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Tysons Corner, Virginia



The 'Glass Gazette

March 2004

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NVCC 2004 Officers introduced at annual party!!

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A great time was had by all at the annual NVCC banquet to kick off the 2004 year (the 35th if anyone is counting!) for the club. There were lots of door prizes given out with the grand prize being \$400 toward a set of tires! About 50 people attended. Held at the Holiday Inn, Tysons Corner on February 7, 2004.

top team!
New officers were introduced for the first time in 2004. In the picture below left to right is Jeff Kirk, NVCC President, Wanda Robinson, Secretary, James Anderson, Vice President, Don Kerndt in his second term as Officer at Large, Collin MacDonald as Concours Chairman and two time former President Paul Hertel now serving as Social Chairman. Missing from officers was Jeff Reinke continuing as Treasurer. Council members missing from the photo was your truly as newsletter editor (I just forgot to get in the photo!), Ralph Watts, Historian, Andrej Balanc, NCCC Governor, Don Patrick, NCM Ambassador, Judy Patrick, Membership, Brad Sneade, Webmaster and Joyce Corbin, Publicity chair.

Zoel Robinson received the 2003

NVCC Member of the Year Award.



Bergstroms

Mark and Barbara Bergstrom provided awards to the top NVCC rallyists with the Daly's winning for what is estimated to be 10 years in a row as the

Photos thanks to Chuck Pellerin

Newsletter Article Submissions

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

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

Format: email, text-format (MS Word)

Pics 640x800 jpg format

Northern Virginia
Corvette Club
Website: www.nvcorvetteclub.com

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Who ya gonna' Call ?...

NVCC COUNCIL MEMBERS

<u>President</u>	Jeff Kirk	703 798 4193
	jkirk@dgsys.com	
<u>Vice-President</u>	James Anderson	
	jaa2404@hotmail.com	
<u>Secretary</u>	Wanda Robinson	
	redvette1@cox.net	
<u>Treasurer</u>	Jeff Reinke	703 404 0971
	JeffreyReinke@aol.com	
<u>Officer-at-Large</u>	Don Kerndt	703 759 5495
	dkerndt1@cox.net	

COMMITTEE CHAIRPERSONS

<u>Autocross</u>	OPEN
<u>Auto-X Co-Chair</u>	OPEN
<u>Concours</u>	Collin MacDonald
	703 338 9677
	o2bquik@adelphia.net
<u>Historian</u>	Ralph Watts
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<u>Newsletter</u>	Jim Beaupre
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<u>NCCC Governor</u>	Andrej Balanc
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	703 234 2820
	thepatricks@erols.net
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	jorce@starpower.net
<u>Rallye</u> ———	OPEN
<u>Social</u>	Paul Hertel
	703 771 0484
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<u>Spooktakular</u>	OPEN
<u>Web Master</u>	Brad Sneade
	703 716 0451
	bsneade@iogen.com

What's Happenin'.... in the NVCC!!

FEBRUARY

24 General Business mtg Koons 7:30pm

MARCH

9 NVCC Council Mtg Koons 7:30pm
 10 NVCC Karting, Sterling see flyer 7:30 pm
 14 Hopsfrog Social see flyer 10am
 23 General Business mtg Koons 7:30pm

APRIL

13 NVCC Council Mtg Koons 7:30pm
 27 General Business mtg Koons 7:30pm

MAY

2 NVCC 2004 Concours
 Collin MacDonald—for information see Flyer
 11 NVCC Council Mtg Koons 7:30pm
 25 General Business mtg Koons 7:30pm

JUNE

8 NVCC Council Mtg Koons 7:30pm
 22 General Business mtg Koons 7:30pm

JULY

13 NVCC Council Mtg Koons 7:30pm
 27 General Business mtg Koons 7:30pm

AUGUST

10 NVCC Council Mtg Koons 7:30pm
 24 General Business mtg Koons 7:30pm
 27-29 Corvettes at Carlisle

SEPTEMBER

7 NVCC Council Mtg Koons 7:30pm
 21 General Business mtg Koons 7:30pm

OCTOBER

9-10 NVCC Spooktakular—Summit Point!
 12 NVCC Council Mtg Koons 7:30pm
 24 AutoX by NVCC for MWCCSCC at Rosecroft
 26 General Business mtg Koons 7:30pm

NOVEMBER

9 NVCC Council Mtg Koons 7:30pm
 23 General Business mtg Koons 7:30pm

CORRECTIONS !!

Presidential Pontifications from Jeff Kirk

As I sit and write these comments, the temperature is a warm 29 degrees outside. The lawns are still partially covered with snow, and the roads have been covered in salt, snow, water, ice, sand, and who knows what else. Like many of you, I'm anxious to get the car out with the windows down, and just enjoy the sound of the car cruising down the road with the radio blaring.

In some conversations I've had with some the members of the club, the one thing that continually pops up is it's social aspect. That is what brought the club together in the first place, and I'd like to make the social side of the club the most important facet of the club.

One thing that's been brought up a few times in the council meetings, is having a General Business Meeting not at Koons Ford, but maybe at a local restaurant. Basically a way of just everyone relaxing and socializing, instead of always being focused on club business.

I'm asking everyone here to take a few minutes, and see if there's a place that would be reasonably located, that maybe everyone can meet at, and just sit and talk and relax some. Or maybe if they can think of an event that they'd enjoy going to, that maybe some of the other club members might also enjoy.

Some thoughts off the top of my head are a dinner cruise on the Dandy, or maybe head up to Columbia to Toby's, a dinner theatre. These are things that we might not necessarily do individually, but as a group might be nice to think about. I definitely would love to have a night at a comedy club. Several members have even asked about a social where we all went out dancing.

Banter a few of these thoughts around, and let the club know if you'd be interested in attending or setting up one of these events. Setting up something is pretty easy...just bring up the idea, figure out a date that works with most people, make a few calls, and it's done.

For now though, I'll see if I can get to Home Depot and find a heater for out in the garage, and hope Spring hurries back.

Respectfully submitted,
Jeffrey L. Kirk
2004 NVCC President



The Z06 Electron Blue Zone from Jim Beaupre

Let's just say this issue is so full of stuff that I don't have much to say.

On the cover are pics of our new NVCC officers and what a great party we all had to start the year. Yours truly bored everyone to tears with home video of Monaco F1 1998 but put up on a BIG screen it looked ok.

We have a long letter from our friend George Skalkeas from Florida. You can tell his is missing us!

Barb Shaw has the Rallye wrapup news for 2003 and the beginning of 2004.

There is Autocross news, continuing coverage of the great Concours that Collin MacDonald and Don Kerndt are working on, and it is good to have the Patricks back somewhat healthy with a great contribution on NCM news from Don.

Collin has his continuing article on restoring the 1963 Split Window Coupe and other announcements.

Andrej has a great article on his adventure in Florida at Sebring in the middle of the winter.

Note that Cooper Corvettes has generously paid to have an advertisement place in these pages every issue. Thanks you Rick Poage.

Considering the fact that this winter won't end, the contributions of the articles this month is absolutely terrific!

Thanks to all!

Jim Beaupre



Letters ... we get letters and emails!

FROM OUR NVCC "chapter" in FLORIDA

I'm a Florida resident now but it doesn't seem long ago when I was talking to some of you at a meeting about this grand scheme in my head. We sold our house in December and rented it back for a few weeks until I retired from the IRS on December 31. We finished packing on January 2 while the movers were loading our stuff. On Saturday January 3rd I picked up the trailer I reserved from U-Haul and with the help of Andrej and my son Tom got the Corvette loaded up and ready to go, made a final trip to the Salvation Army drop-off, the Fairfax county dump and loaded my S-10 with the motorcycle Tom rode in from Martinsburg, the original bare block from the Corvette, and various and other things we had no room for in our tow vehicle. Those of you who have moved know that moving companies don't like challenges – accordingly, they don't want plants, paint or any other flammables. Our Trailblazer and Corvette were filled with as many flammables as I could squeeze in after making room for our plants! I gave Tommy the keys and title to my 1986 Chevrolet – *official truck of the NVCC Spooktacular* – S10 and off he went.

Maureen and I said good bye to some neighbors and at around 2:00 pm headed south with a goal of making South of the Border (a modest collection of understated motels and tasteful giftshops just over the border of North Carolina in South Carolina). We made it to south of the border all right but it was the Virginia/North Carolina border, a mere 200 miles shy of the goal. Part of the reason was that I was real conservative in driving, not having done any towing in a while and because this was the maiden towing voyage of the Trailblazer. We were headed for the home of Ed and Jan Masek in Homosassa, FL, where we were going to stay for a few days and also store the Corvette until we completed our house hunting trip in Dunedin, our final destination, about 60 miles south. This is a trip of just under a thousand miles and although it is all downhill, towing does take a toll on one. The original plan called for us to arrive at the Masek Kingdom mid/late afternoon Sunday. With a late start Saturday, conservative driving and an early quit time, we knew Sunday was going to be a real force march. Nevertheless, it was late Sunday afternoon and we were still in Georgia. By then I was stopping at EVERY rest stop and falling asleep for a few minutes. When awake though, my approach to trailering was quite different from Saturday's – good bye Mr. Conservative, hello Mr. Passing Lane! No matter how fast or where I went, the Corvette in my mirror kept up!

Darkness fell soon after we left Georgia and we were soon in deepest, darkest Central Florida, speeding toward the bright lights of... "Ocala"! Ed guided us in via cell phone until we met up with him outside his community and he lead us in the final mile. We arrived bedruggled and road weary at about 9:00 pm.

Our next goal was to procure a residence before the moving truck was to arrive on the 12th.

We took Monday off to recover but in the evening we went on-line and lined up a few potential rental units. By noon Tuesday we had a place and were working on lease negotiations. The following Monday the moving van arrived and we got everything in the house. That Wednesday we went back up to Ed and Jan's and I brought the '72 to its new home in the sun.

I'll skip the part where Maureen and I got "sticker shock" from the cost of insurance here compared to Virginia and just let you know that I have a Florida- titled and insured car sporting an original 1972 plate that I got from a vendor at the NCRS Winter Meet in Orlando a few weeks ago (it's not so much that the Corvette season starts earlier here, it is more like it is a never-ending season)!

Many of you are aware that we had a mini reunion of sorts here in January when Andrej and Stewart came down to Sebring. There will be another one in a couple of weeks when Walt Gilbert comes down to join Ed Masek and I at the 12-hour ALMS race at Sebring. I will give a report on that now that we have all the "human interest" junk out of the way and I can focus on hardcore Corvette activities and experiences. Until then stay warm!

George Skalkeas



LOADING UP FOR FLORIDA!!!!

Ordering RPO#P02 from '69 to '73
got you what?
Nice Hubcaps!



**Members
CORNER**
By Judy Patrick

*Socially Speaking
from
Paul Hertel*



March Report

NVCC 2004 Social Calendar

We currently have 95 Active members and 7 prospective members

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

2004 Membership cards will be available at the General Business Meetings.

WELCOME NEW MEMBERS!!!!

- Charlie Brown '77 Red Coupe & '01 White Z06
- Patrick & Jean Hagen '02 Yellow Z06
- Laurie Kistner '94 Red Coupe
- Charlie Miks '03 Yellow Z06
- Jeffery Smith & Lauren Singletary '04 Magnetic Red Coupe

Prospective Members:

- Sal Gioia - '03 Black Convertible
- Ron Rexroad - '72 Blue Convertible
- Bryan Mossey '69 Black Roadster
- Phillip Tinney '96 Yellow Convertible
- Connie Sims '03
- David Ghiglio '03 Red Convertible
- Dave Erickson '04 Gray Convertible

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

Judy Patrick



Happy Birthday!!

Happy Birthday!!

February Birthdays:

- Bob Compton 1
- Judy Patrick 10
- George Skalkeas..... 11

March

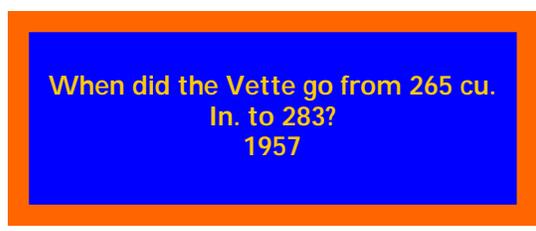
- Gerard Bragg 13
- Mike Sarver 14
- Dale Harrison 16
- Dave Rankin 16
- Rod Orem 18
- Kirk DeNee 25
- Barbara Shaw 30

March 10—Mid winter racing break—Karts at Sterling, VA

March 14 Hopsfrog Social (see flyers for details)

What at social calendar to start 2004!

Paul Hertel, 2004 NVCC Social Director





Concours by Collin Maconald

SEE PAGE 9 !!!!

February Rallye Report

Rallye Ramblings by Barbara Shaw

The approaching spring weather lets me know it's time to begin preparing for the 2004 Rallye season. Before I get into my recruitment drive for help and participation, I want to thank again the club members and their significant others who stepped up to be Rallye Masters and Rallye Checkers last season: Andrej and Lynn Balanc, Dick Hammaker, Chuck and Karen Pellerin, Joyce and Heather Corbin, Alice Arielly and Jackson Hufnagle, Joe and Carol Daly. You all did an outstanding job and I look forward to your support in the 2004 series.

Congratulations to the **2003 Rallye Series winners** that were announced at the NVCC End of Year Party

- 1st Place** Joe and Carol Daly
2nd Place Chuck and Karen Pellerin
3rd Place Alice Arielly and Jackson Hufnagle

For those who were unable to attend, here are some interesting facts shared at the EOY Party regarding the statistics from the 2003 season:

1. A total of 51 people participated in the Rallye series 25 Drivers 26 Navigators
2. Only one person, Joe Daly, participated in all five Rallyes –Joe has won 1st place driver the last nine consecutive years.
3. Six people participated in four events
4. Three people participated in three events
5. Ten people participated in two events
6. Thirty-Two people participated in only one event
7. All the winners above were either Rallye Masters or Rallye Checkers.

The Rallye Masters and their Checkers work hard to host their events. Please share any ideas you may have that might boost the participation.

The 2004 Rallye season will begin with the traditional "Rallye 101, Everything You Need to Know about Rallyes". Rallye 101 is a classroom lecture, which is followed by a short practice rallye. The participants return to the meeting area for a hearty brunch and "hot-wash" discussion. The specific April date will be announced after the arrangements are finalized with the Hopsfrog Restaurant in Burke, VA.

Autocrossing Screeches By **FILL IN YOUR NAME HERE!!!!**



We have contacted Steve Britt, owner of ODS, and are working on getting dates for autocross. We have established a good relationship with him so there shouldn't be any issues this year like we had last year. We expect to get at least 9 days and if we get more then I am planning on holding one or two dates that will be open to anyone wanting to autocross. This should provide some really good income for the club.

Also, NVCC has become a member of MWSCC thanks to Mike Sarver and Andrej Balanc. We will be hosting at least one event with them and NVCC gets all the profit after paying MWSCC a nominal fee. This too should provide a good source of income for the NVCC.

Finally, we will be contacting other area clubs and inviting them out to ODS as well. First and foremost on the list are our friends at the Northern VA Mustang club (NVMC) as well as the newly invited Mazda club. The Mazda club came out to our last event last year and really had a blast. Most of the comments were that they have never driven that fast in an autocross. Go ODS!

We will be working with the NVMC for our drag races this year and I will post more information as it becomes available.

Oh yeah, we can't forget All American Iron as well with the prize money given at the drags and the autocross. This year looks like it's going to be a busy one for the NVCC! Thanks to Paul Hertel

Speed events in the Mid Atlantic area

Organizer	Event	Date
MWCSCC	Rosecroft	Apr 4
MWCSCC	FedEx	Apr 18
Belair CC	Double AutoX	April 18
Lancaster CC	Double AutoX	May 16
MWCSCC	Rosecroft	June 6
North East PA CC	AutoX	June 27
Allentown CC	Dble AX	July 11
MWCSCC	Rosecroft	Jul 25
MWCSCC	Rosecroft	Aug. 1
Lancaster CC	AX	August 8
MWCSCC	Rosecroft	Aug. 15
MWCSCC	Rosecroft	Aug. 29
Lancaster CC	AX	Sept. 19
MWCSCC	Rosecroft	Sept. 26
MWCSCC	Rosecroft	Oct. 10
NVCC	9 AX(Spooktakular)	Oct. 9,10
MWCSCC (NVCC)	Rosecroft	OCT. 24

NCM Ambassador Corner by Don Patrick

**National Corvette Museum (NCM)
Ambassador Corner
by Donald Patrick
March 2004
CURRENT NEWS**

Historic Flint Bricks

The GM Corvette Assembly Plant building in Flint, Michigan was razed in 2003, and thanks to the generosity and support of General Motors, the NCM has the opportunity for us to use the bricks from the Flint plant as a fundraiser. The preserved bricks have been cleaned, and these historic pieces of the 1953 Corvette's heritage are now available for Corvette enthusiasts to own.

These unique bricks will be offered with an engraved sequence numbered plate and certificate of authenticity. Museum members can now reserve a special numbered brick until Monday, March 1. After this date, this special offer will be opened to the general public. Bricks with special requested numbers are available for a \$200 donation each. For a \$100 donation, a brick may be purchased with a Museum assigned sequence number. Special brick numbers are available on a first come, first served basis, and requests will be filled in the order they are received. Please enter a second and third choice when reserving your numbered brick – in case your first choice is already taken.

All donations for the Flint bricks are tax deductible as allowed by law. Reserve both your special numbered or assigned numbered Flint brick by visiting our website at: <https://www.corvettemuseum.com/flint-bricks/>

GM Recalls Corvettes

DETROIT (Reuters) - General Motors will recall about 127,000 Corvettes to fix the electronic steering column. The recall includes 1997-2004 model years. Owners of the affected vehicles will be notified in the second quarter and instructed to bring the Corvette to a Chevrolet dealer, who will fix the problem at no charge.

C6 Price Increases:

Coupe and Convertibles increased \$100

Z06 increased \$600

C6 Allocation Changes?

A note from the #2 Corvette dealer in the nation (Les Stanford – Dearborn, MI): there's unofficial information from Detroit that the way Corvettes are allocated to dealers could change for the C6. The word is that allocation will be based on passenger car sales along with Corvette sales. This means that the dealer needs to do a good job at selling other cars for GM such as the Impala, Malibu and Cavaliers and not just Corvettes in order to receive their same allocation for the C6.

Early Information on the Development of the C7
GM has approved the budget to do beta development on "C7's" powertrain. There will be a Z06 or Z07 (as yet undetermined) version of C6 that will be a 2006 model. It will have 50-75 more HP than the C6's LS2. The "C7" will be possibly in '07, more likely in '08, and that GM will sell BOTH platforms concurrently. Both cars will carry the Corvette badge, but each will be significantly different in sign, layout, and capability. The C7 is MID-ENGINE. The chassis is coming from the Cadillac Cien concept car, and price tag will be north of 100 grand. GM is targeting the Lamborghini Murcielago as the performance benchmark.

CURRENT ACTIVITIES

10th Anniversary Exhibit

In celebration of our upcoming 10th Anniversary, the NCM will be showcasing Corvette's history by displaying one model year from the past 50 years. The display will run through October 2004. They are now accepting applications for display consideration for all model years. They are specifically in search of a 1955, 1956, 1958 and 2002 model. No elaborate modifications or decals please. All applications will be accepted and held until a spot is open. Contact Betty Hardison at: betty@corvettemuseum.com to find out more.

Be Sure to Pre-register for the C5/C6 Birthday Bash C6 Unveiling To Showcase Two New Colors

Everyone is geared up and excited about the special unveiling of the new C6 Corvette planned as part of the upcoming C5/C6 Birthday Bash, April 22-24. Two new colors will be featured as part of the unveiling – a Sunset Orange Corvette Coupe and a Machine Silver Corvette Convertible. Guests participating in any of our 2004 event season activities will want to be sure to pre-register to take advantage of a new benefit available only to pre-registered participants. New "event season badges" featuring name, member number and event registration specifics will be printed and distributed as part of the event package to all pre-registered event attendees. The new badge is more attractive, informative and is a commemorative keepsake of the event experience. The new event badges must be pre-ordered to ensure delivery prior to the event and a pre-registration cut-off date will be assigned to each event. Take a look at the new "event season badge" and register for the C5/C6 Birthday Bash by clicking here: http://www.corvettemuseum.com/registration/c5_bash/info.shtml Registration deadline for the C5/C6 Birthday Bash is April 7, 2004. Please enter your name and registration information as you would like it to appear on your event badge.

\$500,000 Donation Made Towards Building Campaign

A special press conference was held announcing a \$500,000 donation towards the Museum's building campaign, presented on behalf of the Bowling Green Area Convention and Visitors Bureau. "We want to keep this project moving and hope this donation will be a positive support towards reaching the \$6 million goal for the expansion," stated Gary West, Director of Tourism for the BG Area CVB. "We work closely with the Museum staff and tourism in the state and appreciate the thousands of visitors the Museum

NCM Ambassador Corner by Don Patrick

brings to the city of Bowling Green each year." Additional information and photos will be made available in the next issue of the Museum's member magazine - America's Sports Car Magazine.

For more information on the Museum's "Going to Bat for the NCM" campaign, visit our website at: <https://www.corvettemuseum.com/building/index.shtml>

NCM Refinances Debt

As part of the press conference held this morning, the Museum also announced that it has refinanced its outstanding debt into a \$5 million bond issue covering debts on its first mortgage and loans made to the Museum from the Bowling Green Area Convention and Visitors Bureau, City of Bowling Green and County of Warren. Payments to the City, County and BG Area CVB were paid 10 years ahead of the debt schedule. More information will be available in the next issue of America's Sports Car Magazine.

Sebring Race Package on the Auction Block

Place your bid on a Sebring Race Pit Package donated by Corvette Racing. The two-person package includes tickets to the Sebring Race (March 20), lunch with the Corvette Race Team in the paddock area, a Corvette Corral parking pass and assorted race apparel. The winner also receives one pit access pass, which entitles the winner access to meet and greet VIP's and drivers prior to the race. Winners are responsible for all travel and hotel arrangements. Make your bid and join the Corvette Race team for a day of fun and excitement by visiting our website here: <http://www.corvettemuseum.com/auction/auction.cgi>

Click on the "Donated to the NCM" section.

Corvette Corral Open At Sebring Race

A Corvette Corral will be available at the Sebring Race on Saturday, March 20. The Corvette Corral location has changed and will now be held at "turn 1". The area will be secured and space is available to folks driving their Corvette on a first come - first served basis. For more information on the Sebring race, visit the Corvette Racing site here: http://www.corvetteracing.com/home/home_set.htm

A Sebring Race Package is up for bid on our auction site. Click here to find out more: <http://www.corvettemuseum.com/auction/auction.cgi>

Click on "Donated to the NCM" to view package details.

Posters and Specially Priced Items

The Corvette Store has just received a 36" X 24" 50th Anniversary Celebration poster and a 24" X 36" "Vintage Years" retrospective design poster, both signed by John Fitch, known for his eclectic career in

racing and contributions to racing safety. Also new in the store - C4 and C5 Corvette nose masks and mirrors available in over 20 different colors. Be sure to check our marked down items including t-shirts, polos, jackets, and much more! Shop and browse the online Corvette Store available here: www.corvettemuseum.com/store

Catch a Glimpse of the NCM Logo at Sebring

Thanks to the help and support of the C5-R Race Team's Doug Fehan and Gary Claudio, along with the Road Racing Group Manager, Harry Turner, the C5-R Corvette race car now carries the NCM logo! The logos are featured on the bottom of the rear quarter panels. As excited as we are to riding side by side with the many other supporters featured the body of the car, we also appreciate the strong relationship we have with the C5-R team. Their strong support of the Museum is greatly appreciated. Good luck at Sebring! For more information on Corvette Racing click here: www.corvetteracing.com

BACKGROUND

NVCC is one of the founding members of the NCM. Club benefits are:

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

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

For additional information log on to: <http://www.corvettemuseum.com> or call the NCM at 800-53-VETTE (800-538-3883) or contact Donald Patrick.

**OLD AND NEW WILL GATHER 2nd of MAY IN
FRANKLIN PARK, ROUND HILL, VA**



PLEASE JOIN US, Register Today!!!

The **Northern Virginia Corvette Club** with the cooperation of the **Loudoun County Parks and Recreation** will hold our annual *Concours d' Elegance and Shine n' Show* for all years Corvettes on 2 May 2004. This year our show will be held in beautiful Franklin Park, Round Hill, VA, under the shadows of the Blue Ridge Mountains. Franklin Park is located off Route 7, eleven miles west of Leesburg. Please print the registration form, fill it out, enclose check and mail it to the address noted on the form. Don't forget to order a Show T-Shirt, they going to extra special this year. NVCC will contribute portion of show funds to help the Babe Ruth World Series, a nonprofit organization that supports youth baseball.

PRE-REGISTRATION for Concours Class - \$35.00 per car and Shine n' Show - \$20.00 per car
SHOWDAY REGISTRATION – Concours Class -\$40.00/car and Shine n' Show \$25.00/car

- The show will be on blacktop, overflow cars will be on manicured grass that is level.
- This is a NCCC Sanctioned Show, using NCCC Show Guidelines for all Judging.
- Trailer and tow vehicles will park on blacktop and be accessible during show.
- An area will be set aside with a water hose so participants can wash or touch up car.
- Participant gates open at 8:00 AM, rags down 11:00 AM, Show Rain Date: 23 May 2004
- Trophy presentations 3:30 PM (tentative).
- First 150 Registered will receive a SHOW PIN, Prize drawings during show for all participants.
- Each class winners will receive a personalized trophy, special trophies too.
- A limited amount of T-Shirts will be available, pre-order to assure you get one, on registration form. T-Shirts will have graphics on front and back, graphic above will be on back, front will have the NVCC Logo and show information.
- Cover Picnic area, so bring a picnic lunch. Other Park Food Concession will be open.
- Public admission \$4.00 per person, children under 12 free with adult.

FOR MORE INFORMATION CHECK: www.nvcorvetteclub.com Concours Section
Keep visiting this site for show schedule, updates, and special announcements.
Or call Collin MacDonald 540 338-9677 after 6:00 PM

Sebring 2004

By Andrej Balanc and Stewart Fox

What do you do when it is too cold outside to run your Vette? I know there are Vettes out there in all types of weather, commuting to the office and fighting the crowds on the roads. I can do that too, but track time at over 100mph speeds is what I am talking about. January through March is the pits around here and I'd been suffering the doldrums since the last track event in November. So if the mountain won't come to Allah, Allah will go to the mountains.

Last year Mike Lindsey mentioned that Chin Motorsports (www.chinmotorsport.com) runs an event at Sebring in January and that he was going to run in the Advanced Solo group. Said I should come down for it, that it would be fun... And that's what I did.

Stewart Fox signed up with me as co-driver, and on Jan 17 we left my house, Vette in tow, at around 7:30am. The temperature was 12° Fahrenheit but the forecast was looking good all the way down to Sebring. We couldn't wait to reach warmer weather. It got above freezing south of Richmond and the temperature rose steadily all the way to the 70s as we neared our destination of Orlando. After 15 uneventful hours on the road, we rolled up in front of Mikes house just after 10pm. Mike met us wearing shorts, t-shirts and sandals in January, folks, and we were thinking – This is Great!

We stayed at Mike's place (a palace, BTW) and the next morning we washed the salt off the cars, performed a little maintenance on Mike's trailer and made our way a couple of hours south to Sebring. Temps were around 78° and for not even setting foot on the track, the trip seemed worth it. We checked in with Chin Motorsports and got teched. The Saturday group was running the course.

We had a "slight" problem getting the car off the trailer. As soon as the engine fired up, a big puff of smoke came from under the hood and I shut it down. It was still on the trailer. Near panic set in for a moment, All this way just to have engine trouble? Once calmer heads prevailed, we started to look for the problem. Seems one of the power steering pump bolts worked its way loose and jammed up the power steering pump pulley. When the pulley locked up, the serpentine belt burned and then broke. Stu suggested taking the bolt out, hoping that one less would be OK. We put on a spare belt and drove the car off the trailer.

We then headed for the hotel, the Chateau Elan, situated on turn 7 of the racetrack. The commute in the morning was going to be about 1 minute.

Up early on Sunday, we grabbed a quick breakfast, then headed out to the track, still in SHORTS, T-SHIRT and SANDALS. The temperature was still in the 70s at 8:00am! However, it was drizzling during the drivers meeting and showers were predicted for most of the day.

We suited up and got out on the track. We were going to have a 45 minute stint followed by three hour-long sessions. The Advanced Solo group ran first, followed by the Open Passing group (race cars and race licensed drivers). The plan was to alternate groups with only a 15 minute break for the corner workers and lunch. Since neither Stewart nor I had been there before, we decided to tape the track map, with designated passing zones, over the passenger air bag. Mike showed us the line for a few laps, then took off and ran like a Banshee. The drizzle soon turned to a steady shower, but we managed to keep the car on the track, rubber side down and no incidents. There were cars spinning out all around us! A copper Porsche 944 slammed into a wall right in front of us, just past Turn 6. He had been hanging back for a couple of laps, not close enough for me to let him by, but I finally got tired of him being back there and let him pass. He didn't get two turns past us before his day ended in the guardrail. I pulled into the pits to let Stewart drive and a big wreck somewhere on the track ended the session before he could head back out.

The next session saw Stewart at the wheel and me coaching him from the passenger side. We were hooked up with microphones headsets, so we didn't have to shout. The rain picked up since the first session, I had put the street tires on, they were sticking and we stayed out there. Stewart had more cars spinning out in front of him during his session than I had in mine. A Spec Racer Ford, a bunch of rice rockets, etc, but they all stayed on the track doing 360s as he motored by. Seems like folks like to pass Vettes when they can, but some of them can't follow through.

About 45 minutes into the session, we came out of Turn 17 onto the front straight. We had learned that the driving line is from the left crossing over to the right to setup for Turn 1. This time there was a wreck just past the Start/Finish line. A Viper lost it down the entire front straight just seconds in front of us, leaving carbon fiber all over the track, left and right sides, finally hitting the right wall hard, blocking the entrance to Turn 1. Stewart saw it, slowed and raised his hand for the cars behind him to slow, but Mike roared by us on the right at full speed. He had not seen the wreck or the yellow flag! Luckily, it did not create a further incident. The session got black flagged and we pulled back into the pits.

In my anger I probably said more than I should have to Mike for passing on the yellow and the guy that had been waiving the yellow flag wanted to say even more. Wei Lee Chin (of Chin Motorsports) was the most gracious of all. Told him to watch for the flags at all times. I had passed on the yellow earlier in the year at Summit Point (had not seen the yellow flag either) and the race stewards disallowed my qualifying times, forcing me to the back of the pack for MARRS 1. Needless to say, ever since then I studiously monitor the flag stations every time I am on the track. **Mike, watch those flag men, they are your friends. And, I'm sorry if I was out of line.**

Then the rain really hit. We sat through a three hour rain delay. As it can in Florida, it was actually pouring its brains out. I

would have run, but most of the corner

workers opted to come in until the weather improved.

We passed the time talking to drivers and to former NVCC club members Scot Sestak and Goerge Skalkeas. They both lived within a couple of hours of the track and came by to see us. We had a great time and dubbed them the Florida Chapter of NVCC!

It finally stopped raining around 12:30 and the Open Passing group got out first. I switched my Kumho's back on and got out on the track. It was a blast in the dry! The car ran great, with both oil and water temps well within tolerable ranges. We were catching and passing a lot of cars, and after a while Mike came up in the rear view mirror. I was able to stay in front of him for only 1/2 a lap, and most of that time he was just getting closer and closer. When he got right up on me, I let him by and he was gone, out of sight, before I got the lap finished. He is one fast driver and really at home at Sebring. The only other car that passed me was an S2000, but I think it was a modified car, as I never have a problem passing them at Summit Point.

About 45 minutes into the session, the car started to sound funny as we entered the front straight, louder or something. The gauges were all ok, the car seemed to be handling fine, but definitely making a noise that was not right. We slowed down and headed for the pits. Seems I lost my left muffler and the right one lost it's rear most mounting point, and was hanging low. I went pretty deep into the rumble strips at Turn 16 trying to keep up with the S2000 and that probably loosened them. We were soon informed by track personnel that we lost the left muffler in Turn 17. The track personnel retrieved the errant muffler and it will be put back on. Stewart didn't get to finish the session, as it was the last one of the day, so we packed up.

Strange, but Mike didn't come back from this last session. The track personnel were not acting like there was a problem and we didn't see the ambulance or wreckers go out, so I figured he must have had a mechanical problem. Seems, with his mechanic driving, the car's oil and water temps went sky high and they shut it down somewhere on the course. We had to push his car back on his trailer.

At 5:00pm, we said our goodbyes and headed home. We got as far as Savannah, GA before checking into a hotel. The temps were steadily coming down, in the 50's in Georgia. The rain we had during the day blew off the coast overnight and we had easy towing. We got back home around 6:30pm, with temps in the 20's.

All in all, it was a great trip. Roughly 2000 miles in two solid days spent towing, but we got to run a world famous track and did it in January, when we usually are not anywhere near a track or 100mph speeds. We also got to catch up with old friends and warm temperatures. This is definitely something that I would like to repeat in future years!





Impromptu Sunday Brunch & Social

Let's get together for Brunch at Hopsfrog Tavern!

WHEN: Sunday, March 14, 2004

10:00 am – 12:00 pm (or until you can't eat anymore!)

Show up a little early for front row parking!

WHERE: Hopsfrog Tavern, 5745 Burke Centre Parkway, Burke, VA 22015
(703) 239-9324

SOCIAL: Hopsfrog Tavern's Sunday Brunch is \$12.95 + drink + tax + tip.
Please bring cash - \$18.00 per person (Hopsfrog requested one check)

Please **RSVP** by March 7, 2004 to Dick Hammaker (703) 250-8644 or hammaker@erols.com

Directions: From I-495 – Take the Braddock Exit (Ext 5 – Rt 620 West)
Go approx 5 miles to Rt 123 (Ox Rd)
Turn left on Rt 123
Turn left on Burke Centre Parkway (approx 1/2 mile)
Hopsfrog Tavern is on left (hard to miss!)

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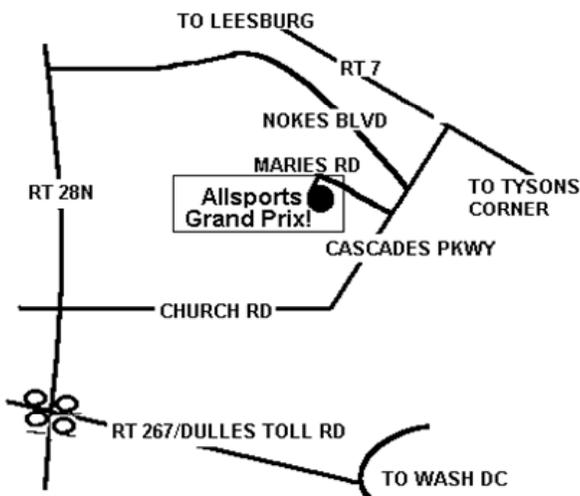
Payment due with registration

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Registration closes the evening of 18 February

Contact Ralph Watts 703.503.5988, or accelr8@earthlink.net

Due to limited slots, please choose teammates from club members or immediate family members (significant others)

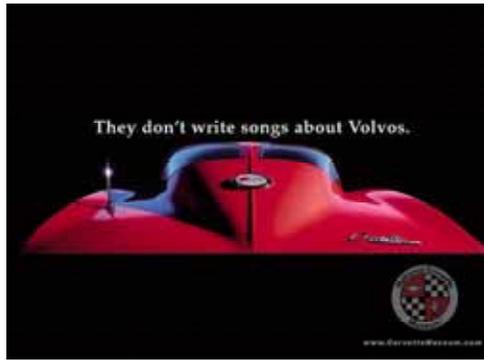


Restoration 63 continues in 2004.....
Ironing out the Mechanical Kinks and Restoring the Interior

by Collin MacDonald

Reconditioning the Dashboard and Interior.....

One of the most important factors of a how to restore your car correctly. are reasonable, knowledgeable, and will find several companies. I took the time needed done, and obtain estimates. all and was chosen to restore my in- a date and time I drove the car to El- they did was inspected, drive and list of ailments by priority so we could biggest we found was a crack on the dashboard will be refurbished first, and frame ailments after.



restoration is finding the people who know This really takes time to find the people who to work with you as a team. I was able to to visit each, talk to them, tell them what I Corvette Specialties of Maryland surpassed struments and dash area. So after arranging dersburg, MD, near Sykesville. First thing evaluate the car. This provided me with a correct the most serious immediately. The front end of frame, as described earlier. The then they will correct the vibration and

When the technicians removed the lower dashboard, it was discovered no factory wire harness existed. This was very disquieting for several reasons. Existing were non standard color coded 16awg wires held in place by dried up masking tape, that was cracked and deteriorating on the wire. The wire splices were not even soldered or crimped, but hand twisted using masking tape as the insulator. What a mess! When the instrument cluster was removed, it revealed each control (headlights, wiper/washer etc.) on the dash was connected to a separate single wire, with no logical color code. The wires were red, black and green, with some blue. Several different dash controls were wired from the fuse box on the same color wire, making it very confusing. This rendered the factory schematic useless. A brand new 1963 dashboard wire harness was installed and all the instrument controls were refurbished, rewired, and properly installed. All the control knobs, labels, switches, and buttons cleaned and refurbished. Each control was checked to assure it was properly functioning. Several wires could have resulted in a possible fire, while others were causing grounding that depleted the battery if the car sat for a couple of days.



These pictures show the finished results of the dashboard restoration. It now looks factory fresh. Notice the tachometer, it now has the correct redline for the 340 HP engine.

Another issue discovered was the emergency brake handle had a serious crack on the shaft, toward the bottom. The entire emergency brake linkage is exclusive only to the 1963; making finding spare or new parts impossible. In 1964, the entire linkage was re-designed, making certain emergency brake parts almost unattainable since they are a one-year item limited to the Corvette. They disassembled the emergency brake linkage, and were able repair it. It's now good as new, with one less major problem and expense to worry about.

The trip odometer was fixed, and the car's odometer mileage was not reset. I decided to keep the existing mileage on the car. Since I can not verify the original mileage, I decided to just leave it alone. The speedometer was way off, and even the tachometer needed to be calibrated.

The instrument cluster (speedometer, tachometer, etc) and gauges were disassembled to component level, completely cleaned, repainted or silk screened, and assembled. Worn parts were replaced with direct new replacements. The original 63 used plastic lenses over the gauges. I chose to replace them with glass. It's a bit more expensive, but will not scratch like plastic and much easier to keep clean and has a much nicer shine to the interior, while remaining stock looking in appearance. All the gauges were verified to be in perfect working order, calibrated, and reinstalled, using the correct mounting hardware. The dash itself was repainted the correct black. In addition, the correct RPM Red Line was silk screened on the face of the tachometer, per the L-76 option requirement, meaning the redline is set at 6200 vs 5200. In addition the starter lock, door and dashboard locks were replaced with new cylinders and new keying. Don't know how many "old" keys are floating around, but I feel much better knowing a new lock system is installed. Old insulation used for heat and sound on the inside lower firewall, below the dash, were removed and replaced with fresh new insulation. This will cut down on the engine noise and heat in the interior. Various rubber gaskets for accelerator, brake, and wire looms were replaced with new ones, sealing off the firewall area.

Finishing the Interior Restoration

The dash pads, seat covers, armrest, seatbelts, and center console cosmetics were correct and in great shape, so no replacements were needed. The 63 center console faceplates uses a vinyl material that matches the dash pad in color and texture. It covers the inside of the center console. Later mid-year models did not use vinyl covering. Instead the center console was painted to match the interior color scheme. The glove box has the correct fiberglass glove box cover, specific to the 1963. It was in perfect shape with correct CORVETTE Stingray logo for 63.

The carpet was incorrect and faded, so it was replaced, and the correct headliner, sun visors were installed. Varying amounts of damage was found below the carpet and was repaired to the point you cannot tell. All the black halo molding was stripped and painted the correct black. The dashboard support tongues, these are pieces that attach and support the dash to the inside front door jabs were painted black, per factory specifications. They were the color of the body, silver. Then all internal hardware was replaced with correct stainless steel screws and other hardware. Before the new hardware was installed, most of the holes were filled and re-drilled to the proper diameter for the screws to get a better grip eliminated unwanted vibration when driving. The side radio panels, center aluminum console and trim, with shifter were replaced, but the console controls (heater, temperature, blower etc) need to be spruced up. The knobs, the radio speaker grill and speaker, the clock and the radio was all removed, cleaned and reinstalled, making sure the new wire harness was connected to the controls. The entire dashboard area was cleaned up, including the side air vents. They vacuumed out the vents of 40 years worth of dead leaves and gunk, replacing the air vent gaskets, repainting the vents and reassembling them. This is very important because you have drip holes that lets water out of the firewall area. When these vents are blocked, water remains inside causing damage to the inside of the firewall. Since this car has been garaged, no water damage was found. Check here for further updates in the future!

CLASSY CLASSIFIEDS

1986 Touring Challenge Corvette Racecar

Original owner: Dave Wiehle, Owner of Melrose T-Tops and Co-Founder of the TCC Series. Update front and rear bumpers, Ground effects and wing
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CONCOURS—RALLYE—AUTOCROSS—CRUISE—SOCIAL EVENTS
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Address: _____

City: _____ ST: _____ ZIP: _____

Home ph: () _____ Work ph: () _____

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Date of Birth: _____

Spouse's Name: _____

Year(s) currently owned Corvette(s): _____

Model: _____ Color: _____

Interests:

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Social events ___ Restoration/Other _____

How did you learn about NVCC? _____

SEND APPLICATION WITH \$10 Initiation fee to:

Mrs. Judith Patrick, Apt. 324, 2737 Devonshire Pl, NW, Washington, DC 20008

Note: An initiation fee of \$ 10.00 must accompany this application. Prerequisites for membership in NVCC are attendance at two club events (including one General Business Meeting) during a four-month period following receipt of your application. After you have completed these requirements, your application will be reviewed by the NVCC Council. Upon acceptance, you will be assessed dues in the amount of \$ 66.00 for the first year, which includes \$36.00 for NVCC dues (prorated for the year you join) and \$30.00 mandatory National Council of Corvette Clubs dues. (NCCC dues are \$20.00 after the first year.) Spouses may also join. Yearly fees for a spouse are \$18 for NVCC and \$10 for NCCC.

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