



Dealer Sponsor:
Koons Chevrolet
Tysons Corner, VA

TEEN DRIVING SCHOOL 2008

Pics by Randy Urick and Howard Snook



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The Teen Driving School was the big event of the month with lots of smiles and grimaces to go around. Chief Driving Instructor and all around enthusiast Miriam Schottland endured another long day of trying to teach in a classroom setting those who generally avoid such at all cost on weekends.

This is a big deal for the club and couldn't go on without the tireless support and direction of much of the membership. Thanks to all and especially to George Kerns who has suffered the slings and arrows of outrageous misfortune in his role. Article by Andrej Balanc within.

The folks working hard for you

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NVCC Election Results

President - Stewart Fox

Vice President - Richard Mars

Officer at large - Paul Benish

Secretary - Patty Williams

Treasurer - Carol Fox

Membership Corner

We currently have
136 active members **1**
honorary member and **14**
prospective members.

Prospective Members:

Andrew Frazier – 1996 coup, Sebring Silver
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

Sandy Blalock – 2008 Convertible Red
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 –
Sandy 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

Thanks for a great year and great club council. I will be vice president next year and look forward to supporting our new president Stewart Fox.

Rita Mars is still collecting checks and items for the troops overseas. If you have a friend or loved one overseas send an e-mail with a address and we will send that soldier a package for Christmas. Thanks for contributions we have received. Enjoy the Holidays and see you all in January.

Rich Mars

NVCC Event Calendar **NVCC Social Calendar November 2008** **Laurie Kistner, Social Director & Webmaster**

Wed 12/3/08 – Allsports Grand Prix Go Cart Night, from 6:30 – 8:30 PM. Contact event organizer Andrej Balanc at urtoslo@yahoo.com for questions and/or to pre-pay your admission.



Sat 12/13/08 – 5th Annual Christmas Dinner Cruise. Come join us on a delightful and fun filled cruise down to Madison, Virginia for an outstanding meal at one of our favorite restaurants, the Bavarian Chef. The Bavarian Chef is an outstanding German restaurant that offers dining at its finest. If your taste is for a good schnitzel, cordon bleu, or even a fine steak, this place will suit just about any taste.

The route will include going through places such as Manassas Battlefield, Lincoln winery, Sycamore House, Gray Ghost Vineyards, and other cool sites. There are some cool Corvette roads along the way with several good rally points on the roads in case anyone gets separated.

We are requesting that everyone bring a gift that costs \$10.00 or under that is wrapped for a Chinese gift exchange. The rules will be explained at dinner. This game has proven to be great fun at any party. Afterward everyone is invited back to Mr. and Mrs. Claus' house for cookies and a cookie exchange. Please bring 3 dozen of 1 kind of your favorite cookies to exchange! (homemade with copies of the recipe)

This is a reservation only restaurant, so please email George Kerns at whiskeytahoe@comcast.net and let him know how many are in your party. The Chef is world class, and he believes in world class service. The average price per couple usually averages between \$60.00 and \$80.00, but is worth every penny plus some.

Drivers meeting is at 1:45 PM, with departure at 2 PM SHARP! Directions to meeting point (Cracker Barrel in Manassas): Take 66 West to 234 North (toward the Battlefield) and stay in the right hand lane. At the stop light make a right, then another right into the Cracker Barrel parking lot. We will meet in the rear corner of the parking lot facing 234 behind the Shell station.

Winter events –

There is no reason to stay cooped up in the house just because the weather isn't Corvette-friendly! We can take our 'hoopies' instead and go bowling, skiing, ice-skating, hit the movies, or 'meet and eat' ...anything to pass the time until spring comes. So, if you would like to plan a winter club event, please contact me at lilredcorvette94@yahoo.com and let me know what days and times you would like to organize something. All it takes is a little bit of planning on your end; I can help with publicizing your event on the club website. 😊

NVCC Teen Driving School

By Andrej Balanc, Pics by Sheikh

The Northern Virginia Corvette Club held its latest Teen Driving School this November for 50 high school students, who were at the beginning of their driving careers. The students received classroom instruction as well as behind the wheel exercises stressing car handling, braking and decision making. They all received a hands-on lab on maintenance, checking under the hood, changing a tire and other safety related issues to driving a car. Thanks to our club members, their businesses and community organizations, NVCC can offer our teen driving school, complete with lunch, at no charge to the students.

Each NVCC teen driving school has been filled (or nearly filled) to capacity. For most of them, we have had a wait list. We have some teens take the driving school more than once, and if they have siblings, their parents enroll them when they start driving. Parents, who can sit in the back of the car while their children are learning behind the wheel, learn as much as their children.



We do not put on these schools alone. The driving school is more than one club can handle. NVCC has instructor and worker help from the Corvette clubs throughout the east region, as well as instructor help from local Audi, Porsche and BMW clubs. Including the students, parents, instructors and workers, we probably have over 150 people participating in various capacities during the day.

The club had to purchase more traffic cones for the school, as the driving exercises involve navigating a sea of cones. Throughout the day, students practice placing the car between cones without knocking them down. The exercises introduce them to understeer and oversteer, to recognize these conditions and how to respond when they occur. At the end of one series of cones, students have to back their cars up and maneuver into a parking slot. The braking exercise teaches students threshold braking in a straight line and while steering around a curve. An exercise on a skid pad, watered down with soapy water, simulates extreme road conditions, all within the safety of the cones. The students are pushed hard all day long.

As an instructor, it is gratifying to see the students learn driving skills, skills that have never been presented to them prior to the NVCC teen driving school. Many of them realize that this was the first time an adult instructor sat beside them and urged them to, "Go faster!" It is not a problem to knock a cone down in the school. The more they learn in the controlled safety of a parking lot, the more prepared they will be to deal with a situation out on the road. The personal confidence and car control skill they gain from the first session to the last is also noticed by their parents.

The day ends with a class presentation by a police officer. The officer investigates all traffic accidents in the District of Columbia and it is his job to notify parents of the death of their children. He stresses that as much fun as they had learning new skills during the day, that each of them has a responsibility to drive within the limits every time they get behind the wheel. Everyone in the room is equally sobered by his story and advice.

NVCC has more teen driving schools planned for the future. Our goal is to present two schools a year in our area, one in the fall and one in the spring. NVCC will be bringing this school to other Corvette Clubs in the region and we are available to start a national program through NCCC. Our feedback shows there is a need for this type of hands-on learning for today's young drivers and we are responding to this need as a member of our community.



For more information, contact the Northern Virginia Corvette Club at www.nvcorvetteclub.com. To view our Teen Driving School video go to <http://www.youtube.com/watch?v=G1P-5y9lsSk>

Sunday Brunch & Billiards Day

By Laurie Kistner



Sunday, November 16th was our Annual Sunday Brunch & Billiards Day with our friends, the Northern Virginia Mustang Club, at Fast Eddie's in Fairfax. We had decent weather so a lot of people brought their vettes and stangs out for a last hurrah before the snow hits. The Fast Eddie's parking lot was very colorful that day!

After some car chat outdoors, we shuttled inside to get the billiards (and subsequent trash talk) under way. As we all played I couldn't help but notice what a bunch of pool sharks we have in this group! After playing several rounds we

worked up an appetite, had lunch, watched football, and had a great time just hanging out together. Hope to see you all again next year!



Dana Root considers his strategy



The cars in attendance

2008 R8C/XPERIENCE

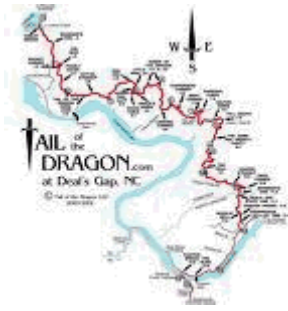
by Judy Patrick



Early on September 23, Don and I got in the Torch Red '99 that we had delivered at the National Corvette Museum in Bowling Green, Kentucky nearly 10 years prior. We were on our way back to Bowling Green to participate in the 2008 R8C/Xperience Reunion (those who had their car delivered at the museum). This was the first time this celebration involved a road tour. We spent the first two nights at the 1869 Homestead, the B&B owned by Wendell and Jan



Strode. Wendell is the Executive Director of the museum and it is fun to sit around and talk with him and Jan, two of the nicest people you will ever meet.



Early Thursday morning the participants (39 cars) met at the museum before it opened for our drivers' meeting in the theatre. Then at 8 a.m. we departed the museum and hit the road. There were 41 cars with the 2 leaders so they divided us into 4 groups and spaced our departure for safety's sake. A couple of the groups caught up to the one in front of them (imagine that!). We stopped for lunch before Knoxville and to prepare ourselves for driving The Tail of the Dragon - - 318 curves in 11 miles. This was a lot of fun.

However, our speed was curbed by two things - - (1) the threat of this stretch being heavily patrolled and (2) a group of motorcycles in front of us who were not adventurous.

When I said to Don "they aren't going very fast" he replied "how serious can they be - - they have on tennis shoes". Personally I find our own Thornton Gap here in Virginia much more challenging but we've never had anyone other than fellow NVCCers in front of us and you know how fast they drive!

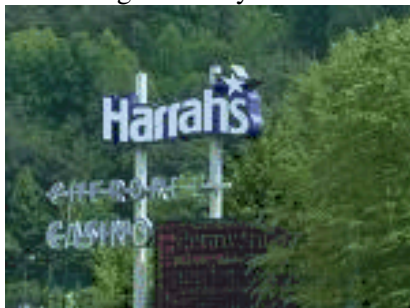
Here are two photos of us on the Tail of the Dragon taken by professional photographers set up along the road. Don said they must have Photoshopped in the double yellow line under our tires.



Don and I have a CB radio in the car and when we are with a group of Corvettes we like to hear what the truckers have to say about us. One trucker said he was going to pass all the Corvettes and then get over in the right lane and slow down so he could watch them pass again - - and he did! Another trucker who clearly had Corvette

envy kept going on about "these little buggers", "these little buggers are accidents waiting to happen", etc. So I got on the CB and said "some of these little buggers have ears". DEAD SILENCE.

That night we stayed on the Cherokee Reservation in Cherokee, North Carolina. We had dinner at Harrah's Casino with Sally and Doug Swanson, a couple we had met at the B&B and who live in Ashburn, Virginia. In the morning one of the cars wouldn't start - - a late model Pace Car. We will all dismayed when a old Ford truck came to give him a jump start but we cheered anyway when he got it going.



Then it was off to Waynesville, NC to tour the historic downtown section and grab lunch somewhere. One of the attractions there is Mast General Store, originally opened in the

late 1800's. Going in there is like going back to the 1950's. They have candy from your childhood that you've forgotten about. We regrouped at the local K-Mart after lunch. An elderly local fellow came over to talk to Don and I and told us he hadn't seen that many Corvettes together at one time "since the mid-60's".

He was thrilled by the sight and told us as we were pulling away "thanks - - you made my day!"



Route 276 south of Waynesville is a curvy road that goes up one side of the mountain and down the other - - not for the faint of heart. This road comes down into the outskirts of Brevard, the most wonderful mountain town you will ever see. Oh - - I guess I'm biased since that is the town Don and I own property near and this will be our stomping grounds once we retire. About 5 miles before you get into Brevard you can stop to see Looking Glass Falls, one of 255 waterfalls in the county. Unfortunately, the parking area won't hold many cars so we made plans to regroup in a shopping center parking lot in Brevard. Once we were all together again we made our way to the Blue Ridge Parkway and on into Asheville to check in at the hotel.

Next morning we gathered at 6:30 to caravan to the Biltmore Estate. Once we got down the FOUR MILE DRIVEWAY we were assembled in front of the front lawn of the estate.



The rest of the day was free to do the various things on the estate grounds - - tours, winery, gift shop, food, gardens, etc.

Don and I left immediately after the photo to go back to Brevard to visit our future neighbors and to do a little shopping in town. We like to boost the local economy there whenever we can! We came back to the estate at 5:30 p.m. for the private tour set up for our group. They split us up and at one point we passed each other in a hallway and dutifully SAVED THE WAVE.

The tour's final festivities was dinner at The Fiddlin' Pig in Asheville. Not only did they have yummy barbeque but the local clogging group danced for a couple of hours. Those

dancers sure have more stamina than I. If you had your car delivered at the museum I highly recommend this reunion tour. They plan to have one every other year so the next will be in 2010. We'll see you there!

Bonefish Grill Cruise-in

By Laurie Kistner

The Annual Bonefish Grill Cruise-in on Sunday, November 9th was a very well-attended event! Everyone seemed to enjoy the complimentary appetizers and a nice lunch. Special thanks goes to the hard working staff of Bonefish Grill for their hospitality and keeping our glasses, plates, and stomachs full. Some NVCCers were hoping I'd pick up the entire check, sorry to disappoint you. Go ask the ZR1 lady instead!

The parking lot looked fantastic filled to the brim with our colorful vettes. Bonefish put up a banner announcing our arrival and blocked off special parking just for us. Afterward we went on an impromptu twisty cruise through Clifton and Fairfax Station. We stayed together for a good part of it, but unfortunately we did get split up toward the end. Sorry about that, hopefully you all made it back home OK.



Thanks again to all club members who came out to partake of the good food and drink, the mini car show, and the cruise. As usual, it was great people and great cars in attendance on a lovely fall weather day. It won't be long until Old Man Winter rears his ugly head!

NVCC Annual Banquet

It is again time to register for the Northern Virginia Corvette Club Annual Banquet. This year's banquet will be held at Clyde's Tyson's Corner, located across the street from Koon's. The banquet will be held at 7:00 PM on Saturday, March 7, 2009. Dinner choices will include herb roasted chicken breast, the chef's vegetarian selection, or the steak of the day. There is also an available children's chicken tenders option for any children under the age of 12. All meals come with a salad and dessert, as well as tea and coffee. There will be a cash bar available on site. Registration this year will be limited to the first 90 people, so be sure to register early to reserve your spot. Please see the registration form for additional information.

**Northern Virginia Corvette Club
Annual Banquet at Clyde's of Tyson's Corner
March 7, 2009
7:00 PM**

Number of people attending: _____

Names of attendees (Check one)	Chicken	Vegetarian	Steak	Child (under 12)
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

The banquet fee is \$35 per adult and \$12 for any children under 12.

Please mail this registration form and a check made payable to NVCC to:

Nicole Nolen
7010 Bedrock Road
Alexandria, VA 22306

National Corvette Museum (NCM)



November's Ambassador Corner

By Donald Patrick

CURRENT NEWS and ACTIVITIES

Museum Expansion Taking Shape:

The NCM is excited to report that our Museum expansion is progressing very nicely. Painting overhead on Corvette Boulevard started this week, and the finishing touches are going up on the metal siding on the exterior. Drywall finishes and electrical details continue in several areas, while some areas are just waiting for carpet.

“Everyone is getting really excited the closer we get to completion,” Facilities/Display Manager, Bob Hellmann shares. “There is still a lot of work to be done, and we are working hard to stay on schedule. Event participants who make it to this year’s Bash event **April 23-25** can catch a sneak preview of many of the new addition areas that will be complete prior to the final project completion scheduled for the 15th Anniversary/4th National Corvette Caravan - Labor Day weekend 2009.

The following website provides some great photos giving you an indication of the NCM building construction taken November 2008 and October 31, 2008:

<http://www.corvettemuseum.com/building/addition/>



I Scream, You Scream, We all Scream for Ice Cream:

The NCM is pleased to announce that they will be serving a local Bowling Green Ice Cream Favorite, Chaney’s Dairy Barn Ice Cream, in the new Corvette Café! They need your help in creating a unique Corvette ice cream flavor and catchy name to become the official flavor of the NCM Corvette Café. Please scoop together your ideas and email them to Lavonne Hellmann at:

lavonne@corvettemuseum.org. The NCM has provided a link to Chaney’s Dairy Barn to give you some ideas of their line of flavors. Once ideas are submitted, Chaney’s will mix up a test flavor and the best tasting creation will be the winner. Please submit your ideas by Monday, **December 15** to participate. The winner will receive recognition in “America’s Sports Car” Magazine and a Corvette Store gift card.

<http://www.chaneydairybarn.com/flavors.htm>



Win a Trip for Two to the Mexican Riviera:

The NCM is raffling off a chance to win a free Mexican Riviera cruise for two - including airfare, March 1-8, 2009! This exciting Balcony cruise package is valued at over \$2,500 and only 300 tickets at \$50 each are being sold on this raffle. The drawing is in less than a month (Thursday, December 18) so get your tickets fast by [ordering online](#) or by calling us at: (800) 53-VETTE.



This exciting cruise takes place aboard Royal Caribbean's Mariner of the Seas – the largest ship sailing out of the West Coast. You will set sail from Los Angeles to Cabo San Lucas, Mazatlan and Puerto Vallarta aboard this extravagant ship offering an ice-skating rink, rock-climbing wall, Royal Promenade, 9-hole miniature golf course, an amazing gym and spa, and so much more.

Bowling Green Corvette Plant To Layoff 110

From Jenna Mink, The Daily News, Published: November 8, 2008



More job cuts are on the horizon at the General Motors Bowling Green Assembly Plant. The plant intends to layoff 110 workers in January and shut down production for two weeks while it cuts Corvette production from 15 to 11 vehicles an hour.

The plant will also shut down its Cadillac XLR production during December, temporarily laying off about 30 employees who work on the XLR line. The layoffs in January affect both Corvette and Cadillac XLR production workers. The plant employs around 800 workers.

Plant officials informed employees of the cuts Friday morning. "Most of our employees knew that more changes would be made to our production schedule, based upon more recent sales figures," said Andrea Hales, communication director for the Bowling Green plant. "I just don't know if they expected it to be as big of an impact as what we announced this morning."

The January cuts top a list of gloomy announcements for GM workers this month. Officials announced last week plans to close the plant for a week in December to re-evaluate inventory and lessen production numbers for the month. That shutdown is still scheduled to occur, Hales said.

And about a month ago, the Bowling Green plant closed for a week to slice Corvette production from 18.5 to 15 vehicles an hour, a move that resulted in about 70 lost jobs. Plant officials plan to cut XLR production in 2009 but do not yet know details of the production cuts. Officials also are not sure if the Corvette line will face further cuts next year, Hales said. "At this time, nothing is certain and we really just take it in stride and watch our sales figures, our sales results and the overall market," she said.

Corvette sales took a nosedive in the past few months. Sales plummeted about 53 percent in October compared to sales through October last year. Cadillac XLR sales decreased 56 percent this year compared to sales through October 2007 last year. "Corvette sales, they were doing fairly well until the last few months," said Tom Wilkinson, spokesperson for General Motors. "A lot of luxury segments have been pretty heavily impacted."

A lack of consumer confidence due to a dwindling economy is to blame for the sales plunge, he said. "The people who have the money are not spending it," he said. "And the people who don't have the money are having trouble getting credit."

General Motors recently reported a \$2.5 billion loss in its third quarter for this year. "Third quarter earnings in industry sales are very, very low right now," Wilkinson said. "By some measures, it's the worst industry (situation) since World War II." The company plans to lay off about 3,600 workers and slow production at 10 assembly plants early next year, according to reports.

The Bowling Green plant will shut down the week of Jan. 5 and the week of Jan. 12, Hales said. "It's an unfortunate situation," Wilkinson said. "But sales are running at a very low pace, and nobody is sure when they are going to pick up."

Automakers are requesting \$25 billion in government funds for economic relief, according to reports. The Energy Department has taken steps to offer \$25 billion for the production of fuel-efficient vehicles, but automakers are lobbying the government for more loans to help repair the wounded automobile market, reports say.

"The U.S. government's actions to help stabilize the credit markets and eventually ease the credit crunch are an essential first step to the economy's and the auto industry's recovery," GM CEO Rick Wagoner said in a news release. "But further strong action is required." Wilkinson said government-backed loans are critical "to get through the next year or so. We think the auto industry is absolutely worth supporting."

Still, GM officials believe the market will improve, and they are determined to keep the company afloat "so we're around to see that happen," Wilkinson said. "Production cuts are difficult, but we need to keep the company viable," he said. "And we think the Corvette will definitely take off again." And while doses of uncertainty and fear haunt those at the Bowling Green plant, workers are still holding onto hope.

"Our employees are hopeful that we will see a turnaround," Hales said. "If the market improves and we gain consumer confidence back, then we're here to build more Corvettes."

Winterizing your Corvette for storage

By Michael Woods

So you've decided that you want your corvette to last. Knowing that road-salt accelerates oxidation (rusting), you have made the decision to store your baby for the winter - but how do you make sure everything will be fine when you go to start it in the spring. This [how to](#) article will cover the various points to consider when winterizing your corvette and is not intended to be the bible on how to winterize your corvette.

The NVCC or I take no responsibility for your vehicle not running when spring arrives.

Tools / Resources:	Consumables:
<ul style="list-style-type: none">• Metric/SAE• metric/SAE	<ul style="list-style-type: none">• engine oil (enough for oil change)• antifreeze & distilled water

<ul style="list-style-type: none"> • floor jack • 4 x jack stands • vapor barrier (plastic sheet) • corvette cover • battery tender 	<ul style="list-style-type: none"> • brake fluid • steel wool • corvette wax • fuel system stabilizer
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There are a number of arguments both for and against starting your corvette up through out the winter. I will not elaborate on the finer points of either as I wish not to fan the fire of debate - I will cover the "no-start" method of storing a corvette

The first step is to find a good clean, dry, secure location to store your corvette. Funny thing about mankind is that we have developed highly sophisticated corvette-caves .. better known as garages. A garage with a concrete pad is ideal. Ideally, the garage will have electrical service and be easy to access.

Once your corvette is ready to be put into storage, you must prepare the storage environment. First step will be to sweep the floor and clean/dust the walls around. A clean environment is ideal!

Once the garage/storage area is clean, lay down your plastic drop-sheet where you will be leaving the corvette. Before purchasing the plastic vapor barrier, ensure it is large enough to envelop the lower half of your vehicle.

First step is to change all "standard" fluids - this covers almost all fluids. When I prepare a corvette for storage, I change the following fluids: engine coolant, engine oil, hydraulic clutch, hydraulic brake and windshield washer

If you are not sure how to change any of the above fluids, go to a professional! Be sure to fill your gas tank all the way to the top. This will save your fuel system from oxidation and will also displace any water that may currently be in the system. Be sure to add the fuel system stabilizer at the same time - following the directions (which usually includes driving the corvette for 20 min. after)

Once the storage area is prepared and standard vehicle maintenance is completed, you will now focus on preparing the corvette for the storage environment. Start by cleaning out the interior of the corvette - leave nothing behind. Vacuum, dust, clean .. the more spotless your corvette is, the better it will handle storage.

This is essential to preventing mold, mildew and critters from overcoming your precious interior. And let's face it, when you pull the corvette out of storage, you don't want to be greeted by a mess!

Once the interior is spotless, you should now focus your attention on the exterior of the corvette. Start by washing the corvette from top to bottom - everywhere! This is a *very* daunting task .. though it will preserve the corvette. After washing + drying the corvette, give it one of the best wax jobs of its life! Don't skip areas such as the door-jamb, and under the hood. Leave no painted surface untouched. This is to protect the paint from the environment. Also be sure to polish any chrome surfaces to help preserve the gorgeous luster.

When all maintenance + cleaning items have been covered, you are now ready to position the corvette for storage. Start by parking the corvette on the plastic drop sheet. The reason you should have a waterproof drop sheet is to prevent fluid transfers in both directions (ie. prevent water vapor from rising from below the corvette, and prevent vehicle fluids from staining the cement [or other] storage pad). The plastic sheet will also help prevent rodents from finding a nice winter nest. Once the corvette is in position, place the corvette on jack-stands. The reasoning for this is two-fold: 1) it takes the strain off suspension components, thus slowing the aging on such components as bushings and shocks 2) it prevents your tires from developing "flat spots." If you are not sure how to jack up your corvette, consult the vehicle manual for approved jacking points. Once on jack-stands, you are ready to prepare the vehicle drive-train for storage.

Next step will be to plug the tail-pipe(s) with steel wool. This will prevent rodents and other critters from using your exhaust system as a winter home. Depending on your vehicle's intake system, you should also plug any remaining orifices with steel wool. Do not engage the parking brake as the brake pads may become fused to the rear brakes over the winter. The vehicle should also be left in neutral in the case of a manual transmission

Next step will be to remove the vehicle's battery. Most batteries do **not** winter well at all. All batteries discharge over time so you must ensure that your battery does not discharge too much, otherwise, it will age prematurely. The best solution to this problem is a special type of battery charger called a battery tender. These battery saving devices "float" a battery charge at a specific voltage and do not constantly charge the battery (which can ruin it). \$50 for a battery tender can save you from buying a \$50+ battery every couple of years. At this stage, you are almost done! Next step will be to tuck the plastic drop sheet up and around the bottom half of your vehicle. This once again prevents moisture from diffusing from underneath the corvette.

Last step will be to cover the corvette with your corvette cover. The ideal corvette cover for garage storage will be permeable (material that breathes, ie. **not** a tarp) and somewhat thick. There are a large number of aftermarket corvette covers available - don't go cheap .. it will protect your corvette!

That's it! You're done .. now comes the worst part - the waiting. After a long 4-5 months, your corvette will be ready to run free once again.

Happy Holidays

Gimme A BRAKE!

By Cassidy Nolen

About a year ago I noticed my brake fluid bottle was telling me some things I did not understand. The side said it had a "wet" and a "dry" boiling temperature. Now, best I could figure, brake fluid all looked pretty wet. After some investigation I discovered what they were talking about.

Most DOT 3 and 4 approved fluids have a listed boiling point. That means the temperature at which the fluid begins to actually boil, just like a pot of water. Theoretically, as long as you don't ever get the fluid hot enough to reach this magic number, the fluid does not thermally break down. The fluid temperature changes depending on what contaminants the fluid is exposed to. Brake fluid should always be used from a clean, sealed container. The nature of brake fluid makes it hygroscopic, or able to absorb moisture. A contaminated fluid has a MUCH lower boiling point (usually) than the clean, pure fluid. Fluid in its pure state is given a "dry" boiling point. This is probably a more accurate temperature reading for a racecar that gets fluid flushes regularly. This dry number is VERY optimistic for our everyday traffic cars. The "wet" boiling point refers to the fluid with about 3% contamination with moisture. Given the length of time, conditions and lack of maintenance most cars have, this is a far more realistic number. In other words, the wet number is the one to go by unless you change the fluid between track days.

The brand of fluid really is subjective. I would suggest finding a brand you feel comfortable with. The house brand of brake fluid would probably be fine, but I would suggest this be an area you spend a few dollars extra. My personal choice is the ATE line of fluid that can be purchased from ogracing.com and various other websites/speedshops. If your selection is limited by time, Wal Mart carries Prestone Synthetic DOT 3 and it works just fine for "spirited driving" and the occasional track day. I suggest buying small bottles, maybe 3 or 4, instead of a larger bottle that sits around and collects moisture (and dust) partially empty. That way you always have enough but it stays fresh.

There are several excellent products to assist you in flushing your brake fluid. If there is interest, Paul or I could review these in an upcoming issue.

Happy Motoring.....

Northern Virginia Corvette Club

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Newsletter News ...

So ends another publication year. All but my C4 vette are tucked away for a long winter nap...I just wish I could join them.

It was a good year for the club in growth and activities and hopefully you thought this was accurately reflected in the newsletter. If not the fault is mine and not our many wonderful contributors. My deepest heart felt thanks go out to the regulars, and the new writers and photographers that are helping this publication grow and reflect the diverse interests of NVCC.

Over the next year Cheryl and I will be shifting operations to our farm in West Virginia, where the car collection will have more room to grow and we'll have more country roads for cruising.

Take care and hope to see all of you (or should that now be "you'all") in the New Year!

Rich Anderson

richard.anderson157@verizon.net

Next General Business Meetings:

Tuesday, JAN 27th at 7:30pm

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