

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!



Waxers & Racers

By: Roxana Hegarty

When my husband Al got his corvette in 2009 we didn't know about "waxers" and "racers". At first, he definitely was a "waxer". We joined the CCA and participated in events like the Valentine's Day cruise to the South Mountain Inn for lunch, and the Ocean City "Corvettes on the Boardwalk" weekend. He worked the gate at the drag races and the car shows, and I volunteered to be the Secretary of the club. He won a trophy at his first car show from the celebrity judges, and another one at the Toys for Tots car show from the Hooter's girls! Being a waxer was turning out to be pretty fun! We met lots of great people in the club and Al was fixing up his Corvette, getting tips from the guys on things like installing his own spoiler and who to use for mechanical work.

Then we discovered the world of racing. It all started with the autocross at Lincoln Tech in the fall of 2010. Even the cold couldn't dampen our enthusiasm with racing around those little orange cones and competing with each other for the best times. The thrill of finishing was great, and then it was all about getting a better time. We were becoming "racers".

We went to The NCM sponsored HPDE event at VIR June 27th and 28th, and it was totally awesome! We caravanned down with other racers from the club and made it to registration and tech in Sunday around 3. By 6:30 we were all headed for the track. The track was much more scenic than expected and the weather was good, but hot. After claiming our spot in the paddock and checking things out at VIR we left the trailers and headed to dinner, excited about the two days to come.

Al drove with a great instructor, George Watson, and learned all about driving fast, really fast! On Tuesday, Al arranged for me to ride with another instructor, David Farmer, for a few laps and I had the opportunity to go really fast, too. It was totally awesome going 140 MPH, without any fear (because I wasn't driving, and it wasn't our car!). All I had to do was sit back and enjoy the ride.

I had an opportunity to drive the course during the parade laps on Tuesday with Al riding shotgun. I remember him saying "slow down" for most of the ride, while in my head I'm thinking 'speed up'. Those laps were at about 45 MPH and no passing allowed. I think we took the Oak Tree turn at about 3 MPH! Quite different from the way David Farmer took it!

It was a great trip, and we're already looking forward to next year at VIR. I'm not sure who has more fun, "waxers" or "racers", so we'll have to do a little more research.



Winning the trophy at Hooters

At our first autocross



Banner at VIR





Coming down the rollercoaster "S" curves. VIR

Our spot in the paddock. VIR



Part of the VIR crew.

24-Hours of Le Mans NCM Museum in Motion

By Jon Thorn, CCA Courier Editor

When the NCM announced this trip it seemed to be the ultimate addition to a Corvette fan's bucket list. Combine the fact that the 24-Hours of Le Mans is the world's oldest endurance race for sports cars with the fact that Corvette has over 50 years of history at Le Mans and attending a race at Le Mans becomes a worthy goal.

The logistics of attending turns out to be almost impossibly complicated for an individual. Everything from transportation, to housing, to even getting tickets to the race is a massive problem. Hotels for fifty miles in every direction sell out years in advance. Forget trying to park a rental car at the track without having major connections. Because of ACO (Automobile Club de l'Quest) policies it is nearly impossible for a non-member to even obtain tickets. Public sale of tickets occurs in October of the prior year and they sell out exceptionally quickly. The reason is that ACO members can purchase tickets prior to the public sale. Simply put, I could not have attended in 2011 without the NCM. Furthermore, without access to the car corral and the European Corvette Club which was provided through the NCM, the trip would not have been fun at all. A lot of time would have been spent working all the logistical issues. Thanks to the NCM, Evelyn and I had a wonderful week in France and we met lots of new Corvette friends from both sides of the pond. Attending with the NCM is the way to go for a first timer at the track if you want to have an easy, fun filled, "no-problem" experience.

We booked our air travel to arrive in Paris early Tuesday morning on June 7th at CDG airport. We were met by Nicole Kessler, our guide, who made sure we were able to catch a cab to our hotel in Paris. The hotel was deep downtown and within walking distance of the Seine and many Paris attractions. The original plan called for exploring Paris on our own or having an open-top bus tour of the city once all the group had arrived. Rain caused us to ditch the idea of an open-top bus and jet lag made it easy to catch a quick nap while we were waiting for the rest of the group to arrive. In the afternoon most of the group had arrived and we got a quick introduction to the Paris subway system by following Nicole to Les Arts Decoratifs which is adjacent to the Louvre. On exhibit there was a selection of the best cars from the Ralph Lauren collection. The exceedingly rare collection of seventeen cars included a 1938 Bugatti Atlantic (1 of 4), a 1929 Bently "Blower" (1 of 55), a 1930 Mercedes-Benz SSK, a 1954 Ferrari 375 Plus (1 of 5) and so on. My personal favorite would be the 1962 Ferrari 250 GTO (1 of 39) which won races driven by notables such as Pedro and Ricardo Rodriguez, Roger Penske, Augie Pabst, and Richie Ginther. But then again I could not even afford to buy one of the wheels on this car! My only regret was that no photos were allowed but I have a show brochure.

We were on our own for dinner the first evening. Our family doctor had given us orders to have a cheese soufflé at the best place in the world. It turns out that Restaurant Le Soufflé was within walking distance from the hotel so we figured we would give it a try just to be able to bring him back a picture of his Paris favorite. We arrived early because we had no reservation but we were able to get in. The memorable first dinner in Paris consisted of Onion Soup, followed by a cheese soufflé, and topped off with a Gran Marnier soufflé for desert. It turns out he was right.

Wednesday morning we were up early for breakfast at the hotel. Our group consisted of 21 people so it was not large but just large enough to make keeping track of everyone in the Paris subway system a bit of a challenge. We started off by having a tour of the Louvre. After that Nicole set us up with day passes on a Seine tour boat. We used it like a water taxi to get around downtown Paris. The Eiffel Tower was on everyone's list the crowds made it difficult. We decided to split into two groups. We were part of a group that went up mid-day and about half of the people wanted to see it later in the evening. It was quite an experience and I got lots of pictures from up top. When we got down we decide to walk back to the hotel to see downtown Paris up close and getting a lot more pictures along the way. We had another quick nap to help get adjusted to the time change and the jet lag from the red eye flight over. It was approaching dinnertime and I was comfortable with being able to get around downtown so we decide to be adventuresome. The plan was that we would walk to the Champs-Elysees and then on to the Arc de Triomphe. We would have dinner along the Champs-Elysees in the vicinity of the Arc de Triomphe and wait for it to get dark enough for some night photos. The interesting thing about Paris is that it does not get dark until after 10PM this time of year. The plan worked fine and we were able to have a nice dinner and I was able to get my "money shot" of the Arc de Triomphe in the dark without any cars on the circle. We had an early morning wakeup call so we were back at the hotel a little before midnight.

Thursday morning we had an early breakfast and then we were met by the coach that would be with us for the rest of the week. It was a chartered tour bus that held about 45 people so we had plenty of room to stretch out. We were going to do some sightseeing on the way south toward Le Mans. I've done a fair amount of international travel but this was my first trip to France so we were looking forward to all the sightseeing we could get. We were not disappointed. The first stop was the Place of Versailles. We spent a couple of hours there and probably could have spent a couple of days and not seen it all. But that is the nature of a quick trip to places you have never been before. After the tour of Versailles and time to walk around the gardens a bit we headed off to the town of Chartres for lunch and time to visit the Cathedral of Chartres. The next step in the trip was heading further south to the town of Angers which was our base during the time at Le Mans.

Angers was about an hour bus ride from the track. It dates back to early Roman times and at one point was the southernmost fortification for the defense of France in the middle ages. We arrived in the late afternoon which gave us some time to walk around the place. Remember that it does not get dark until 10PM. Angers is on the river Maine and a key attraction in the town is the Chateau which was a fortress built in the 13th century on a cliff above the river. We arrived too late to tour the inside but we had a chance for photos from the outside. After walking around the old part of the town we had some dinner and headed back to the hotel.

Friday morning we boarded the bus early and headed to Le Mans. It gave us a chance to check out the track before the crazy huge crowds arrived for the race on Saturday and Sunday. It was still really crowded because the place was full of campers and what Roc Linkov called "pod" people. These were folks that pitched small 2-man tents and camped out for the races. Large fields just outside the track area were filled with these "pods". Closer in were the big RVs. The stands at the track are supposed to hold about 17,000 people. The crowd estimate from newspaper reports put the attendance at 258,500 which was a record so you can see that only a fraction were in the stands.

Since this is supposed to be an article about the race I guess a few details are in order. Technically the course is known as the Circuit de la Sarthe. It is near the town of Le Mans (pop about 150,000). The

course is 8.469 miles long and includes public roads which are closed for the event. It has always been a very fast course and most of the changes over time have been to add features that slow down the cars for safety reasons as performance has improved. Even so, the Corvettes were topping out above 180 mph and the LMP cars were going considerably faster. There were four classes of cars this year: LMP1, LMP2, GTE Pro, and GTE AM. To give you a rough idea of the performance, the winning LMP1 car (a diesel Audi) had a best lap of 3:25.289. The winning LMP2 car (Zytek Nissan) had a best lap of 3:43.883. The winning GTE Pro entry was our #73 Corvette which turned a best lap of 4:00.553 with Garcia driving. Corvette #74 piloted by Jan Magnussen actually turned a faster lap at 3:59.815 but failed to finish the race. The best GTE AM car was the Larbre Competition Corvette that turned a best time of 4:06.478. Another characteristic of Le Mans racing is that, like ALMS, all classes are on the track at the same time. At Le Mans, the closing rate of an LMP1 car approaching either a GTE Pro or GTE AM is simply amazing. Another thing that is surprising the first time you are close to a diesel Audi R18 TDI is how quiet they are. You almost cannot hear them coming while you can easily tell when a Corvette is approaching from over a half mile away. The Audi seems to be turning half the RPMs and the turbos make remarkable mufflers. The other thing you notice quickly is that they go by Corvettes like they are standing still but I'd still rate the sound of a Corvette coming off of Corvette Corner as really sweet music <g>!

Besides having a big open course there are other differences between a Le Mans race and the ALMS series. At pit stops Le Mans cars have to shut off their engines during fueling. This is not done just for safety but it is considered to be part of the endurance test since re-firing the engine can be a problem. The only action allowed during the fueling portion of a pit stop is changing drivers. For our team an additional difference is that in ALMS we use E85 fuel and at Le Mans the cars are running on a 10% alcohol mixture.

The race began at 3PM on Saturday and finished at 3PM on Sunday. While a few people were talking about spending the night at the track Roc Linkov pointed out that the only thing they would see was the glare of headlights. In the end, everyone decided that a comfortable hotel room was a good deal. We left the track at about 10PM on Saturday and at that point our #74 car was in the lead in GTE Pro with the #73 car running in second place. There were lots of lead changes so we were not always in the 1-2 position but that just made it a very interesting race. Ferrari was really giving us a run for a long time.

During the night there was a spectacular accident with one of the Audi R18 TDI's. All you could see in the replay was headlights coming straight down the track at the camera when suddenly the car made a sharp turn to the left off the road and out of camera range. There was a brief second of empty road then the entire camera field was filled with car parts that looked like confetti. It really was shocking to see but the driver was not seriously hurt. Audi entered three factory cars in the race which was a good thing because as the sun rose on Sunday two of them were out in wrecks. The third one, car number 2, went on to win LMP1.

While riding the bus from Angers to Le Mans on Sunday morning I was listening to the track FM radio station as we got close. I had a GSM cell phone with me that also had an FM radio and the track had a low power FM station running for the crowd. That was how I learned that Jan Magnussen had an "incident" with a Porsche during the night and was out of the race after about 16 hours. Jan was attempting an aggressive inside pass at the time and the Porsche and #74 Corvette ended up occupying the same piece of track at the same time. It is very ironic that the accident occurred just a little bit be-

yond our position at Corvette Corner. It is really hard to imagine night racing with only headlights and trying to pass slower cars while not being run down by an Audi taking a corner 30% faster than you are. Anyway that dropped us to one car and the #73 was having a tough time with the #51 Ferrari 458 Italia when we arrived at the track.

By 9AM on Sunday #73 was running in second place in class and a lap down from the Ferrari. Corvette Racing was gaining but had a long way to go and no margin at all for error. At about 12:50PM our newest driver Tommy Milner overtook Toni Vilander in the Ferrari 458 Italia and you could hear the roar from the Corvette Corral above the race engines. Antonio Garcia took over for the finish after Milner completed a double stint in the car. By the end of the race at 3PM we had a 2:29 lead on the Ferrari which was about a half lap behind at that point. We completed 314 laps (2659 miles) in 24 hours. The overall winning Audi LMP1 car completed 355 laps (3006 miles) in the same amount of time.

What made the victory even sweeter is the fact that the GTE AM class was won by the #50 Corvette of Larbre Competition. The Professional and Amateur GT Endurance classes were won by Corvette! It cost me a small fortune to go to Le Mans but that double win by Corvette was PRICELESS as they say! It's a week that I will never forget.

Watching the Corvettes was great but there were a lot of other stories going on at Le Mans this year. It had to be really frustrating for the French to have both factory and private Peugeot 908 LMP1 cars entered (4 total) and not be able to beat Audi on French soil. An absolutely great story was Robertson Racing from the USA (Georgia) and their Ford GT40 entry in GTE AM. It turned out to be the Cinderella story of Le Mans this year. The husband – wife team of David and Andrea Robertson with nearly no sponsorship managed a 3rd place Podium Finish at Le Mans in a GT40! It was the first time since 1931 that a female driver made it to the podium at Le Mans and it was the only time in the entire history of Le Mans that a husband and wife driving team made it to the podium.

My comments on the race would not be complete without a few words for the fantastic job that the European Corvette Club did on hosting the Corvette Corral. They really know how to do it right. With fields filled with “pod” people and everyone looking for portable toilets you do not expect to find facilities or food like we had at the corral. We had a banquet dinner on Saturday night which was a real treat. They removed picnic tables that had been in the large corral tent during Friday and the day on Saturday and replaced them with large round tables and table cloths! The food was excellent. The caterers were superb. The special guests for the night turned out to be Ron Fellows and his wife. Back to toilets, the corral had one large trailer that contained 4 toilets with running water. All the comforts of home! There was a second trailer that had several shower stalls for the campers in the corral. In addition there was a tractor trailer that I called the portable grandstand. There was a viewing area on top of the trailer and the side opened up to form a covered platform for a viewing area. Inside was a lounge area with TV, couch, and tables, a small office area, and a bar. It came in really handy on Saturday when we had some light rain early in the race. We also parked our bus next to the catch fence and it provided a nice indoor area for viewing the race during the brief periods of rain. There was a 15 or 20 kW diesel generator in the corral so we had power to burn for the large screen TVs, lights, and coffee pots and charging iPods and cameras. The European Corvette Club has done the corral at Le Mans for years and it really shows.

All good things have to end and on Monday morning we had to head back toward Paris. Along the way we had a tour of the Loire Valley including stops at the Chateau of Villandry and Chateau of Chenonceau. Monday evening we were back at our original hotel with a little time to look around Paris again. Tuesday morning we shared cab rides back to CDG airport and left France tired but very happy. The flight home seemed really short because I slept through most of it!

I am going to include just a few pictures along with this article to give you a quick view of the race. I put an album on our CCA website with over 300 photos that you can check out when you have a chance. I've added comments to many of the photos to help explain them. The direct link to the album is here: <https://picasaweb.google.com/CorvetteClubOfAmerica/NCMTourToLeMans24hrs#>

Roc Linkov, the NCM, Ralph Sutton and Nichole Kessler along with the European Corvette Club all worked very hard to make this a tremendously successful event in my view. I'd highly recommend the trip to anyone. This was the first Museum in Motion trip to Le Mans but I have a feeling they will be doing it again. In fact, Roc and I were talking about finding a way to get a group rate on shipping our cars over so that we could have them at the corral and follow up the race by having the European Corvette Club lead us on a cruise through a couple of countries following the race. That would be an event to remember. The bar keeps being raised <g>!

Be sure to check the Le Mans album on our website. I hope you enjoy the photos!

Save the Wave,

Jon Thorn, CCA Courier Editor



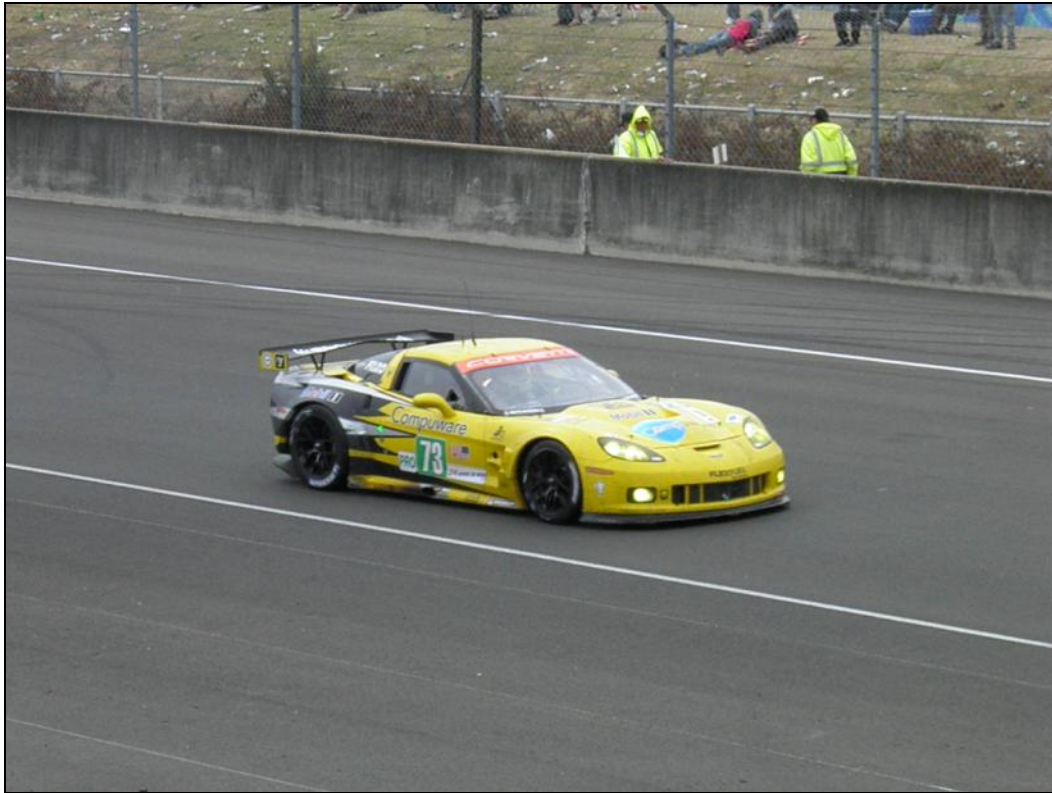
Here is a single picture that sums up the spirit of the Le Mans Fan. They know how to have fun. And, they are loyal because they keep coming back year after year!



Here is my night shot of the Arc de Triomphe. Not bad for a point and shoot without a tripod...



Corvette pits and garage. For the Le Mans race the cars ran with numbers 73 and 74. This photo was taken on Friday before the race and obviously the cars were being given a thorough going over. Unlike nearly every other fan at Le Mans our group was able to get access to the garage!



Our winning Corvette #73 late in the race accelerating off of Corvette Corner. I wish this photo could include the great sound of that engine pulling hard!



Our primary competition during the 24 hours was this Ferrari 458 Italia.



*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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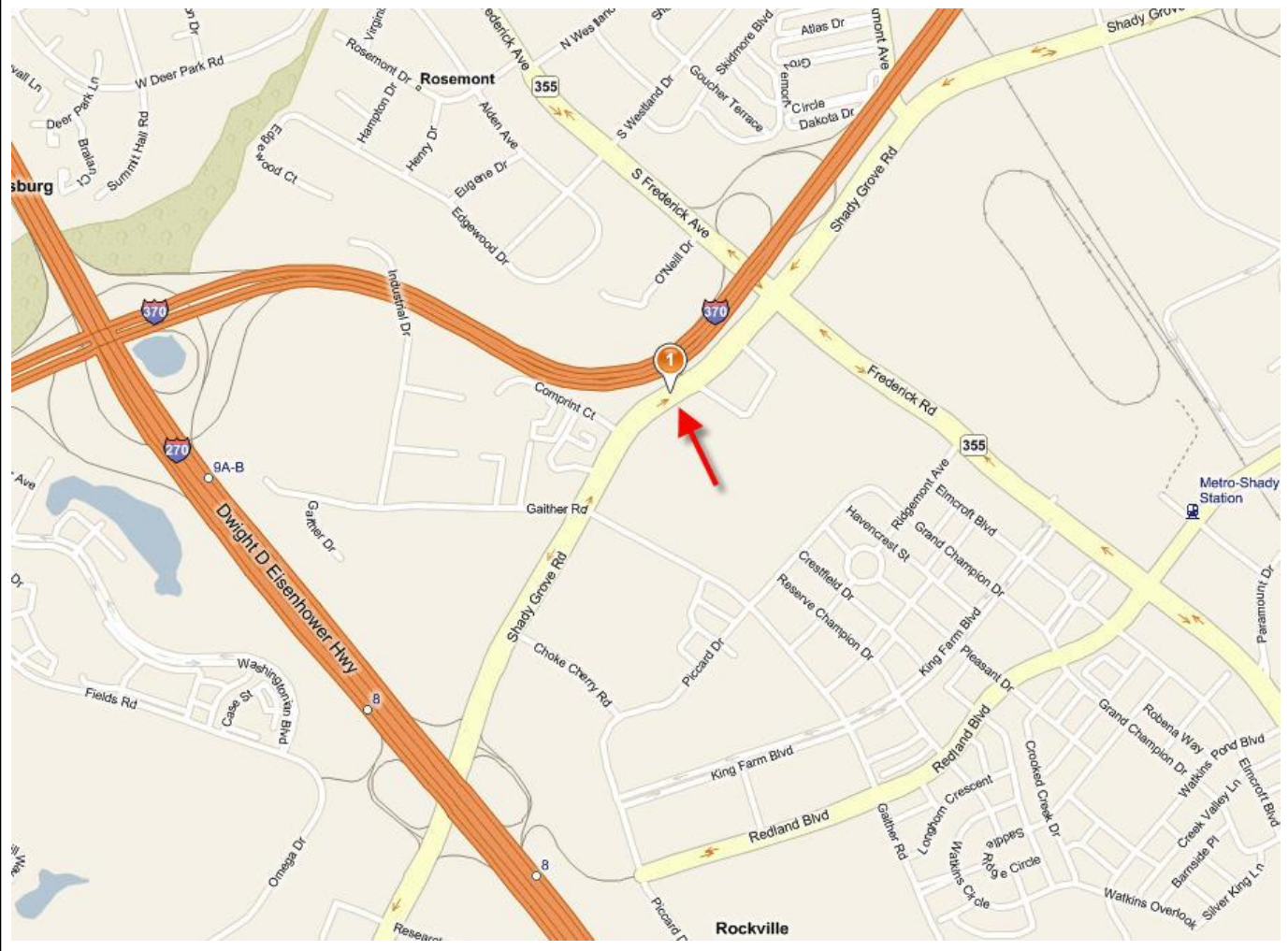
<h2>CCA Meeting Schedule</h2>	<p>BUSINESS MEETING at J.J. Muldoon's, 16143 Shady Grove Rd., Gaithersburg, Md. 301-258-8866, second Tuesday monthly at 7:30pm to approximately 9:30pm. <i>Next Meeting Tuesday July 12th, 2011</i></p> <p>SHOP NIGHT at Sport fourth(*) Tuesday 6:30pm 'til 8:30pm. "Food Frenzy" location to be determined. <i>Next Shop Night Tuesday July 26th, 2011</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:

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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:

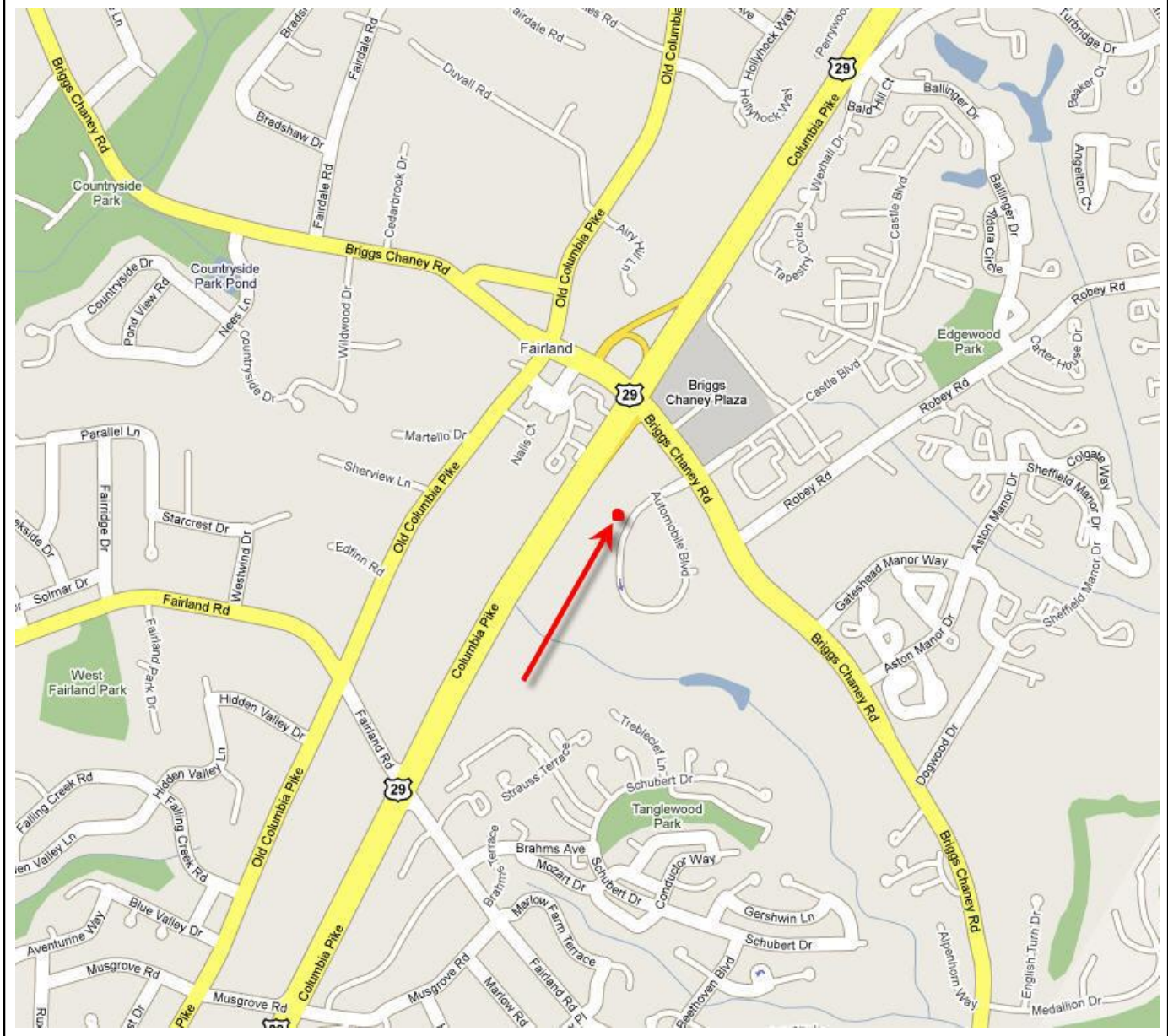
Sport Chevrolet
3101 Automobile Blvd.
Silver Spring, Maryland 20904

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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Club Goodies....

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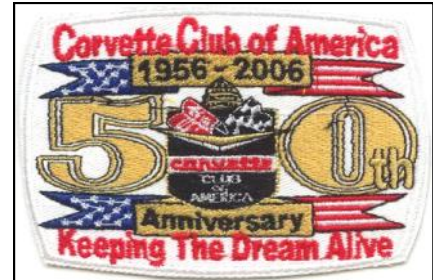
Show your club "colors". Contact Jean Wade, (301)253-6074 only \$12 each



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
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vettehon@aol.com

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