

# NORTHERN VIRGINIA CORVETTE CLUB

NOVEMBER 2022

VOLUME 53—ISSUE 11

## 'GLASS GAZETTE

### NVCC WINS FIRST PLACE AT VIENNA HALLOWEEN PARADE—2022

Proudly Hosted by Lori Benish

With life back to normal, or as close as we can ask for, I was happy to announce we were invited back to the annual Vienna Halloween Parade to be held on October 26<sup>th</sup>, 2022. Of course, I was happy to oblige. The event is held each year by the town of Vienna, which this was the 76<sup>th</sup> year, and always a great time. I took the lead or-



ganizing our club's participation, which I have done since 2009 marking my 12<sup>th</sup> year heading up our entry in the parade. It is one of my favorite events, and already cannot wait until next year. It was a beautiful fall night with only the slightest scare of rain (scare

- you see what I did there -haha). The club came out in full force to celebrate Halloween with Vienna's finest with a total of 13 vehicles – 12 Vettes and 1 lead truck with our brand-new Club banner showing off our redesigned logo.



Proudly Sponsored By:



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This year's theme for the parade was "Time Machine: Vienna Past, Present, and Future." This led me to think of the most famous time machine that just happened to be a car, but that we could improve it. Our entry was called "Vette to the Future"! As always, we brought the roar and decked out our cars for Halloween fun. We had lights, blowups, props, costumes- the works! I was super impressed with everyone's spirit. It warmed my holiday heart! You guys made me proud!





And I am happy to announce all our hard work paid off. Paul and I were invited to the Vienna Town Council meeting on November 14<sup>th</sup> and we were awarded 1<sup>st</sup> place in the Cars Division. It is good to be back on top! I love the growing ribbon collection and want to keep up the good work next year! This is great exposure for the club, and I may have even recruited a new member at the parade!





<https://flic.kr/s/aHBqjAdYQR>

Thank you to everyone who attended which included: Lori and Paul Benish (corvette and lead truck with our club banner), Rita Mars, Josie McMahon, Rich Mars, John and Kara Palmgren, Scott Hurley, Bob and Carol Devery, Mark and Helen Waters, Barb Foor and friend Janet, Dave Melcher family members, William Thayer, Joe and Karyn Kolly, and Bob Fox.

Hopefully some of you were able to join us for the annual Christmas Lights Rallye on Nov 20<sup>th</sup> ! Look for that article in the new year. I am already looking forward to next year and Happy Holidays!

-Lori Ann Benish, Vienna Halloween Parade Coordinator (and Holiday enthusiast)

**Antique and  
Classic  
Vehicles**



**First Place**



**Northern Virginia Corvette Club**

## ***BAVARIAN INN CRUISE AND DINNER***

By: George Durk

Seven years and counting! Our annual Bavarian Inn cruise and dinner occurred like clockwork. After an afternoon of cruising West Virginia mountain roads and working up a hearty appetite, we arrived at the Bavarian Inn at 4:55 pm for our 5:00 pm reservation.



With a sunny day and the temperature hovering around 43 degrees, seven cars departed at 12:00 noon from Manassas Cracker Barrell heading north on I66 to meet two more cruisers at Stephens City, before heading into the mountain country. Our cruisers were:



Alchowiak, Eric & Spouse	C8 Stingray Coupe	Manassas
Dobish & Stieber	C6 Coupe	Manassas
Durk, George	C7 Z51 Coupe	Manassas
Kinashi, Yas & Doreen	C7 Stingray Coupe	Manassas
Klingler, Dave	C7 Stingray Coupe	Manassas
Kowalski, Dave & Daughter	C5 Z06 Coupe	Manassas
McKay, Jim & Evelyn	C8 Z51 HTC	Stephens City
Provost, John	C8 Stingray HTC	Manassas
Taylor, Randy	C7 Grand Sport Coupe	Stephens City

Due to summer tire issues, we met Mark & Helen Waters (C8 Coupe) and Bob and Victoria Fox (C8 Coupe) at the Inn. Paul and Carol Caporossi (C7 supercharged modified Coupe) met us as well, even after Paul's operation to replace both knees 2-weeks earlier!

It was definitely a nice-weather cruising day with mostly sparse country roads.

Our toast, in the spirit of Thanksgiving, was gratitude for another year of enjoying our Corvettes, camaraderie and friendships.

Similar to last year, we were seated in the newer section of the restaurant next to the brewery. Most of the cruisers and diners stayed overnight enjoying a relaxing drink together while sitting around a fireplace before retiring. Corvettes, good food and good company - now that's what it's all about!



## NVCC CHRISTMAS LIGHTS RALLYE 2022

Hosted by Lori Benish  
Christmas Lights Rallye Queen

The Christmas season has barely begun but we are kicking it off with some Corvette fun! Paul and I hosted the Annual NVCC Christmas Lights Rallye on Sunday, Nov. 20<sup>th</sup> through the Bull Run Festival of Lights. It was a great turn-out (even after a few last-minute cancellations), with a total of 18 participants (8 teams). Teams checked in to get their questions, grab some Christmas cookies, and had a quick driver meeting before heading out on the course. Starting earlier in the season continues to be the right choice, as I was told it was a breeze getting into the lights without much waiting and traffic. Teams had plenty of time to look at the route, answer questions, and enjoy themselves.

Instead of ending at the carnival like in years past (they removed the warming tent), we continued the new tradition from last year and we ended the rallye at the local pizza joint, Ciro's NY Pizza in Centerville. Teams were able to turn in the paperwork, grab a slice, and mingle while answers were being tallied. Drinks were had and good times shared. I made the rallye a little harder this year, so many teams had challenges with some of the trickier questions. Thank you to Team Koluder, Team Meyers, Team Hurley, Team Kneibert, Team Caporossi, Team Guzman, Team Shoemaker, and Team Jechorek for coming out to have some good old fashion Christmas fun with us.

After all the tabulation was done, we came up with several winners. It was a very close race, as we had two top teams with the same number of correct questions – so it all came down to bonus questions. Third place was also a tie all the way down to matching bonus questions! So, we had two bronze teams! We also handed out prizes for Best “Ugly” Sweater, Most Festive, Best Christmas Hat, and the Annual (Devery) Worst Score Award- which we now call the “Special Snowflake” Award. This was also a close race for last place—determined only by bonus questions! See the results below:

1<sup>st</sup> Place: Team Kneibert  
 2<sup>nd</sup> Place Team Shoemaker  
 3<sup>rd</sup> Place (Tie even bonus questions): Team Guzman and Team Jechorek

**MOST FESTIVE:** Karen Shoemaker  
**BEST UGLY SWEATER:** Brenda Meyers  
**BEST CHRISTMAS HAT:** Carol Caporossi  
**WORST SCORE (“SPECIAL SNOWFLAKE AWARD”):** Team Meyers

Already looking forward to Christmas 2023!





By Northern Virginia Corvette Club







# NOT JUST POLICE CHASERS

**By: Bob Devery**

After watching the weather reports go up and down on the chance of rain, we were very fortunate to have a nice crisp morning to do our visit to the Fairfax County Police helicopter squadron. Our group of nine cars had left the ever popular NVCC meeting location at Cracker Barrel for the brief drive to Manassas Airport to meet other members who live close to the airfield. The FCPD helicopters are still based here after a "temporary move" two years ago. The location is a bit more remote than the West Ox Road base but still allows the squadron to do its primary duties for the community.

The primary responsibility is surprising to many as its role as a medical evacuation transport (medevac) takes priority over its use to support officers on the ground. If a medevac mission is requested in Fairfax or another local jurisdiction, Fairfax One or Fairfax 2 will stop what the crew is doing and respond to the medevac call. The Fairfax squadron supports all surrounding counties; DC and further as needed including use for missions with other law enforcement agencies such as Park Police; FBI, Secret Service etc.

The crew consists of a pilot; an EMT and a third team member who handles communication and other technical gear. The pilot is not an FCPD officer with authority to arrest. However, this status was not true up until recent times so current pilots had been sworn officers who had become pilots while on active police duty. The other two crew members are sworn members of FCPD. The crew members have 12 hour shifts ,, a pretty tough schedule that involves an instant change from break room to flight status. The helicopters are amazing with both life saving equipment as well as cameras and special high power lighting to support officers on the ground including SWAT teams. Cameras utilized by the crew can pick up license plate ID from over one mile away! Point being is that you are not going to outrun a helicopter!

The officers gave our members a lot of time to ask questions and provide answers as well as an opportunity to get into the helicopter. I've been very fortunate to be able to fly with the team in the past and experience some of the things that they addressed during the question and answer part of our visit. I'm glad that we had a large part of our group who had not been to the squadron location in the past. Next year, the squadron should be back at the West Ox location. My goal would be to have some of the members kids/grandkids be able to go and add a visit to the County firefighters base. Thanks to all who showed up as the officers truly appreciated the time that we spent with them.



# SAVE THE DATE!

NVCC Hearts and Cars Banquet

Presents

## *A Touch of Class*

Saturday, February 18, 2023

Springfield Golf and Country Club

8301 Old Keene Mill Road

Springfield, Virginia 22152

For NVCC members, prospective members and their guests.  
More information to be provided at a later date.

Doreen Kinashi: [social@nycorvetteclub.com](mailto:social@nycorvetteclub.com)



Event attendance is voluntary and at your own risk. Individuals are responsible to maintain their own social distancing and if you are sick, do not to attend. Hand sanitizer will be available to members after contact activities such as signing of the waiver

## LITTLE HAVANA'S CUBAN FLEET

Bob Devery

Visited Little Havana yesterday. Amazing food and tasty beverages! But, the last stop of the tour was to show off a couple of cars from the famous "Cuban fleet" that is still a popular excursion item in Cuba. Cars were in excellent shape. C8's in Miami Beach almost as many as Ferrari!! Saw a copy of Bob Fox orange one looking damn good. But the Desoto if it had "for sale" could've been a post cruise "drive it home"!



# CALLAWAY CORVETTES: 35 YEARS OF MAKING FAST ... FASTER

BY: DICK HAMMAKER

For thirty-five years, the most powerful and distinctive Corvettes in the world have been created by a team of dedicated engineers located in Old Lyme, CT, Temecula, CA, and Leingarten, Germany – they are the cars known as Callaway Corvettes, and their creed is “Powerfully Engineered Automobiles.”

Known for their engineering and fine attention to detail in the craftsmanship of their products, Callaway has been on the top of the high-performance field for over four decades. Originating in the garage of his Old Lyme home in 1977, Reeves Callaway began with modifications upon BMW 3 Series cars. Out of that work came his first turbo system that received a rave report when reviewed by Car & Driver Magazine. With his first project deemed a success, Callaway continued to develop other products, often with major vehicle manufacturers, such as Alfa Romeo, constructing the twin turbo system for their GTV6.



## 1987 CALLAWAY TWIN TURBO CORVETTE #001

In the mid-1980s, the Corvette Team was exploring ways to elevate the performance of the Corvette through multi-valve cylinder heads, increased displacement, and turbocharging. It was the turbocharging of Callaway Cars and their Alfa Romeo GTV-6 which caught the attention of Corvette Chief Engineer, David McLellan, who made the call to Reeves Callaway to inquire about applying his turbocharging expertise to the Corvette.

In 1987, the standard Corvette had 230 horsepower and 345 ft/lbs of torque from the L98 engine. Callaway's mandate from Chevrolet was to increase power by 100 horsepower, make it emissions compliant, and backed with a warranty. They did all that, with the 1987 Callaway Twin Turbo Corvette, built under Regular Production Option (RPO) B2K delivering 345 horsepower and 465 lb-ft of torque.

Top speed increased to 178 MPH, which was over 20 MPH faster than the base car.

188 Callaway Corvettes were built for the 1987 Model-Year. This one is the very first.



It was the Alfa GTV6 Twin Turbo which sparked interest within the ranks of General Motors (GM) towards Callaway Cars and their engineering abilities. In the early 80s, GM was looking at high performance powertrain options for the Corvette, including turbocharging and multi-valve technologies. GM was aware of Callaway's reputation and the cars it had produced. In fact, they had taken a Callaway Alfa Twin Turbo and examined the work closely. After GM's own single and twin turbo V6 and V8 projects had run their course, Dave McLellan, then Chief Engineer for Corvette, gave the nod to Callaway, authorizing development of a prototype. The resulting powertrain option was introduced in June 1986 under Regular Production Option (RPO) B2K. With 345 hp and 465 lb. ft of torque, the Callaway Twin Turbo engine option was engineered to be the ultimate Corvette package, producing tremendous power while retaining its emissions controls and a warranty.

## 1988 CALLAWAY TWIN TURBO CORVETTE

As production on the Callaway Twin Turbo Corvette continued for 1988 under RPO B2K, power increased, and the car really hit its stride. Introduced in 1987 with 345 hp and 465 lb-ft of torque, the 1988 B2K delivered 382 hp and 562 lb-ft of torque – more power than any Porsche or Ferrari offered at the time.

Other changes from Callaway for 1988 were the inclusion of lightweight Callaway/Dymag magnesium wheels in the list of standard equipment. Cars ordered under RPO B2K also received SEO Z5G which on the assembly line in Bowling Green, KY, equipped the Corvette with a long air dam, power steering cooler, J55 heavy duty brakes, and free flow mufflers.

This Callaway Corvette is one-of-seven Anniversary models built for the 35th Anniversary of the Corvette, and one of 125 Callaway Twin Turbo Corvettes built for the 1988 model-year. When new, the Callaway option was \$25,895 and the total MSRP for this car would be over \$61,500, which equates to nearly \$150k in 2022.



## 1990 CALLAWAY TWIN TURBO CORVETTE

The swooping lines and contours of the Callaway specific Aerobody were originally designed by famed sculptor Paul Deutschman for the legendary 255 mph Callaway "Sledgehammer" Corvette.

When this Corvette left the factory in Bowling Green, KY, it was a bright red coupe, with a six-speed manual trans and a 5.7L tuned-port engine. After arriving at the Callaway Cars facility in Old Lyme, CT, it was treated to the initial B2K offering, with a set of twin turbochargers, and an equally stout engine to handle the additional power. The package produced 390 hp at 4,250 rpm and an amazing 570 ft/lbs of torque at 2,500 rpm.

This Corvette made a second trip to Callaway in 1993, where with the addition of the Wonderbar and Blister cooling scoops, performance increased to 425 hp and 600 ft/lbs of torque.

The Callaway-applied Candy Apple paint was the perfect finishing touch.





## 1994 CALLAWAY LM SUPERNATURAL™ CORVETTE

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With the SuperNatural™ engine program now powering the Callaway Corvette, Reeves Callaway decided it was time to go racing. Developing power was par for the course with Callaway, and for the LM, Callaway's Designer, Paul Deutschman drafted the stunning carbon fiber bodywork for the LM which would make its debut at the 1994 Le Mans race where in 1996, it captured the GT2 pole position and then won the 1996 Manufacturer's World Championship.

Nine Callaway LM cars were constructed. Four racing versions and five street cars. Power for the street cars generally came from the 383 cubic inch Second-Gen Chevrolet small block V8. Street cars were available with a menu of options, including larger brakes, heavy-duty suspension, magnesium wheels, full leather interiors, and more.

The Callaway LM was extremely powerful, of course, but also boasts one of the sweetest sounding exhaust notes ever heard. In fact, for decades, Motorweek TV has used a sound bite of the Callaway LM exhaust in their closing credits. Sweet, indeed.



## 1999 CALLAWAY C12 CORVETTE

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As Callaway continued their racing program, the C5 debuted and gave them a new platform to build upon. The Callaway C12, developed for racing at Le Mans and Callaway's 12th vehicle program, was introduced at the Geneva Auto show for the world to take notice.

The car was constructed two full meters wide, maximizing the allowable dimensions from the racing sanctioning bodies, and sharing only glass, side mirrors and roof with the C5. Callaway's designer, Paul Deutschman drafted an automobile which really stood out with its wide dimensions, making for a breathtaking automobile.

Each Callaway C12 was commissioned by its owner to be unique. Colors inside & out, no two C12s are truly the same. Twenty road cars were constructed. The C12R took its class Pole Position at Le Mans in 2001, proving once again that Callaway is a world-class constructor.



## 2003 CALLAWAY POWER GROUP Z06 CORVETTE

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As an engineering company, Callaway Cars take a systematic approach to building performance. Callaway's offerings for the C5 incorporated their "Power Group" approach to bundle groups of components in a proven path, elevating the power of the Corvette.

Power Groups 1, 2, and 3 focus on airflow in and out of the engine – The cornerstone, The Callaway Honker™ Airbox System brought cool, dense air into a larger throttle body, with Callaway short headers and their signature Double-D exhaust on the outlet-side. Callaway cylinder heads and camshaft upgrades were part of the third tier.

With each Power Group, power increased. This particular Corvette was the Test & Development car for Callaway's Power Group Program, including their Power Group 4, which was the ultimate power adder - a C5R-based engine assembly, with 6.8L in displacement.

Power climbed to 550 horsepower.



## 2005 CALLAWAY C16

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Debuting at the Los Angeles Auto Show in the Fall of 2006, Callaway unveiled their 16th program, based upon the C6 Corvette. Similar to how they constructed their C12 model, Callaway's Designer, Paul Deutschman, designed new body panels replacing nearly all the base Corvette's panels.

Taking advantage of the power from Callaway's new supercharger program used on Callaway Corvettes sold through their dealer program, the Callaway C16 initially debuted with 616 horsepower. Callaway initially offered the C16 in the Coupe body-style, followed by the Cabrio and Speedster models. Each car was constructed as ordered, commissioned by its buyer. Available with a host of options, this particular C16 is equipped with the ultra-supportive Callaway Sport Seats which *Car and Driver Magazine* raved about, calling them "phenomenal."

Equipment and options from the C16 Supercar often made their way to the Callaway Corvette platform, specifically the exhaust-slat trim, wheels, interiors (and those gorgeous seats), LMGT brakes, and more.



## 2012 CALLAWAY SC606 CORVETTE

The sixth-generation Corvette brought Callaway a world-class platform to base their next performance-version upon. While the program initially debuted as the Callaway SC560, the LS3 engine which came in 2008 helped to boost the horsepower to 580. The Callaway SC program really took off with the Corvette Grand Sport and Callaway's new TVS2300-series supercharger which delivered 606 horsepower and 553 ft/lbs of torque.

Callaway SC606 Corvettes were available as coupes or convertibles, and with a manual or automatic transmission – options not available on the performance Corvettes from Chevrolet, as the Z06 and ZR1 were manual transmission, fixed roof cars, only.

And speaking of options, a host of options from Callaway could be ordered on your SC606. This Callaway SC606 features the optional Chrome Coat Supercharger, Short Throw Shifter, Callaway Leather/Alcantara/Carbon Fiber Steering Wheel, Callaway/OZ Polished Rims, Callaway Carbon – Front Splitter, Rocker Extensions and Rear Spoiler Package, and is one-of-one in this configuration.



## 2012 CALLAWAY 25TH ANNIVERSARY CORVETTE

Celebrating a milestone anniversary, in 2012, Callaway Cars celebrated twenty-five years of working with the Corvette.

With the 1987-1991 Callaway Corvettes built under RPO B2K, it seemed fitting to build the anniversary cars under the same option code. Chevrolet agreed, and a pilot car was built to test the program, plus twenty-five production cars to follow. This car is one of those.

Based upon the Corvette Grand Sport, the Callaway 25th Anniversary Corvettes were all Cyber Gray with either Carbon Flash Met painted roof/halo or a black convertible top. They could be ordered in either 3LT or 4LT trim, with all interiors Ebony. Once completed in Bowling Green, KY, the cars were shipped to Callaway's facilities in CT or CA for final assembly, just like with the twin turbo cars under B2K.

Featuring specific Callaway wheels, suspension, interior trim, and even more power, the 25th Anniversary Callaway Corvettes delivered 620 hp and 555 lb-ft of torque and was the quickest car in Motorweek TV's testing.



With the introduction of the C8 Stingray, Callaway was again issued a RPO (PCY) to commemorate the milestone anniversary for the 35th year of working with Corvette. Specific Callaway content is included in this anniversary model with Corvette order documents, build sheets and other paperwork identifying this significant milestone. Only 35 of these vehicles were built, available through authorized Callaway dealers now.

## 2016 CALLAWAY SC757 Z06 CORVETTE

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For the seventh Generation of Corvette, Callaway took everything they knew about supercharging and rolled-out their new GenThree Triple Cooled TVS2300 supercharger system. Initially for the Stingray, the supercharger delivered 627 horsepower. However, replacing the 1740cc factory supercharger with Callaway's supercharger on the Z06 elevated the performance of the wide body supercharged Corvette, increasing horsepower from 650 to 757.

Aside from the supercharger being 32% greater in displacement, Callaway's featured additional intercooling, which delivered consistent performance, run after run. The larger Callaway supercharger also protrudes through the hood, which not only looks neat, but it also benefits from convective heat transfer as airflow over top of the supercharger housing further cools.

Callaway SC757 Z06 Corvettes were built on coupes or convertibles, and with an automatic or manual transmission were the most powerful C7 available through a Chevrolet dealer.



Callaway Corvettes: 35 Years of Making Fast Faster is NOW OPEN at the National Corvette Museum until late February 2023.



Words by Chris Chessnoe, Pictures by Dick Hammaker

### NVCC IS PLEASED TO ANNOUNCE ITS NEW SPONSOR DEALERSHIP

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Chantilly, VA 20151  
Main: (703) 968-6677  
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Service Manager: Bryant Burrill (Corvette Specialist)  
His direct phone# is (703) 652-3607; his email is [bburrill2pohanka.com](mailto:bburrill2pohanka.com)

**Discount Code: NVCC062375**

Effective March 15<sup>th</sup>, all Corvette repairs or modifications performed by Pohanka Chevrolet on NVCC Members' cars will now receive **10% off labor and parts installed** (up to a total discount of \$500).

For those members turning their own wrenches and buying OEM parts from Pohanka Chevrolet, they will receive **10% off parts**.

Pohanka Chevrolet also offers club members a free alignment on members' Corvettes with any purchase of four tires.

Special Mobil 1 Oil Change Service (forthcoming)\*

\*General Manager (Steve Hoggle) is currently negotiating a bulk purchase of Mobil 1 and will let us know.



**Bryant Burrill**  
Service Consultant



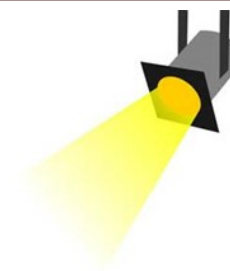
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# SPOTLIGHT ON MEMBERS:

*We are reviving an old newsletter section highlighting each of our members – both new and used. You could be next!*



This month's Spotlight on Members will focus on yours truly, your new Editor-in-Chief.

<b>Name (s)</b>	Marsha Batchellor
<b>City/State/How Long</b>	As of May 2021 Retired to Aubrey, Texas (Herndon, VA since 1988; NOVA since 1973)
<b>Where were you raised?</b>	Various AFBases in the U.S. Last stop – Andrews AFB - 1966
<b>Employed by</b>	Construction Litigation Firm (retired after 40 years—YIKES!)
<b>Year/Color/Model of Vette</b>	#9 - 2007 C6 Blue Z51 Coupe – sneaking up on 70k miles
<b>Favorite NVCC Activities</b>	Rallye Cruises; Lunch/Destination Cruises (day trips); Autocrossing; Teen Driving Schools; Parades; Wine/Other Socials
<b>Least Favorite NVCC Activities</b>	Cornerwork at Summit Point (or pylon chasing anywhere)
<b>In what activity, event or position would you most be interested in volunteering</b>	Have been OAL, Secretary and Treasurer. Am now the Newsletter Editor. I think I'm good on that "requirement".
<b>Least interested in</b>	Concours/shows
<b>What are some things you would like to see improved at NVCC</b>	Would like to see more involvement and participation from the general membership in the many activities and positions that need help—especially Event Leads!
<b>Favorite Place to Vacation</b>	Any beach anywhere
<b>Hobbies</b>	Besides Vettes? Classical piano and dogs ... have 2 large ones—Gunner (120 lbs) and Ellie (45 lbs).
<b>Dream Car (doesn't have to be a Vette)</b>	Chauffer-driven 2022 Maybach GLS600 (chauffer must be a Hugh Jackman look-alike).
<b>Do you have a funny story or "worst" ticket in a Vette</b>	A VA State Trooper <i>almost</i> ticketed me for reckless driving due to "hill jumping". Luckily, he was only able to pick up my busted Vette parts and deposit them at my feet with merely an accident report..... He hadn't actually <i>witnessed</i> my attempts at altitude. <i>Red Vettes Got "Ups" (1976 Red C3)</i>

## SCCA MARRS RACING AT SUMMIT POINT, WV

On Saturday 10/8/22, I went SCCA MARRS racing with Andrej Balanc, our NCCC rep and race/HPDE instructor at Summit Point, WV. Andrej drove, I took pictures as “crew” which allowed me to get close. Many of the photos were taken from the concrete barrier wall next to the track.

We started out at 6:30 am, and got back late afternoon. Seven groups competed 2x each. There was more on Sunday, but chores kept me home.

Andrej in his black C5 (#69) came in 3rd in his class against Mustangs, a lot of Miatas, a C3, 4 highly modified Pintos (believe it or not), and a few miscellaneous others.

We both had a blast. Highly recommended. FYI, the cars are moving up to 140mph in the straightaways, and a little slower (ha!) in the curves, making the photography challenging. My first time filming a car race.

Race photos (in reverse order) are in an album on Flickr in the NVCC area here: <https://www.flickr.com/photos/nvcorvetteclub/52420100107/in/album-72177720302823928/>

Flickr is one of the oldest photo sharing sites on the web and is safe.

NVCC has more than 15,000 photo’s on Flickr covering 50+ years of club fun. No login is required to view or download them using the links provided here.

Access to all the 50 years of photo’s here: <https://www.flickr.com/photos/nvcorvetteclub/albums>

Best regards,

Bob Shoemaker



## THE PRESIDENT'S CORNER—NOVEMBER 2022

Even though it happens gradually, time marches on quickly - and we're arriving again at the end of another year. Lots to be thankful for, to reflect on the past year and begin looking to the next one. From a Club perspective, no doubt there's always opportunities to improve.

The biggest change for 2022 was our new sponsor, Pohanka Chevrolet. It afforded us the opportunity to be more centrally located in the Northern Virginia area and to offer a hybrid meeting option. And thanks to Steve Hoggle, Pohanka Chevrolet's General Manager, we had a record-breaking car show attendance and charitable fundraising event. Steve and Pohanka have been a breath of fresh air for the club. The outdoor GBM and movie night were new ideas that will hopefully re-occur next year. Not to mention the 7-day a week service department at our disposal!

Club membership is growing, which is a good sign! Next year, hopefully in Q1, we will have our new website launched. Members will have a log-in to access, create and update their profile and to look up and contact other members. In addition, the site will have a private forum to facilitate conversation and correspondence. Also, event registrations, membership dues renewals and other resources will be at our disposal. A BIG pre-thank you to Bob Shoemaker, who has been the lead and instrumental in the design and configuration of the site.

This year our goal was to encourage and offer more variety of activities. Especially, more opportunities for high performance driving. Due to its cost, the best alternative is to leverage events in the area sponsored by other organizations. Thanks to Rob Yevoli and Andrej Balanc, we had several autocrosses and a few track days to partake in. I hope the trend continues!

One area we fell short this year was day-long and multiple day or weekend cruises. Admittedly, this is one of my favorite club activities. I remember last year's cruise to the Air Force Museum in Dayton, OH – it was one of the more memorable ones. Let's go back and do some more in 2023. We're fortunate to have awesome mountain country at our beckoning. Ever hear of the Appalachian Backroads? Our cruise to the car museums in Auburn via the Ohio Windy 9 and Indianapolis Speedway is on the map as well.

Ideally, the goal of the Club is to offer opportunities and events that match members' interests in enjoying the ownership of their Corvettes. The natural by-product is camaraderie and making new friends! I, and the Club's Council, look forward to helping the Club achieve that goal better next year. I stated this in a prior newsletter, but it's worth repeating - whether you're a volunteer, organizer, meeting or event participant or member that just wants to stay plugged-in to the Corvette community – it's all good!

No GBM or Newsletter in December – wishing everyone the best holiday season and hope for the new year.



George Durk  
NVCC President  
[President@nvc Corvetteclub.com](mailto:President@nvc Corvetteclub.com)

# MEET YOUR 2022 COUNCIL



President George Durk  
President@nvcorvetteclub.com



Vice President Jim McKay  
VP@nvcorvetteclub.com



Treasurer Evelyn McKay  
Treasurer@nvcorvetteclub.com



Secretary/Rallye Kris McCandless  
Secretary@nvcorvetteclub.com  
Rallye@nvcorvetteclub.com



Membership Joanna McCandless  
membership@nvcorvetteclub.com



NCCC Governor Andrej Balanc  
Chief Instructor  
nccgov@nvcorvetteclub.com

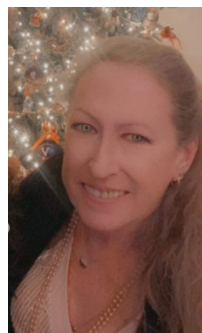


AutoX / HPDE Robert Yevoli  
autoxhpde@nvcorvetteclub.com

Officer at Large  
Officer@nvcorvetteclub.com



Past President Mike Gilliland  
pastpresident@nvcorvetteclub.com



Newsletter Marsha Batchellor  
Newsletter@nvcorvetteclub.com



NCM Master Ambassador  
Dick Hammaker  
ncmambassador@nvcorvetteclub.com



Social Chair Doreen Kinashi  
social@nvcorvetteclub.com



Historian Jeff Klain  
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Co-Webmasters  
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Webmaster—John Palmgren  
webmaster@nvcorvetteclub.com



Webmaster—Bob Shoemaker  
webmaster@nvcorvetteclub.com



Audrey Cupples Social Media/Store  
socialmedia@nvcorvetteclub.com  
store@nvcorvetteclub.com

### NVCC 2023 Activities Calendar

*Dates are subject to change.*



#### MONTHLY EVENTS

4th Tuesday monthly, January through November: General Business Meetings (GBMs) Start time 7:30 pm. Breakfast GBM twice a year.

2nd Tuesday of each month: NVCC Council Business Meetings at 7:30 pm.

#### **January**

24 GBM @ Pohanka and via Zoom

#### **February**

**18 ANNUAL HEARTS AND CARS BANQUET—A Touch of Class @ Springfield Golf and Country Club**

28 GBM @ Pohanka and via Zoom

#### **March**

#### **April**

#### **May**

#### **June**

#### **July**

#### **August**

#### **September**

#### **October**

#### **November**

#### **December**

**No GBM for this month**

#### **OBX R&C**

**Start planning. This is an official NVCC event. Let's top the 13 NV Corvettes that cruised down for the long weekend, Thurs-Sunday, last year!**

<https://www.facebook.com/100063555431739/posts/pfbid0YNathtTxaVe8j7R1ZsXtjBFLWRhXee1jBuHrcFrEFdC7opdArTuf49tSFSEU8hsVI/?sfnsn=mo>



## NATIONAL CORVETTE MUSEUM

By: NCM Master Ambassador Dick Hammaker

### BREAKING NEWS FROM THE AMBASSADORS ACADEMY

This year's Ambassadors Academy (formerly Conference) was unbelievable. I'm not going to bore you with all the many details except for the two highlights....Collection Building One (CB1) and Corvette Assembly Plant Tour.

The Collection Building One (CB1) is a stand-alone building on the right as you drive to the Motorsports Park (MSP) and not open to the general public. Outside CB1 is the new staging area for the Museum delivered C8s before taking them to prepare for actual delivery to the owner.

CB1 is the facility where historic Corvette Memorabilia is cataloged, prepared for preservation, and stored...it's like the archives of the Smithsonian. Brian Baker, Director of Collections & Education; and Bob Bubnis, NCM Curator, gave us a private guided tour of the main storage area, media center, and preservation lab. Sorry no pictures of the priceless artifacts. CB1 is climate controlled, sterile, and personnel wears gloves to keep dirt and oily fingerprints off the collection.

Some highlights...the 1960 La Mans Trophy for the Corvette win, Ed Cole's office furniture, the original letter Zora Argus-Duntov wrote to Ed Cole that saved the Corvette, and the media studio for photographing artifacts and video interviews. Some of these priceless artifacts can be seen on the NCM website. Brian said, if possible, he'd be happy give private tours for Club Visits.

For the first time in five years the Corvette Assembly Plant is open for public tours with some new rules and restrictions.

- Plant and Museum tours are included as a combo ticket and must be used on the same day....\$50.
- Plant Tours are not available on weekends and during specific blackout dates.
- No cameras, phones, tablets, or electronic devices are allowed.
- No purses, bags, or totes (unless for medical reasons) allowed.
- All attendees must wear closed-toe, closed-heel shoes. No high heels are permitted.
- 13 years or older.
- Due to ongoing safety improvements, no wheelchair access is currently available.

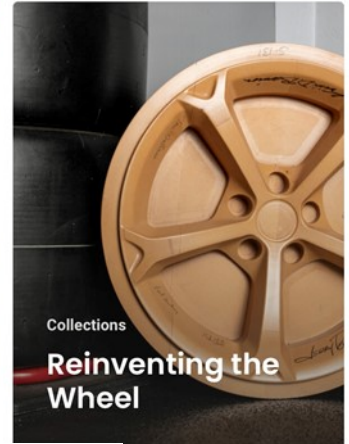




Collections  
**Dick Guldstrand  
 Racing Suit**



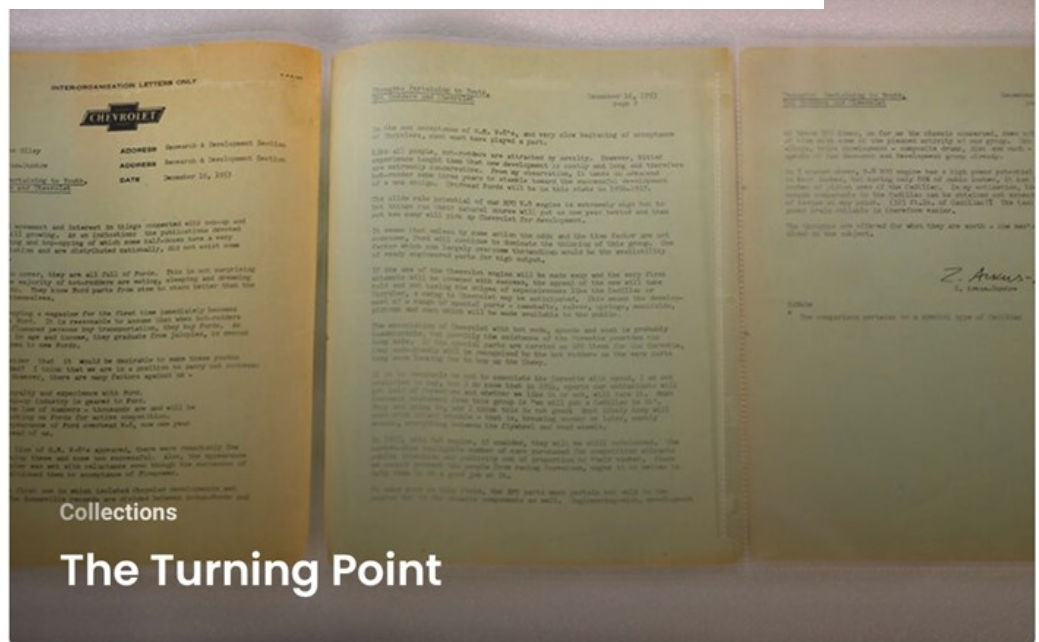
Collections  
**Yenko Pedal Car**



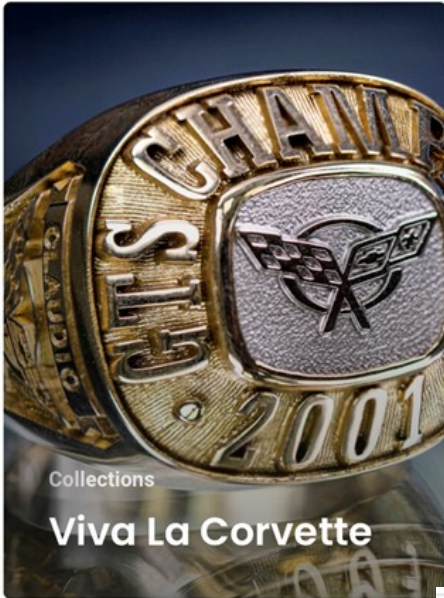
Collections  
**Reinventing the  
 Wheel**



Collections  
**The Story of the Star-Spangled Sweater**



Collections  
**The Turning Point**



Collections

**Viva La Corvette**



Collections

**Alien**



Collections

**1956  
Daytona  
Trophy  
Presented  
to Betty  
Skelton**



Collections

**Grady  
Davis /  
Don  
Yenko  
Croton  
Watch**



Collections

**1983 Corvette Analog Gauge Cluster**



OK, now that I've gotten that out of the way, let's talk about the tour. The tour starts with getting a timed card, a safety video as well as another great improvement...tourist style radio receivers with earbuds so you're able to hear everything the guide says. The tour is about 1 hour 30 minutes with lots and lots of walking but you see some amazing things.

C8 assembly is very different than the previous C7. As far as I'm concerned, it's magic the way every part arrives at the right car at exactly the right time!! I watched with amazement as the correct engine and suspension arrived at the correct body for mating.

New to the tour is a brief look at the paint shop. All the primed panels, rear ends, and front fascia are painted and separated to their destination. Panels are not put on the C8 until later in the assembly process to save possible damage. We were able to watch the robotic paint arms painting the panels.

After the C8 is assembled, fluids added, and started for the first time, it's driven over rumble strips to settle the suspension. It next goes to the water booth where they try to "drown the car" and looks for leaks. The next step is a four-wheel alignment followed by system checks. The car is on a dyno, revved to 70 miles per hour for over 8,000 checks (C7 only had 800 checks). The newly minted C8 is driven on an outside road course for the "Shake, Rattle and Roll" test. If any squeaks are detected, further investigation is required. C8s are not shipped right way in case there are any upgrades. Now the C8 is ready for shipping to the new owners!



I can't wait to take the tour again to see what I missed.

LIVE THE DREAM

#21  
Dick "HAM" Hammaker  
Master Ambassador



**MEMBERSHIP CORNER**  
**Joanna McCandless**

**You Can Still Renew Your Membership for 2023**

Members who joined before September 1, 2022 and have not yet renewed for 2023, your membership will expire on December 31, 2022.

I hope everyone will renew and continue to support the club.

To renew online, go here: [https://www.nvcorvetteclub.com/membership.app\\_process/MembershipLateRenewalsOpen/](https://www.nvcorvetteclub.com/membership.app_process/MembershipLateRenewalsOpen/)

Or, you can mail a check to:  
 NVCC  
 P.O. Box 3458  
 McLean, VA 22103-3458

Thank you to everyone who has renewed!

**November 2022 Report**

As of November 21, we have 160 members and 24 prospective members.

Welcome New Members:

Frantz Desamour - 2002 Hypersonic Gray C8.R

James Fantz - 2001 Z06

**PROSPECTIVE MEMBERS**

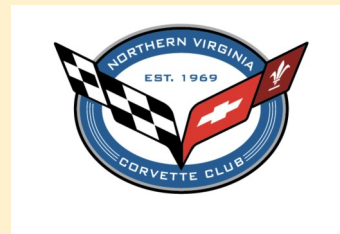
Prospective Member(s)	Corvette(s)	Joined
Chapin, Gabriel	Enthusiast	8/27/2022
Chapman, Tim	2013	9/29/2022
Gilbert, Josh & Doug	2004 Z06	8/25/2022
Goff, Robert	2011 Convertible Grand Sport	11/6/2022
Hand, Allan & Radcliff, Angie	2023 Z51	11/6/2022
Herold, Jim	2002	11/11/2022
Holway, Mark	2022 Stingray HTC	11/9/2022
Kolly, Joe & Karyn	2001 Coupe	8/27/2022
McGraw, Zachary	1990 ZR1	9/14/2022
Morrow, Geoffrey & Tonja	2013 Grand Sport	8/1/2022
Ritchie, Kyle	2011 ZR1	4/7/2022
Root, Michael & Andrea	2023	10/6/2022
Sam, Earl & Nicolas	2007 Coupe	8/27/2022
Shreve, John	1962	11/1/2022
Soucy, Phil	2022	8/26/2022
Sowers, Greg	C2, C7 & C8	9/27/2022
Wheatley, Joseph	1966	8/29/2022
Zell, Ronald	1998 Convertible	10/2/2022
Wheatley, Joseph	1966	08/29/22
Zell, Ronald	1998 Convertible	10/02/22

**IMPORTANT:**

**Please Note:** In order to become a full voting member of NVCC, our by-laws require Prospective Members to attend a General Business Meeting (GBM) and one club event within four months of submitting your application and application fee. Monthly GBMs are currently in person at Pohanka and via Zoom. If a Prospective Member has not attended an event, due to COVID-19 concerns, two GBMs will fulfill the event membership requirement. Also, if your schedule does not permit you to attend a GBM, attending two club events will fulfill the GBM membership requirement. If you are a Prospective Member, have fulfilled your membership requirements, but have not received an invitation to join as a full member, please send me an email stating the GBM date and/or club event date that you attended. [membership@nvcorvetteclub.com](mailto:membership@nvcorvetteclub.com)

**NEW RIDES**

Do you have a new or "new to you" Corvette? Did you say good-bye to another Corvette to make room for the new one? Send me an email with any updates to your collection so I can keep the Club's database current. Also, please send any address, phone, or email changes to me so I can keep your profile record current. AND send a picture of the new addition for the newsletter! [membership@nvcorvetteclub.com](mailto:membership@nvcorvetteclub.com)



**National Council of Corvette Clubs, Inc.**  
*We joined for the car  
We stay for the people*

USA

*Krafting by the K's*

Kraftingbytheks.com  
kraftingbytheks@gmail.com

Contact: Lesley  
703-408-0989

*Krafting by the K's, specializing in tote bags, aprons, t-shirts, wooden signs with your car logo. Owned by NVCC member Lesley Koluder. Check her items out at Corvettes and Tacos.*



**REMINDER:**

Be sure to order your Club Spirit Wear! We've got shirts, jackets, vests, hats, bags, kid's attire, etc. There's something for everyone! Here's the link....

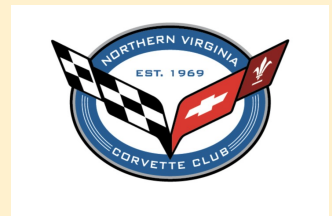
<https://nvcorvetteclub.itemorder.com/shop/sale>

NV CORVETTE CLUB Spiritwear

**Deadline:** Friday December 31st, 2021 (12:59am EST)



Dr. Audrey Cupples  
Saxophonist, Yamaha Artist, Educator, Speaker  
<https://dibida.org/>



# NVCC GENERAL BUSINESS MEETING MINUTES

OCTOBER 25, 2022—BY: KRIS MCCANDLESS, SECRETARY

Call to Order 7:35 pm via Zoom and in person

Officers Present: George Durk, Jim McKay, Evelyn McKay, Kris McCandless

Council members present: Marsha B, Joanna Mc, Dick H, Rob Y, Doreen K, Paul B

Prospective Members Present: (none)



*Correction to September 27, 2022 Minutes (from Yas Kinashi): The Halloween C&T show was cancelled by the new property owner due to some complaints from other merchants on expanding the show. The event will no longer be held at the Cascades Overlook Town Center, since the property manager with whom Yas was working was let go. He [Yas] is looking for a new venue for Spring.*

## OFFICER REPORTS

**President** – George Durk – All three years of financials were completed for filing tax exempt status, not for profit status, and tax returns.

-Election Process reviewed: According to our bylaws, we need to have nominations for the four officers, Officer-at-Large (OAL), and NCCC Ambassador. Open in October and November for nominations; elections during November 22 GBM. Glen Wainer is nominated by George Durk for OAL. Kris nominated George Durk for President, Jim McKay nominates himself for Vice President and Rick Poage nominated Evelyn McKay for Treasurer and Kris McCandless for Secretary.

-Bavarian Inn: planning 3 hr cruise to the Inn. Saturday, November 19 is cruise and dinner. Starts at Massassas Cracker Barrel, to Stevens City to Old West 55 to Moorefield and then north paralleling 81, 522, to Shepherdstown, WV. Only a few rooms left w/single queen beds. Dinner will be ordered off the menu.

-Moving GBM to November 29 since 22<sup>nd</sup> is the week of Thanksgiving (John Palmgren to change calendar on website and George to send out a reminder on the 21<sup>st</sup> or 22<sup>nd</sup> (normal 4<sup>th</sup> week timeslot).

**Vice President** – Jim McKay – Lessons learned about events: No matter what the event is, always best to start/get planning early: i.e., Cars and Cannolis, Bavarian cruise, Banquet.

-Jim thanking Andy G and Jane S for setting up Ocean City. Thanking Bob Devery for Police Helicopter visit and Caporossi's for Halloween car show at Antonio's Buon Appetito.

**Treasurer** – Evelyn McKay – Total in Treasury is \$17,639 for all banks, \$1,200 in uncleared checks, and estimating \$1000 in expenses not submitted. Asked George if okay to close out the Kistner Paypal acct. He agreed to close it.

**Secretary** – Kris McCandless asked for a motion to accept the September GBM minutes. The motion was approved unanimously.

**NCCC Ambassador** – Andrej Balanc – (not present)

## STANDING COMMITTEE REPORTS & OPEN DISCUSSION

**Membership** – Joanna McCandless – 167 members, 29 prospective; 59.4% of members have renewed; five are not renewing; will be sending another email Friday the 28<sup>th</sup> and 30<sup>th</sup>.

**Newsletter** – Marsha Batchellor – Thanking contributors; Next deadline is November 22.

**Social Media** – Lauri Stevens – (not present)

**NCM Ambassador** – Dick Hammaker – Corvette Museum just opened “35 Years of Callaway”.

**Social Chair** – Doreen Kinashi – Looking for new ideas for events in January/February; starting in January, members that are traditional cruise leaders (like Rob S, Jim Mc, George, others), Kris w/Anderson's picnic, need to set up these event dates with Doreen.

-The Touch of Class banquet will be art deco themed.

-Unexpected news: the Old Irish Brogue was sold but the new owners to keep the status quo...stay tuned.

**A VOTE TO ACCEPT THESE MINUTES WILL BE TAKEN AT THE NEXT REGULARLY SCHEDULED GBM**

**HPDE** – Rob Yevoli – Relating experience at TrackCross at Dominion Raceway, more track than cross. And 5 cars signed up for CCA Autocross in Bowie, MD.

**Open Discussion**

-Movie night – Good fun but poorly attended possibly due to the cold; Doreen’s costume stole the show, and Jane Stieber in car hop (they won prizes for best costume).

-Lori Benish – 16 cars signed up for Halloween parade tomorrow (Oct 27), have room for four more. Will be Lori’s 13<sup>th</sup> year doing it, won 12 of 13 years. She also has Christmas lights rallye Nov 20. \$5 off coupon code using Broad Run Park.

-Cars and Cannolis is a last-minute meetup, Saturday, October 29, 10 am to 1 pm across the street from Pohanka Chevrolet (Antonio’s pizza shop, Buon Appetito), not a club sponsored event, shopping center owner is same as ones who do the Sunday Cars and Coffees near South Riding.

-Bob D: Police helicopter on Oct 30; 14 cars/25 people, an hour w/the crews and officers, then lunch afterwards. Udvar Hazy docent tour (will be set up), He’s talking to his son about air traffic control facility (Washington Center); fire station at Dulles a possibility. Lancaster Hotel a couple rooms left for that Christmas lights.

-Rick was at Katie’s, met Bob (with the Orange ZR1 who has attended several Corvettes & Tacos): he does carbon fiber modeling in his shop, Rick wondering if anyone would like to visit his shop to see fabrication of carbon fiber? George D. suggested sending an email to everyone list to gauge interest. Rick related his own experience about home-owners insurance from a recent loss of power due to fire in panel. Raving about Loudoun Mutual Insurance for their swift payment of electrical contractor.

-Jim McKay loves his new 2023 Stingray; quality of this one exceeds the 2020. Moving up to the 3LT has been awesome. Hats off to GM and his insurance company returning him without haste in his favorite corvette.

Trivia Questions by George Durk:

-427 Big Block introduced? No one guessed it: 1966

-What year did the “Stinger” hood first appear? Paul Caporossi was correct: 1967

-What was the first year the Corvette was selected as the Indy 500 Pace Car? John Provost answered correctly: 1978 Silver Anniversary

-What was the last year with a conventional trunk? John Provost answered correctly: 1962

-What year did the conventional trunk reappear? Scott Hurley guessed correctly: 1998 with FRC

-In its initial year, the C8 inherited the Sebring Orange from the C7. What year was a new orange introduced and what’s its name? Question got bungled: 2022 – Amplify Orange Tintcoat.

-The 3 steps of applying the paint coats are primer, color and clear. How does the Tintcoat factor into the 3 steps? Rick P and Paul B answered correctly: the clear coat is tinted to alter the look of the color coat.

GBM adjourned at 9:01 pm  
Kris McCandless  
NVCC Secretary



**NVCC GLOBE TROTTING—CRUISE CRUISES EVENTS AND INFO**

Bob Devery—the Travel Guy

The club has two very nice travel opportunities coming up in March and July 2023. After getting feedback from members, we went with the Caribbean “get away from winter “ on **March 11, 2023, on Norwegian JOY**. The ship was one of the first in the Cruise line industry to have a go kart track!



Hopefully, we will get good use out of it. Our port calls with lots of options for fun will be Cozumel, Roatan, Costa Maya and a private island owned by Norwegian. Everything from historic ruins to catamarans to simple beach time and an all-inclusive resort for the day. So far, we have 20 people going so it's going to be quite a party. We were given an opportunity for a package that includes all-inclusive beverages for the entire week plus specialty dining and more AND ... We will have the 1st Annual NVCC Mini Golf at Sea tournament led by Mark and Helen Waters!! NOTE: donation for travel to NVCC looks to be \$500 +

**For July 27, 2023, our ride is NCL PRIMA ... a brand, new ship with an even bigger go kart track! New elegant cabin designs and more upgrades ... excellent reviews after first sailings ... simply a beautiful ship.**





Many people ... 16 so far ... who've been to the Caribbean; Panama Canal, Europe etc. found the idea of seeing Iceland and the Norwegian fjords as a way for a different adventure. Our 10-day trip also has Amsterdam, Belgium and ends in London with same upgrade package on drinks etc. as on NCL JOY AND a bonus is that one of our members was USN and stationed in Iceland for three years ... so, we have a TOUR GUIDE !!

\*\*\*\*\*

As for those who asked for Paris to Normandy and wine country, the available space is very very tight. If it can't work for fall 2023, I'm looking at Italy-Tuscany -Venice or a Mediterranean cruise with stops out of Rome. The Christmas Markets idea from Doreen will go out too. We enjoyed Cologne; Strasbourg etc. on the Viking cruise so can see why she wants to go. "Survey flyer" by Thanksgiving as we need to book pretty far in advance and already "behind the curve" on some options as travel demand has exploded. **.RCCL ICON of the SEAS** just announced its sailings through 2025! First cruises in fall 2023 already selling out! Likely to be a 2024 "getaway from winter" choice.

**A "DO NOT ITEM" ... do not fly out of Amsterdam!!!! Departed there after our Viking Rhine cruise. Worst airport on clearance of security etc. as it took us 3.5 hours! I saw people miss flights after being online for 2.5+ hours!!**

FYI on prices for land tour or cruise travel ... as I've said, don't expect a drop in travel costs. They are NOT soaring but have an upward not downturn. Air is THE big issue as airlines struggle with not only with flight crew issues but the behind-the-scenes staff problem. Record flight cancels and changes. The loss of stable fuel supplies has caused ticket prices to be unpredictable and much higher. Land tour and cruise suppliers have "block pricing" which has thankfully given us room to breathe but you must go on the airline and time assigned. If not, I've seen prices as high as 300% higher than the block prices. But there are loopholes that I find on occasion for all suppliers. Like the Iceland cruise ... we (Expedia Cruises) had a block of cabins booked a year ago that I asked to free up space for us.

LAST: Reality check: a friend had to cancel Viking cruise day before departure due to a major medical issue.

Point #1 ... he had NO INSURANCE! I'm now trying to get Viking to "play nice" and refund his money. As I told him before sailing, do NOT travel these days without insurance. Yes... 99% of the time, it's unused so viewed as a need-less expense. But, when it is needed and you don't have it, you'll wish that you did.

Point #2... There's always a reason NOT to do something. BUT, there's always a reason to do it!! NO ... our "cruise cruise" trips are not the Corvette trips like Carlisle or OC. Yes ... they are longer but the friends, fun and camaraderie is at a different level. Hope you make the decision to join us at some point.





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<https://www.instagram.com/>

## FINAL THOUGHT



MANY THANKS TO OUR SPONSOR



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