

NORTHERN VIRGINIA CORVETTE CLUB

SEPTEMBER 2017 VOLUME 48—ISSUE 10

'GLASS GAZETTE

CORVETTES AT CARLISLE, 2017

By: James Dobish



This was approximately the 25th year that I have attended this event. Throughout the years, I have seen numerous changes, improvements, met interesting people and viewed beautiful and not so beautiful cars.

This year was a bit exceptional. Jane, my girlfriend, was in the process of going to Europe for a few weeks and busy making final arrangements and packing. Due to the short notice, and since none of my friends were able to go away for three days to look

at beautiful cars, I asked a single friend of mine from Upstate New York, if he wanted to meet me there. He jumped at the chance. Although my friend, Ron, has never been to a Carlisle event and is not a Corvette owner, he is an enthusiast and loves beautiful cars. Ron is the owner of a beautiful, cherry, 1988 red Fiero.

From the time we met and left the Radisson Hotel in Camp Hill on Friday afternoon, to the drive up Route 81 to Carlisle, we only saw a few Corvettes. Ron stated that there were more Corvettes in the hotel parking lot than on the highway. He said so far he wasn't blown away.

Once we got into Carlisle itself, we started seeing more Corvettes of all years and colors. Now Ron was starting to get excited. Corvettes were driving to the Fairgrounds, parked along side the streets and in parking lots. I told Ron to wait until we got into the Fairgrounds to see what it was really like.

We entered the Fairgrounds around 12:30 Friday afternoon and began to look for a parking space in the Fun Field. Ron's attitude changed drastically as we drove down aisle after aisle. All I heard from Ron was "Look at that", "Look at that one" and a lot of "Holy S#*t".

We couldn't find a spot to park in the lower Fun Field and had to drive up to the upper Fun Field area. This was about perfect for a first time attendee. Ron was able to see all the Corvettes parked in the Upper Fun Field and the general admission Corvette parking up there. Plus, he was able to observe all the Corvettes at the lower sections around the Grand Stand areas. I was able to point out the Car Corral where the Corvettes for sale were, the various display buildings, the vendor tents, the used parts section and most importantly the bandstand area where the Miss Carlisle Contest and Burn Out Contest will be held. We finished off Friday with a walk around the area. Ron was impressed.

On Saturday, we arrived around 8:30 a.m. and still found it a bit difficult to find parking in the lower Fun Field. Eventually, we found a space and Ron was struck by the friendliness of

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NEXT GBM— Tuesday, September 26, 2017

PAGE CHEVROLET



we were pleased with both breakfast orders.

Afterwards, we took a walk around the fairgrounds looking at various vendors and cars. While walking around, I introduced Ron to a few people that I met over the years and have kept in contact with. These people are from Newark, N.J., Philadelphia, Pa., Newark, Delaware, Catskill Mountain areas, Ohio and several from Virginia. Ron was amazed at the distance these people would travel and awed by some of their cars. Ron was very taken with one friend from Philly who had a white, 427, 60th Anniversary Edition. Ron also liked the moss covered '54 and '55 Corvettes that were for sale and that they actually sold.

After walking around for a while, we decided to return to relax our feet. Ron was astounded by all the people that would stop and speak to us and the others we were sitting with and take photos of our cars and ask questions. One such person was a guy that had a car like mine, a 2008 Indy 500 Pace Car, with only 2,000 miles on it. He stated that he also has a Corvette as a daily driver. Another of the people around us was the person that was in front of me last year at the Ocean City Vettes On The Beach. We had a nice conversation with him and said that we would probably see each other at Ocean City this year. Sadly, while we were having these conversations, I missed the Burn Out Contest and most of the Miss Carlisle Contest. I would have entered the Burn Out Contest but I was unable to find Kris and his bird again to borrow his car.

After I returned to my car, we met and spoke to a few more people before getting ready to stage for the Corvette Parade. At the staging area we met and spoke to more people. Ron was looking around the staging area and asked how many of these Corvettes were going to be in the Parade. I stated "All of them". At that point, I again heard Ron's new Carlisle expression, "Holy S#*t". I'm not sure how many cars were in this year's parade but someone mentioned about 500. I explained to Ron the Parade procedure and the route. As we FINALLY got underway, the crowd was quite heavy outside the main entrance and Ron was dazzled. At this point, I told him that he needed to do his best Queen Elizabeth hand waving. As the crowd began to thin out, Ron stated that it was kinda cool at first but now it was a bit disappointing. I told him to wait until we got closer to the center of town and the stopping point. We both thought it was cool to see some of the cops running to throw guys out of the Parade that were trying to sneak in at inner sections and convenience store parking lots. As we made one of the turns, the crowd became heavy again and continued to be heavy on both sides of the street. Again Ron with the

the people around us. After introducing ourselves and speaking to some of the people around us, we decided to try the food concession for breakfast. It actually wasn't bad at all as far as price and taste went. We both had breakfasts from different vendors and

"Holy S#*t" Carlisle expression. I couldn't even venture a guess as to how many people were watching the Parade. People were cheering, taking photos, yelling to rev the engines and to do burn outs. One fool did do a burn out and you could see the police quickly pull him out of the Parade. I'm assuming that he received a "Welcome to Carlisle" note from the police. Upon reaching the main intersections in town, we were directed to pull over curbside and park. We ended up parking right at the main intersection where all the activity was taking place. As we exited the car, Ron looked around and saw the band playing on the courthouse steps,



various vendors giving away food items such as hot dogs, water and ice cream. There was that Carlisle expression again from him again. There were Corvettes three deep and people as far as you could see in all four directions on the streets. Ron and I ventured off in separate directions to look at different things. When we met up again, I mentioned getting something to eat in one of the many fine restaurants in the immediate area. About this time one of the

guys I knew from Philly asked us to join them at their hotel in Mechanicsburg that had a very good Italian Restaurant in it. Ron stated that he didn't feel like anything that heavy at this late hour. We ended up eating at a Brussels style restaurant near the car and had some fantastic Mussels in a wine broth and a salad.

Sunday was a much slower day. We ate breakfast at a Perkins Pancake House next to our hotel, Ron headed back to Binghamton, N.Y. and I headed back to the Fairgrounds. There was no problem finding a space to park in at the lower Fun Field. I saw a couple of guys I've met before and we talked for awhile about the cars entered in the NCRS tent. I then wandered around some more because there were still some events taking place and trophies being given out. I made it to the Grand Stand just in time to see the parade of L88 Corvettes. As the announcer stated, "There go several million dollars of Corvettes". After the parade of L88's I took a nice leisurely ride back to Northern Virginia to play in the wonderful traffic we have here.

All in all, it was a great weekend looking at beautiful cars and talking to a lot of interesting people. Ron couldn't get over how friendly and informative everyone was. For a guy that doesn't own a Corvette, Ron was very awestruck with everything and he bought an awful lot of T-shirts for himself, his daughter and his grandkids.



Trivia By Jeff Klain August 19, 2017 GBM



In Robert Heinlein's award winning 1960 novel *Starship Troopers*, the main character flies on a spaceship named the *Reuben James*, while in the original 1977 movie *Star Wars*, Princess Leia is first seen on the spaceship *Tantive IV*. They share a common characteristic with the current Italian *Comandante Foscarini* and the German *Braunschweig*. What is it?

Answer: They are all Corvettes.

Who was President of the United States when the first Corvette sports car was introduced?

Answer: Eisenhower

A 1990 ZR1 with 420 horsepower; it's license plates read "Res Ipsa", from a Latin phrase meaning, "It speaks for itself." What local resident drives this car?

Answer: Justice Clarence Thomas

After retiring as a gold smuggler at age 16 and then earning an engineering degree in Berlin, fighting with the French air force early in the second World War, he saw the Corvette – then sought and got a job with General Motors. Well before he retired in 1975, he designed four-wheel disc brakes for mass production cars, and the fuel injection system now standard in many cars. Who was he?

Answer: Zora Arkus Duntov

Take an eight-letter word for America's only true sports car, change every letter except for the first and last one, and derive an eight-letter word for the city where that car is annually celebrated.

Answer: Carlisle



NVCC Logo Polo Shirt Order Form

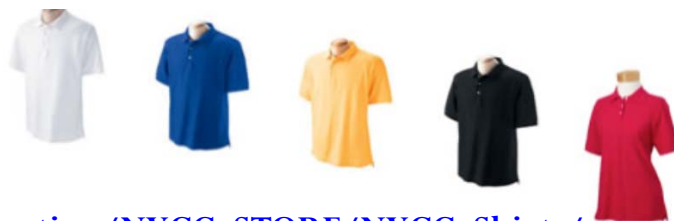
The popular NVCC Logo Men's and Women's Short Sleeve Polo is back! Made by Devon & Jones, the polo's feature premium Peruvian Pima cotton, rib knit cuffs, and dura-pearl buttons. The cost of a shirt is \$40.00 (plus personalization and shipping if required).

Personalize your shirt by having your name embroidered on the front right side for an additional charge. (+\$5.00)

Available Colors: White, True Royal, Black & Red, (Sunray Yellow – available in men's shirt sizes only)

Women's Sizes- Small, Medium, Large, XL, 2XL, 3XL (2XL and over +\$2.00)

Men's Sizes- Small, Medium, Large, XL, 2XL, 3XL, 4XL, 5XL, 6XL (2XL and over +\$2.00)



ORDER ONLINE AT:

http://nvcorvetteclub.com/information/NVCC_STORE/NVCC_Shirts/



FALL COUNTRY RALLYE...AND FUN WAS HAD BY ALL

By Dick "HAM" Hammaker

It was a perfect day to be out and about in your Corvette enjoying the great weather. Fifteen (15) Rallye Teams enjoyed (some more than others) the challenge of navigating the Rallye route and answering questions along the way on some very country roads. The Rallye included signing in, introductions, drivers meeting, a 50.3 "GPS Certified" route, lunch and social at Glory Days Grill, and awards ceremony.

Many thanks to Mike Gilliland and Chuck Pellerin for keeping me mostly out of trouble by checking the Rallye route and questions. It was a great Team effort.

Big thanks to Kathleen "Kat" Huff, Glory Days Grill Manager and Adam, assistant manager for opening the doors early and providing coffee as well as kudos to Nick and Ben for outstanding table service.

Rallye Winners

1st Place - Barbara "B4" Foor and Alice Hufnagle

2nd Place - Michael & Bridget Batchellor

3rd Place - Marsha Batchellor & son Thomas Batchellor

Fastest Team - David Kuhn & Karl Gillette (1 hr., 51 mins.)

Youngest Participant - Ari Klain



Honorable Mention goes to:

Jim & Evelyn McKay

Jeff & Ari Klain

Bill & Mary Jean Faulkner

Peter & Ann Hulk

Jerry & Irene Lelansky

John & Vicki Scott

Jefforey Smith

Ted & Karen Stone

Shawn Ryan & Marcus Starks

"Tab" Tabellario & Larry Corey

Mike & Gerry Moore



Standby, 2018 Crab Rallye is just around the corner



MEET YOUR 2017 COUNCIL



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Vice President John Scott



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MY EXPERIENCE AT THE RON FELLOWS' CORVETTE OWNERS SCHOOL - PART II

By Dave Kuhn

In my class, there were a lot of Z06s, probably close to a third of the class, and the transmission split was mostly A8 automatics. I had a 2017 Grand Sport, Manual 7-speed, and there were only 2 manual drivers. The guys in the Automatics were told to always run the auto trans in manual mode

With the extra 200HP the Z06s could pull me on the straights, but the North-South 2.2 is 10 turns in 2.2 miles with only one good straight. The Z06s simply could not really use their power to any advantage. As a matter of fact, this is where I learned another valuable lesson. We all have heard about cooling issues for the C7/Z06s and I always try to keep my eye on the Temps because again I didn't know what my car was capable of. At the track, we had daily 114-degree temps with track temps close to 140 degrees. I was able to run the Grand Sport all day at 5-6,000 RPM, with the A/C on so high I thought I was getting too cold. On the flip side, the Z06 A8's would overheat after 1-2 laps. Once they went into limp-mode they just fell immediately behind. The Z06s were awesome, but when it gets hot... they will potentially lose that advantage.

They ran two schools at the same time on separate tracks (one C7, one CTS-V). Within each school they divide us into two groups. One group on track while the other group was in the classroom. The group on track was usually divided into three groups with one instructor leading 3 or 4 cars. Those 3 or 4 cars trade off following directly behind the instructor. You dictated the pace when you were directly behind the instructor, the instructor would simply go as fast as you could keep up. The rest of the time when you were following another student you were supposed to give them a buffer of about 6-7 cars lengths, I was often finding myself encroaching on that suggested buffer as the car in front would surprise me with being slower than expected through braking zones or corners. The track did get a bit crowded for our group as we caught some slower cars / groups and had to slow our pace to let them pull out a gap again or sometimes we were allowed to pass the slower group but we all had to slow way down to pass them at a safe speed.



We stayed on one track the whole time. Our class was on the middle track (the 2.2 mile North/South track) and it was a very enjoyable track. Very tight and technical in some spots and more open and sweeping in other areas with a lot of variety in the type of corners with different entry speeds and amount of braking pressure required. On the back straight I was able to hit between 110-115 MPH on hot laps. I was fortunate enough to get grouped with the fastest drivers in the class from the start, and managed to stay there for the entire course.

You are most likely a Corvette Owner if

If you've ever bought a piece of clothing to match the Vette.

Ron Fellows—Continued



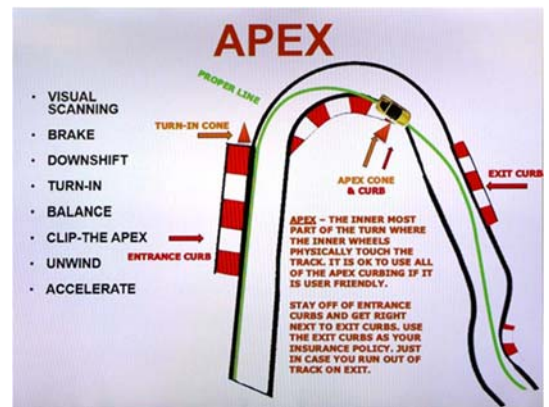
One of the best parts of the school was the "demo" session on Day 2. It occurred immediately following our two students leaving the track. We all hopped in cars with an instructor driving and went for a ride... after we had a chance to think we were finally getting a clue and getting better, the ride with the instructors truly gave us an idea of what was possible. These instructors are very good, fast and amazingly smooth, my biggest take-away was that the speed seemed to come from that smoothness, the car never seemed to be unsettled. All the transitions from deceleration through turn in to the apex and back to acceleration and unwinding out of the corners were seamless. Those kinds of laps became the goal. The demo session was on the same track we were on and during my session they were setting lap times in the 1:47 second range. My best time behind an instructor was a 1:57.5 on my second to last

run. Having said that, keep in mind the instructors apparently are only allowed to drive these demo sessions at approx. 70-80% of their ability... it was impressive. This car is so capable on the racetrack it's intoxicating. Open lapping sessions would really be something as you gradually work up to finding the limits and gain confidence in each sector of the track.

When we were not on the track they were teaching us some racing concepts (looking ahead, apexing, braking, oversteer/understeer). We were never pushed. Instead we were taught techniques that professional race drivers use, both in the classroom and on the track, and then we got to push ourselves as much or as little as we wished. Instructors were very adept at putting drivers with similar abilities together so we could drive without being under pressure. The result was a total blast because everyone made progress and mastered the track at speeds that seemed unimaginable upon our arrival.

In other classes, they actually demonstrated features of the C7. I felt like I already knew most of this stuff, but it seemed some others were quite interested in finding out about some of the systems that were present on their cars. I did learn a couple of small things so it was certainly worth it to pay attention. One very good explanation of the multiple levels of traction control and active handling did help clarify some things about that system for me. There were many other lessons on such things as Performance Traction Management, Drive Modes, Launch Control, and the Performance Data Recorder.

If you have never tracked your car this is an awesome school to start with. The tools they taught are extremely valuable on the racetrack, and much of it will transfer to the road to make you a better driver. Even if you have some track experience by the end of Day 2 you will still have had a great time, guaranteed. The driving experience of students in the entry level program is widespread and the teaching faculty does a simply superb job of ensuring that drivers of all abilities have a good time and learn techniques that make them better drivers. They also ensure that the students have a blast. Imagine feeling a bit intimidated of the course on morning one and driving rather conservatively to driving the course with so much more confidence on the second afternoon. The rush and the confidence are enthralling. Yet no one gets pushed beyond their comfort zone. Instead the school teaches techniques to make you a better driver so you can push yourself.



Everything about the school is top notch, from the entire facility to the instructors and administration people, and the beautiful setting it was all great. Especially the people, I have to say that it was the people who really MADE IT. Everyone was so personable and helpful, like they all loved their jobs. Not only were the instructors knowledgeable and able to teach you the skills but they did so with such enthusiasm. They all made it their mission to make you a better driver and to ensure that you had a good time doing it.

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Ron Fellows—Continued**FINAL THOUGHTS**

All in all, the Ron Fellows Performance Driving School Corvette Owners Program at Spring Mountain was an amazing adventure. The resort, accommodations, meals, friendliness and professionalism by all was beyond reproach. At such a savings, I don't really understand how less than 25% of Corvette owners take advantage of such a valuable opportunity. Both myself and Barbara enjoyed it thoroughly and I hope to get back to the Resort sometime in the near future! In fact, I've already been in discussion with a few of the friends I made during COS about coordinating return trips to the level 2 course.

As for all the vehicles, I had previously owned that I thought were spectacular, all that changed when I arrived at Spring Mountain. When I started this article, I discussed wanting to find out the limits

of my Grand Sport. What I learned is that this car, this beast, is able to take everything I could throw at it gracefully and comeback for more. I truly learned that this car is capable of far more than I am currently able to throw at it. Whether a high-performance driving program is on your 'bucket list', or whether you simply want to have more command of your car, this is an experience that is thrilling and educational. I will definitely be paying for Level 2 sometime in the near future and would love to attend with some of the NVCC members as well. If anyone would like more details or has any questions I am more than happy to speak about this experience.





A few NVCCers were present at the Summit Point Raceway for Friday at the Track (FATT) on Saturday (yes, Saturday) 8/19. August is the one time each year that the popular monthly event is not held on a Friday.

FRIDAY AT THE TRACK

By John Stark

This event was held on the Shenandoah Circuit, which is a highly technical track, packing 18 turns into a little less than two miles. With so many turns, and a variety of turn geometries, it is not a fast track, but demands intense concentration throughout.

I am far from an expert at track driving, with fewer than 20 days to my name, and this was my first time on Shenandoah. So my performance was mediocre at best. But I was fortunate to snag Pat Roney as my instructor, one of the old hands from nearby Corvette Club of America, who astutely ensured that each lap was meaningful and a productive learning experience. Despite spending the prior week studying a map of the track and watching various YouTube videos of people driving it, the first few laps were tenuous and sometimes herky-jerky. At least for me, there is nothing that can substitute for the experience of actually feeling the forces on one's body and seeing the 360 degree view in the flesh. I was sometimes disoriented as to turn sequences and the sharpness of some turns.



The videos just don't provide enough perspective to really understand the track. However, that preparation was still valuable, and I'd highly recommend it to anyone else trying a new track. After the first 20 minute session, I was reasonably comfortable with the proper line and was starting to refine the details of turn entry, apex, exit, braking and throttle points.

As enjoyable as the seat time was, equally enjoyable was the time spent with NVCC friends. Also in attendance were Paul Benish, Partha Niyogi and Andrej Balanc. Paul, Partha and I set up paddock space together in the grass, anchored by Paul's nice 10x10 canopy for shade. By chance or secret planning, Andrej, paddocked nearby, turned out to be Partha's instructor. Partha brought his white C7, Andrej his black C5 Z06 race car, and I my black C5 track car. Paul's "new" C5 was unfortunately on the rack getting new brake lines and a whole mess of other improvements, so he was compelled to bring his Honda Civic. But he performed well enough to impress his instructor for a promotion, after several years away from track activity.

With gorgeous, 85 degree sunshine and breeze, the down time between track sessions was perfect relaxation. It also gave us plenty of opportunity to talk and enjoy the company (and a little beer Paul provided afterward). The only flaw in a perfect day was on the final session when I took a right turn and heard a big CLUNK—TINK-TINK-TINK-TINK. After thinking a wheel may have dislodged itself, I crept around the track safely to the pit. There I borrowed a jack and impact wrench from Paul, and we did some quick diagnostics, finally determining that two of the spokes on the left front wheel had cracked clear through. End of the day for me! Problem was, I had to drive this beast on a two hour road trip home. Again, I was fortunate enough to be with friends, and just genuinely good people. Andrej already had his car on its trailer for the journey home, and volunteered to donate one of his wheels to replace mine so that I could drive safely.



We performed the swap quickly, and I ended up driving home with an oversized racing slick on one front wheel. It looked rather odd, and the larger diameter made for some interesting handling, but all worked well and Andrej & swapped back a couple days later. All is well, and I'm shopping for four new wheels (fatigue failure in one probably means that the others aren't far behind).

After doing quite a few track events more-or-less on my own (none or maybe one other NVCCer present), I certainly appreciate the camaraderie of planning and sharing space with friends. Despite this sport being just loaded with people who are invariably friendly, helpful and generous, it's good to hang out with familiar faces. I'm hoping this article stimulates other track participants, and those thinking of doing it for the first time, within the club to speak up and start planning events together. Although our club probably won't be hosting our own track event in the foreseeable future, we can have mini-NVCC day at other events. That's just as much fun without the work!

NVCC GENERAL BUSINESS MEETING MINUTES

AUGUST 19, 2017—VICKI ALLEN-SCOTT, SECRETARY



Officers present:

Kris McCandless, President

Vicki Allen Scott, Secretary

John Scott, Vice President

Jerry Lelansky, OAL

The meeting was called to order at 10:22AM by President Kris McCandless, at Amphora Restaurant, 377 Maple Avenue West, Vienna, VA. The number of attendees was 34, and included past presidents Dick Hammaker, Rick Poage, and John Palmgren.

The GBM minutes from July 2017 were unanimously approved.

Kris welcomed everyone and said that this is our first breakfast GBM, and he hopes everyone will enjoy it and come back to others that will be held on a quarterly basis.

Kris provided details about the raffles to be held during the meeting: service repair certificates from Curry's (1 each) and Page Chevrolet (6 each), and two (2) gift certificates from Maggiano's restaurant.

Council News – Kris announced the following Council news items:

New NVCC logo tees are on order and their design is based on Dick Hammaker's suggestion.

Magnetic nametags for all members are being priced and will be available soon.

We will order another batch of the small, oval NVCC window clings to identify members cars.

Bylaws are being hashed out and should be in Club members' hands for review in September.

Sponsor Discounts – Kris asked whether the membership has taken advantage of Page Chevrolet's discount that's being offered to NVCC members. The discount includes 20% off labor and 25% off OEM parts – and they'll beat all other offers. A few members said that they had used the discount and a few others weren't aware of the discount until now.

Trivia – Rick Poage announced that he recently began working at "Liquid Moly" as a manufacturer's rep for their spec'd, tightly engineered oil products. Their target market is primarily European cars, and Rick offered to award a bottle of "LM" Engine Flush for the following trivia question:

Question: Current LT1 and LT4 motors that are put together in Tonawanda feature a cracked rod piston assembly. What is it?

Answer: The cracked rod is purposely created to better fit the rod cap.

Activities Update – Vicki Scott talked about several upcoming activities and asked the following members to comment on events that they are organizing or assisting with: Mike Gilliland/Dick Hammaker (Corvettes at Carlisle; Fall Country Rallye); Paul Fineberg (Wounded Warrior Car Show); Jerry Lelansky (NRA Car Show). In addition to the foregoing, Vicki also mentioned the cruise to Shady Maples at the end of September.

Raffle and 50/50 Drawing – All raffle items were won and the 50/50 jackpot was \$38.00.

NCM Ambassador's Remarks – Al Boone addressed the group to reiterate a few of the highlights of this month's NCM newsletter, which he forwards to the general membership. He also pointed out the various categories of NCM membership, and handed out brochures for further information.

The meeting adjourned at 11:18AM.

WELCOME NEW MEMBER:

Theda Ellis—2nd Owner of 1978 Coupe

A VOTE TO ACCEPT THESE MINUTES WILL BE TAKEN AT THE September 26, 2017 GBM

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. Quarterly GBMs held in a breakfast venue every quarter.

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-

FEBRUARY

None

MARCH

05-12: NVCC Winter Getaway Cruise, Western Caribbean,

19: NVCC 3rd Annual St. Patrick's Day Brunch - Kilroy's

26: 4th Annual NVCC Corvettes and Crab Rallye

APRIL

15: NVCC goes to Barboursville Winery 23: Aquia Creek CC—Captain Billy's Crab House Cruise

29: Potomac-Chesapeake Audi Club 1-day High Performance & Car Control Clinic at Summit Point Jefferson Circuit

MAY

06-07: Tire Rack Street Survival (TRSS/BMW/NVCC/CCA), Lincoln Tech, Columbia, MD

20: Cruise to Appomattox Court House & Michie Tavern

21: Fairfax Law Enforcement Appreciation Day, Springfield

26: Challenge Day at Oxon Hill Middle School

JUNE

04: Corvettes Care Car Show at Page Chevrolet, Alexandria

17: NVCC goes to Barrel Oak Winery

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

27: GBM, Page Chevrolet, Alexandria, VA

JULY

08: Corvettes & Jeeps Cruise-in to DuCard Winery, Etlan, VA

16: NVCC Annual Picnic at Anderson Farm, Ganotown, WV - Organizer: Richard & Cheryl Anderson

23: Design Entries due for NVCC Appreciation Plaque Contest (for Page Chevy)

25: GBM, Page Chevrolet, Alexandria, VA – Voting for winning plaque design!

AUGUST

12: Old Dominion CC All Corvette Cruise-In — 11:00 a.m., Sudley Plaza, Manassas, VA

19: GBM/Breakfast, Amphora Restaurant, 377 Maple Ave,

Vienna, VA

26: NVCC Saturday Cruise to Carlisle, PA – Organizer: Mike Gilliland

SEPTEMBER

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

23: CCA-NVCC Corvette Show Warrior Transition Brigade, Walter Reed Medical Center, Bethesda, MD 12:00—3:30 PM— Organizer: Dave Dubois

24: NRA 3rd Annual Car Show—11250 Waples Mill Road, Fairfax, VA; 9:00 am—3:00 pm

26: GBM, Page Chevrolet, Alexandria, VA

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

OCTOBER

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

13-24: Autumn Getaway Cruise to Mediterranean – Organizer – Bob Devery

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

24: GBM (NVCC Officer Nominations), Page Chevrolet, Alexandria, VA

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

NOVEMBER

3-4: Teen Driving School (TRSS-NVCC & BMW); Location: TBD —Organizer: Dave DuBois

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

28: GBM (NVCC 2018 Officer Elections), Page Chevrolet, Alexandria, VA

DECEMBER – No GBM; no events scheduled to date

JANUARY 2018

23: GBM, Page Chevrolet, Alexandria, VA

27: Banquet, Maggiano's at Tysons Galleria

Vehicle Registration Requests (email Michns@nrhq.org a picture & year/make/model



NRA 3RD ANNUAL

CAR & TRUCK

Show

DATE: **9.24.2017**

LOCATION: **NRA HQ** 11250 Waples Mill Rd.
Fairfax, VA 22030

TIME: **9am - 3pm**








www.Facebook.com/nrarrange

THE NRA CAR & TRUCK SHOW IS BACK!
Open to all years, makes, & models including muscle cars, antiques, exotics, motorcycles & custom/off-road vehicles

PRIZE PACKAGES AWARDED FOR

- FantomWorks Best of Show Trophy! Chosen & Presented by Dan Short
- Owners Choice Award (Participant Vote)
- Best Vehicle (Public Vote)

\$10 VEHICLE ENTRY FEE
100 random registered vehicle owners will receive a FREE GIFT PACKAGE from the NRA Range

FREE NRA Museum Tours on the hour from 10am to 2pm!
NRA Café & NRA Range will be OPEN during the show!




For vehicle registration, vendor slots, and event questions contact **Michael Johns** at **703-267-1489** or **MJohns@nrhq.org**

300+ VEHICLES IN 2016!
Meet the FantomWorks Crew!
Watch the Football Game at the Café!

SAVE THE DATE !

The National Corvette Museum Ambassador's Corner

By: Al Boone

Hi! I'm Al Boone (2003 spiral gray coupe), the current NVCC Ambassador to the National Corvette Museum. I've owned my Corvette since 2005 and joined the club to expand my contacts with the Corvette community. I've been a member of the Northern Virginia Corvette Club since 2015. I've filled this role as Ambassador since January of this year. Likely you've seen my NCM 'forwards' in your email.



So to have an understanding of what I'm to be doing, its best to understand a little about the National Corvette Museum.

The mission of the National Corvette Museum is to celebrate the Corvette's invention, and preserve the legendary automobile's past, present, and future. The Museum serves as an educational and research model for all to enjoy as well as being the steward for all Corvette enthusiasts.

The NCM is located in Bowling Green, KY adjacent to the Chevrolet Corvette Bowling Green Plant where all Corvettes have been assembled since June of 1981. It is about 60 miles north of Nashville, TN. The museum is a beautiful facility with an unparalleled collection of Corvettes and Corvette memorabilia.

My role as the NVCC Ambassador is to provide a link between our club and the NCM. The role's mission will be that of receiving and disseminating the most current and correct information from the Museum, and to convey that information to NVCC.

Additionally I am to act as a Museum's representative to promote and solicit support for the Museum. This including promotional activities such as drawings as well as to encourage members to consider joining the Museum. Additionally my role is to provide NVCC feedback to the NCM.

Besides the distribution of information from the NCM, I plan on continuing regular contributions to the newsletter. Additionally I'd be happy to field any questions or requests you may have about the NCM. I also welcome any feedback or suggestions you may have.



The going away parties stopped so I decided to finally move. I have been in Binghamton since August 23rd. My last renters left my home structurally sound but worn and dirty. I had professional cleaners and carpet cleaning done and it is much better. I have painted (some of) the ceilings and have plans for new rugs, updated bathroom, updated kitchen, and some flooring for the living room and kitchen.

I have taken a few glider lessons in the motor glider and love it. I have over 500 glider flights in my log books but haven't flown in 5 years and have never piloted a motor glider.

I will be attending the Walter Reed car show on Saturday Sept 23 and then leaving for home on Sunday. This is now a 30+ car event. Thank you for all that registered. My next track event will be a Hooked on Driving event Oct 14 and 15 at Watkins Glen. Looking forward to joining them as I have missed their events this year.

By the time you are reading the newsletter, I will have hoped to announce our teen driving school will be on Nov 4 and 5 again at Lincoln College. Our BMW TDS event lead is tied up with a major corporate acquisition and he is the VP of all things financial. This is one reason we are starting our prep work for the TDS later than normal. I am hoping you will come and support both days of the event. Rafael was the BMW team's lead and I am hoping that the BMW club will be as active as they have in the past. I will keep everyone posted as we progress with the event's logistics.

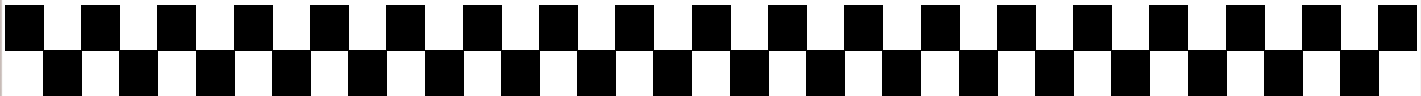
I attended my first Southern Tier Corvette Club meeting, the club I helped start in 1969 or 1970. There is one member that is still involved from that time period and he is still autocrossing the same '65 Corvette Convertible with a (now built) 2 speed autoglide transmission - with racing tires, seats, and a roll bar. He is fast.

Most of you know I bought a truck... and even I have a hard time believing that. Well, I also bought a 19 foot camper from a family friend that was just too good of a deal to pass up. I think I am going camping now?? Time will tell.



Hope to see you at Walter Reed and the Teen Driving school. Missing all of my friends...

Dave Dubois



NVCC GOES TO KINGS FAMILY VINEYARD

SAVE THE DATE OCTOBER 21st 2017. WE WILL BE MEETING AT OLD KEENE MILL SHOPPING CENTER IN WEST SPRINGFIELD AT 9:30AM AND LEAVING AT 10:00. THIS IS AN AWESOME OPPORTUNITY TO DRIVE YOUR CORVETTE. TASTINGS ARE APPROXIMATELY \$10. RSVP SHAWN AT 703-473-6069. THERE WILL BE SOME AWESOME ROADS AND AWESOME WINE. LOOK FORWARD TO HAVING BIG TURNOUT.
 KINGS FAMILY VINEYARD - 6550 ROSALIND FARM ROAD - COZET VIRGINIA - 22932 - (434) 823-7800 - DRIVE IS APPROX. 2HRS AND 20M AND 121 MILES THRU BEAUTIFUL CHARLOTTESVILLE VIRGINIA



2017-2018 Tentative Events

OCTOBER

Oct. 20: Homecoming Parade- Lee High School
6540 Franconia Road, Springfield, VA
Contact if interested w/your convertible
Corvette: Bill Snyder, 703-914-8715
usmc0311vn@cox.net

NOVEMBER

TBD: Top Golf Outing, Ashburn, VA – Organizer(s): TBD

IF ANYONE HAS AN INTEREST IN LEADING ANY EVENT, PLEASE CONTACT ANY COUNCIL MEMBER COUNCIL@NVCORVETTECLUB.COM

DECEMBER

TBD: Bowling Night, Falls Church, VA – Organizer(s): TBD

TBD: Holiday Lights Cruise—Organizer: TBD

JANUARY 2018

27: Banquet—Maggiano’s at Tysons Corner—
Organizer: Mae Fromm

SPRING 2018

Corvettes ‘n Crabs Rallye – Organizer: Mike Gilliland
(March 2018)

NVCC Cruise to Longwood Gardens – Organizer:
George Durk

NVCC Cruise to Staunton, VA – Organizer: Kris
McCandless



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



HALLOWEEN



VIENNA HALLOWEEN PARADE 2017

Wednesday October 25, 2017 at 5pm

Summer is almost over, and fall is just around the corner. What better way to get ready then to plan some fall fun! Northern Virginia Corvette Club will be participating again in the Vienna Halloween Parade. It is a fun event and we usually get a great showing. For many years now, we have participated as a club, and have placed in ribbons since at least 2009 (since I have been running it).

**Car Decorations and Costumes are not required,
BUT STRONGLY ENCOURAGED!!**

There is a 20 car cap, so make sure to RSVP -first come, first serve!

We are meeting to line up between 5-5:30pm

(After 5:30-6pm the roads close and are hard to get into the parking lot, so I urge everyone to come early). Our line up # to TBD, but we typically are put in the **Danor Plaza Shopping Center** (off Maple Ave./Branch Rd) in front of Fresh Market (at the end of the shopping center).

Please make sure to **RSVP** with a good contact phone # in case anything changes the day of. When you arrive, you will sign the club waiver sheet and check-in with me (Lori Benish).

We will have dinner, if you want to join the group, at **Elevation Burger**, which is in the same shopping center, right around the corner from our cars. We will head over to Elevation Burger around 6pm-ish, so if you arrive after that, find us there to check and sign in. It does get busy, since it is limited options with the parade closing the roads down, so don't wait to order your food until last minute! The parade begins a 7pm, but typically we do not roll out until after 7:30, plenty of time to get a bite to eat after decorating our cars.

Remember **NO BURNOUTS!** We are here to have fun, but also represent the club and make a safe environment for all the little kids that will be watching our super cool cars! Also, no throwing candy from the cars, only if someone is wanting to walk along and hand out the candy, due to safety concerns.

DETAILS: BE AT DANOR PLAZA SHOPPING CENTER AT 5-5:30pm

Danor Plaza: 142 Branch Rd Southeast Vienna VA 22180 (In front of Fresh Market)

DINNER WILL BE AT ELEVATION BURGER STARTING A 5:30-6:30PM

Elevation Burger: 142 Branch Rd Southeast Vienna VA 22180 ph703-865-7277

Hope to see many of you there! RSVP for this event to:

Lori Ann Benish (LOCO1707@yahoo.com)

Vienna Halloween Parade Master (Paul Benish's other half ☺)

THE ROAD TO CARLISLE

BY: JIM MCKAY



The road to Carlisle began in 1968, when a young boy in Queens NY played with a C2 Corvette toy despite his high school freshman classmates making fun of him. Spending a \$1.50 for a cast steel toy car in 1967 was a big deal for our family. Matchbox toys originated in 1953, but weren't as big or nice as this Corgi brand car from England.

Roll forward almost 50 years. I was surfing the net, and began looking at C2 Corvettes. I was also planning a trip to an accounting conference in Nashville, and began thinking that my 2007 Jeep Wrangler with 240,000 miles might not make it there and back. Maybe it was time to buy a new one... And a switch flipped in my brain. Fix the Jeep and buy a Vette!

I set up appointments to see a couple of C2s while in Nashville, as they are rare and expensive in our area. They turned out to be buckets of bolts. So, I returned to the internet. Not much changes on the sales sites in a week, and I had already looked at hundreds before leaving home. But, I searched anyway. A bright yellow C2 popped up. It was just outside of Charlotte, NC, and we were staying in Asheville on the way home.



I called and made an appointment. Woke up early in Asheville, and while the family shopped and toured, I drove 200 miles to check out the car. I saw it, drove it and bought it on the spot.

Never thought I would buy one with front end closed in for racing, as I loved the flip up headlights since I was a kid. There was just something about the mean race car stance and flared fenders that got me. Oh, and the color! '65 goldwood yellow.

Wayne Bradshaw the owner was quite the bohemian collector. He had 20 pristine cars under roof. Like one of the car shows on cable. Gas pumps, giant signs, and walk through the garage to a full size commercial lounge, with bandstand, kitchen and pool table.

The young teller at this small town BB&T, had never seen someone walk in and withdraw \$35,000 in cash, and then turn around and hand the box of money to the old guy with a pony tail standing next to him! Wayne was nice enough to drive the car to my hotel with his garage helper following in Wayne's boss hemi mustang. He came down the 2500 foot Black mountain switchback curves never doing less than 85 mph. I had to show down, as the Jeep wanted to roll. As we hit the flats, I raced to catch up. Sure enough, a "county mounty" caught his helper behind me doing 85!

Wayne and I kept going. His friend caught up and told us what the "mounty" said in a deep southern drawl, "Where were you guys going!!!"

We were staying at the Grand Bohemian Hotel that has a huge atrium parking area at the front door, with chandeliers and marble statues. The hotel staff parked the Vette there all week, with another newer Vette and a \$150,000 brand new mid-engine Audi. No one looked at the Audi all week.

We rented a trailer, brought the Vette home, and work began immediately. I wasted



\$10,000 at a supposed Vette shop in Triangle, before I found my current shop in Fairfax, Automotive Specialist Center. Tim Minor, the owner, is a champion Continental racer. He builds Indy race cars. So, while my doors might fall off, if I turn the key, the car starts every time!

Before Tim worked on it, I took it to Corvettes at Ocean City with oil dripping from everywhere, rear end almost on the ground, and side pipes rusted out. Barely made it there and back. But it won second place in class... Basic custom. They must have felt sorry for me...Ha! Ha!

We also went to Carlisle as spectators the first year before beginning the real work. The rest is history ... new suspension, engine rebuild, disc brakes and more. As soon as the rebuild was finished, we headed to Carlisle again in 2016. The celebrity judge from Corvette Engineering out of Michigan picked the yellow Vette!! It got the longest write up of the 140+ cars that won, ending in, "pure Americana!"

So, we found ourselves at Carlisle again this year...Haggerty's gave it a good hard look, but did not pick it. We love looking at the cars and hearing the stories. My network of enthusiasts now spans the mid-Atlantic region. Now it includes all the nice folks in NVCC, who stopped by our tent to say "hi". Shopping the vendor stalls is great, too.

We always stay at the Gettysburg Hotel and park the car on the circle through the weekend.

Next year we plan to try a nearby B&B, but you'll still see the C2 parked on the circle with me telling the story. Our Carlisle spot is already reserved, so stop by and see us next year in IE61 across from the Corvette America tent!





Post Office Box 3458
McLean, VA 22103

www.nvcorvetteclub.com

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

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REPAIR FAILS



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FINAL THOUGHT

