

**Next Meeting
January 12th
6:30pm at Ciddici's**



Inside This Issue:

President's Message

VP's Quiz of the Month

Last Month's Happenings

- December Meeting Minutes
- 2010 Officers Announced
- Year's End Christmas Party
- Food Bank Donation
- Salvation Army Volunteers
- Zora's 100th Birthday
- Free Corvette Ringtone
- C6 Roof Panel Recall
- Misc Fun Stuff

What's Coming Up

- Meeting: January 12 - 6:30pm at Ciddici's
- New Safety Driving Laws
- Newsletter and Web Site input needed.



January, 2010

Beaver Tales

Beaver State Corvette Club
PO Box 801; Albany, Or 97321

2010 BSCC Officers

President:
Don Eckhart
doneckhart1@comcast.net
541-740-8293



Vice President:
Don Cipollone
dcipo@comcast.net

Secretary:
Faye Melius
dcipo@comcast.net



Treasurer:
Joanne Watne
watnet@comcast.net



Events Coordinator:
Looking for a Volunteer
doneckhart1@comcast.net
541-740-8293

Newsletter / Webmaster
John Williams
purchasing@widgetsupply.com



President's Message:

Greetings to the Greatest Club in Corvette Nation, I hope the holiday activities and New Year's celebration finds each of you Healthy (both physically and emotionally), Wealthy (in love and support from family and friends), and Wise (measured by your decision to renew your BSCC membership for 2010).

Calendar year 2009 has been an eventful year with a net increase in both membership and operating funds as well as a relative increase in the fun quotient which is a subjective measurement based on # of meeting participants, total # of smiling faces behind the wheel of the Corvette, and general feedback from club members.

As we look toward 2010, I am excited with the prospect of increasing our membership, hosting two mystery tours, and actively participating in our 1st official sponsored event.

With an eye on the road ahead and an occasional glance in the rearview mirror; buckle-up, start your engines, and get ready as we roll into 2010.

Happy Holidays and Save the Wave,

Don Eckhart
President BSCC

VP's Quiz of the Month:

What was the last year for the "327 engine option in the Corvette? What was the horsepower rating?

December Meeting

Minutes – by John Williams

There was a much smaller crowd at this meeting than last meeting. Al sort of presided over it since all of the Officers were unable to attend. Don was at some out of town meeting. Doesn't he work in teleconferencing? Am I the only one who sees the irony? LOL. In any event, I don't think anyone took minutes and the meeting was pretty informal anyways, so here is my remembrance in no particular order.

1. We were supposed to vote on the officers at this meeting and all positions only had one candidate. Joanne Watne volunteered to be treasurer. The members present voted in the new officers. I suppose if anyone has a problem with this or wants to be included in the nomination they could contact Don.

2. The city pulled out of the event we had discussed participating. However, the city pledged support for helping us with any event we should decide to put on. There was split support from the attending members for going on with an event this summer at this point, about half saying no and about half on the fence. Some concerns were time to organize it and why we even need to do one. We discussed that there were plenty of other events we could attend, rather than hosting our own. This led to a discussion about the origins of the Club. Evidently, the club was formed as the Corvette Social Club. This is what I thought the club was about. Before joining, I found this on the home page, The Beaver State Corvette club was originally formed in December 2000 by several local Corvette owners that wanted to spend more time enjoying their Corvettes and less time worrying about having to take care of "Club Business". "

3. We discussed a little about what to do with the remaining funds in the treasury. Some wanted to give it to charities. Some wanted to save it in case we could do an event in the future. I mentioned using it for Community Support by taking people to lunch, buy presents, or the like. Give them a ride in our cars on the way to something club sponsored. Certainly something we should talk about in the future. Do we want to use this money in a charitable way, or start using it in a social way? Do we want to change the direction of our club or get back to our roots? I for one propose getting back to the roots. How great would it be if every member tried to organize at least one thing during the year? It could be a driving tour, potluck, coffee run, ice cream, dinner, lunch, anything to get some of us together to pursue the social aspect of our club.

4. There was a request for people to bring food that they can spare to the Christmas meeting. Cash will also be accepted. This cash and food will be donated to the Linn-Benton Food share.

5. There was a request for volunteers to help assemble about 950 food baskets.

2010 Officers

President – Don Eckhart

Vice President – Don Cipollone

Treasurer - Joanne Watne

Secretary – Faye Melius

Event Coordinator – none

Newsletter/Webmaster - John Williams

If you would like to volunteer to be the Event coordinator, please contact Don Eckhart.

Year's End Christmas Party - PICTURES

The party took place at the Springhill Country Club in Albany on Sunday, December 13. There was a very large turnout of members, but not so many Corvettes. It was dark and rainy, so it's probably ok the fair-weathered members left their rides at home. Don gave gift bags to last year's officers. He also gave one to John Wendel for leading the second Presidents Mystery Tour. Dinner was either crusted salmon or semi-raw steak.

After dinner, we did a white elephant gift exchange of Christmas Ornaments. There were quite a few copies of the Hallmark C7 show car and a glass C1. Evidently, this is a common occurrence and there was a request that maybe next year we could exchange something besides ornaments. However, we do not know what a good option would be. Please try to think of something different we might do next year to mix it up.

Note: Pat Melius gave John Williams a glass pickle ornament as retribution for a BIRFUTT exchange on the second Presidents Mystery Tour, which is why Pat's picture was chosen for the first page. Both of my daughters loved the pickle and it hung proudly on our Christmas tree.

Food Bank Donation at the Christmas Party

The *Linn-Benton Food Share* food drive was an overwhelming success, to say the least!! Can you imagine how many smiles we have created from the donation of over *50 pounds of food and \$440.00!!!* (Not including the donations from members who were unable to attend the party.) This success certainly tells us a lot about our club....we care about our community and the 'neighbors' who are in need!!

Salvation Army Volunteers - PICTURES

This was a very successful effort. Actually, there might have been too many volunteers. We helped fill up food boxes for the needy. Evidently, in the past, the boxes were filled by an individual picking up a box and walking through a line adding items to it as they went. Your newsletter editor started a revolt, as he did not think this made any sense. We started filling the boxes in an assembly line fashion. The boxes were flying around and several comments were heard about how much faster it was to assemble them in this manner.

Celebrating Zora's 100th Birthday – *Submitted by Don Eckhart*

December 25, 1909 – April 21, 1996

Zora Arkus-Duntov was born 100 years ago today. Known affectionately by enthusiasts as the "Godfather of the Corvette", he is credited with turning around the floundering program by upgrading the Corvette's power and handling and masterfully creating a balance of performance and value that is still present today. Although he retired from GM in 1975 after 22 years of service, he never left the hearts of the community and was active until his passing in 1996. Today, his ashes and those of his wife Elfi are in a special memorial at the National Corvette Museum.

Zora was born "Zachary Arkuss" on December 25, 1909 to Russian parents in Brussels, Belgium. During his teen years, his parents divorced and his mother remarried to Josef Duntov. Out of respect for both his father and his mother's new husband, Zora and his brother Yura took the last name Arkus-Duntov.

In his early years, Zora worked on and raced motorcycles but eventually turned his attention to automobiles. In December 1934, he graduated with a degree in Mechanical Engineering from the Institute of Charlottenburg in Berlin where he specialized in engine development and supercharging. One of his papers on supercharging led to a consulting job with the Mercedes Grand Prix racing team and another on four-wheel drive and steering in high performance vehicles was published in the German Auto Club magazine.

In 1939, Zora married Elfi Wolff, a 17 year old German girl who danced in the Folies-Bergere in Paris. Zora joined the French Air Force and served in the military until 1940. When the French surrendered to the Germans, Zora was able to leave get out of the country with his extended family where they eventually ended up in New York. Zora and his brother Yura started Ardun, a supplier of performance parts for the military. Another product was aluminum overhead valve heads for the Ford Flathead V8. The new heads enabled the Ford V8 to produce over 300 horsepower and cemented Zora's reputation as an engineer.

In 1950, Zora returned to England where he worked on the Allard sports car. He co-drove the Allard J2 in Le Mans in 1952 and 1953. He also co-drove an 1100cc Porsche 550 RS Spyder to class victories in 1954 and 1955 at Le Mans.

Zora first saw the Corvette in January 1953 at the GM Motorama show in New York City. He wrote a letter to Chevrolet's Chief Engineer Ed Cole outlining his ideas for improving the Corvette. The letter so impressed Cole that he offered an assistant staff engineer position to Zora who accepted on May 1, 1953.

During his early tenure at GM, Zora was credited with writing two memos to upper management that turned the focus of Chevrolet from that of a low cost passenger car manufacturer into a company with serious performance credentials. The first letter is probably Zora's most famous. Titled "[Thoughts Pertaining to Youth, Hot Rodders and Chevrolet](#)", the memo highlighted Ford's dominance in the hot-rod community and how that translated to sales. In the memo, he argued the importance of Chevy's V8 engines and how to use performance to promote the Chevrolet nameplate to the youth of America.

It was his second letter he wrote to Ed Cole and Maurice Olley on October 15, 1954 that is referred to as "[the letter that saved the Corvette](#)." Although the Corvette's styling was well received, its performance was not. Powered by the Blue Flame 6-cylinder and Powerglide automatic, it failed to meet the expectations that sports car enthusiasts wanted. Zora's memo outlined what he saw wrong with the car and his ideas to turn it into a world class sports car. Chevrolet agreed and Zora's performance upgrades and speed demonstrations increased sales from just 700 units in 1955 to 14,500 units in 1962.

It was 1962 when Zora and his team launched the Grand Sport Program. Corvette's engineering built 5 of 125 planned lightweight racers. Weighing in at 1800 lbs, the Grand Sports were powered by 377 ci small block with horsepower output rated at 550. GM stopped the program before it really took off and those pilot cars were sold off to privateers.

Zora continued to push for increased performance and gave buyers the opportunity to purchase various racing packages. The 1963 Corvette Z06 was one such configuration. Through the sixties and early seventies the horsepower battles were won by Zora's legendary L88s as well as the ZL-1 and 1970-1972's ZR-1 and ZR-2.

It's also important to point out that as the 70's energy and insurance issues brought an end to horsepower through displacement, Zora worked on a four wheel drive, mid-engined Corvette known as XP-882, which later became the four-rotor XP-895. Management nixed the idea of a mid-engined Corvette and Zora retired in 1975. Zora continued to consult with GM as well as other companies like Holley and American Custom Industries. ACI and Zora collaborated on a special "Duntov Turbo" edition but costs and poor performance quickly led to its demise.

Zora spent the later years of his life enjoying his hobbies like flying and visiting with Corvette owners at the various shows and meets across the country. He was in Bowling Green in 1992 when the 1 millionth Corvette rolled off the assembly line and he

participated in the ground breaking ceremonies of the National Corvette Museum in June 1992.

Zora Arkus-Duntov passed away on April 21, 1996 at the age of 86. His beloved wife Elfi passed away in 2008. Their urns are memorialized at the National Corvette Museum.

George Dupont, 1966 L79 Coupe, NCRS #0764, TX Chapter, Prosper, TX

Want a Free Corvette Ringtone?

John Williams has been using this as his text message ringtone longer than he has had a Corvette. You too can get a free Corvette engine revving ringtone at:

<http://www.thx2.net/free-ringtones.htm>

C6 Roof Panel Recall

General Motors has issued a recall of 22,090 Corvettes made between 2005-2007. At issue is the adhesive between the roof panel and the frame which may cause the panel to detach from the vehicle. Dubbed the FRC (Flying Roof Club) by Corvette owners, this is the second recall regarding the early C6 removable roofs - <http://www.corvetteblogger.com/>

Clutch Burnout Video

[Click Here](#) – to see this idiot in action.

VP'S Answer:

C4 ZR1 Burnout Video

1968, 350hp

[Click Here](#) – Incredibly long burnout.

ZR1 Top Speed Run

[Click Here](#) – to see a C6 ZR1 run up to 205+

Guy Tries To Pick Up Girl In Yellow Corvette

[Click Here](#) –Humorous Dish Network Ad. Yet another reason to get Comcast.

What's coming up

- **January 11, 2010 - BSCC Meeting - 6:30pm at Ciddicis**
- January 17 - Canby Swap Meet
- January 23 - Winter Rod & Speed Show, Albany
- February 6-7 - Corvette & High Performance Swap Meet - Puyallup, WA
- February 13-14 - The Salem Roadster Show, Treat your valentine to a car show, lol
- March 20-21 - The Eugene Roadster Show
- May 1 - Loyalty Days - Oregon Coast Corvettes - Newport, OR (Parade Only)
- May 1 - Suburban Auto Group 9th Annual Spring Cruise, Sandy, Oregon

New Safety Laws effective January 1, 2010

Please be sure to check ODOT's website for the details.

'Move Over' law: The Move Over law requires a motorist to move over to another lane if there is an emergency vehicle on the shoulder with its lights flashing. If you cannot move over safely (for example, there is a big truck in the next lane or it's a two-lane road), you are required to slow down. For 2010, the law has added two types of vehicles to the list of "emergency vehicles" requiring motorists to move over or slow down: 1) roadside assistance vehicles; and 2) tow trucks. In addition, the law clarifies that "slow down" means slowing down to at least 5 mph below the posted speed limit.

Cell phone use: A new law bans using mobile communications devices while driving unless you are using a hands-free device (drivers under 18 are banned from using any kind of mobile communications device whether it is hands free or not). The law is intended to improve safety on Oregon roads by discouraging distracted driving. There are some exceptions to the ban, such as for those using a mobile communications device while driving if the vehicle is necessary for the person's job, or for emergencies. In general, however, drivers should stay focused on the driving task and avoid distractions of any kind.

DUII penalties: A revised law allows a greater minimum fine for a person convicted of DUII with a blood alcohol level of .15 percent or higher. The new minimum is \$2,000. Previously, there wasn't a different fine based on BAC level.

Seat Belt Update: Beginning January 1, 2010 police can cite a parent/adult if a child (15 or younger) is unrestrained or improperly restrained in a parking lot or other premises open to the public. Failure to properly use safety belts is a Class D Traffic violation (\$142 fine).

Old Newsletters

While rebuilding the website, I found most of the past newsletters since 2003. If you are interested in walking down memory lane, you might enjoy looking through them.

However, the following are missing:

June 2007

July 2007

August 2007

September 2007

October 2007

November 2007

December 2007

January 2004

November 2003

If you have a copy of one of the missing Newsletters or any before 2003, please send me a copy at: purchasing@widgetsupply.com

Final Word from your 2010 Newsletter Editor:

I'm John Williams your new newsletter and website person. I joined the Club in 2009 a couple months after (finally) purchasing my first Corvette. I remember wanting a Corvette since before high school. I spent six years in the Navy as a Nuclear Reactor Operator. After leaving the Navy, I graduated from OSU. I worked for HP for about 10 years. Now my wife, Leanne, and I run our own internet business selling hobby tools: <http://www.widgetsupply.com>

I've been hard at work recreating the BSCC website to make it easier to maintain and more user friendly. In the process, I found newsletters back until 2003 and have added them to the site. The site had photo albums between 2003 and 2005, but had errors on the pages. I have recreated these photo albums and added more. Take a look and let me

know what you think. Please note, that while I am taking responsibility for the web site, I am not the owner of the content. If you have anything to add, please let me know.

I'd like to thank Jerry, last year's newsletter editor, for his help getting started. I have changed the layout quite a bit trying to make it easier to generate each issue. Also, I am trying to keep the file size down for those members with slower internet service by using links to images rather than having a lot in the newsletter. All of the images are available through links in the text above as well as through links on our web site. If you have any comments or suggestions for the newsletter, good or bad, I do want to hear them. Please give me feedback directly or by e-mail at any time.

Your help is required to make our web site and newsletter successful. So, **your** stories, pictures and inputs are needed each month for the newsletter. If I don't get enough quality content, I will continue in the tradition of Bill Gsell; except I don't like our dog enough to include pictures, so I will more likely make stuff up to humor myself. If something I write offends you, I apologize in advance. I can say, with the exception of my ongoing friendly rivalry with Pat, any offending statement will most likely be my humble attempt at humor.

Speaking of humor, I send out quite a few humorous emails. Please let me know if you would like me to include you in my distribution. Be forewarned though, some can be a little racy, so if you get offended by this sort of thing, you probably do not want to be on my list.

Thanks in advance for your help.

John Williams

purchasing@widgetsupply.com