

The folks working hard for you

NVCC Council Members

President – Richard Mars
(703) 425-6118

c5tech@verizon.net

Treasurer – Marsha Batchellor
(703) 481-0601

mbatchel@wthf.com

Officer At Large – Chuck Pellerin
(703) 242-2619

chuck-p@cox.net

Vice President – Stuart Fox
(703) 759-4853

sfoxvette@cox.net

Secretary – Cecelia Holzer
(703) 502-0450

joeandcel@verizon.net

Committee Chairpersons

Autocross – George Kerns
(703) 753-3277

whiskeytahoe@aol.com

Concours – Carol Fox
(703) 759-4853

sfoxvette@cox.net

Drivers Education – George Kerns
(703) 753-3277

whiskeytahoe@aol.com

Historian – Paul Benish

firebird@qinch.org

Membership – Pat Somersall
(703) 669-3481

patrick.somersall@verizon.net

NCCC Gov – Andrej Balanc
(703) 220-8228

urtoslo@yahoo.com

NCM Ambassador – Don Patrick
(202) 234-2820

thepatricks@starpower.net

Newsletter – Rich Anderson
(703) 433-2611

richard.anderson157@verizon.net

Publicity – Jerry Lelansky
(703) 455-7157

lelansky@verizon.net

Rallye – Nicole and Cassidy Nolen
(703) 768-0319

cassidynolen@yahoo.com

Social – Laurie Kistner
(703) 631-7117

lilredcorvette94@yahoo.com

Spooktacular – Andrej Balanc
(703) 220-8228

urtoslo@yahoo.com

Webmaster – Laurie Kistner
(703) 631-7117

lilredcorvette94@yahoo.com

Chief Instructor – Miriam Schottland

ms.greywolf@gmail.com

Membership Corner

We currently have
125 active members and
12 prospective members.



Prospective Members:

William Miller – 2000 Red Coupe
Brandon Campbell – 2002 Z06 Black
Dan Carrier – 2006 Conv Silver
Karen Spence – 2003/2008 LeMans Blue/Red
Mary Wilds – 1972 Coupe White
Rod Cannon - 1992/1996/2006 Grand Sport/Conv Blue/Orange
Karl Wilhelm – 1969/1976 Coupes Silver/Brown

Stephen Smith – 1995 Conv Green
Gary DesCombes – 1993 Conv Green
Talal Muhtadi – 2001 Coupe Yellow
Joseph Penca – 1972 Coupe White
Iris Ferguson – 2003 Conv Torch Red

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

THE PRESIDENT'S CORNER

By Richard Mars

Hang in there, Spring is really on the way. 2007 was a great year for the club. I think back to all the fun activities we participated in last year, which included two teenage driving schools, Spooktacular, the Club banquet, HPDE's Cone Killers, Concours, Ice Cream cruise, drag racing, Autocross, Go-Karting, two parades, the East Region Spectacular, the club picnic and my favorite, the Ocean City Corvette weekend event. I would like to keep all these events going this year. In addition, Cassidy and Nicole Nolen with Chuck Pellerin are planning to add four rallies. Any other ideas for corvette activities are welcome. Recently, the Council met and amended the current by-laws. Also, our NVCC website was updated and should be up and running soon. Thanks to Koon's Chevrolet, especially Carl Leckner, for sponsoring our club and letting us hold monthly meetings at the dealership.

I am honored to be your new club president,

Rich Mars



NVCC Event Calendar *Maintained by Laurie Kistner*



February 2, 2008 As you know, the holidays are not good to your body...we eat ourselves into a stupor for a month and then make resolutions we have NO intention of keeping.

all

Let's fix that - Announcing **Drivers Workout 101**

Where: Golds Gym Alexandria, 7770 Richmond Hwy, Alexandria, VA 22306

When: Saturday, February 2, 2008
General Workout 10:00 AM - Noon
Lunch following at Chevys Mexican Restaurant for those interested.

If you drive (or would like to this year) in any events, this might help. I have developed a good workout routine focused on the muscle groups that you use while driving. In doing this, I have talked to Golds Gym Alexandria and gotten **12 passes to get a group of people in for a workshop/meeting free. I am offering this to the first twelve people interested.** I am calling it "Drivers Workout 101". Basically, it's a set of exercises you can do at your own level that will create positive changes for your driving. This is NOT about getting super-muscles or how to bench press your car. I would like to show you ways to strengthen shoulders, core muscles, chest, back and prevent injury from fatigue. This is a one-time deal but I am sure I could host a second one if there was interest.

If you are interested, email me at cassidynolen@yahoo.com and I will put you on the list.

Saturday, March 8th, 2008 -- Annual Awards Banquet

7:00pm at Maggiano's in Tysons Galleria Mall.

Cost is \$30 per person (Children 5-12 are \$15). Checks must be made

Payable to NVCC and mailed to:

NVCC

c/o Erica Kerns

13544 Wycrosse Court

Bristow, VA 20136

Checks & reservations must be received no later than February 29th. Send your checks in early to guarantee your seat!! Dress is Business Casual. The Banquet is open to all NVCC members, their spouses, children, guests, and all those who have applied for NVCC Membership.

Appetizers: Bruschetta & Mushroom Ravioli Al forno

Salads: Caesar & Spinach

Second course: Rigatoni, Fettuccini Alfredo with Broccoli

Entrees: Roast beef tenderloin and Stuffed Chicken Fontina

Desserts: Cheese cake and Chocolate Zuccotto cake

All served with regular and decaffeinated Coffee, Hot or Iced Tea.

CASH BAR WILL BE AVAILABLE!! (Please keep in mind gratuity is already included in the price of the drink)

Saturday, March 29th, 2008 – Cone Killers at Summit Point

For details contact George Kerns whiskeytahoe@aol.com or check out the NVCC Web Site



American History Lesson: The 1955 Corvette

By Cassidy Nolen

Now in its third production year, the Corvette began to mature. The car not only came with a few more color choices this year but also came with the first V8 powered model.

Now in its second year, the anticipated goal of the factory shift to St. Louis was to handle a production line of close to 10,000 units annually. This fell short in 1953 at only 3,640 roadsters being produced. The number fell even further in 1955, seeing just 700 cars produced.

The differences for this model year are very difficult to follow. Little documentation exists to cover the unique options, colors, engines, electrical changes, wheels and sales on this year. The 1954 models entered the 1955 season with over 1000 unsold cars and this affected the entire Corvette nameplate. The engineers pressed on, and for the first time the car came with an optional V8; the 265 cubic inch, 195 horsepower motor that would soon give Corvette its roots in American muscle. The early 55's are thought to be all

equipped with the Powerglide automatic transmission until mid-model year when the manual transmissions appear. Documentation exists supporting about 75-80 of the cars being equipped as manuals, all V8 powered. The engine option also included a 12-Volt electrical system while the Blue Flame 6 cylinder retained the older 6 Volt system.

The V8 equipped models were given a gold V that covered the scripted V on the fenders. Original V8 powered cars today are easy to identify by looking at the frame indentation to clear the fuel pump mounted on the side of the engine. This does not exist on the six cylinder cars as there is no clearance issue. A very crude heater cutoff was also spliced into the heater hose on the V8's, presumably due to the extra heating ability of the new "powerplant" and the systems inability to draw in cool, fresh air.

1955 saw the first production of Ford's answer to the Corvette, the Thunderbird. As the battle for American automotive dollars heats up, two dedicated men kept the 'glass dream alive; Ed Cole and Zora Arkus-Duntov. Next month, we will look at some of the refinements the 1956 cars saw over their older brothers.

.....And for the latest in technology

The 2009 ZR1 is coming late this summer. It will be well over six figures, but as Jay Leno said concerning the world's other super cars (following driving a prototype ZR1 on stage at Barrett- Jackson's auction on the 19th), "it will kick their ass". Considering the pending fleet fuel mileage requirements, Mr. Leno may be right when he says this could be the high-water-mark for super cars for a long time to come.



Memorial for Walter "Ken" Bulls - NVCC Friend Forever

By Cecelia Holzer

My very dear friend Ken, that has been so gracious with donations of his personal contributions/ collectibles (amongst many other items) during our last 2 Teen Driving Schools, passed away on the Tuesday following the December 1st Teen Driving Event.

Unfortunately, NO one at EM Mobil was aware of his illness, his cancer surgery or that he fell at home, slipped into a coma and never woke up. Monday December 3rd following our event, I sent him an email explaining how the event when and how excited the gifts were received/ distributed in the goodies bags along with the generous items presented to both volunteers and instructors. He was always curious on how well the events went and wanted to be informed on how he could help. I thought it unusual not to receive a reply from him on Monday, then later Tuesday afternoon, management called us in and relayed the sad news that Ken had passed away.

He was a very private man and never wanted anyone to worry about himself but carried so much love for his family, kids and others. Sadly, even his manager was shocked as well. Since Ken was home-based he, very rarely came into the office. When asked why he looked slimmer than normal, he said he gave up the Budweiser...

While intensely private, he was most concerned about other feelings, especially kids. How to help others...the importance of helping community (i.e.) teen drivers in N.VA and the importance and awareness of safety in our community. He has raised two wonderful sons -Keith a lawyer and Kenneth a Resident Dr.

I was very blessed to work with him over many years with EM and cherish our friendship and that he was committed to helping our community in any way he can. I break down whenever I think of him and his family. I miss him as a dear friend and NVCC has lost a dear patron.

Teen Driving School

ALL THOSE SMILING FACES

A recap of the December 2007 Teen Driving School, by Ahsan Sheikh

When I was setting up the hospitality tent at 5:30 am this morning (Dec 1, 2007), it was still dark and only 20 degrees outside. The wind was blowing cold and it was so very, very quiet, much like the quiet before the storm. Looking out over the huge vacant lots, I could almost see the day to come. I could almost see the cars lined up. The smiling faces of the students eager with anticipation. Oh, and let's not forget the worried looks on all of the faces of the parents. The sound of squealing tires, the smell of asbestos brakes and the giggles and screams would be here soon. It was almost like Christmas morning...

The crowds began to roll in just before 7am. The registration table and the tech team had their hands full. Even with the sudden influx of people they were on point and getting everybody through as quickly as possible. I couldn't see all of the activity from where I was posted but I sure did see a lot of it. The tech inspection team was running around like madmen. Great job guys!

This school was a bit different from the schools in the past. Thanks to the huge parking lots of Battlefield High School, we were able to work in extra exercises and to give the students plenty of room to do them. What an amazing venue. The schools staff was wonderful and amazingly eager to help out with the days activities.

The day "officially" started with all of the students and parents in the classroom with Miriam Schotland, the head instructor, for a bit. Like years before, Miriam carefully explained the physics behind car control and why cars do what they do. I could tell, just like the other driving schools, the kids were eager to get behind the wheel but Miriam still held their attention and conveyed the crucial information that they needed to really benefit from the day. When she finally released them and sent them back out to their cars you could just feel the excitement in the air. These kids were ready to go. There were five real world exercises that the drivers participated in; The Slalom, The Egg, Car Maintenance, Braking and the Skid Pad. I'll briefly explain each one.



The Slalom was just that. A series of cones set up in a winding pattern which helped the kids learn the weight transfer, turning radius's and general behavior of their cars as they drove. This was a relatively low speed exercise to really help the kids pay attention to the car itself. After the driving school earlier in 2007, many of the parents asked if we could incorporate some sort of backing up exercise to help the children learn to reverse safely. So, at the end of the Slalom, the kids got to reverse in a straight line and then into a box before leaving the exercise area and getting back into line.

Sounds simple, right? Well, not so much. There were quite a few cones gobbled up at the slow speeds going forward. Once the kids got into the reverse section of the course, it was apparent why the parents requested us to add it. Many of the cones in this part of the Slalom were flattened from being run over so many times. The great thing was that no matter what group we had at this exercise, by their last few runs the children had calmed down, were concentrating and were making great improvements on their ability to drive the slalom as well as reversing while really maintaining control of their cars.



The Egg exercise was a small, clockwise, semi-oval course of cones with a bit higher speed than the Slalom. It really taught the kids a lot about how the weight shifts in a car and how easily they can under steer. Under steer is when the front of the car does not turn in the direction the tires are pointed but just keeps plowing ahead straight. Some of the kids had a really hard time with this exercise. The instructors had to really push them to their limits so they would actually learn something from their efforts. Many of them didn't want to go fast through the course,

but if they didn't they wouldn't have learned as much. The point was to show them how the abrupt shifting of weight would unsettle the car and cause it to do things they didn't want it to do. Many a cone at this exercise was flattened as well.

The next exercise was the Car Maintenance session. This exercise was also added as a result of the parent comments from the school earlier this year. Students and parents were taught the basics of car maintenance and how to make sure their vehicles were safe to be on the road. They were shown many things from the basics of checking their oil, brake fluid, tire pressures and lug nut tightness to

even changing a tire. With the help of Tire Van, one of the sponsors, students who were interested actually got to change their own tires and put on their spares. You never know when this skill will come in handy. Over 50% of spare tires have low tire pressure but most people never find this out until they really need that spare tire. Many of the students that day realized the importance of checking not only the tire pressure of the four tires on the ground, but also of the one in the trunk.

The next exercise was the Braking exercise. The goal was to teach students how the car reacted while emergency braking in a straight line, while turning and also while braking in an obstacle avoidance situation. We learned earlier this year that most drivers have never even felt their ABS turn on and didn't even know that it existed. One of the goals for the braking exercise was to teach the students what the ABS system felt like when it modulated the pedal. When confronted with the ABS modulation of the brake pedal, some people actually let off of the brake, which for obvious reasons, is an extremely dangerous situation. One parent and student actually realized that their ABS system was not working at all.

The students really got to feel how the car steered and handled when the brakes were applied in an emergency situation. When I say emergency I mean the instructors had to have some of the kids put their entire body weight into the brake pedal to stop the car as many of them were just too timid. The smell of burning rubber and brakes were quite strong in this area of the exercise. At one point the students were directed toward a cone in the middle of their path and the instructor told them left or right at the last second, mimicking a real life scenario where there is an obstacle, or person, in front of them. The students were told that the cone was a real person and if they hit it they would have probably killed somebody. Many cones were punted across the parking lot. Many more were dragged for yards. The reality of the exercise was very startling to many of the students.



The last exercise, and I must say my favorite, was the Skid Pad. Two circles, a big one and a small one, were set up in a figure eight. The parking lot was flooded with water and laundry detergent making it extra slippery. The students were asked to drive around the circles at a medium rate of speed. The purpose of this exercise was to really show the kids what under steer and over steer was and how to control the car if the situation occurred. In the slippery environment the kids learned what the car felt like when the rear end began to slide out on them as well as when the front tires lost traction. They learned to recognize the traction letting go and they learned how to correct the behavior. Many of them also learned what it was like to loose control of the steering of the car and how to bring it back.

The Securitas hospitality table was located in between the Braking exercise and the Skid Pad so I watched these exercises the most. I saw the face of every kid who came off of the Skid Pad and almost every single one was smiling from ear to ear. Did I mention that the parents were given the opportunity to drive through many of the exercises for one run as well? Wow... I though the kids were smiling..

Yes, they had fun but they also learned something. Most of us learn from our mistakes. When driving a car, these mistakes can often be very costly. Both financially and personally. The purpose of this Teen Driving School was to show the kids how to avoid these mistakes. To show them why cars do what they do and how to keep them under control. To steal a quote from last years school "If even one life was saved, it was all worth it". From the feedback of the parents to the epiphanies many of the teens had that day, I'm positive that we accomplished our goal and those smiling faces will be with us for years to come.

Many thanks to all of the volunteers and sponsors that helped make this day such a great success. Without you we just couldn't give something so valuable back to the community.



Indy 500 Pace Car.....again!

Emerson Fittipaldi will drive the pace car at the 2008 Indy 500. GM will build 500 pace cars to be sold. This is five years in a row Corvette has paced the Indy 500.



National Corvette Museum (NCM) Ambassador Corner
By: Donald Patrick

JANUARY 2008

CURRENT NEWS and ACTIVITIES

National Corvette Museum (NCM)

Corvette sales on decline; but plant remains at full speed

From the Bowling Green Daily News:

Sales for the Chevrolet Corvette were down almost 8 percent in 2007, but GM's Bowling Green Assembly Plant will not change its production schedule.

About 34,000 Corvettes were sold in 2007 - down from nearly 37,000 in 2006, according to GM spokesman John McDonald. GM's high performance sports segment sales were down in 2007 by almost 10 percent. About 40 percent of that sports segment is Corvettes. McDonald said the declines are a reflection of the fluctuations and pressures on the overall economy and housing market. "High-end cars like the Corvette are discretionary vehicles," McDonald said, pointing out that discretionary items are usually the first things consumers cut back. GM said the Corvette did gain market share as its competitors saw even sharper declines.

GM's Bowling Green plant will maintain its current production schedule, despite sales figures, because demand will meet current production output, according to General Manager Wil Cooksey, who begins the process of handing over control to the new general manager for the plant, Paul Graham, today. Cooksey will officially retire in March. "Our normal working hours will continue and we have no scheduled downtime, other than what we regularly have," Cooksey said. The plant employees about 1,000. Corvette gained market share last year at the expense of its competitors in the same segment who also posted sales declines, McDonald said.

Sales figures for 2007 show Porsche sales were down 7 percent, BMW down 18 percent, the Mercedes SLK down 30 percent, the Dodge Viper down 70 percent and the Ford GT, which will no longer be in production, was down 88 percent, McDonald said. While there's plenty of anticipation about the Corvette ZR1 Coupe's debut at the North American International Auto Show next week in Detroit, there's also talk that new fuel efficiency standards will affect the traditional muscle car. Cooksey says he won't speculate on the matter, but pointed out that 30 miles per gallon is already attainable with the Corvette, and the vehicle isn't far away from new rules that aim for all new passenger vehicles in the United States to average 35 mpg by 2020.

The 2009 Chevrolet Corvette ZR1 comes with a price tag likely to exceed \$100,000. With a 620-horsepower engine, Cooksey said the new Corvette takes a lesson from those who professionally race the vehicle and aims to give consumers more performance.

Wil Cooksey Says Farewell

From Corvette Plant's Performance Press:

Friends,

As a young man serving in Vietnam, I was surrounded by loss and despair. It was at this time of reflection in my life when I made a promise to myself, "If I make it out of here alive, I will not settle for average any longer. I will set my sights high and strive for the best." Unlike many friends of mine, I made it home and found the opportunity to live out my promise. Having studied car magazines to bide time during the war, my love for Corvettes had grown even deeper. When my feet returned to American soil, my first major purchase was a 1969 Black Corvette. When I had the chance to interview with General Motors, I jumped at it thinking maybe, just maybe, somewhere down the road I could work with Corvettes. As I began in the manufacturing world, my dream was clear.....to one day manage the Corvette Plant. One thing led to the next, and after 20 years with the company, my fantasy finally became reality.

The last 15 years at Bowling Green Assembly have been more than what I ever envisioned. As the days and years unfolded, I continued to find myself in a job I loved, surrounded by good, hard-working, kind people. What more can you ask for? Yes, there have been challenges and rough times as we faced difficult decisions and embraced change. But I found that when you work together and do the right thing, the sky is the limit. No words can describe my appreciation and adoration for the employees of Bowling Green Assembly. Thank you in advance for the many happy moments I will have in retirement as I think back and share stories on all of the fun and laughs I've had here.

I've been asked many times why I never left Bowling Green Assembly and moved on with my career. The answer is simple. I was in love with the car when I came here, and it took only minutes to fall in love with the people. Enough said. To Corvette fans near and far, I'm still here. I assumed the role of Chairman of the Board for the National Corvette Museum on January 1, and I look forward to working closely with the Museum to continuously improve their Corvette offerings. And look for me in the crowds at Corvette events across the U.S. You can't miss me; look for the big guy in the back with his hand raised, asking the most questions. It's true; once Corvette is in your blood, it remains there for a lifetime.

I leave Bowling Green Assembly with a hopeful heart, and I'm confident that my successor, Paul Graham, and each of you will work hard to keep this plant moving in the right direction. I look for your continued success for many years to come. As you continue to place more and more dreams on the road all over the world, remember the sign that hangs at our entrance, "Through these doors walk the finest auto builders in the world."

May the legend live on in each of you,
Wil Cooksey,
Plant Manager
Bowling Green Assembly
February 1993 - March 2008

CORVETTE RACING GOES GREEN WITH E85 ETHANOL FUEL IN 2008 AMERICAN Le MANS SERIES

From Corvette Plant's Performance Press:

Chevrolet Factory Team to Demonstrate Performance and Environmental Benefits of E85 Ethanol in 12-Race Series

DETROIT, Jan. 15, 2008 – Corvette Racing will be powered by E85 ethanol, a high-octane, renewable alternative fuel, in the 2008 American Le Mans Series. As part of the series' "green racing" initiative, the most successful team in ALMS history will use a blend of 85 percent ethanol and 15 percent gasoline in the demanding arena of endurance road racing.

After winning its seventh consecutive GT1 manufacturers and team championships in 2007 using E10 (10 percent ethanol), Corvette Racing's twin Compuware C6.R race cars will make the transition to E85 for the 2008 season.

"Since its inception, Corvette has always been a platform for Chevrolet and GM to introduce and develop new technology," Chevrolet general manager Ed Peper said during today's announcement at the North American International Auto Show. "Like the Corvette Z06 E85 concept car that will pace the 2008 Indianapolis 500, the use of E85 ethanol fuel by America's premier production sports car racing team in a high-profile, high-tech racing series like the ALMS shows that Chevy is continuing to lead by example.

"By showcasing the capabilities of E85 ethanol before an audience of knowledgeable and technically astute race fans, we can demonstrate the benefits of a renewable fuel that helps to reduce dependence on petroleum, helps to reduce emissions of greenhouse gases, and helps to create greater diversity in energy supplies," Peper said. "Of course, performance is what counts in racing, so E85 ethanol's higher octane rating than gasoline wasn't overlooked by the Corvette Racing engineers."

Corvette Racing has formed a technical partnership with the Ethanol Promotion and Information Council (EPIC) to spotlight E85 in the ALMS. EPIC worked with ALMS officials to make E85 the fuel of choice for the series. E85 today is primarily made with grain-based ethanol that reduces carbon dioxide emissions by as much as 29 percent compared with pure gasoline.

E85 ethanol already is an option for millions of everyday drivers – and GM leads the automotive industry with more than 2.5 million E85-capable cars, trucks and SUVs on the road in the United States. GM produces about 400,000 E85-capable vehicles a year and will double that to 800,000 a year by 2010. Chevrolet offers seven E85-capable models in 2008.

“This is the first time a racing series has made a commitment to E85; the highest performing fuel available to consumers with flex-fuel vehicles,” said Reece Nanfite, senior director of marketing for EPIC. “Our partnership with GM and Corvette Racing demonstrates ethanol’s growing relevance in the consumer market.”

Corvette Racing's transition from E10 to E85 ethanol will be seamless, according to Steve Wesoloski, GM Road Racing Group manager. “The race cars' fuel systems were already 100 percent compatible with ethanol,” he said, “so our preparation for the change to E85 in 2008 basically comes down to recalibrating the engines.

“GM Racing has had an interest in 'green racing' initiatives worldwide for some time,” Wesoloski said. “In 2007, Corvette Racing won the Michelin Energy Endurance Challenge in the GT1 class at the 24 Hours of Le Mans for the most efficient use of fuel during the race. We've participated in discussions with SAE International, the U.S. Environmental Protection Agency, and the U.S. Department of Energy on programs to increase environmental awareness through racing. When it became apparent that the ALMS was going in this direction as well, the decision to use Chevrolet's factory Corvette Racing team to demonstrate both the alternative fuel technology that's available within GM and the capabilities of E85 ethanol was a logical step.”

Corvette Racing is targeting the season-opening round of the 12-race series, the Mobil 1 Twelve Hours of Sebring, on March 15, 2008, for the debut of its E85-powered race cars.

General Motors Corp. (NYSE: GM), the world's largest automaker, has been the annual global industry sales leader for 76 years. Founded in 1908, GM today employs about 274,000 people around the world. With global headquarters in Detroit, GM manufactures its cars and trucks in 35 countries. In 2006, nearly 9.1 million GM cars and trucks were sold globally under the following brands: Buick, Cadillac, Chevrolet, GMC, GM Daewoo, Holden, HUMMER, Opel, Pontiac, Saab, Saturn, Vauxhall and Wuling. GM's OnStar subsidiary is the industry leader in vehicle safety, security and information services. More information on GM can be found at www.gm.com.

Corvette Joins The GT4 Club

FROM CORVETTEMOTORSPORT.COM
(Corvette racing in Europe!)

We already have Aston Martins in all 4 current GT race classes and, with an announcement yesterday by German specialist manufacturer Callaway Competition, Chevrolet's Corvette C6 is now set to join that exclusive club too. Callaway are already responsible for the build of the GT3 specification Corvettes but will now add a GT4 car to their inventory, the GT4.R.

With the GT3 car, based on the Corvette Z06, winning the 2007 FIA GT3 teams category, the timing of the launch of a GT4 contender looks ideal, particularly as the new 'baby' category is starting to gain footholds in several of the domestic European series. In addition to the basic GT4 car a 'special' is already to be produced for the Dutch Supercar Challenge, run by the Kroymans Racing team directed by Danny van Dongen and Rogier Kroymans.

The new Corvette will be racing in the Supersport 1 Class, which is based on engine capacity, number of cylinders, and power-to-weight ratio. The C6 GT4.R running in the Dutch series will differ from the FIA GT4 category cars by the addition of a new rear wing and splitter, as well as receiving additional power. These changes, however, are minimal, and the change-over to FIA GT4 spec regulations is reportedly a very easy transition.

The new Corvette C6 GT4.R will be developed from the base road-going C6 in just 12 weeks time by Callaway Competition. Although still under construction, the car should be ready in time for the 2008 season, the Corvette joining Porsche's Cayman, BMW's Z4M, Ford's Mustang FR500C, The Maserati Trofeo, Lotus Exige, Nissan 350Z, Aston Martin Vantage N24 and Ginetta's new G50 on the list of approved GT4 runners.

Paul Graham Appointed Plant Manager of GM Bowling Green Assembly Plant

PONTIAC, Mich. General Motors today announced that Paul Graham, currently assistant plant manager of its Fairfax Assembly plant, is appointed plant manager of its Bowling Green facility, effective Jan. 1, 2008. Wilmer Cooksey, the current plant manager at Bowling Green, will retire, effective March, 1, 2008.

Graham began his GM career in 1980 as a college student intern at GM Truck and Bus in Flint, Mich. In 1986, he became an associate manufacturing engineer at the plant, then moved on to become a supervisor of production in 1987 at the GM Ft. Wayne Assembly plant in Indiana. Graham held several positions at the facility before being promoted to senior manufacturing project engineer in GMC Truck and Bus Division in Pontiac, Mich. in 1989. In 1992, Graham moved on to GM Baltimore Assembly in Maryland to assume an assistant superintendent of Maintenance position, and over the years held positions of increasing responsibility at the plant before returning to GM Ft. Wayne Assembly to an area manager of the Body Shop position in 1995. In 1997, Graham expatriated to Guanajuato, Mexico to assume a platform program manager position with GM of Mexico. In 2000, he returned to the United States and was appointed assistant plant manager of the GM Shreveport Assembly plant in Louisiana. Graham was appointed assistant plant manager of the GM Oklahoma City facility in 2005. He was appointed to his current position in 2006. Graham holds a bachelor degree in Mechanical Engineering from Kettering University (formerly GMI) and a master degree in Project Management from John Hopkins University.

General Motors Corp. (NYSE: GM), the world largest automaker, has been the annual global industry sales leader for 76 years. Founded in 1908, GM today employs about 280,000 people around the world. With global headquarters in Detroit, GM manufactures its cars and trucks in 33 countries. In 2006, nearly 9.1 million GM cars and trucks were sold globally under the following brands: Buick, Cadillac, Chevrolet, GMC, GM Daewoo, Holden, HUMMER, Opel, Pontiac, Saab, Saturn and Vauxhall. GM's OnStar subsidiary is the industry leader in vehicle safety, security and information services. More information on GM can be found at www.gm.com.

Valentine's Special

Valentines Day is just around the corner and a membership to the Museum makes a unique gift that your special valentine will love. Order a membership as a Valentines gift and receive a new \$100 "Family" membership for the price of a \$50 "Individual" membership! If you purchase the membership before Wednesday, January 31, your gift membership will be shipped in our specially designed gift packaging and can arrive in time for Valentines Day. This special membership promotion will end on February 29 and is only available on new membership purchases.

New Additions to America's Sports Car

The NCM is adding two new features to their member's magazine, *America's Sports Car*. Mini Member Spotlights and Brick Stories.

- Mini Member Spotlights – Share your special Corvette story with us and your involvement with the NCM. You may send up to two paragraphs and a special photo to us for possible inclusion in an upcoming issue of ASC. Please forward story and photo to Bobbie Jo at bobbiejo@corvettemuseum.com.
- Brick Stories – Do you have a special story or meaning behind your NCM Walk of Fame brick? The NCM would love to hear about it. Send a brief story (2 paragraphs or less) and photo to Bobbie Jo at bobbiejo@corvettemuseum.com and you may see your brick featured in an upcoming issue of ASC.

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.

Northern Virginia Corvette Club

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Newsletter News ...

Another year is off to a chilly start, with my winter driver (1984 2-tone blue) taking the brunt of winter while the rest of the collection is snuggled in for its' long winter nap.

I sincerely appreciate the new contributors that have stepped forward and I'm beginning to build a file of material to use as required to provide a diverse and well rounded newsletter. If you don't see your submission immediately, trust me it is being hoarded for later use. I'll try to keep the newsletter right at the one-ounce mark to get the most for our postage expenses, which means holding back some material to avoid breaking an ounce and using it when the newsletter is a little light.

Please keep those e-mails and pics coming....and keep in mind the main reason to own something other than a vette is road salt. Keep those vettes warm and dry while you corrode something disposable.....like a Porsche.

Rich Anderson

richard.anderson157@verizon.net

P.S. – Tech talk will return (hopefully) next month.

Next General Business Meetings:

Tuesday, Jan 22nd

Tuesday, Feb 26th

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