

The 'Glass Gazette

July 2008



Dealer Sponsor:
Koons Chevrolet
Tysons Corner, VA

Picnic 2008

Pics by Paul Benish and Doug Webster



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The annual picnic was great as always. Lots of food and club friends. Not many classic cars this year, with two 1982 corvettes (last of the C3s) in evidence. I guess as the thermometer goes up so does the desire for AC and other more modern comforts.

Thanks to all those helping at the picnic and behind the scene for making this an enjoyable event!!!

The folks working hard for you

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Prospective Members:

Joseph Penca – 1972 Coupe, White
Mark Devine – 2008 Coupe, Blue
Dan Carrier – 2006 Conv Silver
Karen Spence – 2003/2008 LeMans Blue/Red
Mary Wilds – 1972 Coupe White
Kevin Fry – 2003 Coupe Black
Noah Malgeri – 2008 Z06 Atomic Orange
Larry Shaffer – 1995 Green
Donald Crabtree - 2003 Conv Burgundy
Bob Williams – 2008 Conv Blue
Mark De Agazio – 2003 Z06 Red

Tricia Johnston – 2003/2007 Coupe/Z06 Black
Dan Matysek – 2008 Z06 Red
Talal Muhtadi – 2001 Coupe Yellow
Chris Wendling – 1980 Coupe Burgandy
Andrew Frazier – 1996 Coupe Sebring Silver
Casey MaGann- 1990 Conv, Dark Red
Iris Ferguson – 03/07 coupe/Z06
Brian Feezle – 2007 Z06 Silver
Gary Foster –
Sandye Blalock – 2008 Conv Red
Ted Cahall – 2001/2006 Z06/Z06 Black/Silver

You remain a “prospective” member until you pay your membership dues and return your NCCC form.

PRESIDENT'S MESSAGE

It has been a fun month for the club !

Rallye 2 hosted by Chuck Pellerin was a run through the Great Falls Area. John Palmgren won because of a great navigator. Later, John and I received our "trophies" and we had great lunch with all the rallye contestants at the Old Brogue pub. Chuck, thank you for a well organized and fun rallye.

The HPDE on the summit main track was great. My instructor Jesse could not wait to get out of my car after each run. He said I should consider a mall walkers club. I had a couple of good laps and pretended I was Emerson Fittipaldi for a day. Thanks to Miriam Schottland and George Kerns for a great track day. Also thanks to Erica Kerns, Cel, Holzer, Marsha Batchellor, Paul Benish, Cassidy Nolen, Ahsan Sheikh and Stuart Fox for all the help..

Rallye 3 hosted by Nicole and Cassidy Nolen was around the Springfield and Burke area. Rallye 3 had a large turnout of eleven cars and a couple of cruisers. Fred Wendling won the rallye but most important had the worst poker hand for which he was awarded fifty dollars. Lunch was at Glory Days Grille. Thank you Nicole and Cassidy for keeping the rallye season going.

Shop night at Koons Chevy had about twelve cars. Joe Malo made sure everyone had there own lift and ran from car to car before somebody broke something. Joe, thanks for staying after work and keeping a eye on us.

Keep this month going, get off the couch and get the Vette out. Rich Mars

NVCC Event Calendar **NVCC Social Calendar August 2008** **Laurie Kistner, Social Director**



Sat. 8/2/08 – Summer Thunder Cruise-In, from 3:00 PM to 7:00 PM (Rain Date: Sunday, August 3, 2008 Noon to 4 PM). Franklin Park, the official home of the Summer Thunder Cruise-In in Purcellville, VA will be ready to host this popular event and serve all participants and spectators with a beautiful setting, food, live music, fun and just a great time! This event is free to all. Cruisers register their vehicles and receive a “goody bag” full of fun items and an event t-shirt! There is a very diverse cross-section of cars at this event each year; last year’s attendance broke 750 cars and the goal this year is to break 1000!

Club member Bob Devery has indicated he is attending, if anyone wishes to caravan as a group, send him an email at trends04@cox.net ASAP. More event information can be found at: <http://summerthundercruisein.com/events.htm>

Sat. 8/9/08 - The 19th Annual All Corvette Cruise-In, hosted by the ODCC and sponsored by Zip Corvettes. WE MUST GET THERE BY 3:00 PM to get parking together as a group. Anywhere from 3-400 Vettes show up! When we arrive, we will park and have an early dinner next door at the Olive Garden for all those interested and those wishing to just get out of the sun for a while!

Time of event is 2:00 PM to 8:00 PM. Admission is \$5 per Corvette (proceeds benefit the LAWS Abused Womens Shelter) and vendors are welcome. In conjunction with the Cruise-In, new this year is the Best Buy Dyno Challenge (for \$75 pre-registration and \$100 on the day of the event).

Parking is first come, first served (no reserving spaces). Dash plaques to the first 200 Corvettes. Mr. DJ will be playing oldies tunes.

Great food and beverages at Big Joe's Pizza. There will also be many raffles, door prizes, and awards for the show and dyno challenge. Please bring sunscreen/hats to protect yourselves from the sun.

Show coordinators: Mick or Leslie Lemish

Caravan/lunch coordinator: Laurie Kistner

E-mail: info@allcorvettecruisein.com

Email: LilRedCorvette94@yahoo.com

Website: <http://www.allcorvettecruisein.com>

I will be leading this caravan, meeting place will be Newgate Plaza, next to the Sunoco station, Joann's Fabrics, Post Office, and Trader Joe's (intersection of Routes 28 and 29 in Centreville). Brief driver's meeting at 2:30 PM, departing at 2:45PM. **All those wishing to join the club caravan should email me at lilredcorvette94@yahoo.com.**

Directions to the caravan start point are as follows: From 66 Westbound, take Exit 53A to Route 28 South and then take the Route 29 South Exit, immediately turning right into the parking lot. There is a Sunoco gas station, Joann's Fabrics, Trader Joe's, and a Fast Eddie's in this plaza.

Directions to 7787 Sudley Rd (show location):

*Rt 66 to exit 47A

*South on Rt 234 (Sudley Rd) to 4th light

*Left at light onto Sudley Manor Dr

*Left at next light into shopping center (Best Buy)

Fri. 8/22/08 – Sun. 8/24/08 – Corvettes at Carlisle. This is always a HUGE weekend-long event every year. Expect to see thousands of 'vettes in every model, year and color. Many vendors, swap meet, corvette auction, and displays of all sorts to look at. It is the "Superbowl Sunday" of Vettedom.

One day NVCC Caravan - I will be going up for one day only (**Saturday, August 23rd**) and hopefully leading a caravan of fine 'vettes with me. We will meet in the Leesburg Premium Outlets parking lot (in the middle where the food court is, parking area #10, faces Route 15 Bypass) and take Route 15 through Maryland into Pennsylvania for a nice scenic drive. Drivers' meeting at 7:15 AM, leaving at 7:30 AM SHARP. PLEASE remember to bring your 2-way radios, and hit rest rooms/gas up your cars BEFORE you arrive at the meeting spot! In other words, be ready to roll, there are NO rest stops, it is only about a 1.5 hour trip! Once we arrive you are on your own to enjoy the many wonders of Corvettes at Carlisle.

If you wish to join this caravan to Carlisle, please email me at lilredcorvette94@yahoo.com. You MUST pay a registration fee at the gate if you have not pre-registered online. General admission is \$12 and children under 12 are free. Corvettes get to park on the fairground infield (Corvette Only parking is \$10). Visit www.carlisleevents.com to read more details about the event. Bring lotsa money.

Directions to Leesburg Premium Outlets (caravan start point): Take VA-267 West (Dulles Greenway) to exit 1B. Merge onto US Route 15 Bypass North, right onto Fort Evans Road. Address is 241 Fort Evans Road NE, Leesburg, VA 20176.

Directions to Carlisle will be handed out at the drivers' meeting.

Coming soon...

Mon. 9/1/08 – Labor Day Car Show/Cruise-in in Clifton, VA

Sun. 9/7/08 – Rallye #4 in Occoquan, VA

Sun. 9/14/08 – CCA All Corvette Drag Day/Fun Show in Crofton, MD

Sat. 9/20/08 – Drag Racing/Test & Tune #4 in Boonsboro, MD

Sun. 9/28/08 – Rallye #5 in Harpers Ferry, WV



15TH ANNUAL SPOOKTACULAR!
OCT 18, 19, 2008
NO. VA CORVETTE CLUB
ALL MARQUES WELCOME
SUMMIT POINT RACEWAY, WV

14! High Speed Autocross events at famous Summit Point Raceway in West Virginia

Summit Point Motorsports Park lies 20 minutes from Winchester, VA in the west and Charles Town, WV in the East.

Directions to Summit Point Raceway: **From Washington DC area.** Go west to Leesburg, follow Route 7 West towards Winchester, follow rte 7 past Berryville turn right on 632 Crums Church Road, Right at "T" onto Old Charles Town Road, Next stop "T" turn right, 300 yards entrance to Summit Point—Event is on the Jefferson Circuit.

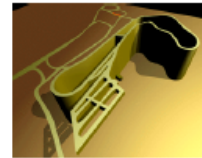
From North: I-81 S to INWOOD, WV exit. Take 51 East to Town of Middleway, Take right on the Leetown Road, Drive 5 miles to STOP sign, turn Right onto Summit Point Road, Route 13, 1 mile track on the left.

From EAST, MD, Baltimore: From Frederick, MD follow I-70 to West 340 to Charles Town, WV. Follow Route 51 through Charles Town, after passing through town come to a 3-way stop intersection, turn left onto Summit Point Road, Rt 13, Drive 8 miles, track is on your left.

SPOOKTACULAR!!! Saturday—7 events, Sunday—7 events on a 1.1 mile, multi level, 7 turn Jefferson circuit at Summit Point Raceway.

Contact Event Chairperson Andrej Balanc urtoslo@yahoo.com or (703) 220 8228

for more information or send registration to: Andrej Balanc Attn: Spooktacular, Andrej Balanc, 604 S Dogwood St. Sterling, VA 20164-4704 More information: www.nvcorvetteclub.com



This event does sell out so get your registration in early.

Name (per nccc) Last _____ First _____

Participation (circle one) Driver Worker only (no charge)

Address _____ Email address _____

City _____ State _____ Zip _____

NCCC # _____ Group: _____ Class: _____

Car Year _____ Model _____ Displacement _____

Circle Events entered: Sat HS 1 2 3 4 5 6 7 Sun HS 1 2 3 4 5 6 7

Fees; before 10/01/08—\$25.00 ea., **\$ 280.00 for all 14**, after 10/01/08—\$30.00 each

Amount enclosed \$ _____ Details: Event sanctions ER-534-081, ER-357-075 thru ER-357-080, ER-342-082 thru ER-342-088. NCCC region: East Clubs: Northern Virginia CC, Hampton Roads CC and Cornerstone CC of Carroll County. Open to first 60 entries per event. Registration closes 8:30am on Oct. 17th. Tech Inspection: at track Friday night 7:00pm to 10pm Oct. 18th and at track 7:00am to 5:00pm each day of event. **PLEASE NOTE: In High Speed events: 1. All roadsters must have roll bars as outlined under Section on Technical Inspection for hi speed events in NCCC rule book. 2. FIRE EXTINGUISHER (min 5 LB BC) required in all groups and classes, must be mounted securely. 3. It is highly recommended (req. in Group III) that all competing cars be equipped with roll bars or roll cages. 4. All entrants must have a High Speed certified licensed by NCCC or have proof of a recent high speed drivers school completion. Fire suites are recommended for all groups and required for Group III entrants.**

Track open 7am each day. Exhaust: OPEN Drivers Meeting: 8:30am each day

Parade Laps: 8:45am each day First car out: 9am each day

Amenities: Food, air, water, gasoline, restrooms on site—camping allowed

Note: 1. All vehicles must be in compliance with NCCC tech and safety regulations. In addition, NVCC reserves the right to make final determination on the adequacy of car numbers. No refunds after 10/1/2008 except in the case of vehicles barred from running for rules non-compliance.



NORTHERN VIRGINIA CORVETTE CLUB

PO BOX 3458
 McLean, Virginia 22103-3458

National Corvette Museum (NCM)



Ambassador Corner

By Donald Patrick

July 2008

CURRENT NEWS and ACTIVITIES **National Corvette Museum (NCM)**

Chevrolet Corvette Z51 (*August 2008 Road and Track article*)

FROM AUTOWEEK.COM: Chevy limits Corvette ZR1 to top dealers

By JAMIE LAREAU, AUTOMOTIVE NEWS

Only 338 of Chevy's 3,932 U.S. dealers will have the Corvette ZR1. ZR1 costs \$105,000, runs to 205 mph

Assembling the Corvette ZR1: In early June, Jeff Cauley got the news he was waiting for--a letter from General Motors confirming that his suburban Detroit Chevrolet store will get four new Corvette ZR1s when the cars go on sale this August.

"We've taken names on a list, and we've committed to two of those four cars already," said Cauley, owner of Cauley Chevrolet in West Bloomfield Township, Michigan. "I'm happy to be getting them, but it's frustrating, too, when you have 60 or 70 people who want to buy one."

Of Chevrolet's 3,932 dealers nationwide, just 338 are getting a crack at selling the ZR1. GM is basing the tight allocation on those who have high-volume total retail sales and sell a lot of Corvettes. Cauley sells about 150 Corvettes a year.

Ken Fichtner is not one of the lucky dealers. He wanted a ZR1 in his store near Billings, Montana, so badly that he took extra Corvette stock last year to try to boost his sales and earn an allocation.

"We're not a big boy," said Fichtner, who owns Fichtner Chevrolet in Laurel, Montana. "The system is what the system is--I'm disappointed." Fichtner sells 35 to 40 Corvettes a year.

"I understand what the small dealers are saying, and I can empathize," said Chevrolet spokesman Terry Rhadigan. "On the other hand, would it be fair to take a dealer who sells Corvettes for us all year, every year, and not give them one? There are always trade-offs."

The superfast ZR1 starts at \$105,000, including shipping and a gas-guzzler tax. Its 6.2-liter V-8 is rated at 638 hp. The car can go from 0 to 60 mph in 3.4 seconds and achieve a top speed of 205 mph, making it the fastest Corvette ever made.

Some small dealers say they'd like a chance to sell just one ZR1, but Rhadigan says that's not practical because dealers must pay for special training and equipment to service the car.

Voss Chevrolet in Dayton, Ohio, sells 90 to 100 Corvettes a year and about 2,400 total Chevrolets. GM awarded owner John Voss two ZR1s. He's a bit worried about selling them because of the high price tag. He says a small dealer would struggle.

"When you give a specialty car to small dealers, you're not doing any favors because they can't sell them and bigger dealers end up buying them," Voss said.

GM will not say how many ZR1s it intends to build. But Cauley hopes that GM will build extra and he'll get a fifth supermachine to sell.

Andy Pilgrim's Living the American Dream: from Andy Pilgrim.com

SCCA Pro Racing Public Relations Manager Erin Cechal recently conducted this interview with Andy for the SCCA's website. I thought you'd enjoy the read.

WATKINS GLEN, N.Y. (June 18, 2008) - Andy Pilgrim is a lucky guy. He'll be the first to tell you that. From racing motorcycles in England, to becoming a Champion road racer in the United States and a GM factory driver, all while growing a successful business, the pieces have all settled into place. Many struggle to accomplish just one of those things, but the English-born Cadillac CTS-V driver makes it look effortless.

In speaking with him however, you'll find it was far from effortless. It's his attitude rather, that makes it all seem simple. He prefers it that way.

"Life is what you make it," Pilgrim says while delving into the politics and frustrations of racing. "If you see things as being a problem, then it's a problem. You have to see them as a solution. Sometimes, there is no solution and it's easy, but the best you can do is go forward. What are you going to do? Sit there and sulk about it for the rest of the day or the rest of the year?"

"I've always been the kind of person that just deals with it. Life is going to throw enough garbage your way without making it worse and creating more garbage. I just think that I'm very lucky to be a professional race car driver, especially as old as I am now and still doing it at a factory level. This is not something I did as a kid, ever. I dreamed I could, but I never thought I'd be able to. To still be doing it, I feel so very, very fortunate."

In a sport as emotionally charged as auto racing, where your destiny doesn't rest merely on the agility of your arms and legs, but on the performance of the 3,000 lb. machine you're strapped in to, not to mention the fickleness of a sponsor's checkbook, that can be a tough lesson to learn. For Pilgrim, appreciating and making the most of what you have, started with motorcycle racing in England.

"My parents didn't have any money for me to race anything. Nobody in my family raced – there was none of that stuff. When I started racing motorcycles, I had a job as a computer programmer and basically I raced my street motorcycle. I was a fast street rider and I thought 'well, the only way to see if you're any good is to go to the track.' A friend of mine had a van, so I basically paid for his gas and put my bike in the van and he'd drive me to the track. That's how I started racing motorcycles. I won, what would be the equivalent of some Divisional Championships. I got second in the National British Championships, won some club championships in two and a half years of racing. But the whole idea was that I really wanted to race cars, I just couldn't afford it. I loved bikes, but I didn't want a career riding motorcycles, I really wanted to race cars."

Computer geeks rejoice, because it was programming that gave Pilgrim an opportunity to come to the states and embark on his own 'American dream.'

"I came here in 1982 and started programming, but of course I had no money for race cars. In 1984, with a friend of mine, I did some autocross, and that's where I met Randy Pobst for the first time. I didn't do much of it, but I went to the National Championships one time. A buddy of mine said 'you need to go road racing,' and at the time I didn't know anything about road racing.

"IMSA, at that time, had the Renault Cup series. A buddy of mine in Vegas had a second hand one for \$6500. So I had four grand, then I borrowed three grand from a bank manager. I told him I was buying furniture. I figured if he ever actually came to the house to see if I actually bought the furniture, I'd take the seats out of the Renault, stick them in the living room and say 'here's my furniture.' I was working in El Paso at the time. I bought the car in Vegas, left the car in Vegas. I flew from El Paso to Vegas and drove the car to the race track. I slept in the car, didn't have money for a hotel. I drove to the track, qualified 18th and I think I finished ninth out of 55 cars. I won \$500. A set of tires at the time was \$140, so it paid for my \$55 Southwest Airlines ticket and it paid for my tires for the next race – I thought I was in heaven. That's how racing started for me."

Pilgrim continued to perform well in a move to the ultra-competitive Firestone Firehawk Series. He started the 1986 season paying for a ride with a team run by Bill Bailey, but eventually impressed Bailey enough to forgo the race payments, as long as he could find his own way to the track. Things continued to get "bigger and better" as he expanded to some Escort Endurance series races as well. Eventually, Pilgrim, who still had a full-time job as a computer programmer was spending more time at the track than in the office.

"In 1989 I was racing too much to keep a full-time job, so at that point I had about 20 grand saved up and I started my own consulting firm. Now, the Stanford MBA business program does not tell you if you want more time off, start your own company, but that's effectively what I was thinking to myself. Little did I know, 19 years later, the company's grown and we've got about 160 people working for us. Along the way, I've had a full-time professional racing career. Lucky for me, in the last 10 years, I've had some great people managing the company, Electronic Computer Services, so I can go play race cars. It's unusual in a sense; starting a business and starting racing when I did and then growing a business and growing the racing, I don't think there's many people who've done that."

There also aren't very many people who've had the chance to race a Cadillac CTS-V either. The 520hp, 3000lb sedan burst onto the scene in 2004 and Pilgrim was there every step of the way. How does the CTS-V and World Challenge stack up to the other jobs on Pilgrim's resume?

"It's a showroom stock-based, high-performance automobile on steroids. It's heavy and it's very much based on a street car. We've still got a lot of stock suspension stuff on it and everything. From SSB and SSC cars all the way up to World Challenge, you're looking at a progression there that's production-based. World Challenge is the Incredible Hulk, where the SSB and SSC cars are just regular showroom stock, there's very little modification. It's a lot of fun to drive, but it's hard to drive on the extreme limit, consistently."

The CTS-V was fast out of the box, perhaps a little too fast. After all Andy, isn't sandbagging half the game of SCCA SPEED GT?

"It's hard for me to say anything about that," Pilgrim says. "Honestly, we don't have anything left in our car. After we came out so strong in that first race [Sebring 2004] and Cadillac so badly wanted a win, we basically let everything out of the bag in the first race. When I came off the line with no clutch, 45 seconds behind the field, and came back. That screwed us up totally for the rest of the whole deal. We had nothing [more] in 2006, nothing [more] in 2007, nothing [more] in 2008. Really, we had very little after 2004 in terms of things we found in testing that we could use later."

Despite having "nothing," Cadillac still managed to take titles in 2005 and 2007, and came damn close in 2004 and 2006, but that's Pilgrim's line and he's sticking to it. He's been doing this long enough to know how the game works.

"I don't see the data they [SCCA Pro Racing officials] have, but they can see our acceleration curves, they can see what we're doing... so I think they have a good idea what's going on. I think, more than a performance balance, I see it as a points balance and a Championship balance. I have to respect that we're in the entertainment business. I'm comfortable that they keep an eye on performance and try to keep the playing field level, and if they keep the points and the Championship in balance through the year and if the guys that win it make the least mistakes, as opposed to the guy that has the fastest car, then I think SCCA is doing a great job."

Racing for years in series that use performance balancing and being a factory driver, Pilgrim is all too familiar with the politics of racing, but his "just deal with it" attitude allows him to avoid any frustration and has a lot to do with his long career.

"I understand how to play a game. There's certain things that go on in factory racing that you just have to deal with. If you want to race, there's always the politics of racing and I think if the politics make you crazy, then you're not going to race in professional racing for too long. There's a big picture and frustration makes your picture much smaller. I very rarely get frustrated. I'm very competitive, but I don't get frustrated. The bottom line is: there's a solution, not a problem."

The politics have changed for the Cadillac team this year and the pressures of the factory are no longer there, as support has switched from GM to Remington. The results however, remain consistent, with Pilgrim the only SCCA SPEED GT driver to finish each of the opening four rounds on the podium.

"It's definitely a little more laid back and a little easier going, but I'm a professional, I am with GM Racing, I still answer to GM Racing and for me it's not very different. Neville [Agass] is my crew chief and Ben [Bradley] I knew from the Corvette program and obviously Cadillac as well. The preparation on the cars is fantastic. Neville has given a lot of feedback to those guys and Dan [Fiffick, team manager] is a really conscientious guy and he's got a great bunch of people working for him."

When Pilgrim's not strapped into the CTS-V or checking in on his computer consulting business, he has another passion that's close to his heart: teaching teenagers safe driving. Though Pilgrim himself is not a parent, losing friends in accidents at a young age, and later watching a friend lose his child in a car accident, convinced Pilgrim that something needed to be done. He began approaching high schools in his area and volunteered to speak to students about safe driving. Prom week became a busy time for Pilgrim's speeches and the parents in the audience took notice of what he was saying.

"It was the reformed drug addict, the reformed alcoholic and then me. Parents would come to these assemblies and they would tell me, 'what you just said was great, but he's going to forget it by next Wednesday. Why don't you make a video?' It was the parents that prompted me to think about it."

Pilgrim did more than think about it. He did it. After finding no luck trying to find corporate backing for a video about responsible driving, Pilgrim and a business partner used their own money to make the video titled, *The Driving Zone: Essential Techniques for New Drivers*. Pilgrim was proud of the video, but knew it needed a little something extra if he expected kids to pay attention, that's when he enlisted the help of friend and NASCAR superstar Dale Earnhardt Jr.

“He said ‘where do you want me to be? What do you want me to do? I’m in, no problem.’ It was awesome. We went to his house and shot some stuff, then inserted about 20 items into the video. It sort of helps the kids pay attention, because it’s not sexy, you have to pay attention and he helps the kids pay attention when we tried some focus groups.”

Pilgrim continues to speak at high schools about safe driving and even found the time at Watkins Glen to drop by the local high school to talk.

Speaking of Dale Jr. though, after putting in two solid NASCAR Busch Series races at Watkins Glen and Montreal for Junior’s team last year, will Pilgrim be climbing back into a stock car this season? Probably not this year owing to Junior’s switch to Hendrick Motorsports, but in his best English-North Carolina drawl, Pilgrim recalls Dale Jr. hinting at where his next ride might be.

“He said, ‘You know what? I’m not sure if I’m going to put you in one of these road races, cause you know how to road race. I think it might be kinda fun to run you at Martinsville sometime.’ He had a wink in his eye and a nasty smile on his face, kind of like ‘you can see how the real races go,’ or something like that.”

Maybe Pilgrim will get his shot at a half-mile oval, maybe not. He’s just grateful for the opportunity and is dead set on having fun. After all, we’re talking about the guy whose helmet covered in cartoons.

“Cartoons make me smile. They teach things about the realities of life much more so than regular sitcoms. I’ve always had an affinity for cartoons and for making fun of life in general. When I first put cartoons on, going back at least 12 years... people really liked it, even adults. South Park is brilliant for me. It makes fun of everybody and everything and that’s the way life should be. Life should not be taken too seriously.”

The competition takes Pilgrim seriously though. ‘Mr. Consistency’ is a Championship threat year in and year out. It didn’t come easy though; hard work and a positive attitude were paramount to Pilgrim’s success and continue to open doors for him.

The rest of the SPEED GT grid will just have to deal with it.

[NCM Delivery of 2008 JSB Coupe](#)

By Arthur Baer
3 June 2008

I flew into Nashville on Monday, 2 June and picked up a rental car at the Enterprise desk and drove to Bowling Green that afternoon. I was so excited that I had to go to the Museum first thing and there was a JSB Coupe in the nursery line with no name on it. Hoping it was mine, I asked an employee and she went into the delivery prep area and found out that it was MINE! She told me that I could look, but not touch until tomorrow. Man that was hard!!!

Bright and early Tuesday morning, 3 June, (not much sleep Monday night) I went to the Museum. I was supposed to be there at 7:45 but could not wait, so at 7:30 I tried the doors -- LOCKED... A man came to the door and asked if I was picking up a car that day. I told him yes and he introduced himself as Curt Adkins my personal delivery specialist for the day. On the TV monitor just inside the door was a list of people picking up Vettes and I saw my name so I figured it was real. I told him that I had already seen the car Monday afternoon, but would like to touch it now. No problem. Curt took me to the car and lowered the rope and I was able to touch her for the first time. I was in heaven!



There were two other people picking up Vettes at 7:45 and as soon as we were all together; we went to the auditorium to see a short safety film on the plant. Shortly after, we all were taken to the plant for our individual tours. The usual public tour takes less than an hour. We went places that tour groups do not and saw things that were amazing! The plant tour was worth the cost of the NCM delivery by itself. Curt and I went places and talked to employees for over two hours. I saw several ZR-1s being built (those brakes are HUGE!). I saw the stock, Z06 and ZR-1 engines side-by-side and the differences are major. Did I mention that the ZR-1 brakes are HUGE? On the line I saw about a dozen ZR-1s in various stages of assembly. It was very hard to miss those brakes and wheels and the carbon fiber tops. At the end of the line I started a Coupe before it went into the alignment booth and presented a "Birth

Certificate" to prove it. After completing the inside tour, we drove out to the parking lot and test area. Each Vette is driven through a short test area where the driver is looking for squeaks/rattles and any mishandling issues. If the car passes, it is parked in a larger lot for two weeks before being shipped out. And yes, I had to pay the full delivery cost to get the car to the Museum (maybe a mile). Transporter contract say either ALL Vettes are moved or NONE. There is also a largest test track where engineers can drive a new Vette at over "3 digits" as Curt said for purely testing purposes. Additionally, Vettes are selected at random for overnight tests by an engineer. This explains why some Vettes have 20-40 miles on them when delivered.

The drive home (800 miles exactly) was nice, except for the first 500 mile break in period. Curt explained that the engine and Trans do not require a break in. However, the differential, ring and pinion gears do require a break in. The owner's manual says to keep the speed under 50 and vary it for 500 miles -- yea right! When I told Curt that I would be run off the interstates, he said to drive the speed limit but to vary my speed all the time. This was the most important part, varying the speed. This allowed the gears to "mesh" correctly. So I'm sure that I drove some people crazy behind me when I would drive from 55 to 75 when the speed limit was 70. After 500 miles all bets were off and there was no limit, except for the police. No tickets thank goodness.

As the pictures show, my JSB Coupe is beautiful (I know, beauty is in the eye of the beholder). If anyone is considering NCM delivery, I highly recommend it. It is WELL WORTH the \$490 Price.

IT'S A FAMILY AFFAIR

By: Ahsan Sheikh

So, Friday July 11th started off just like any other track day. We came in the night before to do the track walk and help Miriam set up at the Summit Point Main track in West Virginia. Track walks are great, even when they are 2.1 miles, in 95 degree weather, surrounded by mosquitoes. Well, those parts weren't great, but at least we learned a lot. We were up bright and early Friday morning to get ready to tech inspect close to 100 cars (It's three days later and my back still hurts). The enthusiasm and nervousness was thick in the air. Everybody running around and doing all the last minute stuff before class started. Miriam runs a tight ship and nobody wanted to be on her bad side.



My instructor for the day was the amazing Andrej Balanc. A Spec Miata / Corvette racer and the best instructor I've ever had. He let's you know when you've done something wrong but he also praises you when you've done something right. That positive reinforcement goes a long way to helping people develop as drivers. I was thrilled to have him in the passenger seat.

The classroom part of the day was great and once again Miriam challenged us all to forget the BS we've programmed ourselves with over the past years. She got us to really take a look at ourselves and our driving habits. As I looked around the room I saw that Miriam's always present physics lesson was really sinking in. I don't know how she does it, but she always gets through to us...

The first track session of the day for our group was great. We quickly realized that the Main had really deteriorated and some of the turns were outright falling apart. With the help of our amazing instructors we learned how to compensate for these conditions. Not everything is always going to be perfect and learning how to drive the line, without driving the line, would only make us better drivers. I hadn't been on the Main in over 10 years, and that was on two wheels. Little did I know that not only would I be experiencing it on 4 wheels, but later on in the day I would be using no wheels at all...



The first three sessions with the green group were awesome. Everybody I came in contact with on the track was quick to give point bys, left plenty of room, passed cautiously and everybody was very safe. People were courteous and always quick to accommodate other drivers. Even though this was not a competitive event, there was still a slight bit running around the track. The instructors kept us in line and everybody had a great time.



Back in the paddocks the friendliness was even more apparent. Some people had mechanical issues and the way people reached out to help was really something. One driver had a lug nut disappear and somebody drove all the way into town to buy one so she could have some track time. I personally ran into five people who needed quick fixes but didn't have the tool to do the job. Luckily Cindy and I always bring way more tools than we need because we know somebody else will always need them. I happily lent tools out and am pretty sure I got them all back. The camaraderie and family atmosphere is really something to see. All of these people, some who know one another, some who are complete strangers, all brought together by something that they

love. Simply amazing.

So, it was the green groups last session of the day. Quite a few drivers had decided that they were too tired to go out for the last session in their own cars so they either rode with their instructors or just hung out in the paddock. I should have followed their example. So, Andrej and I were out there having a blast. I was hitting all the apexes, we were making our way through traffic and everything was going great. The car was pulling strong, the brakes were amazing and the grip was great. We passed our last bit of traffic after turn 9 and then hit 10 with everything we had. We flew down the front straight topping out at close to 120mph before the very last brake marker (100ft before turn in)... The car shimmied as I threshold braked. I said to Andrej over the microphone "The tires are getting greasy." He responded "Yea, take it easy." As we went through turn 1, the deteriorated track threw us around a bit but I backed off so we didn't lose it.



We flew down towards turn 3. I braked lightly and turned in towards the apex. This is a high speed, uphill left turn with positive banking. You get added traction and can therefore push it a little as you unwind the wheel. I drove the line as I had been driving it all day long. Unfortunately, I didn't quite fully take into account the greasiness of the tires that I had felt just the turn before....

As we turned into toward the apex, I hit it right on and Andrej commented "Great job Sheikh." Then we hit what can only be described as the "rumble strips" just after the apex. We started drifting out towards the right, as usual, but the greasy tires and the bumpiness of the rumble strips sent us out a little further than we liked. I felt the car heading right and lifted a little so we wouldn't go off. But it was too late. We got off into the gravel and I immediately lifted and steered completely straight to let the car slow down before I gave any input. Andrej said "Go straight, don't steer, don't brake" in a very calm and soothing voice. I appreciated that.



As we drove straight & slowed down, the gravel pit began to give way to the pavement. We had slowed down to around 50 MPH +/- by this time. The front driver's wheel hit the pavement and jerked the wheel to the left. We spun and started drifting off toward the right side of the track. I knew exactly what was happening and kept my cool. We were very stable and were sliding completely sideways. No drama, not spinning or jostling, just sliding sideways in the grass. I was actually very calm, which was really weird. This was just like any other off. I fully expected for the car to come to a stop and for us to check traffic and start driving down the grass until it was safe to enter the track again. Then it happened.....

Instead of just drifting to a stop, we had a meeting with the berm before entering the woods. The passenger side rear tire hit this berm and dug in. This launched the car airborne and we rolled onto our roof. We hit exactly where my head was and where the highest point of the roll bar was. The roof crunched in and the rear window exploded as we hit the ground. We then rolled onto the front end of the car and we had enough momentum to completely flip us back onto our wheels, sitting nose down on a hill. The motor was still running so I reached over and turned it off. Then there was that eerie silence.....

Andrej was the first to speak and said "Sheikh, are you okay?" I responded "yes" and then asked him the same. Then, trying to lighten the situation as I usually do, I said "Man, that's going to make a great story." Andrej is such a great guy. I could tell that he felt responsible for us going off. He totally wasn't and it was totally my fault for not driving within the limit of the greasy tires, but I

could tell that he felt horrible anyway. Amazingly enough, after going off and completely rolling the car neither of us even had a scratch. Seriously. Not a scratch.

Earlier in the year Miriam had asked me what I had done to the car since I bought it. I told her that my first concern was safety. So, I completely revamped the brakes and then instead of boosting the supercharger up or getting more go fast parts I had the roll bar reinforced, installed for the driver and passenger; full race seats, a harness bar and full 5 point harnesses. I guess it paid off.

Andrej and I got out and took a look at each other and the car. We were fine, the car was not. I won't even get into the damage list but let's just say there was NO WAY the car was going anywhere on it's own. The EMT's came out as did the tow guys. They were great and really checked us out. I was really touched that Miriam and Pete Gooch went out of their way to get clearance from the officials to come out on track and check on us. Miriam walked up, asked us if we were okay and gave us a great big hug. What a gal. Almost brought a tear to my eyes. As I told Pete that I was not looking forward to all of the ribbing to come he said "Yea, but your not an ass. You're a nice guy so it won't be that bad." I guess I had him fooled, huh? Thanks for those kind words Pete.....

Andrej and I got a ride back to the paddock in the ambulance. Everybody came up and wanted to make sure we were okay and told me how glad they were that we were alive & not hurt. When we got to the paddock, I was amazed at what happened next. While we were sitting in turn 3 taking care of business, Cassidy Nolen and Cel Holzer had gone around and made arrangements with Ed Davis to tow our Miata back to Manassas for us. I couldn't believe it. Before we had even been checked out by the medics, they were already busy making arrangements. Ed Davis, his friend Rich, Pat Somersall, Austin Somersall, George Conlin, Cassidy Nolen, Paul Benish and I went over and worked our butts off to get the Miata up on Ed Davis's trailer. Considering both control arms were trashed and both tires were facing different directions, that was no easy task. It was hotter than hell and here all these guys were sweating and pushing and pulling to get the Miata up on the trailer. What an amazing group of people.



Ed Davis had his friend Rich drive Ed's track car and follow us back to Manassas, on track tires..... I rode with Ed as Rich and Cindy followed us in their cars. For those of you who don't know Ed, he truly is an amazing guy. I really got to know about him as we chatted on the way back from the track. If you haven't had the chance to chat with Ed, I highly recommend it. What a great human being. So, we got home, pulled the Miata off the trailer and Ed and Rich headed out. Would you believe that Ed refused to take any money from us for the tow? He just kept telling us to pay it forward. Wow.....

I covered the Miata with a car cover and told myself that I just wasn't going to deal with it for a few weeks so I could focus on other stuff. So, Saturday we had a small Bar-B-Que at our place for our neighbors and some of our friends from the club. We were all in the back yard by the pool doing our job to support the margarita mix industry. We weren't 2 hours into the bar-b-que before Andrej, Cassidy, Rich Mars and Joe Holzer went out front to check out the Miata. 20 minutes later Andrej and Cassidy had the front fender off checking for frame damage. Then the guys insisted that I accept their help in getting "red" fixed and back on the track. Paul Benish often hosts "shop nights" at his own place for club members and offered to help out at ours. Andrej is the Miata king and he offered to come over and pull the whole front end off so we could start rebuilding her and also track down some parts. Rich Mars knew a guy with a wrecked Miata that might have some of the body panels left and offered to help as well.

So, that's about it folks. Red (The Miata) is sitting in our driveway, partially disassembled and waiting to get back out on the track. I just have to get her running to see if she is worth repairing. It's going to take a ton of time and money but with the help and support of my extended family, I think we can get her back out there. I thank God that Andrej and I made it through without a scratch. I also thank God

for such a wonderful, caring and giving group of friends. Nowhere in my life have I found such an amazing group of people. So, to everybody who reached out at the track, who helped get Red back home and who offered to help get her back on the track, I just want to say thank you. From the deepest part of my heart, Thank You. You people are truly the heart and soul of this club and Cindy and I are honored to call you our friends.

P.S. Lynn Balanc, Andrej's wife, promised me that she wasn't going to shove me down a flight of stairs. I need you guys to testify in case I have an "accident".....

Rallye 3 Wrap-up
By Nicole and Cassidy Nolen

What a great turnout for Rallye 3, the Nolen's Ultra Mega Easy Rallye!! We had 26 people and 11 cars come out and participate in this season's third rallye. The rallye route wandered through Burke and Springfield and began and ended at Glory Days Grill in Burke.

Our day started with a rallye 101 review. Thanks to Chuck Pellerin, who gave a brief overview of rallye rules and expectations to the newcomers. Chuck and Karen also very kindly served as the rallye checkers for our route. The driver's meeting followed, where NVCC President Rich Mars piped in his opinion on rallye topics from A to Z. The president's lovely wife, Rita, elbowed him for edits.

The first car, Sherie and Gary Essex, left the lot at 11:00 a.m. and the first couple back to the restaurant was first time rallye-ers Ahsan and Cindy Sheikh. We had such a great turnout of new rallye participants, including Ken and Melanie Oppenheimer, who are considering club membership, Cindy and Sheikh, Gary and Sherie, Paul Cestone and his son Russell, John Palmgren, and relative newcomers Jerry and Irene Lelansky. Rallye pros included Fred and Claudia Wendling, Alice Arielly and Jack Hufnagle, Rich and Rita Mars, and Don Ellenberger.

Scores were very close, with only mileage separating both 1st and 2nd place and 3rd and 4th place. The standings were as follows:

- 1st place: Fred and Claudia Wendling
- 2nd place: Alice Arielly and Jack Hufnagle
- 3rd place: Rich and Rita Mars
- 4th place: Ahsan and Cindy Sheikh

We also ran a poker hand. Ken and Melanie Oppenheimer won with a flush as the high hand. Fred and Claudia Wendling took the low hand with a truly awful poker combination. Congrats to both couples!

All in all it was a great day - special thanks to all who came out, including Andrej Balanc and Don and Judy Patrick. The next official rallye is on Sunday, September 28 and will be hosted by Ahsan and Cindy Sheikh. The Sheikh's plan to have the rallye run from the Manassas area to Harpers Ferry. Stay tuned for more details on their rallye, and we will post pictures from rallye #3 to the website as soon as possible.



(Pic by Chuck Pellerin)

A request from Paul Benish:

Please, anyone with any kind of footage from any of the teen driver's schools, could you send copies to me? Thanks! firebird@ginch.org or (703)404-2035

Northern Virginia Corvette Club

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Newsletter News ...

Well is it hot enough for you???

This issue contains two excellent personal articles and we hope to bring you more in the future. Involved club members' stories are always better than the mass media and I do promise to keep editing to the bare minimum.

I regret not being more active in the club myself these past months, but spending all of my time making new homes for the collection is taking a lot of time.....and no, selling a few is not an option.

Just one more garage to go and every car (at least that we currently own) will have a dry home out of the sun.

Rich Anderson

richard.anderson157@verizon.net

Next General Business Meetings:

Tuesday, July 22nd

Tuesday, August 26th

**Koons Chevrolet
2000 Chain Bridge Road
Tysons Corner, VA**