

# MACC

## The Mid Alabama Corvette Club



# MACC "TRACKS" MONTHLY NEWSLETTER

June – 2011

[www.midalcorvette.com](http://www.midalcorvette.com)

## *Message from the President:*

### 2011 CHAPTER OFFICERS

**President & Executive Board Member:**

**Paul Boehme**

**Vice President & Executive Board Member:**

**Hoke Graham**

**Secretary & Executive Board Member:**

**Shari Bailey**

**Treasurer & Executive Board Member:**

**Jim Harris**

**Past President & Executive Board Member:**

**Dennis Hopkins**

**Membership:**

**Dwain & Tricia Lawrence**

**NCM Ambassador:**

**Fred Atkins**

**Newsletter:**

**Terry Mathews**

**Web Site Co-Chairs:**

**Paul Boehme & Thom Williamson**

**Social Co-Chairs:**

**Donna Allen & Sara Boehme**

**Sunshine Chair:**

**Babs Lucas**

**Goodwill Ambassador**

**Terry Mathews**

May was a big month for the MACC group again. Our 29<sup>th</sup> annual car show went over without a glitch. Thanks to everyone who contributed to its success. I mention the 29<sup>th</sup> here because of next year being the 30<sup>th</sup>. Never too soon to start thinking about next year. I would like for everyone to consider if we need to have an extravaganza of some sort or just add the 30<sup>th</sup> to our tee shirts and let it go. Just keep in mind that word work. Tremendous amount of work goes into having a parking lot show so we would probably need someone to take the lead just for this event if we decide to have go bigger. Jim Harris has given me an amount close to \$1400 profit for the show. Please finish turning in your receipts so we can finish this up and get the money to magic moments. We typically give approx. \$3000 so the board will meet and discuss later.

Please be aware of the May meeting shift. Third Sun. is Fathers Day so the meeting is NEXT Sunday. Then two weeks after the meeting is the Bama Belle River boat cruise with dinner following at the Cyprus Inn. Thanks to Bob Blakney for checking on this for us.

Bill Ringler is heading up the audit committee for reviewing last years books. We talked about getting the same guys that did it last year to do it again. I also suggested he ask some club members who have shown an interest. Bill has always done an outstanding job with this and I respect his decision as to who to ask. Bill has asked Merrill Malone, Mickey Gordon and Jim Foster to conduct the audit and I think that is an excellent choice. Thank ya'll for agreeing to help.

My computer is still out of commission since the car show. Several other members came up with the

same problem of missing Windows files. Mysterious emails are being sent out and have been for awhile. Thom is going to check on some software or filters to try to control what is fast becoming a problem. Several months ago we made a change that we thought was for the better. For the last umpteen years all our mail passed through the Luckie Co. (thank you Jane!) server which at times had shut the entire company system down. We

found a way to keep the same quality email but without the risk of crashing the Luckie server. We probably lost some of their filters when that transition was made.

Always Wave

Paul Boehme

## Sunshine News

Babs Lucas

Remember the cold, cold winter months we had this year? Well, well it's not cold any more. It's August in June!!

Many thanks to everyone attending/working the car show we had at the Grand River Mall in Leeds. Hoke Graham, Paul Boehme and Terry Mathews and Jocko Lewis got it "done"!

Paul Woodard, Larry Kilgore, Billy and I attended Union Car Show in Chelsea on May 28. Well attended by locals. BBQ and music was enjoyed.

**For those who became another year older/younger :**

**HAPPY HAPPY**

**HAPPY BIRTHDAY !!!!!!!!!!!!!**

Sara Boehme  
Tricia Lawrence  
Donna Chmielarski



Bruce Cooperman  
Jim Harris  
Deane Johnson

**HAPPY ANNIVERSARY !!!!!!!!!!!!!**

Tony and Cathy Crapet

Ricky and Carole Allen

Hector and Melanie DeSimone



Sam and Tricia Hawkins

Billy and Debby Porter

Come join the fun at all the events, cruise-ins, meetings and “eatings” you can attend. From Maggie Valley, NC. to Panama City, FL. to Tuscaloosa to Cullman and beyond, hope to see you !!

Take Care day by day,  
Babs Lucas  
Sunshine chair

## **Social News**

**Donna Allen & Sara Boehme**

### **MACC UPCOMING EVENTS**

**Sunday, June 12** MACC meeting at White House Restaurant in Warrior.

***Please note that this meeting will be the 2nd Sunday this month since the 3rd Sunday is Father's Day and the time is different from normal.***

Eat at 2:00, meeting at 3:00. (The manager said it is too crowded to come at 1:00 and 2:00 but he can handle the 2:00 and 3:00 combination.) Address is [9830 HWY 31 N, Warrior, AL](#).  
Directions: Going north on I-65 at exit 280, exit right to highway 31 and take a left toward Warrior. In about a mile, restaurant will be on left. We could take a road trip through North Jefferson, West Blount, South [Cullman](#) and maybe East Walker counties and end up at Jo and Basil Sloan's house for ice cream (not home made) and cards if anyone is interested. There is a one lane road under a railroad track north of Hayden we could see as well as a lot of rural Alabama.

**Sunday Afternoon Scenic Cruise – 2-3:30PM/Bama Bell in Tuscaloosa**  
**Sunday, June 26.**

**1 ½ hour cruise along the Black Warrior. Enjoy a nice lazy Sunday afternoon with us. Adults \$15 Seniors \$14.**

Go to Cyprus Inn for dinner after the cruise. Please look over this list. If you are not on it and want to go please let Sara know. Also if you have signed up and now find you cannot go, I need that information. I will be giving them a final count in a couple of weeks. We will pay for the tickets when we get there, but they do need to know how many to hold for us. If you decide to go at the last minute, there might be room on the boat, but it won't be guaranteed. This should be a fun way to spend the afternoon.

Donna & Wayne Allen  
Terry & Shari Bailey  
Paul & Sara Boehme  
Cathy & Tony Crapet  
Ronnie & Sheryl Folds  
Judy & Mickey Gordon  
Hoke & Charlotte Graham  
Jim & Joann Harris  
Joan and Randy Hydrick  
Donnie & Jilda Hulse  
Mike & Ira Jones  
Jack & Connie Kempf  
Dwain & Tricia Lawrence  
Jane & Jocko Lewis  
Ann & Doyal Marks  
Sharon & Terry Mathews  
David & Phyllis Overton  
Joe & Peg Planson  
John & Jeanne Promer  
Bettie and Merv Torme  
Toby & Terry Truett (maybe only for dinner)  
Jimmy & Jackie Walker  
Thom & Faye Williamson  
Paul & Jancie Woodard

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We are currently looking at some other trips to plan. Be sure to check your email often in case anyone sends out a last minute ride.

**You can email or call Donna Allen [dogsrwild@yahoo.com](mailto:dogsrwild@yahoo.com) (915-8062) or Sara Boehme [sara8464@yahoo.com](mailto:sara8464@yahoo.com) (305-8721) with questions about any of these events.**

## *FILES and LISTS UPDATED*

The membership, birthday, anniversary, and employment lists have all been updated on the website. Please look them over and make sure all your information is correct. If not please send an e-mail to Tricia Lawrence at [plawrence@otelco.net](mailto:plawrence@otelco.net) and give her any corrections or additions. Also go to the member pictures and make sure the cars pictured for you are still the ones you own. If any need to be taken off or if you have a new one, please let Thom Williamson at [thom@cahabaheightshardware.com](mailto:thom@cahabaheightshardware.com) know. If you have a new car and can attach a digital picture of it, that would be a tremendous help. Also, if you would like your personal picture update, just send it to him.

### **MEMBERSHIP NEWS**

#### **Dwain and Tricia Lawrence**

We are very excited to have several new club members. Our club is growing by leaps and bounds. The new members are:

#### **Hector and Melanie DeSimone**

1992 Black C4  
1982 Silver/Gray Anniversary Edition C3  
West Blocton, Alabama

#### **Robert and Deanne Johnson**

1977 Yellow Coupe  
2000 Red Coupe  
Odenville, Alabama

#### **Ken Lowery**

1977 Dark Red Coupe  
Birmingham, Alabama

**Justin Tela**

1990 Orange Coupe  
1994 Yellow Coupe  
Leeds, Alabama

**Frank and Dawn Zielinski**

2002 Maroon Coupe  
Mt. Olive, Alabama

**Jon Haney and Camille Witt**

1996 Black C4  
Odenville, Alabama

**David Beretta**

2009 Silver Z06  
Indian Springs, Alabama

**Kent Brendle**

1981 Yellow Coupe  
Birmingham, Alabama

## "DID YOU KNOW?"

**Rick Godfrey**

Being the son of a sailor, I was born in San Diego, CA and have lived in New Jersey and South Carolina before settling in Tarrant, Alabama at the ripe old age of 14. I now live in north Jefferson County in Mount Olive. I've worked for Alabama Power for the last 34 years. I hope I can give them 25 more, but not a day longer. ;- ) I work in the Alabama Control Center monitoring the Transmission, Generation and Distribution electrical system for the state of Alabama.

Among other things, favorite things of mine include rides in either of the cars, a ride on the Harley (Wide Glide) on a pretty day and following the stock market. I'm also fortunate enough to be able to contribute to the United Way and the ASPCA.

Like many others, owning a Corvette was always a dream of mine growing up. When the '78 'Indy pace car' edition came out, it was the 'game-changer' for me. It then became a goal in my life. A quick amusing story I shared recently at the car show. In 1993, I bought my first Corvette, a black '91 coupe with an automatic transmission. Sometime in 1994, while I was on my way to the Goodyear store in Roebuck to get new tires for the '91 (and really dreading writing that check for the tires), I noticed a white '92 6-speed coupe on the lot at the old East Lake Auto car lot. Well, it didn't take me long to rationalize I could probably save \$2000 on tires today. (I had a unique way of rationalizing things back then.) Anyway, I stopped in, talked to the sales guy, then took the thing out for a ride. "Wow, what a

great car", I thought. Everything was perfect on the car, except that on occasion during my test ride, it forced me to shift into 4th gear when I really wanted to go to 2nd gear. Now normally, when I drive something that seems to possibly have a problem, I usually get out of there pretty quick and keep looking. However, with this car, it was different. I said to myself, "this is not a problem that can't be fixed, I'm sure." Next thing you know, I'm at the Credit Union, then back at the dealership to close the deal. It was only after I got home and started browsing the owner's manual that I learned about the 1st-to-4th 'skip-shift' that GM sees fit to put on their manual transmissions. Needless to say, it was a relief to learn that there wasn't actually anything wrong with the transmission. :-)

I currently own a 2008 triple-black convertible (w/5200 miles and the 6-speed/Z51 performance package/dual mode exhaust) and a 2010 torch red Z06 (w/500 miles and counting).

Now you know...



### **Mickey and Judy Gordon**

Mickey and Judy celebrated their 44<sup>th</sup> anniversary last October in Panama City, Florida.

Mickey retired in 2005 from BUCO, an LLC which he founded in 1988 and gifted completely to his son Michael prior to his retirement.

Judy and Mickey are living together the life of their dreams. They go dancing 2 or 3 times per week, travel extensively and Karaoke frequently. They also enjoy time spent with their granddaughter Ava who is 9 years old and Hume their grandson who is 5. They are members of The Magic City Bop Club, the Birmingham Beach Shaggers, TGIF and MACC. They enjoy thoroughly many dear friends in these organizations.

Mickey owns a white restored 1962 Vette, and Judy tools around in her red 2009 C-6 at every opportunity.

## NATIONAL CORVETTE MUSEUM NEWS



**Fred Atkins**

As a kickoff to the Memorial Day weekend and the start of the Forum Cruise in, the American Warrior Recognition has been rescheduled for May 26. Memorial Day weekend is an appropriate time to thank our military. Volunteers will be asked to caravan from the NCM to either FT. Campbell or FT. Knox, pick up a Wounded Warrior and transport them back to the NCM for a day of tours of the Museum and Assembly Plant. Warriors will enjoy a complimentary lunch as part of the day's activities. Fred

### **CORVETTE TRIVIA**

**Thom Williamson**

#### **1986 Corvette Trivia**

Welcome back the convertible in 1986, the first since 1975. The convertible Corvette was the pace car for the 70th annual Indy 500. All convertibles were designated Indy pace car replicas. The cars were



shipped with the graphics in the trunk so the buyer could designate whether the graphics were applied or not. New aluminum cylinder heads were produced and added 5 horsepower to the engine but due to cracking they had to be re-designed. Only the last 8,594 cars were believed to have the aluminum heads, this included all the pace car convertibles. A new center brake light was added above the hatch to comply with new safety laws. A new ABS (anti-lock brake system) was standard, this prevented wheel lockup during heavy braking. The instrument cluster was tilted this year to prevent glare. The VATS security system became standard this year, this codes each

key with an id that the car reads electronically to be sure it is the correct key before the engine will start. The sport seat is now the standard seat.

Total 1985 Corvettes Built - 35,109

Total 1987 Coupes - 27,794

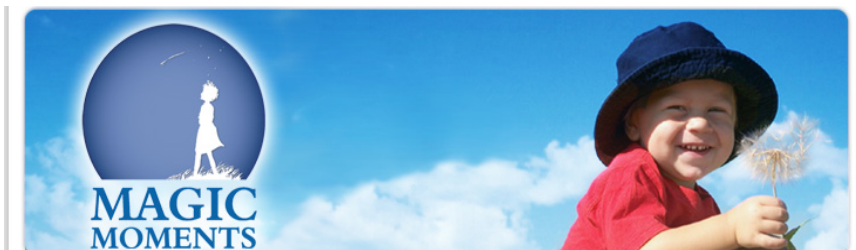
Total 1987 Convertibles - 7,315

## *Our car show this year was a great success!!!*

Many thanks to all our club members that helped with the show!!! Our registered participants and other guests had such favorable comments about the show, the good weather, the trophies, and above all ----- the welcome attitude of all of you.

Thanks again,

Hoke



## **HEY FRED, WHERE'S YOUR JACKET ?!?!?!?**

A REAL TOUCHING (or Touchy) REAL LIFE STORY  
By Donna Allen

Hi Terry ,  
Just received this note last night. Seems as though Fred and Justine were on their way up to Effingham,IL, to the C3 bash, when Justine left Fred's MACC jacket on top of the car and they drove off. This guy found the jacket and did research and is now returning the jacket to Fred. He gives the whole story in the message. Talked to Fred and Justine this morning and they told the same story. Fred is real happy that the jacket is not gone forever. Thought you might want to use this in the news letter as a human interest story.

[Phillip Ashworth](#) May 29 at 10:49pm [Report](#)

My name is Phillip Ashworth and we don't know each other but I found a jacket that belongs to one of your members.

I believe it belongs to Fred Atkins from B'ham.

I was working today and pulled into a Mapco gas station off of I-24 in middle Tennessee and I spotted the Vette!

I noticed something on the roof of the car and the car door was open, but I didn't think anything of it.

I went into the store and got my soda, and was sitting in the van when I noticed the Vette pulling out of the parking lot.

I also noticed the thing still on the roof... I pulled out a minute or two later and there on the side of the road was the jacket.

Needless to say, the Vette was long gone by then, but I would like to return the jacket to its rightful owner.

It was a white mid 70's model Corvette with a ragtop. I didn't pay any attention to who was in it, but I did find the jacket.

It is a black jacket with the MACC logo on it and the name Fredrick stitched on the other side.

I think from looking at your website that it belongs to Fred Atkins.

I use to own a "Poorvette" 1985 Pontiac Fiero 2M4 and was in a club and took it to shows. If I lost something like that,

I would hope that someone else would do the same thing for me.

Could you please send me an address to send the jacket to?

I want nothing in return. I am just a car crazy guy who loves a Corvette with curves, and that model had curves!!!

Very nice ride, and I really like your website.

Take Care and Thank You,

Phillip Ashworth

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# Next Corvette Will Be Powered by Small, High-Revving Turbo V-8

**“We have to target a very different sort of buyer.”**



*By Paul Eisenstein | The Detroit Bureau – Wed, Jun 1, 2011*



Anxious to attract the sort of high-performance buyers increasingly drawn to European sports cars from the likes of [Porsche](#), [Ferrari](#) and [Lamborghini](#), General Motors is planning some major changes for the next-generation [Chevrolet Corvette](#) – starting with a high-revving, small-displacement powertrain, that will substitute for the big V-8s traditionally found under the hood of the Chevy two-seater.

GM has approved the use of a very European-style V-8 that will be only slightly larger than 3 liters in displacement. The engine will be an overhead-cam, rather than traditional overhead-valve design, using a dry sump oil system that’s particularly well suited to high-performance road courses rather than straight-line acceleration. The engine is expected to feature a narrow 80.5 mm bore and a long stroke, more like a Ferrari or Lamborghini powertrain than the approach used for traditional Motor City metal.

A very senior GM executive also confirmed that the new engine will be turbocharged, which will help yield a broad torque curve and maximum performance under a variety of driving conditions. The engine is expected to deliver in excess of 400 horsepower, which means a specific output in the range of 125 horsepower per liter. That’s the sort of number that would help the next-generation Vette stack up well against the likes of a [Porsche 911](#) or [Lamborghini Gallardo](#).

The engine is likely to be extremely high-revving, perhaps climbing to a near-Formula One-class

10,000 RPMs, suggested one source involved in the project.

The revelation tracks in line with a recent comment by General Motors' North American President Mark Reuss, who recently promised that the so-called C7 Corvette, due to market in less than two years, will be "completely different" from the very American sports cars that have come before it. Since its launch in 1953, Corvette has been governed by the philosophy, "there's no replacement for displacement."

While Reuss and other senior executives have declined to discuss plans for the next Corvette publicly, several well-placed sources have given TheDetroitBureau.com a good sense of what's to come. The small V-8 underscores what one of those insiders says is the desire to "target a very different sort of buyer for the next Corvette. Let's face it, the current customer is getting old." But without making significant changes, that source acknowledged, younger sports car fans will continue to be "conquered" by more modern, high-tech imports.

Significantly, Corvette won't abandon its more classic powertrain roots entirely. There will be several different types of engines offered for the C7, including a more classic, big-block OHV V-8 designed to appeal to traditionalists.

In fact, some of the design cues of the new car will be borrowed from early generations. There have even been rumors of the C7 going with the split window of the very collectible 1963 Corvette, though TheDetroitBureau.com has not been able to confirm that that particular detail has been given the go.

Meanwhile, expect the interior to be much more modern than the current car's, which GM's global design chief Ed Welburn admits "is a disappointment." The styling boss, a long-time Corvette fan himself, says he is personally overseeing the development of the C7 interior and promises it will be "absolutely world-class."

Adopting a mid-engine layout, rather than the long-running front-engine design, is considered a strong possibility, though it would be a significant engineering shift for GM. Nonetheless, sources say that wouldn't be entirely out of line, as the Corvette has often served as the technological test bed for the maker.

GM adopted the then-radical approach of using a fiberglass body when the original 1953 Corvette was launched. The sports car has introduced plenty of other features over the years, including the MagneRide suspension, which uses a magnetically controlled fluid to continuously vary suspension settings to match road conditions and driving behavior.

When migrating from the fifth-generation Corvette to today's C6 model, GM trimmed weight and brought the sports car's overall size down to something closer to that of a current Porsche 911. Anticipate further cuts in mass for the upcoming remake of Chevy's halo car.

GM is investing \$131 million in the Bowling Green, Kentucky plant that produces the Corvette to prepare for the C7 launch.

The use of the new small-displacement V-8 is likely to have some knock-on effects at GM, said one source. As with current Corvette powertrain technology, the high-tech engine will find its way into the

[Cadillac](#) line-up, it appears, where it would help that brand's V-Series evolve into a more sophisticated offering, rather than the brute-force line-up it is today.

The switch to a smaller, turbocharged V-8 isn't exclusive to GM, incidentally. Ford made the move with its big [F-Series pickup](#) for 2011, offering a downsized EcoBoost twin-turbo V-6 — which delivers the same sort of towing power as the F-150's biggest V-8, while yielding significant fuel economy improvements.

*Mike Levine, a contributor to TheDetroit Bureau.com, and editor of PickupTrucks.com, contributed to this report.*

***Drive your Corvette, to work at least one day each week!***

