

# The Glass Gazette



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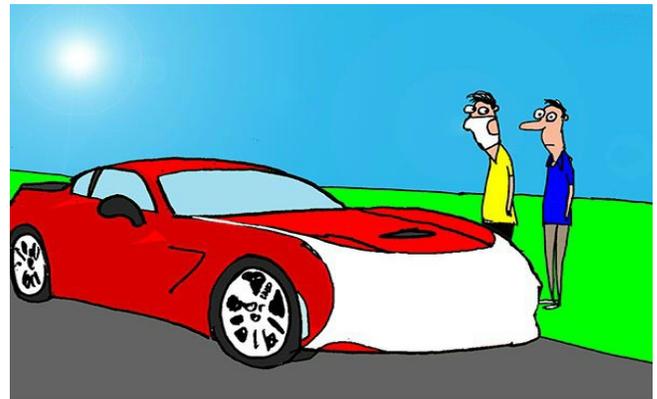
Hello again fellow travelers. First the bad news. Our Christmas dinner, so lovingly planned by our highly skilled club members, has been called off due to you know what! Myself, I have chosen to attack this menace head on. This thanksgiving, I am going to raise the garage door, open the windows, start the vette and spend all day with the engine running and listening to Sirius XM on the radio. I dare some politician to stop me. By the way, Sirius XM is free through 30 November if your vette is so-equipped.

**Why did the unvaccinated one year-old try to buy a Corvette?**

Don't we all do that during a midlife crisis?

**What do you call a retired Marine in a Corvette?**

A Corps vet in a Corvette.



*"It wasn't easy finding a mask that big, but safety is a priority"*

**So what would you call a veterinary doctor riding a Corvette in the rain?**

A vet, in the wet, in the 'Vette.

Ok.... had enough.....



Ok, how about this..... find the best work of "art" in the picture below.....

But seriously, What's up with the apron you ask?

[The Masonic apron](#) is perhaps the greatest symbol of Masonic tradition and history, serving as a reminder to every Mason their commitment to uphold the values of the Craft. When the fraternity was established in the 1700s, the founders [adopted the tools and traditions](#) of stonemasons, among them the protective aprons they wore as they worked. Masonic aprons have been based on these utilitarian aprons, over time [coming to symbolize](#) a Freemason's labor of building their lives at spiritual temples.



According to one researcher, the [original aprons](#) worn by operative masons were made of leather and large enough to cover the wearer from chest to ankles. It wasn't until the 18th century that the modern, smaller textile aprons came into use. As Freemasonry grew, individuals began to adorn their aprons with symbols of the Craft and ornate ribbons. Over time, the apron evolved from the utilitarian garment of the stonemasons to the symbolic garment worn by Freemasons.

And you thought this newsletter was all fun and games.....

Now a word from our sponsor:



## Tech News:

Additive manufacturing is a more accurate term for what is commonly known as 3D printing. (Most current manufacturing is reductive, as in, you take a big hunk of steel and cut it into smaller hunks of steel). The two terms can be used interchangeably.

“Chevrolet has a long history of technology transfer between our motorsports and production teams, and this is a perfect example of our approach,” said Jim Campbell, GM U.S. vice president of Performance and Motorsports. “GM’s 3D-printing capability speeds up our learning cycles and, in turn, these racetrack experiences help our additive manufacturing team move one step closer to using 3D-printed parts in production vehicles.”

The Corvette C8.R race cars that debuted earlier this year at the Rolex 24 at Daytona get 75 3D-printed parts each, ranging from the oil tank, tank inlet and cap, air conditioning driver cooling box and integrated hydration system, power steering pump bracket, headlight assemblies and more. GM says 50 of those 75 were printed in-house.

Two mid-engine Corvette C8.Rs debuted at Rolex 24 at Daytona on Jan. 25, 2020, each equipped with 75 3D-printed parts.

Chevy’s IndyCar program uses a 3D-printed exhaust, “which helps eliminate failure points in traditional manufactured components while increasing design freedom and reducing costs.”

Over on the NASCAR side of things, the new Camaro ZL1 1LE gets more than 500 3D parts used in testing in the wind tunnel to develop the body. Now it’s running with a 3D-printed gear-cooling duct, which has clocked 18,500 miles in competition. ....Autoweek

Stay tuned next month when Don McAlexander tells us about his Ron Fellows Driving School experience.

See ya.....

