



Allentown Area Corvette Club, Inc.

'Vetter's Letter'

November 2020

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From the Oval Office



To all AACC Members,

I hope this newsletter is finding each of you and your families healthy and well.

I'd like to follow up on the email sent on September 24th by recapping some of the topics in it and providing some additional details regarding our last few Board meetings:

- The Board has decided for AACC to hold off on any activities, in-person meetings and events until the end of 2020. As you can imagine, this decision was not taken lightly, and in all honesty, was heavily debated amongst all Board members. We know this may not be the news you were hoping for, but as I stated in my first Oval Office letter, your safety has been and will remain my number one priority. Sometimes the right decision isn't always popular.
- We are going to be hosting our first "virtual" AACC Meeting on November 11th via ZOOM at 7:30PM. Those with computers will be able to join and "see" everyone on the screen. Those without computers will have the option to dial into the meeting over their phone. Instructions on how to use Zoom will be provided to everyone. If additional help is needed, please reach out to me, Laura Hegyi, Elizabeth Garnto, or Dave Hausman. Please keep an eye open for this invitation and instructions.
- The Springfest Car Show Team and the Fall Show Team are both starting to plan for their respective shows in 2021. Show details will follow once plans have been solidified.

(Continued on page 3)

Upcoming AACC Meeting



AACC is back!! (Almost.) A Zoom meeting will be held on **Wed., Nov 11th at 7:30pm**. Zoom instructions and logon information will be distributed via email. The flow will be similar to our in-person meetings (remember those?) with officer and committee chair reports plus special interest discussions.

We are optimistic this format will help to "regroup" our club members and we look forward to your participation.

This Month

- 11—Club Meeting (p.1)
to be conducted via Zoom

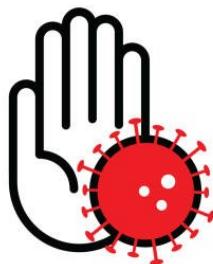
Coming Up

- ~~12/12—AACC Holiday Party (p.4)~~

Our Activities Committee will meet during November and they are making plans for 2021. Many COVID-canceled events will be re-worked for next year. Watch for more announcements as plans come together!

Unfortunately, this column and the associated calendar (at right) will be quite empty for the coming months, or at least until Pennsylvania's COVID-19 restrictions are eased.

Whether you head to a cruise night, attend another club's event or simply hit the road, **please be safe.**



See what you missed on



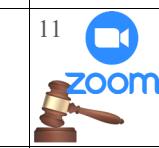
"AAVetteClub"
and "EACC"



Join our group on



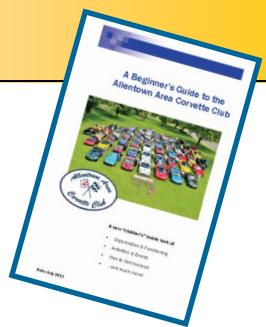
November 2020

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					

Membership Corner

At the end of October, there were:

- **230 active** members
- **0 potential** members



The Board of Directors voted in these

New Active Members

during October:

- Amy Cook Allentown, PA No Corvette
- Bill & Fay Crowell Limerick, PA '15 Cnv
- Troy Kasick Schnecksville, PA '96 Cpe
- David & Laura Jane Myers Bethlehem, PA '96 Cpe

There are currently no **Potential Members**.

Thank you for your interest in our club!!

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

AACC's Sponsor

Official Chevrolet Dealer:



Faulkner Chevrolet Bethlehem
298 Stoke Park Road
Bethlehem, PA 18017
877 260-1080
FaulknerMotors.com

AACC's Charity

Providing Services, Support & Hope



5611 Hemlock Place
Orefield, PA 18069
610.533.1923
Angel34.org

AACC's Board

Board ChairKen Beck

Current Officers:

..... Mark Dressel
..... David Hausman
..... Carol Jenkins
..... Bernie Toth

Elected Board Members:

..... Bruce Garnto
..... Jack Iatarola
..... Joel Dean
..... David Hornung

Oval Office (Continued...)

(Continued from page 1)

- The Board is actively reaching out to several local facilities that could potentially host indoor meetings starting in January. Allowable headcount seems to be our biggest obstacle at this time, however we are planning to visit 2 facilities that look very promising.
- Everyone will soon receive a copy of the mandatory AACC Waiver. This waiver must be signed and returned to us as soon as possible. Going forward, this waiver will be required in order to attend any event, meeting and/or activity. Your signed waiver is good for the current AACC fiscal year (from Sep. 01, 2020 to Aug. 31, 2021). Your cooperation is greatly appreciated.

I'd like to wish a friendly and enthusiastic welcome to all the new members who have joined the Allentown Area Corvette Club. We look forward to your involvement and participation. For all current potential members, I hope to see you become full/active members in the very near future.

As we see the weather starting to turn colder, we should all be planning to take the proper steps in winterizing our Corvettes. Please see the article starting on page 6 that provides detailed instructions to ensure your Corvette is well-prepared for the upcoming winter hibernation. These steps are critical to maintaining your Corvette and ensuring years of trouble-free enjoyment and "smiles per gallon."

Lastly, Denise and I would like to extend to all of our members and their families and friends the very warmest wishes for a very Happy Thanksgiving. This year has been full of challenges politically, medically, financially and even spiritually. This Thanksgiving, my hope is that you are surrounded with the love of your dear ones and you give thanks for all of life's gifts with which we are so very blessed.

Respectfully,

Mark Mark Dressel
AACC President



◀ President Mark Dressel



Thinking of You

Cindy Cutro's brother, Charles Wickes, Sr. (who was from Missouri), passed away on Oct. 8. A service was held on Oct. 26 at Jefferson Barracks National Cemetery, St. Louis, MO. Memorial contributions may be made to Boles House 6 Fire Museum in Missouri. Charles's obituary can be found at <http://www.russellcolonialfuneralhome.com/obituary.php?id=1698>.



Edwin Laudenslager, father of club member Judy George, passed away Oct. 10th. His obituary will appear in *The Morning Call* and is available on K.V. Knopp Funeral Home's website

<http://www.kvknoppfuneralhome.com/obituary/edwin-laudenslager>. There will be no services at this time. Memorial contributions may be made to the Leukemia and Lymphoma Society, Lehigh Valley Office, 1525 Valley Center Parkway, Suite 180, Bethlehem, PA 18017.

Janet Dorshimer's mother, Delores Kistler, passed away Oct. 22. Her obituary can be viewed on Harding Funeral Home's website <https://www.hardingfuneralhomeinc.com/obituary/Delores-Kistler>. Services were held on Friday, Oct. 30 at the funeral home in Slatington, PA. Memorial contributions may be made to St. John's Lutheran Church Sunday School, 40 S. Second St, Slatington PA 18080.

If you know of a member who is hospitalized, had surgery, or lost a loved one, please notify VP David Hausman (DavidLhausman@yahoo.com, 610-217-7208) or another board member.

Thank You

Thank you all for your expressions of sympathy in the loss of my brother/brother-in-law Charles Wickes. It is was so comforting that so many of our AACC family cared enough to send their condolences in this heartfelt time. God bless all of you.

Best regards,

Cindy and Mike Cutro

Clear Your Calendars

Sat., Oct. 01 | The various state mandates regarding gatherings and business openings continue to put a damper on AACC activities. **Our Board of Directors will hold a Zoom meeting the second Wednesday in November. Watch your emails for access instructions.**



AACC's 2020 Holiday Party was postponed to 2021. The new date will be Saturday – Dec 4th, 2021 at The Steel Club in Hellertown, PA.

Stay safe and keep those Corvettes fueled and ready to roll — we will again be on the road before too long!!

AACC @ OCMD *by Marty Hegyi ('69, '07, '17)*

Fri.-Sat., Oct. 02-03 | The annual Corvette Weekend event in Ocean City, MD sponsored by the Free State Corvette Club, like many other activities, was canceled for this year. That did not stop about a dozen AACC members from traveling down to Maryland to enjoy some sun and fun on the beach and boardwalk, however.

Corvette Weekend normally attracts around 700 to 800 Corvettes who participate in a car show, road rally and boardwalk parade. (Yes, you can drive your Corvette on a 2 mile stretch of the boardwalk, as hundreds of spectators cheer you on.)

Mark your calendar. The date for next year's event is Oct. 15-16, 2021 and registration opens Jun. 01. For more information, go to www.freestatecorvette.com and click on "Corvette Weekend."



Photos by
Laura Hegyi

Birthday Drive-By in Schnecksville

Sat., Oct. 31 | Troy Kasick, one of AACC's newest members, posted this appeal to area Corvette owners in our Facebook group:

Fellow Vette owners here in the LV, I have a drive by Halloween birthday parade request for you all if possible. My neighbor and co-worker was tragically killed this past July while riding his bicycle on Rte 222 by an unlicensed, uninsured, and undocumented driver. He left behind a wife and two very young children. The little boy is turning 4 this Saturday and his mom in lieu of a party or trick o' treating has requested a drive by from friends and family. She has no idea that I have put this out to this group but what a cool thing to do bring some excitement to some kids that lost a parent on an already horrible year!

Come drive by, honk and wave to celebrate a special Birthday!!



(Continued on page 6)

Drive-By (Continued...)

(Continued from page 5)

Following the event, Troy posted this with a few photos:

A HUGE thank you all who came out for this car parade, last I counted was 16 Vettes. That is amazing for such a short notice and all for a 5 minute ride! The little boy Michael & girl Abigail were very, very surprised!! Amazing club and people which I was glad to meet some new members! I wish I had more pictures but was trying to organize the drive.

Thanks, Troy for getting the message out. AACC loves to make smiles!



Winterization...Yes, It's That Time Already by Mark Dressel ('17)

It's that time of year, where the weather starts turning cold and as a result, grown men cry and women feel abandoned. Why? It's time to winterize your Corvette. I know, I know, I'd rather have teeth pulled without Novocain than to put my Corvette into winter storage, but it's something we all must do to maintain our babies year after year. As I'm sure many of you have read about, there are certain steps that need to be taken to properly winterize your Corvette. Some of these steps may be considered overkill and/or excessive, but this list is for you to pick and choose from as needed.

Step #1: Wash, Clay, Polish, and Wax. This should go without saying. Before putting your Corvette away for the winter, you should give it a good washing. Get all that dirt off the paint and from within all the crevices. Make sure to clean the brake dust off the wheel spokes, the inside barrels, and the calipers. If you have a convertible, make sure you use a gentle brush and soap to agitate the dirt out of the fabric or vinyl. You should then use a Clay Bar to really smooth out your Corvette's clear coat. Make sure to use plenty of lubricant (such as a quick detailer) while using any clay bar. This is absolutely a necessary step prior to polishing your Corvette. Polish your vehicle as needed. Remember, always start with the least amount of abrasion and increase only as needed. Finally, use a nice wax to complete the process. There are several types of wax you can use: spray-on/wipe-off, paste wax that you buff on/buff off, ceramic wax, etc. For cars

(Continued on page 7)

Winterization *(Continued...)*

(Continued from page 6)

that are ceramic-coated (or similar), you should always follow the instructions you were provided for proper cleaning and maintenance.

Step #2: Protect All Weatherstripping. Over the winter months, rubber gets cold. If unprotected, rubber hardens and cracks over time. You want to make sure you coat all the weatherstripping with a rubber conditioner. Two products that do a great job are "Meguiars Ultimate Protectant" or "Mother's VLR." Both are made to lubricate and condition rubber surfaces to help avoid hardening and cracking. Make sure you get the rubber around your doors and windows, the engine bay, the trunk/rear hatch, and also the removable targa top or convertible roof.

Step #3: Clean and Condition All Leather. Leather is one of those things that you just don't focus on until it looks really bad, or rips or cracks. As we all know, the leather in our Corvette isn't known for its quality, so to combat that, you really need to keep your leather not only clean, but more importantly, conditioned. Leather can be cleaned in several ways. For general cleaning, use a soft microfiber towel and your choice of leather cleaning product(s). For really dirty leather, you will need to use a soft brush with your leather cleaner, to agitate the leather and lift the dirt away. For some of the later generations, the owner's manual says to use a damp cloth on all leather surfaces. I have a problem with that because although our leather surfaces are treated with a coating, that coating doesn't last forever, and as the coating wears, when you use a damp (water) cloth on leather, it will begin to dry out and crack over time. Ever wonder why so many Corvette driver seats look so terrible with rips, cracks and have areas that show excessive wear and tear? To me, leather needs to be babied. As stated earlier, conditioning the leather is even more important than cleaning. Conditioning products will keep your leather moisturized and soft. Remember, leather is animal skin. To keep your skin clean and healthy, you would never just use a damp cloth — your leather should be no different.

Step #4: Add 5 PSI To Each Tire. Although "flat spots" are typically a thing of the past, it never hurts to add 5 PSI to each tire over the winter hibernation. First it will help avoid (possible) flat spots and second it will compensate for normal loss of air pressure over time. You can go one step further, by putting old floor mats or anti-fatigue mats (cut into 12in x 12in squares) under each tire. This helps "soften" the hard surface the tires sit on. They also add a barrier between the garage floor and your tires to protect from moisture and extremely cold temperatures.



Step #5: Do or Don't Do an Oil Change. This is one of those topics where you can't make a wrong decision. Some say that you should change your oil before winterizing your Corvette. The thinking is that clean oil will be displaced throughout your engine during the months of storage. Others say that you should not change your oil before winterizing your Corvette. They believe that your oil is sitting for 5 to 6 months and why have new, clean oil that is 6 months old before even driving a mile. I've tried both methods over the years and I honestly cannot say if one is better than the other, but I personally change the oil at the beginning of the Corvette season, leaving old oil in the car over the winter.

(Continued on page 8)

Winterization (Continued...)

(Continued from page 7)

Step #6: Add Fuel Stabilizer. To maintain the octane level in your fuel, adding an 8 oz. bottle of Stabil® to a full tank of gas is highly recommended by many of the experts and enthusiasts. An 8oz. bottle is good for maintaining proper octane levels for up to 20 gallons of fuel for up to 2 years.

Step #7: Remove the Bra. Do not store your Corvette with Bras or similar protective coverings that would be “pressed” against any painted surfaces for an extended period of time.

Step #8: Dryer Sheets for Rodents. If rodents are a possible problem where you store your Corvette, there is a very inexpensive solution to hinder them from damaging your Corvette. By wrapping a few dryer sheets around the outside of your exhaust, it will deter rodents from making a home there over the winter. You do so by covering your exhaust tips with the dryer sheets then using a rubber band around the outside of the exhaust to hold them in place. Laying a few down inside your door sill and a few around the engine bay will also deter rodents from entering in those areas. Moth balls placed around tires have also worked well, but have a much stronger odor vs. dryer sheets.



Step #9: Connect The Battery Tender. We all know that a Corvette is very dependent on its battery, especially the later generations. To maintain the health of your battery, you must connect your battery to a “battery tender.” Make sure it’s not just a battery “charger” but a device that continues to maintain the charge as needed. A battery tender reduces the voltage when the battery is fully charged and prevents damage to the battery. Place a soft microfiber towel under the tender’s cable anywhere it may rub or come in contact with your paint – especially if under a car cover.

Step #10: Go Under Cover. Regardless if you have a garage or not, you should make sure your Corvette is covered during the winter months. For outdoor storage, make sure the cover is soft on the side that comes in contact with the car and water proof on the side that is exposed. Covers that have straps to secure the cover under the car are best for windy conditions. For indoor storage, again choose a cover that is soft on the side that comes in contact with the car. Crack the windows about $\frac{1}{2}$ inch for circulation and to allow any moisture to escape – this should only be done if storage is secure and the car is under cover.

Step #11: Kiss & Cry. Your Corvette is now washed and waxed, leather conditioned, rubber protected, tires inflated, fuel stabilized, protected from rodents, charging as needed, and covered for the winter. The only thing left to do is kiss it good night and cry like a baby until April.

(Continued on page 9)

Winterization (Continued...)

(Continued from page 8)

During Winterization - Don't Start It. It might seem like a good idea to start your car up every once in a while, but letting your car idle for any amount of time does not get rid of the condensation that is created in the exhaust system and engine. Do not start the car unless you are going to drive it. Start up is the hardest thing on the engine, especially when the car sits for an extended period of time. Doing it once in the spring is better than many times over winter.

[This section from www.CorvetteBlog.com/2014/11/Winter-storage-tips-from-the-corvette-experts/]

Club Clothing *Chair: Elizabeth Garnto ('98)*

Elizabeth Garnto is AACC's Merchandise Liaison with **A&D Fashions Embroidery** (Emmaus, PA). Select from their online catalogs: www.sanmar.com and www.alphabroder.com, or apply the club logo to your own item for \$6. Email Elizabeth with the item number/description and size (aaccmerchandising@gmail.com). Once your order is placed, please mail a check payable to "A&D Fashions Embroidery" and either mail to Elizabeth Garnto, 720 N 2nd Street, Emmaus, PA 18049 or pay her at a meeting.

Trophy Shelf Additions

AACC members have some beautiful cars and like to show off. Many car shows happen around the Lehigh Valley where members always do well, but we want to recognize these recent show wins:

Sat., Oct. 03 | St. Joseph the Worker School Car Show (Allentown, PA) – Troy Kasick ('96, Top 40)

Sun., Oct. 11 | Slate Belt Corvette Club Fall Cruise-In (Bangor, PA) – Mark Dressel ('17, Top 40), Randy Beck ('68 AMX, Top 40), Cheryl Beck ('70 AAR Cuda, Top 40), Len & JoAnne Feinberg ('17, Top 40), Marty & Laura Hegyi ('69, Best Interior), Gary & Joann Warmkessel ('65, Best Paint)



COVID-19 slowed things down but can't stop all car shows and cruise nights. Here are some of the recent outings as captured by Len Feinberg ('17 Callaway):



<https://public.fotki.com/EACC>

- [Cops N Rodders Cruise Night 10-1-2020](#)
- [LVRAACA Bushkill Park Cruise 10-02-2020](#)
- [Trolley Shops Cruise 10-3-2020](#)
- [Blue Mountain Classics Cruise 10-4-2020](#)
- [Marc's Auto Cruise 10-5-2020](#)
- [LVRAACA Halloween Dairy Queen Appreciation Cruise 10-10-2020](#)
- [Slate Belt Corvette Club Fall Cruise In 10-11-2020](#)
- [Cruise to the Forge 10-18-2020](#)
- [Trolley Shops Halloween Cruise 10-31-2020](#)



AACC's own Fotki page is:

<https://members.fotki.com/AAVetteClub/>



6,355 Corvettes Delivered in 3rd Q *by Keith Cornett (CorvetteBlogger.com)*

Fri., Oct. 02 | Now that Third Quarter has officially come to an end, General Motors has released its latest sales report and it shows Corvette sales surging with 6,355 Corvettes delivered during the time period. This is a 33.3% increase over the 4,766 Corvettes delivered during July-September 2019. For the 2020 year to date sales, a total of 12,634 Corvettes have been delivered. Due to the COVID shutdowns earlier in the year, we are seeing a 12.9% decrease from the 14,497 sold during the same time last year.

Of course it's no surprise that we are seeing a surge in deliveries as the 2020 Corvette is a sell-out with every car spoken for and owners are taking delivery as soon as they reach the dealership. Now with the second shift in play, we should see another significant jump in the numbers come 4th Quarter.

Production of new Corvettes is still going strong with over 800 Corvettes being produced weekly. This continues to be a bright spot for the Corvette Team as it appears the supply line has remained largely intact. With just three months to go before the end of the year, it will be interesting to see how the Corvette team accomplishes its goal of 20,181 Corvettes produced for the model year as it's possible that 2020s may have to be extended into December.

Speaking of 2021s, we are betting that dealers get their allocations sometime this month, and then the first orders can be submitted to GM. As soon as we have an official date on this we'll let you know.

And finally, for the first time in a long while, there are no current sales incentives for the Corvette and it will probably be a few years before they return.

Our Corvette Sales Archives will be updated in January 2021 with the release of GM's official 4th Quarter sales numbers.

C8 Makes Bloomberg's Worst Interiors *by Sam McEachern (GMAuthority)*

Wed., Oct. 07 | General Motors made some massive strides in material and build quality with the interior of the C8 Corvette when compared with the seven-generation model that it replaces. These efforts didn't go unnoticed, as customers and the media laid praise on the new sports car's improved interior. The C8 Corvette even won a *Wards Auto* 10 Best Interiors award earlier this year, with the well-respected publication saying car is the comfiest 'Vette yet and calling the cabin "handsomely configured" and "first rate."

It seems not everyone agrees with this consensus, though. *Bloomberg* recently put together a list of the 'Worst Car Interiors of 2020' that included the C8 Corvette. Turns out the journalists over at *Bloomberg* really don't appreciate the rather long row of buttons that occupies the C8 Corvette's center console, as it splits up the cabin and takes away from the uniformity of the dashboard.

Inferior Interior *(Continued...)*

(Continued from page 10)

“Witness the massive, curved divider that runs straight through the middle of the car. Lined with buttons and covered in low-grade leather, it looks like a part of the command helm on the starship *Enterprise*,” *Bloomberg* claims.

“You’ll never be able to reach over and squeeze your driving partner’s knee or use the buttons on the angled center dashboard screen while the car is being driven,” the article goes on to say. “Second, those dozens of buttons along the interior walls, dashboard, and dividers feel out of step with current themes and with much of the luxury segment, where brands like Mercedes-Benz and Rolls-Royce brag about how many interior knobs and switches they’re removing—at customer request.”

Bloomberg didn’t like the squared-off steering wheel that Chevy threw in the C8 Corvette, either, saying it “looks as if it were borrowed from Buick.” We’re not sure if any Buick vehicles currently in production can justify having a motorsports-inspired flat-bottom steering wheel with a 12 o’clock marker, to be honest, but we definitely wouldn’t complain if that were the case.



Lastly, *Bloomberg* dragged the C8 Corvette for its poor visibility, saying the “low, awkwardly designed cabin,” has poor visibility by the A-pillar and B-pillar, which becomes particularly troublesome when taking corners. The writer points out that a blind spot alert system is standard, though it’s worth noting that the base-level 1LT trim doesn’t include Side Blind Zone Alert as standard – only the better-equipped 2LT and 3LT do.

It may seem like *Bloomberg* was a bit mean to the C8 Corvette, but Chevy fans can take solace in the fact that two other high-end, mid-engine sports cars were also on the same list: the Lotus Evora and McLaren 570S. The newspaper justified its targeting of performance cars on the list by pointing out that Porsche, Ferrari, Audi and others all manage to produce sports and supercars with nice cabins, though offerings from those companies do not have the same horse-power-per-dollar value of the C8 Corvette.

Editor’s Note:

Like political candidates, there are differing opinions on automotive design and beauty. This article is included to balance all of the recent positive press for the C8.

What do you think — is the C8’s departure from the traditional cockpit concept a hit or a miss? Share your thoughts on our Facebook page.

The Facebook logo, which consists of the word "facebook" in a white sans-serif font inside a blue rounded rectangle.

Competition Carbon's C8 Body Kit *by Jonathan Lopez (GMAuthority.com)*

Wed., Oct. 14 | With aggressive lines and balanced mid-engine proportions, the C8 Corvette is a looker right from the factory. But, per tradition, the tuners out there have their own vision for the latest eighth-gen sports car. That includes Competition Carbon, which recently posted these enticing new images of the upcoming C8RR roadster/spyder body kit.

For now, Competition Carbon only offers aero kits and body components for the C7-generation Chevrolet Corvette, including widebody applications, wings, bumpers, hoods and the like. The company currently doesn't offer anything for the C8 Corvette, but it looks like that will change with the upcoming C8RR roadster/spyder.

Based on the C8 Corvette hardtop convertible, the new Competition Carbon body kit transforms the Chevy with even *more* aggression. The new lines lend the Vette a kind of European exotic vibe, which will no doubt fit the tastes of some owners better than the stock appearance.

Up front, the C8 Corvette C8RR roadster/spyder was reshaped with a new bumper that deletes the stock headlamps in favor of center-mounted, rounded lamps, as well as a pronounced lower splitter element. The hood also gets extra venting, leading the eye rearwards towards the flared fenders.

The profile incorporates a hard triangular shape for the side intakes and rear fender, with more 90-degree angles just ahead of the rear wheels. One of the most attention-grabbing elements is the large snorkel intake placed just above and behind the seats, which is no doubt designed to feed cold air to the engine, while also producing some wild noises for those sitting in the cockpit. Competition Carbon says that the kit will come with a manually attached targa top.

Finally, the rear end appears to come with two triangular-shaped exhaust tips exiting out the top of the rear engine cover, a design also seen on high-end exotics like the Porsche 918 Spyder.

It's a wild-looking kit, to be sure, and we're excited to see it added to a real-life C8 Corvette.



Editor's Note: This may be the must-have item for the C8 owners who need the IMSA-look for their "boring" new car, hehehe.

Another C7 Rim Lawsuit Filed *by Sam McEachern (GMAuthority.com)*

Thu., Oct. 15 | Yet another class action lawsuit has been filed against General Motors alleging the factory rims on 2015-2019 Corvette Z06 and Corvette Grand Sport models are prone to pressure cracks and other damage.

According to *The Detroit Free Press*, a new class-action lawsuit has been filed seeking compensation for 18 separate C7 Corvette Z06 and Grand Sport owners and lessees, plus all others who either purchased or entered a lease agreement for either one of the vehicles in the United States.

The lawsuit, like others that have been filed over this same issue, alleges the factory rims on certain C7 Corvette model variants were manufactured using either substandard materials or faulty methods, making them prone to cracking and warping. The suit also notes that GM used inferior material than usual to reduce the unsprung weight of the wheels on these high-performance vehicles, further contributing to their alleged fragility.

The suit goes on to note that the wheel material is “cast, rather than forged, and is of insufficient strength, and in an insufficient quantity, to withstand the torque and power input from the drivetrain.” The C7 Corvette Z06 produces 650 horsepower and 650 pound-feet of torque from its supercharged GM 6.2L LT4 V8 engine, while the Grand Sport and its naturally aspirated 6.2L LT1 V8 make 460 horsepower and 465 pound-feet.

GM will not replace the damaged wheels under warranty, the lawsuit also states. GM did offer an optional wheel and tire protection package with the C7 Corvette Z06 and Grand Sport, *The Detroit Free Press* points out, which cost an additional \$1,000.

“Consumers regularly paid over \$900 per wheel to replace one cracked wheel with an equally defective replacement wheel,” the suit says.

Corvette chief engineer Tadge Juechter said in an online forum previously that the pressure cracks can form . . . if the driver hits potholes and other deformities on the road, which can weaken the wheel and cause it to bend and warp over time.



“Since it is hundreds or thousands of miles after the damaging event, the driver often can’t remember hitting anything that would justify a crack in the wheel,” Juechter said in the post. “I have actually experienced this myself.”

An affected owner that spoke to *The Detroit Free Press* said he took his case against [GM] to the Better Business Bureau and won, with GM forced to reimburse him the \$4,940 that he paid out of pocket to fix the car’s cracked OEM wheels. The arbitrator in that judgment said GM admitted that “minor depressions” at “low speeds” could cause the wheels to bend.

Vehicles included in this latest class action lawsuit span the 2015 to 2019 model years and include the C7 Corvette Z06 and Grand Sport only. A lawsuit was previously filed over this exact same issue back in early 2019, while a second similar lawsuit was filed earlier this year as well.



Popular Mechanics Car Of The Year *by Jonathan Lopez (CorvetteBlogger.com)*

Fri., Oct. 16 | When the 2020 Corvette Stingray Coupe finally made its grand entrance back in July of 2019, the public's response was both immediate and visceral. Here was a brand-new, mid-engine sports car with supercar levels of performance offered for surprisingly little outlay, one-upping the current crop of performance vehicles in terms of both speed and value for money.

It's a potent combo, to be sure, and now, *Popular Mechanics* is recognizing Chevrolet's accomplishment by naming the 2020 Corvette Stingray as Car of the Year.

The publication praises General Motors and Chevy for offering all that mid-engine goodness for far less than the six-figure price tag often associated with the segment, while also highlighting things like the C8's sub-three-second 0-to-60-mph time and raucous exhaust note. "The seats are set forward on its footprint, giving you that tip-of-the-cruise-missile feeling," *Popular Mechanics* writes. "By the end of our week-long test drive, the view from the driveway and the driver's seat never lost its novelty."

However, there's more to the 2020 Corvette than just speed and thrills. The two-door is also surprisingly comfortable and practical, with 13 cubic feet of cargo space to point to for the latter. *Popular Mechanics* also says that the latest Vette managed to make "a four-hour trip in heavy traffic and rain, the kind of drive that would be exhausting in any vehicle, [mostly] pleasant," adding that the C8's infotainment screen was clear, and that the HVAC controls were easy to use after just a few miles of driving.

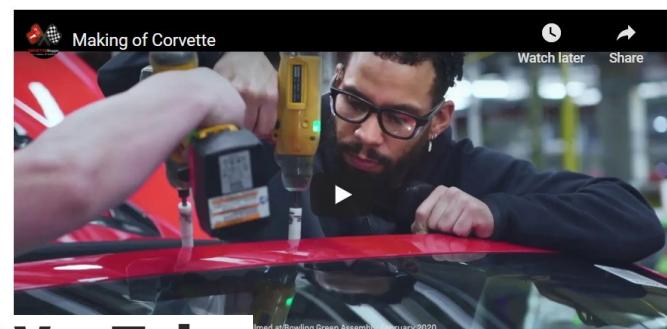
And while the publication does point out that the 2020 Corvette doesn't have quite the same precision as high-dollar rivals, the Vette still finds "a good balance" between comfort and driver engagement.

Finally, *Popular Mechanics* points out that for the last three years, each of its Car of the Year awards has gone to an all-electric vehicle, including the Chevy Bolt EV. "But even if this is the last non-electric car we award, the C8 will have partially defined the automotive industry for 2020," the publication writes.

The All-American C8 Corvette *by Keith Cornett (CorvetteBlogger.com)*

Mon., Oct. 19 | In this video from General Motors, go inside the Bowling Green Assembly Plant for a look at how the mid-engine C8 Corvette is manufactured. We also get a great look at the construction of certain parts from vendors like the Bedford aluminum castings and the carbon-fiber rear bumper beam.

Watch a C8 being made at  <https://youtu.be/1RX1KLnczcg>



Plant Resumes After Week Shutdown *by Keith Cornett (CorvetteBlogger.com)*

Mon., Oct. 19 | The Corvette Assembly Plant in Bowling Green is back to work building the 2020 Corvettes this week after taking last week off due to a parts shortage.

The reason for the plant's closure was said to be a COVID-19 outbreak at one of C8's 400 parts suppliers. Hopefully, those who aren't sick were able to return to work to keep the parts supply chain moving.

Prior to closing on Friday, October 9th, the plant finished with VIN 13,352, and production is still looking good for the 6,829 customers who have been patiently waiting for their Corvettes to be built.

GM told dealers they were extending 2020 model-year production into December as the company works to complete the full 20,181 Corvettes promised to buyers who were at 3000 Event Status earlier this year. With an estimated 45 working days before the Christmas break, the plant needs to build an average of about 152 Corvettes a day to reach that goal. As we've seen the plant build 180 Corvettes over its two daily shifts, the goal is still attainable as long as they can keep parts flowing to the plant.

With the 2021 Corvette's delayed another three weeks or so, GM has not yet given their dealers their allocation numbers for the 2021 model year. We are anticipating another sell-out for 2021 based on the demand for the 2020 Corvette, as well as the shortened 2021 model year. So if you are thinking about ordering a 2021 Corvette, you better get your orders in as quickly as possible!

Mid Engine Monthly Update *by John Elegant (MidEngineCorvetteForum.com)*

Tue., Oct. 20 | We have an exciting picture and "news" breaking about the upcoming C8 Z06. Yes this picture speaks a full 1,000,000 words, and there are now more videos which have us hearing the motor of this model being a flat plane crank. This of course echoes the C8.R's sound and with the IMSA racing body requiring a motor to be based on at least 500 production versions; that too lends credence to the Z06's motor being a 5.5L naturally aspirated flat plane crank engine. [Of course] . . . GM [has not officially] confirmed there will even be a C8 Z06, but if it quacks like a duck. Thanks *CorvetteBlogger* for this "confirming" picture.

Major analysis and discussions are occurring here about the Z06's wing, front corner dive planes, its "wider but not as tall" rear fascia exiting air ducts, and its great looking deeply concave wheels ↗ <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/197230-spied-2022-corvette-z06-with-a-rear-wing-and-undisguised-wheels>



MEMU (Continued...)

(Continued from page 15)

The Chevy 2021 “Build and Price [C]onfigurator[”] is now up and live, important as IMO the first consensus is starting on November 12th; I believe it will be this date as GM has lately been initially having their consensus start on the second Thursday of the month ↗ <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/200285-2021-c8-configurator-is-live>

Meanwhile, on the unfortunate but needing to be worked through side of the C8, is that there are currently four different C8 recalls — all of which were not caused by any oversights [or] engineering omissions by the Corvette’s design [or] engineering teams in creating the C8, but all being the result [of] supplier manufacturing issues. We are still learning about the magnitude of some of them. An exception is that 39 C8s in total had a manufacturing problem with the C8’s brake module. Before getting to the remaining three recalls, we need to digress on the continued major problems Bowling Green Assembly is having with getting 100% of its C8 400, *unique* suppliers to keep their parts in sufficient supply to not interrupt nor slow down the manufacturing process. Finally after repetitively needing to juggle which cars with which options can be made due to incessant supplier parts shortages, BGS [sic] cried “uncle” and for the week of October 12th shut down the plant entirely — but only for that week to allow its 400 unique Corvettes suppliers to catch up so . . . 180 unit daily-target C8 production could resume. With its resumption of production on October 19th, GM which has already successfully made over 13,000 C8s this 2020 challenged year, re-announced on October 8th that it still will complete the remaining 7,000, status 3000 remains 2020 C8’s this year ↗ <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/197152-plant-shutdown>

No C8 Grand Sport? Instead a hybrid “E-Ray” with AWD? That rumor has again resurfaced, this time with more “supporting information?” With 600 HP too? ↗ <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/197227-no-c8-grand-sport-but-e-ray-hybrid-is-coming-soon-per-automobile-magazine>

. . . GM right now only acknowledges that there are two C8 models, the 2020/21 Stingray coupes and the 2020/21 Stingray convertible[.] [If this is later confirmed, it] would be a massive “sea change[,]” for Grand Sports were chosen by one-third of all C7’s purchased the last three years of that generation and were also a very popular C6 model. Really



no more Corvette Grand Sport — instead a[n] E-Ray which is an AWD hybrid?

Want to watch a really good review video of the C8 hard top convertible ↗ <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/199121-c8-htc-review-by-steve-hammes-another-great-video-review>

(Continued on page 17)

MEMU (Continued...)

(Continued from page 16)

As to the nagging issue of current C8 recalls... First, for anxious C8 owners wondering if any of these effect [sic] their completed C8, at all times owners can go to the National Highway Traffic Safety Administration site and determine whether their C8, [and] in fact every vehicle sold within the United States, has an active recall here by typing in their VIN ↗ <https://www.safercar.gov/recalls>. The four current recalls are [1] the driver's side . . . seatbelt pre-tensioners (thankfully affecting only five total C8s according to "Consumer Repairs"), [2] faulty brake modules (effecting . . . just 39 C8s — including mine), [3] its infotainment radio receiver failing . . . in such a way that it results in a constant battery draw that will cause battery charge depletion, e.g., no start . . . [T]his has been a very infrequent problem with . . . [only] a handful effected [sic] by this issue.

However, what we are lacking at this time is any information from GM as to the number of Corvettes [having the fourth recall —] . . . one or more faulty, cracked piston rings[.] . . . [O]ccasionally those failures [resulted] in the need for a major motor rebuild or even replacement. We have learned that the piston ring problem covers . . . C8s manufactured between July 1st and September 15th, and that the LT2's defective piston rings actually are part of a much larger problem, effecting [sic] nine different GM models including SUV's and pickups. Did the supplier fail to properly heat treat the piston rings? Use the wrong component metals? We do not yet know. But again, how many C8s have this problem? So far we have read from owner reports that there are around 50 . . . that have had this problem, but is this about the right number? GM does not yet know this (or at this time is not sharing how many there are), but we did learn that when a C8 has been . . . identified with this issue. . . , the warranty[-]paid repair is to replace every one of that LT2's rings on every motor that has at least one cracked ring.

As to the fix for the few defective radio infotainment receivers, that is clear and easy[.] . . . GM is replacing the few defectively manufactured ones with a new one. The five defective driver's side seat belt pre-tensioners are similarly being replaced. As to the 39 brake modules identified as having a manufacturing flaw in which some foreign material contaminated the brake sensors, as of now GM has identified the fix of replacing that faulty unit but [interestingly] says that "no remedy is yet available." Not enough replacement parts for 39 total units???

The C8's exhaust has been the subject of mega millions of hours of joy. How was it created? What were the major considerations in its design? And what were the unique problems to create it? ↗ <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/199210-symphony-in-the-key-of-c8-latest-article-from-sae-automotive-engineering>

Thanks for reading. As ↗ www.MidEngineCorvetteForum.com approaches 10,000 threads, we hope you have enjoyed the C8's news, discussions, conjectures, pictures and videos with us. More to come every day. **Here's to many more miles of Corvette driving smiles!**

'The Right Stuff' On Disney+ *by Mitch Tally (CorvetteBlogger.com)*

Fri., Oct. 23 | "Nobody has ever seen anything like you men, until now," we're told in the trailer for a new Disney+ show called "The Right Stuff."

Classic Corvettes are featured prominently in the mini-series based on Tom Wolfe's best-selling book about the seven men competing to become the first man in space.

Corvette enthusiasts have known for years that the Gemini 7, as these early astronauts were known, had a need for exhilarating experiences and that naturally translated into an affection for the fastest and most exciting American car of the time, the Corvette.



In Episode 2, astronaut Alan Shepard inadvertently starts that trend with a visit to Florida's Rathmann Chevrolet, where he meets owner Jim Rathmann. While Shepard was only looking for a deal on a part-time driver, Rathmann offers him a new Corvette for just \$1 – a sweet deal that was to continue for other interested astronauts for years.

Corvettes being driven by other astronauts who also accepted Rathmann's generous offer also appear in Episode 3.

Disney+ is dropping a new episode each Friday through Nov. 20, when the entire eight-part series will finally be available for binge viewing.

Oliver Gavin Ends With Corvette Racing *by CorvetteRacing.com*

Sat., Oct 31 | Chevrolet and Corvette Racing are paying tribute to the accomplishments of Oliver Gavin, who will step away from full-time competition with the program at the end of 2020. Gavin, one of sports car racing's biggest stars, has been part of Corvette Racing since 2002 and will complete his 18th full-time season with the team at the Mobil 1 Twelve Hours of Sebring in two weeks.

The first race for Gavin with Corvette Racing took place at Sebring in 2002, and he was promoted to full-time status the following year.

Gavin's list of accomplishments with Corvette Racing is unmatched. He has more starts (201), championships (five), race wins (51), 24 Hours of Le Mans victories (five) and pole positions (25) than any other driver in program history. He also has won five times at both Sebring and Petit Le Mans with Corvette Racing and captured the Rolex 24 At Daytona in 2016 to begin his latest championship run.

Gavin Goes *(Continued...)*

(Continued from page 18)

"To have been with the same team for 19 seasons has been an immense privilege, and I thank from the bottom of my heart each and every person who has shared that journey with me," Gavin said. "It's been an amazing run, and I've been very lucky to have been able to drive at such a high level for so long. I'm extremely proud of what we've achieved together, especially the championship wins and milestone victories at Le Mans, Daytona and Sebring, among others. I'm also very proud of the part I played in developing four generations of Corvette race cars for both IMSA and at Le Mans, and I look forward to exploring opportunities to represent Chevrolet and Corvette Racing in the future."

In addition to his competitive record, Gavin also has been a fundamental part in the development of every generation of racing Corvette during his tenure with the program. His efforts in the Corvette C5-R laid the groundwork for the GT1- and GT-spec versions of the C6.R. Gavin was heavily involved in testing and development of the C7.R and mid-engine C8.R. He won an IMSA championship, the 24 Hours of Le Mans, the Rolex 24 At Daytona and 12 Hours of Sebring with the Corvette C7.R.



"Oliver Gavin is a name that is synonymous with Corvette Racing," said Jim Campbell, Chevrolet U.S. Vice President, Performance and Motorsports. "He has been one of the sport's greatest drivers and a fantastic representative of Chevrolet for nearly two decades – on the track, working with our Corvette production engineers, and engaging Corvette owners and fans around the world."

Gavin claimed the first pole position for the C8.R at Daytona in July, and he and Milner won the next event at Sebring in their No. 4 Mobil 1/SiriusXM Corvette C8.R. They stand second in the GT Le Mans Drivers' Championship entering this weekend's IMSA WeatherTech SportsCar Championship event at Laguna Seca.

"All of us at Chevrolet thank Oliver for his nearly 20 years of contributions to Corvette Racing," Campbell added. "No driver at Corvette Racing has started more events, captured more championships or won more races. Oliver's success



has brought great improvements over the years not just to Corvette Racing, but also to every Corvette that sits in an owner's driveway. We are hopeful of creating more of those opportunities with Oliver into the future."

Details on Corvette Racing's complete driver roster for 2021 will be confirmed at a later date.



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Although Faulkner Chevy / Bethlehem has neither new nor used Corvettes, be sure to visit their website for current offers on new, used and loaner vehicles. These new vehicle offers may apply to your next ride:

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NCM Ambassador's Corner by Al Fuller ('20)

Hello again fellow AACCCers!



While we're all busy eating Halloween candy, and getting very close to "nap time" for our trusty steeds, I wanted to wish you all the happiest of upcoming Holiday Seasons...yup...it's November. As such, there is typically not a lot of activity in the Corvette and NCM world, and with the "uniqueness" of 2020, even less this year. So, me thinks this will be a brief note.

Last month I wrote extensively on the fun that is the Corvette Racing Event at the AACA Museum in Hershey...and about a day after I submitted my column for publication the agenda was changed (the Harley-Davidson plant tour was replaced with a tour of Lance Miller's private garage – quite a treat in itself, and the lunch venue was also moved accordingly). Then, days after that, the event had to be canceled due to the pandemic...very disappointing. Which leaves me even more excited for next year.

With very little NCM news to share, I got a great suggestion from our own Elizabeth Garnto, upon which I am going to act. While the NCM remains open to visitors, and has extended the special "Ed 'Big Daddy' Roth" exhibit, circumstances make it difficult for us to travel easily. While disappointing for us, it is painful for the NCM financially, as they are a not-for-profit organization, and depend on visitors, etc. for their sustenance. The current environment has had a significant impact on their income, and they need our support. And...with, as mentioned above, the holidays approaching, it's not too early to start thinking about gifts for our loved ones, friends, etc. With Elizabeth's prodding, let me suggest The Corvette Store at the NCM. While it is a physical space in the Museum – with all sorts of merchandise – it also has a very strong online presence.  www.corvettestore.com is the link. They have clothing, hats, jewelry, ornaments, glassware, etc. for *ALL* Corvette generations, not just the most recent ones. They also have many unique items you will not find elsewhere, and ongoing specials and sales. A judicious shopper can score some great deals. I've found some "must-haves" the last couple of times I've browsed them online. It should be no problem to find a Corvette-themed gift for everyone on your list. And, they are currently running a free shipping with \$40 order special – details on their site. Museum members get a discount on regularly priced items – another great reason to consider joining the NCM, as your membership fee could be partially (or even fully) offset by savings. And store proceeds go to the NCM, so everybody wins. Please take a few minutes to visit their site (sooner rather than later, as everyone is predicting a large increase in online shopping this season and the accompanying strain on shipping companies). And feel free to email me and let me know what treasures you found...I'll mention a few in a column after the holidays (so as not to ruin any surprises)!

Other than that, as always, I am available to help members with anything involved with the ordering process, etc. for a new Corvette, and to answer any other Corvette related questions or curiosities.

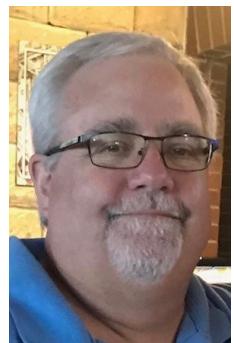
Wishing everyone all the best.

Best,

Al

Al Fuller

AACC's Master Ambassador to the National Corvette Museum





New Club Brick at NCM by Laura Hegyi ('69, '07, '17)

As some of you may remember we had a group from AACC attend the 25th Anniversary Celebration at the National Corvette Museum in Bowling Green, Kentucky in Sep. 2019. AACC joined the Atlantic Caravan for this adventure. During our visit at the NCM, club member Jim Flader noticed that our current AACC brick out in front of the main entrance to the museum was very worn, almost illegible and needed to be replaced. He took it upon himself to approach the board to get approval for a donation to be made to the NCM for our brick to get a "face-lift." This approval was granted and you can see below the e-mail Jim received along with a picture of our new club brick. Hopefully you will all get a chance to visit the National Corvette Museum some time and see our brick in person.

A little trivia for you. Some of you will notice that this brick says "Founded in 1968". Yes that is true, AACC was founded in 1968, but established in 1969.

The old brick will be shipped to Jim Flader. Sounds like we have another item to auction off to club members!

AACC thanks you, Jim, for your hard work and efforts!

Dear Allentown Area Corvette Club,

Thank you for your purchase of a National Corvette Museum Commemorative brick. The success of the Museum depends on the generous support of persons like you.

Your brick is located in **Section 24 (replacement)** of the walkway at the National Corvette Museum. These bricks represent the widespread support from individuals, clubs, and businesses across America and the world.

Your contribution is very important and helps further the mission of the Museum to celebrate the Corvette's invention and to preserve the legendary automobile's past, present, and future.

We appreciate your interest in becoming a part of Corvette history. Again, many thanks for your support. Hope you can visit us soon!

Best wishes,

Becky Madison

*Membership Services Coordinator
Bench & Brick Coordinator
National Corvette Museum*





NCM News & Events



Vets 'n Vettes Presented by Mobil 1 Registration Open

Thu., Oct. 01 | In 2008 we began a tradition of honoring our veterans with a new event, Vets 'n Vettes. Thursday kicks off with a full day at the NCM Motorsports Park. Due to Covid restrictions participants will still



be able to do a full day of touring at the NCM Motorsports Park but we will not be bringing in local veterans. Complimentary lunch served to all courtesy of Don Franklin Chevrolet! We will celebrate Friday and Saturday with road tours, a new Car Show, a special Veteran's Wave Parade, and lunch at the local VFW. The event offers veterans, servicemen and women and those who want to support them, a comfortable place to meet and share stories and experiences.

More at <https://www.corvettemuseum.org/event/vets-n-vettes-presented-by-mobil-1/>

New Motorsports Park Executive Director Announced

Thu., Oct. 22 | The NCM Motorsports Park has named Greg Waldron of Naperville, IL as incoming Executive Director. Originally a Florida native, Greg worked in a wide range of roles at Disney for nearly 30 years, following Walt Disney's mantra of 'if you can dream it, do it,' which is the philosophy and vision he brings with him to the NCM Motorsports Park.

Greg stepped away from Disney for several years to serve in the United States Navy as a Search and Rescue Swimmer, deployed to operation Desert Storm. During deployments and when stateside he used his free time attending Old Dominion University in Norfolk, Virginia majoring in Recreation and Hospitality Management.



In 1995 Indianapolis Motor Speedway Corporation built 'The Mickyard' at Walt Disney World where Greg served as Regional Manager of the motorsports and recreation operations.

Greg will replace Mitch Wright, who has served as General Manager for the past seven year[s]. Mitch will be retiring in 2021.

In addition to Greg joining the team, Matt Busby, currently Track Operations Manager, was promoted to General Manager of Track Operations. Matt joined the NCM Motorsports Park in March of 2014, prior to the facility's grand opening that August.

Read more at <https://www.corvettemuseum.org/ncm-motorsports-park-new-executive-director-announced/>

NCM News & Events *Continued...*



Enter Michelin + Gran Turismo Sweepstakes

Thu., Oct. 29 | Michelin, the Official Tire of the National Corvette Museum and NCM Motorsports



Park, has teamed up with Gran Turismo (the best virtual driving experience in the world), to bring you a heart-racing sweepstakes. Between now and December 10, 2020 you can enter for the chance to win one of twelve prize packages!

The first place prize will receive four Michelin Pilot All Season Tires, one Thrustmaster (Model T-GT) racing wheel, one \$100 Best Buy gift card and one Gran Turismo Sport PlayStation 4 software.

Check out the prizes and enter at <https://www.michelinman.com/granturismo.html>

November is Military Appreciation Month

Thu., Oct. 29 | November is 'Military Appreciation Month' at the National Corvette Museum and all military personnel, firefighters, police officers and first responders will receive 'Free Admission' during the month of November. All branches including active, veterans and reserve members will be honored with free admission when presenting a military or service ID. Additionally, any accompanying family members will receive a special \$2 discount on admission.



Read more at <https://www.corvettemuseum.org/free-admission-offered-to-recognize-u-s-military-firefighters-police-first-responders/>

MG TC and TD Breathe Life into the First Corvette

Thu., Oct. 29 | *One of the many benefits of Museum membership is an annual subscription to America's Sports Car magazine. While some of the content from the magazine is shared on our website, we reserve some special articles for*

members only. We've pulled one of those to share and hope you enjoy the content enough to consider joining as a member if you are not already!



The design of the MG TC was about as far away from the original Corvette as one can get. The classic appearance of the TC design originated in 1933 and by 1946 it looked antiquated. It's small two-place body with an upright grille, flowing front fenders, cut-down rear-hinged doors, running boards, and a fold-

(Continued on page 25)



NCM News & Events *Continued...*

(Continued from page 24)



down windshield rode on spindly nineteen-inch wire wheels. The Corvette did not include any of the visual design cues of the TC or TD, yet, without the MG's presence in the United States, it's quite possible that Harley Earl's Corvette never would have seen the light of day.

Read the full article at ↗ <https://www.corvettemuseum.org/mg-tc-and-td-breathe-life-into-the-first-corvette/>

Learn about memberships at ↗ <https://www.corvettemuseum.org/support/membership/>

Vettecademy Season II; October Episodes

Episode 3: The Beginning of Corvette Racing.

↗ <https://www.youtube.com/watch?v=oPJJ2-BvbIc&feature=youtu.be>

Episode 4: Clay Modeling.

↗ <https://www.youtube.com/watch?v=3VVVEZC1b68&feature=youtu.be>

Episode 5: What is a Museum?

↗ <https://www.youtube.com/watch?v=tO63JN6K3mA&feature=youtu.be>

Episode 6: Assembly Plant Geography.

↗ <https://www.youtube.com/watch?v=wiHRfAV5gcU>

Episode 7: Larry Shinoda.

↗ <https://www.youtube.com/watch?v=eoZL7t3GP0c&feature=youtu.be>



National Corvette Museum

350 Corvette Drive

Bowling Green, KY 42101

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Current NCM Raffles

Visit ↗ <https://raffle.corvettemuseum.org> for tickets.

'21 Elkhart Lake Blue Cpe | 1500 Tix @ \$150.....Nov. 05

'21 Arctic White Conv | 1500 Tix @ \$200.....Dec. 03

'21 Arctic White Cpe | Unlim. Tix @ \$20.....Apr. 24 (2021)



2021 Museum-In-Motion Events:

The Museum in Motion events combine the fun of driving, socializing with other Corvette enthusiasts, sightseeing and visiting unique places – including many V.I.P. and behind the scenes opportunities that only the Museum can get you.

Past tours have taken participants into places not usually accessible to the public including Milford Proving Grounds, Consumer Reports Auto Test Division, GM Heritage Center, and Pratt & Miller.

Watch this column for NCM updates as they build the 2021 Calendar of Events.



Corvette Classifieds

Neither Allentown Area Corvette Club nor the Newsletter Editors are responsible for ad content or for any exchanges as a result of ads published.

If you have something Corvette-related to sell, contact the newsletter editors to run a free ad for six (6) months. Ads may be removed at any time if space is necessary for new posts. Contact Kevin & Michelle Minnich at AACCnewsletter69@gmail.com or call 610-530-0923.

1961 Roadster — 283/230HP, 4-spd., Roma red with matching coves, black int., Wonderbar radio, 53,175 orig. miles. 2 tops, restored in 1979, new exhaust in 2019. Complete car, spare parts included, possibly non-original block). Runs well. Serious inquiries only. Asking \$90,000 (Terry, 610-826-3393 or costy1@juno.com)₂₀₀₂

1978 Silver Anniversary Coupe — 4 speed manual, 80,000 miles, garage-kept last 15 years (while I owned it), interior leather is in excellent condition, exterior needs a paint job. A/C never worked since I owned it; never researched getting it fixed. Other than paint and A/C, runs great. \$7,900 negotiable. (David, 484-515-8520)₂₀₀₈

1993 40th Anniversary Convertible — One of 498 six-speed manual transmission cars made. Fully loaded. Ruby Red (paint, top and leather interior). 57,000 miles. Originally was an AACC car. Asking \$12,500 OBO. (Roy, 717-635-5897)₂₀₁₀

1993 Torch Red Coupe — Black cloth int., 6-Speed, 350ci, PW, PB, PS, Removable Targa roof, Tilt/Telescopic Wheel, AC Works, Runs Great, 66,300 miles, Garage kept, \$12,500. (George, 484-357-4026)₂₀₀₉

AACC CAR!! 2000 Black Fixed Roof Coupe — Ebony leather int., Z06 clone with Z06 floor mats, badging, side ducts, 6-spd Manual. Aftermarket Bluetooth radio with Kicker sub and amplifier, digital speedometer on windshield, drilled & slotted rotors, red powder-coated calipers. Includes C5 soft cover (black) and factory floor mats. 54,150 miles. \$16,000 obo. (Jaden, 610-428-4517)₁₉₁₀

AACC CAR!! 2003 Electron Blue Coupe — 1SB Preferred Equipment Pkg., Heads-up display, AT, Magnetic Selective Ride Control, Polished aluminum wheels, Transparent removable roof, 11k miles. \$20,000. (Joe, 610-762-8860)₁₉₁₂

AACC CAR!! 2010 Velocity Yellow 3LT Convertible — Ebony leather int. with Black top, Automatic, Dual Mode Exhaust, Bose, Heads-Up, Heated Seats, Power Top, etc. 28k miles. \$29,900 obo. (Ken, 267-249-8362)₂₀₀₁

AACC CAR!! 2011 Torch Red Z06 Coupe — 7.0-L LS7 505HP, 6 speed, Red int., Excellent condition. 18,500 miles. Any club member looking for a beautiful Z06 - here it is...and at a great price!! \$36,000. (Hank, 610-417-9969)₂₀₀₆

1966 Parts — Dual exhaust from 427 motor, lower rear exhaust panel, two side metal rocker panels. (Maurice, mauriceerapp@yahoo.com or 610-392-4289)₂₀₀₂

1974 Ignition & Spark Plug Wire Shields — 5 chrome ignition pieces and 3 non-chrome spark plug wire pieces. Make offer. (Bob, 610-330-0848)₁₉₀₇

C5 SpeedLingerie Bra — Pewter color. Well cared for & safe to 120 mph. Seller will pay shipping. New: \$599, asking \$250 obo. (Ernie, 610-504-8707)₁₉₀₆

C6 Accessories — Roof Panel Sunliner, Black w/ holes (removable/reusable) great sun protection. \$25. (Valerie or Blair, 610-438-8885)₁₈₀₈

C7 Accessories — Shelf for hidden space behind Nav screen, \$25; LT1 Performance interior badge (mounts below heater controls, \$50; Clear plastic floor mats, \$20; Formed plastic sill protectors with Velcro mount, \$40; WeatherTech black floor liners, \$75. (Joel, 610-533-2259)₁₉₀₉

C6 Aluminum Wheels and Tires — From a 2010. Great condition with plenty of tread. \$1500 obo. (Ken, 267-249-8362)₂₀₀₁

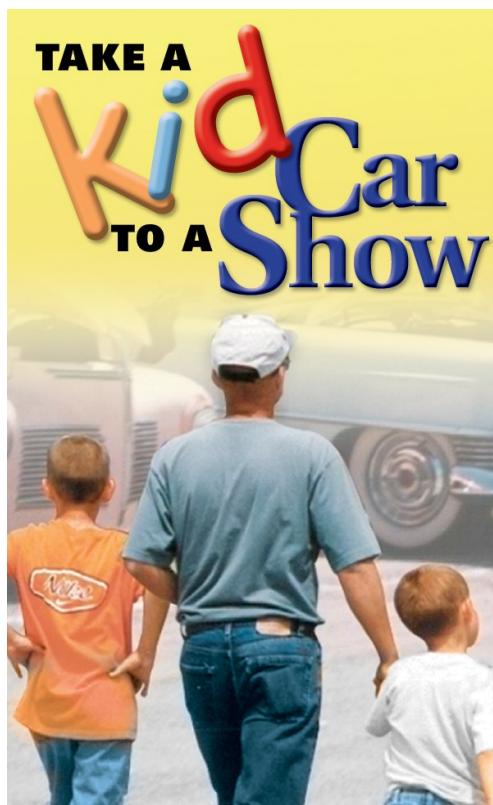
7,000-lb. Revolution 4-Post Lift — 5'-3" rise and 15'-10" length, 110V. \$2,000. (Joe, 610-762-8860)₁₉₁₂

7,000-lb. Backyard Buddy 4-Post Lift — American Custom Lift, incl.2 jack platforms, 4 wheeled dollies, 2 detachable ramps, -110V. Made in Ohio. Like-new condition. *Buyer must pick up from Nazareth, PA.* \$3,200. (Sharon, 610-759-6544, nonacarney@msn.com)₂₀₀₇

WANTED! 1965-66-67 Corvette Coupe — Prefer a small block and stick. A/C would be a plus. (Ken, 267-249-8362)₂₀₀₁

WANTED! 2007-2013 Corvette Convertible — Looking for a yellow or white convertible, stick or automatic, possibly a Grand Sport. Should be in very good to excellent condition. (Jim, 610-868-9652)₂₀₁₀

WANTED! Seeking Corvette Garage Storage — Long-time AACC member seeks garage space for 1 Corvette near Bethlehem. (Rich, 610-865-4961 or 610-428-0436)₂₀₀₂



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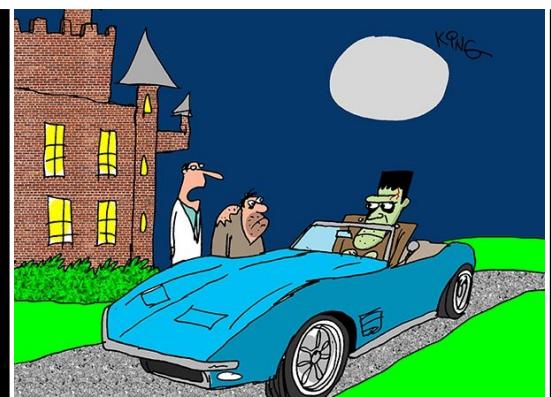


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Nov 2020