

NORTHERN VIRGINIA CORVETTE CLUB

JANUARY 2017 VOLUME 48—ISSUE 1

'GLASS GAZETTE

GREAT PLANS AFOOT FOR 2017 AND THE NVCC

By 2017 President Kris McCandless



Welcome to the New Year of 2017. Your new Council wishes to thank each and every one of the members, spouses and prospective members for partaking in this corvette club of Northern Virginia. Are you ready to experience greatness? I hope so because we are going to repeat our successes of 2016 and throw in some new ideas. The following mainstay events of 2016 will return for 2017:

- Corvette only Car Show in June at our sponsoring dealership, Page Chevrolet
- Spring and Fall Tire Rack Street Survival (aka NVCCs Teen Driving Schools) with one planned in Virginia
- Club Picnic in July
- CCC (aka C-cubed), or Car Control Clinic, teaming with the Audi Club
- Second Annual Car Show for the Wounded Warrior Brigade (teaming with sister club Corvette Club of America - CCA)
- Vienna Halloween Parade (of course!)
- And a plethora of cruises, this year to include three different wineries, a day trip to Appomattox and another jaunt for fine German cuisine at The Bavarian Inn

But what of the new ideas, you ask? Well, to start with, the General Business Meetings (GBMs) will be a bit more structured to include committee reports. It is your President's wish to invite speakers from the Corvette industry to the meetings and take four of those GBMs on the road for breakfast on a Saturday (similar to sister club Old Dominion Corvette Club - ODCC). The meetings will retain the familiar introductions, pay reverence to past officers, include purchasing from the store, 50/50, and trivia should be prove exciting, as prizes will now include tickets to events and other non-tangibles. And, to make those meetings more audible, your council is looking into the purchase of a microphone and speaker set for the GBMs held at Page Chevrolet. Does this make you want to come to a GBM now? I hope so.

Now, your president has some big dreams for 2017 and he needs your help for the following ideas:

**NEXT GENERAL BUSINESS MEETING
TUESDAY, JANUARY 24, 2017**

Proudly Sponsored By:

PAGE CHEVROLET



CHEVROLET

6500 Little River Turnpike
Alexandria, VA 22312

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- Make contact and invite one or two high level GM staff to give a lecture to not only NVCC but our sister clubs in the region
- Work with Page Chevrolet for either demonstrations by their mechanics, or, provide us time and a hydraulic lift for our own demonstrations by NVCC Head Technicians (Cassidy or Paul)

If you have any contacts of this nature or ideas on how we can invite a GM corvette staffer or a racing figure, please contact your president. Committee chairpersons will be reaching out to the membership to assist them, as has been done in the past. Just be ready to say YES when they call. Participation in more than just the GBMs is really satisfying, as so many of our members can attest after a successful car show or TDS.

Speaking of car shows, we need a team leader for that event. Your co-organizer is David DuBois, so much of the planning is done and a budget will be established. You can undoubtedly count on the experiences of the past car show workers, including your president. Please give this some thought as we need you to step up now to begin those preparations. Our tentative date is Sunday, June 4, pending approval by NCCC, and will include three sanctions.

NVCC GOES TO SHADY MAPLES RESTAURANT



TENTATIVE DATE SEPTEMBER 30TH 2017
WE WILL BE MEETING AT OLD KEENE MILL SHOPPING CENTER.
ARRIVAL 9:00 DRIVERS MEETING 9:15 DEPARTURE 9:30
THIS IS AN AMISH BUFFET IN PENNSYLVANIA
WE WILL BE TRAVELING TO 129 TODD DRIVE EAST EARL
PHONE NUMBER (717) 354 - 8222
THIS TRIP WILL TAKE APPROX. 2:45 AND IS 145 MILES
RSVP SHAWN BY SEPTEMBER 23RD 2017 (703) 473-6069



THE AMAZING C7 LT1

BY CI DAVE DuBOIS

A lot has been written about this new engine. Here's an overview of some key technical advancements:

Cylinder Heads: This is an all new head design featuring risers to direct the fuel spray to the optimal surfaces on the pistons. The spark plug angle and electrodes are placed closer to the center of the chamber to support the Direct Injection. Over 75 combustion models were evaluated before the final design was built and tested. The final design also utilizes smaller combustion chambers.

Fuel Pump: Found in the valley between the cylinder heads, the belt driven fuel pump provides over 2,100 pounds of pressure to the fuel injectors.

Direct Injection: The fuel is precisely injected directly into the cylinder, as opposed to the intake manifold. Direct injection into the cylinder has a cooling effect allowing a 11.5 to 1 compression ratio, up from 10.7 to 1 in the LS3 found in the later models of the C6. The combination of more complete combustion, the precise mixture of fuel and air, and the higher compression ratio results in better fuel economy and higher output.

Intake and Exhaust Valves: The location of the intake and exhaust valves has been reversed to provide a straighter path to the combustion chamber. The intake valves measure 2.13" and the exhaust valves are 1.59".

Variable Valve Timing: A phaser found at the front of the camshaft continually adjusts camshaft timing. This delivers peak torque at low RPMs, then peak power levels at high RPMs, with excellent drivability across the entire RPM range. You have both power and economy with this technology.

Engine Block: The engine block is all new, but subscribes to the same basic architecture. It's designed to accommodate the new high pressure fuel pump, new engine mounts, and provisions for spraying oil on the pistons to help with cooling. The new oil pump is a variable displacement pump based on the engine's operating conditions.

Exhaust System: The cast iron manifold features a 4 into 1 header design similar to the ones used on the C6 Z06's LS7 engine.

The results speak for themselves! 460 Horsepower and 465 pounds of torque from 376 cubic inches / 6.2 liters. Your mileage may vary, but expect 17 City / 29 highway. I saw 29 MPG with my C7 Z51.



Handcrafted by master_of_chevy for iF'inity :)

THE PRESIDENT'S CORNER—JANUARY 2017

How did this geology major who drove his mother's Oldsmobile convertible through high school and then four Toyota pickup trucks for 30 years end up as the President of NVCC? My entry into the world of corvettes was based on the love of cars in general, especially ones with clean lines and good design. That and three years of a subscription to Car and Driver Magazine in the middle 2000's that always showed how well America's Sports Car stood up to its Porsche rivals for half the price. And look at those lines! I loved seeing "one" in the parking lot, walking up to it, how incredibly low to the ground it was (recall the opposite in my pickup trucks!), how aerodynamic and how totally muscular in the hindquarters. How did the drivers see out of those slit windows or that curvy one in the back? What was leg room like? And the marvel of the small block Chevy engine. Imagine the acceleration with that power to weight ratio!

So my story started 13 years ago admiring these cars and drooling over my keyboard at all the pictures on Cooper Corvettes' website (no kidding!) "Is it a want or a need?" my mother would always ask me. What a terrible question for a logical, scientific chap such as me, right? Can't carry anything in the trunk, only seats two, only uses premium unleaded fuel and still costs twice as much as any "practical car or truck"! These were my mental challenges.

In 2012, a nice selection of C6's were available at Cooper's. I checked the VINs of a few with my insurance company and went to test drive them. Of the four driven, I ended up buying the first one, naming it the Millennium Falcon (MFALCN -7 on the plates) because a look in the rearview mirror upon acceleration down I-95 reminded me of that Star Wars ship making its jump into hyper-drive. Wow! All I had imagined and more! I was ready; I had paid my dues in slow acceleration, hauling mulch and stone dust for the yard.

Bob Arnold (current owner of Cooper Corvettes) told me of NVCC and I joined immediately. I loved going to meetings. It was so much fun to see all those corvettes packed into the McKay parking lot. Having the love of photography for many decades, I loved shooting the corvette. Again, the awesome lines made for great pictures. I joined to go on cruises, but the club wasn't doing any that year. So, living amongst some wonderful "Vette Roads" in Loudoun County, I teamed up with Frank Eaton and we planned a cruise into Shepherdstown from Leesburg, eating at a nice restaurant and enjoying a talk on the town's involvement with the civil war. After six months of planning and advertising, I ended up leading the Yellow Brick Bank-Fall Colors Cruise, one of the club's largest cruises (in recent years) with 26 corvettes. The organization and leadership of this cruise landed me Member of the Year for 2012. Someone asked if I'd like to be on the council and I accepted as Officer at Large in 2013.

I think the love of the car, the culture, and the great camaraderie is why I'm now President of the NVCC. I don't think of myself as a leader, but so many have recognized and appreciated my enthusiasm and willingness to help out on events. I am truly grateful for this experience and will strive to continue the exuberance and joy for serving this club because it's contagious. I look to you, NVCC members, to help spread this love of the car, the culture and the great camaraderie into 2017 and beyond.

Kris K. McCandless
2017 President
2010 Black Grand Sport - The Bear



MEET YOUR 2017 COUNCIL



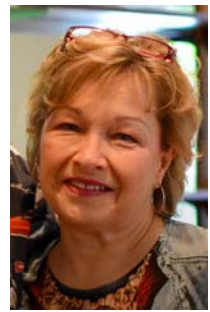
President Kris McCandless



Vice President John Scott



Treasurer John Stark



Secretary Vicki Allen-Scott



Rallye Mike Gilliland



Officer at Large
Jerry Lelansky



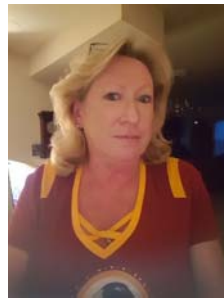
NCCC Governor
Andrej Balanc



AutoX / HPDE
Stewart Fox



Chief Instructor David DuBois



Newsletter Marsha Batchellor



NCM Ambassador Al Boone



Social Chair Ferrell Cook

Historian Jeff Klain



Store Bob Devery



Co-Webmaster John Palmgren
Banquet Chair Kara Palmgren



Social Media/Photographer
Mae Fromm



Membership George Durk



NORTHERN VIRGINIA CORVETTE CLUB 2017 BANQUET

Join us for an evening of excellent food, company, prizes, and merriment.

This is our annual event to THANK our members for all that you have done for the club in 2016.

Saturday, January 28, 2017
 6:00 p.m.
 Maggiano's Little Italy
 2001 International Drive
 McLean, VA 22102

Join us for an evening of excellent food, company, prizes, and merriment.

All who attend the banquet will be entered to win a free pair of tires, with purchase of two tires from our sponsor, Radial Tires.

All participants will be eligible to win one of our many door prizes and there will be opportunities to purchase raffle tickets and 50/50 tickets.

Each attendee will enjoy a buffet dinner including appetizers, entrees, and dessert.

***** FIRST COURSE *****

Freshly Baked Ciabatta Rolls
 Spinach & Artichoke al Forno
 Four-Cheese Ravioli Fritte
 Maggiano's Salad
 Caesar Salad

***** SECOND COURSE *****

Rigatoni "D", Chicken
 Spaghetti, Meat Sauce with Meatballs
 Chicken Parmesan
 Oven-Roasted Pork Loin

***** THIRD COURSE *****

Chocolate Zuccotto Cake
 Profiteroles

Sign up: msreq.com/NVCC2017bnqt

Cost: \$45.00 person or \$80.00 for two people

RSVP DEADLINE: JANUARY 24, 2017

All questions regarding this event, please direct to:
 Kara Palmgren
kara.palmgren@gmail.com

NVCC GENERAL BUSINESS MEETING MINUTES

NOVEMBER 29, 2016—SHAWN WADDELL, ACTING SECRETARY



Meeting called to order at 7:30 pm

Introductions were made.

Guests:

Paul Fineberg, 2016 Stingray From Rhode Island

Tom Faust, 2017 C7 Torch Red 7speed pending member

ELECTIONS:

Nominees:

President—Kris McCandless

Vice President— John Scott

Treasurer—John Stark

Secretary—Vicki Allen-Scott

Officer at Large— Jerry Lelansky

Motion made for election by acclamation; the motion passed. The following are our Committee Chairs:

Social Chair—Ferrell Cook; Mae Fromm will assist

NCM Ambassador—Al Boone

Historian—Mike Gilliland/Jeff Klain

Store—Paul Cestone/Bob Devery

Rallye Chair—Mike Gilliland

Social Media—Mae Fromm

Banquet Chair—is now open

Banquet discussed historian 5 questions for men and 5 questions for women.

50th anniversary of NVCC coming up in 2019

Saturday January 28th Banquet – RSVP deadline 1/18/2017

Webmaster to John Palmgren/Paul Benish still working on webmaster

Quarterly breakfast meeting on Saturdays is a question

Talk about renting a track?

Autocross/oval dominion raceway
"reinvigorating spooktacular"

December 10th wine tasting Bob Devery's house

Meeting adjourned at 8:46 pm

Respectfully submitted

Shawn Waddell, *M.Ed.*



**Mike Gilliland won
the 50/50 with a win of
\$27**

Congratulations!

You are most likely a Corvette Owner if

You have 100% cotton towels for the Vette ... and use old, worn-out towels in your bathroom.

Audi Club's High Performance Driving & Car Control Clinic

Saturday April 29, 2017 7:30 AM – 4:00 PM
Summit Point Raceway – Jefferson Circuit

Many of our club members have expressed an interest in attending an NVCC Car Control Clinic (C3). In fact, in 2014 and 2015, NVCC hosted C3 events at Summit Point. Both were very well received by participants. However, due to the high rental cost of the Summit Point location (which was and still is expensive), NVCC ended up in the red at both events.

For those of you who would like to try a C3 event, and perhaps pave the way for NVCC to hold future C3 programs, the Audi Club NA – Potomac-Chesapeake Chapter will be sponsoring a car control clinic on Saturday, April 29th at Summit Point. It's a great opportunity to participate in a triple C event that uses the same format that NVCC has used in the past, and at the same course (Summit Point). Interested? Check out the flyer later in this newsletter.

I encourage you to sign up to attend and/or work at this popular event, which tends to get crowded quickly. I'll be instructing – and with your help, we can begin building a reciprocal relationship between NVCC and the Audi Club. We could invite Audi club members to participate in a future NVCC-hosted event, which would certainly attract a break-even number of entrants!

Talk with your fellow NVCC members, and let's organize a group that would like to be a part of this terrific Audi club event. You can readily reach out via the NVCC Facebook page – or at our next business meeting on January 24th! Please sign up quickly – and let me know if you have any questions.

Dave Dubois, Chief Instructor



To order glasses:

Heidi@plus2Charisma.com

\$20 ea. Or 4 for \$70



Northern Virginia Corvette Club providing information on:

Audi Club's High Performance Driving & Car Control Clinic

Saturday April 29, 2017 7:30 AM – 4:00 PM

Summit Point Raceway – Jefferson Circuit



Fee: \$205
Audi
Club North America
Potomac-Chesapeake



Join the **Audi Club** for a whole day of excitement that provides adults with hands on, real world driving experiences within the safety of a closed course environment. Audi's highly experienced coaches ride with you *in your car* to provide one-on-one instruction for specific car control exercises. There will be a limited number of openings. You should consider signing up as quickly as possible as this is open to all Audi Club members also.

WHAT DOES THE DAY LOOK LIKE?

CLASSROOM: Short presentations – Car dynamics, correct seating positions, typical distractions, plus an overview of the day's activities

THRESHOLD BRAKING: Entrants are taught proper techniques of car control while using maximum braking in a straight line and while the car is in a turn.

SLALOM : Medium speed serpentine course through safety pylons laid out to highlight car control methods, eye - hand movements, "ocular driving skills" and car control

SKID PAD : A wet, slippery circular course used to educate entrants on loss of traction and demonstrate front and rear skid recovery techniques.

AFTERNOON LAPS AROUND THE JEFFERSON

TRACK: The afternoon will be spent with you driving your car around the Jefferson track, again with your instructor in the car.

WHAT ELSE DO I NEED TO KNOW?

You must be a licensed driver and at least 16 years old.

Minors require a parent/legal guardian signing the Minor Release and Waiver of Liability and Indemnity Agreement at the start of the event and witnessed by an Event Official.

Long pants, long sleeved shirts, and closed toe shoes required.

Cars of all makes and models are welcome

Convertibles, trucks, and vans, are not allowed. SUVs allowed case by case.

Brake fluid should have been replaced in the last 2 years.

NOTE: Helmets are required for ALL groups

They must be an automotive helmet SA 2010 or newer; no motorcycle helmets please). Helmets will be provided if you don't have one.

This event runs RAIN or SHINE, please make sure to show up regardless of weather and dress accordingly !

Make certain that you have a full tank of gas and check tires for proper inflation prior to the event.

Remove all loose items from the vehicle prior to arrival, including items in the trunk. Spare tire and related equipment are OK. Loose bowling balls, wedding cakes, or Tiffany chandeliers will not fair well in your car.

REGISTRATION

COST: \$205 All cancellations 21 days prior will be charged a *\$75.00 fee* to cover fixed and administrative costs.

REGISTER ONLINE AT:

<http://www.motorsportreg.com/events/pcc-acna-hpdc-high-performance-drivers-clinic-summit-point-raceway-433826>

You will be given detailed information after you register

QUESTIONS? Please email <mailto:jim@audiclubpcc.org>

NVCC 2017 Activities Calendar

Dates are subject to change.



MONTHLY EVENTS

4th Tuesday of every month: NVCC General Business Meetings (GBMs) at 7:30pm, at Page Chevrolet in Alexandria, VA.

2nd Tuesday of every month: NVCC Council Business Meetings at 7:30. Location varies.

Every month: NVCC Member Host an Event Challenge! – The council is encouraging members to volunteer to host/co-host an event every month. Please email council@nvccorvetteclub.com for more information.

JANUARY

28: 2017 NVCC Annual Banquet –Maggiano's in McLean, VA- Organizer: Kara Palmgren

FEBRUARY

None

MARCH

05-12: NVCC Winter Getaway Cruise, Western Caribbean, Organizer: Bob Devery

19: NVCC 3rd Annual St. Patrick's Day Brunch - Kilroy's Restaurant & Sports Bar in Spring Field, VA - Organizer: John & Kara Palmgren

APRIL

08: NVCC GOES TO BARBOURSVILLE WINERY – Save the Date – Organizer Shawn Waddell

29: Potomac-Chesapeake Audi Club 1-day HPDC (High Performance & Car Control Clinic) at Summit Point Motorsports Park Jefferson Circuit – Organizer: David Dubois

TBD: Tire Rack Street Survival (TRSS), Location TBD - Organizer: Dave Dubois

TBD: The Fourth Annual NVCC Corvettes and Crab Rallye - Cooper Corvettes in Triangle, VA (weather permitting) - Organizer: Mike Gilliland

MAY

20: NVCC Cruise from Fredericksburg to Appomattox Court House – Organizer: George Durk & Partha Ni-yogi

TBD: CCA-NVCC Corvette Show Warrior Transition Brigade, Walter Reed Medical Center, Bethesda, MD – Organizer: Dave DuBois

JUNE

TBD: Corvettes Care Car Show at Page Chevrolet, Alexandria, VA- Organizer: David Dubois & TBD

24: NVCC Tri-State Ice Cream Cruise - Organizer: Mae Fromm

JULY

16: NVCC Picnic at the Anderson Farm, Back Creek WV - Organizer: Richard & Cheryl Anderson

AUGUST

24-27: Saturday Cruise to Carlisle with NVCC, Carlisle, PA - Day Cruise to event - Organizer: Mike Gilliland

SEPTEMBER

30: NVCC goes to Shady Maples Restaurant, PA– Save the Date – Organizer: Shawn Waddell

TBD: Dulles Day Plane Pull, Dulles, VA - Organizer: Lori Benish

TBD: Cruise to Staunton, VA - Organizer: Kris McCandless

TBD: NVCC Fall Country Rallye, TBD - Organizer: Mike Gilliland and Dick Hammaker

OCTOBER

13-14: Corvettes on the Boardwalk, Ocean City, MD (sponsored by Free State Corvette Club)

21: NVCC goes to Kings Family Vineyard – Save the Date – Organizer: Shawn Waddell

24: NVCC 2018 Officer Nominations - October GBM

25: Halloween Parade, Vienna VA - Organizer: Lori Benish

TBD: Trip to Gettysburg – Organizer: David Dubois

NOVEMBER

19: NVCC Bavarian Inn Cruise and Sunday Brunch, Shepherdstown, WV– Organizer: George Durk

28: NVCC 2018 Officer Elections - November GBM

TBD: Tire Rack Street Survival (TRSS), Location TBD - Organizer: Dave Dubois

DECEMBER

None



2017 Show Newsletter

December 2016 Issue



SAVE THE DATE !!!

SUNDAY NOVEMBER 5, 2017

CARLISLE EXPO CENTER
CARLISLE, PA



NEW HOST !

NEW LOCATION !!

SAME GREAT SHOW !!!

Corvettes for Chip™ is an organization of Corvette enthusiasts who host an annual Corvette car show to increase the awareness of a rare that occurs when a substance called amyloid or abnormal proteins build up in your organs.

Proceeds will be donated to the CMAF for amyloidosis research and awareness.

In the shows first eight years we have raised and donated over \$85,000 for the [Chip Miller Amyloidosis Foundation](#) (CMAF).

Most Corvette enthusiasts knew Chip Miller as the creator of the annual [Corvettes at Carlisle](#) Corvette Show and one of the main driving forces behind the Corvette hobby.

Chip Miller was taken from us in March of 2004 from a little known disease called Amyloidosis. The [CMAF](#) was formed to raise funds for the research, education, and awareness of amyloidosis and related diseases

Please come out and join us for this very worthy cause.

Details on the 2017 car show will be released at a later date.

Who was Chip Miller ?



Elliott "Chip Miller" was known worldwide for his resilient positive attitude, his passion for Corvettes, his tremendous personal Corvette collection and for creating the grandest Corvette event anywhere on the planet – Corvettes at Carlisle. Chip and his close friend Bill Miller founded the incredibly successful automotive event production company, Carlisle Events, held at the Carlisle Fairgrounds in Pennsylvania.

In December 2003, Chip was diagnosed with a little-known disease called Amyloidosis. Sadly, due to complications from the Amyloidosis, the world lost an incredibly special human being on March 25, 2004. Had Chip and his doctors been aware of the symptoms of the disease when they first presented, this legend might still be with us today.

Trivia Questions – November 2016 GBM

“FIFTIES FACTS”



TRIVIA
BY JOHN SCOTT

Q1. (For those who've been members for less than two years.) Belgium-borne engineer Zora Arkus Duntov went to work for General Motors in **1953**. The man who came to be known as the “father of the Corvette” drove and tested numerous Corvettes over the years, but in his lifetime he only owned one. What was it?

A1. Duntov's Corvette was a 1974 T-Top Coupe with a 454 c.i. engine and automatic transmission.

Q2. (For Rick Poage) In **1955**, Chevrolet went to the 265 c.i. small block V-8 to power the Corvette, generating 195 horsepower (40 more horsepower than the 1954 in-line six). But not all 1955 Corvettes were V-8 powered. How many 1955 Corvettes were built with the Blue Flame six?

A2. GM records indicate that seven six cylinder 1955 Corvette were built; according to the editors of “Corvette – 60th Anniversary”, six were sold. (One of them was on display at this year's “Corvettes on the Boardwalk.”)

Q3. Before the era of computer-aided design, auto designers built master models in clay during the auto design process. The **1953** master models were made of a more durable material. What was it?

A3. The 1953 Corvette master models were carved from mahogany.

Q4. Nine years before Corvette produced the iconic 1963 split window fastback coupe (the first year Corvette offered two body styles), Chevrolet built a fastback variation of the Corvette for the **1954** Motorama shows. What was it called?

A4. The fastback 1954 Corvette was dubbed the “Corvair.” Chevrolet also produced a station wagon version of the Corvette for the show circuit that year.

Q5. Seat belts were first offered as a dealer-installed accessory in **1956**. What was the first year you could get factory-installed seat belts?

A5. The 1958 Corvette came with factory-installed seat belts.



Since 1976, Radial Tire Company has provided the Washington D.C. area with quality tires and the finest service. We have earned a reputation as the premier specialist in hard-to-find performance tire and wheel applications. We stock tires from all of the top manufacturers for whatever you drive, from small economy cars to SUVs and trucks. Our mission is to assist you in getting the most out of your tires and car.

9101 Brookville Rd
Silver Spring, MD 20910
301-585-2740
<http://www.radialtirecompany.com>

SPOTLIGHT ON MEMBERS:

This month's Spotlight will focus on Membership Chair — George Durk



<i>Name</i>	GEORGE DURK
<i>City/State/How Long</i>	Arlington, VA/12 years
<i>Where were you raised?</i>	Dover, DE (Air Force family)
<i>Employed by</i>	United Communications Group (UCG)
<i>Year/Color/Model of Vette</i>	2014/Night Race Blue/Z51 Coupe with Blade Silver Racing Stripes
<i>Favorite NVCC Activities</i>	Cruises, especially on country back roads. It's great to have fun driving to and enjoying the destination. Both the means and the ends are justified. Also, I really enjoy the camaraderie of the Corvette car culture - enthusiasts from all walks of life with a common passion - and new friendships.
<i>Least Favorite NVCC Activities</i>	I don't have one. Track events are a great opportunity to experience the thrill and potential of the car. But, I feel trepidation on proper car prep (brake fluid, brake rings, change oil grade, etc.) so as not to void warranty -- which I can't do myself.
<i>What are some things you would like to see improved at NVCC</i>	Good question as there's always ways to improve. Perhaps more input and ideas from membership on activities. The "Buddy" system Kris is proposing is a great idea for groups of members to help Committee Chairs or sponsor an activity together.
<i>Favorite Place to Vacation</i>	Honestly, what attracts me most now would be extended road trips to explore this beautiful country with a group of Corvettes.
<i>Hobbies</i>	Detailing my cars and music. I like to discover new artists and live performances -- I lean towards jazz/fusion, but appreciate all genres (bluegrass, country, rock, etc.). I have an affinity towards history and like visiting historical places. I've discovered this is a great area to delve deeper into the civil war.
<i>Dream Car (doesn't have to be a Vette)</i>	Lots! Any expensive British or Italian super car will suffice (McLaren, Lamborghini, Ferrari). Perhaps the mid-engine C8?
<i>Do you have a funny story or "worst" ticket in a Vette</i>	This is my first Corvette. But, I'm going to risk jinxing myself and state I haven't gotten any tickets so far in the Vette!



WHAT WAS HE THINKING? BY DAVE DuBOIS

He sold his new 2016 C7? What was he thinking?

As many of you know, I purchased a new 2016 C7 Z-51 Stingray in August. I wasn't looking to buy, but Page Chevrolet made it way too easy. GM had an end-of-year sale going on, with a savings of 10% off list. The Stingray had been sitting at Page for over 60 days which, coupled with the end of the year event, made it eligible for another 10% off list. I couldn't pass on 20% off list and bought the car; however, after driving it for a couple of weeks, I found that the C7 is a GREAT car with off the line power that's close to a C6 Z06. The commute back and forth to work was a dream. The 8-speed automatic transmission read my mind and shifted to the exact gear needed as I braked for every corner on the track. Seamlessly. All great, very great. But ... it lacked the visceral feel that my 2010 Grand Sport had in turns on the race track.

The C7 – dare I say it – didn't feel as strong in the corners. Something essential was missing. I began looking at 2017 Grand Sports, and boy did they look good. Very Good – although my research showed that even the Grand Sport lacked the control of my 2010.

The C7 suspension was one factor – but I also needed a real winter vehicle – and a truck big enough to tow my Corvette to the track. One of

my instructor friends had a gorgeous 2012 Centennial Edition Grand Sport with magnetic ride, and I did my best to convince him to sell it to me, so that he could buy a new Grand Sport. He wasn't sure. Just the same, I took a leap of faith and sent an email to Jerry and Irene Lelansky, who readily bought my new Grand Sport. Now I was without a Corvette, for the first time in 8 years, with only a "lead" on a new one.

After a week of Nick thinking about selling me his car to me – he delivered it on the following Saturday morning. I happily climbed in "my" new car and we continued on to Kerbeck's Corvette, where he bought a new Grand Sport. (Side story: there were over a 100 of those very, very nice looking C7s at Kerbecks, all prices, all options. Good thing I had already bought the 2012...) After I had my Corvette for a few days, I called a friend back home in Binghamton to tell him about selling my C7 to buy a 2012 Grand Sport – and all I needed was a pickup truck. Wouldn't you know, he had a 2013 Toyota Tundra for sale on eBay! I drove to Binghamton the following weekend, dropped off a rental car, and drove "my" new Toyota Tundra pickup truck back home to McLean.

All I need now is a trailer... who has one for sale? I'm on a roll!!

Dave Dubois





Post Office Box 3458
McLean, VA 22103

www.nvcorvetteclub.com

<https://www.facebook.com/nvcorvetteclub>

<https://www.flickr.com/photos/nvcorvetteclub/albums>

<https://www.facebook.com/groups/NVCCClassifieds/>

<https://twitter.com/nvcorvetteclub>

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A man decided that he was going to ride a 10-speed bike from Phoenix to Flagstaff. He got as far as Black Canyon City before the mountains just became too much and he could go no farther. He stuck his thumb out, but after 3 hours hadn't gotten a single person to stop. Finally, a guy in a Corvette pulled over and offered him a ride. Of course, the bike wouldn't fit in the car. The owner of the Corvette found a piece of rope lying by the highway and tied it to his bumper.

He tied the other end to the bike and told the man that if he was going too fast, to honk the horn on his bike and that he would slow down.

Everything went fine for the first 30 miles. Suddenly, another Corvette blew past them. Not to be outdone, the Corvette pulling the bike took off after the other. A short distance down the road the Corvettes, both going well over 120 mph, blew through a speed trap.

The police officer noted the speeds from his radar gun and radioed another officer that he had two Corvettes headed his way at over 120 mph. He then relayed, "...and you're not going to believe this, but there's guy on a 10-speed bike honking to pass.



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FINAL THOUGHT

