

# VicVettes



**Publication of the Victoria Corvette Club  
March, 2010**

**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 at the Station House Pub, 737 Goldstream Ave. We meet at 6:00 PM for dinner, and hold our meetings after we have dined. Guests and new members are always welcome.

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

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Nothing like a nice warm air cleaner on a sunny spring day, like that which we enjoyed on our February brunch and cruise.

## *President's Message*

Spring is upon us and even though hockey continues, it sort of feels like practice session after the Olympic intensity. That leaves us looking forward to April and most of us getting our cars back on the road. Yay!! Polish them up, Ladies and Gentlemen, and let's get ready for another great season. Keep those great ideas coming in, as we welcome everyone's input. Happy and safe motoring all.

*Cam*

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## *Club Brunch*

*February 21*

I think I counted 13 Corvettes (and one MGB, friends of Sid Snaith) gathered on a sunny and warm late winter day at the Cowichan Golf and Country Club for our February brunch.

After we had stuffed ourselves full at the buffet, we set off on a top-down cruise along the back roads to Chemainus, and then home along the highway.

We thank Rick Specht and Richard Yaremko for organizing this fun event.



Eating time!



Almost cruising time!

**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

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**Viking Air Tour**

**Monday, April 26<sup>th</sup>**

Viking Air, located at Victoria International Airport, is a first tier original equipment manufacturer specializing in de Havilland aircraft. The company holds the type certificates for the well-known de Havilland Beaver, Turbo Beaver, Otter, Twin Otter, Caribou, Buffalo and Dash 7 aircraft. They provide parts and service to owners and operators worldwide.

The company offers group tours which offer a fascinating close-up look at the types of aircraft upon which much of Canada’s proud aviation heritage is based.

We would meet at Viking Air at 10:30 AM, and after the tour go to the nearby Mary’s Bleue Moon Café for lunch.

Unfortunately tours are only offered during normal business hours on weekdays.

Please go to [www.vikingair.com](http://www.vikingair.com) to get some info on the company and its activities; and around the time of our April meeting I will see how many would like to join the tour, and book accordingly.



A Westcoast Air DHC 6 Twin Otter in Victoria Harbour

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The passenger in a taxi wanted to speak to the driver, so he leaned forward and tapped him on the shoulder.

The driver screamed, jumped and pulled the wheel over. The taxi hopped the curb, demolished a mailbox and almost crashed into a shop window.

“I’m sorry I startled you,” said the passenger apologetically. “I just wanted to ask you something.”

The taxi driver slowly regained his composure. “Not your fault, sir,” he said. “This is my first day driving a cab. I’ve been driving hearses for the last 25 years!”

**Coming Events:**

- Mar 21 Club Brunch. Watch for an e-mail with all the details.
- April 26 VCC tour of Viking Air. See info in this issue.
- May 21-23 Cruz Into Summer. Kelowna Corvette Club. Info: Neile Griffith, neileandpaul@shaw.ca
- May 22 VCC Driver Training at Western Speedway. See info in this issue.

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**May 22, 2010 Victoria Corvette Club Driver Training, Western Speedway**

If you've enjoyed a VCC Driver Training Day at Camosun College in the past, wait until you see what we have for you this year!

Saturday morning May 22<sup>nd</sup>, VCC club members and invited guests will have the opportunity to navigate three miniature road courses starting with a simple triple lapper of the speedway oval and progressing in complexity from there.

This event is designed for the novice and has an emphasis on safety and participation, not competition. Instruction for those who are interested will be available. Hand held stopwatch timing can be done for those participants who would like to know their run times.

The day starts at 8:00 AM and ends at 2:30 PM, when we have to be out of the Speedway.

Entry fee is \$45.00, and to ensure lots of driving time for those entering there is an entry cap of 20 participants.

Corvettes were designed for optimum handling, braking and acceleration. Come out and safely explore these characteristics of your car in a setting you won't find on any highway.

Register early if you want to reserve a spot in this unique event. Registration details will be available soon.

Jim



A Corvette among the cones at last year's Cruz into Summer event

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**Big Days:**

**Birthdays:**

None

**Anniversaries:**

- John & Sally Morris March 7
- John & Diane Weaver March 15
- Robert & Eileen Cooper March 26
- Graham & Annette Baker March 27

## Club Notes

Cam commented on the large turnout, and remarked that though we might envy those members still “down South,” we who wintered here should have no complaints about the weather.

We thanked Rick Specht and Richard Yaremko for putting together a most enjoyable February brunch at the Cowichan Golf Club, followed by a cruise under sunny skies up to Chemainus.

Rick suggested that an arrangement whereby he would designate a club member each month to organize that month’s club brunch might provide us with some interesting feeding places. His idea was generally well received. Stay tuned for more details.

Jim Sandwith spoke about Driver Training. He said that we are pursuing a second day in the Fall, and is awaiting word back from Western Speedway. He then presented his plans for the May 22<sup>nd</sup> event. (See additional info in this issue, and in the minutes of our March meeting.)

Wolf Schmitz gave us more information on the proposed calendar we might sell to raise funds. The numbers he presented are contained in the March minutes. Wolf also asked members to submit pictures of themselves and their cars for inclusion in the club’s excellent new website. He suggested that car pictures and member pictures be separate. Wolf will send out an e-mail shortly to all members about this.

Graham Baker said he had received a phone call from a number in Wisconsin from a lady masquerading as an agent of General Motors, offering to extend the warranty on his truck. He warned that this is a scam, and a very good one. The caller had his cell phone number, and also the VIN number of his vehicle. Scary. The number from which this call originated is 920 560-4425.

John and Sally Morris wondered if any VCC members were planning on going on the proposed trip to the National Corvette Museum in Bowling Green, Ky in September. Cam will re-send an e-mail with all the info for our consideration.

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The 2010 American LeMans Series season starts this month with the Mobil 1 Twelve Hours of Sebring race on March 20<sup>th</sup>. There are no longer separate GT1 and GT2 classes, just a unified GT class. Corvette will compete in this class with their second generation C6R, based on the 2010 ZR1. The car is powered by a 5.5 litre (336 cid) version of the ZR1’s engine.

Racing in the GT class should prove very exciting, as that class contains a number of very competitive cars. Remembering the collision that occurred between Jan Magnusson’s Corvette and the Flying Lizard Porsche of Joerg Bergmeister just before the finish line at last year’s last race should make the battle between these two teams something to watch!

In June, Corvette Racing will send two cars to France to run in the LeMans 24 hour race. They will compete in the GT2 class, as separate GT1 and GT2 classes are still maintained there.



The 2010 C6R

Random Pics



The dreaded Flying Lizard Porsche 911 RSR's



If you have a 2010 Camaro and wish to pretend you are racing in the ALMS Series, VizualTech, a Swedish company, will make it look like this for you. VizualTech calls this car the Camaro ALMS 2010.



The 2010 C6R

More Random Pics, etc

If you are soon going to order your new Z06, have an extra \$23,900 US to throw into the pot, and would like to run with the ZR1's, you might consider the 2010 Callaway Corvette SC 652.



Supercharged LS7 engine, 652 HP  
0 - 60 in 3.3 seconds  
¼ mile is 10.8 seconds at 127 MPH  
206 MPH top speed



The front office

Always remember:  
Those who forget the pasta are doomed to reheat it...

Some pics from our recent Winter Olympics:



Experts thought that this skater, representing Moreau Island, posed a threat to Canada's Joannie Rochette because of her greater jumping strength.



Perhaps the dangers of Whistler's downhill run were not overstated...



Never jump too close to the boards....

# Idlings

John Morris recently gave me a magazine entitled , appropriately enough, Corvette Magazine. In it there is an article speculating on the future of the Corvette. The thrust of this article is that whereas the Corvette is a technological masterpiece, it's design has no similarity or relevance to the rest of General Motor's cars. It points out that Corvette has always been at the forefront of technology, pioneering the use of such advances as fuel injection and anti-lock brakes, for instance; but that as automotive design evolves, the Corvette resembles less and less the mainstream cars that GM must build and sell in order to survive. For example, the Z06's aluminum perimeter frame is beyond doubt a marvel, but of limited use otherwise in a unibody world.

In recent months much of GM's senior management has been replaced by younger and presumably more forward thinking people. How these new types will view the Corvette remains to be seen. If further developing the Corvette as it is now is seen simply as a "legacy" cost, benefitting only a dwindling number of traditionalist buyers, then major changes may be decreed in order to make money spent on the Corvette more relevant to the development of GM's other cars.

The Corvette is still profitable despite recent declines in sales due to the recession, so there is no immediate need for drastic re-thinking. But in the longer term it would seem to make sense for GM to spend the money needed to keep Corvette competitive on a vehicle the development of which would have more benefit for all of GM's product line. In order for there even to be a future Corvette, radical change might prove necessary.

We might bemoan the loss our body-on-frame sports car with it's pushrod V8, but who knows? It might be fun zipping past Ferraris and Porsches in our mid-engined, supercharged unibody Vette.

Porsche Driver, looking at a car rapidly vanishing ahead of him: "What on earth was that?"  
His Passenger: "That was the new Corvette. He just pulled a Linda Ronstadt."  
Porsche Driver: "What do you mean, 'pulled a Linda Ronstadt?'"  
His Passenger: "He Blew By You!"

Things are blue in Bowling Green. 75 workers at the Corvette assembly plant have been laid off. This reduces the factory work force to 486, down from a peak of 1,100. Eight cars per hour are now being built, down from eleven. A year ago production was over eighteen cars per hour. We must hope things improve as the recession eases.

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Very skilful!