

CAPITAL CITY CORVETTES

P.O. Box 13927 • Salem, Oregon 97309

VOLUME 22 NO. 3

March 10, 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

Check out the Capital City Corvettes web site: www.CapitalCityCorvettes.com Flyers & Registration forms, information on coming events, photos of recent and past events. Calendar of events. Cars and items for sale. Past copies of newsletter (past 12 months)

CHANGE OF INFORMATION

Address, phone#, cell phone #, e-mail changes
Please Contact : Glen Campbell-batf169@msn.com

BIRTHDAY'S & ANNIVERSARIES

March Anniversaries

None

March Birthdays

Gary Burton March 13

2010/2011 CLUB OFFICERS

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

COMING EVENTS

March 26th-Corvette Top Chef Challenge
April dtbd-Blossom Drive
May 21- Roman's Mystery Drive
June 25-Flemings Coastal Surprise
July 15,16,17-Corvettes on The Bay, Coos Bay
August 20th-President's Mystery Tour
September -Octoberfest
October 29th-Halloween Party-Steve & Mary Stanley
November 26th-Annual Banquet

CLUB COMMITEES

Hospitality Chairperson-Jane Risko
Historian- Jim Casey
Editor and Glen Campbell 503-970-5990
Webmaster: batf169@msn.com

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**Capital Corvette Club Meeting Minutes
February 10, 2011**

The meeting was called to order at 6:06 p.m. at the Capital Auto Group by President John Elegant.

The members approved the minutes from January.

Upcoming Car Events: The Salem Roadster show will occur on the upcoming weekend. However, none of our cars were being shown. 2/20 - Antique car show in Lincoln City. 3/18 – 3/20 Portland Roadster show and the Rod and Custom show in Redmond. 3/26 - 3/27 Eugene Roadster show at the fairgrounds. 3/31 - 4/4 - Portland Swap meet. 4/4 - 4/9 Classic Car show in The Dalles. 4/16 - Cherry Blossom Cruise and Poker Run. 4/30 - Loyalty Days – Parade and Car show in Newport. This is a list of some of the upcoming possibilities of car activities for the club or individuals. It was decided that the club will not sponsor a stop for the Cherry Blossom Cruise due to the need to have 6 to 8 couples to man the stop.

Last Month's Activities: The president's mystery tour that was led by John and Annie to the coast was reputed to have been great fun (sorry I didn't get to go, but now I wish that I had). They made it to Cape Kiwanda and enjoyed themselves immensely.

Upcoming Events: Charlotte distributed a program of activities and registration forms for the July Jubilee Corvettes on the Bay weekend on July 15 and 16. She also discussed the upcoming events of Club bowling (6p.m. Town and Country in Keizer) and the Men's Cook-off at the Burtons Home (March 26, 4p.m.)

Car Issues: No issues were discussed; apparently everyone's cars are running sufficiently well.

John's Car Corner: John told us about the ZL1 Camaro with a supercharged engine that is basically a race car. It handles very well and is supposed to be for sell January 2012. I believe he said that it was highlighted at the Chicago Auto Show. John also indicated that the 2012 Corvette model would be a commemorative edition and that the new corvette would be available in 2013.

The adjourned at 6:55 p.m.

Members went to the Flight Deck for dinner and conversation.

Respectfully submitted by Brenda Fleming



Another day at glen's office

A clear conscience is usually the sign of a bad memory.

PRESIDENT'S CAR CORNER

JOHN & ANNIE



PRESIDENT'S CAR CORNER

American car companies are kicking it again: In last month's "Under \$29,000 SUV comparison," American car companies' SUV's finished first and second. This was the result of a comparison conducted by Motorweek TV, Cars.Com and USA Today. They included some "American families" to help them evaluate the nine SUV's. The SUV's compared were the Honda CRV, Nissan Rogue, Toyota RAV4, Kia Sportage, Hyundai Tucson, Subaru Forrester (the only all wheel drive tested), and three American SUV's, the Chevy Equinox, the Ford Escape and the Dodge Journey. Who finished second? It was the all new Dodge Journey! Who finished "first?" Later....

The testers and families noted that the best exterior appearance belonged to the Kia Sportage (third place winner), and that the Subaru Forrester (fourth place award) was an excellent, overall, cost-effective vehicle."

These nine SUV's were judged on "overall quality," "interior and exterior size," "interior fit and finish," "driving excellence," "drive train/suspension quality and performance" and, "special features." The panel was extremely enthusiastic about its' number one choice, the Chevy Equinox. The commented that it not only had an "interior who's fit and finish was a class above the rest," but an

SUV with excellent drivability. They also commented about its special features. Finally, they stated that the Chevy Equinox is the "new, below \$30,000, SUV "class benchmark."

Corvette Racing 1st To Introduce Paddleshifts: In an unusual move, Corvette racing is implementing "paddleshift automatic transmissions" into their American LeMans race cars (the C6R's). The "paddleshift transmissions are an upgraded, quicker shifting version of those found in the 2008 and later Corvettes. Citing the paddleshift's ability to change gears quicker than "sequential racing transmissions," the system will make its racing debut in this month 12 hours of Sebring (America's oldest continuous-running sports car race). According to team leader Doug Feehan, the paddleshift will result in not only quicker gear changes, but reduce "driveline shock" during racing gear-shift-change conditions. However, it involves complicated synchronicity between the transmission shifting gears, the fuel system and electronic system interplay during every shift. Hopefully it will work as planned; for the Sebring track is considered the hardest race track in the world on race cars' equipment longevity (part of the track is the same concrete surfaces that bombers used to take off from during World War II).

AHHH...; THE GOOD OLE DAYS...

The SS 350 Chevelles, the 396 SS/RS Camaros and 427 Sting Rays... What fantastic cars!!! They were/are so beautiful!!! And, perhaps most of us, they remind us of when we were young. However, let us also forget that most sucked fuel at 4-6 miles per gallon, most couldn't corner worth a darn, and braking, well, hope you had a real strong right leg and plenty of straight-away left before you had to make a turn. In comparison, while, to me, the new cars don't evoke those special feelings and memories that older cars do, the new ones handle so much better, are so much more comfortable, get 25 MPG, brake from 60 to 0 in thirty or more feet less, and have so many creature comforts that we now "won't do without." Let us consider also the advantages of the new cars, and despite our feeling just two years ago that the new EPA fuel standards would doom our "thrill of flooring it," things do have their bright sides too, as follows.

The "replacement smaller motors, yet more power AND better fuel mileage parade" continues:

Yes, this seems to be a never ending theme that you hear from me almost every month. However it is OUR salvation, i.e., despite progressively higher fuel prices that will continue for at least the next decade, perhaps forever, WE will be the winners. We will get ever-faster, every-more-fuel efficient vehicles to drive. Not a bad deal..., especially that in all the comparisons below, one doesn't need to choose a hybrid or other alternative engine. [Or, if you wish, you can choose a hybrid version and get even better fuel mileage than my NON-hybrid examples below.] Again, all the examples below are from non-hybrid, non-electric production, readily-available cars. First example is the 2012 Porsche Panamera. It will develop another 40 HP, yet use 16% less fuel. Also starting in 2012, BMW will re-introduce a four cylinder motor. It will replace the motor in the entry level 3 series (at first), later perhaps be available in other BMW series. The new motor will generate an additional 10 HP and 15 pounds more torque than the 328 series, 3.0 liter engine it replaces. It will, when combined with the reduced weight program (another constant with almost every manufacturer), go from 0 to 60 MPH in 6.1 seconds (compared to the current model 328 which takes 6.8 seconds). And the fuel economy will jump to 29.8 MPG, an 18% improvement.

Subaru will replace its traditional (decade old) four cylinder boxer motor next year. They say that the new motor will be slightly faster, and also to expect a 35% increase in fuel economy.

Do you like muscle cars more than other vehicles, how about the 2012 Dodge Charger's increasing its displacement by 8% (to 6.4 liters, or 392 cubic inches), upping its horsepower from 425 HP to 465, and its torque by 45%!!! At the same time, your acceleration will improve, AND your fuel mileage will improve by 15% in the City and 26% on the highway. What's there not to like?

More C7 renditions:

Here are a couple more options for the C7. Yes, we sure have seen a lot of them already. It will be interesting to learn what it will actually look like. We will probably learn the C7's exact production-look at next January's NAIAS/Detroit Auto show. FWIW, here are two more "possibilities."





GM To Introduce Pandora Radio/MyLink Starting In Some 2012 Cars:

Okay, if you are old school like me, in fact very old “ole school,” you had to first look up what the heck Pandora Radio is. I know I did. It is your being able to create your very-own “personalized internet radio service”, based on your being able to easily find and create that customer station based on your old and current favorites. It then allows you to create your own custom radio station which plays “your kind of music.” Using your car’s GM MyLink internet connectivity, you can then search for song mood, style or artists that have been created by others which is most similar to your chosen music, i.e., you can find other user’s similar music Pandora stations and play on your car radio.

Couple this new capability with those in GM’s new 2012 MyLink communication system. This will then also let you link your smart phone and its functions--such as texting, calls, music or navigation--to the **vehicle's** voice recognition software, sound system and navigation screen. You can then operate your entire communication system

“hands free,” telling your car what you want it to do. You could, for example say, “play Sgt. Pepper’s Lonely Hearts Club band,” or tell your car, again by using your voice only, to read your e mail from your blue toothed smart phone. Or, if you have already created your own “Johnny Mathis station,” or, if you have some John Denver songs in your IPod, you could tell you car to play you your own list of those songs, or if you prefer you can, tell it to play your Reba, Cher, or your favorite country-star’s songs. Since the MyLink will have its own “hard drive equivalent,” it can also play you a medley of any type or category of songs which has been played on your car’s radio during the last six months. In short, not only will you be able to verbally interact, access and use all the features of your smart phone, but you will become your own car radio’s DJ. Finally, just like TIVO or similar, or want to listen to a song, but your car’s phone interrupts you, and/or if you have been daydreaming while listening to your radio, and want the radio to replay the last thirty seconds or five minutes of what you were listening to, or what occurred while you were on the phone, direct your car radio by saying “replay last five minutes” or whatever time interval you want.

[The Legend of the 1969 Camaro ZL1: Reprinted Thanks To Jalopnik.com](#)



 TomJoslin — Last week we met the [2012 Chevrolet Camaro ZL1](#). Although many thought the model designed to compete with the Mustang GT500 would be the next Camaro to wear the famous Z28 badge, Chevrolet opted for ZL1. Here's why.

The ZL1 Camaro is likely the most legendary vehicle in a long and storied history of Chevrolet muscle cars. Although only 69 ZL1s slipped out GM's doors, the ones that did were the fastest cars GM would sell for decades to come. The name of the all-aluminum 427 V8 became synonymous with what remains one of the most potent Camaro to ever leave the factory.

The ZL1 Engine was never intended to be put into a street legal production car. Chevrolet had developed the engine primarily for Can-Am racing and other track use under the hood of a Corvette. Featuring aluminum heads used on the also potent L88 iron block 427, the ZL1 also featured an entirely aluminum casting of the 427 engine block. The combination resulted in an engine that was rated at 435hp and weighed about the same as a small block 327.



General consensus among those knowledgeable about ZL1s is that the engines actually produced in excess of 500hp. The engine could easily propel the Camaro in "stock" form to low 13 second ¼ miles. With minor modifications the cars were able to run deep into the 11s. In a time when muscle reigned supreme these kinds of numbers were unheard of.

The ZL1 Camaro came into existence through an exploitation of a Chevrolet factory process. The Central Office Production Order, known as COPO for short was a process that allowed vehicles to be specially ordered from the factory. The original intent was for specialty commercial vehicles, such as taxicabs or possibly trucks, although the process remains best known for the rare and special muscle cars it allowed Chevrolet dealers to produce.



Fred Gibbs owned Gibbs Chevrolet and was one of the dealers who were well versed in using COPO to produce rare muscle cars. Gibbs Chevrolet was well known as a high performance Chevrolet dealership before Fred Gibbs even conceived the Camaro ZL1. Dick Harrell, a longtime Chevrolet drag racer, had already been tuning COPO cars that Gibbs ordered for several years. The drag racer, who was already familiar with the ZL1 engine, had a hand in encouraging Fred Gibbs to pitch manufacturing ZL1 Camaros to Chevrolet. Both men believed the ZL1 engine in a Camaro would prove dominant on the street and more importantly on the track for the 1969 NHRA season.

With this in mind Fred Gibb contacted Vince Piggins, who was the head of product performance for Chevrolet engineering, in the late summer of 1968. Piggins was the man with final approval over what could be ordered through the COPO system. ZL1 Camaro production would be approved, Piggins told Gibb, as long as the dealer placed an order for at least 50. Gibbs said yes, Piggins approved the COPO 9560 package, and the stage was set for the production of one of the most serious Camaro Chevrolet ever built.



When the first two Dusk Blue 1969 ZL1 Camaro's arrived at Gibbs Chevrolet in La Harpe, Illinois neither of the cars would start due to the cold weather. That wasn't close to the worst of it for Gibbs though. The sticker price on both cars, which has been previously unknown to the dealer, was over \$7200. The price was significantly more than what a comparable iron blocked 427 COPO car cost. Not surprisingly, selling the expensive ZL1 turned out to be fairly sizable task.

Although 50 of the first 52 ZL1 Camaro made were shipped to Gibbs Chevrolet, the dealer was ultimately only able to sell 13, with the rest being returned to Chevrolet or exchanged with other dealers. After being prepped by Gibbs Chevrolet, the ZL1s were tuned by Dick Harrell. The dealership sold their last ZL1 in 1972, although it was actually repossessed and returned to them a year later. Some of the other dealerships who ended up with the now legendary cars pulled the ZL1s and replaced them with less expensive engines in order to sell the cars.



In the end, a total of 69 ZL1 Camaro's were built. Even though the cars were barely street cars, they were supported by a 5 year/50,000 mile warranty. Chevrolet actually considered a regular production option ZL1 at one point in 1969 but wisely decided it was not a good idea. The ZL1 engine was also put under the hood of two Corvettes before leaving the factory. Although the cars didn't sell well when new, they certainly do now.

The low production numbers combined with the high performance potential make the ZL1 Camaro one of the most sought after rare muscle cars ever made. Before the collector car market burst, it was thought the ZL1 would be the first Camaro to sell for a million dollars. The Grey ZL1 seen at the top of the page sold for \$486,000 in 2006 and you can see the sale of Reggie Jackson's green ZL1 post market implosion in the video above.

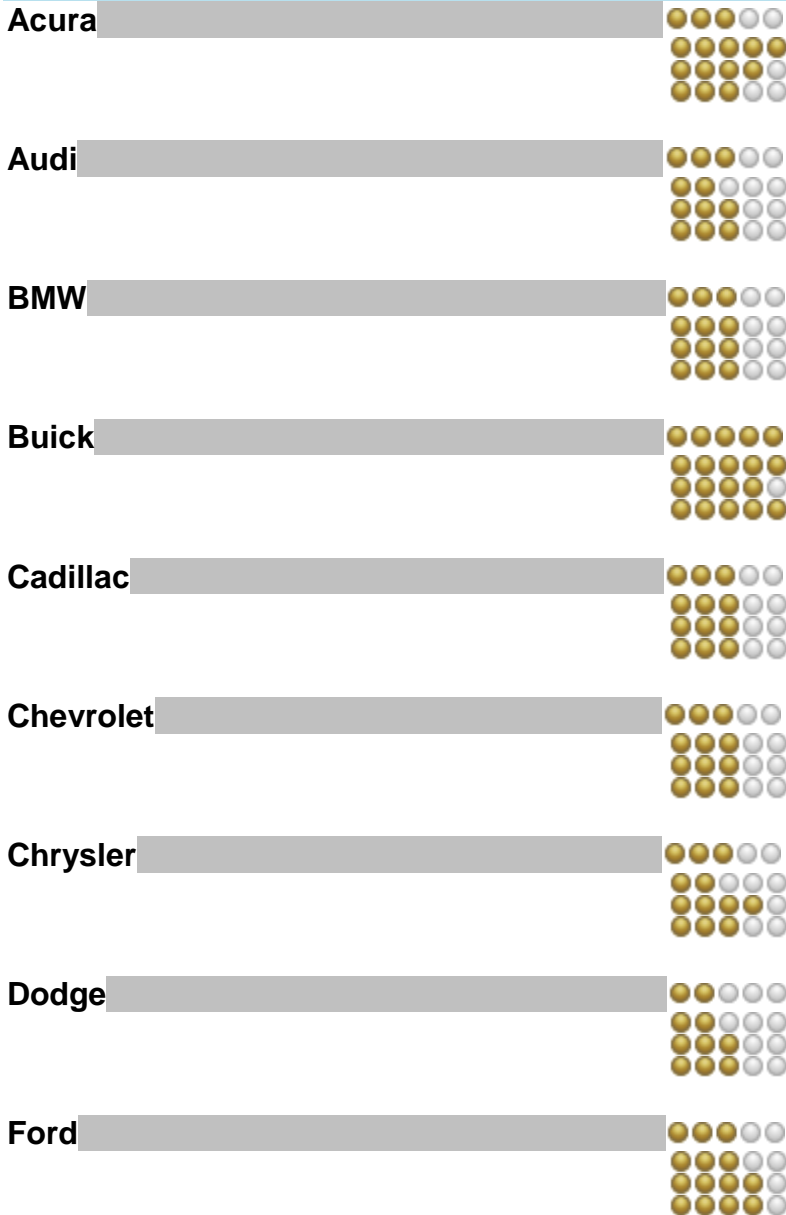
Taking into account the ZL1's reputation for being one of the fastest and most collectible Camaro ever made, it isn't hard to see why Chevrolet opted to bypass the Z28 name ([for now](#)) and name their new car the ZL1. Giving a production vehicle the name of what has until now been a Camaro legend for not only being the most powerful ever, but also for such a limited run, doesn't exactly sit right with us but it doesn't make the 2012 Camaro ZL1 any less cool. For now at least, the legendary 1969 will remain the first thing that comes to mind at the mention of the term ZL1.

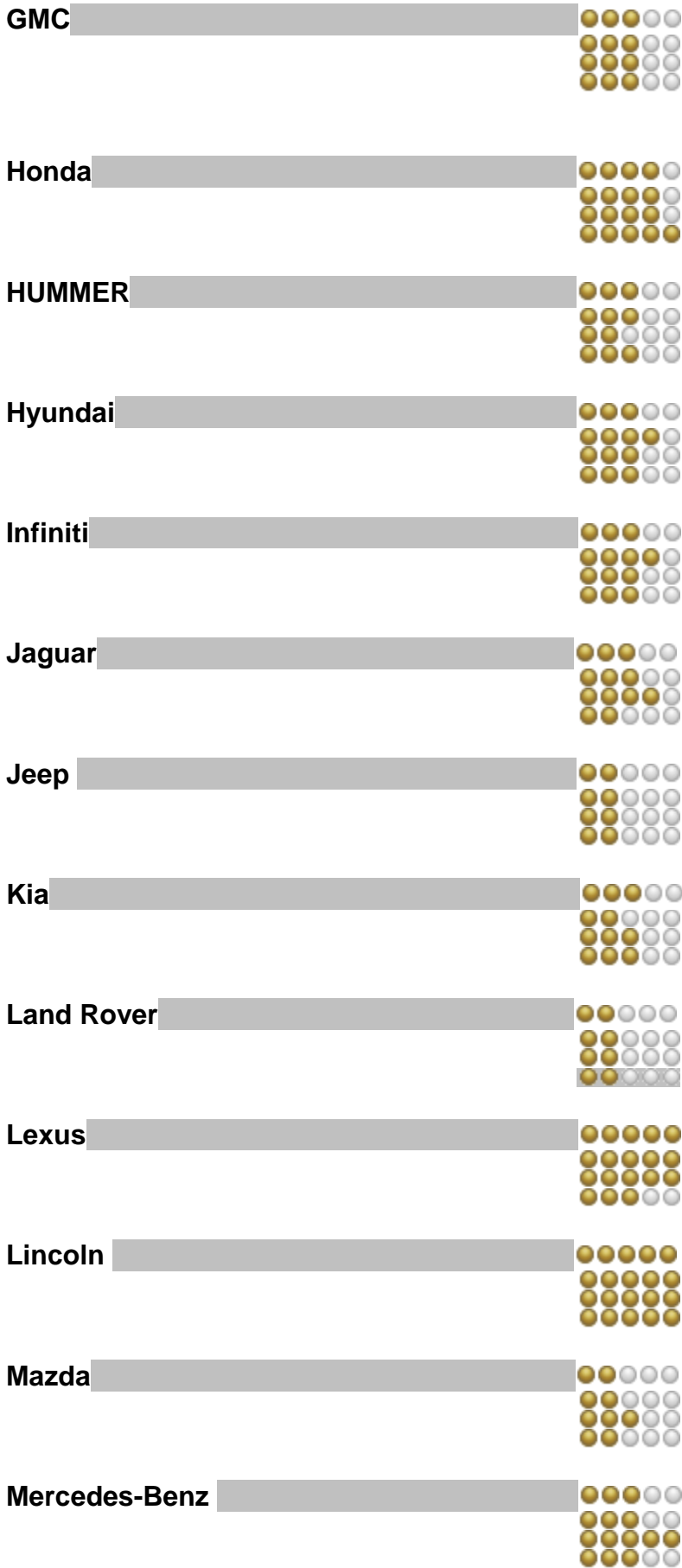
(Photo Credits: [Barrett-Jackson](#) and [Hemmings](#))

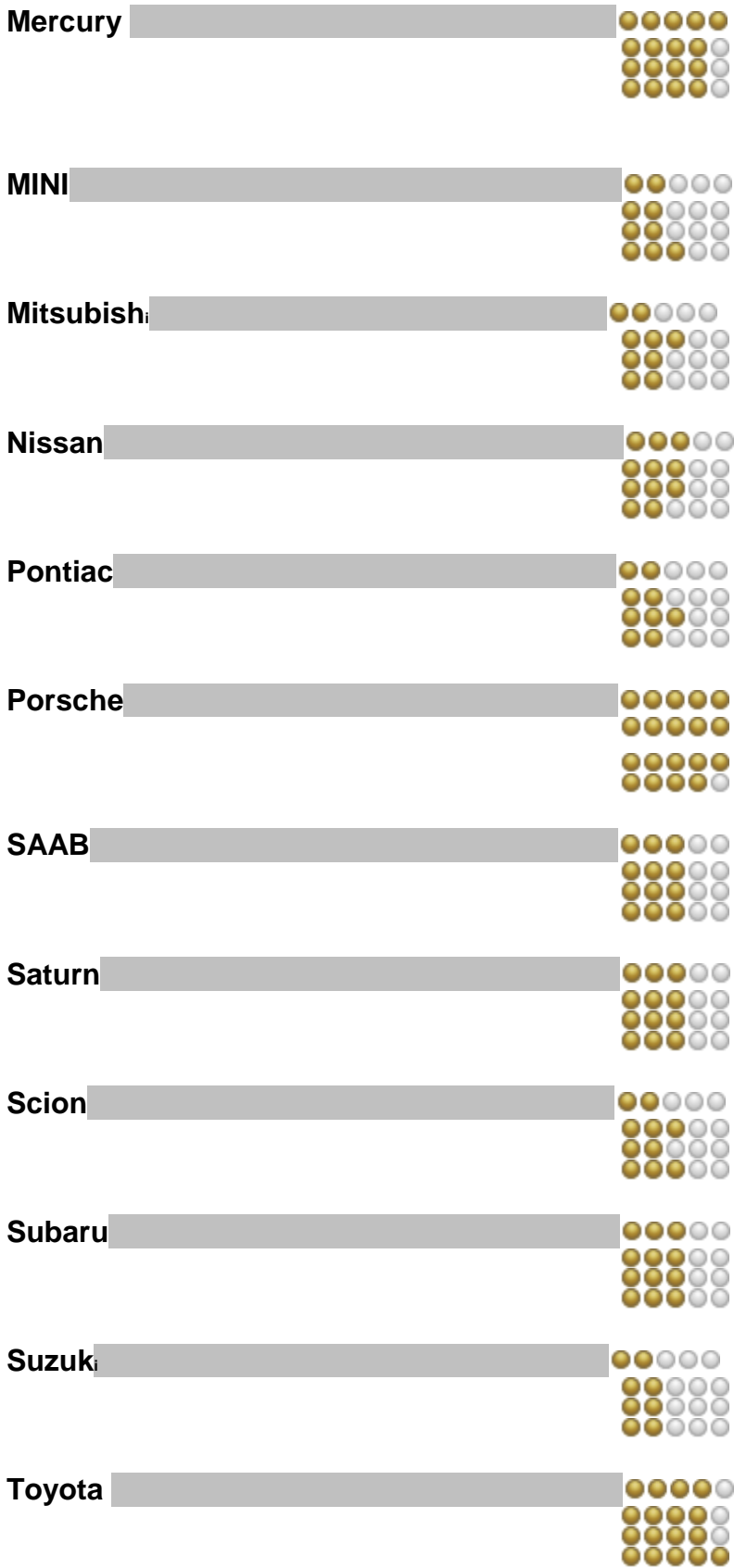
Ratings Factors
Company



Top Row: Overall Dependability
2nd Row: Powertrain Dependability
3rd Row: Body and Interior Dependability
4th Row: Feature and Accessory Dependability









Scoring Legend

- Among the best
- Better than most
- About Average
- The rest

Corvette Top Chef Challenge

Looks like we have a PLAN for the 26th! Some have offered up salads, others will be preparing the main courses and we even have special deserts on the table. I think everyone will have a great time. Those without entries will judge the dishes. It will be a simple 1st place, 2nd place and 3rd place winners without regard to what the person entered. For instance, 1st place could go to an appetizer over a main course or desert, 2nd place to a main course dish or desert and 3rd place to another appetizer, main dish or desert. Plan to attend!!

Gary and Charlotte Burton are hosting the event at their home, March 26th, at 4 pm.

**February 26, 2011-Club *Bowling(?)* at Town & Country, Keizer, OR,
Roman Baszniak hosting.**





Turbocharging a Giant (Article below Thanks to Feb. 28, 2011 Newsweek)



John F. Martin /

Courtesy of GM

Mary Barra, head of global product development for GM, with a 2011 Chevrolet Cruze.

When Mary Barra was a senior manufacturing executive a few years ago at General Motors, she spotted another maker's car decked out in a rich metallic black color. It was unlike anything GM was offering, so she suggested the color be added to the company's palette—and was promptly rebuffed by fellow engineers, who fretted about potential quality-control difficulties. But Barra wouldn't take no for an answer, and before long buyers were able to get their Cadillac Escalades and Chevy Malibus in elegant "Carbon Flash."

Now Barra, 49, has far bigger logjams to break. Recently named head of global product development by GM CEO Dan Akerson, she's officially charged with overseeing design rather than the manufacture of new vehicles—and is responsible for 36,000 engineers, designers, and planners worldwide. But over the past several weeks, as Barra has shuttled between GM headquarters in Detroit, its technical center in nearby Warren, and a test track in Milford, it's becoming clear that her strategic mold-breaking mission may be even more daunting. With Akerson pushing for GM to shorten lead times for new vehicles, it falls mostly to Barra to accelerate the streamlining of development itself, which is methodical and often fraught with time-consuming, costly debates and procedures.

The stakes are high, and the approach is controversial because it's a precarious time for GM. The carmaker was forced into bankruptcy in 2009 and saved only with government financing. Though

it's now on the upswing—having earned \$4.2 billion in the first nine months of its initial year after bankruptcy—it isn't out of the woods. Akerson, a private-equity financier with no automotive experience, keeps pushing for GM to build cars faster and cheaper. Pulling it off will make GM more competitive, but going too far risks design errors that could result in costly recalls.

Then there's the political dimension: the U.S. still owns a third of GM. It's considered imperative for President Obama to see that stake sold off before the 2012 election. In a sign of rising urgency, GM wants to bring back one of its storied veterans, Bob Lutz, as an adviser, people familiar with the matter told NEWSWEEK. Lutz, 79, would offer guidance to Barra and others—a move that could help reassure Wall Street that Akerson isn't going dangerously overboard with retooling efforts. But government regulators have balked at the idea of bringing back a retired GMer on the grounds his hiring might look like a belated golden parachute.

All this has the entire industry watching Barra closely. Her role has typically been filled by hard-driving male executives with long careers conceiving and designing car and truck models. Barra, a mother of two, comes instead from GM's manufacturing side, including a stint as a plant manager.

That may ultimately prove a turning point for GM, says Don Runkle, a retired GM executive and chief engineer who says Barra is a "terrific" leader. Barra is injecting her manufacturing experience into a realm formerly dominated by gut-feel designers. That, Runkle says, could ultimately bring a needed dose of practicality to the design process, signaling that "how vehicles are built will be more important."

GM's market share in the U.S., which at about 19 percent has been eroding for decades, has yet to reach a sustainable level. The way for that to happen, and for GM to achieve financial stability, will be to create a parade of strong-selling vehicles. Only then will it be able to withstand the onslaught of BMWs, Hyundai, Toyotas, and others currently being developed by those automakers' versions of Mary Barra.