

THE CORVETTER

CORVETTE CLUB OF TEXAS

Volume 58 Issue 4 - April 2006



Corvette Club of Texas

PO Box 36022 - Dallas TX, 75235-1002

www.corvettecluboftexas.org

Sponsored by **Friendly Chevrolet**

2754 N. Stemmons Fry - Dallas TX, 75207

Meeting Information

Corvette Club of Texas (CCT)

Monthly Membership Meeting

Held every third Friday of the month, at 7:30 p.m. at Friendly Chevrolet, 2754 North Stemmons Freeway, Dallas. All members, visitors and Corvette owners are Welcome.

Following each CCT monthly membership meeting, a CCT after club social event is hosted by a CCT Member, starting at approximately 8:30 p.m.

Monthly Board Meeting

Held on the Monday before the third Friday of the month at 7:30 p.m. at Friendly Chevrolet. All members are invited to attend.

From the Editor

As of the deadline for this issue (March 24th) the only thing submitted was the Minutes. (Thanks, Jeanette, for being so dependable!) Therefore you will see gaps and a lower number of pages than usual. Hopefully the “news” will pick up as we get more activities this Summer and the “news”letter will begin to fill up again.

I was going to write a long whiny editorial about the lack of contributions to the newsletter, but then I remembered that before I became editor I never sent anything in either... In any event as an editor I have some choices to make: 1) I can produce a newsletter with what I have, even if it is only 2 pages long. 2) I can chase down all of the expected contributions and finish the newsletter in a rush in the last few days before the dead line. 3) I can write the whole thing myself and try to keep up the quality. 4) I can search the Internet for articles that fit the theme of the newsletter.

So, I decided to take the easy way out this month and pass on two very interesting articles I found on the Corvette Forum. Also the cover picture is an image I found using Google image search. It is not the best way to run a newsletter, but the alternatives (1 through 3 above) are even worse.

Joe Wagner

2006 OFFICERS, BOARD AND STAFF

President	Mitch Factor	817-329-0693	factorm@verizon.net
Vice President	Paul Wolter	817-478-6096	pwol1962@sbcglobal.net
Treasurer	Mel Roggenbuck	817-571-0284	rogge69@sbcglobal.net
Secretary	Jeanette Bradley	214-348-0775	k.bradley@sbcglobal.net
NCCC Governor	Joann Powdrill	972-625-6479	jopowdrill@direcway.com

BOARD MEMBERS

James Powdrill	Term ends 06-2006	972-625-6479	jamespowdrill@direcway.com
Bob Mischel	Term ends 01-2007	972-596-2984	Bob-Mischel@comcast.net
Ken Bradley	Term ends 03-2007	214-348-0775	k.bradley@sbcglobal.net
Russell Brundrett	Term ends 08-2007	972-263-9047	rbrundrett@bonairservice.com
Barry Marsh	Term ends 12-2007	817-268-0388	bemarsh1@msn.com

STAFF CHAIRPERSONS

Activities	Brian Gelles		bnjgelles@sbcglobal.net
Charities Coordinator	Mary Wolter	817-478-6096	mwol1990@sbcglobal.net
Club Merchandise	Mary Wolter	817-478-6096	mwol1990@sbcglobal.net
Membership	Mary Wolter	817-478-6096	mwol1990@sbcglobal.net
Property	Mary Wolter	817-478-6096	mwol1990@sbcglobal.net
Historian	Ken Bradley	214-348-0775	k.bradley@sbcglobal.net
Newsletter	Joe Wagner	817-282-1355	joe@y2k7.com
Photographer	Charles Whitaker	972-239-0485	whitaker@flash.net
Raffle	Paulette Wagner	817-282-1355	paulette@themoralefairy.com
Webmaster	TBD		
NCM Ambassador	Bob Stephens	972-235-9813	rdsjl@sbcglobal.net

THE CORVETTER

Volume 58 Issue 4

The Corvetter, the official newsletter of the Corvette Club of Texas (CCT), is published monthly by The Corvette Club of Texas P.O. Box 36022, Dallas, Texas 75235-1022 for the exclusive use of its members and invited guests. Initial distribution is done electronically by e-mail. A small number of paper copies are delivered via First Class mail or by hand when necessary. The newsletter is also available on the CCT web site: www.corvetteclubof texas.org Subscriptions to The Corvetter are free to CCT members.

© 2006 Corvette Club of Texas. All rights reserved. Reprints of original material are available on a per article basis only with written permission of a CCT officer, the author or the Editor. Previously copyrighted material if any retains the original author's copyright.

Please send all submissions via e-mail to the editor at joe@y2k7.com. All submissions become intellectual property of The Corvetter.

April Governor's Report

James & I attended the 2008 NCCC Convention planning meeting in Fort Worth March 25th.

Ron Ruston was appointed Convention Director with Dale Acker as Co-Director. They have narrowed it down to 2 host hotels in Tulsa and should have that finalized shortly. They asked for individual as well as clubs to volunteer for various Chairperson & Worker Groups. Our club will have to decide on an area we can be responsible for. I will have a list of the events and an explanation of the responsibility that goes with each so CCT can pick an event that we would feel comfortable in helping out with. There are 18 clubs in the SW Region so each club is going to have to do their part so the 2008 Convention will be a success.

I also attended the first SW Region Governor's meeting of 2006 on Sunday, March 26th. The current Competition Schedule was presented by Joe Reese. The flyers are on the SW Region web page.

The National scholarship program was discussed, details for applying for the scholarship award are listed on the NCCC web page.

The Raffle Car for the NCCC Convention this year is a 2006 yellow coupe.

Also don't forget about Eckler's rebate program.

There will also be a LOGO Contest for the 2008 NCCC Convention. The deadline for entries is June 1st 2006. This is a chance for to you to show off your creativity!!

Joann

Our Friendly Rep!

Friendly Chevrolet's representative to the Corvette Club of Texas is **Gary Kubiak**. When you need to replace your Corvette with a new C6 be sure and give Gary a call at **214-920-1950**.

Also don't forget to contact Gary when you are upgrading the family car for a new one!

In addition to his regular work schedule, Gary is always at the dealership during our monthly Friday night membership meeting. Also, you can e-mail Gary at: intdir@friendlychevy.com

2006 AFTER CLUB MEETING DRIVE & EAT - SIGN UP

Month	Host
January	Ken & Jeanette Bradley
February	Mitch & Carol Factor
March	TBA
April	Barry and Annette Marsh
May	James & Joanne Powdrill
June	TBA
July	TBA
August	TBA
September	Bob & Paula Mischel
October	Mary & Paul Wolter
November	TBA
December	See you at the CCT Christmas Party!

TROPHY CASE @ FRIENDLY CHEVROLET MAINTENANCE - SIGN UP

Quarter	Maintainer
January—March	TBA
April - June	TBA
July - September	Joe & Paulette Wagner
October -December	Mary & Paul Wolter

**CORVETTE CLUB OF TEXAS, INC.
MARCH 17, 2006, MEMBERSHIP MEETING
FRIENDLY CHEVROLET, STEMMONS FREEWAY, DALLAS**

The meeting was called to order at 7:38 PM by president Mitch Factor.

Mel Roggenbuck gave the treasurer's report.

Joann Powdrill gave the NCCC governor's report. She stated that the planning meeting for the 2008 NCCC Convention had been rescheduled for March 25th 2006 2 – 4 PM before the SW Region Awards Banquet in Ft. Worth.

Mary Wolter gave the membership report, she said there were no new members, but one guest was in attendance: Ronnie Walker, who has a 2005 red convertible.

Mel Roggenbuck reported he had received a thank you note from the Possum Kingdom Mardi Gras staff thanking CCT for participating in this year's parade (in spite of the rain) and hoped to see CCT back next year. Mel also reported on the upcoming Red Poppy Festival in Georgetown, April 29 and 30. There will also be street rods, and muscle cars, as well as Corvettes this year.

Paul Wolter, Round Up Coordinator, reported on the agreement between CCT & NTV. CCT has agreed to split the profits 60/40 with NTV after all expenses have been paid for the Round Up October 14 & 15 this year.

Paulette Wagner conducted the raffle. The after-club social event hosted by Ben & Billie Loffin was Saviano's Restaurant in Euless.

Respectfully submitted,

Joann Powdrill for Jeanette Bradley

Tech Tips 101

Steve Bergin, a research engineer with General Motors, recently gave presentations to several technical groups, including Saturn Corp. field engineers. He addressed two "myths". According to Bergin, "Other than running out of oil, the primary oil-related problem that kills engines is DEPOSITS that cause stuck lifters, stuck piston rings and blocked oil passages. IT IS NOT WEAR." Secondly, "Engine oil viscosity has VIRTUALLY NO EFFECT ON WEAR."



Recent lower viscosity recommendations by the auto industry are based primarily upon the fact that new engines will start at much lower temperatures than previously, he said, and the oil must be pumpable.

Deposits and Wear

Bergin begins with an up-front caution: "Don't add anything to your oil." That's a message found in every owners manual.

Then comes his principal message; "If the oil protects the following components, everything else in the engine will almost certainly be OK."

First, the oil must fill and prevent sticking of the hydraulic valve lifters, Bergin explained. "Every time an engine is stopped, some cam lobe will be holding a valve open -- and over a period of about an hour the lifter plunger will be driven down low into its lifter body by the force of the valve spring. If the lifter plunger sticks in this position after the engine starts, because of rust or varnish, the valve cannot follow the full lobe profile, and slams closed. The entire purpose of the lobe profile is to decelerate the valve as it approaches its seat, so that the valve hits its seat gently.

"But if the valve hits its seat hard enough for a long enough time, the valve will break, and this will destroy the engine."

In addition to its sealing role, the oil must protect piston ring operations. "Pistons are always made of aluminum, get real hot and expand a lot. To avoid seizure when hot, cold pistons must be relatively loose in their bores. Piston rings, when wet with oil, provide the sealing that is necessary for compression and starting and must be free in their grooves and stay in contact with the cylinder wall.

"If rings stick when cold, starting is difficult. If rings stick when hot, oil consumption, oil degradation and blowby increase and deposits causing ring sticking are likely to get worse.

"Stuck rings can act like cutting tool inserts that scuff the cylinder walls -- which ultimately leads to piston seizure in the bore, and engine destruction," Bergin related.

Third, the oil's ZDDP (zinc dialkyldithiophosphate) additive is very important in protecting heavily loaded, boundary-lubricated parts, such as cam lobes, valve lifters, piston rings and cylinder bores. Boundary lubrication results when metal-to-

metal contact occurs, "which in turn causes the deposition of the antiwear film from ZDDP."

While the antiwear properties of ZDDP will not completely eliminate wear, "they will reduce wear by orders of magnitude so that it will not likely be a limiting factor on engine life," Bergin said.

Phosphorus is an important component of ZDDP and, as well, a poison to emissions systems above certain levels. The auto industry has definite concerns about the use of phosphorus above a certain level, and considers phosphorus above 0.10 percent mass in a motor oil to be an emissions systems threat.

Bergin says, "New formulation technology can use ZDDP much more effectively. However, the oil viscosity will not have any practical effect on wear."

Indestructible Bearings?

The other major part of the engine that oil must lubricate and protect is journal bearings. Examples of journal bearings include the points where piston connecting rods join the crankshaft and where the crankshaft is supported in the engine block.

Bergin notes that with undamaged journal bearings, "If a journal bearing initially contains a film of oil, it is simply not possible to squeeze all the oil out by any loading of the bearing. If the bearing and journal are not damaged, the surfaces simply cannot be forced into contact. Undamaged journal bearings with debris-free oil flowing are virtually indestructible."

How strong are bearings? Bergin noted, "As part of our quality control operations, we conducted 'torture' tests in our laboratories where engines are run at top speed and load, and are deliberately supplied with inadequate cooling so that both the coolant and oil temperatures continue to rise until the engine fails."

"The failure mechanism at truly extreme temperatures is partial lifter collapse followed by valve breakage and piston destruction. The bearings, however, are not damaged in any way."

So how can indestructible journal bearings ever fail, aside from damage from debris? Bergin states, "Bearings get damaged and fail at a later point, even with the oil flowing, most often by oils that have too high a viscosity, and thus are not pumpable at the extremely low temperatures that today's engines will start."

That last sentence contains two key elements -- "today's engines" and "too high a viscosity."

The Low-Vis Myth

The auto industry is under protracted pressure from governmental units, "green" organizations and the public to reduce the amount of pollutants derived from their engines and to use nonrenewable resources to best advantage. Those pressures have resulted in continuously improved spark ignition engines, including electronic ignition and fuel injection as well as greatly improved starters and batteries. These engines produce much greater fuel economy and lessened air pollution - and are also able to start at far lower temperatures.

Bergin points to a common belief that "the need to improve fuel economy has led auto manufacturers to recommend lower viscosity oils that cause more wear than higher viscosity oils." But all evidence, he says, indicates that viscosity has virtually no effect on wear.

"Recent lower viscosity recommendations are based primarily upon the fact that new engines start at much lower temperatures than just a few years ago. In fact, unlike earlier engines, starting is now almost independent of cranking speed and duration."

The need to improve fuel economy is another driver that has led auto manufacturers to move to lower viscosity oils, such as SAE 5W-30 and even 0W20 and 0W-30.

These lower viscosity oils that auto manufacturers recommend today (primarily SAE 5W-30 and 10W-30) do not cause increased wear, he reiterates. Using the oils recommended in owner manuals (GF-2 currently, and GF-3 in possibly mid 2000) will insure that deposits will not form in critical areas. And bearings, too, will not be damaged or fail unless they lose oil supply long enough for the thin film of oil remaining in the bearing to get so hot that it decomposes.

"Journal bearing damage and failure are caused by the thermal overload that occurs when the oil supply is cut off. Mechanical overload does not cause journal bearing failure -- except in the isolated case where extreme mechanical thrust overload can cause attached flanges to fail, regardless of oil viscosity."

The Thickness Threat

Threats to engines come from a number of sources, including such obvious ones as using the wrong quality oil (SA or SB oils, for example, which contain no antiwear additives). Or not changing the oil at the proper intervals.

And Bergin notes that a threat to an engine today, including bearings, can come from another source. "Bearings get damaged most often by oils that have too high a viscosity and thus are not pumpable at the extremely low temperatures that today's engines will start at."

What constitutes "too high a viscosity?" Beyond noting that auto manufacturers have recently begun recommending lower viscosity oils, such as SAE 5W-30, Bergin made only one recommendation to Saturn engineers: "Do not use SAE 20W-50 oil or any other viscosity grade that is not recommended," he stressed.

Bergin followed up with a qualification. "Viscosity is not an issue [in cases] where extremes of either temperature or high load service do not exist."

Overall, he feels, "There's lots of misunderstanding about oil viscosity, much of it from oil company messages which are intended to generate a marketing advantage."

There is certainly no conceivable threat regarding low-temperature viscosity in St. Thomas in the Caribbean. But there would be in the high ski areas of Colorado -- as well as above the 40th parallel of latitude, which cuts through Philadelphia on the east and just below Salt Lake City on the west.

Extreme fluctuations of weather seem to have been a fixture for a number of years -- and may not lessen in the future. Add this temperature fluctuation to the fact that current engines can start at extremely low temperatures and, following Bergin's points, it suggests the possibility for an oil-related incident to surface -- with higher viscosity grades being the culprit.

Happy Birthday!



Paulette Wagner

Dennis admiring his birthday cake at Saviano's during our March after meeting get-together.



Paulette Wagner

Not only good looking but yummy as well, and yes the car was edible.

2006 EVENT CALENDAR

Before attending any event listed in this calendar please double check with the organizers for any last minute changes. CCT is not responsible for the accuracy of any listing except of **CCT organized events**. For **NCCC events**

April

1	Cruise (every 1st Saturday)	North Texas Mustang Club Cruise 5:00 – 8:30 PM	Cracker Barrel, 35E @ Fox Avenue Exit, 889 South Stemmons Freeway, West Side Frontage Rd, , Lewisville
1	Cruise (every 1st Saturday)	Extreme Corvettes Cruise Night 5 – 9 PM	Ezs Brick Oven, NW corner 190 & Coit, Plano see www.extremecorvettes.com for more info
2/16	Show (every 1st & 3rd Sunday)	Hot Rods & Hoggs Car Show	Cruiser's location at 2750 Preston Rd @ Hwy 121 across from the Stone Brier Mall in Frisco
4/11/18/25	Gathering every Tuesday	Weekly gatherings at the Frisco Cruisers	Cruisers Frisco Texas 1 Light north of 121 and Preston Rd (Across from Stonebrier Mall) HTTP://WWW.MyCruisers.Com
8	Show (every 2nd Saturday)	The Camaro and Firebird Car Club registration 5-7 PM, awards 8:30PM	Chuck's Lewisville location, 2267 I-35, north of Vista Ridge Mall, \$10 entry fee
8-9	Drags	Outlaw Showdown	See flier for more info
9/28	Show (every 2nd Sunday & 4th Friday)	Cruisers Club of Cedar Hill Car Show	Cruiser's location at 2750 Preston Rd @ Hwy 121 across from the Stone Brier Mall in Frisco
17	Meeting	CCT Board Meeting	Friendly Chevrolet
21	Meeting	CCT Membership Meeting	Friendly Chevrolet
20-22	Gathering	C5/C6 Birthday Bash	National Corvette Museum, Bowling Green KY 1-800-53-VETTE or (270) 781-7973
22	Show every 4th Sunday	Gasoline Alley Car Shows	T.G.I. FRIDAY'S Location at Beltline and the Toll Road call Jeff @ (972)-289-4360
24	Deadline	Last day to submit articles and pictures to February Newsletter	Send to joe@y2k7.com
28-30	Drags Autocross	RD, 2ETD, 2HS, LS	CCO - Tulsa, OK
29-30	Show/Festival	Georgetown "Red Poppy Festival"	www.redpoppyfestival.com .
30	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Mineral Wells Airpark. autocross.com/er

May

4-6	Gathering	ZR-1 / C4 Gathering	National Corvette Museum, Bowling Green KY 1-800-53-VETTE or (270) 781-7973
5-6	Meeting	NCCC National Governer's Meeting	Sheraton Westport, St. Louis, MO
19-20	Autocross	The 17th annual Lone Star Corvette Club Classic	Texas Motor Speedway. http://www.lonestarcorvette.com/classic.html
20	Autocross	7 Low Speed	Cen Tex - Waco, TX
25-27	Gathering	Corvette Forum Cruise-in	National Corvette Museum, Bowling Green KY 1-800-53-VETTE or (270) 781-7973 - www.corvetteforum.com
26-28	Drags Autocross	6 LS, MTD, RD, 2 ET	OCCC/CCOC - Oklahoma City, OK
28	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Pennington Field. autocross.com/er

June

10-11	TBD	Governer's meeting?	TV/THT - Mineral Wells, TX
24-25	TBD	TBD	LCC/MTCC

25	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Pennington Field. autocross.com/er
July			
8-9	Autocross	11 Low speed	CCOC - Location TBD
15-16	Autocross	7 Low Speed	Cowtown - Texas Motor Speedway
20-22	Gathering	Z06 Fest	National Corvette Museum, Bowling Green KY 1-
30	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Pennington Field. autocross.com/er
August			
5-11	Gathering	47th Annual NCCC Convention	Orlando, Florida conventiondirector2006@corvettesnccc.org
25-27	Gathering	Corvettes at Carlisle	Carlisle PA - carsatcarlisle.com
27	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Pennington Field. autocross.com/er
31-Sep 3	Gathering	NCM Anniversary Celebration/Hall Of Fame	National Corvette Museum, Bowling Green KY 1-800-53-VETTE or (270) 781-7973
September			
2-3	Autocross	7 Low Speed	TVS - Location TBD
8-9	Meeting	NCCC National Governer's Meeting	Sheraton Westport, St. Louis, MO
10	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Pennington Field. autocross.com/er
16	Picnic	Annual Corvette Forum Picnic	River Legacy Park - Arlington Texas -- Blue Thunder Corvette Club is sponsor
23-24	Drags Autocross	5 LS, RD, 2 ET, Governer's meeting	CCO/COAST - Oklahoma City, OK
October			
8	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Mineral Wells Airpark. autocross.com/er
12-14	Gathering	C3 Extravaganza	National Corvette Museum, Bowling Green KY 1-800-53-VETTE or (270) 781-7973
14-15	Autocross	CCT Annual Roundup this year with North Texas Corvettes 14 Low Speed	CCT/NTC - Sherman TX. Keep checking the newsletter for more info
21	Show Rally		LCC - location TBD
27-29	Autocross	14 events	SJCC/COCH - Location TBD
28-29	Speed run	Texas Mile unlimited top speed runs	Goliad Industrial Airpark Goliad TX. www.texas.mile
November			
5	Autocross	Challenge Cup Autocross Monthly Feb. to Nov.	Equipe Rapide Sports Car Club Mineral Wells Airpark. autocross.com/er
10-11	Meeting	NCCC National Meeting	Sheraton Westport, St. Louis, MO
December			
2	Party	CCT Christmas Party (Date tentative)	Fort Worth, TX. (Texas Motor Speedway)

by Peter M. DeLorenzo

The Corvette - GM's Perennial Squandered Opportunity.

Detroit. Did you know that the recent running of the 12 Hours of Sebring, America's most prestigious sports car race, marked the 50th anniversary of Corvette Racing? I didn't think so. The Corvette, one of the world's great sports cars and clearly the most recognized showcase of GM's overall capabilities as an automobile manufacturer, has compiled an enviable competition record in races around the world - and it all started at Sebring, Florida, back in 1956. And yet, GM couldn't see fit to acknowledge that fact in any way. No ads, no releases, no nothing. Any other manufacturer would kill to have a car with the reputation and history of achievement that the Corvette has - and they would go out of their way to use it proudly as an image enhancer and halo for their entire company. Not GM, however.

Even after all of the praise heaped on the Corvette from automotive media around the world, and even after its stunning competition record over the years (especially its recent performance at the 24 Hours of Le Mans, the most prestigious sports car race in the world, where it has won the top GT class four out of the last five years) - GM and Chevrolet marketers remain mystified as to just what to do with its most respected vehicle and seem to go out of their way to neglect it at almost every turn.

And that built-in neglect defies all rational thought and understanding, too, because even in the midst of the relentlessly grim news about the company's financial troubles and its continuing efforts to put distance between the product missteps of the "old" GM and the new, forward-thinking GM - the Corvette is the one constant in GM's product portfolio that demands respect and warrants the kind of special attention that an outstanding machine of its caliber deserves.

The Corvette has been an iconic American car since its inception in 1953, and over the years it has not only reveled in its legendary status, it has continued to deliver on its original and elegantly simple promise of offering scintillating high-performance and unmatched value to this day. When you really think about it, the Corvette has more American automotive history wrapped up in its hallowed pedigree than almost any other car ever built on these shores.

And the fact that the Corvette has survived, let alone thrived in GM's bean counter-driven culture all of these years is a testament to the past stewards of the car who staked their reputations on America's most visibly exuberant machine. People like Harley Earl, Zora Duntov, Bill Mitchell and Ed Cole to name just a few - and the countless designers, engineers and others who knew what the Corvette represented and who understood its place in automotive history and who nurtured the car through all of the storms that blew up and threatened to destroy its existence once and for all. They deserve all of the credit - and the thanks of every enthusiast who ever gripped a steering wheel.

There were plenty who wanted to take potshots at the Corvette along the way. If it wasn't GM's cost vultures, it was people like John Z. DeLorean, who wanted to eradicate the car's authenticity by building it off a shortened-wheelbase version of the Camaro - so he could solidify his burgeoning reputation as GM's "Golden Boy" when he took over the Chevrolet Division (fortunately, the True Believers within the corporation rose up and quashed that brainstorm before it got any further than DeLorean's daydreams).

Today, thanks to the True Believers who remain actively engaged in the corporation, the Corvette is a glittering example of what GM can do when it unleashes its best and brightest on a machine that embodies everything that a modern, high-performance sports car should be. And when you factor in the active and passive safety features, the real-world fuel efficiency numbers and the unmatched value that become a seamless part of its final equation, there is no question that the Corvette is one of the finest cars in the world - at any price.

Which is why it remains a shock to me that GM and Chevrolet marketers have squandered every opportunity presented to them to use the Corvette as a demonstrative showcase vehicle for the company's capabilities. It's as if they're almost ashamed of the car, or maybe it's just that they can't bring themselves to admit that they have one of the world's great cars sitting right under their noses - and they don't have the faintest of clues as to what to do with it.

The underwhelming support that the Corvette receives within GM exposes the classic "Detroit-think" marketing attitude for everyone to see in all of its tedious glory - the one that suggests that cars like the Corvette, "sell themselves" and "why should we spend dime-one on something that's a sell-out anyway?" It's this quintessential

Detroit-myopic mentality that has continually prevented GM and Chevrolet from touting the technical, engineering and high-performance value achievement that the Corvette represents today.

The simple fact is that the Corvette should be the ultimate image-enhancing machine for GM and Chevrolet marketers. Instead, the only semi-visible promotional presence for Corvette (other than the occasional fleeting glimpses in television commercials) are the various "pace car" programs that Chevrolet employs the car for - in NASCAR, of course.

And the championship-winning Corvette Racing program scrapes by on the scraps left over from the spillage of funds that somehow didn't make it into the sponge-like coffers of GM's NASCAR program, when in fact the Corvette Racing program is probably GM's most visible sign of success to the rest of the world - especially when it delivers another Le Mans victory - and it should be the priority, rather than an afterthought.

It would be refreshing to see GM and Chevy marketers finally give one of the all-time great cars in automotive history the level of respect that it deserves.

But as much as I would love to see that happen, I won't be holding my breath.

The Georgetown "Red Poppy Festival"

To all members,

It is almost time again for the Georgetown "Red Poppy Festival." The festival will be the weekend of April 29 & 30th. This is a great weekend of fun with a street fair, live music and a car show. This year instead of just a Corvette car show it will be an American Muscle Car show featuring muscle cars, street rods and Corvettes. Other than this change the rest of the festival will be the same as in prior years. Rodney Crowell will be the featured entertainer for the Saturday evening street dance. I have included a couple of pieces of information from the Georgetown web site so those who are new to the club can see what this is all about. For more information go to www.redpoppyfestival.com. As in the past we will leave late Friday afternoon, caravan to Georgetown and stay over Friday night and Saturday night, returning Sunday Morning.

I would like to get a preliminary head count so that I can call the hotel and get a block of rooms reserved for our club at a special rate. The past two years we have all stayed at the Holiday Inn Express for about \$70 a night. Unless someone has a suggestion for a different hotel I will go forward with the Holiday Inn. Please e-mail me ASAP if you would like to join us. e-mail address: rogge69@sbcglobal.net

After I get a preliminary headcount I will send out more information on the hotel reservations.

Thanks,

Mel



2006 OUTLAW SHOWDOWN

APRIL 8 & 9, 2006

It is time, once again, to kick the tires and light the fires for another great weekend with the Texas Outlaws! Saturday will be filled with exciting **DRAG RACING** action at **Wichita Raceway Park**. The traction problems associated with last year's event have been resolved! Saturday night we will have a hospitality room open at the motel or you can participate in the Saturday night drags. Sunday the racing action continues with **3 low-speed autocrosses at Red River Speedway** (next door to the drag strip). Trophies will be awarded for both days after the last autocross.

Our host hotel is the Super 8 Motel located on U.S. Hwy 287—take the Maurine Street exit (Exit 2--the motel is on the west side of the road, behind the Whataburger). We have a block of rooms reserved for \$45+tax per night, so make your reservations before April 1st (front desk— 940-322-8880; tell them you're with the Texas Outlaws Corvette Club).

Friday night, registration and tech inspection will be at the host hotel. Registration will be in the hospitality room and tech will be in the parking lot. They will be open from 7:00 p.m. until 9:00 p.m. Weather permitting--the first 30 pre-registered entrants will also receive tickets to Friday night's Super Modified Asphalt races at Red River Speedway!

2006 Outlaw Showdown

April 8, 2006

Tech Inspection will open at the track at 9:00 a.m.

Sanction #: SW-2006-25, SW-2006-26

Type of Event: Matching Times Drags I & II (1/8 mi)

Date: April 8, 2006

Club: Texas Outlaws Corvette Club

Registration Opens: 9:00 a.m.

Region: Southwest

Registration Closes: 9:45 a.m.

Entry Fee: \$20 per event

Driver's Meeting Time: 10:00 a.m.

Location: Red River Speedway, Wichita Falls, TX

1st Car Out: After Driver's Meeting

Exhaust: OPEN

Sanction #: SW-2006-27, SW-2006-28

Type of Event: Bracket Drags I & II (1/8 mi)

Date: April 8, 2006

Club: Texas Outlaws Corvette Club

Registration Opens: 9:00 a.m.

Region: Southwest

Registration Closes: 9:45 a.m.

Entry Fee: \$20 per event

Driver's Meeting Time: 10:00 a.m.

Location: Wichita Raceway Park, Wichita Falls, TX

1st Car Out: After M/T Drags

Exhaust: OPEN

Directions to Track

Travel north on U.S. Hwy 287 from hotel (toward Vernon, TX). Take exit for FM 369. Go north on FM 369 approximately 1/2 mile to Wichita Raceway Park. Wichita Raceway Park is on the right side of the road.

Governor

Jon Bradford

405 Shady Ln.

Southlake, TX 76092

817-271-8388

txoutlaw55@hotmail.com

2006 Outlaw Showdown

April 9, 2006

Tech Inspection will open at the track at 8:00 a.m.

Sanction #: SW-2006-29, SW-2006-30, SW-2006-31	Type of Event: Low Speed Auto-X I, II & III
Date: April 9, 2006	Club: Texas Outlaws Corvette Club
Registration Opens: 8:00 a.m.	Region: Southwest
Registration Closes: 8:45 a.m.	Entry Fee: \$20 per event
Driver's Meeting Time: 9:00 a.m.	Location: Wichita Raceway Park, Wichita Falls, TX
1 st Car Out: After Driver's Meeting	Exhaust: OPEN

Directions to Track

Travel north on U.S. Hwy 287 from hotel (toward Vernon, TX). Take exit for FM 369. Go north on FM 369 approximately 1/2 mile to Wichita Raceway Park. Wichita Raceway Park is on the right side of the road. The pits and parking will be at the drag strip finish line.

Governor

Jon Bradford
405 Shady Ln.
Southlake, TX 76092
817-271-8388
txoutlaw55@hotmail.com

2006 Outlaw Showdown

April 8 & 9, 2006

Saturday, April 8, 2006

	Entrant #1	Entrant #2
Matching Times Drags I @ \$20 per entry	_____	_____
Matching Times Drags II @ \$20 per entry	_____	_____
Bracket Drags I @ \$20 per entry	_____	_____
Bracket Drags II @ \$20 per entry	_____	_____

Sunday, April 9, 2006

Autocross I @ \$20 per entry	_____	_____
Autocross II @ \$20 per entry	_____	_____
Autocross III @ \$20 per entry	_____	_____

Special Weekend Package

Includes both Saturday and Sunday events and Speedway tickets
for Friday night for the first 30 entrants for \$105 per person!

Special Weekend Package is available **ONLY** for PRE-REGISTRATION ENTRIES.
Pre-Registration **MUST** be Postmarked by Wednesday, March 29th

Number of entries _____ X \$105 = \$_____ Total

Make Check Payable to: Texas Outlaws Corvette Club

Mail Registration Form to: Jon Bradford, 405 Shady Ln, Southlake, TX 76092

Primary Entry:

Name: _____ Class: _____ Car #: _____

Address: _____ City: _____ State: _____ Zip: _____

Club: _____ NCCC #: _____

Telephone: _____ Email: _____

Secondary Entry:

Name: _____ Class: _____ Car #: _____

Address: _____ City: _____ State: _____ Zip: _____

Club: _____ NCCC #: _____

Telephone: _____ Email: _____