

Additional BGP ticket information from the NCCC:

Your car corral package includes:

One reserved parking space in the BGP designated Car Corral area (Lot C) on Friday, Saturday and Sunday (Lot C is located next to the track and adjacent to the ALMS Paddock, which will be on Lot B.

One general admission ticket for Friday and one reserved grandstand seat in an exclusive grandstand reserved only for Corvette Corral participants at Turn 10.

One Pit and Paddock Pass

As long as we have 20 cars there, we are eligible for parade laps.

Ticket prices will be:

CCP1: Friday/Saturday/Sunday with three days of corral parking--\$250

CCP1a: Friday/Saturday/Sunday without parking--\$200

CCP2: Friday/Saturday with two days of corral parking--\$150

CCP2a: Friday/Saturday without parking--\$110

So, if you have two passengers and one corvette, you buy one ticket with parking and one without for the number of days you want to attend.

Each ticket purchaser will get one laminated ticket. If you purchased parking, your laminate will say VEHICLE on it to get you into parking. That same ticket gets you into the reserved grandstands, the pits, everything. The ticket mgr and I had a good laugh--he said that this really cool laminated ticket will fit into your lanyard. I started laughing and told him I think we all had one--or a hundred of them, lol!

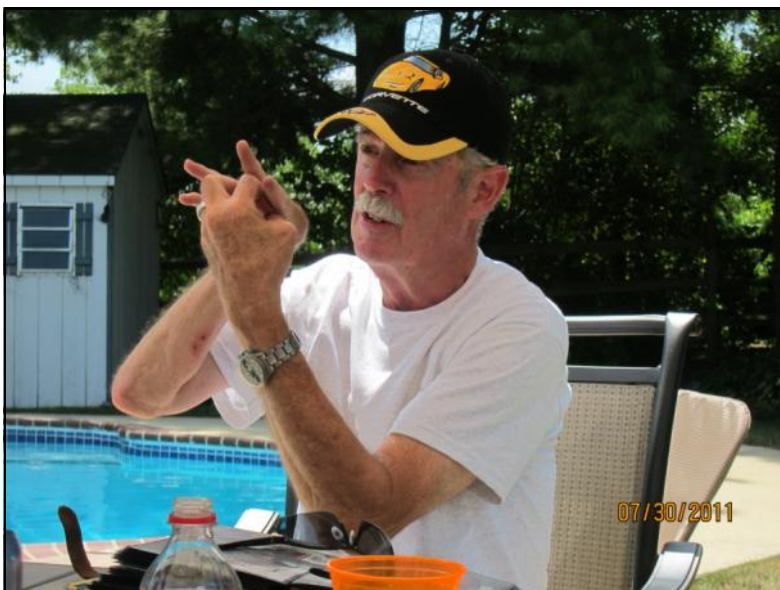


Picnic at Joe Vaeth's

Here are a few pictures from the CCA picnic at Joe Vaeth's last month. There are MANY more photos available on our website. Be sure to check them out! Happy Birthday CCA !!

-Jon Thorn, CCA Courier Editor









Museum in Motion
NCM Mosport ALMS Tour
July 19 – 24, 2011
By, Jon Thorn

Evelyn and I participated in the NCM Mosport ALMS tour in July. One other couple in the group had been with us at Le Mans in June so it was also a reunion trip! The NCM and Roc Linkov have been adding Museum in Motion events to the calendar. The goal is to bring the NCM out to the membership and at the same time provide an experience that is unique. In the case of Le Mans, as I reported last month, the real NCM value was handling all of the logistics (tickets, housing, transportation, access to the Corvette Racing Team and previous Le Mans experience) that the first time attendee would have to cope with. At Le Mans you have to start a year in advance for tickets and housing. It would have been easy to just show up at Mosport for the event like we did at Mid Ohio last year. The great thing that the NCM did for Mosport was bring in local clubs and work with them to have combined activities that would not have been possible for the individual. We had 35 cars on the NCM tour but we often had more than 70 Corvettes with us during the week. In addition to meeting and having a great time with a lot of Canadian Corvette owners, I would not have visited the locations we saw nor would I likely have had dinner with Ron Fellows and his wife had I not been on the NCM tour. After two Museum in Motion events I am a big fan of the model that Roc is trying to develop.

One thing you learn early with travel is that it is an adventure. The unexpected often happens and you need to be able to go with the flow. Early on, the trip plan included stops at the St. Catherines engine plant where the mass produced Corvette engines are assembled and the Oshawa Assembly Plant where Camaros are assembled. Due to a variety of GM issues, neither of these actually happened but we had notice well in advance of the problems. As it turns out we were on the go the full week anyway and I don't think anyone was disappointed. Roc does a great job of adjusting the schedule on the fly when necessary and herding 70 people with the NCM and at least another 70 people from local clubs. If this sounds like an advertisement for the NCM Museum in Motion it is intended to be one. I am really impressed with what Roc is doing. It is not easy keeping well over a hundred people focused and on schedule let alone keeping them happy and providing an experience that they would never have on their own.

Ok, back to the tour. On Tuesday the 19th official arrival and check in was set for 5PM but many in the group arrived earlier in the day. Our meeting point was the Hilton Garden Inn at Niagara on the Lake, Ontario. Those of us that got there early were greeted by a large group from the Niagara CC. We had a tour of the Reif Estate Winery in the afternoon. Klaus Reif is a Corvette owner, racer, and 12th generation wine maker. The Ontario winery is relatively new having been started in the '70s and opened in the 80's but his family still has wineries in Germany. Treat for the day was the release of a red

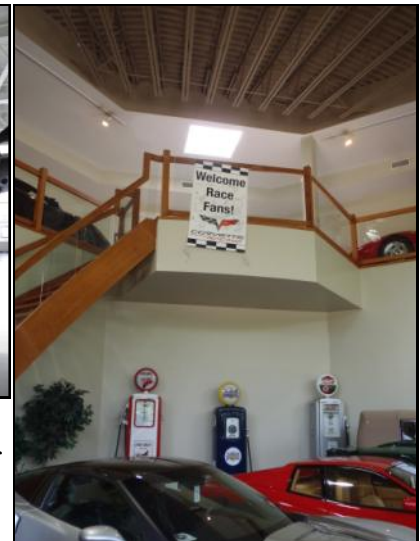


and white Corvette wine just for us. Back at the hotel, the evening was taken up with a meet-n-greet dinner where we got a chance to get to know our fellow travelers.

On Wednesday July 20th we were up early and out of the Hilton by 8AM. First stop was the Canadian Warplane Heritage Museum in Mount Hope Ontario. This was a very interesting visit because the museum tries to get all of their planes into flying condition. As a result, a lot of their exhibit space is actually



dedicated to restoration so we were able to see planes being rebuilt for flight status certification. We spent several hours there and because of the size of our group we were split into smaller groups for guided tours. The guides were excellent and the tour was very interesting.



Later in the day we went to Legendary Motor Cars in Halton Hills Ontario to drool over the fantastic cars. It was a true candy store for car nuts. A few examples included a '91 Ferrari F40 for \$595K,

several Shelby GT-350s and GT-500s from '66 and '67. There was a really sweet '57 Chevy Bel Air fuelie for only \$129k. There was a '65 Shelby Cobra 289, one owner, NY Auto Show car but I would have needed an updated financial statement to even ask the price. A '69 Plymouth Road Runner was going for a cool \$249K. That evening we stayed at the Hockley Valley Resort in Orangeville, Ontario. The place was definitely upscale but the real highlight was having Ron Fellows for a dinner guest and speaker. He filled us in on the story behind acquiring Mosport from Don Panoz and the plans he and his group have for upgrading the track.



On Thursday July 21st we were blessed with approval for a late start from the Hockley Valley Resort (9AM) and this was much appreciated because after the evening before we all could use a little extra rest. We made a lunch stop at the Rama Casino in Orillia, Ontario. The place was really huge! I managed to get out without the lunch costing a fortune. It was tempting to try to win enough to go back to Legendary Motor Cars but I'm glad I thought better of it. From there we went to Port Perry, Ontario where we met up with the Corvettes of Durham club.



Someone really planned ahead because the merchants on the main street had signs in their windows welcoming the NCM to Port Perry. It was probably the hottest day of the trip but a lake cruise had been arranged and it was a little better when we got out on the water. That evening we were the guests of Corvettes of Durham for a BBQ dinner. I'll say this, these folks know how to throw a party and have a great time. Imagine hosting a dinner for about 150 people and 80 Corvettes! Rather than blow out the size of this edition of the newsletter I have posted over 200 photos on the web site. I'm including some here but make sure you check out the Mosport album on our website. Our host's home was truly unbelievable. There was probably room for another 50 cars if we'd had them. Not only did the Port Perry merchants roll out a red carpet for us but at dinner we were joined by the town Mayor and a member of the Canadian Parliament. We were all really tired puppies by the time we got to our hotel in Whitby, Ontario that evening. Two things I learned that day is that I would like to go back to Port Perry when I have more time and the Corvettes of Durham are a really great bunch of people.



On Friday July 22nd we left the hotel in Whitby at 8AM. That was the hard part of the day. Getting up after the fantastic evening with the Corvettes of Durham was really difficult! We stopped at the Canadian Auto Museum in Oshawa, Ontario and arrived at our event hotel in Port Hope early in the afternoon. It was great being in the same hotel for three nights. We didn't have to try to fit all the luggage back into the vettes each day. We had an opportunity to look around Port Hope a bit and it was nice to have a relaxing day before the weekend at the track.

On Saturday July 23rd we drove over to the track and got ourselves settled in the corral. The Corral was sponsored by Wilson Niblett, Canada's largest Corvette dealer. The corral facilities were great. Saturday was spent getting familiar with the track, touring the paddock, and planning vantage points for the race. In between practice and qualifying sessions we were able to empty out the corral and have two parade laps around the track. I'm guessing that we had between 80 and 90 Corvettes out for the parade laps and the fans seemed to love seeing us go by. We were given instructions



ahead of time from the IMSA safety team and cautioned by corral staff not to go crazy on the track or future events would lose the opportunity. It turns out that IMSA was very liberal with the pace car speed (only one pace car) and everything went off fine. Everyone got at least one good blast up to 100 mph or so. There was no passing and no “incidents” and we were congratulated after the run so I’m sure everyone was happy! I know the fans were cheering. We got back to our Port Hope hotel around 7PM.

On Sunday July 24th we were out at the corral by around 8AM. I counted once during the day and we had over 110 Corvettes in the corral. There was a full day of great racing. The Star Mazda Championship was held from 8AM to 8:45AM. That was followed by the Porsche GT3 Cup Challenge Canada race. There was an ALMS warm up at 10AM followed by a Cooper Tires Prototype Lites Race from 10:30AM to a little after 11AM. The Castrol Canadian Touring Car Championship Race was held from 11:25AM to noon. From 1PM to 2PM was the IMSA GT3 Cup Challenge Race. Finally the ALMS race was held from 3PM to 5:50PM. The corral folks threw us a great catered lunch mid-day and Ron Fellows stopped by to talk with everyone. Johnny O’Connell was there as well as an extra surprise. He was at the races to provide color commentary for the radio/TV broadcasts and Ron dragged him along to hang out with us. Harlan Charles was also there with us for the day. During prize drawings at lunch Evelyn won a media pass which allowed her to be in the winner’s circle for the ceremonies at the end of the race. This gave her a chance to get some close up photos although the area was crowded with TV crews and reporters. I think it was the highlight of the day for her. She tried to give the pass to me but I wanted her to get the chance to be shoulder to shoulder with the Corvette Racing team (assuming we made it to the podium) to improve the chances that she would really get hooked on ALMS racing.



The race was really exciting, maybe even a little too exciting. It was loaded with cautions and penalties really made a difference. Near the end of the race it was not looking too good for Corvette. When

I left the corral to walk over to the winner's circle area with Evelyn I did not expect to see Corvette at the podium. The RLL team (Rahal, Letterman, Lanigan) BMW guys dominated the early part of the race starting from the pole and Ferrari was out in front when I left the corral. BMW's chances when away completely when Dirk Werner was forced to come to the pits for a stop and go penalty. He had an avoidable contact after hitting a lapped car. When the dust settled we had a little over a 4 second lead



on Ferrari and scored a first place finish. I have to tell you I was really surprised to see the #4 car come into the winners circle. I was away from the TV and did not have a radio with me so it was a really great surprise. I hung around outside the winner's circle for a long time while Evelyn was rubbing elbows with celebrities. When we got back to the car to leave the corral there were only two or three vettes still there. We went back to the event hotel at Port Hope and had a fantastic going away pizza party outside the hotel. Needless to say spirits were high after the win. The next morning everyone went their separate ways after lots of farewells.

In my case I'd planned to spend another week in Canada. We were about half way around Lake Ontario on the northern side after the NCM event. I then went to Ottawa where we spent several days. We then went to Kingston, Ontario for a couple of more days and ended up by going through the Thousand Islands in NY and heading south for home. From a time standpoint this trip was half as long as our trip to Texas last year. The car ran great but one of the lessons learned is that packing was much more of a challenge on this two week trip. The difference is we were carrying two folding chairs. We needed them for our several "tailgate-less" parties including the great dinner with the Durham crowd at Port Perry. Packing is a science that I'll still be working on.

The NCM (Roc) is planning more events for next year and they will get listed pretty soon. I am really pleased with the Museum in Motion concept and I'm sure I will be at future events. It would be great to have a few more from the CCA join us! I'll make sure everyone is aware of the plans.

I did not have the space to post a lot of photos here but there are well over 200 on the CCA website now. Check out the Mosport Album for the NCM portion of my trip.



*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.*

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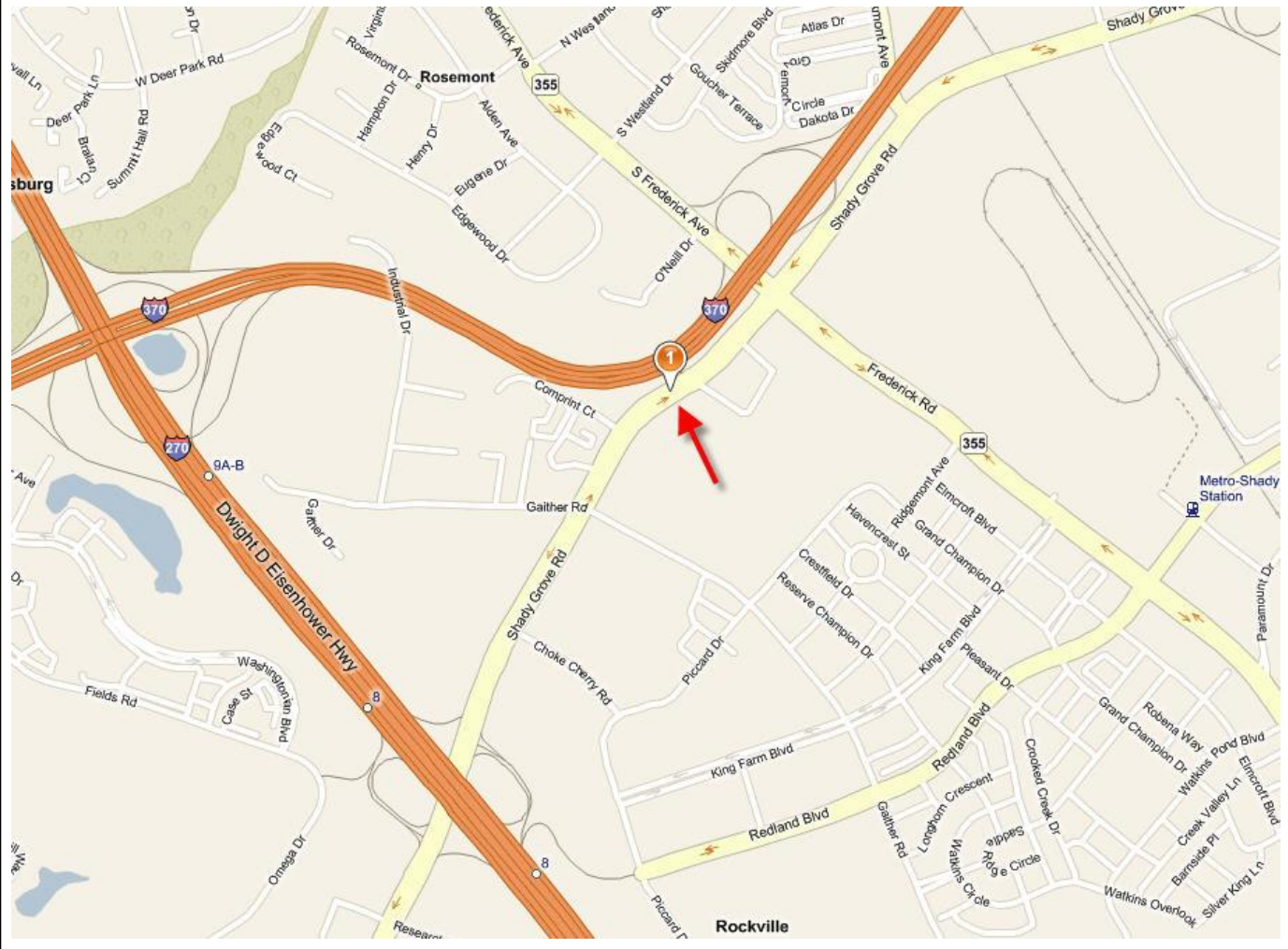
CCA Meeting Schedule	<p>BUSINESS MEETING at J.J. Muldoon's, 16143 Shady Grove Rd., Gaithersburg, Md. 301-258-8866, second Tuesday monthly at 7:30pm to approximately 9:30pm. Next Meeting Tuesday August 9th, 2011</p> <p>SHOP NIGHT at Sport fourth(*) Tuesday 6:30pm 'til 8:30pm. "Food Frenzy" location to be determined. Next Shop Night Tuesday August 23rd, 2011</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:

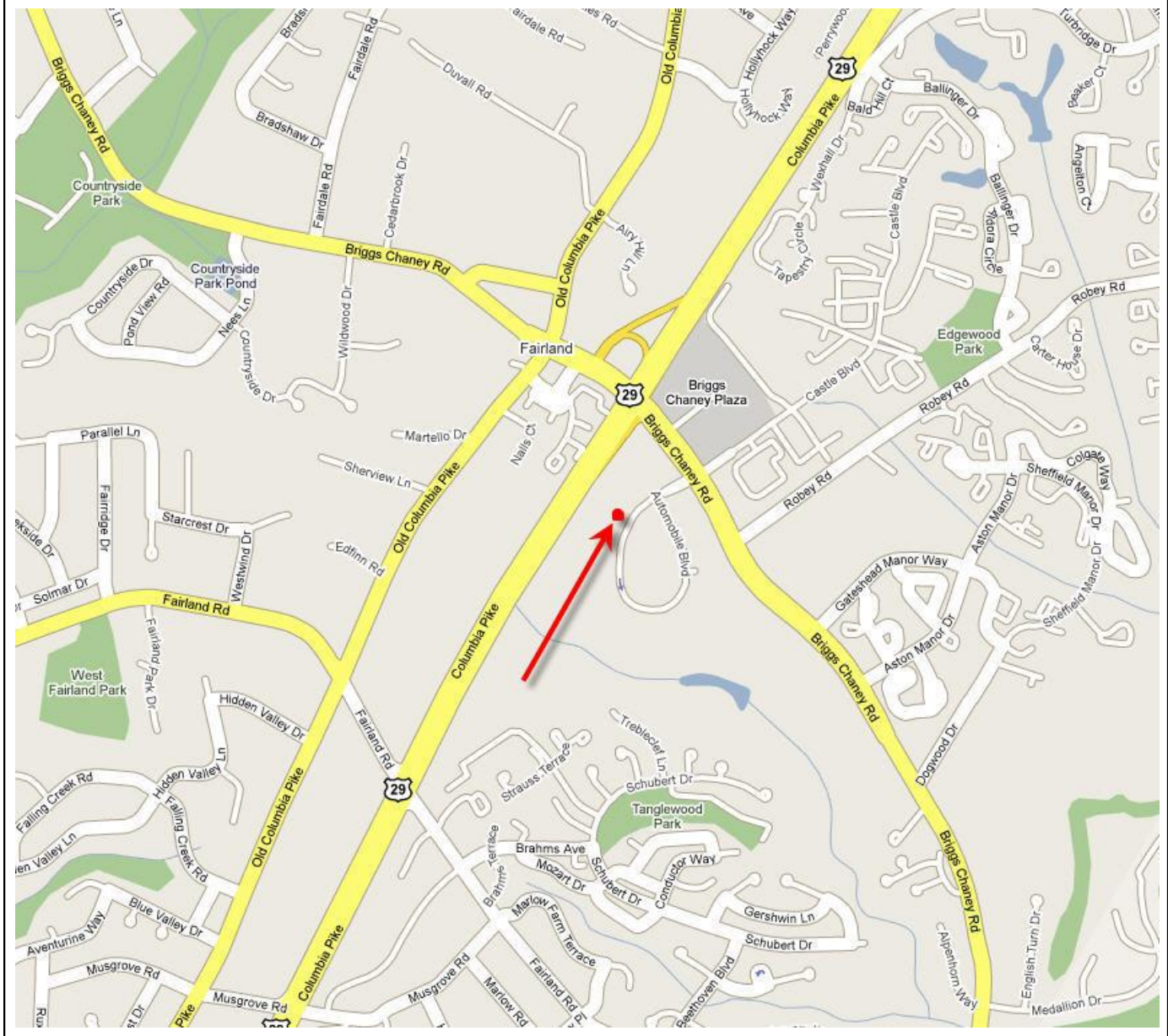
Sport Chevrolet
3101 Automobile Blvd.
Silver Spring, Maryland 20904

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

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



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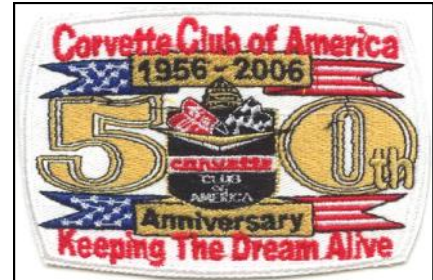
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CCA Club logo Md. License Plate

Contact CCA Tag Leader
Jim Snyder 301-948-5766



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

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