get an aluminum frame built in-house at Bowling Green (up until now Z06/ZR1 frames have been built by Dana Corporation in Hopkinsville KY).
- A dual-clutch 6-speed transmission is planned, unsure of the source or if it will be available at start of production
- There will be a large touch screen but many functions will be controlled by a central menu/select knob. There will be a better-integrated voice activation system (called MyLink), similar to Ford's Sync system.
- There will be more aluminum and carbon fiber parts, including the removable targa roof panel, e.g. lower weight.
- More carbon fiber interior panels and leather, and far better seats. A very nice interior. (Audi interior is the “benchmark.”)
- Styling is reminiscent of the concept Stingray and Sideswipe movie cars from the side but the C7 front and rear are more traditional Corvette, headlights similar to C6 and round taillights.

- All interior and exterior lighting is L.E.D.
- Much of GM's \$131 million investment in Bowling Green will go to upgrading the plant to build the new aluminum frame and to add stations to build right-hand-drive versions to increase Corvette sales worldwide.”

I agree with most of what ZL-1 has stated above. However, GM’s President Mark Reuss indicated at the National Corvette Museum two months ago that it will probably come out as a 2014 model in early spring of 2013.

C7 Emblem:

Here’s the best likeness of what the C7 emblem will look like, i.e., it will appear a lot like the C6 emblem, but with a flatter “V.” It will not be surround by a circle/oval like the C5 for the reason that Corvette folks have been telling GM how much easier it is to clean around a C6 emblem than the C5 emblem. Ever had the fun of waxing in and around your C5 emblem, then trying to remove the wax inside it?



And, if as many believe, that the side view of the Corvette Sting Ray concept is the only part of it that will actually become the C7, then here's what the side view of the C7 will look like. I do like that profile, and it fits with GM Chief Designer Ed Wellburn's statement that the C7 will have a definite Sting Ray profile.



Ahhh, the speculation continues.

Happy Corvette Motoring; Save The Wave! And, please look elsewhere in this newsletter for the C4, C5 and C6 maintenance practices that Chuck, Joe and I put together for your safe motoring!
John

More information from John-----

Chrysler gets improved performance and handling marks from *Consumer Reports*



Consumer Reports.">

The Dodge Durango SUV--equipped with a V6 or a V8 engine--received "very good" road-test scores from *Consumer Reports*.

THANKS TO AND BY DAVID PHILLIPS, AUTOMOTIVE NEWS on 6/21/2011

[Chrysler](#) Group is making strides to improve handling and performance of its vehicles, but the gains vary from model to model, according to tests by *Consumer Reports* magazine.

The magazine said Tuesday that its recent tests of eight 2011 Chrysler Group models found advances in performance, interior fit and finish and handling. But it said the level of refinement in some vehicles still lags behind rivals.

The magazine still only recommends one Chrysler Group model: the **Ram** truck, which has not been changed substantially for 2011.

The **Dodge Durango SUV** and **Charger sedan**, which received significant redesigns, have improved the most, the magazine said.

The Durango SUV, equipped with a V6 or V8 engine, received "very good" road test scores--comparable to the redesigned 2011 Ford Explorer. But it still scores below the Toyota Highlander and the [Chevrolet](#) Traverse among mid-size SUVs and crossovers.

The Charger Rallye also received a "very good" road test score and now ranks close to the Ford Taurus and Buick LaCrosse among large sedans reviewed by the magazine.

The freshened **Town & Country** minivan, a virtual twin of the Dodge Grand Caravan, earned a rating of "very good." Its road test score also improved considerably.

In a statement released Tuesday, Doug Betts, Chrysler's senior vice president of quality, said Chrysler has launched 16 "significantly improved or redesigned products" in the last year and a half. "This amount of work in a compressed time frame is unprecedented in Chrysler's history, and probably in the industry," he said.

"Consumer Reports, and many other auto reviewers, are noting the difference."

Long way to go

David Champion, senior director of *Consumer Reports'* Auto Test Center, said in a statement: "It's clear that Chrysler is on the right path, but they still have a long way to go."

He added: "We see major improvements for models that have had a significant redesign. When Chrysler invests the time and money in a true redesign, the result has been a much more competitive model."

The magazine said its automotive testers were not impressed by the redesigned Chrysler 200 or the Dodge Avenger, Jeep Compass and Patriot and Dodge Journey.

"Despite some improvements, they're still mediocre vehicles overall, scoring at or near the bottom of their respective categories," the magazine said in a statement.

Most Chrysler models have posted below-average reliability scores, according to *Consumer Reports'* annual surveys of owners.

The automaker has also consistently logged the lowest average road-test score in the magazine's annual report cards.

In general, the magazine's April issue gave Chrysler's lineup high marks for interior room and features, controls and acceleration, and low marks for reliability, fuel economy, ride, braking, fit and finish and agility.

New lineup

Chrysler's 16 new or revamped models represent the first major product overhaul since the automaker was placed under the control of Fiat S.p.A. upon emerging from bankruptcy in 2009. For 2011, the Dodge Charger and Durango were redesigned, and the 200, Avenger, Journey, and Town & Country were extensively updated. The Jeep Patriot and Compass received minor updates.

Consumer Reports said it will also be testing the updated Chrysler 300C, Dodge Challenger, and Fiat 500.

None of the models recently tested are recommended by the magazine. The Durango, Charger, and Town & Country are too new for *Consumer Reports* to have adequate reliability data to recommend.

C4, C5 and C6 Maintenance Standards:

Thank you Chuck and Joe for helping us learn how to properly maintain our C4-C6 Corvettes! Without you, we couldn't have done this.

Before including a summary chart of what we learned, please note that we all forgot one key item for C5 Corvette maintenance, i.e., keeping the front of the radiator clear of road debris. A C5 is a “bottom breather,” i.e., it gets its air from underneath the car, just under and behind the front fascia – only four inches above the ground. [Note, C4's and C6's are not bottom breathers.] As a C5 travels down the road there is a natural suction which funnels the air up into the radiator. It especially funnels lightweight items onto the front of the radiator, including its favorite diet of bugs, pieces of straw/hay and other items. This debris can easily partially clog up the front of the radiator in not many miles, resulting in increasing water temperatures (and in unusual cases overheating). One of our members found this out, after following a hay truck for just 5-7 miles. However, cleaning the radiator is a very easy and quick process, involving no tools 99% of the time. What I used to do to clean my C5 radiator was, while it was in the garage, spread out a towel under the center/front of the car, placing the towel under the front of the car, insuring its back edge was 2 ½ feet toward the passenger compartment. I would lie on the concrete in front of the car, and reach up and in, with just my hand, and gently rub my fingers over the delicate metal fins of the radiator. The bugs and straw quickly fell off, onto the towel. I found that if I did this at least annually, and every time I followed a hay truck, I could do the whole process in less than five minutes, pulling out the towel and not even needing to sweep under the car when I was done. If however, after doing this you still have a running-hot problem, and you have checked your oil and your coolant – finding both okay, and unless your thermostat is broken, you can take an air compressor and blast air into the back side of the radiator, from a distance of at least several inches (so you don't damage the delicate radiator fins). I never needed to do this during the eight years we had our C5, as the simple method described above worked its magic every time.

Also of note and those who were fortunate enough to be part of last month's Baszniak Mystery Tour know that I was a poster child for doing the wrong thing, is for all to remember that our new “electronically controlled” cars are susceptible to dropped, dead or lost key fobs. While Annie and I always took two fobs on long trips, ask yourself whether, if you drop/break the single fob I had on that trip, or if you lose the only fob you have with you, can you easily return home and get your spare fob? The moral of that story is that **you should bring two fobs with you when you leave town**. Also, if your battery on your car dies, and thus your even-wonderfully-working fob therefore can't start the car, **did you also bring your car key** to let yourself in via a door lock, or on a C6 via the trunk, for all our C4-C6's have batteries we cannot access unless we can first get into the car. Thankfully starting in 2008, the key fob has a key inside of it. It is **also recommended that your owner's manual reside in your car**.

Please note that the listed maintenance standards are for general driving, nor severe or heavy duty usage. If you drive it at the track, do significant amount of big-city stop-n-go driving, or regularly drive on a dusty or muddy road, you will need to increase the frequency of what is listed. Attached is the summary chart for C4, C5 and C6 maintenance.

C4, C5 & C6 Maintenance Issues & Standards:
Compiled by Chuck Dutoit, Joe Watson and John Elegant

In addition to the specific recommendations below, your vehicle should be checked periodically for wear and tear, to ensure fluids are not dripping or collecting on your garage floor, and that tires, brakes and other “wear” systems have sufficient remaining capability. Also, all unusual noises and/or driving conditions should be addressed as soon as possible. Finally, the following are SPECIFIC maintenance standards required by GM for safe operation of your vehicle as well as for continued warranty coverage:

<u>Item:</u>	<u>C4 (1984-1995)</u>	<u>C5 (1997-2004)</u>	<u>C6 (2005-2013)</u>
Change oil & filter:	7,500 miles; least yearly	Same	Same
Change water coolant:	30,000 miles; least two years	5 years	5 years
Check serpentine belt:	30,000 miles; least two years	5 years	5 years
Battery change interval:			
Main car battery:	5 years	5 years	5 years
Tire PSI sensors:	NA	3 years	10 years
Key fob batteries:	18 months	3 years	10 years
Change limited slip fluid:	20,000 miles	20,000 miles	20,000 miles
Change cabin air filter:	NA	NA	3 years
Change spark plugs/wires:	100,000 miles	100,000 miles	100,000 miles
Change engine air filter:	30,000 miles	30,000 miles	30,000 miles
Change auto trans fluid:	100,000 miles	100,000 miles	100,000 miles
Check rear axle torque:	NA	2 years	2 years
Rotate tires:	5,000 miles (if possible)	Not possible*	Not possible

Other “General Car Care” Recommended Maintenance:

Wash immediately if paint bird droppings and/or similar acids and abrasives;

Wax at least every six months; more frequently if harsh sun, ocean salt or similar;

Wash wheels whenever heavy build up of brake dust (especially during first three months after new brakes);

Wiper blade replacement: When needed, and especially before heading out on a LONG road trip;

Check all lights: Every three months, again before every long trip;

Lubricate weather-stripping and rubber annually;

Apply leather cleaner and leather conditioner annually;

Apply vinyl treatments annually;

Wheel alignment: GM aligns its new cars at the factory within a moderate range; John always gets his new car “four wheel aligned” at a specialist shop within the first month – to set the wheel alignment more exactly (greater mileage and better tire wear result). Also do wheel alignment every time you replace tires, and consider doing so when you have hit a large very large pot-hole, your car is not tracking as well as it did, etc.

Clean inside of windows annually, as the materials inside the car “slightly vaporize” when your car is being cooked in the summer sun, and the chemicals from this out-gassing can, over time, permanently dull your windows.

Note from above for C5’s regarding tire rotation: For some C5’s the only way to rotate your tires is to take the tires off their rims, and switch the tires only, side to side in the front and/or side to side in the rear. This is a somewhat expensive process, and is not financially worth it in most cases.

Good web sites for more information:

www.digitalcorvettes.com.

www.corvetteforums.com.

www.ehow.com.

<http://www.safepic.com/corvette/dash2.htm> (for C5’s)

<http://www.corvetteactioncenter.com>.

Happy Corvette Motoring; Save The Wave!

JUNE 28th 1953 HAPPY BIRTHDAY CORVETTE!!!



On this day in 1953, workers at a Chevrolet plant in Flint, [Michigan](#), assemble the first Corvette, a two-seater sports car that would become an American icon. The first completed production car rolled off the [assembly line](#) two days later, one of just 300 Corvettes made that year.

The idea for the Corvette originated with General Motors' pioneering designer Harley J. Earl, who in 1951 began developing plans for a low-cost American sports car that could compete with Europe's MGs, Jaguars and Ferraris. The project was eventually code-named "Opel." In January 1953, GM debuted the Corvette concept car at its Motorama auto show at the Waldorf-Astoria Hotel in [New York City](#). It featured a fiberglass body and a six-cylinder engine and according to GM, was named for the "trim, fleet naval vessel that performed heroic escort and patrol duties during [World War II](#)." The Corvette was a big hit with the public at Motorama and GM soon put the roadster into production.

On June 30, 1953, the first Corvette came off the production line in Flint. It was hand-assembled and featured a Polo White exterior and red interior, two-speed Powerglide automatic transmission, a wraparound windshield, whitewall tires and detachable plastic curtains instead of side windows. The earliest Corvettes were designed to be opened from the inside and lacked exterior door handles. Other components included a clock, cigarette lighter and red warning light that activated when the parking brake was applied--a new feature at the time. The car carried an initial price tag of \$3,490 and could go from zero to 60 miles per hour in 11 or 12 seconds, then considered a fairly average speed.

In 1954, the Corvette went into mass production at a Chevy plant in St. Louis, [Missouri](#). Sales were lackluster in the beginning and GM considered discontinuing the line. However, rival company Ford had introduced the two-seater Thunderbird around the same time and GM did not want to be seen bowing to the competition. Another critical development in the Corvette's survival came in 1955, when it was equipped with the more powerful V-8 engine. Its performance and appeal steadily improved after that and it went on to earn the nickname "America's sports car" and become ingrained in pop culture through multiple references in movies, television and music.

**THIS AWESOME "CORVETTE UP-DATE"
BROUGHT TO YOU, COURTESY OF**



JULY JUBILEE
CORVETTES ON THE BAY
July 15& 16th 2011

Accommodations:

The Edgewater Inn
275 E Johnson Ave
Coos Bay OR 97420

Website: www.theedgewaterinn.com

Phone: 541-267-0423

Pacific Coast Corvette Club has reserved a block of 25 rooms for the event. It is strongly recommended that you make your reservations now.

Room Rates: Must state reservation is for Corvettes on the Bay

Waterfront rooms with a balcony are \$79.00 + 8% tax per night (They have a few rooms with king bed but most have 2 queen beds). They also have suites with spa tubs that they might quote lower rate on for the event.

Previous Event Agenda:

Friday: 5:00 PM – 8:00 PM Registration & Bar-B-Q at Sunset Beach State Park.

Saturday - 8:00 AM – 9:00 AM - Continental Breakfast and late registration at Ken Ware Super Store.

Registration Cost: \$45 per car.

9:30 – 12:00 Poker Run

12:30 No Host Lunch (They have had Pizza place set up ovens and cook pizza's in the past. Cost was \$2 per slice and they were huge slices.)

1:00 – 4:00 Show-N-Shine

2:00 – 4:00 Raffle Prize Drawing

4:30 – Trophy Awards

7:00 PM – All Car Cruise at North Bend

Club Website:

www.pacificcoastcorvetteclub.com

They have posted that more information will be available sometime this month on their website.