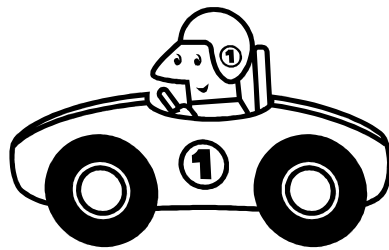


VicVettes



**Publication of the Victoria Corvette Club
July 2009**

The Victoria Corvette Club represents Corvette owners and enthusiasts in the capital city of British Columbia. Victoria, located on the southern tip of Vancouver Island, is known as the Garden City and is a major international tourist destination. We hold our meetings on the first Tuesday of each month. We meet at 6:00PM for dinner, and hold our meetings after we have dined. Guests and new members are always welcome. Please check our website for info on our next meeting place.

Our members own an interesting variety of Corvettes, and we are active year 'round with Corvette-related activities: social events, show and shine, rallies, slaloms, tours, parades and more.

We are non-profit society, and sponsor our Club charity, the Queen Alexandra Foundation for Children.

Executive

President:	Cam Johnson	250 858-5610	johnson151@gmail.com
Vice President:	Bob Wood	250 598-1928	woodsey@shaw.ca
Treasurer:	Don Hamilton	250 383-5995	dhamilton48@shaw.ca
Secretary:	Garth Scoular	250 474-3533	bevteman@yahoo.ca
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Canadian Council of Corvette Clubs Director:	Vacant		
Competition Director:	Vacant		

Social Director: Vacant

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Our website: www.victoriavette.com
e-mail: membership@victoriavette.com



VCC Pie Run '09. We gather at the Valley View Mall

President's Message

Cam regrets that there is no President's Message this month. He does, however, remind us that Grass on the Grass is rapidly approaching, and that much will need to be done to make the event a success. He will e-mail soon with a list of required jobs, and requests that as many members as possible volunteer to perform the necessary tasks.



A little Regina Corvette Club humour from the recent CCC slalom event there. The top picture refers to an attempt to bulldoze a new exit from the track with a supercharged Z06, and the lower photo advertises a one year later arrival in Regina than was originally planned.

Thanks to Jim Sandwith for the pics.

Our Club Sponsors:

Principal Sponsor:

Jenner Chevrolet Ltd.

1730 Island Highway,
Victoria, BC
(250) 474-1211

Affiliate sponsor:

Canadian Tire (Gordon Head)

3993 Cedar Hill Road
Victoria, BC
(250) 721-1125

VCC Pie Run, 2009

Eleven Corvettes met at the Valley View Mall on a sunny Sunday, June 28th, and duly departed on the rally portion of this year's Run. In due course all eleven arrived at our acreage where the competitors were greeted with the customary reviving glasses of champagne.

When all were settled comfortably in their chairs, the rally sheets were exchanged and marked. This year our winners were Garth and Jeannine Scoular. Congratulations! The prize was a Corvette book, and as Garth had previously donated this book to the club as a rally prize, he generously declined the award, and suggested it be presented to the second place finisher. A bit of a mix-up here. At the time, Len and Diane Philp were alone in second place, and received the prize. But a review of the papers a day later revealed a marking error, which put our third place finishers, Richard and Sheila Yaremko, in a tie with Len and Diane. Richard and Sheila were thus also awarded a book. Again, congratulations to all!

After that, the pies! The combination of Lucille's delicious pies, a bit of champagne, and the company of our fellow VCC members, made for a very pleasant afternoon. The sun was well below the trees and late afternoon shadows were advancing across the lawn as people put down their forks, folded their chairs and began the homeward trek. We finished the day with the last few stragglers for fish & chips at the Rock Cod Café in Cowichan Bay.

Malcolm & Lucille



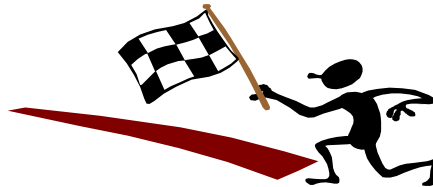
Pie Time!

Coming Events:

A list of tentative dates of our events for the year is published on our website, www.victoriavette.ca
For a complete list of car events on the Island and overseas, follow the link to Don Earnshaw's Car Shows.

- Jul 10-12 Classical Glass 5 Star Classic, Tacoma. Info: www.classicalglasscorvetteclub.com
Jul 26 VCC Glass on the Grass. 10AM-2PM Queen Alexandra Centre. Info: Cam Johnson, johnson151@gmail.com
Jul 31-Aug 2 Canadian Corvette Convention, Edmonton. Northern Alberta Corvette Owners Club.
Info: Tom Hollinshead at tcholl@telusplanet.net
Jul 31-Aug 3 Rose City Classic, Portland. Info: Rose City Corvettes , Alan or Ann Cohen 503 706-4737
or ann2077@aol.com
Jul 31-Aug 3 BCC Thunder in the Mountains, Whistler. Info: BC Corvette Club at info@BCCorvetteClub.ca
Aug 9 Cowichan Mill Bay Car Picnic. Info: 250 246-3632
Aug 16 Blethering Place Collector Car Festival. Info: 250 598-1413
Aug 16 Beverly Corners Show 'n' Shine. Cowichan Valley Sportsplex (Duncan) Info: 250 748-8663
Aug 23 European Picnic, Queen Alexandra Centre. Info: Porsche Club of Vancouver Island at 250 380-1444.
Sep 4-6 CU in September, Calgary. Corvettes Unlimited. Info: Doug Campbell at talongeo@shaw.ca

Another "event." Every non-raining summer Friday evening, Cobblecino's in the Valley View Mall puts on a BBQ and impromptu Cruise-In. Cam, Richard and Sheila Yaremko and Lucille and I went recently. There were four Corvettes there, and on average about 20 cars as different ones came and went during the evening. So if you have an empty Friday evening, you might consider rolling up for a burger. The show runs from 5:00 to 8:00.



Corvette Racing moves from the GT1 to the GT2 class for the remainder of this year's American LeMans Series races. The first time out for the new GT2 C6R will be at the Acura Sports Car Challenge of Mid-Ohio in Lexington, Ohio on August 8th. Following that event, Corvette racing will participate in the Generac 500 at Road America at Elkhart Lake, WI on August 16th; the Grand Prix of Motorsport at Bowmanville, Ont on August 30th; the Petit LeMans at Braselton, GA on Sept 26th; and finally the Monterey Sports Car Championships at Laguna Seca, CA on October 10th.

The GT2 cars are allowed 6 litre engines, as opposed to the 7 litres maximum in the GT1 class. For the 2010 season, there will be only a single GT class, with a maximum engine capacity of 5.5 litres. Corvette racing intends to run the full season that year.



A spy shot of the GT2 Corvette C6R

Club Notes

Our up-coming annual Glass on the Grass dominated discussion this month. Preparations are going well, and a budget was approved. We still need raffle prizes, and the hope was expressed that club members might be able to obtain items from local businesses with which they are familiar. Volunteers are also needed. Cam will e-mail members with a list of jobs that need doing, and we hope all members will help in whatever ways they can.

There was interest expressed in holding another Driver Training Day, possibly in September. More details will be forthcoming.

Bob Wood has sold his Corvette to his next door neighbour, and, horror of horrors, observed it to have been parked OUTSIDE overnight!

Gary and Mary Williams have recently celebrated their 35th anniversary. Our congratulations to them. And Ron Sessions is almost 60!

The Corvette Racing C6R's will face some stiff competition in the ALMS GT2 class. Some examples:



Aston Martin Vantage



BMW M3



Dodge Viper



Doran Ford

Big Days:

Birthdays:

Garth Scoular	July 2 nd
John Reid	July 5 th
Len Philp	July 8 th
Ron Sessions	July 17 th
Sid Snaith	July 25 th

Anniversaries:

Gary & Mary Williams	July 6 th
Paul & Diane Bonsdorf	July 16 th
Barry & Donna Dunning	July 17 th

Random Pics....



Pie Run Rally winners Garth and Jeannine Scoular



Len and Diane Philp



Richard and Sheila Yaremko

And our two tied 2nd place finishers, who were awarded the books generously donated by Garth

More Random Pics

More competition in the ALMS GT2 Class:



Ferrari F430



Ford GT R



Panoz Esperante



Porsche 911 RSR



New this year, the Jaguar XKR



The Canadian and US governments, part owners of General Motors, find themselves trying to reconcile consumer demand for a high performance sports car with the political need to be seen to be producing small, fuel efficient vehicles. The result is this prototype for the next-generation Corvette.

Idlings

(The following was submitted by Michael Krieger. It is by Cam Fuller, Canwest News Services and was printed in the Victoria Times Colonist.)

Sure, change your own oil and save a bundle

Maintenance

With spring comes the spring oil change for your car. Sure, you could leave it up to the professionals, but then it would cost \$340.00. Am I exaggerating? Not in a million years.

Combining an oil change with a tire rotation and "34-point safety inspection," will inevitably ease the cost of a \$34.00 oil change by a factor of 10. Think of it as "lead-into-gold" auto mechanic alchemy.

The alternative is to do it yourself. It's fast, it's easy and it will save you not just \$, but \$\$\$. But only if you read my new brochure:

So, You've Decided to Change Your Own Oil

Congratulations! You're now in the exclusive company of millions of motorists who prefer to work on their own vehicles. These "shade tree mechanics" know the feeling of saving \$\$\$ and the accomplishment that comes with doing it yourself. They also know how to get that gunk out of their eyes that falls on them from dirt-caked wheel wells.

Tools and equipment you'll need: Car ramps and/or hydraulic jack and jack tands; socket or wrench set; bucket; oil filter wrench (optional); funnel; clean rags; Kitty Litter; Band-Aids; Whisky and tobacco. Now you're ready.

Step 1. Park your car on clean, level ground. If you do not have clean, level ground, use dirty, sloping ground. If you are using ramps, have an assistant put down the cutting torch and help you guide the vehicle up the ramps. Take care not to drive over the ramps and into your assistant, particularly if he's holding your beer. Apply parking brake. Block rear wheels. Open hood. Remove oil filler cap.

Step 2. Crawl under vehicle. Locate oil drain plug bolt. It should look pretty much like every other bolt on the underside of your engine. If the plug cannot be located, start loosening random bolts until A) transmission falls off or B) scalding hot oil starts to gush out of engine and down your arm. Drop drain plug and let it roll where you don't see it.

Step 3. As a pool of dirty motor oil starts to form on your garage floor/ street/ front lawn, run to find a suitable container to catch the oil. Rapidly repeating the same expletive 20 or 30 times will speed up the search.

Step 4. Half a litre of oil or so will now drain out of the engine into your bucket or coffee can.

Step 5. Locate engine oil filter. It's behind that thing. No, that other thing. You know, under the intake thingy. No, that's the fuel filter. OK, you know where the radiator is, right? The oil filter is between the radiator and the car's rear bumper, you can't miss it. While looking, try brushing the thin, sensitive skin of your forearm against the red-hot exhaust manifold. Much cheaper than a tattoo.

Step 6. Loosen oil filter. This may require a special wrench (PN454386029486647304957583957847A). We'll wait while you order one. (whistling random notes here.) Ready? Let's continue. Note that there won't be enough clearance for the handle of the wrench, making it impossible to turn more than one-one hundredth of a rotation, rendering it completely useless. Luckily, an oil filter can be loosened by hand

unless some idiot has over-tightened it. If that's you, turn away and whistle random notes. If the filter ever starts to turn (death threats help), oil will start pouring out of it and on to all exposed engine, steering and suspension components. If you are on your back under the vehicle, you can choose to have oil spill into your eye or, by turning your head, your ear.

Chug beer.

Step 7. Remove a new filter from box. Lubricate gasket and threads with a small amount of fresh oil. Dab extra behind ears. Wipe mounting surface with clean rag, then thread new filter onto engine by turning it clockwise (counter clockwise in Australia.) After gasket contacts base, continue to tighten three-quarters of a turn.

Why? We have no bloody idea.

Step 8. With funnel, start pouring fresh oil into engine. As three litres of fresh oil pour out of the bottom of the engine, slap your forehead because you've obviously forgotten to replace the drain plug. Frantically search for drain plug as new oil fills bucket. If drain plug is not behind left front tire, check left rear tire, then used oil bucket. Note condition of drain plug gasket. Resolve to renew it next time, probably. Replace drain plug. Pour remaining litre of fresh oil into engine. With assistants car, drive to store for three more.

Step 9. Start engine, cross fingers, check for leaks.

Step 10. Transfer used oil into empty jug. When jug overflows, sop up mess with dry newspaper or Kitty Litter.

Step 11. Pat yourself on the back. (Note black oil stain on shirt.) You did it!

Now give me a dollar. Thank you. I need to save \$340 over the next four months or 5,000 kilometres.



Pie Run '09. A little champagne might be in order.....