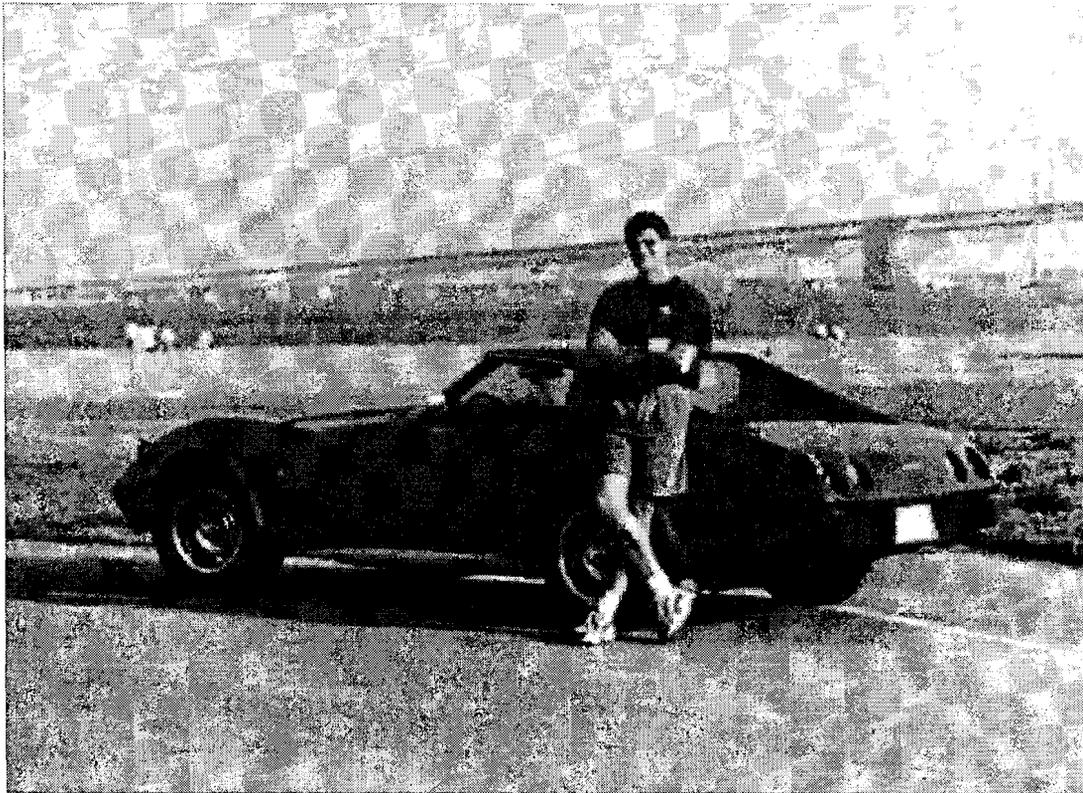


The 'Glass Gazette

Founded 1969

November 1998

'98 ELECTION ISSUE!



VOTE! 24 NOVEMBER

Diane Evans' husband Brad, with their 1975 L-48 Corvette at Sandy Point State Park

NEWSLETTER ARTICLES...

The 'Glass Gazette is the monthly newsletter of the Northern Virginia Corvette Club, P.O. Box 4201, Arlington, VA 22204. You may submit articles or classifieds to the editor for review by the second Tuesday of each month.

Mail: 3832 Wertz Drive
Woodbridge, VA 22193-1658

FAX: (703) 878-7456

E-mail: blmckibben@msn.com

In person: at the Council Meetings on the second Tuesday of each month.

(Preferred format: Microsoft Word (any version) or TEXT e-mail attachment, or on 3½" floppy disk - IBM format only accepted)

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Mark Your 1998 Calendars!

November

- 22 BMW Challenge Round 2 @ NVCC Campus
- 24 NVCC General Business Meeting @ Koons Chevrolet 7:30 p.m.

December

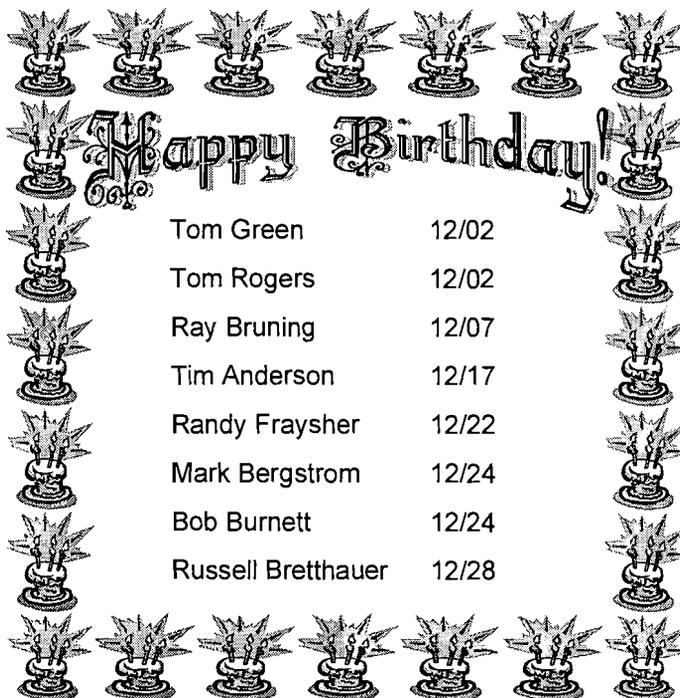
- 8 NVCC Council Meeting @ Koons Chevrolet 7:30 p.m.
- 12 End of Year Awards Banquet @ Evans Farm Inn 6:00 p.m.



ANNUAL ELECTIONS!

Attend the 24 November General Business Meeting for the annual elections! Nominations for positions were held at last month's meeting and will open again prior to holding elections.

Be There!



- Tom Green 12/02
- Tom Rogers 12/02
- Ray Bruning 12/07
- Tim Anderson 12/17
- Randy Fraysher 12/22
- Mark Bergstrom 12/24
- Bob Burnett 12/24
- Russell Bretthauer 12/28

Happy Thanksgiving!



Who to call for info...

NVCC OFFICERS

President	Andrej Balanc	(703) 450-2314
Vice President	Rick Poage	(703) 912-3668
Secretary	Barbara Foor	(703) 569-3584
Treasurer	Barbara Shaw	(703) 830-7545
Officer-at-Large	<i>Need Nominee!</i>	



COMMITTEE CHAIRPERSONS

Autocross	Chuck Wasserott	(703) 323-7585
Concours	Rick Poage Paul Barley	(703) 912-3668 (703) 815-3796
Membership	Rex Nelson	(540) 937-3097
Newsletter	Barry McKibben Mike Woods	(703) 583-0067 (703) 878-8311
NCCC Governor	George Skalkeas	(703) 830-0542
NCM Ambassador	<i>Need Volunteer!</i>	
Rallye	Dick Hammaker	(703) 250-8644
Publicity	Tammy Shiner	(703) 892-8329
Social	Mike Flowers & Barbara Shaw	(703) 830-7545

Northern Virginia Corvette Club Home Page
<http://www.access.digex.net/~rroemer/corvette.index.htm>

NVCC President's Column

Ladies and gentlemen:

Nominations for club officers at the last general business meeting produced the following nominees:

President	Vice President	Officer at Large
Mike Geyer	Rick Poage	Bob Steinhagen
Rick Poage	Mike Lindsey	Jim Chalupsky
Andrej Balanc	Jennifer Au	Mike Geyer
Treasurer	Secretary	
Paul Hertel	Jennifer Au	
Mike Lindsey	Tom Green	

Nominations will be open again during the November general meeting prior to voting on the nominees.

Many chair positions will also be vacant at the end of this year, including the Concours, Spooktacular, Autocross, Rallye, Newsletter, Social, and the Corvette Museum ambassadorship. These positions are vital to the success of the club agenda and need to be filled by club members. Every chairperson this year did an excellent job, but I respect the decisions of those that wish to not repeat again. We also have the Publicity Chair position that probably needs filling in the coming year.

Additionally, the same individuals have held the Membership chair and the NCCC governor positions for many consecutive years. Both Rex Nelsen and George Skalkeas have said they will repeat in their respective capacities if no one else is interested in accepting the responsibility. I applaud their commitment to the club, but haven't they done their part? Don't they deserve a break? We have 63 full members in the club at present, with another 25 or so awaiting NCCC confirmation. Any one of these folks can fill these positions. Also, the makeup of nominees listed above is predominantly newer club members. Hey, you old timers! Even if you have served in the past, how about coming around and doing something again for a year? Jim Chalupsky, this obviously does not apply to you. I applaud you for nominating yourself for the Officer at Large position! We are all busy but the

load still needs to be distributed throughout the entire club. It is not fair for the same people to be carrying the load year after year.

I would like all the chair positions to be filled by the end of elections this month. That means the end of the next business meeting. This November! The next president should not have to make telephone calls to club members soliciting chairpersons during the first months starting the new year. Many positions, like Newsletter, Social, and Concours, need to be filled early to carry out the duties of those offices. Together, we can make this club a lot of fun, but every one needs to give of themselves back to the club to make it a success. Please speak up and let it be known that you want to fill one of these positions.

Nominations and voting for Member of the Year and Council Member of the year occurred during the Council meeting on November 10th. These results will be announced at the December 12th awards banquet at Evans Farm Inn. We voted openly for the Member of the Year, but the Council Member of the Year was a secret ballot. We had many excellent nominations for both awards and it was a tough choice for many council members to decide. I will be pleased to present these awards at Evans Farm Inn.

I want to thank Bob Arnold for hosting the shop day at his facility in Lorton last month. Many thanks also to Tom McGrath for providing the supervision and advice to all the members that came to work on their cars. I got my oil changed standing up under the car instead of lying on my back on the ground (lifts are great!) and got my questions on brakes answered. Other folks had similar chores to carry out. Maybe we can have another one sometime next year, in February, March?

Thanks, humbly submitted, and waving!

Andrej Balanc

1994 convertible, red, 6 speed, roll bar, thinking about a 99 hardtop

Spooktacular '98

by George Skalkeas

Elsewhere in this fine publication you heard from my co-conspirator Ray Bruning with his thoughts on the Spooktacular. I want to add my thanks to the many club members who made it such a success. I too want to name names (even at the risk of omitting someone, for which I apologize in advance!).

The first folks I want to acknowledge are those upon whom I imposed early and often, and upon whom I relied to take charge of some aspect of this little project: **Barbara Foor** for organizing and consolidating all of the notes we made at the post-'97 Spooktacular de-briefing; **Barbara Shaw** for keeping the regis-

tration straight from the early bird entries through the Friday night crush; **Walt Gilbert** for setting up another fine course and keeping everything flowing beautifully during the runs; **Dick Hammaker** for running a tight, well organized paddock; **Ray Bruning** for taking charge of the nightmare known as timing and scoring; **Mike Woods** for running a first-class tech and classification; **Rex Nelsen** for setting up a database of last year's and this year's participants; **Mike Flowers** for making all the arrangements with the hotel; and **Andrej Balanc** for his enthusiastic and unfaltering support to those of us trying to put this together.

(Continued on page 4)

Spooktacular '98 - Take 2

by Ray Bruning

Now that the 5th Annual Spooktacular is behind us, I first of all I want to say THANK YOU to all the workers who gave up their weekend to come out and support the club, we couldn't have done it without you. As this years timing and scoring "lead guy" I want to personally thank **Barbara Shaw, Barbara Foor, Joe Daly**, the Balanc clan (**Andrej, Lynn, Nick and Katy**), **Jim Bahler, Jim Chalupsky, Mark Bergstrom, Diane Evans**, and my wife **Sandy**. I especially want to thank Nick and Katy Balanc, the best timekeeper and "runner" NVCC has ever had, Barbara Shaw for spending both days in the timing vehicle *after* working registration in the morning, and Lynn Balanc for giving up her van all day for a timing vehicle. This is truly a thankless job with the only time hearing from participants is when something is wrong. You all did a GREAT job with very few glitches. Anytime we did have problems with times it was very quickly and easily rectified. My compliments go out to you, there was very few, if any, complaints about the scoring.

As most of you know, this is the second year this event has been run at Summit Point's Jefferson Circuit. This is very quickly becoming one of the premier and largest "all Corvette" autocrosses on the East Coast. As George Skalkaes said, this year we were almost "doomed by our own success". We had over 70 Corvettes show up and only got seven out of eight runs in on Saturday. George, Walt Gilbert, Dick "Ham" Hammaker and



Rex Nelson prepares to start yet another Corvette

(Continued from page 3)

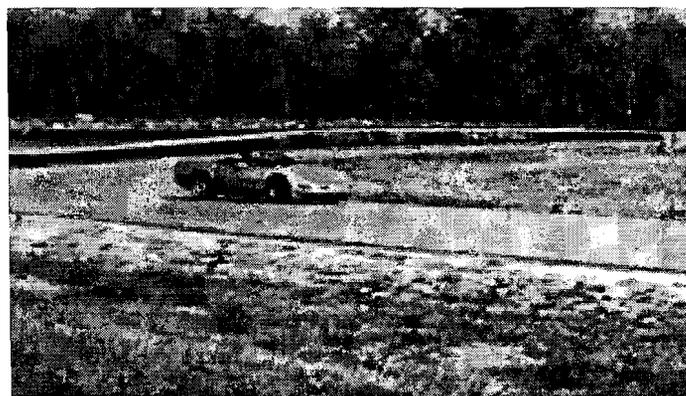
The real unsung heroes of the event are the corner workers (timing and scoring folks don't fit into this category because they get "sung at" all event long!). From newcomers **Dave Smith, Paul Hertel, and Bill Kolster**, through reliable ralliers **Joe Daly and Judy and Don Patrick**, to grizzled veterans **Ed Masek and Maury Brumm** (supplemented by several others known only as "friends of Andrej"), now it can be told: without corner workers there is no event; without volunteers like you we would have had to pay BSR \$80.00 per day per worker! Thanks, you were indispensable.

At the time of this writing we still do not have a final accounting of all club costs associated with the event. It is a fair statement to

myself met on Saturday evening to try to figure out how to get nine runs in, in the same amount of time on Sunday. After doing as much schedule shifting as possible it was also decided to be on the safe side we would ask all club members to only run once per autocross rather than the normal two runs per autocross. Most members were understanding and adhered to the request. I know this takes a lot of self-discipline and I want to thank every one that refrained from running twice. You saved us from a potentially embarrassing and even disastrous situation.

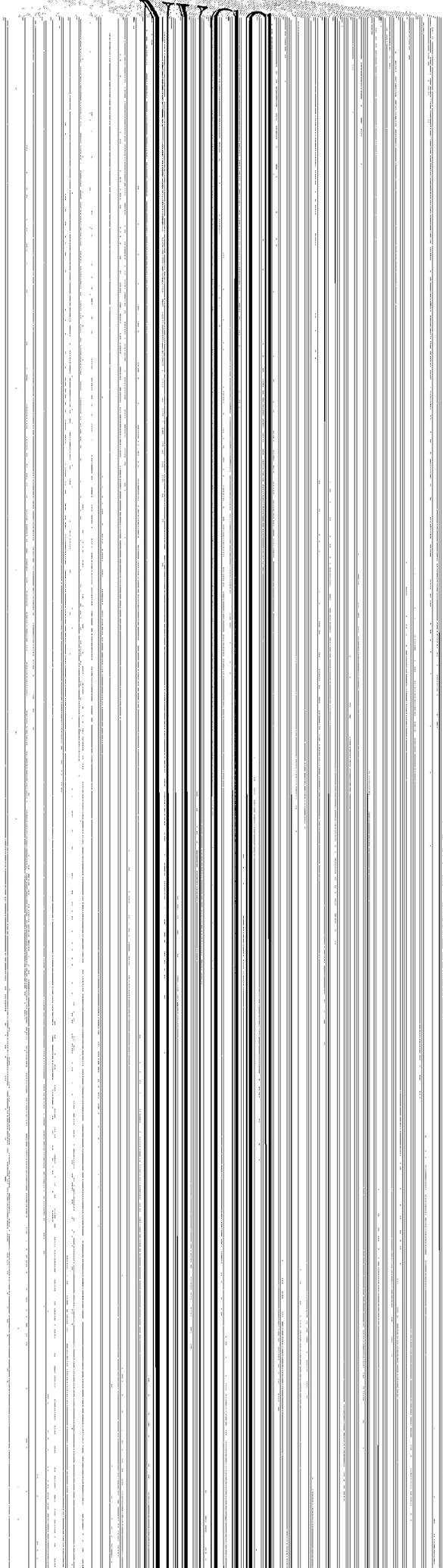
There are now two events each year that puts our club in the spotlight of other regions and clubs. These are the Concours in May and the Spooktacular in October. The Spooktacular has also become very profitable over the last two years allowing our club to offer many things to members for free or subsidize other events to keep the cost to members to a minimum. But we need your support in events like these, we cannot depend on the same people to run and work these events year after year. I personally feel embarrassed that we need to get spouses and friends of members to help us out. With a club the size of ours we should have no problem getting enough volunteers from within our ranks. I also think its time for some of the dedicated autocrossers to take a year off of running in this event and take up the reins of organizing and running it. Remember for this to be a successful event we ALL need to make sacrifices.

say that we did not lose money but we will not have a final tally on the profit until the last set of results and the last trophy has been mailed out. One thing is for sure; the event was an artistic and public relations success. NVCC is officially "on the map" as a club that can, and does, put on high profile, fun, high-points events. All you have to do is to look at your *Blue Bars* profile of top national points winners and match it with the results sheets of our last two events and you will see that we are "players" on the national scene. This does come with a price, however, and the debate over how to run this event (and by whom) will rage over the coming months. I am confident we will get it all worked out in time because we have already reserved a spot on the 1999 East Region calendar - and we are "pencilled in" for the same weekend with our friends at Summit Point! See you in '99!



Jennifer Au practices skid control...

(Continued on page 8)



NVCC General Business Meeting Minutes

October 27, 1998

Location: KOONS CHEVROLET, 2nd Floor

Meeting called to order by Andrej Balanc, President, at 7:38 p.m. Introductions were made around the room.

PRESIDENT'S COMMENTS: Congratulations to Spooktacular Chairmen George Skalkeas and Ray Bruning for putting together another successful Spooktacular. The Mayor of Kensington and her assistant sent thank you letters to the Club for our participation in their Labor Day parade and requested we come back next year. Shop Day was held at Wilbar and Arnold on October 24. Andrej will be going to Contemporary Corvettes on November 18; if anyone would like him to purchase anything for them, please let him know. Andrej will be attending a 2-day autocross in Greenville, SC; please call him for more information.

TREASURER'S REPORT: Mike Flowers presented the Treasurer's Report.

NCCC GOVERNOR'S REPORT: George Skalkeas stated that everyone needs to renew their 1999 membership by November 1. The 1999 Convention is in Denver. The East Region is considering hosting the Convention in 2003. The NCCC rule book is being revised; if you have any suggested changes, please send them to George.

RALLYE REPORT: Joe Daly reported that nine vehicles participated in the final rallye for the year on October 25. It was a great day weather-wise and everyone finished. Suzanne and Carol were first.

NEWSLETTER: Barry McKibben reported that the newsletters were out and need more articles by the November 10 Council meeting. Also, if anyone has a picture of their Corvette for the front cover, please send it to him.

SOCIAL REPORT: Mike Flowers reported that three cars attended the Whitepost Restorations cruise on October 24. Many people expressed an interest in attending, but had conflicts on that day; he will reschedule for next year. November 7 will be the Lazy Susan Dinner theater - \$34.95 per person; doors open at 6:00 pm; 7:30 pm dinner, and 8:30 pm the play will start. Please RSVP to Mike as soon as possible. An RSVP is also needed for the Christmas Dinner at Evans Farm Inn on December 12. A last minute fall cruise to the Shenandoah mountains is planned for November 1 with a pot luck picnic; please call for meeting place.

AUTOCROSS REPORT: Chuck Wasserott reported that there will be 2 more autocrosses at Old Dominion Raceway: 11/1 with the BMW Club; 11/8 with the Viper Club; and one at NVCC in Manassas on 11/22 with the BMW Club. Chuck stated that it is necessary to restrict the BMW Club to 30 participants.

SPOOKTACULAR: George Skalkeas stated that the Club has reserved dates for the Spooktacular at Summit Point for 1999. There is still more to do to finalize this year's Spooktacular; trophies need to be mailed (the wrong plaques were shipped to us) and final results sheets need to be completed and mailed to all participants.

OLD BUSINESS ITEMS: Andrej reported that due to extenuating circumstances, the Club picture will not be held on October 31. Mike Lindsey is still looking for another location.

NEW BUSINESS ITEMS: Andrej reported that Bob Steinhagen, realtor and new Club member, will donate \$300 to the Club for each referral who purchases a home from him.

NOMINATIONS FOR 1999:

President: Andrej Balanc
Rick Poage

Vice President: Rick Poage
Mike Lindsey
Mike Geyer

Treasurer: Paul Hertel
Mike Lindsey
Jennifer Au

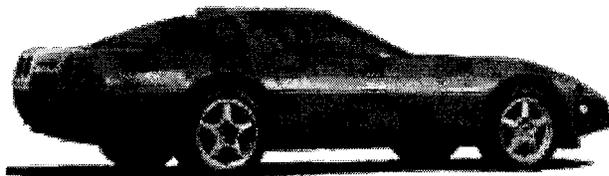
Secretary: Jennifer Au
Tom Green

Officer-at-Large: Bob Steinhagen
Jim Chalupsky
Mike Geyer

Additional nominations for offices will be taken prior to voting at the November 1998 business meeting on November 24.

MEETING ATTENDANCE: 28

MEETING ADJOURNED: 8:30 pm



5th Annual Final Exam Rallye - A Recap

(a.k.a. "Rallye From Hell")

by Joe Daly, III

You couldn't have asked for a more perfect day for the final rallye of the year. The weather was clear, sunny, warm and the foliage - absolutely gorgeous. It inspired a last minute Fall Foliage cruise the following weekend.

There was a good turnout with 9 cars (6 Corvettes and 3 stealth "vettes"). Everyone seemed to have a great time, with the usual gripes about this clue or that one, but, everyone was advised going in that this was the "FINAL EXAM" Rallye and was not for the faint of heart. The entire season culminates to a final test of what you have learned all year. A few tricks here and there, but for the most part - straight forward. There was even an optional side detour of some incredible houses that make Great Falls homes look small and non descript by comparison. I never knew those neighborhoods existed prior to setting up this rallye.

People's reactions afterward ranged from "Great rallye, the scenery was great. Definitely a challenge." and "Had a great time - the weather was beautiful and the course was well thought out. A fitting 'Final Exam'" to "I hate my navigator."

With 100 questions and only three hours you had to be on your toes (and a little bit on the gas pedal) even though it was only about 27 miles long. Competition was tight with several decisions coming down to the tiebreakers. And after a challenging rallye a

nice social gathering at Chili's in Reston for a debriefing and a casual lunch.

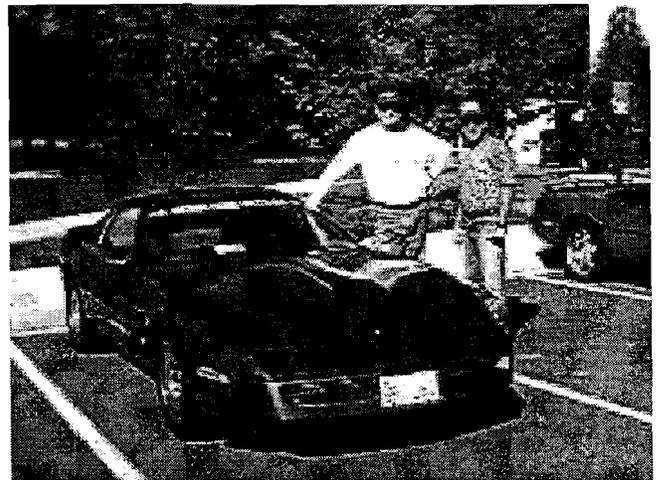
PLACE	DRIVER	NAVIGATOR
1	Suzanne Huggins	Carol Evans
2	Mike Day	Carolyn Day
3	Connie Gray	Dale Gray
4	Barb Shaw	Kevin Donovan
5	Don Patrick	Judy Patrick
6	Karen Williams	Ted Williams
7	Barb "B4" Foor	Ann Stull
8	Joe Daly, Jr.	Marcellyn Daly
Fun	Andrej Balanc	Team Balanc

RallyeMaster: Joe Daly, III

RallyeChecker: Mark Bergstrom

If you have never attended a rallye before I strongly suggest "Rallye 101" next spring. Great camaraderie, nice scenery and a challenging atmosphere make for a great day. Hope to see you next year. Start gearing up now for the "6th Annual Final Exam Rallye" next fall - you won't want to miss it!

Save the Wave. And the Club.

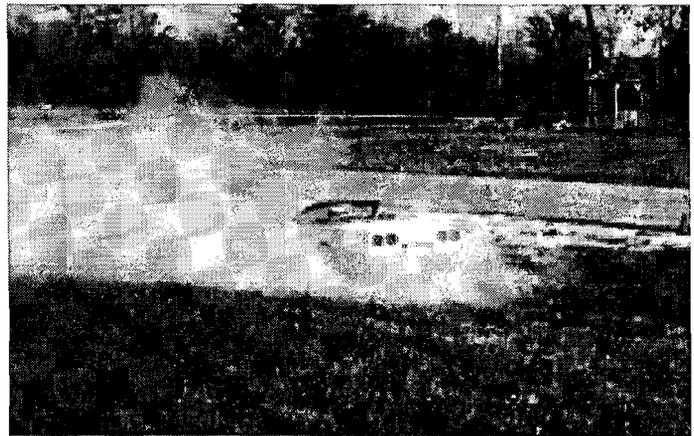


SPOOKTACULAR TRIVIA

A typical "club" Sunday afternoon autocross may see 10 – 15 cars, making three runs each, and possibly a few "fun runs" afterward. This means approximately 45 – 50 timed runs are made on a leisurely afternoon. A typical day at the Spooktacular involves approximately **450 timed runs!**

Every timed run starts with the wave of the starter's flag. Rex "Iron Man" Nelsen has waived **every run** for the last two Summit Point Spooktaculars which, by my estimation, is approximately **1,750 runs!**

The "long distance award" is getting harder to get, with five participants coming from *west* of Chicago, Illinois (800+ miles)!



...then takes her '96 Collector's Edition for a "spin"



Members Offer to Help NVCC Treasury

Bob & Bev Steinhagen of Avery Hess Realtors have an exciting program for all NVCC members to help raise money for the Corvette Club. Bob & Bev have agreed to donate \$300 to the club treasury for every referral (buyer or seller listing after it closes) that is sent to them from a Corvette Club member. Bob & Bev are consistently in the Top 5 with Avery Hess Realtors (Washington's 8th largest and fastest growing Real Estate Company) and were #1 in sales in 1996! Their sellers consistently average over 98% of list price so Bob & Bev are putting \$2000 or more in each sellers pocket over the average agent in Northern Virginia. When representing buyers, they have been able to save them an average of \$8000 on the purchase of a home. They were previously affiliated with Long & Foster and have a combined experience of over 15 years in the Real Estate Business. They have been quoted in Real Estate Articles in the Washington Post over 5 times in the past year alone because of their experience and quality of performance. They can be reached at 476-4111, e-mail bevorbob@aol.com or through their homepage www.averyhess.com/steinhagen.

Bob & Bev have been Corvette owners continuously since 1977 when they bought their first Corvette. NVCC is the fourth club they have been members of as they were also members of clubs in Minot, ND, Bloomington, IN, and Montgomery, AL. They

have owned one Corvette the entire time and usually two or three. They currently own a 1992 Coupe, a 1993 Torch Red convertible with white leather interior with 17k miles, and a 1978 Silver Anniversary with 15,200 documented miles with the very rare blue leather interior and an L-82 4-speed.

So if you have a friend or neighbor who is wanting to buy or sell a home, have them give Bob or Bev a call and help NVCC raise some money. Bob always has business cards with him at club meetings and events so you might want to see him if you have someone who needs a top Realtor in the area.

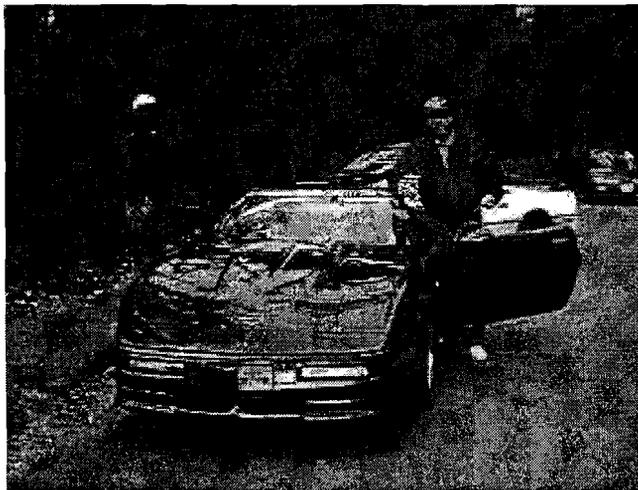
Bob & Bev Steinhagen
Avery-Hess Top 5 - 1995, 1996, 1997
NVAR Top Producer

8100 Boone Blvd., Suite 120
Vienna, Virginia 22182

Office: (703) 476-4111
Fax: (703) 476-8111
E-mail: bevorbob@aol.com

Avery Hess REALTORS

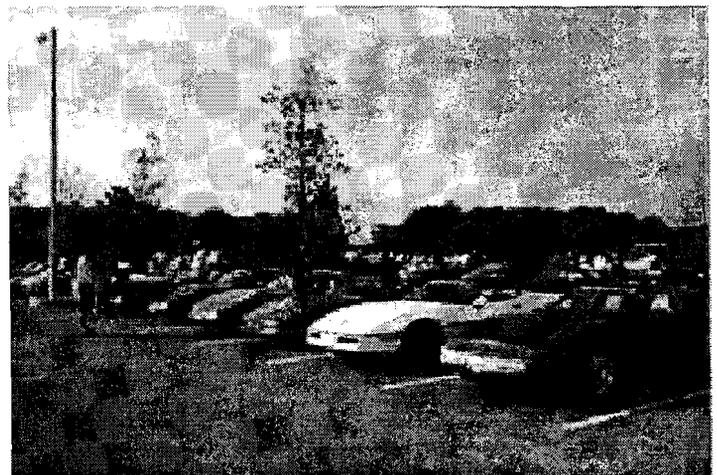
Fall Foliage Cruise Pictures



Free State Corvette Club Ocean City Weekend Pictures



Joe "JD3" Daly and Barbara "B4" Foor take First Place in the Rallye
(as signalled by Mike Flowers in the background)



Corvettes, drivers, and passengers waiting for the Boardwalk Parade

Corvette Facts and Figures

1953 CORVETTE

Production: 300 roadsters

1953 NUMBERS

Vehicle: E53F001001 through E53F001300

Prefix: LAY: 235ci, 150hp

Block: 3701481: 235ci, 150hp, fd
3835911: 235ci, 150hp, sd

Head: 3836066: 235ci, 150hp

Carburetor: Carter 2066S #3706151: 235ci, 150hp, fd
Carter 2066SA #3706989: 235ci, 150hp, sd

Distributor: 1112314: 235ci, 150hp

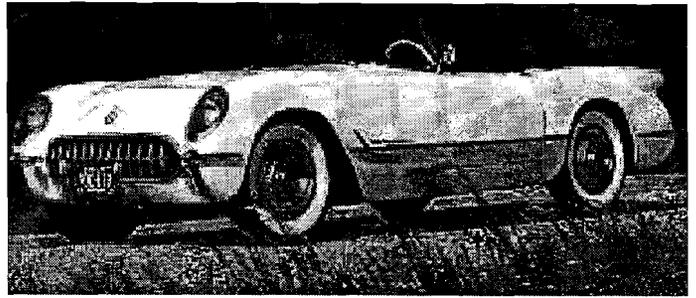
Starter: 1107109: 235ci, 150hp

Ending Vehicle: Jun 53: 001002
Dec 53: 001300

Abbreviations: ci=cubic inch, fd=first design,
hp=horsepower, sd=second design.

1953 FACTS

- The first Corvette was built on June 30, 1953, in Flint Michigan. The 1953 factory wasn't a factory at all, but a temporary facility in the back of the customer delivery garage, an old building on Van Slyke Avenue. By year's end, 300 1953 model Corvettes were built, much by hand, as production processes were developed for assembling the Corvette's revolutionary fiberglass body. As planned, production for 1954 models moved to St. Louis and began in December 1953.
- Of the 300 1953 Corvettes built, about 225 are accounted for today. The third and fourth Corvettes built at Flint are alive and well in the hands of private owners. Although one theory is that the first two 1953 serial numbers were assigned to Motorama show cars, and that the first Corvette off the line in Flint was actually number three, officially the first two cars built at Flint were engineering prototypes destroyed in testing. Conclusive documentation to support either case has not been found.
- Due to a shortage of Corvette wheel covers, some of the first 1953 Corvettes built were fitted with "dome" wheel covers common to Chevrolet passenger cars. The twenty-seventh Corvette was delivered to its owner with correct Corvette wheel covers, so it is thought perhaps the first twenty-five Corvettes had the temporary dome style. It is possible that dealers replaced some of the dome caps with the correct covers.
- Standard 1953 Corvette wheel covers (1953-1955) were single-stamped discs with two chrome "spinner" ornaments attached parallel to a central Chevrolet bow tie emblem. A few early examples, thought to be from a vendor test run, had the spinners mounted perpendicular to the emblem.
- Early wheel disc spinners were plated brass forgings, but



vendors later changed to plated zinc die castings.

- Wire wheel were never factory options, but some, both real and simulated, were added by dealers.
- Antennas were standard with all 1953 Corvettes and consisted of a mesh screen fibreglassed into the inside surface of the trunk lid.
- The starters in all 1953s used two-field ignition coils.
- Early 1953 Corvettes (up to #175) used a foot operated windshield washer assembly. Later are vacuum operated.
- Three separate "bullet" style air inlets were used for all 1953s.
- The 1953 Corvettes all had two interior hood releases, one for each exterior hood latch.
- All 1953s had "short" exhaust extensions.
- The valve cover of the 1953 Corvette was a unique variation of the standard 1953 Chevrolet passenger car cover. The Corvette version was flattened at the forward end for hood clearance. The cover differed from later years by its dual center hold-down bolts. Later covers were held by bolts around the perimeter. The 1953 cover had the words "Blue Flame" on the passenger side and "Special" on the driver side.
- Three gas filler door hinges were used. The first, used to about #20, tended to chip paint. The second corrected that, but limited access. A third design, appearing between #83 and #90, corrected both problems.
- The 1953 brake and fuel lines ran outside the chassis frame. Later models, starting in early 1954 production, ran inboard of the frame.
- Ignition shielding consisted of upper and lower formed metal shields. They were painted, not plated.
- The engine block, head, valve cover, and the intake and exhaust manifolds were painted in blue-green engine enamel.
- The 1953 (and early 1954) radiator surge tank was unique. Its surface was smooth. Later units had two stamped radial rigidity bands.
- The 1953 carburetor connecting linkage was a one-piece stamping.
- The location of the fuel filter in the 1953 model was in the fuel line, just forward of the front carburetor.
- Trunk mats for 1953 models were slightly smaller than later years.
- 1953 engine exhaust valves were shorter than later models.
- The road draft tube in most 1953 models had a smooth top surface. A few 1953s and all later units were stamped with an "X" for rigidity.

(RETURN POSTAGE GUARANTEED)

Arlington, VA 22204
P.O. Box 4201



FOR SALE / WANTED

Wanted: Looking to purchase a pair of used 315/35-17 street tires - the size used for the rear of ZR1 cars. If you have any info, please call Eric Lingford at 703-471-0908.

2-17x11" Centerline Star Wheels w/315x35x17" BFGoodrich R1's \$200/obo. 4-17x9.5" Stock Wheels from 1992, \$400/obo. 2-275x40x17" BFGoodrich R1's, brand new (only 2 events), \$250/firm. 4-275x40x17" Goodyear GSC's w/5000 mi of tread left, \$200/obo. Mike Lindsey, 703-239-0427, mlindsey@dewberry.net.

350 long block out of '86 Corvette. 40K miles. Compression varies from 164 to 180 with average of 174. Still a good engine. \$400. Bob Compton, 703-341-4904 (day), 301-608-9025 (home), Bob.Compton@mei.com.

4-255/60-16 Yokohama A008R Autocross tires mounted on '87 Corvette (9.5x16) rims. Like new - one run.. Call Ron Yingling, 301-831-5986 or email morind@ex-pressnet.com.

1970 L-46 Corvette Convertible, 350cid-350hp, Fresh paint-1997, Fresh motor-1996 (less than 3500miles), Flat Top Hypertec pistons replace the 11:1's—runs on Premium unleaded pump gas! LT-1 Aluminum Manifold with Holley 750, New Clutch-1996, Fresh suspension-1993, 87,900 miles. Originally a code 992 Laguna Gray Car—reputed to be rare! Lowest production since '63 (17,316—only 6,648 soft tops; 5,409 w/o PS; 2,556 w/ hardtop). Last of the HP, high compression small block hydraulic motors—4910 L-46's in '70. \$15,000 with '69 sidepipes and hardtop. Call Scott Cox, 704-434-0176.

1989 Corvette Coupe, 5.7-245hp, Red on Red, ZF 6-Speed, New Clutch/Pressure Plate—Summer 1997, Base Suspension, 87K miles! Solid!!! \$12,250. Call Scott Cox, 704-434-0176.

4-315x35x17" Goodyear Racing Slicks, only \$100 per pair. Call Mike Woods, 703-878-8311, 89Lingenfelter@msn.com.

1961 Austin Healey 3000 BT 7 roadster; (Must sell to pay for our new (old) Corvette.) Red w/black interior: 2+2 seating; nice older (1984) frame-off restoration; always garaged; no rust; nice paint and interior; wire wheels; o/d; great driver; nice piece of British iron. Asking \$16,500. Call Ted Williams at (703) 938-0927 or e-mail williams_ted@advmar.com.

1986 Corvette engine, will sell long or short block, block needs complete rebuilding; pistons, rods, cam, crank, and clutch are in good shape. The heads are cast iron, with a FRESH valve job (over \$200 invested, never used). Asking \$400 for it all, or \$100 for the heads (obo). Call Rick at 703-912-3668, anytime!

2-17x 8.5" x 56mm '96 Corvette ZR1 "Collector Edition" Wheels (silver five spoke) GM #12361449 w/ center insert for sale at \$250 each (willing to negotiate). They are used, but clean and in great shape (yes minor blemishes). Cost at Pallon \$437 each + tax, not including center insert or shipping. Glen Swartz, 703-360-8638, glswartz@aol.com.

1976 Corvette, L-48, Metallic Green, T-Top, Buckskin Leather Interior, 350, 4 speed, 8.5:1 ratio Gynkhana suspension, power brakes, power steering Excellent original interior. Second owner. Comes with original window sticker and all receipts for every piece of work that has been done, down to re-balancing the tires. 84,828 documented miles. Original condition except for one repaint. Matching numbers. She is a beauty. Asking \$10,500. Located in Great Falls, VA. 703-759-2217, LARGOO@aol.com.

See-through (blue tint) top for late model C4 coupe, brand new, \$700/obo; **Borla mufflers (2)**, brand new, still in box for 1992-1995 Corvette, \$425/obo, John Garner, 304-876-0906.

1978 Corvette L82 Coupe - Red with red interior, automatic, T-tops, tilt-telescope wheel, AC, electric windows - locks, cover, 30,000 miles, lots of extras, excellent condition. \$13,000! Tom Lockhart 703-430-8997.

1992 6-speed, green with tan interior. Deborah LeBlanc Scott (or Gene) 703-771-3850.

1965 Sting Ray, maroon w/blk interior, 327, numbers match, immaculate condition. James Ottinger, Vienna, VA 703-448-6355.

1973 L-48 Coupe, white with saddle interior, auto, A/C equipped, S/S brakes, mechanically sound, fair condition, \$6,000 obo. Mike 703-830-7545.

1971 Corvette Convertible, LS5 454 365 HP, Red/Tan, Leather interior, automatic, power steering, tilt wheel. Call Kurt Amende at Koons Chevrolet for info, 703-3560400.