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The 'Glass Gazette

July 2003

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NVCC host Club at HUGE Annual Old Dominion Speedway Event!

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As part of agreement with Old Dominion Speedway the NVCC has agreed to support and help out in an event called "American Iron" at ODS on September 6th. This will be a spectator event with people paying to get in. It will receive advertising from ODS and a corporate sponsor. While it will involve Mustang, Cobra, and Viper marquees and their clubs, NVCC will be the host club and if all goes well, will continue in the role for future years.

feature an autocross, a car show, drag racing and a car sale area. Any American muscle cars, hot rods, Cobras, Mustangs and of course Corvettes can be part of the event. There will be vendors, food, and Hooter's Girls. (someone named Jeff was opposed to this latter crass commercialism, but fortunately was voted down!) The event will receive considerable promotion as a first year event to be held annually. It is currently scheduled for September 6 with a rain date of 10/11. Many of the details have not been finalized but NVCC will be involved with the autocross and the event overall. The NVCC corporate sponsor, Koons Chevrolet, is being positioned as the primary sponsor but alternate sponsors have been contacted if Koons is not interested.

This event has the potential to be very important to the club from a PR perspective and should build in the future years. Paul Hertel, Jeff Kirk, and Rick Poage, have been involved with the ODS owners. Watch your email for further details.

The benefit to NVCC will not only be the public relations the club will receive but it will solidify our relationship with the new track owners who virtually did not know we existed or had a relationship in the past with ODS. This should allow NVCC to get our track time back and have a location for an annual autocross series that has been missing this year. The "American Iron" event will

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
jimb@jbcubed.com

Format: email, text-format (MS Word)
photos in .jpg format

Northern Virginia
Corvette Club
Website:
www.nvcorvetteclub.com

Presidential Pontifications from Paul Hertel

I want to stress the importance of this opportunity for the members of this club to make changes to our by-laws. To date, the council has not received any by-law change suggestions from the membership.

I ask you all to download the latest by-laws from the web page and give them a read. You can present any modifications you would like to see to any council member. The council will discuss the modifications and a vote for modification will be held. If the council approves a change, it will be published in the newsletter for two consecutive months and then will be voted on by the general membership at a General Business Meeting.

Given the lengthy process to amend the by-laws, it may be a few years before this is done again. Don't miss this opportunity to make a difference in your clubs future.

Thanks and see you all at this months GBM.

Respectfully, Paul



The Z06 electron blue zone, by Jim Beau

Thank you for all the great pictures and words to fill our newsletter each month. Everyone has been saying nice things about the newsletter but everyone should be thanking all the club members who contribute.

Well fellow members, what a great month for the club after a quiet April and May. Corvette celebrated 50 years of production, we have had two rallyes, we have had some great social events, we supported another club and Collin bought a split window coupe! My better half and myself participated in the rallyes and the social event and must say we really enjoy the esprit de corps of the club members. We just need more people showing up!

The front page is about the club becoming the lead on a large event at Old Dominion Speedway that should help our club in many ways.

There is also some sadness this month as one of our members tells us why he has decided to give up being a Vette fan, and John Tribble, one of the three members of the NVCC 2002 Electron Blue Z06 Racing Team, had his Z06 destroyed in a traffic accident. John has announced he will return with a new Z06! Maybe a 2004 Z16 Commemorative?

We about 4 weeks away from the NCCC convention and George Skalkeas is still seeking support and help with running the low speed event on August 18th and 19th. We as a club are committed to helping. You can still run the high speed and help with the low speed as I am doing.

Don Kerndt has a great article and some pics on how the club earned a few bucks by helping out the Austin Healey club at Summit Point with timing at their annual convention.

The club members who attended the national celebration of the 50th anniversary came back with some great stories of a good time had by all. Marsha Batchellor attended and has a great article on the event planned for next month.

Collin's article regarding his fulfilling a childhood dream of owning a split window coupe is terrific, and I am sure we will enjoy his comments as he goes through the restoration effort.

We have added a "letters" section in the newsletter that is mostly a compilation of some of the emails that are sent around during the month and some members may not see.

Don Kerndt's substituting for Alice Arielly as secretary at the last members meeting in June provide some funny insights at what really goes on at the meeting. See the notes on the last pages.

Gang, July and August are going to be really busy with autocrosses, Rallyes, some more social events, planning for the concours and Spooktakular and of course the National Convention and Corvette's at Carlisle. Marsha is working on a great article on the anniversary celebration. Have fun and ... save the wave!

Respectfully, Jim



Letters ... we get letters and emails!

Smashed Z06...

Hey all,

I need some advice. My Z06 and I had a very bad day today. A '95 Corsica decided to pull head-on into my lane and occupy the left front of my car. Needless to say the two were not that compatible. I lost the left wheel, a-arms, fenders, etc... as the vette was shoved onto the sidewalk where several people were waiting for the bus. Fortunately for people I was able to steer/slide around them and no one got hurt.

I would have asked the other driver if he was OK, however he decided to run away on foot. Apparently he no longer has his driver's license and didn't feel like talking to the local authorities. Anyway the police are out looking for him, but they won't have to look too far since his house is 20 feet from the accident scene. The police said they'll be waiting for him when he returns.

As this car is GM's top of the line in racing technology and I love to race it. I'm looking for a good shop to give me an honest opinion as to the extent of the damage. I think the frame is bent and I don't want it repaired if it won't be safe. I love this car and I love to drive it on the track, but I don't want to be stupid and fix the car if it won't be right. I'm looking for the best place to take this car for an estimate/evaluation -- Who would you recommend?

Thanks,

John Tribble wrecked 2002 Z06 (at least my NVCC key chain still looks great)



(postscript—Insurance company totalled John's car, ed.)

Thank you NVCC ...

Dear Ms. Shaw:

I would like to thank you and all the member of the Corvette Club for your recent generous gift of \$1,000.00

Our organization works to improve treatment and services for people with severe mental illness. Your support helps to ensure continuation of our outreach to consumers and families who need our help.

Again thank you for supporting NAMI-NVA and helping to

make the future brighter for those who struggle with mental illness, as well as their families.

Sincerely Yours,

Frank P. Edmondson
Vice President
NAMI-NVA Board of Directors

Saying goodbye...

Hello everyone. I sold my Corvette last Friday and bought a Nissan Xterra.

It's been a great experience to own not just one but two different Corvettes, ('96 and '99). However, after riding motorcycles for the past 3 years and finally getting an '03 Harley-Davidson V-Rod last September, things have changed.

I found myself riding the bike more and the Vette less. Much less. To the point of washing it because it was in the garage collecting dust. Or moving it to get the bike out. My beater is a '90 Toyota 4runner with 170k miles.

However, last Thursday I was debating on driving the Vette or the Truck. But since it was raining that morning and I had to stop at Home Depot on the way home, I took the truck. Glad I did because I got rear-ended. The other person's insurance is going to take care of it and it's still in the shop. Just did damage to the bumper. So I walked home (it happened a block away) and drove the Vette to work anyway.

Bouncing through the potholed ridden streets of DC and out to Fairfax I started to think about the Vette. It's become less practical. When the weather is nice, I'd rather ride the bike than the Vette. (It makes getting through stopped traffic a breeze!)

So I put off Home Depot because that evening on the way home, the sky opened up..again. This time there were streets flooded that the Vette couldn't make. But, if I had the truck, no problem. Because of this, it took me over an hour to go 5 miles. Not to mention the bent rims and wheel alignments I needed because of the horrid conditions of the streets after this winter. So one toy had to go and it wasn't going to be the bike.

I've enjoyed the times I've spent with the club and cruises. I will be checking out the news letter as well as Corvette events. And if it is a nice sunny day and a bike ride takes me near an event, I'll stop in.

Until...save the wave.

Gerard

Corvette has had many RPO#'s—What did
RPO#Z4Z get you?
An Indy Pace car Replica!



Letters ...

Changes to NVCC web site....

NVCC Web Site

We are happy to announce that the Members section of the new web site is operational. User names and passwords have been sent out to those that are in the members database. As some of you know, the database is still somewhat incomplete. If you are a member and did not receive your account information

via email, please contact me at webmaster@nvccorvetteclub.com (or 703.716.0451).

If you have received your account information, we ask that you change your password and update your membership information. The database is lacking most members Corvette information, so add your car(s) when you get the chance.

The opening of the members section marks the half way point (programming wise) for the completion of the core site. The site framework and most functionality for editing member information is in place. With the addition of a dynamic events calendar and some content modifications, the site will reach its intended goals. However, we are not planning on stopping there, and have many value added features to come.

Keep checking back with the site for changes.

Brad Sneade

What's Happenin'....

JULY

23 NVCC General Membership meeting @Koons—7:30 pm
26 14th Ann. All Corvette Cruise In Manassas, VA 5pm—9pm see flyer

AUGUST

3 Fast Eddies Social w/NVMC and NVCC start 11am
12 NVCC Council meeting @Koons-7:30 pm
15-21 NCCC Convention, Hagerstown
22-24 Corvettes @ Carlisle
26 NVCC General Membership meeting @Koons—7:30 pm

SEPTEMBER

6 "American Iron" at ODS
9 NVCC Council meeting @Koons-7:30 pm
14 Rallye #4 Alice Areilly
21 Concours—Dulles Expo Center
23 NVCC General Membership meeting @Koons—7:30 pm

OCTOBER

TDB Rallye #5
14 NVCC Council meeting @Koons-7:30 pm
18-19 Spooktacular Summit Point, WV
26 Thorton Gap Cruise
28 NVCC General Membership meeting @Koons—7:30 pm

NOVEMBER

11 NVCC Council meeting @Koons-7:30 pm
25 NVCC General Membership meeting @Koons—7:30 pm

DECEMBER

9 NVCC Council meeting @Koons-7:30 pm



Who ya gonna' Call?...

NVCC COUNCIL MEMBERS

President **Paul Hertel-**
six_speed@yahoo.com 703 239 1469

Vice-President **Jeff Kirk**
jkirk@dgsys.com 703 798 4193

Secretary **Alice Arielly**
the79rose@yahoo.com 703 924 0957

Treasurer **Jeff Reinke**
JeffreyReinke@aol.com 703 404 0971

Officer-at-Large **Don Kerndt**
dkerndt1@cox.net 703 759 5495

COMMITTEE CHAIRPERSONS

Autocross **Mike Sarver**
sarver_michael@tmac.com 703 913 0830

Auto-X Co-Chair **OPEN**
Concours **Collin MacDonald**
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Historian **Ralph Watts**
akcelr8@earthlink.net 703 503 5988

Membership **Judy Patrick**
thepatricks@starpower.net 202 234 2820

Newsletter **Jim Beaupre**
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NCCC Governor **Andrej Balanc** redvettecon-
vertible@yahoo.com 703 450 2314

NCM Ambassador **Don Patrick**
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Publicity — **OPEN**
Rallye — **Barb Shaw**
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Social **Edie Soles**
Vet92SixSpeed@aol.com 703 771 0484

Spooktacular **George Skalkeas**
gs72hotrod@att.net 703 830 0542

Autocrossing Screeches
By Mike Sarver

It was a tough month as we finally received permission to use Old Dominion Speedway for an event on Sunday June 8th but without much notification only a few people showed up. Then to make matters worse ODS had not received the copy of our insurance certificate. We will get this corrected and we are setting up a email and telephone chain to let people know if the track is available.

Organizer	Event	Date
NASA	Mid-Ohio GMan Raceway	July 19-20
NASA-VA	Summit Point (Shenan)	July 19-20
Corvette Express CC	Englishtown Raceway	July 26
	AutoX, Drags, Show	
LCCC NCCC	AutoX	July 27
BSR	FATT (Shenandoah)	Aug 1
NASA-VA	VIR (North)	Aug 2-3
NASA	Mid-Ohio Nelson Ledges	Aug 8-10
TRI County CC PA	AutoX	Aug 10
COMSCC	NH Internl	Aug 10-11
NCCC Convention	AX(Hi & Lo Speed)	Aug 18-19
NASA-VA	Lowe's Motor Speedway	Aug 23-24
NASA-VA	BeaveRun	Aug 30-31
NASA-VA	Summit Point(Shen.)	Sept 6-7
CPCC NCCC	AutoX	Sept 7
LCCC NCCC	AutoX	Sept 7
NASA	Mid-Ohio Nelson Ledges	Sept 12-14
BSR FATT -	Summit Point (Main)	Sept 19
COMSCC	NH Internatl.	Sept 20-21
CCNEPA NCCC	AutoX	Sept 21
NASA Mid-Ohio	BeaveRun	Sept 27-28
NASA-VA	Summit Point (Shen.)	Oct 4-5
COMSCC	NH Internatl.	Oct 10-12
NVCC	Spooktacular	Oct 11-12
BSR FATT -	Summit Point (Main)	Oct 17
TCV NCCC	AutoX	Oct 19
BSR FATT -	Summit Point (Main)	Oct 24
NASA-VA	Summit Point (Main)	Nov 1-2
BSR	FATT (Shenandoah)	Nov 7
COMSCC	Lime Rock Park	Nov 17-18
BSR FATT -	Summit Point (Main)	Nov 21
BSR FATT -	Summit Point (Main)	Dec 5

Regards, Mike

Comments on the Concours
By Collin MacDonald

NVCC Concours Date Sept. 21—Dulles Expo Center



**Members
CORNER**
By Judy Patrick

July Report

We currently have 95 Active members and 4 prospective members

WELCOME NEW MEMBER!!!!!!!!!!!!

Michael Hurt —'03 Quicksilver Coupe

Prospective Members:

- Bruce Buchanan - '74 White Coupe
- Bob Devery - '00 Torch Red Coupe
- Joe Herrmann— '96 Sebring Silver Collectors Edition
- Stephen Wojcicki - '03 Anniversary Coupe
- Rod Orem '03 Anniversary Coupe

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

Happy Birthday!! Happy Birthday!!



July Birthdays:

- Tom Kennedy..... 8
- Stan Bradley..... 11
- Lisa Nelson..... 12
- Andrej Balanc 15
- Judy Gregory 21
- Harvey Greenberg 26
- Antone Rodrigues 29

August Birthdays:

- Carlos Ramirez 1
- Stuart Moore 2
- Sandy Filer 5
- William Kolster 5
- Thomas Kennedy 7
- Dave Dobyns 8
- John Tribble, jr. 11
- Clayton Tock 25
- Phill Berne 31

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.

Judy Patrick

**Socially Speaking from
Edie Soles**

THE NVCC 2003 Social Calendar

- July 26 Big Joe's Cruise (Manassas)
- Aug 3 NVMC/NVCC Fast Eddie's
- Aug 14-21 NCCC Convention (Hagerstown, MD)
- Aug 22-24 Corvette's of Carlise (Carlise, PA)
- Sep 26-28 Corvette's at Ocean City
- Oct 25 Skyline Drive Cruise
- Oct 26 Thorton Gap Cruise (Kirk DeNee)

Sincerely; Edie Soles, Social Director NVCC

NVCC Ice cream Cruise – June 1, 2003

By Andrej Balanc

The weather looked pretty good in the morning just before the cruise. It was warm, say in the low 60's around 9:00am, but overcast. I was not going to take off my hardtop for the cruise. As it turned out, it didn't rain, and it warmed up enough that eating ice cream was enjoyable. We had 21 cruisers all together, and the ice cream was great.

The first stop, at the start of the cruise, was at Milwaukee's Famous Custard in Herndon. The first three cars to arrive were red Vettes, so for a while the Red Bunch had a thing going. Milwaukee's was ready for us and everyone had at least a small cone.

The second stop was Treats and Treasures, in Ashburn. In addition to ice cream, they had a delicious assortment of cakes, torts, chocolates and various other delectable sweets. Not as many people had ice cream at this place, but we sat outside in the sun and had fun.

The last ice cream shop on the cruise was Pedal Stop, also in Ashburn. This is where the tough got going and the men and women were separated from the boys and girls. We filled up the little shop, but while the conversations were going strong, only a few had ice cream.

All three places were small, family owned enterprises and enjoyed our Corvettes as much as we enjoyed their ice cream. Unlike the first ice cream cruise that I put together, this one was only 15 miles in length and we went through two counties, not 250 miles and three states!

Official Ice Cream testers, in order of signup on the waiver, were:

Andrej and Lynn Balanc, Nick and Katie Balanc, Rachel Bingaman (Nick's girlfriend), Don and Judy Patrick, June and Ralph Watts, Allen Dobsen, Dick Hammaker and Austin Peters (his grandson), Kirk Denee and Cheryl Graczyk, Jeff Reinke, Shep and Juliet Moore, Mark Bergstrom and Barb Shaw, Barb Foor and Dave Dobyns.

Austin Healey Event

by Don Kerndt

The last day of June found four NVCC members heading to the Summit Point Racetrack, not for Spooktacular or a NASA school, but to be part of an Austin Healey event. For those of you who may be a bit younger, the Austin Healey was a 1950's version of the 'typical' British sports car. The 'big' Healeys had a six-cylinder engine and was near the top of the food chain, though not at the level of the Jags.

The NVCC crew was headed by Mike Sarver, and included Andrej Balanc, David Rankin, and yours truly. We had been requested to do the autocross timing for the Austin Healey national convention. Apparently, the quality of our software and expertise is becoming known outside of the club.

We arrived at the track at 7 a.m. (and we took a day off of work for this!). The set up went quickly and the first Healeys started showing up at 8:30. The event was to be run on the Jefferson track, the same track that we use for Spooktacular. After a low speed lap for all the cars, the autocross started. This was to be a 'low speed' event and there was a chicane on the back straight that slowed the cars down to about 20 mph. The rest of the track was clear of cones (Jeff K would be happy). The cars were a mixture of 'big' Healeys, bug eyed Sprites, and a couple of Jenson-Healeys. If you do not know what a bug eyed Sprite is, see me at one of the meetings to have your car knowledge updated.

We had over 80 people running in the autocross with up to three different drivers using the same car. This made for some interesting moments spotting the car numbers. We finally had the starter give us the car number when the different drivers came up to the start. We had car with number 124 immediately followed by car with numbers 124.01 124.02 and 124.03 on the side. And I thought accounting was tough!

The best of the cars were running 67 seconds with most of the drivers in the 79-81 second times. They were pushing the cars, especially when you consider that most of the cars are 40 years old. Everyone seemed to have a good time. As a British sports car lover (I still have a TR-3), it was great fun to see the cars.

The Healeys have a class of modified cars who also ran the event. The modified class has Healeys with a V-8 stuffed into it (Ford and Chevy). These cars sounded great and ran strong. The neatest thing about this class is their name - the 'Nasty Boys'. If this isn't a great name, I don't know one that would be better.

After all the cars had their runs, there was a 'grudge match' between Dennis Walsh, a Healey auto part supplier and Burt Levy, a journalist who specializes in British cars. I even remember Burt from some British Car mags I use to get before I got the Vette fever. They each ran a lap and then switched cars for another lap. Dennis had the best average time but only by a couple of tenths.

After they completed all the runs on the Jefferson circuit, we had to break down the equipment and set up for another event in the pit area. It was a tight course using the staging lanes. The

Sprites (remember the bug eyes) were well suited to doing some very quick times. It was fun to see the Sprites lifting their inside rear tire as they went through the tight turns. The 'Nasty Boys' did okay with the extra horsepower coming in handy.

We were done with the shut down about 6 p.m. and had experienced a full but fun day. We were a part of an event full of people who love their cars and know how to have fun. The only disappointment was that neither Dave nor I were offered a chance to take our Vettes on the track. The track time was missed, but if we ran and a 900 cc (that's less than a liter guys) Sprite beat the time of a Vette..... We will just have to wait till Spooktacular for our day on the track.

**PICTURES FROM THE
AUSTIN HEALEY TIME
TRIALS SUPPORTED
BY THE NVCC.**

**NVCC's finest hard at
work!**



**Andrej providing sug-
gestion to the one liter
displacement gang!**



Ready to run!



**A 'Nasty Boy' ready
to run!**



The 'Glass Gazette—July 2003

Rallye Review by Barbara Shaw

The remaining 2003 Rallye dates and Rallye Masters are:

Rallye #4 – Sept 14 - Alice Arielly

Rallye #5 – Oct TBD - "Your name here"

Report on Rallye #2 from Dick Hammaker

This was the first of this format Rallye – low speed on some back country road; high speed on I-66. My helpful hint to the Rallyers at the drivers meeting was " busy or fast roads, big clues; back roads or little traffic, small clues." The route also had lots of Free Zones so participants could enjoy the fresh farm country air and great Corvette Roads!!

Six brave teams challenged the Rallye Master's devious mind (some would say "sick" instead of devious). All were pleasantly surprised to find the Rallye questions were straight-forward with no trick.

The Poker Run seemed to be a big hit with two teams taking home \$30 each: high hand – Team Beaupre; low hand – Team Orem/Payne. Sorry about the "Ace" low/high confusion. Guess I need to play more cards.

Many thanks to everyone who came out to rallye and especially my Rallye Checkers – Team Pellerin. Without Chuck & Karen Pellerin to keep me straight, the Rallye might not have been so straight-forward.

It was also great to have a surprise visit from Ed "Fast Eddie" Masek and Steve "Space Cadet" Ballard.

Rallye #2 results follow:

Driver	Navigator
Joe Daly	Carol Evans
Steve Wojcicki	Sue Wojcicki
Rod Orem	Gail Payne
Jim Tortorella	Mike Tortorella
Jim Beaupre	Judy Beaupre
Cruise - Mark Bergstrom	Barb Shaw
Rallye Master - Dick Hammaker	
Rallye Checker - Chuck Pellerin	
Asst Rallye Checker - Karen Pellerin	

(pics on page 11)

NCM Ambassador Corner by Don Patrick

**National Corvette Museum (NCM)
Ambassador Corner
by Donald Patrick
July 2003**

CALENDAR EVENTS

August 29- September 1: NCM Labor Day Celebration – 6th Anniversary Celebration

August 28-31: Corvette Celebration/Hall of Fame

September 26-28: Camaro/Firebird Gathering

October 9-11: Corvette Pace Car Reunion

CURRENT NEWS

2004 COMMEMORATIVE CORVETTES

(RPO Z15) Commemorative Edition for Coupe and Convertible models, includes (19U) Le Mans Blue exterior, Shale interior, special badges, special seat embroidery, and (QF5) Wheels: high-polished, 5-spoke aluminum with specific center cap (Convertible includes Shale convertible top).

(RPO Z16) Commemorative Edition for Z06, includes (19U) Le Mans Blue exterior, C5R Le Mans stripe scheme, carbon fiber hood, special badges, special seat embroidery, and (P36) Wheels: polished, 5-spoke, Z06-specific aluminum has created a remarkable string of performance achievements, on the road and on the racetrack.

Corvette Racing has claimed consecutive GTS class championships in 2001 and 2002 at the famed Le Mans 24 Hours, the world's most prestigious sports car endurance race. "The great racing success of the C5-R is more than just symbolic, it's a real testament to the world-class technology and performance of the Corvette," says David Hill, vehicle line executive and Corvette chief engineer. "We've created the 2004 Commemorative Edition to share our racing achievements with Corvette enthusiasts, while bringing real performance and technology upgrades to the Z06."

The 2004 Commemorative Edition Z06 features a new hood using carbon fiber material, exterior graphics and color designed in concert with the new-look C5R that will go for a landmark third consecutive Le Mans GTS class championship. The carbon fiber hood (weighs 20.5 pounds, 10.6 less than the standard hood) represents the first time this advanced material has been used as original equipment for a painted exterior panel on a North American-produced vehicle. The unique Le Mans Blue paint with a silver and

NCM Ambassador Corner by Don Patrick

red center graphic will appear on the race car only at Le Mans 2003 and only on the road on a limited number of 2004 Commemorative Edition Z06's.

All 2004 Z06 Corvettes will benefit from the continual pursuit of performance with a Nurburgring-inspired chassis tuning enhancements. The enhancements for 2004 are subtle in terms of physical parts, but significant in terms of the car's performance and feel. The GM engineers have refined the Z06's shock damping characteristics to provide improved handling in the most challenging conditions, while maintaining good ride control for the demands of daily driving. Continual analysis, development and refinement of the shock valves in particular resulted in more damping control and force, delivered more smoothly. This new tuning is aimed at diminishing the impact of yaw and roll on the car, particularly in quick, transient maneuver such as "S-turns" or a series of tight corners. "While the Z06 already had an excellent blend of extreme handling capability and surprising ride quality, we're never satisfied," Hill says. "The enhancements for 2004 provide a bit more poised and smooth response, connection the car better to the driver's input, without the penalty of ride harshness.

These refinements are a result of extensive testing and development, including several high-speed test sessions at Germany's famed Nurburgring circuit consisting of a 14-mile course that has approximately 170 turns and virtually constant elevation changes. "Nurburgring, at the extreme edge of the envelope, provides conditions that can't be easily duplicated anywhere else," says Hill. "But, even for the Z06, we spend considerable time ensuring we don't make adjustments that compromise the normal daily driving character of the car."

RAFFLE WINNER UPDATES

Congratulations to the lucky raffle winners of the Gold Corvette and Earnhardt Z06, drawn as part of the 50th Anniversary Celebration activities! Anthony Yarnell of Cumming, GA was drawn as the lucky winner of the "Going For The Gold" Corvette during the NCM Block Party festivities last night. The winner of the Earnhardt Z06 Corvette was Dale Edwards of Grand Blanc, MI. The winners were not present at the drawings, but were contacted by phone immediately after the drawing.

FREE 50TH ANNIVERSARY COMPUTER SCREENSAVER

In honor of Corvette's 50th Anniversary, a "free" screensaver has been created and is ready to download. The new screensaver features a historic look at the 50 years of Corvette on its birthday, June 30, 2003. Download this memorable screensaver now by clicking here: <http://www.corvettemuseum.com/pictures/screensaver/index.shtml>

CURRENT ACTIVITIES

2004 COMMEMORATIVE EDITION CONVERTIBLE RAFFLE TICKETS

A 2004 Le Mans Blue Commemorative Edition Corvette Convertible (RPO Z15) raffle is underway now and the winner will be drawn at our 9th Annual Corvette Celebration August 28-31, 2003. Tickets are \$10 each and the winner need not be present to win. Order your raffle ticket online at: <http://www.corvettemuseum.com/raffle/index.shtml> or call (800) 53-VETTE. Register for the 9th Annual Corvette Celebration by clicking here: <http://www.corvettemuseum.com/registration/celebration/info.shtml>

2004 COMMEMORATIVE EDITION Z06 RAFFLE UNDERWAY

A new raffle is now underway featuring a 2004 Commemorative Edition Le Mans Blue Z06 (RPO Z16) Corvette. Tickets are available for \$200 each and only 1,000 tickets will be sold. The exciting Limited Edition Z06 will be raffled at the upcoming Z06 Fest banquet on September 13, 2003. The Z06 Corvette is equipped with the SB1 Package, which includes head up display and memory package. The winner will also receive the highly requested "Museum Delivery" (R8C option) treatment at the time of pickup. The special edition Corvette Z06 also features a carbon fiber hood and is detailed with 2003 Le Mans C5R racing stripes. Tickets can be purchased online by clicking here: <http://www.corvettemuseum.com/raffle/index.shtml> or by calling (800) 53-VETTE

BLOCK PARTY FESTIVITIES JUMP START BUILDING CAMPAIGN

During the 50th Anniversary Block Party festivities, the Museum officially announced the campaign for the building addition; and NCM members, Corvette clubs and Museum supporters came forward with donations to the fundraising project. Over \$85,000 was raised during the party festivities. NCM Lifetime Member Bob Patrella matched the donation total raised during the Block Party and presented an \$85,000 check to the Museum at the Corvette birthday cake cutting ceremonies on Monday, June 30. In all, over \$170,000 was raised towards the building campaign project. "We are overwhelmed with the support from the announcement during the festivities at the block party," stated Larry Hayes, NCM Fundraising and Special Projects Manager. "The plans for the building project will only become a reality with everyone's help and support, and we greatly appreciate all that gave as part of the event festivities. We are off to a great start!"

NCM Ambassador Corner by Don Patrick (cont.)

For more information on the Building Campaign visit our website at: http://www.corvettemuseum.com/press_releases/Expansion_Announcement.shtml or call (800) 53-VETTE. Donations may be mailed to the National Corvette Museum at: 350 Corvette Drive, Bowling Green, KY. 42101. Attention: Building Campaign 9TH ANNUAL CORVETTE

CELEBRATION AND HALL OF FAME

The NCM invite you to join them to celebrate their 9th Anniversary at the annual Corvette Celebration and Hall of Fame, August 28-31, 2003. With the exciting conclusion of the yearlong celebration of Corvette's 50th Anniversary, highlights of this year's Corvette Celebration will include the extraordinary "50 Years of Corvette". A display featuring Corvettes from every model year will be on exhibit. Also showcased during the event will be an unveiling of the "Bill Mitchell-Design Exhibit Area", drag racing, Corvette Assembly Plant tours, celebrity choice car show, the drawing for the 2004 Blue Corvette Convertible and much more! A highlight of the event is the sixth annual Corvette Hall of Fame Induction Banquet. Join them to induct Corvette author and historian Noland Adams and molded fiberglass (MFG) process creator Robert Morrison to the elite group of individuals recognized for their contribution to the Corvette. Seating is limited and available on a first come-first served basis. Register now to be a part of the 9th Annual Corvette Celebration and Hall of Fame by clicking here: <http://www.corvettemuseum.com/registration/celebration/info.shtml> or by calling (800) 53-VETTE.

BACKGROUND

NVCC is one of the founding members of the NCM (Card No. 1523). 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 reconciliation 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.

Rallye #2 June 22, 2003 pictures:



DREAMS DO COME TRUE, BUT IT TAKES TIME
Or
“Honey, I Spent our Life’s Savings on my Stupid Car”



Colin & Meg's
1963 Split Window Coupe

By Collin MacDonald

Well by now most of the membership knows of my new "old" Corvette. So I have been asked to write a few things about it; and to be honest, I'm very happy to share my recent experiences and the future experiences about trying to bring this car back to its former self, as it appeared in 1963.

The story really begins in 1962, the first Sunday in September, at 9:55 PM. During the final five minutes of the TV Show "Bonanza", Chevrolet, the show's sponsor, unveiled the 1963 new model year lineup. Sure I'd seen Corvettes before, I was a fan of Route 66; but at twelve years old to see the new "bullet" style car with a four speed in a fastback version, I can't express to you in writing my feelings.

The next day after school, I went as fast as I could to my local Chevy dealer, only to find the new model years were not expected for another two weeks. I counted the days; finally after several visits I saw my first 1963 Corvette, and ironically it was Silver with a black interior. Oh what a feeling to sit behind the wheel and dream about driving this car, being the envy of the entire neighborhood. I actually was given a sales brochure and I remember reading it over and over. Well soon the sales brochure became a POW, captured by Sister Anne Bridget, after I was caught reading it instead of "Oliver Twist" during study class. Never was able to get another one, but I still pictured being behind the wheel over and over. Well hockey season started up, and I thought less and less about that Corvette, and came to the shocking realization that a thirteen year old could not afford the insurance, never mind the car.

Years passed and so did life, but through my years I never really forgot about the lines, and that sculptured look of the 1963 Split Window Coupe. I use to admire many of them through the years, even when I bought my own Corvettes, I still would admire the 63.

During the 1990's I got back into cars; and again my heart was captured by the 1996 Camaro Z28 SS. This time I could afford it and I bought it - only to make another dream come true - build a real "Chariot of Fire". So over the next five years I worked with Reese Cox and built one of the fastest Camaros in the country. It was a 500 RWHP 480 lbs of Torque Beast and was a real show car. But what do you do with this? In the mean time I also bought in 1998 an LT4 Corvette Collector Edition and did a restoration on it. I was hooked by Corvette again. The Camaro sat while I used the Corvette almost all the time.

So I decided almost three years ago to sell the Camaro, but first I wanted to get a head start in making another dream come true; so I started searching for a 63 Split Window Coupe. Last April, I sold the Camaro in a Barrett Jackson Auction in West Palm Beach, Florida, providing me with the funds I needed to buy my dream car. I found several 1963's but most were way too expensive and I could not afford them. One that I found was reasonable in price, but it was the Saddle Brown with Beige interior; and I really did not like the color for me. So the search continued. By April of this year, I just about gave up on owning that 1963 Coupe, and started to look at mid-year convertibles, or 1966 Coupes; and still the prices were either too high, or I did not like the car. One day I went on the "Corvette Forum" and posted how hard it was to find a mid-year that was affordable and one that was drivable. The next day I received an e-mail from a person up in Connecticut saying he read my email and can relate to it. Due to a divorce, he is being forced to sell his 1963 Corvette Coupe, Silver with a Black interior and wanted to know if I was interested. I responded and made plans to go up north to look over the car.

Well, I did. The price was right, the car appeared to be in good condition. Work definitely had to be done on it; but the frame had no rust. The body, less some paint blisters, appeared to be in good shape; and after all, it was Sebring Silver, Black Interior with a four speed...SOLD!!! In a few weeks I was back and found myself driving home in a solid rainstorm. I knew the car was a 63 as it leaked and the floor was wet; very common for the mid years.

Now the next part was to really look the car over, research it and establish a restoration plan that I could afford. Trust me, there is no such thing as a "restoration plan you can afford". I talked to John Herold (former owner of Stingray Auto Body) about doing the body and paint, and Dominic Ferreira to do most of the engine work. The first phase was to make the car safe; so I changed the brakes (it has all four drums) the brake lines and the cylinders, springs etc. The drums were in good shape, but as I had the car up off the ground I noticed many little things. The car has the L-76 340 HP engine with solid lifters. And trust me, it sounded awful...it leaked gasoline from the carburetor, and the gas line, it idled poorly; so I decided to meet with Dominic and establish a plan to fix the engine. Well in just a few short weeks it has gone from fix the engine; to restore the engine, and now rebuild the engine to new condition.

The engine block matches the VIN, and all of the external casting numbers are correct. It's the parts, like water pumps, fuel pumps, exhaust manifolds, exhaust system, fuel lines, fan, wiper/washer motors, intake manifold, carburetor, plug wires, and so on that are from all year cars. The interior appears to be in good shape, but the windows don't work, vent windows are stuck closed, heater, defroster, speedometer, tach, one headlight (this is recent), directional, radio etc. all either half work or don't work. The headliner is missing; currently a piece of vinyl was pasted to the ceiling. Carpet is decent, but incorrect (this will do for now). Seats are correct and look good. No tire jack; lug wrench and the storage are really bad, has to be repainted. Interior roof trim needs to be repainted, the rear quarter panels are gone and the side welds are wrong. The glove box locking mechanism is gone, can't down shift into third gear without double clutching, and the list goes on.

Left: Engine, too many non-63 parts, engine is in good shape, time will make it correct



Right: Underneath, great shape, except mufflers are wrong, notice hole on cross member, this was used to run a larger fuel line through the car. Also, somebody painted entire bottom black. Most important NO FRAME RUST!!!



So, am I sorry I bought this car knowing now of all the work and expense? No, I love the car more than ever. You see, I am that twelve year old once again, sitting behind the wheel, but this time knowing I own it and can even afford the insurance. Every day I visit it at the shop, to record the progress. I know when finishing each phase of this restoration, the pride I will have knowing I'm preserving my little bit of Chevrolet history. Only a few of these split window beauties are still around. I knew it would be an expensive undertaking; but I also knew the return value is the admiration the car receives from Corvette and non-Corvette owners. Sure its costing me more than I anticipate, but you know, when you see the results of this, it's "priceless". I have a lot more to tell you, and will save it for the next chapter in another newsletter; but for now I am going to close. You see, I have a radiator that I have to sand down, prime and repaint...time is becoming very valuable. "Save the Wave"



14th Annual All Corvette Cruise-In

When: Saturday July 26, 2003 5pm-9pm

Where: Big Joe's Pizza, Manassas, Virginia

Details: Hosted by Still Cruisin' Corvettes this annual event draws hundreds of participants. Free admission/ Vendors welcome

- Dash Plaques to the first 200 Corvettes *Mr DJ playing oldies tunes
- Great food and beverages at Big Joe's Pizza
- Door Prizes

BRING YOUR VETTE OUT NIGHT !!

Directions to 7787 Sudley Road: Rt 66 West to Exit 47A, South on RTE 234 (Sudley Rd) to fourth traffic light.

Left at light onto Sudley Manor Drive—Left at next light into shopping center (Best Buy lot)

Event Info: Chuck or Fredi Berge—(703) 754-1960, fax (703) 754 1222 or email chuck-berge@comcast.net
www.corvettecruisein.com

Calling All Corner Workers!



If you want to really see, feel and touch the competition at this year's convention, then corner work may be for you! We are looking to put together a cadre of approximately 30 people to serve as corner workers for one or two days at the low speed event on Jefferson Circuit at Summit Point on August 18th and 19th. No experience required! Many experienced Northern Virginia Corvette Club members will be on hand but we want to have a "reserve" of folks to be able to let people work only one day, if necessary, and to be able to cover any last minute cancellations. If you have not done this before we will pair you with someone who has. Working a day will also entitle you to participate in the rest of the convention activities following the autocross that day, including the party. We will also provide your lunch and a worker shirt.

If you are interested in corner work (or some other support activity), please send me an e-mail at gs72hotrod@att.net and I will be happy to answer any further questions and get you lined up. If you have no questions or doubt, please get in touch with me. George Skalkeas



NVCC/NVMC Social Event:!!!!!!!!!!!!

WHAT: Sunday Brunch to hang out with our fellow club members and the club members of the Northern Virginia Mustang Club and socialize

Where: Fast Eddies, 9687 Lee Highway, Fairfax

WHEN: Sunday (of course it's a Sunday Brunch!!) **August 3rd**

Time: 11AM to 2PM

Come and enjoy lunch and free pool and darts with all your fellow club members and the members of the Mustang Club who support our events at Old Dominion!



NVCC General Membership meeting 6/24/03 Submitted by Don Kerndt
Meeting Start: 7:30 PM at Koons Chevrolet

Attendance: 9 Council Members, 3 Guests, Members 21 = total 33

Treasurer Report by Jeff Reinke

Autocross: Mike Sarver Timing to be provided to the Austin Healey Club on 6/30 at Summit Point race track. The first autocross date at Old Dominion Speedway was to be 6/15/03. The time became available at the last minute and an email was sent to club members. Six members were at the event but it could not be run due to insurance paperwork not received by ODS. The arrangement with ODS will require that notification of track availability may come at the last minute. A member phone call list will be set up for club members who requested to be on the list. It is hoped that this will supplement the email notification and allow the club to respond to short notice situations.

ODS reserves the right to use the Sunday autocross event date if there is rain on Saturday that force cancellation of their scheduled Saturday event. If it rains on Saturday, we need to assume that there will be no NVCC event on Sunday. During discussions with the track owners, the point was made that NVCC is self sufficient in putting on the autocross.

Concours: Collin MacDonald reported that the pin artwork is complete. An event pin will be given rather than a dash plaque. It is hoped that a pin will be better received than a dash plaque that never ends up on the dash. Shirt artwork is close to completion. There appears to be some weakness in car shows that have been held prior to the 50th Anniversary event in Nashville the end of June. The NVCC September 21 date may work to the show's advantage. Vendors are being contacted requesting their support of the show.

On July 26 there is a "Corvette Cruise In" scheduled in Manassas, 5-9PM at Big Joe's Pizza. Off I-66, 7787 Sudley Rd. Concours flyers should be passed out to advertise the September 21 show.

The web site www.crossroadonline lists events and the Concours event should be added.

Membership: No Report but we still have members

Newsletter: Jim Beaupre new newsletter out, extra copies at the meeting. Mentioned web site myautoevents.com as being a good source for finding out local car events of all kinds, shows, racing,

Historian: Not present, out researching history.

Impromptu trivia questions such as what color was the 1,256th corvette produced - answer unknown since the member suggesting the question had no idea of the answer. Several of the members did offer good questions such as what was the heaviest corvette - the ZR1. We still need the historian.

Rallye: Six cars took part in Ralley 2 over great roads and good weather as reported by Dick Hammaker. Team Daly came through with zero wrong answers. Barb Shaw indicated that the next rallye would by July 13. Each rallye participant has the option to take part in a cruise over the rallye course and does not have to do the rallye questions.

Social: Edie Soles mentioned that the next social event is the July 6 Brunch at Fast Eddie's in Fairfax. Not only will food be served but also the pool will be free. I wonder if we have any "eight balls" in the club, but actually that would be the historian's responsibility to determine.

Dates for the holiday party were discussed. The general consensus is to hold the event in December. Edie will make the preliminary contact to the hotels.

Spooktacular: George Skalkeas (who drove his beautiful yellow convertible shark. 1972 I think) said that the high-speed autocross event would be run similar to last year - with no rain. We want to fill all the available slots and flyers will be handed out at the Corvette Convention in August. The base hotel has not been decided. It may return to the Town House in Charles Town. Registration should start in September. Looking at the food offerings for this year.



NCCC Convention: Registrations still available.

Web Site: Brad Sneade reported that there were 200 more hits than last month. Registration from for the Concours has been added. Still working on finalizing the membership page.

Raffles:

NVCC Hat – Collin MacDonald

Pick a Prize – Rick Poage, Sadie Rowsey, whoops it's now Compton

Oil Change – Joe Daly

50/50 – Mike Woods (and he did not show up at the Vienna Inn to share the wealth)

American Iron: This is the event at Old Dominion that will feature autocross, a car show, drag racing and car sale area. Any American muscle cars, hot rods, cobras, mustangs and of course corvettes could be part of the event. There will be vendors, food, and Hooter's Girls. One of the members present named Jeff (last name unknown) was disappointed at the commercialization of the event that would be caused by the Hooter's Girls. It is currently scheduled for September 6 with a rain date of 10/11. Many of the details have not been finalized but NVCC will be involved with the autocross and the event overall. Koons is being positioned as the primary sponsor but alternate sponsors have been contacted if Koons is not interested. This event has the potential to be very important to the club from a PR perspective and should build in the future years. Paul Hertel, Jeff Kirk, and Rick Poage, have been involved with the ODS owners.

Other: Sadie ordered two name badges as examples for club badges. The cost is \$5.50. There was general interest in the badges. Order information to be put on the web site.

Tire Rack remitted the first check to the club, \$62, from orders made through the club web site. The total to date is \$120.

Old Business: Shirt orders total 4. The shirt order form is to be added to the web site. The process for reordering shirts will be finalized.

Meeting adjourned at 8:50 p.m. with a follow up meeting at the Vienna Inn. The Inn was full (its not even Christmas) and Anita's was the second choice.

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