



Allentown Area Corvette Club, Inc.

# 'Vetter's Letter

December 2014

Volume 21, Issue 12

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## From the val Office



Hello Corvette Enthusiasts,

Here we are at the end of another year, and has this year been a busy one. Please allow me to reflect...the beginning of the year was not a very good start for me personally. During the first two months, I spent nearly a full month in total in the hospital. Remember all the cold & snow??? Let's hope this winter does not equal last year's, even though it sure seems to be starting that way.

To give a very brief run down, we participated in a parade, car shows, car cruises, had our annual car care/detail clinic at Faulkner, our anniversary picnic, participated in more car shows and cruises, AND had meetings, meetings and more meetings. Plus, we have our annual holiday party yet to go, and then, I think it may finally be time to slow down a bit!!!!

Being Corvette enthusiasts, 2015 should be an exciting one! Sometime after January 1st, the 2015 ZO6 will be released. Will a Grand Sport be next? Or maybe a ZR1? As they say, only time will tell.

Be Safe & Be Well,

*Jeff Mohring*

AACC President

## AACC Meetings @ Blue Monkey



The Allentown Area Corvette Club meets at 8:00 p.m. in the **Palm Room** (upstairs) at the **Blue Monkey**, 1092-1094 Howerstown Road, North Catasauqua, PA.

Full menu and bar service is available.



### Upcoming Club Meetings

Dec. 10   Jan. 14 (2015)   Feb. 11 & 25

## This Month

- **10—Club Meeting**, Blue Monkey, 8 pm, N. Catasauqua, PA (p.1)
- **13—AACC Holiday Party**, Palace Restaurant, Allentown, PA
- **16-24—Chanukah**
- **25—Christmas**
- **26-Jan 01—Kwanzaa**
- **31—New Year's Eve**

## Upcoming

- **Jan 25 (2015)—Kingfish American Bistro & Wine Bar Dinner**, 4pm, Bethlehem, PA

## December 2014

| Sun | Mon | Tue                                                                                  | Wed                                                                                     | Thu                                                                                    | Fri                                                                                    | Sat                                                                                    |
|-----|-----|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|     | 1   | 2                                                                                    | 3                                                                                       | 4                                                                                      | 5                                                                                      | 6                                                                                      |
| 7   | 8   | 9                                                                                    | 10   | 11                                                                                     | 12                                                                                     | 13  |
| 14  | 15  | 16  | 17                                                                                      | 18                                                                                     | 19                                                                                     | 20                                                                                     |
| 21  | 22  | 23                                                                                   | 24                                                                                      | 25  | 26  | 27                                                                                     |
| 28  | 29  | 30                                                                                   | 31  |                                                                                        |                                                                                        |                                                                                        |

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**"AAVetteClub"**  
and **"EACC"**

## Holiday Party

**Sat., Dec. 13** | Don't forget that the club's annual holiday party is only a few weeks away. This year we will gather at the Palace Center (623 Hanover Ave., Allentown, PA 18109) from 6 to 11pm.



The buffet dinner features Hors d'oeuvres, Garden Salad, Soup, Freshly Baked Rolls, Herb Roasted Chicken, Baked Stuffed Flounder, Beef Tips in Burgundy Demi-Glaze, Roasted Red Bliss Potatoes, Rice Pilaf, Green Beans & Baby Carrot Medley, an array of Cakes, Coffee and Hot Tea. A Cash Bar will be open all evening.

DJ Brian Keith will be playing your holiday and dance favorites.

Payment of \$45 per person was due December 1.

If you are still interested, please contact Laura Hegyi at 610-730-2695.



## Kingfish Bistro & Wine Bar

**Sun., Jan. 25 (2015)** | Club members Randy & Cheryl Beck invite their new Corvette friends to **Kingfish American Bistro & Wine**



**Bar** at 3833 Freemansburg Ave., in Bethlehem, PA. Dinner starts at 4pm. Weather permitting there will be dedicated Corvette parking. Either sign up at the December or January meetings or contact Mike Cutro (201-572-8023) to attend.

## Insurance/By-Laws Vote

**Wed., Nov. 12** | By a count of 82 to 14, AACC members voted to pursue club insurance coverage through Heacock. The reason for the vote was two-fold – first, to determine whether our club members desired 100% membership coverage, and second, for financial reasons. The vote essentially discontinued AACC's club relationship with the NCCC (National Council of Corvette Clubs), our current group insurance provider.

With 96 ballots cast, the final results were:

Option 1: Maintain current 51% NCCC coverage with no increase in AACC dues, 2 votes [2%];

Option 2: Seek 100% NCCC coverage with increased AACC dues, 12 [13%]; and

Option 3: Seek 100% Heacock private coverage with no increase in AACC dues, 82 [85%].

Individual members desiring to maintain their NCCC membership previously paid by AACC, should complete a NCCC membership renewal and submit prior to Dec. 1, 2014. Indicate your previous affiliation with AACC and provide your specific membership number (ER-118-xxxx). By renewing with NCCC as a "Member at Large" you will be assigned a new number (ER-999-xxxx). The individual application renewal form appears on page 6.

Thank you to everyone who participated in this important vote. The club's By-Laws will be updated effective Nov. 12, 2014 and be distributed to active club members during the next month.

## Deepest Sympathy

Lifetime club member, Bob Wetherhold, passed away Thursday, Nov. 6. A calling hour was held Wednesday, Nov. 12 followed by a memorial service at Downing Funeral Home



(Bethlehem, PA). Thanks to those who drove their Corvettes to celebrate Bob.

Bob's obituary appeared The Morning Call (<http://www.legacy.com/obituaries/mcall/obituary.aspx?n=robert-l-wetherhold&pid=173103433&fhid=9566>).

If you would like to send his wife, Mercy, and the family a card, their address is: 626 W. Union Blvd., Bethlehem, PA 18018.

## Thinking of You

**John Denning (Surgery)**

**Carol Jenkins (Daughter, illness)**

**Carmel Karch (Accident)**

**Scott Marakovits (Surgery)**

**John Shedlock (Illness)**



If any club members know of a member who is in the hospital, has had surgery, or has lost a loved one, please notify

VP Laura Hegyi (610-730-2695, Nicki@OmnivestGrp.com) or one of the other Board Members.

## Membership Corner

As of AACC's meeting on October 22<sup>nd</sup> there were:

- **203** active members
- **0** potential members

These members were **voted in** during November:

**Jeff Gontarek**..... Red Hill, PA ..... '82 Cpe

**John Serrao** ..... Spinnerstown, PA ..... '14 Cpe

**Phil, Nancy, Cooper & Avia Weber**..... Hellertown, PA ..... '06 Cpe

There are no current **Potential Members**.

We all look forward to seeing you at upcoming AACC meetings & events!

## A Different Kind of Trophy

**Tue.-Thu., Oct. 28-30** | Some Corvette owners are interested in things not involving 4 wheels. One recent acknowledgement of that is Dale Terry's wins at the American Wine Society's Amateur Wine Competition in Concord, NC.

Dale received via mail in mid November a belated AWS Competition birthday gift — two (2) medals for his entries! He claimed a bronze medal for his 2013 Riesling (judges' points average of 13.5 of 20) and a double gold medal for the 2013 Chilean Malbec (judges' low points award of 17 of 20; high points award of 19.5 of 20).



Congratulations, Dale, on your accomplishment!



If you need help emptying bottles for next year's production, feel free to bring a few to a club meeting. Maybe we can even arrange for a blinded tasting. Again, congratulations and good luck in your future competitions.

## Dec. Birthdays

- 4 Geoffrey Hall  
Gary Peters
- 6 Ron Chubirka
- 7 Elly Reynard
- 8 Curtis Jessee
- 12 Ray Frohnapfel
- 13 Bobby Riehl
- 15 Joe Jecha  
Frank Shuletsky
- 16 Mike Cutro  
Holly Hess
- 21 Charles Tucker
- 22 Tom Himmelsbach
- 25 Paul Holaska
- 27 Valerie Ferguson
- 29 Lori Mangano



## 9/11: Never Forget

**Sat., Nov. 01** | Mike Cutro organized a bus trip to New York City to visit The National September 11 Memorial Museum. The museum displays artifacts associated with the events of 9/11, while presenting stories of loss and recovery. The exhibits and twin reflecting pools offered glimpses into this most horrific event. The trip was described as “overwhelming” but everyone thoroughly enjoyed the experience.



114 Photos @



Photos by Laura Hegyi,  
Dale Terry & Chuck Habel

## Hampton Winds. Yum!!

**Wed., Nov. 19** | AACC returned to the Hampton Winds Culinary School Restaurant on the campus of Northampton Community College. The fine dining experience included a pre-fixe 5-course meal, which culminated with their famous dessert cart. The 13 participating couples were supposed to be part of a photo shoot for a feature on the restaurant in the college’s newspaper, but the staff photographer did not arrive. Please join us when we do this again in 2015.



## 2015 East Region Member at Large Renewal

This application is for individuals wanting to renew and/or transfer their NCCC membership to MAL status. To join an existing NCCC club please contact that club's Governor. Please print or type all information.

Primary: Mr/Ms \_\_\_\_\_

Spouse/Companion: Mr/Ms \_\_\_\_\_

Dependent: Mr/Ms \_\_\_\_\_ Date of Birth \_\_\_\_\_

Print your address: \_\_\_\_\_

Print your City: \_\_\_\_\_

Print your State: \_\_\_\_\_ Print your Zip Code: \_\_\_\_\_

Print your Phone Number: (\_\_\_\_) \_\_\_\_\_

Email Address: \_\_\_\_\_

### Levels of Membership Renewal: Must be returned on or before Dec. 5, 2014

\_\_\_\_\_ NCCC Membership renewal including MAL: \$25.00 Primary

\_\_\_\_\_ Spouse/Companion NCCC Membership: \$10.00

\_\_\_\_\_ Dependent: \$10.00 ( 16-21 years old under the Membership of a Primary Member )

\_\_\_\_\_ Lifetime Member: \$300.00 ( one time charge )

☒ Member at Large (Not in an NCCC Corvette Club at this time)

☒ Previous NCCC Member? If so what year? 2014

If previous NCCC Member what was your old NCCC number? ER- -

### Corvette Information:

Year: \_\_\_\_\_ Coupe, Convertible, ZR1, Z06, or Fixed Roof: \_\_\_\_\_

Payment: \_\_\_\_\_ Check made payable to NCCC. Mail check and application to:

Andy Alleshouse  
ER NCCC Membership Director  
216 W. Scott Court  
Brodheadsville, PA 18322 Hill,

Your Signature(s): \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_ Date: \_\_\_\_\_

How did you learn about NCCC? \_\_\_\_\_ Corvette Forum \_\_\_\_\_ Corvettes at Carlisle \_\_\_\_\_

Funfest \_\_\_\_\_ National Corvette Museum \_\_\_\_\_ Web Site \_\_\_\_\_

Other \_\_\_\_\_

"Annual dues for membership renewal in NCCC for the year 2015 are \$25. \$10 of this amount is for a one-year subscription to Blue Bars."

Revised: 10/05/2014

## MAM Breaks Down Brakes *Brent Davis, CorvetteOnline.com*

**Fri., Oct. 31** | Unless you are using your Corvette in some form of racing, or are doing high performance driving on your own, you may at times, take your brakes for granted. For a lot of folks, they are only recognized when they aren't working properly or begin making noise. They shouldn't be neglected, and Mid America Motorworks has you covered.

### Brake Pads

Generally, brake pads are one of two compounds. Either a semi-metallic brake pad, or ceramic brake pads.



Mid America Motorworks explains that the semi-metallic type are great for cold climates and short trips where the brakes don't get the time or use to get much temperature in them. They do come in track-ready formulations, are relatively cheaper than a comparable ceramic pad, and usually do not cause as much wear to your rotors.

Some negative aspects of this type of pad can include: being louder than a ceramic pad, it generates a black dust that may easily coat your wheels, and do not have the life expectancy of a ceramic pad.

Ceramic brake pads, created in the 80's, are a combination of strong ceramic material, copper fiber and other elements combined into one stellar compound.

The up side of this brake type includes: less dust, quieter use, and are longer lasting. The negative aspects of these pads is that they are typically more expensive and cause more wear to your rotors than their semi-metallic counterpart. Due to these characteristics, they are also not recommended for racing use.

### Brake Rotors

When talking about the steel disc brake rotor, they are all fairly similar, yet the subtle differences will really help you get the type of stopping performance or longevity that you are looking for.

A standard or OEM rotor is what came on your vehicle most likely, and appears as a smooth solid brake rotor, aside from the inner fins that help to keep your brakes cool.

This type of rotor works fine for the average drive and minor sport driving, which fits the majority of drivers.

The next step up offers two different options. The first is a slotted rotor, which helps to expel built up gases and brake dust being generated as you bear down on your brake pedal. The next performance option is known as a drilled rotor which primarily helps to remove more heat from the rotor and pad, reducing fade.

The last option is to combine the two performance options above, and get a hybrid rotor that is both drilled and slotted. These brakes offer the advantages of both rotor types and work extremely well for high performance driving.



## Breaking Down Brakes *Continued*

(Continued from page 7)

While the removal of metal can make these rotors a little weaker, they will typically be replaced more frequently due to hard use, mitigating the issue.

### Brake Fluid & Hoses

Brake hoses are fairly simple. Most vehicles comes with a standard rubber hose, which works perfectly well and is relatively cheap to produce and purchase should you need to replace a damaged or cracked line. Then again, for the performance crowd, nothing beats the feel of a brake system with stainless brake lines. Among other durability improvements these lines are less prone to expand under pressure giving you a firm, consistent pedal feel.

Brake fluid is a caustic chemical and should be handled with care. We won't get too involved with the different types or compounds of fluid, but pay special attention to what your vehicle calls for, as they do have a specific DOT rating. There are also high-temp racing fluids available for those who really give their brakes a beating in competition.

Mid America Motorworks has a great brake fluid chart to learn about the DOT ratings.

| DOT Rating | Dry Boiling Point | Wet Boiling Point | Viscosity Limit         | Primary Constituent       |
|------------|-------------------|-------------------|-------------------------|---------------------------|
| DOT 2      | 190 °C (374 °F)   | 140 °C (284 °F)   | ?                       | Castor oil/alcohol        |
| DOT 3      | 205 °C (401 °F)   | 140 °C (284 °F)   | 1500 mm <sup>2</sup> /s | Glycol Ether              |
| DOT 4      | 230 °C (446 °F)   | 155 °C (311 °F)   | 1800 mm <sup>2</sup> /s | Glycol Ether/Borate Ester |
| DOT 5      | 260 °C (500 °F)   | 180 °C (356 °F)   | 900 mm <sup>2</sup> /s  | Silicone                  |
| DOT 5.1    | 260 °C (500 °F)   | 180 °C (356 °F)   | 900 mm <sup>2</sup> /s  | Glycol Ether/Borate Ester |

### Drum Brakes

Mid America Motorworks also included this helpful explanation regarding drum brakes, as many people are not too familiar with them these days. If you have any doubt about your brakes containing asbestos, please take the necessary precautions... not stuff to mess around with!

"A drum brake is a brake that uses friction caused by a set of shoes or pads that press against a rotating drum-shaped part called a brake drum. Early brake shoes contained asbestos. When working on brake systems of older cars, care must be taken not to inhale any dust present in the brake assembly.

Brake drums were used on the rest axle of the 1953-1962 Corvette. Although there are certainly aftermarket brake kits that allow you to upgrade your stock drum brakes to a more effective disc brake kit, you may choose to maintain your original drum brakes. If you do retain your drum brakes, look for these signs to indicate it's time for a replacement."

We hope this helps you outfit your Corvette with the correct parts from Mid America Motorworks, and keep those beautiful Vettes on the road!

## Ultra-Rare '69 L88 on the Block *Bridgett Davis, CorvetteOnline.com*

Tue., Nov. 04 | Set to cross the auction block December 13th, an ultra-rare 1969 Chevrolet Corvette L88 will roll onto the Mecum's Austin auction floor in search of a new home. This, the third generation, released in 1967, was considered the big powerhouse ride of the day.

Upon the unveiling of the third gen Vette, General Motors took its crowned jewel to the next level in performance with the unleashing of the Corvette L88, powered by the potent 427 cubic inch V8 power plant. However, this trimmed version of the Vette was considered too extreme for its own good and surprisingly went missing from most all Chevrolet sales materials.

This immaculate gem, one of only 116 sold the final year and with only 2,000 miles on the clock, has the serious car collectors a buzzing in full drool over the possibility of acquiring this rare edition Vette come December. Nicely restored and with the all-original drivetrain we expect it to garner world-wide attention and is expected to fetch some pretty competitive bidding, as just recently a similar '69 L88 sold a few months back for an astounding \$680,000.



This top of the line L88 cast iron block featured high compression, a big Holley four-barrel carburetor, along with high-flow exhaust headers and was also fitted with both a racing suspension and racing brakes. However race ready, this beast earned a rep for not being the greatest driver's car and many of the creature comforts such as power steering, air conditioning, radio, and heater were all omitted from the package.

Originally reported back in the day to be turning out 430 Horsepower, the L88 has shown in more recent results this number was actually closer to 560 at its 6,500 RPM redline. Priced at around \$5,470 in its time, this model of the iconic Vette, only sold for three years from 1967-1969 and was not one of the Corvettes best sellers. With that said, what was once unpopular and undesirable with age often becomes a treasured find. What would you pay for this treasure find if you had a pirates [sic] gold to spend?

## C7 Too Awesome for South Korea *Patrick Rall, TorqueNews.com*

Fri., Nov. 14 | The C7 Chevrolet Corvette is being marketed on a global level, but it looks like those prospective Vette buyers in South Korea may not get a chance to buy a new GM sports car in their homeland because government vehicle noise restrictions make the Stingray illegal.

At a recent Chevrolet Track Day held at Yongin Speedway in South Korea, the 2015 Aveo, Cruze and Trax were all on hand for media members to experience the newest Chevy vehicles, but the C7 Chevrolet Corvette was not on hand.

*(Continued on page 10)*

## Too Awesome *Continued*

*(Continued from page 9)*

While GM Korea president and CEO Sergio Rocha was speaking about the Korean Chevy lineup, he had some bad news for those looking to buy a 2015 Corvette Stingray in South Korea – it likely won't be sold by dealerships.

The C7 Chevrolet Corvette Stingray is powered by an LT1 V8 that delivers 455 horsepower with the standard exhaust system and 460hp with the dual mode performance exhaust system. While the high performance exhaust package makes the Stingray a whole lot louder, even the basic exhaust system allows the LT1 to announce its presence on the road in glorious fashion. The new Corvette sounds incredible on the road, but in terms of the American performance car market, the new Corvette with the standard exhaust isn't all that loud. It still sounds awesome, but it isn't anywhere near as loud as, say, the new Z06. However, in Korea, it is too loud.

The South Korean government has a law that restricts the sound made by new cars sold in the country and, unfortunately, the 2015 Corvette Stingray is too loud to fit within those requirements.

"The launch of the seventh-generation Corvette is being delayed indefinitely due to Korea's regulation on automobile noise," said Rocha. "Although such regulatory stance may benefit the industry in the short run, I wonder if that's something that should be in place for a long time."

## C7.R Co-Developed with 2015 Z06 *Chuck Green, CorvetteOnline.com*

Sat., Nov. 15 | It's no mistake that the C7.R Corvette race car competing in the Tudor United Sports Car Championship Series closely resembles the Corvettes produced for the street. The C7.R was co-developed next to the new 2015 Z06 Corvette. The two cars share the same technologies in engineering including chassis layout and design, engine, and aerodynamic packages.

Jim Campbell, U.S. Vice President for GM performance vehicles and motorsports stated, "When it comes to endurance racing Corvette has been the benchmark of success for nearly 15 years, a huge part of this success relates directly to the relationship between Corvette Racing and the production vehicles." Chief engineer for Corvette, Tadge Juechter added, "We are always taking what we learn from racing and applying it to improve the production vehicles. As a result of this collaboration, the new Corvette Z06 is the most track-capable production-vehicle ever produced."

As in previous model years, the production Z06 and the C7.R race car share the same production based aluminum frame now being built at the Corvette plant in Bowling Green, Kentucky. A new patented GM spot welding process makes the new frame much stiffer than in previous model years.

*(Continued on page 12)*



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**NEW 2015 Black Stingray 3LT Convertible**, Jet Black perforated leather-wrapped int., Black top, 6.2-L (455HP), 8-spd. AT w/Paddle shift, MyLink/Nav, Performance Data Recorder, Heads-up, GT bucket seats, Active handling w/Traction control, Performance exh., Red calipers, MSRP \$74,995 .....**See Sandi!**



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Just in time for the holidays, Faulkner is holding a **Winter Coat Drive**. Bring your slightly worn and gently used coats to the dealership to help the homeless and less fortunate.

Also, Faulkner is holding a **BLACK FRIDAY event** from Nov. 22 through Dec. 20th. They are giving away one 42" LED flat screen HDTV every week during the 5-week period. You can also get a free Christmas tree with every test drive (while supplies last). One lucky customer will also win 4 Lehigh Valley Phantoms tickets!

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## **C7.R / Z06** *Continued*

*(Continued from page 10)*

Another improvement related to the shared technologies is the addition of direct fuel injection to the new 2015 Z06 production car, this will allow the technology to return to the Corvette race car since the GT1 days in 2009. Direct injection offers several advantages including more precise throttle response, greater efficiency and more miles per gallon for the Z06, and less time consuming pit stops for the C7.R.

Aerodynamics for the Corvette Stingray were a direct result of the previous C6.R with functioning hood and front quarter panel vents. The new Z06 and the C7.R take this foundation to another level with aggressive strategies for better cooling and aerodynamic down force with similar front splitters and front and rear brake cooling vents.

The new 2015 Z06 features a 625 horsepower, supercharged 6.2 liter engine, while the C7.R race car, by rules, is limited to a total displacement of 5.5-liters, and forced induction is prohibited. Very few will ever have the opportunity to get behind the wheel of the C7.R, however, a test drive in the new 2015 Z06 is as close as your local Chevrolet dealer, and other than the bright yellow paint and the roll cage it's as close as you can get to driving the C7.R.

## **2015 Stingray Convertible Review** *Mac Morrison, AutoWeek.com*

**Mon., Nov. 17** | I personally wouldn't opt for the convertible, especially given the fact the C7 coupe features a standard removable roof, but the legions of Corvette convertible fans will find the same attributes here as in the coupe: Gobs of power and torque, great exhaust growl, nicely weighted steering, strong brakes and a very nice handling balance. Top operation is quick and easy, and with it down and the wind flying past, you feel even more tempted to extract as much of the car's enormous potential as you dare.

One thing you won't find on this here car, however, is the seven-speed manual gearbox. Chevy still hasn't managed to source a true twin-clutch transmission for its performance car, but the new eight-speed automatic is damn impressive. It varies its shift speeds depending on load so as to prevent snatching the meaty rear tires loose under high lateral loads, but with power on in a straight line, it cracks them off very quickly, whether you opt for full auto mode or shifting yourself using the steering-wheel paddles.

No, this gearbox is not as quick and immediate as the latest, for example, Porsche PDK, but neither is it sluggish when you ask it to perform aggressively. I'm not ready to say I would choose it over the manual, but the faster and quicker the Corvette gets, the more its limits rise, the more I begin to think it's a viable option. In one way, I'm glad there's no twin-clutch available yet, because at that point I might finally cave. That's no indictment of this eight-speed, though. It's a damn fine transmission, and the first Corvette automatic that I won't scoff at out of hand when I see a C7 equipped with it. There's a big part of me that, after sampling it myself, can see the appeal, because you aren't losing any performance with it vs. the manual, as was the case in older versions. And in some scenarios, like drag strip launches, you're actually gaining time over the seven-speed manual. Nice work, team Corvette.

## NCM News & Events



### Corvette Museum on Weather Channel



06.NOV | Tune in to the Weather Channel for their series "Secrets of the Earth." Next week's show features sinkholes, including the now world-famous Corvette sinkhole.

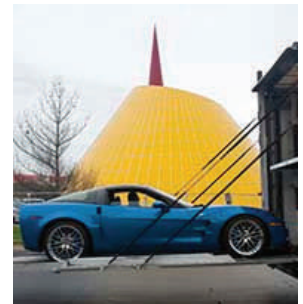
"Secrets of the Earth" explores our planet with the same sense of awe and wonder normally reserved for alien worlds. Computer graphics, visual analogies and expert scientists combine to reveal amazing, little-known aspects of the world, from canyons of gravity that warp space and time to rain triggered by cosmic rays.

Check your local listings for air time.

### 2009 ZR1 Blue Devil Makes Debut After Restoration

06.NOV | This week at the SEMA Show in Las Vegas, Chevrolet held a surprise unveiling - the restored 2009 ZR1 Blue Devil, which had fallen victim to the Museum's sinkhole in February.

The car had been on display at the Museum as-is from March 3, when it was recovered from the hole, through August when it was returned to Chevrolet for restoration. Damage included: cracked carbon-fiber ground effects and a broken passenger-side rocker panel; damaged passenger front fender as well as cracks in both doors; cracked windshield, hood window glass and passenger headlamp assembly; bent rear control arms on the driver's side door; and cracked oil lines to the supercharged LS9 engine's dry-sump oiling system.



Six weeks after work began, the restored ZR1 was started for the first time at the GM Heritage Center.

Read the full release online [here](#).

View the video of the restoration [here](#).

### Construction, Start Your Engines!

13.NOV | Construction is underway in our Skydome to repair the sinkhole and get that portion of the Museum back up and running. In an effort to keep you informed, we will share updates in eNews on the right side bar.

On Monday, the remaining six "Sinkhole Corvettes" were moved from the Skydome. The 1.5 Millionth is currently in the turntable in the lobby, the Spyder is viewable from the Enthusiast area, and Ruby and the 1962 are on a lift in the garage bay in the Engineering area. Our local tv station put together a nice piece on the process [here](#).

On Tuesday, we welcomed home the 2009 ZR1 "Blue Devil" in its 'good as new' condition. The car was repaired courtesy of General Motors, and made its debut last week at SEMA. You can see a video of it on our You Tube channel [here](#).

All web and security cameras in the Skydome have been disconnected. In order to facilitate the construction work that

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## NCM News & Events *Continued*

(Continued from page 13)

will be done in the Skydome, the inner ring of lights had to be raised up as high as they could get it. Unfortunately the cables that ran to all of our web and security cameras were tied into this inner ring of lights. Each one had to be disconnected from the main router switch, so that the inner ring could be raised up out of the way. While we will not be able to provide live web streams from the Skydome, we will continue to share updates via our eNews and on social media. Thank you for understanding!



### Tail of the Dragon Run Tour

13.NOV | Spring in the Smokie Mountains, Tail of the Dragon and the Biltmore Estate are all combined into one great Museum in Motion tour. Our trip will depart from Bowling Green on Sunday, April 26, heading East to run the famous TN-129 (aka Tail of the Dragon). The tour arrives in Asheville, NC for a stay at the Biltmore Inn, located on the Biltmore Estate grounds.

Several meals and tours are included with this trip April 26-29, 2015. Cost is \$1290 for the driver and \$540 for the passenger. Museum members receive a \$40 discount per person. View the complete itinerary and register online [here](#).



Find more NCM news online at [www.CorvetteMuseum.com](http://www.CorvetteMuseum.com) or call 1.800.53.VETTE(538.3883).  
 National Corvette Museum, 350 Corvette Drive, Bowling Green, KY 42101.

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### **Current NCM Raffles**

*Torch Red Z06 Cpe | LT4, 7spd Man., 2LZ, 1000 tix @ \$300 .....12/04*  
*Arctic White Cpe | 8spd AT, Z51, 2LT, 2015 tix @ \$100 .....12/05*  
*Laguna Blue Cpe | 8spd AT, Z51, 2LT, 1500 tix @ \$150 .....12/18*  
*Torch Red Cpe | 8spd AT, Z51, 2LT, Unlim. tix @ \$10 ..... 1/29 (2015)*





## Corvette Classifieds

If you have something Corvette-related to sell, contact the newsletter editors to run a free ad. We will make all efforts to run your ad until the item sells. Contact Kevin & Michelle Minnich at [aaccnewsletter@verizon.net](mailto:aaccnewsletter@verizon.net) or call 610-530-0923.

*Neither Allentown Area Corvette Club nor the Newsletter Editor(s) are responsible for ad content or for any exchanges as a result of ads published.*

**NEW!! 1965 Convertible** — Maroon/Maroon int., black soft top, numbers-matching, L-79 327/350, 4-spd., white-wall tires, knock-offs, teak wheel, power antenna, AM/FM, aftermarket A/C. PA inspected + alignment. Runs great. Stress cracks in body. '67 wheels mounted, originals included. 92,000 miles. Asking \$49,900. (Harry, 610-216-0596)

**1978 Anniversary Coupe** — 25th, 2-tone Silver, Red leather int., AT, A/C, Alloy Wheels, AM/FM stereo w/ 8-track, PB, PS, PW, Tilt/Tele. All original, everything works great! Suspension redone 1999, new seats in 2013, brand new carpet. 63,212 miles. Garage kept, 3-owner. (Dennis, 215-679-2719, [den1ria2@gmail.com](mailto:den1ria2@gmail.com))

**AACC Car!! 1986 Coupe** — Black/Red int., AT, AM/FM/Cass., Good condition. 126,000 miles. \$6,500. (Frank, 610-849-2470, [frank.madural@rcn.com](mailto:frank.madural@rcn.com))

**1996 Collector's Edition Coupe** — LT-4, 6-speed, Preferred Equipment Group (electronic AC, Bose audio, 6-way power Driver's Seat), Selective Real Time Damping, Traction Control, ABS, blue removable roof panel, 5200 miles. \$28,995 negotiable. (Alan; H: 908-479-6930, C: 908-303-3083)

**1998 Convertible** — Silver exterior / Black interior / Black top, AT, Non-smoker, 10 disc CD changer, Brushed wheels, New tires ALL ORIGINAL, Like New w/ 20,800 miles. \$24,000 Firm. (Greg, 610-509-3276)

**2000 Convertible** — Light Pewter / Black interior / Black top, 6-spd, Active Handling and Ride Control. 6,500 miles & All Original! (Joe; H: 610-366-8842, C: 610-762-8860)

**AACC Car!! 2013 60<sup>th</sup> Anniversary 427 Convertible** — Arctic White, Blue Diamond, 7.0L 505HP, 6-spd Man., ISC Pkg., Carbon Fiber Pkg., 60th Anniv. Design & Stripe Pkgs., Power Top, NAV/CD, 7481 miles, 1 of 837, KBB: \$68,805. Asking \$62,995. (Len, 610-923-7534).

**Black Leather Jacket** with red accent piping — Lambskin, Size L, "Corvette" lettering and crossed flags logo on back and left front chest, C1/C2 flags on both sleeves, Like New, Not worn in 5 years, climate controlled storage, Originally \$399, asking \$200 OBO. (Marty, 610 730-2846 or [martin.hegyi@boschrexroth-us.com](mailto:martin.hegyi@boschrexroth-us.com))

**Garage Space** — Single-car space with electric opener and AC power (for battery charger). Near Dieruff High School, Allentown, PA. Price negotiable. (Joy, 610-433-1323)

**Holley 750 Carburetor** — Single pump, dual feed, electronic choke, shiny finish, like new, used less than 100 miles on a C2. Asking \$325. (Gary, 610-767-3605)

**Old Radios Repaired** — Analog only, not digital. Specializing in OEM radios from the 50's, 60's, and 70's. Cost is



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**Dec 2014**