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June 2015

19th Annual Roundup this month!!!

Don’t forget to sign-up for our annual Roundup. Invite all of your friends with Corvettes to attend and make this year’s the best ever. Registration starts at 8 am, but please come out early to help set up. We look forward to seeing everyone out there showing off their Corvettes! See you there!!!

Local Cruise-In's (http://www.carclubcouncil.com/cal.html)

Oldies but Goodies Classic Cruizers—Each Friday 6pm-8pm Lone Star Colonial Heights
Southern Knights Cruisers—Each Saturday 5pm-9pm Hardee’s Rt 10 & Old Stage Rd
Cruise-In—Each Saturday 6pm– until Aw Shucks Country Store/Shell Station Glen Allen, VA
Teresa’s Place Cruise-In— 3rd Saturday from May to Oct. 5pm-8:30pm Held at Teresa’s Place in Dillwyn
Blackstone Cruise-In—Last Saturday from April to Sept. 4pm-9pm at Swartz Tavern
Blackstone, VA. Next June 27th
Dear Fellow CCR Members,

All hands on deck please for fun on June 6! The 19th Annual Corvette Club Of Richmond All Corvette Roundup will be held at Iron Bridge Sports Park in Chester, VA. Registration begins at 8 AM and concludes at 11 AM. We have a great DJ, a 50/50 raffle, and a silent auction. Trophies will be awarded at 2 PM. Thank you to our sponsor, Heritage Chevrolet, for again this year sponsoring our trophies and dash plaques. Heritage Chevrolet supports our club in many other ways as well throughout the year. Also thanks to our sponsor Zip Products who provides significant financial and other support to our club as well! Both of these sponsors plan to be on site at our show June 6, so please do thank them for all of their support to our club when you see them there! They deserve your thanks!

Thanks also to all of the members that participate in the show, by bringing their Corvette, helping with the show, donating silent auction items, et al. And an advance thank you to our fellow Corvette Clubs who make the time to organize their participation in our show as well, we are glad to have you!

We also thank Ironbridge Sports Park for hosting our show for the third year, and the special efforts again this year by the Huckleberry Café to provide for the hunger and thirst of all attending the show!

Also, please do not overlook the Ride For Kids OD’d by Barrie Deis on June 7, the day following our show. This is a benefit for the Pediatric Brain Tumor Foundation and is a fun event with FOOD, great music and motorcycles as well. No donation is required for you to participate in this event, come on out for the fun of it!

Next up is the CCR club event, a wedding celebration at Brandon and Vicki Kindall’s home. Bring a side dish and your lawn chairs to their place on June 13! Congratulations!!!

The Beachcomber’s Corvette Club is hosting their 23rd Annual Show on June 14 in Norfolk. Show begins at 9 AM and awards are at 3 PM. It is about a 2 hour cruise each way. Please sign up for this event on our website. If you are planning to attend, can you OD this event? Really all we need is someone to lead out the procession of CCR members to Norfolk, no big deal!

Another fabulous event, the CCR Progressive Dinner is being hosted by the New Kent Kontingent on Saturday, June 20. Be there or be square! You must sign up and PAY in advance by June 5th to attend. See event details on our website or elsewhere in this newsletter.

That is it for June!

Save the wave,

Your CCR buddy,

Kirby
Officers for 2015

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Events@corvetteclubofrichmond.com

Note from the Editor
Please make sure all articles, event recaps, and any other information is sent to the Newsletter Editor by the 25th of each month.
A Very Happy Birthday to those members celebrating birthdays this month. May there be a shiny, new surprise in your driveway!

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<th>Name</th>
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<td>Cindy Rogers</td>
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<td>Danny Terry</td>
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<td>Claude Reeson</td>
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<td>Ellen Moore</td>
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<td>Frank Anderson III</td>
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<td>Susie Dunton</td>
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<td>Gil Halasz</td>
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<td>Val Miser</td>
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<td>Joanne Schmit</td>
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<tr>
<td>Saturday, June 6</td>
<td>CCR Round-up</td>
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<td>Sunday, June 7</td>
<td>Ride For Kids</td>
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<td>Friday, June 12</td>
<td><strong>Membership Meeting (South Side) - 7:30pm</strong></td>
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<td><strong>After Meeting Party: Antonio’s</strong></td>
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<td>Saturday, June 13</td>
<td>Wedding Celebration Cook Out</td>
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<td>Saturday, June 20</td>
<td>Progressive Dinner</td>
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<td>Friday, July 10</td>
<td><strong>Membership Meeting (West End) - 7:30pm</strong></td>
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<td><strong>After Meeting Party: Montgomery’s</strong></td>
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<td>Saturday, July 18</td>
<td>Flying Squirrel’s Game</td>
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<td>Saturday, Aug. 8</td>
<td>Old Dominion Show Cruise</td>
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<td>Friday, Aug. 14</td>
<td><strong>Membership Meeting (West End) - 7:30pm</strong></td>
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<td><strong>After Meeting Party: Starr’s</strong></td>
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<td>Friday, Aug. 28-30</td>
<td>Corvettes at Carlisle</td>
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<td>Friday, Sept. 11</td>
<td><strong>Membership Meeting (South Side) - 7:30pm</strong></td>
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<td><strong>After Meeting Party: TBD</strong></td>
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<td>Saturday, Sept. 12</td>
<td>RIR Corral</td>
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<td>Saturday, Sept. 19</td>
<td>King’s Arms Cruise</td>
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<td>Saturday, Sept. 26</td>
<td>‘Vettes for Vets– Williamsburg</td>
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<td><strong>Friday, Oct. 9</strong></td>
<td><strong>Membership Meeting (Southside) - 7:30pm</strong></td>
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<td><strong>After Meeting Party: Todd’s</strong></td>
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<td>Friday Oct. 16-18</td>
<td>Smith Mountain Lake</td>
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May General Membership Meeting

Friday, June 12th at our Southside Location

Our next General Membership Meeting will take place on Friday, June 12th, at 7:30 PM at the Smith-Wagner Building in the Chesterfield County Complex, 9501 Lucy Corr Circle, Chesterfield, Virginia 23832. There is plenty of parking available. So come early to visit in the parking lot with other members!

Meeting Directions (South Side)

From VA-288, take the exit for Iron Bridge Rd/ VA -10 East.
  • Turn left at the first stoplight onto Court house Road. Proceed approximately 6/10 of a mile.
  • Turn right onto Government Center Parkway. Proceed approximately 3/10 of a mile.
  • Turn left onto Lucy Corr Circle. The Wagner Building is directly in front of you. Enter through the center doors off of the circle drive.

After Meeting Party, Friday, June 12th

Come join us for pizza and soft drinks for $15 couple and $8 single at Antonio’s Ristorante and Bar located at 11956 Iron Bridge Plaza, Chester, VA 23831.
APRIL’S MEETING’S BIG WINNERS

CONGRATULATIONS!!!!!

$5 Handshake— Connie Douberly

50/50 Winner— Alice Rice

Dinner Ticket— D.T.
WELCOME NEW CCR MEMBERS!!

Ronnie and Anne Maxey

Want to Become a CCR Member?

In 1960, a small group of Corvette enthusiasts began to gather on a regular basis for fun and fellowship. The first official Club meeting took place in July of 1961. CCR is the oldest Corvette club in Virginia with membership approaching 400. To be eligible for regular membership, you must be a person of good character and own a Corvette. You must attend at least one meeting or event. If you don’t own a Corvette, an “associate membership” is available. Associates can participate in all events and functions but have no voting rights. You’ll make good friends, have fun and learn more about Corvettes. Club meetings are at 7:30 p.m. on the second Friday of each month. After the meetings, there is usually a party where you can enjoy socializing with other club members. Annual dues are $25 for pilots or $35 for both the pilot and co-pilot (includes spouse, or significant other/child). A membership application can be found on the CCR website: www.corvetteclubofrichmond.com
Upcoming Event

The Corvette Club of Richmond Presents

19th Annual Roundup

Saturday, June 6, 2015  9 AM - 2 PM
Ironbridge Sports Park, Chester, VA 23831

8 Classes of Trophies!!

Dash Plaques
Vendors
Door Prizes
Silent Auction
Music DJ

Ironbridge Sports Park
11400 Ironbridge Road,
Chester, VA 23831

Special Thanks to Our Sponsors:

www.corvetteclubofrichmond.com
Upcoming Event continued

Corvette Club of Richmond 19th
Annual Roundup Registration Form
Iron Bridge Sports Park, 11400 Iron Bridge Road, Chester, VA 23831

Saturday, June 6, 2015  9 AM - 2 PM
Show & Shine Corvettes Only

Registration $25 - 2nd Car/Same Owner $10 - Vendors $40

Trophies for 1st, 2nd, and 3rd place will be awarded in the following classes:
C1 (53-62), C2 (63-67), C3 (68-73), C3 (74-82), C4 (84-96), C5 (97-2004), C6 (05-13),
and C7 (14+)
Trophies will also be awarded for the Best Engine & Best Interior.

Dash Plaques given to the first 100 registrants!
Spectator Admission is FREE!

Check-in & Registration - 8 AM to 11 AM
Judging by Show Participants until 1 PM with Awards at 2 PM

Make Checks Payable to the “Corvette Club of Richmond”

Name/Vendor ____________________________________________________________
Address ________________________________________________________________
City __________________________ State _______ Zip ____________
Home Phone# ___________________________ Cell# __________________________
Email _________________________________________________
Corvette Model ___________________________ Year ________________
Club Affiliation ________________________________________________
Distance to Show ________________ miles
Signature ___________________________ Date ________________

Send Pre-Registration Form by May 31st to:
Corvette Club of Richmond
PO. Box 11661
Richmond, VA 23230

If it is raining on the morning of the Roundup, check the CCR website at www.corvetteclubofrichmond.com for schedule / date changes.

Disclaimer: In consideration of the acceptance of the right to participate, entrants, participants, and spectators by execution of this form, expressly release and discharge the Corvette Club of Richmond and the Ironbridge Sports Park, their officers, directors, employees, agents, representatives, servants, and anyone else associated with the management of presentation of the 19th Annual Roundup of and from any and all known and unknown damages, injuries, losses, judgments and/or claims from any causes that may be suffered by any entrant or person or property. Further, each entrant expressly agrees to indemnify all of the foregoing entities, firms, persons and bodies of and from all liability occasioned or resulting from the conduct of show entrants or any participant assisting or cooperating with show entrant and under the direction or control of show entrant.
Upcoming Event

Sunday June 7, 2015

The Ride for Kids program is a national series of motorcycle rides that supports the work of the Pediatric Brain Tumor Foundation. Their mission is to eliminate the challenges of childhood brain tumors by funding medical research and family support programs.

Approximately 28,000 people in the United States are living with the diagnosis of a pediatric brain tumor, with 13 more children diagnosed each day.

When Ride for Kids began in 1984, the diagnosis of a child’s brain tumor was a virtual death sentence. There was very little research being done into the disease, treatments were ineffective or harsh, and most children did not survive to adulthood.

Since then, motorcyclists have helped the PBTF change that reality. Their efforts have made them the world’s largest non-governmental funder of pediatric brain tumor research. From developing improved treatment options to offering college scholarships to brain tumor survivors, Ride for Kids is dedicated to making a difference in children’s lives.

In 2015, Ride for Kids celebrates its 32nd year of raising awareness and funds. Their fun-filled, family-friendly rides will take place in 37 locations across the country, featuring moving stories from local brain tumor survivors and their families.

The Richmond Ride for Kids event is to take place on Sunday, June 7. Registration begins at 9:00 and the ride leaves promptly at 10:00. The event is being held at the Richmond Times-Dispatch Operation Center off Route 301 in Hanover. This has been in the past a motorcycle event but the Corvette Club of Richmond has been invited to join this year and participate in the ride itself. This will be a first in the 32 year history of the Ride for Kids. We will be allowed 20 vettes. Last year, CCR was invited to be the events guest and show our vettes. Nine club members came to the event and were impressed at the size and organization of the event. The actual ride lasts about 75 minutes and travels through Hanover and Prince William Counties. It is 100% escorted by the local police and does not stop once it starts. Yes, we get to run red lights and the police get to watch us do it. CCR members do not have to do the ride if they choose not to ride. Prior to the ride juice, coffee and donuts are served. Following the ride, lunch is provided to
everyone. A program follows where interviews take place with some of the children with brain tu-
mors. An update on the progress for a cure is given by the research doctors, the announcement
of how much money was raised that day for the event, the top fundraisers, the top club fundrais-
ers and then drawing for door prizes including the awarding of a brand new 2015 Honda motorcy-
cle. The event will conclude around 1:30.

This event is free to everyone but it is a fundraising event and almost everyone makes a dona-
tion. Last years Richmond ride raised over $32,000. To make a donation, you can make out a
check to Pediatric Brain Tumor Foundation or P.B.T.F.U.S. Other possible fundraising ideas are
to solicit donations from your friends, family or co-workers. Don't forget matching gifts from your
employer. Another idea is to raffle, auction, or solicit donations with the prize being the winner
gets to drive your vette in the event. Remember, it's police escorted and the max speed will be 35
mph. All donations are 100% tax deductible. If wish to donate but aren't one of the 20 vettes at
the ride, you can still attend or give your donation to anyone who is participating from CCR. CCR
participants will select CCR for credit towards the club raising the most money. Last year, Rich-
mond Riders Motorcycle Club won with over $9000 raised. CCR members have already raised
over $1,000. To date, for 2015, over $332,000 has been raised across the country so far.

If you have any questions about the event, con-
tact Barrie Deis, (804) 557-3144,
barriedeis@yahoo.com, or visit the Ride for Kids
website at www.rideforkids.org.
Vicki and I tied the knot on April 11th in Ohio near our family. Because we want to celebrate this BIG event with all of our friends, we invite you to come celebrate our wedding at our home in McKenney, VA on June 13th at 4pm until whenever. We will have the classic grilling food—hamburgers and hot dogs. We will provide the main course and beverages, including some of the adult variety (please feel free to bring your own personal favorite.) We ask that you bring a desert or side to share with all, as well as chairs and canopy tents, as this will be an outdoor event should the weather cooperate. We will have lawn games available and should the desire hit us, plenty of fire-wood for an evening fire. Come join us for an evening of fun and fellowship.

Just as a heads up, our drive-way consists of gravel and we will park in the yard. Corvettes are obviously welcome, but we wanted to give you the parking situation ahead of time for those who only park their rides on paved surfaces.

Please sign up in the event books or online by June 5th. If you have any questions, please feel free to contact us at: brandonkindall@gmail.com, vickifetzer@gmail.com or 434-298-1227. Directions will be emailed to those that have singed up and will be available at the June General Membership Meeting.

We look forward to having each of you at our home to celebrate our wedding!
LAST CALL FOR 2015 CCR PROGRESSIVE DINNER

Attention CCR members. The deadline for signing up for the 5th annual CCR Progressive Dinner, hosted by “the New Kent Contingent” on Saturday, June 20, is approaching. This year is the All American Sports Progressive Tailgating Dinner, so dress up in your favorite team’s colors and logos, or just good ol’ red, white, and blue. The cost is $50.00 a couple or $25.00 a person. All food and beverages are included. We plan to meet at 11:00 am at the Food Lion parking lot located at 7300 Marketplace Drive in Quinton, VA. This is right off route 60. Departure for the first house will be approximately 11:15 am. Please mail checks payable to: Mary Belcher
8050 Vineyards Parkway
New Kent, VA 23124

Alternatively, those who are attending the Roundup on June 6 can give checks to Mel Belcher or Bruce Griggs, or give checks to Mel and Mary Belcher at the June 12 CCR meeting. June 12 is the ABSOLUTE last day we can accept checks as we need a final head count for shopping for the event.
There are four houses/stops along the route so this is an all-day, rain-or-shine event. Optional activity is Sports Jeopardy. Cost will be $20.00 a car/couple who play as a team. Singles can play for $10.00. Pot will be split with 1st, 2nd, and 3rd place winners.

For those who plan on attending the upcoming Progressive Dinner on June 20, we have changed the meeting place from previous years because of seasonal traffic problems. This year plan to gather in the parking lot of Food Lion located at 7300 Marketplace Drive, Quinton, VA. This is actually located at the junction of route 249/New Kent Highway and Route 60. If the traffic is cooperating that day you can take I 64 East and get off at exit 205 for 249 E/60 towards Quinton/Bottoms Bridge. Keep Right at the fork and follow signs for VA 33 W for 0.2 miles. Take a left onto Route 60 and in 0.4 miles a left into the parking lot of Food Lion. If the interstate is backed up you can take route 60 (there is also a route 60 exit off I 295). We will plan to meet at 11 am on June 20.
**Upcoming Event**

**Corvettes at Carlisle**
by Lori Dolan

**2015 Corvettes at Carlisle** will run August 28-30, 2014. Not familiar with this event? Well then, their website will give you ALL the info you could possibly want. Check it out! Register online ([http://www.carlisleevents.com/carlisle-events/corvettes-at-carlisle/](http://www.carlisleevents.com/carlisle-events/corvettes-at-carlisle/)) or call 717-243-7855 today!

Dave and I are driving up Friday morning August 28 and if you would like to join our caravan, meet us in the River City Diner parking lot at Parham Road and Route 1, just off I-95. We will meet at 8:00 and **depart at 8:15 a.m.** If you need to reach this caravan en route, call Dave at (804) 640-9338.

Again this year we’re staying close to Carlisle—at the Howard Johnsons (1245 Harrisburg Pike, Carlisle PA 17013 - 717/243-5411). We've never stayed here and aren't sure what to expect given the age of the place! But, the location is great and getting to the fairgrounds will be a snap! Hotels fill up quickly, so if you are heading to Carlisle in August, you'd better find a hotel soon.

One of the highlights of **Corvettes at Carlisle** is the Saturday evening parade. Hundreds of Corvettes make their way from the fairgrounds to downtown and then park in the middle of the street so the crowds can check out all the beautiful Vettes. You can stay with your car or hit the many downtown shops, restaurants and bars. We've been to Carlisle many times, but last year was the first year that Dave and I participated in this parade. We've been in a lot of parades, but this had the biggest turnout I had ever seen! You can view the parade for yourself on line. I keyed in **Corvettes at Carlisle 2014 Parade** and found 2 Utube versions. We're seen at about 6 minutes 30 seconds in one and then the 2nd video we're about 6 min 40 secs. That's us in our yellow convertible below.

Note that PA 7-11s and grocery stores do not sell beer, so plan to bring what you'll want for the weekend or else you have to get it from a distributor. When you pack, remember your nametags, CCR windshield decal, Club apparel and Club radios.
Upcoming Event

Smith Mountain Lake and Beyond
OD’s: Karen DuBosky & Bob Brody
October 16 & 17, 2015

Please join CCR on a cruise to scenic Smith Mountain Lake for a weekend of fun and fellowship. We hope to view beautiful fall foliage on this excursion. We encourage you to participate in everything we are planning, but you are welcome to choose any of activities that appeal to you.

We will meet Friday afternoon at 1:00 – 1:15 PM at the WAWA on Hull St. Rd., 2 miles west of Rt. 288 at 12001 Southshore Point Drive, Midlothian, VA 23112. Please bring your club radios for communication among the group.

At 1:30 PM we will depart on our cruise to Smith Mountain Lake where we will check into Mariners Landing.
Please state that you are with the Corvette Club of Richmond when you call Mariner’s Landing to reserve your Condo: 540-297-4900

A two night stay is required for the CCR Rates listed below:

- One Bedroom, One Bath Studio Suite, (parking lot view), with One Queen Bed | Sleeps 2
  - $109.65 per night
- One Bedroom, One Bath Waterfront Condo, with One Queen Bed | Sleeps 2
  - $118.15 per night
- Two Bedroom, Two Bath Waterfront Condo, with Two Queen Beds | Sleeps 5
  - $152.15 per night
- Three Bedroom, Two-1/2 Bath Waterfront Condo, with Three Queen Beds | Sleeps 6-8 depending on layout
  - $220.15 per night

Friday evening we will get together for a Pot-Luck Dinner which is being organized by Karen DuBosky. Please contact Karen to coordinate your contribution:
Home phone, (804) 557-3548, email, tapdoc54@hotmail.com

On Saturday morning, please plan Breakfast on your own prior to our excursion into the mountains. We will travel west on scenic country roads across the Lake to Rocky Mount for a rest stop at the Sheetz. From there we will make our way on twisty hilly roads to the top of the Blue Ridge and take the Parkway to Chateau Morrisette, (maps will be provided).

Chateau Morrisette is a mountain-top winery that offers tastings and tours. You may pack a picnic lunch to eat on the lovely grounds, or dine at the restaurant.

After our return cruise to Smith Mountain Lake, we will have dinner at Heath’s Waterfront Grill followed by socializing in one of the condos.

Please make your room reservations soon and sign up online or in the books.
There is no more iconic vehicle in the pantheon of great American cars than the Chevrolet Corvette. Since its inception in 1953, it has defined styling and power and has captured the imagination of auto enthusiasts throughout the world.

Since 1981, this jewel of the sports car world has been built in Bowling Green. And with the announcement May 21 that General Motors is investing $439 million in the plant, the Corvette will be Kentucky-built for many years to come.

The new investment will be used for facility upgrades, including a new 450,000-square-foot paint shop at the Bowling Green assembly plant, retaining 150 jobs. The paint shop will come equipped with new technology that will allow us to offer Corvette customers more exterior color options and higher-quality finishes while at the same time reducing the environmental impact of the paint process.

The new paint facility, which is expected to be completed in two years, will use state-of-the-art robots equipped with electrostatic applicators to apply an extremely smooth finish with maximum transfer efficiency, saving 25 percent of the paint used. It will have longer, high-efficiency baking ovens for exceptional paint finish and lower energy usage. These technological advances will ensure that the Corvette will continue to be the most eye-catching vehicle produced in North America.

This new investment at Bowling Green builds on about $135 million invested in the plant over the last four years for the launch of the seventh-generation Corvette, which was the most-awarded car in the world in 2014. It won the auto industry’s most prestigious award as the North American car of the year, in addition to garnering top honors from 20 magazines, websites and automotive organizations.

That car’s successor, the 2015 Stingray, is the quickest, most powerful and refined standard production Corvette ever built. In addition to the Stingray coupe and convertible, the Bowling Green plant also produces the Corvette Z06 coupe and convertible and V-8 engines for the Z06 and the Chevrolet Camaro Z/28.

The investment in Bowling Green demonstrates GM’s commitment to building world-class performance cars for the foreseeable future. It is also part of GM’s broader strategy to make smart investment decisions to benefit our customers across all product lines. Improving our U.S. manufacturing capabilities allows us to better differentiate GM products from competitors in today’s relentlessly competitive automotive marketplace.

Just last month, GM announced plans to invest $5.4 billion in U.S. manufacturing facilities, creating about 650 jobs and providing job security for about 15,350 employees. Since June 2009, GM has
announced U.S. facility investment of about $17.8 billion.

In addition to providing job growth and job security for our employees, our investments strengthen the economies in the communities where GM does business. For example, there are about 740 hourly, 120 salary and 100 contract employees who work at the Bowling Green plant, providing a vital economic stimulus to the greater Bowling Green community. In 2014 alone, the Corvette plant, its employees and the GM Foundation gave more than $350,000 to various community entities throughout the region, including those in arts and entertainment, education and many other sectors. The devotion of the GM plant to the community of Bowling Green is evident in the numerous awards that the facility has received for its participation in charitable events.

The supplier network that supports the plant multiplies the impact. Since 2011, GM has spent more than $155 billion on goods purchased from U.S. suppliers, including more than $38 billion in 2014 alone.

All of us are proud of the progress that GM has made over the past few years, but we also know there is much work to be done. The auto industry today does not stand still for any company, no matter how storied its history. We must get better every day. Improving our U.S. manufacturing capabilities, as we are doing at Bowling Green, is essential if we are to continue to build high-quality and exciting vehicles like the Corvette that can compete successfully across the globe.

With a strong balance sheet, GM has renewed financial flexibility to put its dollars to work to help build a strong future and meet our goals. We are committed to putting the customer first – and that commitment begins at the factory floor as it does here at the Bowling Green plant. By investing in cutting-edge technology, we will have the tools to continue to deliver on that commitment. Every Corvette we make, and every engagement we have with customers, must be excellent. We can never accept anything less.

How often do you pass time perusing catalogues and web sites offering Corvette accessories, memorabilia, gadgets, and miscellaneous must-have items? Truth be told, more than a few CCR members are regularly drawn to the latest and greatest offerings from collectors and aftermarket sources. Certainly many of us routinely check ZIP's latest catalog and other popular sites such as West Coast Corvettes or Mid America Motorworks.

Should you be one of these afflicted individuals, the National Corvette Museum encourages you to include checking the online NCM Store often to sample its latest treasures. While there's a certain sameness in many of the web sites, a look at the NCM Store quickly reveals the unique nature of many items. As members of the oldest Corvette club in Virginia, we're intent on assuring the continued viability of the National Corvette Museum as a non-profit organization. One way to do that is by purchasing goods and services from the NCM whenever possible.

To pique your interest and encourage an online visit, the following are examples of some less commonly encountered items.

Corvette themed theatre seats, available in rows of 4 or 2
Synthetic leather, black or brown, with rocker backs
Choice of C1 - C7 emblem in center of chair backs
Corvette themed sofa, available in black or brown
Top grain leather or faux leather with two cup holders
Choice of C1 - C7 emblem in center of sofa back

Metal and domed glass Grand Sport Corvette 14” thermometer

iPhone 6 TPU case featuring C7 emblem plastic/elastic

So, if you're looking for Corvette generation specific paraphernalia (glassware, mats, clothing) or garage/man-cave trappings (metal emblems, themed clocks, stools) or event related pins, patches, and clings (think 20th NCM Anniversary or Motor Sports Park Grand Opening), look no further than the NCM Store. And don't neglect the potential savings to be had on purchase prices by those who are Museum members. Discounts are 5% for an Individual Membership, 10% for a Family Membership, and 15% for a Lifetime Membership (which may be paid for over time and is tax deductible). Finally, consider planning a summertime visit to the Museum if you've never been. If you love Corvettes, you'll know you're home.
CORVETTE RACING AT LE MANS: Test Day Sets the Stage for 24 Hours

DETROIT - With victories in two of sports car racing's biggest events already in 2015, Corvette Racing turns its focus across the Atlantic Ocean for the focal point of the season. The 83rd running of the 24 Hours of Le Mans again sees two entries from Corvette Racing competing in the twice-around-the-clock endurance race on June 13-14. It will be the second time at Le Mans for the Chevrolet Corvette C7.R.

The countdown to Le Mans officially begins Sunday with eight hours of testing. It is the only time cars will run on the full 8.5-mile circuit - made up of public roads and purpose-built race track - ahead of the first practice and qualifying sessions June 11.

Between the impending Test Day and the most recent round of the TUDOR United SportsCar Championship at Laguna Seca, both Corvettes and all six drivers tested at the National Corvette Museum's Motorsports Park in Bowling Green, Ky.

Full-season Corvette Racing drivers Antonio Garcia, Jan Magnussen, Oliver Gavin and Tommy Milner are set for Le Mans, as are endurance drivers Ryan Briscoe and Jordan Taylor in the GTE Pro class. The group will try to lead Corvette Racing to its eighth victory at Le Mans since 2001 and has a combined 13 wins there - 11 with Corvette Racing.

Garcia, Magnussen and Briscoe reunite in the No. 63 Corvette C7.R, having already won in class in the Rolex 24 At Daytona and Mobil 1 Twelve Hours of Sebring. They can become the first trio to win in the premier production-based class at Daytona, Sebring and Le Mans since 2000. The two victories in Florida vaulted Garcia and Magnussen - the 2013 American Le Mans Series GT champions - into the lead of this year's TUDOR Championship in GT Le Mans (GTLM).

Garcia and Magnussen were second in GTE Pro at Le Mans last year with Taylor. The latter has moved to the No. 64 Corvette C7.R with Gavin and Milner. Gavin and Milner were third at Daytona and won the 2012 ALMS GT title together. Milner and Taylor also already have raced together for Corvette Racing as part of an all-American lineup for the FIA World Endurance Championship's round last year at Circuit of The Americas.

The two days at the Corvette museum allowed the drivers to reacquaint themselves with the low-drag aerodynamic setup for Le Mans - necessary due to the track's long straights - and a new tire compound from technical partner Michelin that was designed specifically for Le Mans.

The Le Mans Test Day starts at 9 a.m. CET/3 a.m. ET on Sunday, May 31. The 83rd running of the Le Mans 24 Hours is set for 3 p.m. CET/9 a.m. ET on Saturday, June 13.

http://www.corvetteracing.com/history/2015releases/lemans/lemans2.shtml
Tech Tips

1963-1982 CORVETTE ALIGNMENT INFORMATION

By Chris Petris

Before an alignment is done, it is important to make sure all suspension components are in good shape. For example, loose wheel bearings on the front or rear will affect alignment and worn components front and rear will alter the alignment over time. Tire wear will indicate how the suspension and tires are handling the adjustments.

Tire Condition

We all know that tires wear. The way the tread wears warns us of potential problems. Tire tread design also affects wear patterns. Individual tread blocks typically found on all season tire tread designs have a tendency to wear resulting in noisy tires as we travel down the road. The sculpted rearward water channeling design of directional tire treads produces smoother long term wear. Tire rotation allows the rotated front tires to flatten out the tread as they ride on the rear. Performance tire and wheel combinations usually end up with larger rear tires for improved traction; rotation is not an option and the tires must be replaced. The chart below will explain typical tire wear.

Tire Tread Wear Patterns

**Cornering:** Feathered wear at the outer inch of tread (thin feather-like rubber strips are on the edges). This is unavoidable because it happens during turning.

**Excessive Positive Camber:** Smooth wear on the outer tread with poor high speed handling.

**Excessive Negative Camber:** Smooth wear on the inner tread with a positive effect on handling.

**Incorrect Positive or Negative Caster:** No abnormal tire wear. Negative caster will cause poor high speed handling. Excess positive caster will require extra steering effort.

**Toe-in:** Equal cupped wear on the tire’s inner tread (looks like a spoon was used to scoop out the tread)

**Toe-out:** Equal cupped wear on the tire’s outer tread (looks like a spoon was used to scoop out the tread)

**Tire Imbalance:** Cupped wear across the entire tread usually in a pattern of high and low spots caused by the tire bouncing on the roadway.
Frame and Component Check

A straight, square frame is crucial for mounting the suspension and components on. First, ensure that the front wheels are pointing straight ahead. This can be confirmed by placing a string against the tire at the rearmost point and then against the front tire at the very front. If the wheels are pointed straight ahead, the string should sit flat against the inside and outside of both the front and rear tires. If there is any clearance at the front or rear of the front tire, the steering wheel needs to be turned accordingly until the gap is closed.

Now it is time to take some measurements. I measure from the front to the rear at the spindles to check for a square frame. Then check the distance between the center of the front and rear spindle on both sides. This is tough to do accurately with the tires in place. I measure from the center of each tire horizontally, placing the tape measure at the rear of the front tire and front of the rear tire at the edge of the tread. Of course the tires have to be equal in diameter and pressure for accurate results. If there is more than a 1/4 inch of discrepancy from side-to-side, there is probably a frame or suspension component issue. This means that the thrust line is off and the front tie-rods have been adjusted to compensate for the out-of-square condition. The question is- when does this become a major concern? One or more inches will make it tough to compensate for during the alignment. With a discrepancy of an inch or more it is likely that a frontal impact collision occurred sometime in the Corvette’s life and the frame was pushed back on that corner. Frame work is the next step to get the front and rear back into square.

Bent suspension components can also cause the out-of-square condition. Lower control arms can be subjected to some pretty harsh road conditions, for instance. Usually the evidence is there after you find a problem during the measuring process, such as collapsed rails on the control arm or major dents that will tell the tale. I also check the ride height between the bottom of the lower valance panel to the ground. Factory ride height is typically 8-1/2 inches at all four points, front and rear both sides. Checking the ride height will help to determine if there are any worn out springs. Sagging springs will change the suspension geometry. Jacking up the frame with a floor jack as close to the spring in question is the best policy. If the right rear is lower do not assume that the rear spring is the culprit. It is possible that the right front spring is weak and shifting the weight rearward.

If the frame is square, the next thing to do is inspect the suspension and steering components.

Component Inspection

Front and rear wheel bearings should have minimal play without adding drag to the spinning hub/wheel assembly. GM suggests .001 to a maximum .005 movement as the wheel is moved in and out at the top. As standard practice, I check for play and then adjust every set of front wheel bearings before aligning any 1968-1982. Do not pre-load the bearings; tighten the bearings while spinning the wheel until there is slight pressure (16N-m or 12-ft lbs of pressure on the spindle nut). This means minimal pressure with a short wrench, then the spindle is backed off then hand tightened. If the cotter pin hole is not lined up, move it to the loose side to install the cotter pin. I always check the adjustment by moving the wheel a few more times to check play.

In one extreme case, I found a 1982 that had been to numerous shops for alignment and tire balance issues (tire wear and vibration). It turned out the right side front spindle was worn at the inner bearing causing .050 play at the wheel. This condition was exacerbated at the outside of the
wheel’s diameter causing vibration and inaccurate alignment. New bearings do not absolutely guarantee tight wheel bearings. If you still have excessive play check the spindle’s wheel bearing surfaces for wear.

Inspect the front suspension’s upper and lower control arm bushings, especially the lower rear bushing that is below the power steering pump. Years of fluid dripping on the bushing turn it into a gooey mess, softening it until it falls apart. If you see chunks of rubber coming out of the bushing’s metal sleeves there is no use in aligning the car. Bushings that are cracked but intact should hold an alignment at least for a while.

Next, the steering linkage should be inspected. A loose idler arm is the most common wear item that I see. Tie-rod ends do wear, but should safely go 100,000 miles (if properly lubricated) before they require replacement. The preferred way to check the idler arm and tie-rod ends is to have someone turn the steering wheel back and forth in the free-play range; this usually has the steering wheel moving a few inches either way with the engine not running. As the steering wheel is moved watch the idler arm. If it is moving up and down as it moves side to side, it requires replacement. If the tie-rod ends are moving with any play they should be replaced. They too will move up and down before moving a steering component when worn. The additional load on the steering box when the engine is not running will also bring to light worn steering couplers. Worn steering couplers (often called the “rag joint”) are often missed during steering inspection and many good steering components are replaced as a result.

Rear Wheel Bearings/Suspension Bushings

The 1963-1982 Corvette rear wheel bearings should also be held as close to the .001 play as possible. The bearings are not adjustable except during wheel bearing replacement/servicing. Shims are used to set end-play during bearing service and require specific tools and equipment. If excessive play is found, expect to disassemble and replace the rear wheel bearings. While this service is performed have the trailing arm bushings checked for rubber deterioration. In the majority of cases when the rear bearings require service the trailing arm bushings are usually close to the end of their life expectancy. Loose trailing arm bushings will cause a scary rear toe steer issue that can get you into trouble as the throttle is applied and released. As the throttle is briskly applied the rear of your Corvette will move to one side steering you into oncoming traffic or off the road. When the throttle is released the opposite reaction occurs. Do not expect an alignment to get rid of this phenomenon; if anything it can become worse as the worn bushing is subjected to the rigors of alignment. Many alignment shops are not aware of the rear toe steer issue because it is unique to just a handful of vehicles.

Worn camber control bushings (rear strut rod) are easy to spot as the rubber is forced out of the metal sleeves. I see many that require replacement, especially the early 1963-1974 smaller diameter bushings. As the bushings wear, negative camber results (tire tilted inward at top). This will not cause a poor handling issue but you can expect tire wear on the inner portion of the tread. If anything, better handling would be experienced during high speed cornering on any slightly banked road surface. Keep this fact in mind as I discuss the alignment specifications we are using.
Rear Differential

A point to remember is that the 1963-1982 Corvette rear suspension relies on the differential as a centering point for the rear wheels. The rear axle shafts’ yokes set against the differential carrier pinion gear’s shaft. In most cases the shaft wear is minimal even after 100,000 miles while the axle shaft yokes that ride on the shaft can become quite worn. This wear exacerbates the negative camber from worn strut bushings that usually requires differential servicing to allow correct camber adjustment. This wear can be seen usually as the rear of the Corvette is lifted; the axle shaft yokes will be pulled out of the differential a ¼” or more from where they were residing before lifting. Sometimes this axle shaft yoke wear is mistaken as wheel bearing play as the wheel is grasped top and bottom and checked for movement. If you have someone push on the wheel at the top, worn yokes will show movement of the axle shaft inward positively identifying worn yokes. In extreme cases the yoke U-joint straps will be cutting into the differential case; this also indicates missing snap rings that retain the yokes in the differential carrier. The end of the yoke wears away allowing the snap ring to pop off the yoke and it settles at the bottom of the differential case. This will require differential removal, yoke replacement, and a check of all the internals.

If all of the components pass the inspection, air pressure should be adjusted to the tire manufacturer's specifications, not what the sticker in the door jamb suggests. Tire technology has changed dramatically since the early ‘80s and the recommended tire pressures have too. Tire pressure affects ride quality immensely; lower pressures alleviate some of the 1963-1980 Corvettes’ inherent harsh ride quality. The downside is the lower pressures also negatively affect handling, especially during cornering. A compromise is to drop the pressure during in-town trips where speeds do not exceed 55mph and when it is time for some performance driving or extended high speed highway driving raise the pressure to the tire manufacturer’s specifications. A safe rule of thumb is, do not lower the air pressure more than 10 pounds below the recommended pressure for inner city driving or raise it at all above the recommended pressures.

I recommend replacing the 1963-1980 Corvettes’ rear spring composed of steel leaves with a fiberglass mono-leaf spring for the best possible ride and handling. Using a fiberglass mono-leaf spring will allow you to keep the tire pressures at the tire manufacturers’ recommended pressures without the associated harsh ride. This statement has to be kept in perspective though. If you are using 17 or 18 inch wheels with narrow sidewalls you can expect a harsher ride than with the original 15 inch tires with more flexible sidewalls. A steel spring equipped 1968-1980 Corvette with 18 inch tires inflated to the recommended 44psi would make for an extremely rough ride (kidney belt, anyone?).

Alignment Facts

Before we delve into alignment specifications here are a few of facts to consider. Radial tires came into the market about midway through the 1968-1982 Corvettes’ generation. The 1963-1982’s steering and suspension consisted of the same pieces that started the second generation Corvette “all new for 1963 with power steering for the first time.” It wasn’t until 1984 that the Corvette chassis was actually built around the radial tire. Those alignment terms I briefly touched on earlier can be sometimes tough to explain and understand. We hear about toe, camber, and maybe caster today when discussing the alignment at most shops. Most late model cars are net build assemblies with very few adjustments available- most only allow toe adjustments. If camber is out a trip to the body
Tech Tips

shop is required for a late model vehicle. Sharks or third generation 1968-1982 Corvettes allow caster, camber, front toe, and rear toe adjustments. When the alignment technician frowns you will know why. Another tidbit of info: 1968-1970 Corvettes used rear toe adjustment shims that required trailing arm pivot bolt removal for shim changes. That frown only gets uglier when the pivot bolt has to be removed especially if it is frozen in place from corrosion.

Let’s demystify caster first. Negative caster refers to the spindle centerline being forward of the lower ball joint while positive has the centerline behind the lower ball joint. Zero caster is bad for handling as the lighter steering weight placed on the spindle allows any road variation to move the wheels and the steering is also very sensitive. Unfortunately, non-power steering equipped Corvettes will be very difficult to steer in parking lot situations when the caster is in the 1-1/2 to 2 degrees positive range. Experienced alignment techs will use 1 or less degrees of positive caster to avoid customer complaints of difficult steering. Power steering equipped Corvettes benefit from easier, quicker steering while allowing more positive caster for better handling. This is truly one of those situations where you are better off using some horsepower to gain the power steering advantage and handling.

Positive caster loads the spindle making the wheels want to naturally be in a straight ahead stance. This straight ahead stance makes for excellent high speed handling, but like everything in life there is a tradeoff. Expect increased steering load as more positive caster is adjusted into the suspension. That is one of a few reasons why the 1968-1982 Corvette has less positive caster than the 1984 and up Corvette. The original equipment control arms will not allow more than 3-3/4 degrees of positive caster. Corvette Central has a set of tubular a-arms by Van Steel that will allow up 6 degrees of positive caster for much better high speed handling. Part number 572218 and multiple other options are available for the occasional to frequent auto cross road racer.

Camber concerns the tilt of the wheel in or out. The top of the wheel out further than the bottom would indicate positive camber and the top of the wheel in would indicate negative camber. Unlike caster, negative camber is a good thing because most roadways have a slight bank to them. This keeps the tire contact patch at its optimum. Positive camber is never a good feeling and results in very nervous steering input from any road variation.

Toe in or out affects handling and speed. Excess toe-in or out will cause tire drag and hurts perfor-
mance. Ideally you want the toe to be zero while the steering is loaded going down the road. Many alignment specifications ask for a quarter toe in or out to compensate for steering flex.

1963-1982 Corvette Performance Alignment Specifications

Caster: positive 3-1/4 degrees (plus or minus ¼ degree) (there should be no more than a ½ degree variation side to side). To offset for crowned roads set the left caster to 2-3/4 degrees positive and the right 3-1/4 degrees positive. Not all 63-82 Corvettes will allow the 3-1/4 while some may allow another ¼ degree, the idea is to max out the positive caster. This will affect steering feel requiring more effort during turning while allowing the steering wheel to return to center quicker.

Camber: ½ to ¾ degree negative front and rear. Track only cars: 1-1/4 degree negative front and rear

Toe-in: ¼ inch positive total both wheels

Factory Settings

Caster setting: positive 2-1/4 degrees (plus or minus ¼ degree) decrease left side caster ½ degree for crowned roads.

Camber setting: 0 to 1-1/2 degrees positive

Toe-in: 1/8 inch positive to ¼ inch positive
The CCR Store

- **Tote Bag** $20
- **Visor** $12
- **Baseball Cap** $15
- **Flag 1 for $13 2 for $25**
- **Towel** $10
- **T-Shirt $16 (S-XL) $17, $18 (2X, 3X)**
- **Logo on back of T-shirt**
- **“Corvette Club of Richmond” Window Cling** $15
- **Polo Shirt** $40 (Order Item)
- **Jackets $113 S, M, L, XL (2XL-4XL extra$) (Order Item)**
- **Club Logo Window Sticker (Small, Round)** $3
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