



October 2003
 Beaver State Corvette Club
 PO Box 801
 Albany, Oregon 97321

We'll be meeting at
 Elmer's Restaurant in Albany this
 month. Remember,
 the meeting is the second Tuesday
 of the month at 6:30 pm

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From your Editor

Jim Cooper

Greetings everyone! Well, I'm sorry to say that we're a little short on content this month so the newsletter is going to be fairly brief. Remember, this is your newsletter. I need photos and articles from you to fill it up!

Don't forget! Nominations are now open for officers for next year! As it stands right now, names get on the ballots one of two ways: you can volunteer to have your name placed on the ballot or you can be nominated. So, if you would like to volunteer or would like to nominate someone, contact either Jim Garboden at 541-683-2538 or duckvett@sprynet.com Al Sather at 541-917-0790 or mehobson@attbi.com

Also, mark **January 10th, 2004** on your calendar. That's the scheduled date for the year-end banquet. More details to come!

Birthdays for October

Joe Vice	2
Linda Holland	5
Gwen Gray	8
Darlene Costello	9
Dennis Secrest	20
Greg Strombeck	23
Heath Kasper	27
George LaBarge	27

Please let Jim know if your birthday was missed
 or if the date is in error. Thanks!

A Matter of Degrees

I'm new to owning a Corvette. Almost two years ago I fulfilled a longtime dream and bought a '95 coupe with automatic, which I love.

I was educated in high school, college, and military service school in the fields of automotive technology and internal combustion, so I think I understand the car's internal processes very well. But it gets quite hot in Tennessee in the summer, and when I see the coolant temperature climb past 200 and even 210-215 degrees, I have to admit it scares me.

I have a technical manual for the LT1 engine, and from what I read the electric cooling fans are supposed to come on at 230 degrees. Isn't that temperature getting a little dangerous—especially with aluminum cylinder heads and all?

I realize that I can turn on the a/c to automatically start the electric fans, but I like riding around with the glass top off and the windows down. Do you have any recommendations or advice?

—Kevin O'Hara, Hendersonville TN

I understand where you're coming from: At a very deep-seated level, those 200+ temperatures always give me the creeps too. But these high temperatures are not only safe in a modern car, they're actually beneficial.

Usually, people just remember that water boils at 212 degrees Fahrenheit—not the more accurate fact that pure water boils at 212 degrees Fahrenheit in an uncovered container at sea level. Needless to say, a pan of soft-boiled eggs on the stove and a 50/50 mixture of ethylene glycol and water under high pressure in a closed system are two very different things. In the former, 212 is about it; in the latter, 230 degrees is still far below the boiling point.

It's long been known that higher operating temperatures can mean higher total efficiency, but it's only been in the last couple of decades that improvements in materials, lubrication media, and assembly methods have allowed average running temperatures far above that symbolic old 212 figure. In other words, even though it still makes us feel better to see the coolant needle at 180, it's worse for fuel economy and—since all the components were designed to run at optimum efficiency when hotter than that—it's worse for the engine as well.

Far be it from me, of course, to act as the Temperature Cops. If you still want to cool down your car's operating range, it's not very hard to do: Just put in a lower-temperature auxiliary fan switch and thermostat, both of which can be found from most any Corvette parts vendor.

Normally, the auxiliary fan switch only controls, by some remarkable coincidence, the auxiliary fan; the main fan is turned on and off by the ECM. So if you really wanna show those dorks over at GM Powertrain a thing or two, you'll need to connect the green/white wire going into the auxiliary fan switch to the green/white wire on the main fan relay. This lets the auxiliary switch second-guess the ECM and turn on the main fan at will.

Thanks to Ralph Bloom for this contribution!
Source of the article is unknown.



Surf City At Chinook Winds Casino

Jim Garboden

Editor's note: This article was shamelessly plagiarized from the Cascade Corvette Club Newsletter. (Hey, a lot of us were there!)

It may not have been the National Corvette Caravan, but our numbers continued to grow the further we went. Nine Corvettes left Eugene, at 7:30 am, Sunday, Sept.



28, bound for Lincoln City. Our first stop was Albany where we were met by 13 members of CCC and BSCC. A nice drive along Spring Hill Rd., then north to Hwy 99, another used coffee stop at the Polk Co. Fairgrounds, and a *slooooooooooooow* drive into Lincoln City on Hwy. 18, we arrived at Chinook

Winds Casino about a half-hour late. Our 22 Corvettes quickly filled up the remaining spots in the lot. At 11:00 am there were probably 80 Corvettes, by 1:00 pm that number was down to about

50. (By the time this photo was taken many had "froze out" and left for home) After clean-up it was time for food & gambling—or is that gambling & food? The "Poker Walk" this year was at different areas of the casino, Table Games, Keno, Poker, one of which didn't open until 2 pm. At 4:00 pm the awards presentation began. Since there were only 6 awards to be given (1st place in the five generations and Best of Show), it didn't take long. CCC and BSCC didn't win any trophies & cash, rumored to be \$100, but Capitol City Corvettes of Salem cleaned up! They had some beautiful, restored Straight Axles and Mid-Years in attendance. The Poker Walk prizes were scheduled to be announced at 6:00 pm, but no-one wanted to stay that long. Gwen Gray with three 5's was our best chance.



Okay, put the top up, start the heater, and head out of Lincoln City.

Wayne & Sharon of BSCC invited the whole group to their weekend home on the Siletz River for a barbeque dinner. Wayne led us up the Siletz and into their secluded hide-away. While Wayne grilled burgers, Sharon set out a feast of chips, salsa, appetizers, salads, drinks, and dessert. Meanwhile, the fishermen in the group stared longingly at the river! After too short a time, we finally headed toward home. I think this is the first time since Bowling Green we have had our headlights on.

Thank you Wayne & Sharon!