

NCM Ambassador — Terry Popkin

National Corvette Museum Report

Quick Look At The NCM:

Hours: Open every day, 8am-5pm Central time.

Closed on the following Holidays:

Easter, Thanksgiving Day, Christmas Eve,
Christmas Day, New Year's Day.

Getting there: I-65 to Bowling Green, Kentucky.

Exit 28. Turn left at the first stoplight.

Current Special Exhibit:

Serene to Extreme: Modified Corvettes



Military Appreciation Month:

The National Corvette Museum would like to take this opportunity to sincerely thank the many men and women who have served, and are serving our country.

November is "Military Appreciation Month" at the National Corvette Museum and all military personnel, firemen, police officers and their immediate families will receive "Free Admission" during the entire month of November. All branches including active, retired and reserve members will be honored with free admission when presenting a military or service ID or copy of their DD-214.

"We are truly a blessed nation and our military provide the safety we have to enjoy our American privileges," states NCM Executive Director, Wendell Strode. "Corvette is an American icon and we invite these special individuals and their family members to experience a tour of the Museum dedicated to America's favorite sports car."

In addition to free admission, this year will be even more special as the Museum has added some displays and activities to enhance the experience.

NCM is on Facebook

The NCM is on Facebook now. Members have a chance to showcase their prized rides and this is claimed to be like a virtual car show. Check out <http://www.hubgarage.com/mygarage/corvettemuseum>

New Website Created For the NCM Motorsports Park

The NCM now has a dedicated website for the proposed motorsports park. You ought to check it out if you have not already seen it. The latest news is that the East Ohio Region of the NCCC is now a contributor to the One Acre Club. Here's the website: <http://www.motorsportspark.org>



Terry Popkin
NCM Ambassador
tjpopkin@mac.com

CCA Board Member Candidates -

Three candidates for board positions provided biographical statements. Please see their information below and be on the lookout for additional information on the election process in the very near future.

Vice President - Bob Couse

My wife's name is Lynn and we will celebrate our 40th anniversary on November 14th. We have a 38 year old daughter and a 34 year old son, both married. We have 3 grandchildren ages, 7 ½, 5 ½ and a 4 year old. We have lived in Damascus for 25+ years and I retired from Bechtel 2 ½ years ago after 38 years.

When I retired I purchased my first Corvette and had no real intent to join a corvette club, and in fact never really thought about it. When friends from Seattle called and said they would drive to Bowling Green for the National Corvette Museum anniversary if we would meet them there, I looked for a club to join and found CCA. My wife and I made the Bowling Green trip and later Pat Roney convinced me to join him and a few others for a trip to The New Jersey Motorsports track and I have been hooked on road racing ever since. Besides the NJ experience I ran two days at VIR under the sponsorship of the National Corvette Museum, completed one FATT at Summit Point and recently went back for two more days to VIR. I have also participated in two club sponsored autocross events.

Besides the competition group participation, I have supported the CCA at its last two annual auto shows at Sport Chevrolet and participated with the club in the half time entertainment for the Baltimore Mariner's (arena football) play-off game. I also participated in the Bikes for Tykes program where the club co-sponsored a Christmas event with Sport Chevrolet.

I would like to see what can be done to encourage a larger participation in club vents. We have many members but it seems to me that less than half engage in club events. Because I get something out of the club that is enjoyable to me, I am willing to invest in helping out with the other club functions. I suspect others are the same way and we just need to find out what we can do to broaden the areas of satisfaction members get out of CCA in order to get a higher level of participation. Not everyone is into racing and perhaps we need to focus our social and charitable events in other areas that may be of more interest to others.

Vice President - Jim Parisi

Hi, Corvette Club Of America members. I am Jim Parisi and I am passionate about corvette's and I have the energy and the desire to be your vice President . I have been an active member since 2006 . I have a 2009 Z06 corvette and have been owning corvette's since I was 16 and still feel the need for speed . I hope and look forward to the new year . Vote JP7

Treasurer - Nita Armstrong

My name is Nita Armstrong, and I am running for Treasurer of CCA. I have over 30 years of accounting and finance experience, and am currently employed by QIAGEN Sciences Inc. as the R&D Controller for North America. I have served as the club's treasurer in the past, and enjoyed my tenure in the role. My husband, Tom, and I were the chairpersons for the club's 50th Anniversary Celebration. During our time as CCA members, we have always been very active and supportive with the club's activities. I look forward to serving the club in this capacity again.

Thanks,
Nita

My Route 66 Tour by Larry Steinberg

The trip actually began in October, 1960. There was Tod, Buzz and me. Except only Tod and Buzz were in the car. The car was a 1961 Chevrolet Corvette convertible, (the only way it was made). It is now October 2010 and I am about to embark on a 50 year old dream and I am piloting my 1999 Corvette convertible, but I do miss Tod and Buzz. The trip originates in Chicago, Illinois and ends in Santa Monica Beach California. It has been nicknamed the Mother Road since it has given birth to so many tales about the romanticism of travelling the open road. And it was the route travelled by depression era families looking for the promised land of California.

Day one: Getting to Chicago: 730 miles.

Day Two: 375 miles. The route starts in downtown Chicago, but to my dismay, there are no signs heralding the start of the road. I could only follow what was written as the starting point. Much of the Chicago section is now part of the interstate highway system. But, once you get about 30 miles south of the city off Route 53 you can pick up the old Route 66 signs and can actually drive parallel the original road that began construction in 1926. I have to admit that I shed a tear once I had the original road in sight. The interstate route 55 runs south and parallel the 66 roadway.

Local people simply use the Route 66 (current version) as their local roadway without realizing how special the roadway is. A lot of the route travels through farmland and some of the road surfaces are very rough. In fact the road goes right through Illinois State University (nice campus). All the signs marking Historic Route 66 are all fairly new and easy to follow.

The trip from Chicago, Illinois to St Louis, Missouri took about 7 hours but only consumed 350 miles of the 2,400 mile trip total.

Day Three: 450 miles. The day started with a tour of the St. Louis arch which required getting into a very confined car to travel through the arch to a curved indoor observation level with windows on both sides of the arch. Each car held 5 people and there were 8 cars to make up the train. The ride up lasted 7 minutes. It was very cool.

But, I had to leave as soon as I left the arch because my travels would take me from St Louis to Tulsa, Oklahoma. Let me cut to the chase. The interstates in Oklahoma have a posted speed limit of 75. Can you say 90, which was the de facto travel speed.

I was able to ride on a portion of the actual old Route 66 which was a divided highway with 2 lanes on each side. The road surface, if you can call it that, was very rough and had grass growing through everything. And, this is a state maintained road. But, it was way cool.

I passed by one of Jesse James' hang outs and a museum advertising his waxed figures, but I passed on that one. There was also a grand opening of some Indian fairgrounds with metal teepees. I passed on that one too.

Most of the trip traversed roads that ran parallel to highways but had very good road surfaces. The Route 66 signage was very good and easy to follow.

Day Four: 450 miles. Left Tulsa, Oklahoma, or should I say tried to leave. There was a lot of road construction around the city and the GPS program that I have been following, downloaded from the Historic Route 66 web site, probably has not been updated for some time. As such I did a lot of circle driving. But, due to my keen sense of direction, spitting into the wind and dead reckoning (key word dead), I finally found my way out of town.

Much of the road followed was the repaved version of the old 66 except for this section that should have only been driven using a large SUV. My Corvette did not qualify, but was a real trooper. After today I can attest to the fact that the C5's are made like tanks. Unfortunately, the GPS did not tell me when the road simply ends and you have to go back. Next time I get a Corvette I will get the machete option. Soft summer tires definitely were a must and probably saved my suspension from being jolted off the car. I mean after 3 miles of jarring road, just to come to a dead end really got me peeved. Especially since I had to turn around and suffer all over again.

Saw a lot of Cherokee stuff and casinos. The main Oklahoma visitor attractions are Route 66 related things. It was very cool to see the old Chisholm trail and make believe what the herds of cattle must have looked like crossing the prairie.

Since I was a little behind schedule I hopped on the super slab (Route 40) to make up time. It's amazing what a couple hours at 85 will do. Stopped at Amarillo, Texas. Great day.

Day Five. 450 miles. Departed Amarillo, Texas and did not go far. The infamous Cadillac Ranch was only 5 miles from where I entered the highway. For a world renowned tourist attraction (ahem) it was quite austere and actually disappointing. No signs or placards explaining what it was.

Drove most of Route 66 for the entire day, whose road surfaces were very drivable for a change. It ran alongside of the super slab, so if you wanted to make time you simply jogged left and put the pedal to the metal. Through all of Texas and New Mexico the posted limit is 75, soooooo just stretch your imagination, click your heels 3 times and you'll be in the next state in no time.

The scenery is beautiful with a lot of prairies and mesas and even tumbleweed that I had to dodge across the roadway. (Once I got home I realized that I didn't dodge it all because some of it was stuck up in the recesses of the radiator.) All the towns are very small and some are just ghost. (In fact one of the towns in Texas was named Ghost.) As I drove along I was unaware of the changes in elevation, but by the time I was in Albuquerque, NM, I was at 6,000 feet above sea level. And the Corvette just kept humming along.

Decided to stop driving at Holbrook, Az. Just before writing this, while at a gas station, a huge storm started to blow. Both of the windows were down, so as soon as I opened the car door to close the windows, I got instantly sand blasted. All I could do was hide behind a pole while the car kept filling. Not only did I have sand all down my clothes, but every nook and cranny of the inside of the car got full of sand. Good reason to take out the seats once I get to California.

Day Six: 290 miles. I should have known that last night's sand storm was only the harbinger of things to come. Can you say hail and snow. That's right. It was a record event for Flagstaff, Arizona. Oh yes, there were tornados as well, but I was passing the area just after that event. Summer tires do not work in snow and hail accumulations. It was only about an inch or two, but that was enough. And I thought

you needed skis to slide down a hill!

But, I finally encountered the best part of the trip thus far. From central Arizona to the California line, Route 66 was the road I had dreamed. Smoothly rough surface, undulating hills, decent switchbacks, and almost no traffic. Triple digit speeds could be had at any time, and if you were travelling with another car, a drag strip at your discretion. Just heavenly.

I ended the day in Kingman, Arizona because the rest of the trip should go quickly to Santa Monica, California.

Day Seven: 480 miles. The beginning of this last segment started out awesome but ended in agony (if you have a manual transmission). The Route 66 road from Kingman, Arizona to Needles, California is driver's nirvana. This was one of the most fun stretches of road so far. If you needed to test your skills from autocross, road course, or gymkhana, this was the road. The Tail of the Dragon has nothing on this road. 70 miles of undulating road, switchbacks, esses, and uphill grades with no guardrails. It was difficult to pay attention to the spectacular scenery when the road was so much fun to drive and death defying.

Since California has been bankrupt for awhile, their part of Route 66 was in terrible condition. Paved, but very rough. Again the C5 proved its metal and withstood quite a beating. The summer tires probably helped as well.

But, all good things must come to an end. The last 70 miles was through the cities leading to LA so it was driving from one traffic light to another. No synchronization, every block had a light and it was always red. My left leg had never gotten such a workout. But, this was the old 66 route and I was going to take it to the end.

As was the case from the start in Chicago, there was no signage marking the end of Route 66. Just a street intersection. How boring. At least it actually could have ended at the Santa Monica Pier, but it did not.

A 50 year dream has ended. I wonder what Tod and Buzz would have thought of the route today. But after all, they did not actually travel Route 66, simply just meandered around the middle of the country like latter day knights in shining armor.

Editors note: The following pages contain a few photographs from Larry's trip.

-Jon Thorn, CCA Courier Editor







Corvette Club of America does Ocean City 2010 – “Live life As Played”

By Don Haller

On a beautiful Friday morning in October Kathie and I loaded the car and headed to Ocean City Maryland yet again for another cruise to Mecca. This year without the Corvette but with its' younger sibling the Noted 2008 Chevrolet Malibu; loaded with coolers, food, drink and our beloved Jack Russell, Skipper. We made it in record time with no traffic tickets and just in time for Skipper to lift his leg outside the Condo entrance! We checked into a lovely third floor Oceanfront condo with a fireplace and large Oceanfront windows looking out on the beach. I was glad that Jean Wade and Jim were staying just below us in the event we needed a cup of sugar or maybe an extra bottle of beer! Only kidding!!

Once we checked in, off to Bull on The Beach. This is an annual hangout for CCA members every year. So if you have never been to Ocean City on Corvette weekend but want to find CCA members, you need to get to Bull on The Beach, 94th street Ocean Highway at 12 noon on Friday. You will be sure to find us eating large and having fun playing shuffle board. Even though my team won most of the games this year, Joe Vaeth and his team have been the Champions on past years. Typically we hang out at the Bull for several hours eating to gluttony's full, and hoping more CCA members show up. If no more members show and our stomachs have not distended past normal grazing limits, it's off to the next trough.

Leaving the parking lot of the “Bull” we moseyed down the road to “Seacrets Resort” on 49th street and Ocean highway. Here is where CCA sometimes can really shine. If I didn't see you at Bull on the Beach, I'm sure I will see you at Seacrets or will wait diligently until you do. Many members that show up here are annual pros at the ring toss and many others have won untold millions on Keno!!! After we looted Seacrets of their cash, we sat around and ate their wonderful seafood from the menu., Then, as the night waned we left to enjoy the sunset before we tore off for the boardwalk 40 streets below.

By this time of the night most of Ocean City has gone to bed in the October frame of mind here. But... Noooo. CCA Members find it quite appropriate to locate a photo kiosk that will accept six or seven people into its single seat to take a photograph! I wish I had that photo now!

OK---- That is only FRIDAY

Saturday, The car show and boardwalk cruise. Breakfast always starts early for CCA show goers. This year we stopped at Bayside Grill for early morning omelets and morning “fancy drinks” and then off to the car show at the inlet. Although many years have seemed to show more cars, this year seemed to have so many nice cars is was incredible. The inlet was filled with at least five hundred awesome Corvettes of every vintage, color and description. Again, Free State Corvette Club delivers the goods and shows how massive club participation makes one huge success! If you have ever been in the middle of club management or car show planning, you will understand how much work must have gone into this show. Our hats off to Free State Corvette Club!

Saturday afternoon...CCA began to huddle at 15th and 16th street and the boardwalk. The streams of Corvettes and the booming exhaust begin to fill the air as each Corvette plodded the old pine boards of the Ocean City Boardwalk. Many cars revved their engines and tooted their horns as they passed lines

of pretty girls and over zealous Corvette fans. The line seemed to go forever, this year hosting over 500 cars. Some years it had been rumored to be over 800!!

Saturday night many people call it quits, but the CCA group, pulled it together one more evening to meet at Harpoon Hannas for Dinner. The food was excellent and everyone had a great evening.

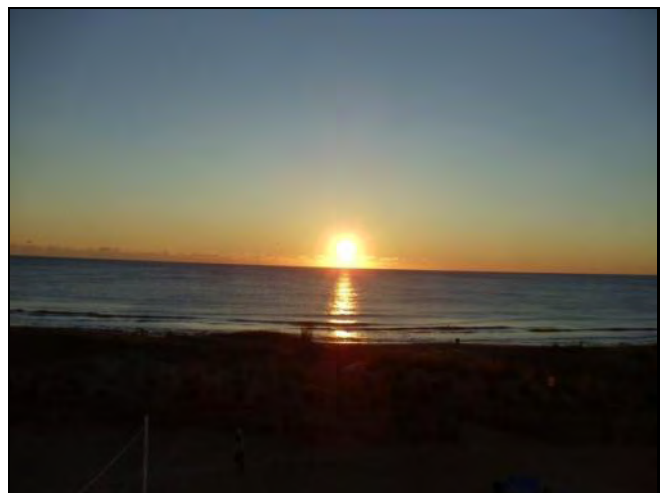
In Conclusion: If you are a CCA member – and did not participate this year... I would seriously advise to get a room and check us out for some serious great Corvette Fun!!!!

Enjoy the photos:









Please note:

I received the following from Bob Mahler, Mid-Atlantic Caravan Captain. It is not too early to start getting involved in the 2014 Caravan. Recently Paul Mariano was appointed the National Chair for the event. You can find more information on the NCM website at: <http://www.nationalcorvettecaravan.com/>. If you are interested in participating in this event you should contact Bob Mahler and get on his mailing list.

-Jon Thorn
CCA Courier Editor

2014 Corvette Caravan Notice

Ladies and Gentlemen,

The dates for the 2014 Corvette Museum Anniversary are set. Aug 28th thru Aug 30th. In 2009 they also had events on that Sunday but nothing has been said yet. I am planning on visiting Bowling Green and try to block a few rooms for our group to save on everyone having to stay in different hotels. Also, even though we have a shorter run than other groups we did last time run into a time crunch to get our tickets for Thursday's morning "runs". I have 2 different ideas, 1 is to stop in WV a for the night, the other is arrive in Bowling Green late Tues night and have more time to watch the others arrive.

Any thoughts or help I can get will be welcome.

At some point I will change the email address for the upcoming Caravan.

Thank you,
Bob Mahler.
410-897-2029(cell)
caravan0909@hotmail.com

Editor's note:

I received the following message from John Armstrong, aka "Ranger". As many of you know he is an avid drag racer and consummate instructor of drag racing technique. He is back in the area and will be again having some track rentals at MIR. If you have an interest in attending please contact him quickly at <hranger75@earthlink.net>.

Thanks!

-Jon Thorn
CCA Courier Editor

Hi racers.

After a long absence off-the-grid, I'm getting caught up on my correspondence backlog and getting ready to host some track rentals at Maryland International Raceway <<http://www.mirdrag.com/v2/directions/>> in Budds Creek. I've coordinated with MIR management and arrangements will mirror our previous rentals there together.

I should arrive in Maryland around November 11th and will start following the weather, looking for favorable conditions. These rentals will occur on week-days and are normally set 72-hours in advance.

Purpose of this alert is to notify you of the rental opportunity and determine your interest in participating.

We will have one-lane, prepped to mid-track from 9 a.m. to 5 p.m. Max of eight cars. In more than 20 rentals, we've had not a single accident or track incident. So these events are fun, safe, and well-managed.

Cost is \$150 per car. Co-driver or your spectators are free. These are closed events; no walk-ons. If you know someone else that may want to participate, please ask them to email me.

So if you're looking to set a personal record at the track before the end of the 2010 racing season and have flexibility in your schedule, this rental series presents a great opportunity. If that's you, **please let me know by a return email.**

Best regards.

John

Ranger on the forums
www.rangeracceleration.com <<http://www.rangeracceleration.com/>>



*For those members who would like to shop for a new or used car at Sport Chevrolet, the person to see is **Lee Shirley**. Ask to speak to Lee and let him know you are a CCA member.*

| | | | | |
|---------------------------------------|----------------|---------------|--|--|
| CCA 1956 - 2010 | | | With Great Pride we are Happy To be associated with: | |
| Corvette Club of America, Inc. | | |   | |
| 2010 Board of Directors | | | <i>Your club membership gets you:</i> | |
| President | Don Haller | (443)964-8832 | <div style="background-color: blue; color: white; padding: 5px; display: inline-block;">10% OFF LABOR</div> Corvette Only <div style="background-color: blue; color: white; padding: 5px; display: inline-block;">20% OFF PARTS</div> | |
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| Treasurer | Bill Bachman | (301)330-2576 | | |
| NCCC Governor | Ron Hamrah | (202)882-8157 | | |
| Member-at-Large | Flo Bird | (301)738-2254 | | |
| Member-at-Large | Charlie Geis | (301)854-2014 | | |
| Membership Chair | Jean Wade | (301)253-6074 | | |
| Non Board Member Positions | | | | |
| NCM Ambassador | Terry Popkin | (301)949-2464 | | |
| Competition Chair | Rich Taylor | (301)865-6491 | | |
| Webmaster | Don Haller | (443)964-8832 | | |
| Courier Editor | Jon Thorn | (301)963-4864 | | |

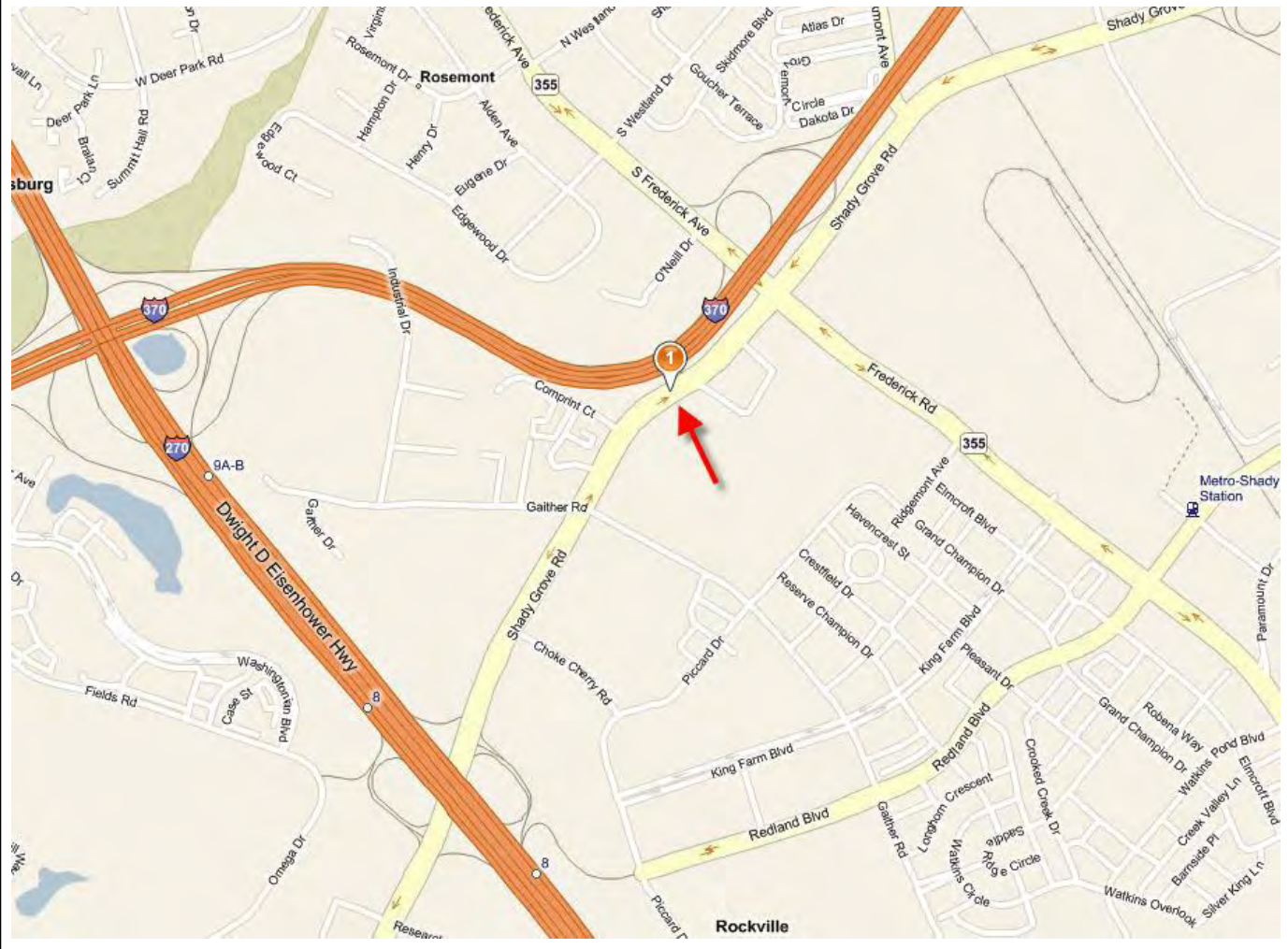
| | |
|---------------------------------|--|
| CCA Meeting Schedule | <p>BUSINESS MEETING at J.J. Muldoon's, 16143 Shady Grove Rd., Gaithersburg, Md. 301-258-8866, second Tuesday monthly at 7:30pm to approximately 9:30pm. <i>Next Meeting Tuesday December 14th, 2010</i></p> <p>SHOP NIGHT at Sport fourth(*) Tuesday 6:30pm 'til 8:30pm. "Food Frenzy" location to be determined. <i>Next Shop Night Tuesday November 16th, 2010</i></p> <p>* Shop Night is the THIRD Tuesday in November and December due to Holidays.</p> |
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 P.O. Box 3355, Gaithersburg, Maryland 20885

Business Meeting Location:

J.J. Muldoon's
16143 Shady Grove Rd.
Gaithersburg, Md. 20877
301-258-8866 <http://www.mymuldoons.com>

Second Tuesday of each month at 7:30 PM



Shop Night Location:

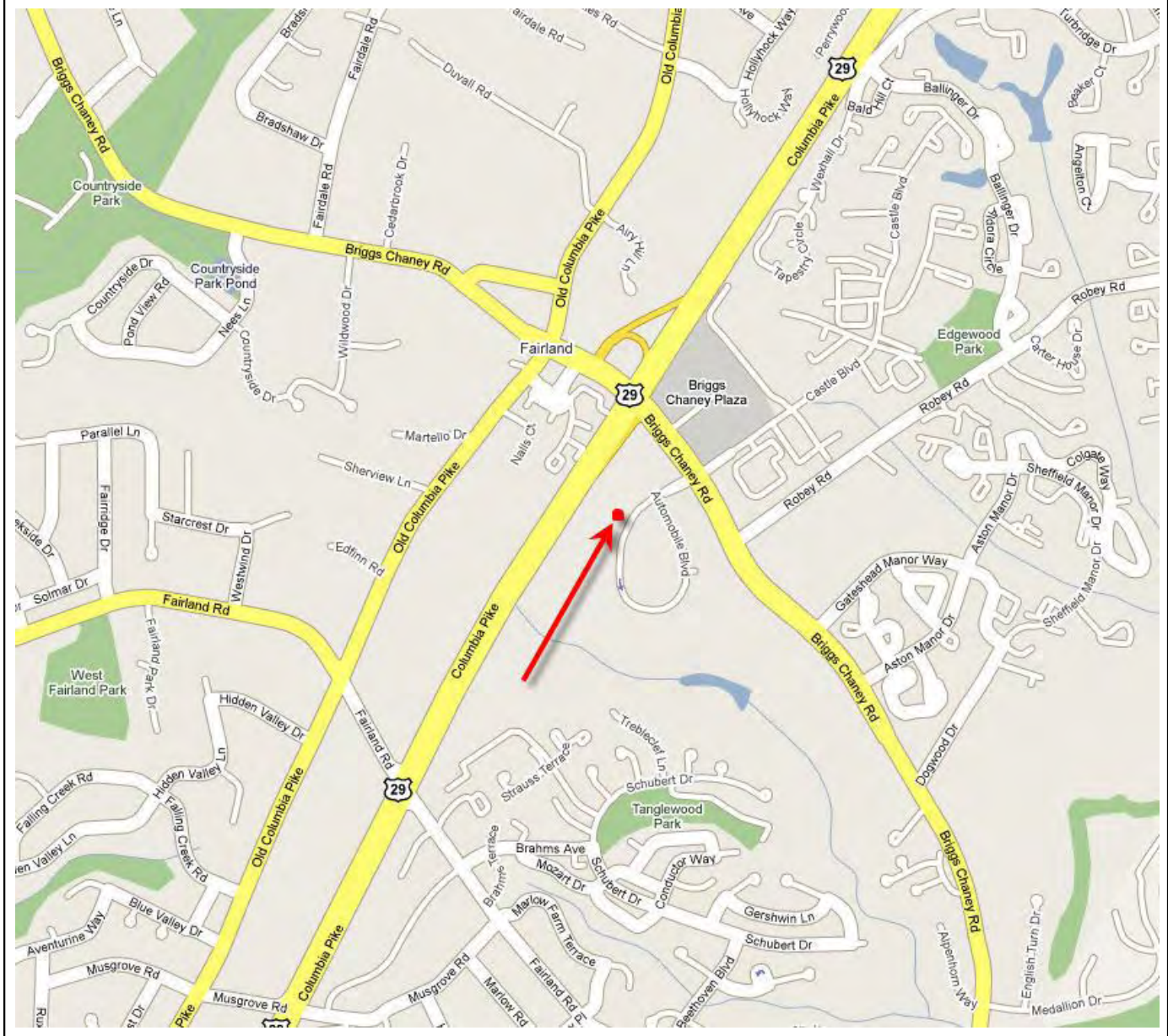
Sport Chevrolet
3101 Automobile Blvd.
Silver Spring, Maryland 20904

Fourth Tuesday of each month at 6:30 PM**

(** Shop Night is the THIRD Tuesday in November and December due to Holidays)



Sport Chevrolet -- info@sportautomotive.com
3101 Automobile Blvd Silver Spring, MD 20904
(301) 890-6000 phone (800) 25-VETTE (83883) toll free



Club Goodies....

CCA Windshield Banners

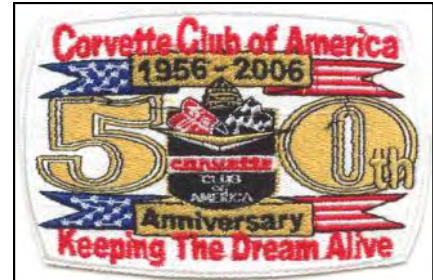
Show your club "colors". Contact Jean Wade, (301)253-6074 only \$12 each



To apply the banner you wet the area of the windshield with Windex, Separate the banner from the backing paper and spread the banner out. Move it into position using more Windex if needed. Then once in place use a squeegee to run over the banner and seal it to the windshield by forcing out the air bubbles. Finish by removing the excess Windex.

CCA Club logo Md. License Plate

Contact CCA Tag Leader
Jim Snyder 301-948-5766



CCA 50th Anniversary patches are still available. Contact
Jean Wade
vettelon@aol.com

Support the NCM

See Terry Popkin
NCM Ambassador



7500 Rickenbacker Drive · Gaithersburg, MD (301) 987-0565

Ranked in the "Top 10 Corvette Shops" by Vette Magazine



Support your CCA web site and stay in touch with fellow members by participating in the club Forum!

<http://www.CorvetteClubofAmerica.org>

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Corvettes Wanted --- for display at Sport Chevrolet in the Performance Showroom. If you can be without your Classic Corvette for just a couple weeks to a month let me know. Sport Chevrolet has been displaying member's cars since November and their customers love seeing the older cars on display alongside the new ones too! We are looking for good condition classic cars but this does not mean that a good clean C4 or C5 could not be displayed if it had some special appeal. Your car will be watched closely and is guaranteed not to be handled by anyone. Please contact Don Haller at dhphotoz@comcast.net if you will display your car.



CORVETTE FOR SALE

2005 Corvette Coupe for sale. Magnetic Red (limited paint run) with Cashmere Interior. 62K miles Excellent condition. garage kept, Z51 suspension, LS2 motor, 6 speed manual, HUD, 6 CD changer BOSE sound system, Corsa Sports catback exhausts, Toyo Proxes T1R Ultra Performance tires, Lloyd carpets, center console and instrument pods painted to match the Mag Red exterior by Sport Chevrolet, Colgan Nose Bra, Targa top. \$29,700.00

Mark Croson

Mark.croson@filetek.com

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