

Northern
Virginia
Corvette Club
Founded 1969

The 'Glass Gazette

January 2003

INSIDE THIS ISSUE:

President's Column/editorial	2
Calendar/Contact Information	3
Socially Speaking/Rallye report	4
NCM Ambassador info	5-6
Membership	7
Corvette Articles	8-12

Newsletter Article Submissions

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

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

Northern Virginia
Corvette Club
Website:
www.nvcorvetteclub.com

New NVCC Council Members Introduced at the Annual Party

The Northern Virginia Corvette Club began the new year with a great party and a new slate of officers. Over 50 members and guests enjoyed an evening of camaraderie, conversations, drinks, good food, awards and prizes on January 11th at the Holiday Inn, Tysons.

Our old and new for 2003 (is that like a retreat?) by acclimation, President Paul Hertel presided over the festivities.

The Holiday Inn provided "Corvette Only" parking which had the usual beautiful NVCC Vettes lined up at-

tracting attention. It was a cold night but many braved the cold and brought the plastic to the party.

Awards were presented to Autocross champions (yes Mike Woods won!), Rallye, (ditto for Joe Daly and Carol Evans) and Member of the Year, Don Kerndt.

There many (too numerous to count) \$25, \$50 and \$100 gift certificates for Eckler's catalog given away to lucky winners. In addition Don Kerndt provided books and posters on our favorite automobile subject. (thank you Don) and many other door prizes given away.

The food and drink was great as the Holiday Inn was very accommodating. Hats off to everyone who helped pull this party off!



New (some old) 2003 NVCC Officers left to right
Jeff Reinke, Treasurer, Paul Hertel, President, Jeff Kirk, Vice President,
Don Kerndt, Officer-at-Large

Presidential Pontifications from Paul Hertel

A new year is upon us and with it comes a council filled with some new faces. At the first council meeting of the year, I outlined some of my goals for this year. First and foremost, I would like to see an increase in membership and membership participation. I will be looking to you for ideas on how we can accomplish this.

Next, the council is going to get busy with completing the By-Law changes, arranging for an easy way to order club merchandise, the Web page is going to get a new look, we are looking for more sponsors and by the time you read this, we will have an affiliate agreement in place with TireRack. The treasury reports will have a new look and will be able to track income vs. expenses for each committee. Finally, the council is considering a format change to the General Business Meetings where we may have a few "non-working" meetings. You show up, I start the meeting, everyone introduces themselves, I close the meeting, and then we go to a restaurant for some fun and good conversations. Oh, and speaking of the council, we are still looking for a Rally Director and an Autocross Chairman. Please let me know if you are interested in either of these positions. This is an excellent way for you to support your club and have a lot of fun while doing it.

We are off to a great start this year and I look forward to all the fun we are going to have together as a club.

Respectfully, Paul

The Zo6 electron blue zone by Jim

ACTIVE EDITOR

It appears I get to be editor of the Glass Gazette this year. If you so chose, you may read my comments, or ignore me. As editor it is my privilege to bring you general comments and insights, as I see them, regarding Corvettes, Rallyeing, Autocrossing and the Northern Virginia Corvette Club! I will write when so moved.

My goals for the newsletter this year is to provide a bit more light heartedness in our content, attempt to provide something for everyone, reflect the personalities that make up NVCC and provide reflections on what makes the Corvette such an icon in American automotive history. Because let me tell you I am old enough to have ridden in an original 1955 Corvette when it was 8 years old and it was NOTHING like the NCRS cars you see at events! How did we get here 50 years later?

As a new member last spring I had promised Paul Hertel some observations regarding how a new member is "accepted", involved and becomes part of the club. I will write those comments next month but the experience has been terrific.

A LITTLE OF MY PAST

My car portfolio includes Austin Healy, Volvo, Mustang, Lotus, MG, BMW and the great Z06, my first Corvette! Clubs have included SoCal and NoCall SCCA, New England SCCA, Wash. REGION, Various marquee clubs. Main interest has been the speed competitions but have participated in lots of other stuff.

Bottom line been there, done a lot of stuff. Looking forward to the coming year with NVCC and a great bunch of people. Email me at jimb@jbcubed.com and let me know what you would like to see in the newsletter.

Jim Beaupre



**NEXT MONTH:
My impressions of
NVCC after one
year.**

What's Happenin'....

FEBRUARY

11 NVCC Council meeting @Koons-7:30 pm

15 NVCC Bowling! Bowl America, Sterling, VA—Just of Route 7 on Dranesville Road, 7:30Pm

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

MARCH

11 NVCC Council meeting @Koons-7:30 pm

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

APRIL

8 NVCC Council meeting @Koons-7:30 pm

22 NVCC General Membership meeting @Koons—7:30 pm

MAY

13 NVCC Council meeting @Koons-7:30 pm

27 NVCC General Membership meeting @Koons—7:30 pm

JUNE

10 NVCC Council meeting @Koons-7:30 pm

24 NVCC General Membership meeting @Koons—7:30 pm

JULY

9 NVCC Council meeting @Koons-7:30 pm

23 NVCC General Membership meeting @Koons—7:30 pm

AUGUST

12 NVCC Council meeting @Koons-7:30 pm

26 NVCC General Membership meeting @Koons—7:30 pm

SEPTEMBER

9 NVCC Council meeting @Koons-7:30 pm

23 NVCC General Membership meeting @Koons—7:30 pm

OCTOBER

14 NVCC Council meeting @Koons-7:30 pm
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

Vice-President

Jeff Kirk jkirk@cw.net

Secretary

Alice Areilly

Treasurer

Jeff Reinke

Officer-at-Large

Don Kerndt dkerndt1@cox.net

COMMITTEE CHAIRPERSONS

Autocross

Mike Sarver sarver_michael@tmac.com

Auto-X Co-Chair

OPEN

Concours

Collin MacDonald (540) 338-9677

Historian

Ralph Watts

Membership

Judy Patrick thepatricks@starpower.net

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Andrej Balanc redvetteconvertible@yahoo.com

NCM Ambassador

Don Patrick thepatricks@starpower.net

Publicity — OPEN

Rallye — OPEN

Social

Edie Soles ediesvet1992@earthlink.net

Spooktacular

George Skalkeas

Web Master

Brad Sneade bsneade@iogen.com

Socially Speaking from Edie Soles

Hi Everyone:

I am your new Social Director for the year 2003 and would like to give you an update of some of the events that will be available for you to take part in during the year.

The first event will be our annual Bowling Party, and in the next few days, I will have a time, date, and place for you. It will be held in the next 3 weeks.

We will be having a night at the GoKart Track (indoors) in Sterling, VA. This will be held on a weeknight and be in early March. This was a great event last year, lot of fun, and you can invite a friend.

Of course we will have our annual Picnic this summer and as soon as all the details are worked out, you will be informed.

There has been a lot of interest expressed to have more cruises. These will be scheduled on Sundays, because in the past, that has seemed to be a better day for most members to take part. At this time we have a few annual cruises that we are invited to take part in each year such as the Seafood Cruise, and Skyline Drive Cruise. We are working on a new Ice Cream cruise, Gettysburg cruise, and a Drive-In cruise. If you would like to set up a cruise, such as Thorton Gap cruise (hint) please call me at 703-771-0484 or e-mail me at ediesvet1992@earthlink.net with a date and time.

You will find that there may be a social event scheduled the same day as some other event such as a Rally, Auto-cross, etc. This cannot be avoided. However, we feel we want to offer our members a variety of things to take part in because everyone likes to do different things.

I will do my best to keep you informed on a weekly basis of any update to the Social Schedule throughout the year. If you have any new idea of some type of social get together that you think will be fun, please express your thoughts to me. Any help you can give me I will be grateful for.

Sincerely; Edie Soles, Social Director NVCC

Rallye Wrapup from Dick Hammaker

[2002 Final Rallye Series Results](#)

The 2002 Rallye Series was a huge success. Twenty-one Teams participated in five Rallyes plus Rallye 101 – Rallye for Beginners. Many thanks to our Rallye Masters and Rallye Checkers for putting together some scenic and in some cases very challenging rallyes. Thanks to Steve & Nina Ballard; Mark Bergstrom & Barb Shaw; Alice Arielly & Trebor Moser; Larry & Carol Purcell; and Joe Daly III & Carol Evans. The Annual Picnic & Gala at the "Crossed-Flags Ranch" was the best ever thanks to Ron & Monique Weller and Sandy Filer. If you went away hungry, it was your fault!

Congratulations to the 2002 Rallye winners who were properly recognized and rewarded at the Annual Banquet on January 9th:

Driver	Navigator
1st Place Joe Daly III	Carol Evans
2nd Place Mark Bergstrom	Barbara Shaw
3rd Place Alice Arielly	Trebor Moser

Thanks once again to all who supported the events, participated in the events, won the events, lost most of the events, got lost in a LOT of the events and most of all the good time had by everyone. Here is to another great season in 2003 with even more people coming out to enjoy the spirit of Rallying Corvettes!

Don't forget after many years of doing this I am looking to participate more and help less. The NVCC is seeking a replacement Rallye Director. Please!

Dick Hammaker

"in 1955 the Corvette first had a V-8 and was only offered in white, red, black and blue"

NCM Ambassador Corner by Don Patrick

**National Corvette Museum (NCM)
January 2003**

CALENDAR EVENTS

- April 20-23, 2003: Dale Earnhardt – Corvette Legends Tour
- April 24-26, 2003: C5 Birthday Bash
- May 1-3, 2003: The Visit 3.0 – Porsche at the NCM
- May 8-10, 2003: ZR-1/C4 Gathering
- May 22-24, 2003: Corvette Forum Cruise-In
- June 23-30, 2003: 50th Anniversary Celebration
 - June 23-26: National Corvette Caravan
 - June 27-28: 50th Anniversary Celebration (Nashville, TN)
 - June 29-30: 50th Anniversary Celebration (NCM)
- August 28-31, 2003: Corvette Celebration/Hall of Fame
- September 26-28, 2003: Camaro/Firebird Gathering
- October 9-11, 2003: Corvette Pace Car Reunion

CURRENT NEWS

INTERNATIONAL AUTOMOTIVE MEDIA ASSOCIATION AWARDS

"Zora Arkus-Duntov, The Legend Behind Corvette" and "Corvette From the Inside" recently received gold and silver recognition at the IAMA Foundations Awards. "Zora Arkus-Duntov", The Legend Behind Corvette" by Jerry Burton received two Gold Awards in the categories of Books Written: Biography and Book Graphics: Jacket Design. David McLellan's "Corvette From the Inside" received the Silver Award in the category of History: Single Marque.

Purchase an autographed copy of these award winning books as a set for only \$59.95 or \$39.95 each. Order your autographed copies online at:
<http://www.corvettemuseum.com/store>

or call (800) 53-VETTE.

"did you know that the 1996 "Grand Sport" option was RPO number Z16?"

2004 MODEL UNVEILING AT UPCOMING C5 BIRTHDAY BASH

A "new Corvette edition" model will be unveiled at the upcoming C5 Birthday Bash, April 24-26, 2003. Be the first to see this exciting new 2004 model offering and make plans now to also be a part of the informative seminars, drag racing, autocross, and much more. Click here to register for the C5 Birthday Bash:
http://www.corvettemuseum.com/registration/c5_bash/c5_info.shtml
or call our events department at (800) 53-VETTE. Register before March 23, 2003 and receive the 2003 C5 Birthday Bash event dash plaque designed by C5 Designer, John Cafaro.

2003 CORVETTE HALL OF FAME INDUCTEES

Corvette Historian, Noland Adams and Robert Morrison, the man creatively responsible for the molded fiberglass (MFG) process for Corvette's fiberglass body, will be inducted into the prestigious Corvette Hall of Fame on Friday, August 29, 2003. These men will be recognized among those with the highest honor bestowed by the Museum for their significant contributions to the Chevrolet Corvette and the Corvette lifestyle. The induction will take place as part of the Museum's Corvette Celebration, our annual four-day event commemorating the Museum's Ninth Anniversary. Additional information will be made available in the coming weeks via the Museum's website and in the America's Sports Car magazine. So stay tuned.

NEW 50TH MERCHANDISE IN THE CORVETTE STORE

This week's new Corvette Store items include 50th logo etched beverage glasses available in a set of four - 12oz glasses, long-sleeved denim shirt with 50th embroidered logo on front chest, a 50th Anniversary Corvette Promo set in 1:25 scale featuring a 50th Edition Coupe and Convertible, and a 50th Anniversary T-Shirt showcasing an "EST 1953" logo on front. Have your member number ready when placing your order to receive your NCM member discount. Order these and other Corvette apparel and memorabilia online at: <http://www.corvettemuseum.com/store> or call (800) 53-VETTE.

TAKE A CHANCE ON AN EARNHARDT SIGNATURE SERIES Z06 CORVETTE

You could own an Earnhardt Signature Series Corvette Z06 for only \$25 if you are drawn as the winner of the exciting raffle underway through June 30, 2003! The unique Z06 features Dale Earnhardt series signature appearance modifications courtesy of Dale Earnhardt Inc. The Corvette will be given away as part of the Museum's grand finale activities of the June 2003 50th Anniversary Celebration. Winner need not be present to win. Order your ticket online at: <http://www.corvettemuseum.com/raffle/index.shtml> or call (800) 53-VETTE. Winner is responsible for all taxes, fees and licenses.

OWN A ONE OF A KIND GOLD CORVETTE

A special raffle is underway while tickets last on a one of a kind Gold Corvette designed and created in conjunction with the JD Power Gold award, which is scheduled to be awarded to the best automotive assembly plant in North America. The drawing for the "Going for the Gold" Corvette will take place on Sunday, June

vertible and tickets are available at only \$10 each! The 2004 blue convertible offers an automatic transmission and the winner will also receive the R8C Museum Delivery option on the new Corvette. A winner will be drawn at the Museum's 9th Anniversary Corvette Celebration, August 28-31, 2003. Additional information is available via our website at: <http://www.corvettemuseum.com/raffle/index.shtml> or by calling (800) 53-VETTE

CURRENT ACTIVITIES

2003 NATIONAL CORVETTE CARAVAN

Join thousands of Corvette enthusiasts from across the globe as the National Corvette Caravan journeys to Bowling Green and Nashville for the 50th Anniversary Celebration. Over 4,000 people have already registered - don't miss your chance to be a part of Corvette History! Register for the National Corvette Caravan and find out about the exciting 50th Anniversary festivities by clicking here: <http://www.nationalcorvettecaravan.com/> or call (800) 53-VETTE.

Register to be a part of the National Corvette Caravan and check out the exciting 50th Celebration activities here: <http://www.nationalcorvettecaravan.com/index2.shtml>

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.

Member's Remembered from Judy Patrick

January Report

We currently have 91 Active members and 4 prospective members

NEW MEMBERS - Welcome them!!

New Members:

Joyce Corbin - 1993 40th Anniversary Ruby Convertible
David Rankin - 1997 Black Coupe
Zoel & Wanda Robinson - 1989 Red Roadster
Phil Berne - 2002 Blue Z06

Prospective Members:

Patti & Russ Puncocar - 2001 Pewter Coupe
Antone Rodrigues - 2003 Red Z06
James Wilcox - 2002 Black Z06

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

Happy Birthday!! **Happy Birthday!!**

January Birthdays:

Bob Arnold1/1
Carl Hunt 1/24
Jim Beaupre 1/26
Jim Beaupre's Z06 1/27
Carole Purcell 1/28

February Birthday's:

Bob Compton Feb. 1
John LefevereFeb. 6
Judy Patrick Feb. 10
George SkalkeasFeb. 11
Steve ValsamisFeb. 14
Larry Purcell Feb. 20

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.

See Judy at the business meetings and events for your 2003 membership card.
Judy Patrick

Suggestions for Corvette Winter Storage

As we find ourselves in the middle of winter, I have been meaning to write this article since last summer. As they say, "better late than never". After storing cars during New England and Virginia winters for many years, through trial and error, I have found these suggestions very useful on protecting your car during the hibernation. So for those who are lucky enough to be able to store you Corvette, my suggestions are:

- Wash, and dry completely, use a leaf blower to assure all the water is out of the mirrors, and all the cracks and crevices of the front and rear fascias, stop lights license plate areas, you get the picture. Standing water spots, and in some cases corrosion of the metal will occur. Next step is to polish the car, I use Zaino, remove it and clean or polish the metal surfaces and coat the wheels with preservatives, do not use Armorall, it can crack rubber. Don't forget to do the weather-stripping and clean windows inside and out. Vacuum carpets, clean seats, etc.
- Change the oil & filter (keep oil in house night before, room temp.), don't forget to run the car for at least 20 minutes before you change the oil. This assure the small particles of contaminates are in the oil and will flow out instead of settling to the bottom of the oil pan. Top off other fluids.
- Place a vinyl tarp, or carpet with a large catch pan under the car. Remember, even on cement floors, moisture rises, and the tarp or carpet will prevent some of this moisture from getting into the undercarriage, again this can cause corrosion.
- Jack Stands...personally, I don't use them, as they are not necessary and I have heard people who do use them eventually encounter problems with their suspension system. Let the car rest on its tires. But to eliminate "Flat spots", inflate the tires to 45 PSI and place carpet pieces under the tires or use the new car dollies. This helps with the flat spot problems.
- The fuel system needs your attention. I suggest not to empty out the fuel system but what you can do to prevent the accumulation of moisture in your tank and the forming of shellacs through your fuel system, is to fill the tank right up to the top with gas. This disallows a lot of the condensation that will form in and sit under the gas rotting the bottom of your tank. You can add some alcohol as well, which will bind any water already present. Next put in a gas stabilizer that can be obtained from automotive supply stores. Wynns makes a good one that I use and seems to do the job although any name brand will probably work just as effectively. Another good gas stabilizer, such as "Sta-Bil" also will eliminate condensation that occurs in the gas tank.
- If you don't use the battery, you will lose the charge, use a "Battery Tender", thus there is no need to remove or disconnect the battery. Just plug it in, attach the terminals to the battery leads and let the power trickle in. One of the best investments you can make.
- Now what about those critters that might want to take up winter residence in you Corvette. Smaller animals such as squirrels, chipmunks, rats and mice are almost impossible to keep out of older buildings and even most new ones. This means that you have to keep them out of your car. The old method was to liberally salt mothballs throughout the interior of the car, but this is almost as damaging as the rodents and leaves the car with a distinctly unpleasant odor, which is as unpleasant as the odor of mouse urine. Mothballs can be used effectively under the car to create barriers over which most creatures will be reluctant to pass. If this is used in conjunction with another simple procedure you can almost guarantee a rodent free car come spring. One important thing, put steel wool in the exhaust tips, those critters love to crawl up your exhaust and make it a cozy winter home. Critters hate mothballs and don't forget to remove the steel wool before you start the car, also remember where you put the mothballs and remove them before you start the car.

- For older Corvettes, the cooling system needs attention. Draining the cooling system is a really good idea. Before you do make sure that the coolant in the motor is strong enough to survive minus forty-degree temperatures. This is just in case you don't manage to drain it all. Drain the coolant fluid from the bottom of the radiator by either opening the bottom petcock or by removing the lower radiator hose. The radiator hose is messier but doesn't take as long. An important warning here. You must clean up any spill because antifreeze tastes sweet but is very toxic. Less than an ounce can kill the family dog and dogs will often be quite happy to lap up more than this, especially puppies. Wildlife will be similarly affected so don't leave uncovered containers lying around.
- For Convertibles, unhitch the top latches so the top does not stretch out during the winter cold and heat temperature changes.
- If you are in a non-heated storage area, don't forget to remove freezable that you may have stored inside the car or trunk, such things as cleaning and detailing polishes will freeze and could cause a mess.
- Invest in a good dust cover that is dust blocking but breathable. California Dust Covers are great. They don't have to be weatherized if you are storing inside, and they cost less than the ones you would use outside. Or if you are fortunate enough, buy the plastic storage bubble.
- Finally, you must go in the garage every few weeks or so, bring a few beers, remove the cover and just polish, polish and polish!! Or just sit and enjoy staring at it while you anticipate the arrival of SPRING and practice your wave technique!!

Remember that it is very bad to start your car and run it in idle for a long period of time. The best thing you can do is run it when we have a thaw or a good day. If you should get road salt or chemicals on the car (painted surfaces) wash it off before you put it back under cover. It's also a good idea to use a California Duster to remove particles before you put the dust cover back on. A good site to purchase covers and other storage items is California Covers at <http://www.calcarcover.com/>

My next article will be one on Zanio Polishes and cleaners; ready to help you get ready for cruise nights. Hope this helps...think spring.

By Colin MacDonald

The C6 Corvette and other Future GM Performance Cars

By Collin MacDonald

I have learned some very interesting information lately regarding the C6 Corvette, and other future models that GM is going to produce. I thought this would make a good article for our newsletter, for mid-winter reading. Remind you that it seems almost everyone has a "special" inside source". Well, that's my line too, but I am unable to reveal who or where I obtained this information, and it does come from more than one source. My sources are involved on the outskirts of C6 development, were present at the recent show in Detroit. One source had a lot to do with C5 development I do feel the information is worth an article in our newsletter. So I have decided to put it into writing. I am sure some of this information will change and some of it will come true to life. So here it goes.

Lately, more C6 developmental information has started to leak out to reliable sources within the inner circle of the automotive industry. I think GM is doing this part by design to keep our curiosity peaked and the fact the recent North American Car Show in Detroit had a lot of valuable information be passed about. One item of information that I was specifically told, the C6 concept car designs or "artist" renditions that appeared in "Road and Track," "Motor Trend" and "Car and Driver" are NOT to be taken seriously, nor are they accurate. When Lutz came into power, it was almost certain the C6 would change, and this did happen. Many of the cosmetics of the C6 is still fluid and has not yet been approved for pre-production models. The GM Design Engineers are still submitting "Engineering Modification Orders" (ENO) before a pre-production car is finalized for management approval. However, the closest rendition of what the C6 will look like was the "Autoweek" one. But it is rough and still it's a stretch, as some changes have been applied and more to come.

Autoweek's artist rendition of the C6 Corvette



This information you are about to receive is very reliable. The C6 Corvette is taking many of its styling queues from the new (soon to be released) Cadillac XLR. Actually, you might say its vise versa, since the C6 design was far ahead of the XLR in the beginning. Many of the C5 design methods and applications were used to develop Cadillac's concept car the Evoq, which was renamed as the production version called the (Extreme Luxury Roadster) XLR. The new C-6 body design will have a much more defined "angular" or stealthy look to it, as opposed to the smooth or round look of the C5. However the C5 influence in the design has been maintained in the C-6, so you know its Corvette heritage, not the XLR and many common features can be made out between the C5 and C6. In one respect it will have more of a C-3 flavor, very shark like, or aggressive looking. Many of the C6's lines are very pronounced or accented when compared to the subtle line flow of the C5. The coupe will take some of the styling queue from the mid-year Corvettes, sloping glass rear.

The rear end has a complete redesign. One of the biggest criticisms of the C5 was it appeared to be fat or wide. Well the C6 has gone on a diet, but still in approval stages of the rear fascia. Several rear fascia designs are being evaluated, mainly for cosmetics, aerodynamics and functionality. New lightweight plastic composites are being used on outside panels and more carbon fiber is to be employed in many of the underside and engine structural components. One concept that is still being considered is a Carbon Fiber Hood, but the cost might be prohibited, again this is under consideration. Magnesium and yes "balsa" wood as a core filling to be used in the dash, underside of passenger compartment and trunk area. You know the C5 uses this in the trunk area already, so it appears expanding the use will decrease weight. The C6 is going to have a new electrical system. Requirements for higher amps/voltages off the alternators are needed for additional electronics being incorporated.

The C5R Race Program has played an important role with development team by passing a mountain of race proven information helping to design the C-6 for better aerodynamics, handling, and performance. The design engineers are very strong supporters of the C5R Racing Program and working together they have managed to reduce the drag of the C6 to a much sleeker and efficient model. Most of the C6 design has been done on computer imaging and the use of a virtual wind tunnel. This was down to test body and component design on computer before it becomes physical design of the car, resulting in cost saving for development. The XLR design team uses the same concepts employed by the C6 design team. The C6 Design team employed and updated much of the computer technology previously used on the C5 development. I understand the car's wheelbase will be slightly longer, yet nose or rear overhang will be shorter and car will be slightly wider. Eliminating that LONG nose feeling the driver experiences and drag on the rear. Exhausts ports will remain in the center.

Now for the engine, the standard engine will have 435 HP and an optional 450 HP. I don't know the block or engine type, but if the trend continues the 6.0 liter has been talked about. It is the full intention of the design team to us carbon fiber in the engine components. Also, using a complete engine cover (carbon fiber) over the intake and fuel rails done to the valve covers. This will eliminate the current two fuel rail covers and provide a cleaner look to the intake manifold. Radiator shrouds and other such components (wheel wells) are either going to be carbon fiber or a new plastic composite. Again the cost of carbon fiber needs to drop before they will use it. The top cover will project a much cleaner and richer look to the engine compartment. Automatic Transmission will be a six speed, while the standard will remain the current version of the six-speed.

The interior is going through a complete redesign. Although still not finalized, it is using a lot on brushed aluminum inserts on the dash and console to eliminate that "plastic" look. The dash and new instrumentation (similar to the XLR),

will be a retro look of the mid-year Corvettes, (two humps) with a console that contains a central VDU for audio, Navistar, Navigation system, all your vital readings, trip computer really a Command center. I really think it will look more like the Audi TNT from what I understand. Two-cup holders will be in the dash instead of the one on the C5. The dash remains analog, (speedometer and tach). It will have side airbags employed, and the seats will be a much higher quality with better lateral support. The Command Display in the center console will have the touch sensitive screen on it. Overall the interior will be more comfortable and have a much less cluttered look with better materials, much better fit, again many of the parts will be shared with XLR. Finally an upgraded stereo system is going to be used and the new Magnetic Selective Ride Control (MSRC) dynamic damping system

they are putting in the 2003s will be carried over to the C6. The Convertible top will be manual; this cuts the weight and price, unlike the XLR that is a hardtop that is motorized. The manual top is going to be used because it is lighter and takes less room for storage allowing the required large trunk that everybody seems to like in the Convertible model. Improvements have been made on the weather flashing and a goal is to reduce outside noise, which isn't that bad of the C5 compared to previous generations.

The back of the C6 or rear-end is still not finalized on production design, but will maintain a round or oval light configuration, like the previous Corvettes. Finishing work is being employed around the rear license plate area to give it a much better finish. Definitely no pop-up headlights, fixed lights, front will be very similar to the XLR less the grill, but still maintain the "Corvette" look. Tlights will be the same type used on the C5R racecars.

Because the pre-production car is still being refined, the mules will not be out until late spring, because of redesign issues of the rear and interior. My guess is that is when you will start seeing spy photos of a disguised Corvette C6. Conversations have all stated that GM is going to share many parts of the XLR with the C6. And if you look very close to the XLR, I was told you will see the C6. I have also been told the XLR is going to be a short-lived car for the Cadillac Division. Lifecycle will be only a few years. The concept Chevrolet SS if it continues to get raves (as it did at the Detroit show) will be produced on the XLR assembly line at Bowling Green. The XLR appears to be a similar high priced version, (although not a CLONE) of the next Corvette. The XLR was intended is to maintain the Cadillac style with grills, and the pushiness of a luxury sedan. The lights will be the same type used on the C5R racecars.

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Written by Collin MacDonald



As most of you know, Pontiac is rolling out the new GTO. Many people think the new GTO will have HP equal to or more than the C6 Corvette. Well the GTO HP for production models are still not defined for it import production cars to the US, even though the car is scheduled for release later this year. GM has still not gotten complete government certifications for the Holden's GTO (CRASH TESTING), especially on the redesigned Pontiac front end. From what I understand, some issues still exist with the gauge steel being used on the skin, as Australia uses a thinner gauge than what is required by US safety standards.

2003 Pontiac GTO

So don't go out today and think livery time or when the public can why they keep saying later this go to a dealer and have your name a deposit, but remember your or-the VOM and the order must get a



you can order a GTO, the actual de-order the car is still unknown, that year. This does not mean you can't put on a list and the dealer will take der needs to be submitted through preference to your dealer. This will

not happen until the all the government and GM certifications are still pending and production has not started yet. I think the GTO is good example of the new age muscle cars from GM from many different attributes. First, Holden, that the GM of Australia, is going to take a more active role with developing and exporting the new age muscle car, the Corvette will not be part of this program, it will remain a purebred American Car. GM in the US will save a lot of money and time by letting Holden develop its coupe/sedan high performance cars on the Sigma Frame, and export them with cosmetic nose/rear fascia changes to the US. The GTO is going to be the first and this is only the beginning of new age muscle, specifically aimed at the younger generation.

The next will be the 5th Generation Camaro. Take a look the new Holden's Monaro II that was displayed at the 2002 Australian Car show, it has a lot of the new age characteristics GM is looking for the new Camaro. Keep looking toward Australia for a look as future GM Muscle Car producers. Holden has been very successful (profitable and popular) with its lineup. Lutz has taken a keen interest with what is going on down under and I am sure Lutz's influence will reach down under. The new Monaro II most likely will be the look of the future Camaro, with the GTO being the replacement of the Firebird. GM certainly will have a huge cost savings with R&D and testing if they simply us cars from their International Division. The future certainly looks interesting at GM with the new Pontiac line up including the new two-seat sports car. Chevrolet's lineup will start this spring with the release of the SSR. A lot of talk is on bringing back the recent Nomad Concept Car as a Crossover (half SUV half Sports Car) in 2005. The Monte Carlo will receive a complete new redesign and go back to rear wheel drive for 2005. The Monte Carlo will receive the LS1 and the SS version will receive the LS6. The new concept car Chevrolet SS, the (Holden built) Camaro, and the five cylinder Bel Aire will come to light around 2005. I think you will see a Jon Moss's newly inspired Impala SS that uses the LS1 set in the current Impala Body will come be offered the next re-design due in 2005. I talked to Jon recently and he told me that front wheel drive cars are misunderstood and can be as fun and powerful as the rear wheel cars but are just not accepted by performance people. His new Impala SS proves this, as it is Front Wheel Drive. I happen to think Jon's new Impala SS will be in production soon, but will be produced as a rear wheel drive. Maybe an optimistic view, but I think Chevrolet's line up for the future will be one of great interest with both selection and new models for the new millennium.

COULD THIS BE THE NEW 5th Generation CAMARO?

I am sure GM has something up its sleeve to retort the power upgrades of the new Nissan 350Z, BMW, Porsche, Viper, Cobra, Mustang and Chrysler (don't forget the Hemi comeback). The SSR (although I still consider it a truck) is going to turn heads when it comes out this summer. But the Corvette has and will remain the leader of the American Sports and Muscle cars. Let's see how close this information is to what actually will come to pass.
By Collin MacDonald



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