



Dealer sponsor: Koons Chevrolet
Tysons Corner, Virginia



The 'Glass Gazette

August 2003

50th Anniversary National Vette Caravan ! By Marsha Batchellor and Phill Berne

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Beneath a magnificent Technicolor sunrise, imagine an intimate breakfast for 400 of your closest friends. The biscuits and gravy, Del Monte fruit cocktail and sausages (no that's not a typo), flapjacks and syrup.... Can you say ROLAIDS? But there we were – amidst rows and rows of some of the most beautiful Corvettes and enthusiastic owners about to embark on a journey to the Corvette homeland. We had traveled from Northern Virginia to Harrisonburg to join up with the New England Caravan, joining other Vette junkies from as far away as Ontario, Nova Scotia and Montreal. After curbing our appetites and a brief "plan for the day" presentation, we unleashed the army of horsepower pulling at the reins and for an hour peeled out one by one from the

or the "horses".

So it was with banners flying and flags waving that we made our way south; but not without the inevitable pit stop. I doubt that the welcoming country folk we met at the various rest stops and gas stations will ever get over the sight of a dozen or two Vettes sliding into the stations and up to the pumps to top off both gas tanks and stomachs. I'll never forget the puzzled expressions on their faces in the rearview mirror as we gave them a Corvette Wave and left them scratching their heads. An uneventful 5 hours later, we pulled into Wednesday's planned activity – track time at Bristol Motor Speedway – either on the drag strip or the oval – with a final treat of professional pictures in the Winner's Circle.

(continued on page 11)

Newsletter Article Submissions

DEADLINE: 5:00 p.m. Friday after the General Council meeting
(2nd Tues of each month)

Address: Jim Beaupre,
2631 Iron Forge Road
Herndon, VA 20170
z06@jbcubed.com

Format: email, text-format (MS Word)

**Northern Virginia
Corvette Club
Website:
www.nvcorvetteclub.com**

Rockaway Fair Grounds headed south on I-81. Many thanks to the local law enforcement for holding back the frustrated locals so that we could – for the most part – remain intact. Picture, if you will, a Chinese New Year celebration and the colorful dragon winding its way down the pavement and you might get an idea of the spectacle of hundreds of Vettes – multicolored in their line – cruising their way through Western Virginia headed for the Tennessee border and the noted Bristol Motor Speedway. I don't know which were chomping at the bit more – the drivers





What's Happenin'...

Who ya gonna' Call ?...

NVCC COUNCIL MEMBERS

<u>President</u>	Paul Hertel six_speed@yahoo.com 703 239 1469
<u>Vice-President</u>	Jeff Kirk jkirk@dgsys.com 703 798 4193
<u>Secretary</u>	Alice Arielly the79rose@yahoo.com 703 924 0957
<u>Treasurer</u>	Jeff Reinke JeffreyReinke@aol.com 703 404 0971
<u>Officer-at-Large</u>	Don Kerndt dkerndt1@cox.net 703 759 5495

COMMITTEE CHAIRPERSONS

<u>Autocross</u>	Mike Sarver sarver_michael@tmac.com 703 913 0830
<u>Auto-X Co-Chair</u>	OPEN
<u>Concours</u>	Collin MacDonald o2bquik@erols.com 703 338 9677
<u>Historian</u>	Ralph Watts akcelr8@earthlink.net 703 503 5988
<u>Membership</u>	Judy Patrick thepatricks@starpower.net 202 234 2820
<u>Newsletter</u>	Jim Beaupre jim@jbcubed.com 703 478 2977
<u>NCCC Governor</u>	Andrej Balanc redvetteconvertible@yahoo.com 703 450 2314
<u>NCM Ambassador</u>	Don Patrick thepatricks@starpower.net 703 234 2820
<u>Publicity</u> —	OPEN
<u>Rallye</u> —	Barb Shaw markandbarb@cox.net 703 333 5284
<u>Social</u>	Edie Soles Vet92SixSpeed@aol.com 703 771 0484
<u>Spooktacular</u>	George Skalkeas gs72hotrod@att.net 703 830 0542
<u>Web Master</u>	Brad Sneade bsneade@iogen.com 703 716 0451

AUGUST

16 AutoX Old Dominion Speedway I I am
 15-21 NCCC Convention, Hagerstown
 18-19 NVCC host lo-speed AutoX at convention
 speed event location—Summit Point Raceway
 22-24 Corvettes @ Carlisle
 26 NVCC General Membership meeting
 @Koons—7:30 pm

SEPTEMBER

6 “AMERICAN IRON” at ODS—see Rick Poage
 9 NVCC Council meeting @Koons-7:30 pm
 14 Rallye #4 Alice Areilly
 14 Autocross Old Dominion I I am Mike Sarver
 21 Concours—Dulles Expo Center
 23 NVCC General Membership meeting
 @Koons—7:30 pm

OCTOBER

2 Autocross Old Dominion I I am Mike Sarver
 TDB Rallye #5
 11 NVCC Group Photo—Dick Hammaker
 12 Autocross Old Dominion I I am Mike Sarver
 14 NVCC Council meeting @Koons-7:30 pm
 18-19 Spooktacular Summit Point, WV
 26 Thorton Gap Cruise
 28 NVCC General Membership meeting
 @Koons—7:30 pm

NOVEMBER

9 Autocross Old Dominion I I am Mike Sarver
 11 NVCC Council meeting @Koons-7:30 pm
 16 Autocross Old Dominion I I am Mike Sarver
 25 NVCC General Membership meeting
 @Koons—7:30 pm

DECEMBER

9 NVCC Council meeting @Koons-7:30 pm

Presidential Pontifications from Paul Hertel

We all need to get ready, as NVCC is about to hit warp speed. After several months of normal activity, we are about to enter a two-month period of craziness.

To kick off the craziness is the 44th Annual NCCC National Convention, which has already started and is possibly behind us as you read this. Great work to George and all that participated. NVCC is/was responsible for the Low Speed Autocross event at the Jefferson Circuit of Summit Point. It is a tribute to the club that so many took off from work to help George out on Monday and Tuesday. I'm sure the event off without a hitch.

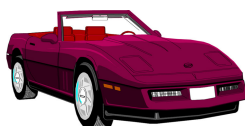
On the 23rd of August is Corvettes at Carlisle and the following weekend is the All American Iron Event at ODS. Two weekends after AI is Concours although I'm sad to report that Koons' budget will not allow them to support this event as they have last year. Collin and the council are looking at alternatives to holding the show at the Dulles Expo Center. There is the possibility we may have to cancel for this year. Check the web site for announcements.

We then get a little bit of a breather but we are right back at it with Spooktacular on the weekend of October 18th.

Now keep in mind that these are just the "major" events we are having this year and do not include our normal Rallye, Autocross, and Social events. Add that up all and we are some busy Corvetters.

So get out there and enjoy all the upcoming NVCC events. I look forward to seeing you there.

Respectfully,
Paul



The Zob electron blue zone by Jim Beau

Thought June and July were busy with anniversary, social events, rallyes, etc., what about August? NCCC, Corvettes at Carlisle, NVCC got our ODS dates back finally and some great social events. September continues with our annual concours and the big ODS spectator event. Whew!

Let me get this in. I have told some people I found a great website that has matching touch up paint for the last 50 years of cars. www.ppgcarpaint.com has paint colors back to 1928! I ordered a pint of paint and a touch up kit for my electron blue and the paint matches perfectly.

You may notice some ordering differences in the newsletter. After 8 months of being the editor I have finally settled on a format that I like. If you will notice after the cover story I have put contacts and events right up front on page 2. I figure most people are interested in who and where/what first. Then Paul and my comments, then "letters", which is mostly selected emails that get tossed around during the month, followed by all the pertinent information from membership, rallye, speed competition, etc of interest to club members and the fill in to the Secretary's report is announcements, classifieds, Corvette stories, club photos from events. I hope you believe as I do that the newsletter flows more like a magazine. Would appreciate any criticisms on the format. Also note this is the largest newsletter I have been privileged to help with this year.

I am looking forward to helping out with the Autocross at NCCC and running in the high speed event. Next month I will have some pics and a story. Until then....

Respectfully, Jim



Letters ... we get letters and emails!

NEW MEMBER IN NASHVILLE

Members,
I attended the 50th Anniversary weekend in Nashville/ Bowling Green and had an unforgettable experience. While there, I recognized the NVCC at the NCCC tent in Nashville. This included writing our club on a paper flag that was placed on a US map...which will be preserved forever. For registering, I received a very nice 50th Anniversary coin that I will give Paul at the next meeting. In addition, I took over 250 digital pictures and some video that I'll put on CD-ROM and give to the club.

Save the Wave,
Michael Hurt (new-member)
50th Quicksilver Coupe

Club Member in Hungary

Hi Judy,
Uncle Sam kept me very busy on the road since I I September. As a reward for putting me in the middle of the past two wars our big uncle assigned me overseas to Hungary as soon as I returned from Iraq. I am now living in Budapest.

And I brought my 2002 Yellow Z06 with me. (I hipped my 2k roadster to my parents in Oregon.) I have been waiting for an opportunity to take an image of me and my baby in front of a Hungarian landmark and then send the image to the club. Also, over twenty local Vette owners are trying to start a Corvette club in Hungary. We are meeting at a big American car festival in western Hungary this coming weekend to discuss the club. Their web site is www.vette.hu. I will post my baby on the web site as soon as I take that image.

I will be posted to our embassy in Budapest for the next three years. My mailing address:

Todd Beal
5270 Budapest Place
Dulles, VA 20189-5270

> Please tell any and all club members to drop me an email if they find themselves on vacation in my neck of the woods. I make a pretty good tour guide.

Please pass along my best to the club members.

Todd Beal (toddbeal@hotmail.com)

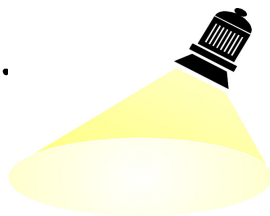
HELP! C4 Power Antenna Challenge

The power antenna in my '93 coupe won't retract all the way (about 3" won't retract). I purchased a new antenna mast from Mid-America. I removed the rubber grommet and the plastic nut on the antenna assembly per the instructions. Once the plastic nut is removed, the instructions said to turn on the radio and let the antenna mast extract itself from the motor assembly. Well, the antenna extended the full length, but didn't extract from the motor assembly. I gave it a little tug, but it still wouldn't extract. The mast isn't broken or bent, so I'm not sure why it won't

extract from the motor assembly. Does anybody have any suggestions on how to get just the antenna mast out of the motor assembly or am I going to have to buy a whole new antenna/motor assembly?

Any suggestions would be appreciated. Thanks.
Clayton Tock (ctock@Urban-Engineering.com)

What year was power steering first made
an option on Corvettes?
1963



**Members
CORNER
By Judy Patrick**

August Report

We currently have 97 Active members and 10 prospective members

WELCOME NEW MEMBER

Stephen Wojcicki '03 Anniversary Coupe

Prospective Members:

- Bruce Buchanan - '74 White Coupe
- Bob Devery - '00 Torch Red Coupe
- Joe Herrmann— '96 Sebring Silver Collectors Edition
- Anthony Devassy '87 Red Coupe
- Howard Gappa '69 Gold Convertible
- Dale Harrison '95 Torch Red Coupe
- Sheila Jones '96 Silver Convertible
- Marty McCabe '96 Silver Convertible
- Charles Miks '03 Yellow Z06
- Rod Orem '03 Anniversary Coupe

Note: You remain a "prospective" member until you pay your membership dues and return your NCCC form to Judy.

Happy Birthday!! Happy Birthday!!



August Birthdays:

- Carlos Ramirez 1
- Stuart Moore 2
- Sandy Filer 5
- William Kolster 5
- Thomas Kennedy 7
- Dave Dobyns 8
- John Tribble, jr. 11
- Clayton Tock 25
- Paul Hertel 28
- Phill Berne 31

September Birthdays:

- Ron Weller 2
- Ted Williams 8
- Rex Nelsen 9
- Wanda Robinson 9
- Roy White 10
- Joyce Corbin 13
- Allen Dobson 14
- Emilio Estrada 21
- Donald Patrick 22

**Socially Speaking
from
Edie Soles**



THE NVCC 2003 Social Calendar

- Aug 22-24 Corvette's of Carlise (Carlise, PA)
- Sep 26-28 Corvette's at Ocean City
- Oct 11 NVCC Group Photo
- Oct 25 Skyline Drive Cruise
- Oct 26 Thorton Gap Cruise (Kirk DeNee)

A great social event was held on Sunday June 21st as 15 club Corvettes and Paul Hertel in his truck! showed up at Eddies's in Fairfax for a little pool, darts, brunch and camaraderie among the faithful. The special part of the day began when we all caravanned out to the Falcon's Rest center in Sterling to fulfill an "all American weekend" for a retirement/nursing home. All the vettes (except for those lost in the caravan) parked in front of the home to the delight of many of the residents. I know as this reporter was driving up to the building first and the better half remarked, "look at the sparkle in that man's eyes". There were several residents who had memories of Vettes long past.

It was a great example of some social good the club can do with our Corvettes. We may rallye them, show them, and race them but it was really nice to just have some folks enjoy them.

Sincerely; Edie Soles, Social Director NVCC

If June 30th, 1953 was the day the first Corvette rolled off the assembly line, how long was it until the 1,000,000th Corvette rolled off? 39 years 2 days—
July 2, 1992.

Additional NVCC key rings (\$6 ea.), NVCC window decals (\$2 ea.) and NVCC windshield banners (\$5 ea.) are available to active members. See Judy for these.

Judy Patrick

Autocrossing Screeches

By Mike Sarver



Club events for 2003

September 14 -	3/8 mile oval
October 12 -	3/8 mile oval
October 18-19	Spooktakular Summit Point
November 9 -	3/8 mile oval
November 16 -	3/8 mile oval

We had our first event Sunday July 20th. We invited the Northern Virginia Mustang Club and had a pretty good showing. We had 6 vettes, 13 mustangs and a Miata. (Andrej brought out his SCCA Miata and proceeded to show everyone there, "Its not the car, its the driver")

With my car in the shop, I was just happy to be back autocrossing at ODS. Andrej Balanc and Jim Beaupre put the 'icing on the cake' for me when they let me drive their cars during the 'fun runs'. It's impossible to compare a race-prepared Miata to a 2002 Z06, but I have to say they were both a blast to drive. All I can say is "Thanks guys" (: >)

I'm looking forward to seeing more vettes at the next event on August 3rd. See ya then! (ed. Results on page 15)

Our second autocross at ODS was August 3rd and we again invited our Mustang bretheren. Page 11 has the results of the event. Congrats to John Tribble on taking FTD in his only driven 600 miles on the ODO, 2003 bone stock Z06. Must be those new tires. He beat out Barry McKibben by just .076 seconds. Congrats also to a couple of NVMC'ers... Greg McPhee with a 69.892 and Robert Lang with 70.213.

I was thinking Greg was the first Mustang to break the 70 second mark. Going back through the old results, I found that Rhonda Hernandez had a 65.792 and Tony Owens had a 69.822, last year, 7 July 2002.

I did some comparisons and got some interesting results. The track was the same layout but the times were about 3 to 4 seconds faster last year. Using the results, it looks like if Rhonda would have run Sunday, the time between her and Greg would have been just as close as the time between John and Barry. Add Robert into the mix and all of a sudden we have a good challenge working! See you all at the next event on SATURDAY August 16th or the NCCC at Summit Point! (results on page 15)

Mike Sarver

Speed events in the Mid Atlantic area

<u>Organizer</u>	<u>Event</u>	<u>Date</u>
NVCC ODS	Americian Muscle	Sept 6
NASA-VA	Summit Point(Shen.)	Sept 6-7
CPCC NCCC	AutoX	Sept 7
LCCC NCCC	AutoX	Sept 7
NVCC@ODS	AutoX	Sept 14
NASA	Mid-Ohio Nelson Ledges	Sept 12-14
BSR FATT -	Summit Point (Main)	Sept 19
CCNEPA NCCC	AutoX	Sept 21
NVCC@ODS	Drags	Sept. 28
NASA Mid-Ohio	BeaveRun	Sept 27-28
NASA-VA	Summit Point (Shen.)	Oct 4-5
NVCC@ODS	AutoX	Oct 12
NVCC	Spooktakular	Oct 18-19
BSR FATT -	Summit Point (Main)	Oct 17
TCV NCCC	AutoX	Oct 19
BSR FATT -	Summit Point (Main)	Oct 24
NASA-VA	Summit Point (Main)	Nov 1-2
BSR	FATT (Shenandoah)	Nov 7
NVCC@ODS	AutoX	Nov 9
NVCC@ODS	AutoX	Nov 16
COMSCC	Lime Rock Park	Nov 17-18
BSR FATT -	Summit Point (Main)	Nov 21
BSR FATT -	Summit Point (Main)	Dec 5

Comments on the Concours

By
Collin MacDonald

Concours 2003 (September 21st) is fast approaching and now we are making the "call to arms". This is the time for our club to rally together and support one of our largest annual events that we sponsor that does produce club income. Although we had to cut back on a few things this year, like no orange staff shirts, we are putting together a great show that promises to be as much fun if not more then last year. Our intention is still to hold it at the Dulles Expo Center, with Koons Chevrolet as our primary Sponsor. This years show logo emphasizes the 50th Anniversary of the Corvette. I think the T-shirts are going to be great this year, and we are only producing a very limited run on the shirts with limited sizes, less then half of what we ordered last year. I recommend ordering yours when you register for the show or if cannot make the show, I will be taking orders at the General Meeting in August. In addition, we have hatpins instead of the dash plaque that we will give each person who registers for the show. They are 3/4 inch round with our club logo in the center with Concours 2003 around the logo. They are a very high quality pin and really worth having.

This year we are in the processes of purchasing software specifically created for the show and all aspects of the different areas. From registration through judging the software will certainly help us smooth out some of the wrinkles we experienced last (continued on page 7)

year, while providing the club members more time to enjoy the show. The software, developed by the Corvette Club of America, is a big step forward to organizing and making the entire show run smoother. It helps with organization, calculation, and tracking assignments of every aspect of the show. Its easy to use and once installed prepares us for next years event by keeping records of this years participants in one central package.

Bill Kostler, who is this year's head judge, is organizing a judge's school, set for September 7th. Time and location will be determined, so please keep in touch with Bill. Consider this the official call to our membership to please contact Bill and sign up to be a judge. Bill is going to go through a complete training of the judges and I think you will enjoy his class. Please email or call Bill.

Of course we need more workers to fill all kinds of slots from registration to selling T-shirts. I am hoping the people who participated this year will step up to the plate and do the same great job you did last year. Don and I are working very hard to organize and make this show run. We have encountered a few roadblocks this year and are working very hard to get around them. So now we are calling on the membership to please help us make our show successful.

Keep watching the NVCC homepage for updates and we will keep you informed. Email either Don Kerndt or I for working the show and Bill for being a judge. I know if we all pull together, we can surpass last year's success and the fun factor we all had. Hope to hear from you real soon and don't forget to register you car TODAY.....

Headed up north to Hershey, PA Convention Center last Sunday (7/23) to pay a visit to the NCRS National Convention. I have to admit I was very impressed with the whole convention. It was held at the Hershey Convention Center, and I was there at noontime when a caravan of Corvettes starting with 1953 through 2004, yes 2004, Chevrolet let them have the 2004 LeMans Z-16 Convertible for the show. It was very impressive, almost EVERY year was represented and over 100 cars were involved. They drove into the Convention center and parked by year in the lot. They had five 53's and one 54.

I handed out over 75 flyers for our event, and even gave the Corvette Museum a nice glossy color copy to display at the museum, which he said they would. Franklin Mint is going to donate two die cast Corvettes for our show, we can use these for the drawing, I am trying to have them donate a 53 and 2003 Anniversary car. They were even interested in setting up at our show.
Collin

Rallye Review by Barbara Shaw

The remaining 2003 Rallye dates and Rallye Masters are:
Rallye #4 – Sept 14 - Alice Arielly
Rallye #5 – Oct TBD - "Your name here"

June 13 Rallye #3, Occoquan a big Success!

Ten members of the club showed up for our biggest entrant rally held so far this year.

Hosted by Rallymasters Linda klinginsmith and daughter Mary.

driving all alone it!) Joe Daly one how to win sults:



Once again (how does he do showed every-rallyes. Re-

1. Joe Daly 39 points
2. Check and 38 points 2 mileage off
3. Steve and Sue Wojcicki 38 points, 2 tie breakers, mileage off by 3 miles
4. Brad Sneade and Katy Morrison, 38 points, 2 tie breakers, off by 4 miles
5. Jim and Judy Beaupre, 37 points
6. Rod Orem and Gail Payne, 35 points, 2 tie breakers, mileage off by 2 miles
7. Bill and Susan Kolster, 35 points, 2 tie breakers, mileage off by 5 miles
8. Edie Soles and Barbara Foor, 35 points 1 tie breaker
9. Bob and Carol Devery, 28 points
10. Michael and Ken Hurt 26 points



NCM Ambassador Corner by Don Patrick

CALENDAR EVENTS

August 29- September 1:	NCM Labor Day Celebration – 6 th Anniversary Celebration
August 28-31:	Corvette Celebration/Hall of Fame
September 26-28:	Camaro/Firebird Gathering
October 9-11:	Corvette Pace Car Reunion

CURRENT NEWS

BUILDING CAMPAIGN UPDATE

During the recent 50th Anniversary Celebration, over \$170,000 was raised towards the building campaign planned to add an additional 60,000 square feet to the Museum. The building addition is a \$6 million dollar project that the NBM plan to raise funds for within the next two to three years. A series of fundraising campaigns are planned and additional information and special gifts incentives will be available in the coming months. The first campaign "Building for Corvette's Next 50 Years" will conclude December 31, 2003. Donors will receive unique appreciation gifts featuring the artwork, photos and information are available via the NCM website at: <http://www.corvettemuseum.com/building/index.shtml>

Donations to the campaign may be made as a "one-time" gift or can be made by pledging a specific amount each month, quarter or year. To make donation or for more information on the building campaign, visit the NCM website

BILL MITCHELL FAMILY TO ATTEND CORVETTE CELEBRATION

Family members of Corvette Hall of Fame (1998) inductee Bill Mitchell will be in attendance for a special unveiling of the "Bill Mitchell Design Center" scheduled for Friday, August 29 during the Labor Day Celebration event. The newly designed area was creatively renovated in March, and will be officially unveiled and dedicated during the special ceremony open to all event attendees. Meet the Mitchell family by registering for the Corvette Celebration here: <http://www.corvettemuseum.com/registration/celebration/info.shtml>

Pre-registration closes Monday, August 25. View more on Hall of Fame Inductee Bill Mitchell by clicking here: <http://www.corvettemuseum.com/library-archives/hof/index.shtml>

CATCH AN NCM XPERIENCE

Word of the NCM Xperience delivery program has spread and Corvette owners are contacting the NBM daily to schedule a day in the spotlight with their Corvette! Xperience an exciting day of VIP Museum and Corvette Plant tours, receive a one-year individual membership, commemorative plaque and decal and be photographed with

your Corvette in front of the Museum (weather permitting).

NCM Xperiences are also shown live worldwide via our webcams. Program participants also have the opportunity to purchase from an exclusive line of Xperience apparel and may also purchase build sheets, window stickers and dealer brochures according to model availability. Open to all Corvettes with model years 2003 and prior, the program is "Xperience" like nothing else! Find out more about the NCM Xperience by visiting our website at: <http://www.corvettemuseum.com/experience/index.shtml> or call Gary Cockriel, NCM Guests Services Manager at: (800) 53-VETTE. View our NCM webcams here: <http://members.corvettemuseum.com/webcam/>

HOW DO YOU LIKE BLUE?

If you like blue LeMans Blue, then take a chance for only \$10 per ticket and start imagining yourself behind the wheel of a 2004 LeMans Blue Commemorative Edition Corvette Convertible (RP0 Z15). The winner of the annual Corvette Celebration raffle will be drawn on Sunday August 31 at approximately 3:00 p.m. CT. Winner need not be present to win. Less than 3 weeks are left before a winner will be drawn - order your ticket now by visiting our website at: <http://www.corvettemuseum.com/raffle/index.shtml> or call (800) 53-VETTE.

LIMITED 50TH ANNIVERSARY COMMEMORATIVE ITEMS AVAILABLE

As part of the 50th Anniversary Celebration activities, a specially designed commemorative envelope was created to mark the once in a lifetime event. A limited number of these collectible envelopes are available in the Corvette Store and are postmarked with the "June 30, 2003" unique 50th Anniversary cancellation by the U.S. Postmaster. Add this collectible piece to your 50th commemorative package that includes a 50th lapel pin, National Corvette Caravan flag and 50th Commemorative Program. The 50th package is available at only \$15 - add the commemorative envelope for an additional \$5.00. Order your 50th collector pieces now by shopping on line at: <http://www.corvettemuseum.com/store> or call (800) 53-VETTE.

NCM Ambassador Corner by Don Patrick

HUNDREDS SHARE IN THE R8C MUSEUM DELIVERY PROGRAM

The NCM thanks the 741 Corvette owners who shared their exciting Corvette delivery with them during the 2003 model year! Of the 741 deliveries, approximately 550 were 50th Anniversary Corvettes. "They are thrilled with the fun and excitement they have experienced with these new Corvette owners," states Gary Cockriel, Museum Delivery Program/Guest Services Manager. "Our team works hard to give top-notch service to delivery guests and make them feel at home, and we are looking forward to welcoming more guests for the 2004 model year. "Find out more about the R8C program excitement by visiting there website at: <http://www.corvettemuseum.com> or

contact Gary Cockriel at: (800)205-4258.

INTERESTED IN HEADING NORTH TO ALASKA?

If you have ever dreamed of a beautiful Alaskan cruise - then this is the time to make plans! For seven days, Corvette enthusiasts will journey on an Alaskan cruise through breath taking places most have only imagined about, and best of all, the cruise is built with Corvette people in mind. Join your friends and Corvette celebrities including Dave and Glenda McLellan on a journey you will never forget. NCM Members receive a special discount on the cruise. Additional information and trip itinerary is available by clicking here: <http://www.corvettemuseum.com/cruise/>

CORVETTE STORE SALE UNDERWAY

Many items are marked in red and on sale in the Corvette Store this week! Pick up Ron Fellows racing T-shirts in 3 different styles – marked down to only \$11.99 each. "Corvette Fifty Years" by Randy Leffingwell is on sale now for only \$39.95 - regularly \$50.00. While you're shopping for savings, take a look at the new items available, including a stylish "Team LeMans" C5 cap and a new C5 logo cap. Sale items and new merchandise are added to the Corvette Store each week - so check in with us often. Browse through the Corvette Store and shop online here: <http://www.corvettemuseum.com/store> or call (800) 53-VETTE.

CURRENT ACTIVITIES

GET READY FOR THE Z06 FEST

September 11-13 the Z06 Fest returns and hundreds of fast and fun activities are planned. Join us for a fast paced event geared around an autocross school, low speed autocross and drag racing, seminars by the Corvette Racing and Corvette Engineering teams, Tom Peters, Chief Designer - C6 Corvette and much more! Co-hosted by Z06.Vette.com, the event will showcase 4 days of fun, friends and all you want to know about the Z06! A banquet and auction are scheduled as part of the fun and someone will be drawn as

the winner of a 2004 Commemorative Edition Z06 Z16) limited to only 1,000 tickets. Over 500 tickets already been sold so order your ticket online now at: www.corvettemuseum.com/raffle/index.shtml

Winner need not be present to win. Register now for the Fest and join us for all the excitement by clicking here: <http://www.corvettemuseum.com/registration/Z06/info.shtml>

FIBERGLASS DEMONSTRATION AT LABOR DAY WEEKEND EVENT

As part of the upcoming Corvette Celebration, team members of MFG (Molded Fiber Glass) will offer two days of technical demonstrations on the molded fiberglass process. The team will produce a wall plaque using a mold made from an original Corvette hub cap. The demonstration will offer participants the opportunity to see the ability that molded fiberglass has in forming complex parts and why molded fiberglass has become what it is today. The demonstration will be offered on Saturday at 10:00 a.m., 1:00 p.m. and 4:00 p.m. on Sunday at 10:00 a.m. and 1:00 p.m., in the NCM Delivery Bay. Don't miss this exciting presentation by team members of MFG. Register now for the Corvette Celebration by visiting our website at:

<http://www.corvettemuseum.com/registration/celebration/info.shtml>

or call (800) 53-VETTE. Pre-registration closes August 25, 2003

BACKGROUND

NVCC is one of the founding members of the NCM (Card No. 1523). Club benefits are:

- Free individual or group admission to the NCM.
- 10% discount on NCM and Catalog merchandise.
- Free subscription to the magazine "America's Sports Car."
- NVCC plaque reconciliation in the museum.

If any NVCC members are planning a trip in the vicinity of Bowling Green, Kentucky, a visit to the home of the NCM and the Corvette factory should be in your plans. The NCM card can be borrowed from our President.

For additional information log on to: <http://www.corvettemuseum.com> or call the NCM at

800-53-VETTE (800-538-3883) or contact Donald Patrick.

Fast Eddie's Social and Visit to Falcon's Rest Retirement Home on June 21st



National Corvette Caravan Continued

Organization at Bristol was a symphony FedEx Field could take a lesson from – as they systematically staged what was now over 2000 Vettes into their proper staging lanes – 4 wide – down the mile-long return lanes of the drag strip. While some chose the drags first, and others opted for pictures, some of us chose the seemingly interminable wait for the oval track.

After pre-pre-pre-staging, and pre-pre-staging, and then pre-staging, we finally arrived at **The Track**.... awesome in all its glory of 45 degree banked corners and 33 degree "straights".

As luck of the line-up would have it, we were staged two cars behind the pace car, directly behind a "hot shot" whose tags read "18A4REE" (no not "for free" and not a "tree"). While considering how best to avoid holding up the field of Vettes behind us and still "save face", we were given all the last minute instructions on how not to leave a lasting fiberglass reminder on the walls of Bristol. And before we knew it, 30 Vettes were directed onto the track behind the pace car – whose driver matter-of-factly informed us that the first pace lap shouldn't exceed 90 mph. (Thanks. Now would someone get me the Depends for I have just soiled myself!). Being on such a short, high-banked track, you learn a couple of things fairly quickly: (1) how to drive looking out the driver's side window, (2) sometimes it's not so bad following a hot shot after all, and (3) you really *can* ignore both the presence of the wall – and the screams of your passenger. Five short laps and your time may be done on the track, but it's on to the Winner's Circle for that trophy prize – a photo of you and your Vette in the Winner's Circle.

Well, you would've thought we were all a bunch of crazed parents with our overtired two-year olds trying to squeeze in a visit to Santa Clause on Christmas Eve – by the disgust with which the professional (cough) photographer handled the event. Impatient and ill humored, he hustled us all through with distracted, assembly-line mindlessness. But hey – it was the end of the day and we were all hot, tired and sweaty and – well – we all just wanted our pictures taken and..... *hey.... I didn't get my candy cane!*

Never mind. What we all *really* needed at that point was a cold dip in the pool and a colder sip of beer. Wish granted – we all headed back to booming downtown Johnson City, Tennessee for the inevitable camaraderie, food, drink, and socializing. We met a lot of extremely enjoyable people along the way and find it remarkable that so many could come from so far with so single-minded a purpose.

Alas, the remainder of the National Corvette Caravan would go on without us as the demands of jobs, kids, families and time, precluded us from continuing on to what we have heard was a truly phenomenal, once-in-a-lifetime event. We were thrilled to have been able to participate in at least part of the spectacle that will remain in the memories of many thousands for many years to come.

Instead, we turned our horses back around and headed back north up the interstate and, once again, marveled at the scenery as we watched hundreds and hundreds more Corvettes, tops down and flags up, headed to the promised land. Although the numbness that had settled in our left arms after waving at hundreds of Corvettes has finally ebbed, the smiles on our faces remain. Save The Wave!



**Update on 1963 Coupe Restoration,
“Researching the Car’s History” or Did I Really Want to Know this Much About the Car.”**

During the past two months we have been working mainly on the engine and the engine bay and will write about this next month. One thing I noticed when I bought this car, it lacks rust, the biggest enemy of the mid years and quite common to find on many of the mid year Corvettes. However, this car was totally lacking rust, making me wonder why this car does not have the same rust areas as others of the same era. It was very obvious it was a garage kept car, but for 40 years? I really needed to find the answers, so I started tracing back the owners with some very interesting results.

Using names I found in some of the papers I have contact owners as far back as 1979. The car definitely is a southern car, spending all its time in South, North Carolina, Tennessee, West Virginia and only one northern state, Connecticut, less than a year and where I found it. It was away from the ocean salt and road salt found on east coast and northern cars. I am still trying to find the original Chevrolet Dealership, but my search seems to lead me to a “Love” Chevrolet in Columbia, S.C. But I need more concrete information. This partially explains the lack of rust.

One of the most interesting facts that I uncovered came from the person who owned it the longest. He purchased the car in 1982. This owner told me he painted the car black, from original Sebring Silver and changed the interior to saddle around 1984, from the black interior, which eventually returned to the car in the 1990’s. He promised he would send me some photos of the car then. He had the car lowered about 2 inches below stock, and used it as a street cruiser, not concerned about replacing parts with stock parts.

Furthermore, he told me about the car before he got it, and how he found it. This car was used in the mid to late 70’s for high-end car shows, all over the south. During this time the car was heavily endowed with chrome in the engine, including the entire suspension and drive train. I did uncover signs of this, with the driveshaft, rear half shafts, and some the rear leaf spring retainer, all were chromed at one time. It also had a complete interior of “Black Velvet”. The seat were pleated and tucked, the dash and console was all covered in black velvet, and even the carpet was velvet, including the door panels and headliner. I wish I could find a photo of this; all that was missing was the disco ball.

By the early 80’s the car made a transformation to a drag car. Fuel lines were run through the frame braces and the rear wheel wells were cut to accommodate larger tires, like drag slicks. The person who raced the car lived in Columbia, S.C. and raced the car twice a month at a local drag track. The original engine was removed and another engine was used. The original engine, (the one in the car today) sat in a shed for several years, but the original transmission, (one still in car today) was used for racing. When we took apart the T-10D transmission, we found it to be in very poor condition. The 2nd and 3rd gear needed to be replaced, along with all four syncos and it needed to be cleaned. The biggest surprise was what the bell housing showed us and goes exactly along with the story of the car that was told to me. The bell housing was cracked in many places and showed a lot of metal debris that was embedded in the housing. This car experienced not just one but several transmissions that blew. The correct bell housing was purchase and replaced, so now I have a new transmission.

The person I talked too purchased the car around 1982 from Columbia, SC, by trading his 1973 Red Corvette convertible for the car. He found it sitting in a garage after several people, who he worked with, told him about an old Corvette in a garage. The owner blew the transmission, and a radiator, and lost interest in racing the car. Many of the original engine parts were missing, and the heads were removed and sitting on the floor in the back under the split windows. No valve covers, intake manifold, exhaust system or carburetor was found on the car. This person was parting the car out, although the body and suspension was complete. The original engine was wrapped in plastic and out of the car. The engine that was in the car was a 1969 LT1, but only the block remained, and it was in bad shape. So the person with the 73 Red Corvette swapped his running car for this Split Window and took it to Tennessee where he started to rebuild it in 1983.

The Tennessee owner was a hot rod builder, who fabricated most of his own parts, or got them from the junkyard. So he started working on the car to “restore it” as a street cruiser. This explains why so many parts in the engine, transmission and exhaust system were from several different midyear cars. For example the intake manifold was a 1962 L-76, carburetor from a 65, fan assembly from 67, the exhaust system was homemade, but mufflers were modified 70’s and the exhaust manifolds; one 62 and the other a 65. His fabricated parts were the accelerator spring return bracket, the exhaust system, fuel line to the fuel pump, and several other small brackets etc.

(continued on page 13)

During this time, the motor was machined. This person spared no expense to get the machining done correctly, and this is what saved the engine from being blown. A 60 over bore was performed, after a leak in the casting was detected. One of the cylinder walls was resleeved, and that is why the engine has a 60 bore. The engine and heads were decked. The bottom end of the engine is in excellent condition, and from what he told me, he spent a lot of money with the machine shop and had to cut back on the top end of the engine. That is why so many parts are from so many different years.

The transmission was rebuilt with used parts, the bell housing never replaced, and it was sanded and repainted. To hide the chrome, he sprayed the entire bottom of the car with black paint. The interior was redone with no headliner but pasted on the top was black vinyl. He lowered the car by over two inches, and painted the car black with tan or saddle interior, replacing the velvet pieces. He used a tan carpet. So the look of the car was radically changed.

Around 1989 the car was sold to a person from West Virginia,, who bought this car and another 63 three speed. He spent several years trying to restore the car to the original condition. He stripped off the paint brought it back to Sebring Silver, tore out the interior and tried to put it back to stock. Although he did not do any engine, exhaust or suspensions work, he did try to bring the car back visually. New carpet, new dash, new seats, and new emblems, he tried to make it look good. His intentions were to give each Corvette to his twin sons as a graduation present. Both sons opt not to accept them as a gift so he sold the car to a person in North Carolina at "Country Corvettes", who brought them to a Corvette Show in Knoxville, November 1999.

Another person from Tennessee purchased this car for \$28,500 at this Corvette Show. This person replaced the tires and the wheels with knock-offs and larger tires, the ones on the car today. He purchased the car and kept it garaged rarely using it. He would go to shows etc. It was during a show around 2000 that the first of several paint blisters started to appear. Paint blister happen when the car is not prepped properly for painting. During the nineties, many people used a liquid paint remover. It worked great, but much care was needed to assure all the solvent was removed. Otherwise, when it got hot, the fumes would vaporize causing the paint to blister. Well, another thing that has to be fixed.

Finally, the person who purchased the car in 2000 bought a 61 Corvette that he liked much better and decided to sell this Corvette. In 2002 he trailed the car to Carlisle where the last owner purchased it as it was being removed from the trailer. He came from Connecticut and never registered the car. It seems marital problems started and he was forced to sell the car. I was looking for a long time, ran across this post almost immediately after he posted on the Corvette Forum, made a trip to see the car, liked it and now I am the owner.

Now for my plans on how I plan the car's restoration. First part is to make the car safe. I have finished the brakes; purchased the correct master brake cylinder and the power booster. The next phase is the engine, transmission. I want to make it reliable, correct and running well. While this is going the interior as needed to make it presentable is being done. I really want to repair the several paint flaws and hope to get this done if the money does not dry up. Over the next few years I would like to finish the interior and exterior, just small things, but be able to drive it to shows etc.

Far in the future, I hope to do a frame off only if needed. Now this is the reality check, the motor was is much worse shape on the top end then the bottom end, resulting in purchasing many correct items that are really needed. I want the car to look and be as if it was 1963, but am not going to the extent of the NCRS people. I do have very high standards, and will restore it to the best I possibly can without doing a frame off. Many of the simple items like directional, headlamp motors, antenna, radio, heater and defroster, speedometer, and tack all need to be either repaired or replaced, this will be done in the future after I get over the engine section. So I guess to sum it up, things are going along, more money then I expected to spend on the car, but wait until you see the finished product.... from the garage.....Collin

ALL AMERICAN IRON CAR SHOW, SWAP MEET & RACE

Old Dominion Speedway
Manassas, VA

(Limited to American Manufacturers only)

Saturday, September 6, 2003
(Rain Date, Sunday, October 12, 2003)

GATE OPENS 9:00 am

Activity Schedule

10:00 am : Autocross on our NASCAR banked oval (car must qualify)

Classes:

STOCK : (\$250 to win)

MODIFIED : (\$500 to win)

10:00 am to 5:00 pm : Peoples Choice Car Show and Swap Meet

3:00 pm to Close :

Drag Events

* Test &

Tune/Eliminations *

Classes: PURE STOCK : 9 seconds & slower (\$500 to win)

SUPER STOCK : 6 to 8.99 seconds (\$750 to win)

- Helmets Required -

PRO STOCK : 5.99 & faster (\$1,000 to win)

- **Pay 3 places in each class & no round money** -

- First Perfect Reaction Time : \$150.00 -

- Helmets Required -

Event Time Subject to Change . . .

Visit OldDominionSpeedway.com soon for additional information

Co-sponsored by NVCC

ALL CAR CLUBS WELCOMED

- - Open to ALL American Iron & Muscle Cars - -

20-Jul-03 NVCC / NVMC Low Speed Autocross Results by Time

NAME	CLASS	RUN1	RUN2	RUN3	BEST	FTD
Mike Woods	3ME	68.447+3	68.189	DNS	68.189	X
Barry McKibben	3ME	71.200	70.319+1	68.979	68.979	
John Tribble	ISJ	71.507	71.609+1	71.130	71.130	
Andrej Balanc	MIATA	72.089	70.339+1	71.171	71.171	
Jim Beaupre	ISJ	72.251	72.146+2	73.309+2	72.251	
Don Kerndt	ISJ	74.186	72.697	73.093	72.697	
Hector Malpartida	ISGT	74.482+1	73.897	72.908	72.908	
Tony Hernandez	ISSVT	78.233	75.109+2	73.718+1	75.718	
Bill Velasco	ISE	78.677	77.800	DNS	77.800	
Rhonda Hernandez	ISLGT	80.164	78.370	78.629	78.370	
Corey Chargin	ISGT	81.850	81.040	79.257	79.257	
Robert Lang	ISGT	86.867	82.791	79.852	79.852	
Tony Owens	ISGT	83.002	81.176	81.124+1	81.176	
Tony Martin	ISGT	89.491	82.990	82.779	82.779	
Rex Turner	ISMACHI	86.047	84.534+1	82.187+1	84.187	
Greg McPhee	ISGT	91.070	89.211	85.583	85.583	
Jenny Higginbotham	ISLGT	88.048+1	85.878+1	89.422+2	87.878	
Syed Haq	ISFOX	97.085+1	89.835	86.135+1	88.135	
Jusus Perez	ISGT	94.566+2	95.280	88.752	88.752	
Denise Rutter-Lang	ISLGT	99.466	97.162	92.191	92.191	

3-Aug-03 NVCC / NVMC Low Speed Autocross Results by Time

NAME	CLASS	RUN1	RUN2	RUN3	BEST	FTD
John Tribble	ISJ	64.616+2	64.851 6	5.155+2 64.851	X	
Barry McKibben	3ME	64.927	65.467	65.368+2	64.927	
Andrej Balanc	2G	65.841	65.547	64.625+1	65.547	
Allen Dobson	3RP	69.213	68.578	67.504	67.504	
Jim Beaupre	ISJ	66.865+5	66.374+1	65.513+1	67.513	
Curtis Judge	2H	67.377+1	65.661+1	68.511	67.661	
Don Kerndt	ISJ	69.135+1	68.285+1	68.541	68.541	
Greg McPhee	ISGT	73.167+4	71.197	69.892	69.892	
Robert Lang	ISGT	71.631+1	72.182	70.213	70.213	
Leo Ciccarello	ISGT	77.325	73.609	71.884	71.884	
Marsha Batchellor	ISLH	75.530	76.232	73.830	73.830	
Dan Hoyler	ISFOX	86.099	76.621	74.260	74.260	
Rich Schmidt	ISFOX	79.648	75.169	73.385+1	75.169	
Charles Reaves	ISFOX	93.097	79.710	75.831	75.831	
Jusus Perez	ISGT	81.151	76.178	75.919+1	76.178	
Tony Owens	ISGT	76.256	76.531	74.725+1	76.256	
Todd Wentz	ISGT	78.580	76.402+1	72.805+2	76.805	
Denise Rutter-Lang	ISLGT	84.710	83.859	80.348	80.348	

Registration for Spooktacular will open on Monday, August 18, 2003. Entry forms will be available all week at the NCCC convention in Hagerstown, MD and at Summit Point Raceway on Monday the 18th and Tuesday the 19th. The reason for the "long lead" this year is to take advantage of the gathering of prospective participants who will be at the convention speed events. Many of those folks have attended our prior events and we expect several folks will take advantage of the opportunity to take care of this little matter while it is fresh in their minds!

We are holding the line on prices with last year's \$185.00 early registration package intact. This price will be available up to October 10th. Thereafter it will cost \$28.00 per autocross.

Watch the newsletter and Spooktacular page on the website for additional information on sign-up options. For now, mark your calendars for October 18 and 19!



2nd Annual George Washington Rallye & Poker Run

Hear ye, Hear ye, come one come all, to the 2nd annual George Washington Rallye!
This is the fourth rallye of the NVCC season.

When: Sunday, September 14, 2003

Where: Mount Vernon, VA

Registration: 10:15 - 10:45 a.m.

Driver's Meeting: 10:45 a.m.

First Car Out: 11 a.m.

Rallye Fee \$10 Cruise only Fee \$5

PLUS (optional) Poker Fee \$10 per car in addition to rallye or cruise fee -- High and low hands split the pot!

**RSVP to Alice S. Arielly at 703-924-0957
the79rose@yahoo.com**

Afterwards, join us for lunch at the **Cedar Knoll Inn on the Potomac**
George Washington Parkway at Lucia Lane www.cedarknollinnrestaurant.com
Brunch and Luncheon selections available

There's still time to head back to **Mount Vernon's 18th Century Fair**

Shop at the fair site where more than 60 colonial artisans will demonstrate their trades and offer a fabulous selection of heirloom crafts. You will step back in time as you enjoy live performances, including music, puppet and magic shows, fire-eating, sword-swallowing, and gypsies! Enjoy FREE sightseeing cruises compliments of Spirit Cruises and the Potomac Riverboat Company from Mount Vernon's wharf. Co-sponsored by *Early American Life Magazine* and the *Coca-Cola Company*.
Further details at www.mountvernon.org

Directions:

From the North

Take beltway to exit 177, Route 1 North, marked 'Alexandria/Mount Vernon.' Once on Route 1, make the first right turn, onto Franklin Street. Turn right again at Washington Street, which is marked for Mount Vernon. Washington Street becomes the George Washington Parkway as you leave Alexandria, and Mount Vernon is eight miles south, at the large traffic circle at the end of Parkway. Go around traffic circle and pull into the parking lot closest to the Potomac River (follow signs to RV Parking).

From the South

Travel north on Interstate 95 and turn off at exit 161, Route 1 North, marked 'Ft. Belvoir/Mt. Vernon.' Continue north on Route 1 about six miles, through Ft. Belvoir. Just after Ft. Belvoir, turn right on Route 235 north. Mount Vernon is three miles straight ahead, at a large traffic circle. Go partially around the traffic circle and pull into the first parking lot (follow signs to RV Parking).



NVCC General Membership Meeting Minutes - July 22, 2003
Submitted by **Don Kerndt**

Meeting Start: 7:30 PM at Koons Chevrolet **Attendance:** 8 Council Members, 3 Guests, Members 23 = total 34

Treasurer Report by Paul Hertel, reminded everyone that club financial information is confidential

Autocross: Mike Sarver The first ODS event was last Sunday, joint with the Mustang club. There were 6 vettes, 13 mustangs (Vette people we need to not be out done by the Mustangs) and one lone Miata. The Miata piloted by our one and only Andrej who beat most of the vettes. The next time the cones will be put closer together before the Miata gets to run. The next event is 8/3/03

Concours: Collin MacDonald showed the event pin at the meeting. 'Lookin Good' Koon's support is still being finalized. Discussions are in process with Applebee's (near the Expo center) to supply food.

On July 26 there is a Corvette Cruise In scheduled in Manassas, 5-9PM at Big Joe's Pizza. Off I-66, 7787 Sudley Rd. Concours flyers should be passed out to advertise the September 21 show.

Membership: 97 members with 6 perspective members. The member database has been updated but we still need the members to update their car information.

Newsletter: Jim Beaupre new newsletter out, extra copies at the meeting. Articles are always welcome.

Historian: Ralph outdid himself with challenges to the club:

Question: What was special about the first two corvettes off the assembly line (4 multiple-choice answers were offered)?

Answer: They would not start. The ground was not correct due to the fiberglass body.

Question: What part does the 1976 Corvette and 1976 Vega have in common?

Answer: The steering wheel.

Question: The 1979 Le Mans Racing Corvette was flown to France but driven to the track, why (multiple choice answers were offered)?

Answer: The trailer was full of spare parts

Question: What was unique about the tachometers in Vettes through 1958?

Answer: The tach also displayed a counter of cumulative revolutions for the engine. An interesting way to do a service light.

Question: What was the last year a CB was offered in a vette?

Answer: 1985 and only 16 vettes had this option.

Rallye: Rallye 3 was run on 7/13 and everyone had great fun. There will be no rallye in August; the calendar is full of the National Convention and Carlisle. A rallye master is needed for the October rallye on 10/5 or 10/12. Time to step up to the plate club members! Each rallye participant has the option to take part in a cruise over the rallye course and not have to do the rallye questions.

Social: Edie Soles mentioned that the next social event is at Big Joe's Pizza in Manassas on 7/26. August has the National convention and Carlisle. Still checking out dates and sites for the holiday party.

Spooktacular: George Skalkeas (nice touch of contrasting color on the club shirt) the event is progressing well, no new information to share.

NCCC Convention: Worker information to be provided soon. The club is running the low speed autocross on 8/18 and 8/19 at Summit Point.



NCCC Ambassador: Andre Balanc passed out awards from the National Council of Corvette Clubs to last years workers. The awards included patches and in some instances shirts.

National Corvette Museum Ambassador: Don Patrick updated us on the latest news concerning the C-6. The base engine will be in the range of 410-415 HP and the Z06 should be at 500HP. The Z06 option will be delayed a year after the initial C-6 comes out in 2005.

Web Site: Brad Sneade reported hits to the site were up over last month. The site is getting better every day. Still needs content from the various chairs.

Raffles:

Corvette Pin: Shep Moore

Pick a Prize – Collin MacDonald, Mike Hurt

Oil Change – Mike Sarver

50/50 – Collin MacDonald, he also won on the choose a prize from the box

American Iron: This is the event at Old Dominion that will feature autocross, a car show, drag racing and car sale area. Next meeting 7/24, still working out details. Still working to get a primary vendor to support the event. Koons may be questionable. Paul Hertel and Rick Poage have been involved with the ODS owners.

Other: Paul Hertel asked for suggested changes to the club bylaws. Changes have been proposed and this is a good time to see if there are other changes needed.

Chuck Pellerin had two tables filled with pictures from the rallye and the social event at Fast Eddie's.

Meeting adjourned at 8:50 p.m. with a follow up meeting at the Vienna Inn. The end of the meeting was timed perfectly to coincide with a torrential downpour.

Spooktacular Developments

Dateline: Summit Point, WV

August 16, 2003

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[CLASSY CLASSIFIEDS](#)

Northern Virginia Corvette Club

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SAVE THE WAVE!!