



The Vette Sette

The monthly publication for members of the

Classic Glass Corvette Club



President Talks March 2016



Happy March!

Wow... It's almost Spring. I can't wait. It hasn't been a particularly cold winter but it sure has been wet! Even as I write this article, it's raining. But warmer weather is near... I can feel it. ;-)

INSIDE THIS ISSUE	
2	Welcome New Members
3	Business Cards
5	Gary & Anna Edwards' Adventure
10	2017 C7 Grand Sport
13	February Minutes
15	CGCC News, Notes, Articles
19	NCM News
21	Classifieds
23	Sponsors
28	Upcoming Events

Even with all the rain, there was a great turnout for the Valentine's Cruise and everyone had a great time. There are a lot of fun pictures [HERE](#). I wasn't able to attend this year (I was at Spring Mountain) but everyone I've talked to, say it was another fun cruise.

Here's a quote from Cindy Cowart, *"Alan & I enjoyed the Valentine cruise weekend in Hiawasse. It was a wonderful time to see everyone and loved the dinner and the trivia game was fun along with hearing the music."*

SuperVette 2016 is a little over two months away and Mike Hollstein, our SuperVette manager, is working away at creating a great show. Please email him at svsmanager@cgcorvetteclub.com to volunteer. Any help is very much appreciated. We always need auction items and vendor donations and vendor attendance.

This March we will be welcoming all the Spring Flowers with the Gibbs Gardens Cruise. Herb Guck, our VP of Activities, will be leading us for another fun time.

Please remember, anyone can come up with fun cruise ideas and lead a cruise. Please ask Herb or myself if you have any questions.

See you all on March 8th, at the next general meeting at the Cherokee Cattle Company.

Have fun,

Phil Lewis

President



WELCOME NEW MEMBERS

February 2016



Donnie & Melissa Herrin
2008 Velocity Yellow Coupe



Jamie McSwain
2013 Supersonic Blue
Grand Sport



John & Lisa Price
2009 Victory Red Z06



Dale & Linda Yurchenko
2013 GS NightRace Blue
Convertible



Phillip & Alina Zingleman
2015 Arctic White Coupe

New members not pictured:

- Mac & Jennifer Coile - 2015 Arctic White Z06**
- Daren & Kathy Couch - 2016 Arctic White Convertible**
- Michael & Michelle Frost - 2000 Black Coupe**



DAYLIGHT SAVINGS TIME - SUNDAY, MARCH 13, 2016

****CGCC MEMBER BUSINESS CARDS ****

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 Corvette restoration parts 1953 to current

Joe Owens
 Owner



135 Dancing Trees Trail
 Morganton, GA 30560
 (706) 374-2029
 24 Hr Fax - (706) 374-2029
 joeowens@blueribbonproductsltd.com
 www.blueribbonproductsltd.com

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 E-mail: ricke@buyavette.net

Rick Engle
 Corvette Specialist




Cindy Cowart
 Independent Beauty Consultant

238 Rippling Drive
 Marietta, GA 30064
 770-428-4882
 770-639-5340
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 info@iroff.com

AutoZest, LLC.



3-D 60's Vette by Robert Toth - \$249



Sting Ray



60's Vette

Business Card Holder - \$29 Business Card Holder - \$29
Alan Zeppenfeld 404-808-8220 autozest@aol.com

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www.buyavette.net
 3762 DeKalb Tech. Pkwy • Atlanta, GA 30340
 Office: (770) 414-5552 • Fax (678) 205-2901
 Cell: (770) 605-2056
 E-mail: john@buyavette.net
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 Bus. 678-461-8502 Fax 877-531-6996
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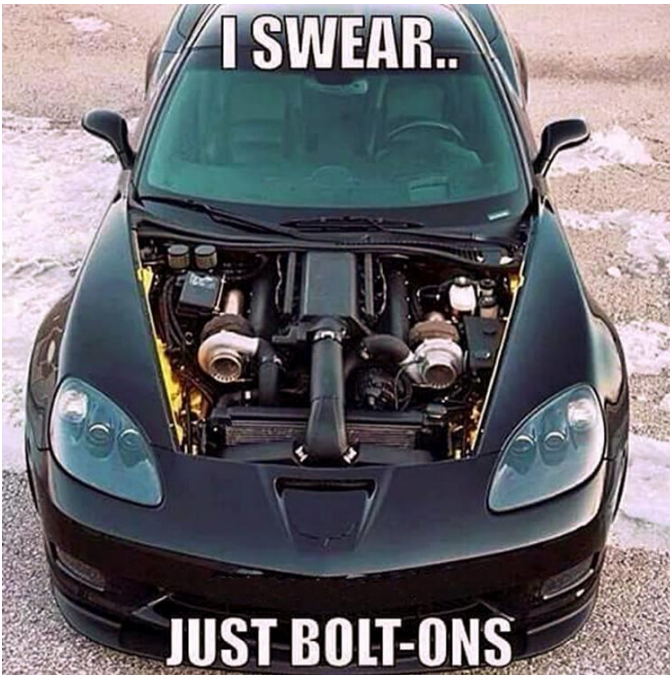
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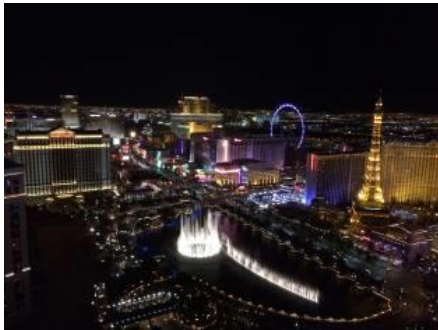
Gary and Anna Edwards' Excellent Adventure



Spring Mountain Motor Resort and Country Club—Pahrump, Nevada, January 2016

Anna and I had the privilege to attend the Corvette Owners School at the Spring Mountain Racetrack on January 25th and 26th. What an experience it was! Not only are the accommodations and the facility top notch, but the entire staff is one of the friendliest and most knowledgeable that we have had the pleasure to work with. If you can make the trip to Pahrump, NV, I urge you to go experience what your Corvette can do on the track and learn so much more about your vehicle.

We flew into Las Vegas on Saturday, the 23rd, rented a car and checked into The Cosmopolitan hotel on the strip. (It had been a long time since driving a car in Vegas, so it's quite an experience trying to figure out where to 'check-in' to the hotels on the very crowded strip!)



We enjoyed the afternoon and evening wandering around the Vegas Strip, shopping, sight-seeing, eating and leaving our 'share' of funds (\$\$\$) in the casinos.

After a great night in Vegas, minus losing a few \$\$\$\$'s, we checked out of the hotel and headed out in our sporty rental car (a spiffy Ford Focus) towards the desert enclave of Pahrump. It takes about an hour to navigate from Vegas to Pahrump and it really is a very pretty drive.

The weather was excellent and with highs in the 50s, so we were able to stop and take a couple of pictures of the desert scenery. The road from Vegas, Highway 160, leads through the Southwestern suburbs of Las Vegas and then climbs slowly through the mountain pass of Mountain Springs, where the speed limit noticeably drops to 35 miles per hour. For those of you planning this trip, no speeding on the way to the track or on the return trip. There are a lot of Nevada State Patrols on the road. The instructors made it a point to tell us all before departing on Day Two that the troopers are well aware of when classes dismiss at Spring Mountain (hint, hint, wink, wink). The scenery includes views of the snowy peaks of Mt. Charleston, which is a ski area just West of Las Vegas. Mt. Charleston is located between the track and Las Vegas.



Arriving at the Spring Mountain facility just after 3:00 PM, we were greeted by the front office staff and promptly checked into one of the three Condo buildings that are located on the racetrack. The rooms are very nice and comfortable, and we enjoyed the view of some cars doing Sunday laps on track. Unfortunately these were 'members' and were running their Miata's, Porsches, and Lotus' around the track.

One of the first things that you notice is all of the Corvettes parked all around waiting for fun! Anna and I estimated that there are over 200 C7s that are available for the classes. I went and poked my head into a couple of the garages where some of the staff were checking the cars over. Like I mentioned earlier, everyone on staff is extremely friendly and willing to talk and answer questions.



After a relaxing evening of driving around the ‘sprawling metropolis’ of Pahrump and taking a quick 20 minute drive to California (Anna got to put her feet in a new state), we ate dinner and got settled in for the evening, anxious for the start of classes the next morning.

Monday, January 25, 2016

We both woke up early; excited for the day and anticipating what exactly we had gotten ourselves into. Breakfast was served at 6:45 AM in the Clubhouse and we started getting to know some of the other attendees. (Side Note: All of the food, breakfasts and lunches were excellent!)

Class started at 8:00 and we were all split into two groups of twenty drivers. Each group of twenty was doing the same curriculum but was in a different building and had different instructors.

Our class started with Justin Johnson (JJ) introducing all of our instructors and had each driver give a short intro. Our half of the students had twenty drivers and five guests (ride-alongs) in our group.



To the left is the layout of the North-South portion of the racetrack that we would be using. The entire Spring Mountain track is much larger, so we used a good 10-turn section that was 2.1 miles around.

JJ filled us in on some of the skills that we would be learning and running through for the day:

- ABS Braking on dry and wet surfaces
- Rev Match / PaddleShift
- Visual Scanning of your track surroundings
- Car Control / Balance on a Wet Skid pad
- Mind Speed Processing

We then proceeded out to the cars for a Car Intro and Seating Position discussion. After that, we were on the track for a Braking Exercise and a Serpentine exercise, where we practiced using peripheral vision and not focusing on a target right in front of you. Next was running up and down the straightaway practicing shifting (at speed) up through 4th gear. After that full morning, it was off to the clubhouse for lunch.

After lunch on Monday, Day One, we split our group of twenty into two groups of ten and continued our learning / driving sessions. When one of the groups of ten was in the classroom, the other group was on the track. Each group of ten was split into groups of three or four and assigned an instructor for that track session.

If you were going out onto the track in your small group, you followed the instructor in the lead car and would take turns being right behind him (or her). After every couple of laps, the instructor would have the lead student car pull over on the straightaway and then have driver number two take the position directly behind him (or her). The initial number one driver would fall in behind the last car in the group. Each car would get two or three laps behind the instructor.

Now, one of the most amazing things about these professional racers/drivers/instructors is that they would navigate the track in front of their group, use their mirrors to critique the students behind them (mostly focusing on the lead student directly behind their car, but also providing instruction to the other drivers in their group, as far back as the last car, some 200+ feet behind them), AND be talking on the radio telling the students what they were doing wrong, right, or praising them for something they did. (We were laughing and saying they were probably eating a sandwich as well!!) Yes, they were *that* talented and skilled, but more on that later.

So during the classroom portion after lunch, JJ (the lead instructor for our group) went through the Car Control Exercises that we should be working on while out on the track. These consisted of the "8 Steps for Cornering":

- | | |
|--------------------|------------------|
| 1) Visual Scanning | 5) Balance |
| 2) Brake | 6) Clip-the-Apex |
| 3) Downshift | 7) Unwind |
| 4) Turn-In | 8) Accelerate |

All of this was critical as you hit your mark on each turn on the track sessions. They had markers setup to let you know braking areas (5,4,3,2,1), a cone where you should initiate your turn, and a cone that marked where the Apex of the turn was. In other words, you needed to start your turn at the correct spot, be really close to your 'turn-in' cone, carve your turn correctly so you were then almost touching your 'Apex' cone, and then execute a proper unwind and accelerate down the track. All of these actions are getting you setup and ready to do it all over again.

Track sessions and classroom sessions finished out the afternoon with a little excitement thrown in on the tarmac. We got to do ABS braking, and I mean stomping on the brakes on both wet and dry pavement, followed up with doing that same thing but having to quickly change lanes to avoid an obstacle. Then it was off to the Wet Figure-8 on the Skid pad. Teaching counter-steering, or as some kept wanting to do..... 'doing donuts' again and again. (My wife shall not be called out here!) :)



Tuesday, January 26, 2016

We woke up early and ready to get the second day of school underway. We had both slept well and had gone to bed exhausted. Surprising how tiring an intense day of driving can be!

Breakfast again at 6:45 and then over to our classroom. This morning, they rearranged all of the drivers based on skill levels from the day before. We were still in groups of three or four, but were grouped with drivers with similar abilities. This way a slower driver did not hold up others in their groups.

It was a very cool morning, 35 degrees out on the track, and I quickly found out that the Michelin tires on our Vettes need a little heat to make them sticky. Amazing how quickly the rear end can come loose when power is applied in a turn on cold tires! Not to worry—no Corvettes were harmed in the training of these ‘novices’.

The split of drivers in the two larger groups of ten once again took turns alternating classroom and track sessions. But today was ALL track - no more of the skid pad or experimenting with the car. Track, Track, Track!

For the classroom, we started out with:

- Drive Mode Selector Discussion
- PTM (Performance Traction Management) System
- Launch Control (and amazingly...it's covered under warranty by GM!)

After this we spent a little while in the garage going through the technology of the Vette, all of the systems and general maintenance procedures.

Then back out for more spirited track runs with the instructors guiding us around faster and faster and us getting more comfortable in the turns.

The last part of the morning classroom sessions covered:

- Over-Steer
- Under-Steer
- Throttle-Steer

These were very educational topics, learning about front end sliding out, rear end sliding out, and how much or how little throttle input can assist with steering the car around turns.

The last excitement before lunch was a ‘ride-along’ with one of the instructors. We each were assigned an instructor. We got to sit in the passenger seat and watch them go around the track, doing what they do best (albeit, as they pointed out, at 60-70% of what their maximum speed usually would be). Now remember, we had all gotten to the point where we were thinking that we were doing pretty well navigating the Vettes around the track and were feeling pretty confident. HA!! Experiencing them driving the wheels off of the car was flat-out humbling. We quickly realized that we had much more work to do to even come close to where their skill sets were!

It was then off to lunch in the clubhouse and all of the conversations were about how fast and smooth the instructors were able to drive!

After lunch there was a mix still of classroom and track sessions. For the classroom sessions we touched on:

- Early vs. Late turn-in for the Apex and the results
- Personalizing your C7
- Engine Sound Management
- Steering Mode Management Settings
- Gauge Modifications in the DIC

We had two track sessions during the afternoon and it was obvious everyone was getting much more comfortable in the cars as everyone's lap speeds were increasing. We were all very sad as we pulled back into the pit after our last track session!

The last demo was of the Launch Control feature on the C7. One of the instructors demoed both the automatic and the manual transmissions, and walked us through how to correctly use it. Amazing that GM warranties this feature!

We all then got our diplomas and we gathered together for a class photo. We all said our good-byes to the instructors and the friends that we had made in the last two days! A little shopping in the gift shop and then off to Vegas again for the night.

Another beautiful desert drive back into the bustling city of neon, careful to watch our speed. 55 mph seems so slow after spending two days zipping around a racetrack!

After checking back in to The Cosmopolitan, we enjoyed another nice evening wandering around the Strip.

Checking out early the next morning, we knew there was one more stop before we dropped off the rental car and waited on our flight time to arrive! This was a MUST for me since I spent many years in Southern California!!

Gotta get some IN-N-OUT!!



So that is the rundown of our trip, and if you have any doubts about signing up for Spring Mountain driving classes, please don't! You will have the time of your life!!

As I stated earlier, the entire facility and staff are amazing! If you have any questions at all, feel free to ask either of us about our experiences!

Track Video Samples from our PDR's can be found at the below YouTube Addresses:

Anna: <https://www.youtube.com/watch?v=5owqOJzs5g8>

Gary: <https://www.youtube.com/watch?v=wQronpwrhmE>

Thanks for taking the time to read about our "Excellent Adventure at Ron Fellow's Performance Driving School". (And as you can see in the photo, we did represent CGCC while we were there!)

Gary and Anna Edwards



2017 Chevrolet Corvette C7 Grand Sport

(Article courtesy of Calvin Cruce)



The Corvette Grand Sport Returns

The latest member of the Corvette lineup, the 2017 Grand Sport carries on the racing spirit of the original 1963 model, combining the power of the legendary LT1 6.2L engine with a lightweight, race-bred chassis and aerodynamics package to provide incredible grip and handling.



Inspired by a legend

1963 Grand Sport

Born to dominate the track, the 1963 Corvette Grand Sport was crafted from lightweight materials and packed the power of a 6.2L 377 CI small block V8 engine. Only five prototypes were created, but their impact on the future of Chevrolet racing can't be overstated. All five original Grand Sport models exist to this day.

1996 Grand Sport

In 1996, Corvette Grand Sport returned to the lineup with a limited run of 1,000 as a way to mark the end of the 4th generation Corvette production. This iteration was equipped with the high-performance LT4 V8 in addition to the ZR1 chassis and featured the iconic paint scheme of Admiral Blue with a white stripe and red hash marks.

2010 Grand Sport

The 2010 Grand Sport was built on the wider Z06 chassis and featured the 436 horsepower 6.2L LS3 V8 engine. It was a perfect blend of performance and efficiency, going 0 to 60 in 3.95 seconds and achieving 1.0g on the skid pad with 26 MPG highway fuel economy. A Heritage Package featured signature hash marks above the front fenders.

Own the track

The 2017 Grand Sport features a 6.2L LT1 V8 engine, capable of 460 horsepower and 465 lb.-ft. of torque. The compact design lowers the hoodline, providing optimal weight balance. A dry-sump oil system delivers oil flow through the most extreme cornering, helping Grand Sport deliver a consistently high level of performance.

Choice of transmissions

Choose between a 7-speed manual or an available 8-speed paddle-shift automatic. The standard 7-speed with Active Rev Matching enhances the driving experience by simulating heel-toe shifting perfection. The available 8-speed paddle-shift transmission offers the smooth control of an automatic but with quick, precise shifts and manual mode for track driving.

Stopping Power

Large standard BREMBO 14.6"14.4" two-piece steel rotors give great braking control and available massive 15.5"/15.3" BREMBO carbon ceramic rotors with the Z07 Performance Package help to dissipate heat lap after lap.

Every line matters

Grand Sport combines signature Corvette DNA with ingenious engineering to create a stunning, track-ready aerodynamic sports car. Every exterior element has a purpose, including wide fenders to accommodate wider tires, giving Grand Sport incredible grip, aerodynamics, airflow and overall performance. And with a ton of color options as well as unique striping and fender hash marks, you can truly make Grand Sport yours.



<http://www.chevrolet.com/corvette-grand-sport.html>

Photo credits: GM

Grand Sport Collector Edition

This limited production edition comes in all-new Watkins Glen Gray body color with Tension Blue fender hash marks and full-length Satin Black stripe, all sitting atop unique cup-style Black wheels. Step inside and you're greeted by a unique, driver-centric Tension Blue leather and suede wrapped interior with blue accent stitching. Available mid-model year 2017.



**Read the announcement made at the Geneva Auto Show
From Jalopnik, 3/1/16 [2017 Grand Sport](#)**

**Classic Glass Corvette Club
General Meeting
February 9, 2016**

President Phil Lewis called the meeting to order at 7:33pm. Phil introduced Rick Engle as the newest member of the 'Buyavette' team. Rick spoke about the great deals they offer on service and maintenance and passed out packets with detailed information. Rick is also always looking for owners who are looking to upgrade – give him a call! Mention CGCC for 10% off parts and labor. www.buyavette.net

Phil then introduces Elyse Weathers from Cactus Car Wash. They performed a demonstration at the meeting showing a few of their techniques for scratch removal and paint care. They will be confirming a date in the near future for a special 'CGCC Day' where members can receive huge discounts on detailing and other services. Elyse also revealed that they are opening a new West Cobb location at the corner of Cobb Parkway (Hwy 41) and Barrett Parkway, estimating an opening date around October 2016!

VP of Activities Herb Guck spoke about upcoming events:

Valentine's Weekend Cruise to Lake Chatuge Lodge

A tentative date of Sunday, March 13th for the Gibbs Garden Daffodil Festival Cruise

Vettes Doing Charleston event April 15th & 16th

Atlanta Motorama Car Show at AMS April 16th & 17th

The NCM Bash April 28th – 30th (see Chris Reed for additional details)

SuperVette Saturday is May 7th – Mike Hollstein will lead and will be looking for help

Circle City Beach Caravan is May 19th – 22nd

Please remember to check the website often to register for events and for updates on club events and get-togethers.

No update this month for **SVS** – Mike unable to attend meeting tonight.

Treasurer Sara Diehl presented the current Treasurer's report. Ken Cearns moved to approve, Calvin Cruce seconded, and the report was approved by attending members.

VP of Membership Carol Boaz was not in attendance, so Sara also presented the membership stats: 213 members, including the two newest members as of the night of the meeting – welcome to Dale & Linda Yurchenko! Guest Hal Kennedy joined us for the meeting as well. Attendance for the February meeting is 60.

Secretary Anna Edwards noted that the January minutes had been posted in the club newsletter, the Vette Sette. There were no additions or corrections. Calvin Cruce moved to accept the minutes, Dawn Norman seconded, and the minutes were approved by attending members.

Vivian Macaluso stepped in for **Tonie Etter** for the membership drawing. A total of \$171 was collected, resulting in an \$85 split to the club and the lucky ticket holder of the night.

NCM Ambassador Chris Reed spoke a little about the Museum and stated that she was not getting raffle tickets for the next giveaway as it is so close to the last one. Tickets are available through NCM.

Linda Greer and Alan Zeppenfeld asked for the members to continue to submit articles for the VetteSette. The meeting was adjourned at 8:34pm.

Respectfully Submitted,

Anna Edwards
2016 CGCC Secretary

The Corvette Commandments (Courtesy of Jim Johannes)

1. Thou shall not Drive our Corvette on an unpaved roads.
2. Thou shall not pass a fellow Corvette owner in distress without offering aid.
3. Thou shall not feed thy Corvette low-grade fuel.
4. Each Corvette is an individual work of art; judge not lest ye might be judged.
5. Thou shall keep thy Corvette clean and waxed at all times, yet thou shall not bring thy Corvette to an automatic car wash.
6. Thou shall park thy Corvette in such a manner as to protect her tender fenders.
7. Thou shall blow out carbon with a high-speed run as required.
8. Thou shall not fail to wave to a fellow Corvette owner.
9. Neither friend, nor foe, nor even thy spouse may drive thy Corvette without first showing proper respect.
10. Thou shall treat thy Vette with respect; great power, great responsibility and represent the Corvette name to highest regard!



CLASSIC GLASS NEWS, NOTES & ARTICLES

Check out the pictures from the Valentine Cruise: <http://cgccpics.com/2016valentinepics/>



Corvettes run through The Tail of the Dragon, October 16, 2015 (courtesy of Jim Johannes):
<https://www.youtube.com/watch?v=SKGqgho4Uz0>

What is "The Wave"?

From the August/September 1969 issue of Corvette News

(Article courtesy of Wayne Ray)

Ever since Corvette No. 00001 first met Corvette No. 00002 on the road, their drivers saluted each other with waves. Today, unfortunately, this grand and glorious tradition is wavering. WAVE WHEN YOU PASS ANOTHER CORVETTE!

There's one item of standard equipment that comes as a pleasant surprise to every new Corvette owner. It's an instant wave of recognition he or she receives when he meets one of their ilk on the road. The first time it happens, they will be taken by surprise. He immediately thinks: 1. He has been mistaken for Sterling Moss. 2. His lights are on. 3. He has just been given the bird.

Soon, however, the new Vette owner anticipates, indeed even relishes, encountering other Vettes as he drives. During this period, he experiments with his waves, running the gamut from the gaping "yoo hoo" to the ultra-cool "two finger flip." He perfects his timing, making sure he affects neither a too-early wave, nor the jaded "oh brother"

too-late variety. Determined not to be one upped, he even develops a defense mechanism for non-wavers, usually settling on the "Wave"? My hand was just on the way to scratch my head" approach. (This is especially useful when you're not driving your Vette, but you forget, and like a dummy, you wave anyway.)

Indeed, one of the most perplexing problems facing a would-be waver is what to do when driving next to a fellow Vette owner. Passing him going in opposite directions is one thing. Greetings are exchanged, and that's that. But what happens when you pull up next to a guy at a light, wave, nod, smile and then pull up to him at the next light, a block later? Wave again? Nod bashfully? Grin self-consciously? Ignore him? Or take the chicken's way out and turn down the next side street? If you're expecting an answer, you won't find it here. Sad to say, some questions don't have any. **SAVE THE WAVE!**

Girl-type Corvette drivers also have a unique problem: to wave or not to wave. The miss or mrses who borrows her man's Corvette for the first time is immediately faced with this quandary. Should she wave first and look overly friendly, or ignore the wave and look like a snob? Most ladies who drive their own Vettes prefer to suffer the latter rather than take a chance of being misread. For this reason, all girls are excused for occasionally failing to return a well-meaning wave. So are new owners who are still learning the ropes.

There is no excuse, however, for a guy who refuses to return the wave, not out of ignorance, but of arrogance or apathy. While this type of behavior is the exception to the rule, it seems a few owners of newer models refuse to recognize anything older than theirs, while some others simply won't wave, period. Boo on them. These ding-a-lings don't seem to realize that they are helping to squash a tradition that had its beginnings back when most of us were still driving tootsie toys.

Wave "Rules"

(By Dan Woomer, Lost Caravan Corvette Club)

The Corvette Wave is an integral part of the mystique and culture of the Corvette owner experience. Corvette owners who wave at fellow Corvette owners when they pass on the road, show a mark of recognition that you are among the elite group of intelligent people who are driving America's True Sports Car. And as a member of this elite group, you should be recognized for your poise and intelligence. So for those who don't know the five simple Corvette Wave rules, here they are:

1. **There is no excuse for not waving at your fellow Corvette owner.**
Although most Corvette owners have the class and understanding to accept when their wave is not returned, not waving is a serious breach of proper Corvette etiquette.
2. **Whoever sees the other Corvette first, starts the wave.**
There isn't any rule about who waves first. This is simple; if you see another Corvette, wave!
3. **Rules 1 and 2 apply to both sexes.**
As far as who starts the wave, it doesn't make a difference if you are a man or women. Rules 1 and 2 apply.
4. **Any type of wave is okay.**
Whether you shoot a big wave up through your open Vette top, out the window, or a quick salute with your hand on the steering wheel, any wave that can be seen by the other Corvette driver is okay. However, this does not include any style of jester that can be interpreted as obscene or insulting. Remember, Corvette owners are a class act; while someone might have been rude or stupid to you, try not to return the favor. (This is a tough rule not to break with all the stupid drivers who manage to get a driver's license.)
5. **A late wave is better than no wave.**
If you suddenly realize that a Corvette driver is passing and waving at you, get a wave off as soon as possible. The other Corvette driver may see your wave in their rear view mirror and realize that you were just a little late in getting your wave going. Although missing the timing of your wave is a "goof," getting off a wave that the other Corvette driver has a chance to see can acceptably cover this slip-up.

So you can see the underlying concept here is simple: Wave at your fellow Corvette owners, whoever they are, whenever you see them. This will show you are a person who understands the full measure and etiquette that comes with your proud ownership of a Corvette.

Important Production Dates for 2016 and 2017 Corvette

(Article from Rick "Corvette" Conti / courtesy of Calvin Cruce)

It's hard to believe that production of the [2016 Corvette](#) will be ending in just a few months. Seems like we were just at the NCM for last year's bash where all the great updates and specials editions like the Z06 C7.R Edition were announced. But time flies and model years come to an end. Thanks to our friend [Rick 'Corvette' Conti](#), we have some important production-related dates for the 2016/2017 Corvettes.

Production of the 2016 Corvettes will end on June 24th. That means your last opportunity to order a 2016 Corvette will come with the final order cycle on May 12th. Get with your dealer sooner rather than later and if you've been getting the run-around from a smaller dealerships with limited inventory, you might want to take a look at the larger volume dealers who will have allocation and inventory right up to the very end of production.

Production of the 2017 Corvette Stingray will start on June 24th while the 2017 Z06 will start on September 5th. Yes, 2016 and 2017 Corvette production will be a ending and starting the same day which sort of implies no major tooling changes will be necessary for the 2017s Corvette Stingrays. However, it is interesting that GM is staggering the start of the 2017 Z06 until September 5th so that means nearly two and a half months without Z06 production. Let's hope that downtime will be put to good use!

The first order cycle for the 2017 Corvette Stingray will be May 26th while the first order cycle for the 2017 Corvette Z06 will start on July 28th.

GM will be showing off the changes for the 2017 Corvette Stingray and Z06 at the annual National Corvette Museum Bash event, now sponsored by Michelin. The 2017 Corvettes will be on display beginning on Thursday, April 28 and the annual "What's New with Corvette" seminar will be held the following morning at 10 am CT on Friday, April 29th.

Normally, the order guides are available just after the bash but pricing always seems to lag into June. As GM has raised pricing every single year of the C7's production, bargain hunters might consider looking at picking up a 2016 Corvette which are always discounted by the large volume dealers, especially at the end of the model year.

CorvetteBlogger is already booked for the [Michelin NCM Bash](#) and so make sure you check back as some details of the new Corvette will inevitably leak prior to the Bash event.

Source:

CorvetteConti.com



10 Top of the Line Brand Museums

(Courtesy of Calvin Cruce)

I found this list on Facebook: NCM was Number 1 on the list. A list is just a person's opinion but I will take it... Check out the list of the most interesting museums dedicated to brand-name products.



1. NATIONAL CORVETTE MUSEUM, BOWLING GREEN, KENTUCKY
2. GUCCI MUSEO, FLORENCE, ITALY
3. CATERPILLAR VISITORS CENTER, ILLINOIS
4. GUINNESS STOREHOUSE, DUBLIN, IRELAND
5. THE HERSHEY STORY, HERSHEY, PENNSYLVANIA
6. WORLD OF COCA-COLA, ATLANTA, GEORGIA
7. DR PEPPER MUSEUM AND FREE ENTERPRISE INSTITUTE, WACO, TEXAS

8. WALMART MUSEUM, BENTONVILLE, ARKANSAS

9. CUPNOODLES MUSEUM, IKEDA, JAPAN

10. PEZ VISITOR CENTER, ORANGE, CONNECTICUT



EVENTS, NEWS & LINKS

2016 Upcoming Events:

March 7 – 12: **MiM Tucson Experience**

April 28 – 30: **Michelin NCM Bash**

April 28-29: **NCM HPDE @ NCM Motorsports Park**

May 1-4: **MiM Tail of the Dragon presented by Michelin**

May 12-14: **C4 Gathering**

May 19-22: **MiM Marble & Glass**

June 11-21: MiM LeMans Tour

July 13-17: MiM Milford Proving Grounds

View a complete list of events with more information and links to register on [our website here](#).

[eNews – February 25, 2016](#)

Help Us Showcase Corvette Preservation

The National Corvette Museum was created as a 501(c)(3) nonprofit to preserve the history of America's Sports Car. And now, we're going to be preserving even more of that history. We hope you will be a part of it! We are remodeling an area of the Museum to be dedicated to the care and maintenance of the Museum's car collection, and visitors will get to watch the work in progress.

Imagine watching the 1962 "sinkhole" Corvette being restored and brought back to life. Or watch while historical icons are tuned and loved.

The new Maintenance and Preservation area will offer opportunities like these as well as a location for seminars and training classes on car care and maintenance or basic mechanics. Check out the video and campaign via link below:

<http://www.corvettemuseum.org/museum-to-add-car-preservation-to-tour-experience/>

Long Beach Red Vette Raffle Winner Drawn

Congratulations to **Gregory Pease of Cumming, GA** - winner of our 2016 Long Beach Red Corvette Convertible Stingray with ticket #101. We sold all 1,000 tickets. Check out our other upcoming raffles!

2016 Black Corvette Z06 Coupe - March 10, 2016 at 2pm CT. Tickets \$300, limited to 1,000 tickets. We have sold 432 tickets as of Thursday, February 25.

2016 Laguna Blue Stingray Corvette Coupe - March 24, 2016 at 2pm CT. Tickets \$100, limited to 1,500 tickets.

2016 Torch Red Stingray Corvette Convertible - April 30, 2016 at 2pm CT. Tickets \$10.

Learn more about our raffles, including exclusions and restrictions and purchase tickets online at www.corvettemuseum.org/raffle.



eNews – February 11, 2016


Four 2016 Colors on the Chopping Block

Chevrolet has already said 'goodbye' to two of the 2016 Corvette colors, and has now announced two more on the chopping block. The last Night Race Blue rolled off the assembly lines in Bowling Green on January 7, a Z06 Coupe for export. This is to be followed by the last Daytona Sunrise Orange, rolling off the line on Monday, February 15 - a Stingray Z51 Coupe. Next to leave the color line-up for 2016 are Shark Gray and Laguna Blue. When's your last chance to order those shades, and when can you see the 2017 colors? Check it out on our [website](#).






 **CLASSIFIEDS** 

 **For Sale: Grand Sport Leather Jacket - \$150**
➤ [See the jacket online here](#)
Size XL/Purchased new @ \$499.
Contact Wayne Ray: 770.998.5325 or
2010GS@BellSouth.net



 **For Sale: 1993 Black Glass Targa Top - \$675.**
Contact Alan Zeppenfeld @ 404-808-8220



 **For Sale: Used C6 rims, front 18" / rear 19" (bone stock, painted), TP sensors included / \$300 OBO.**
Contact Chaz Cone – chaz@chazcone.com or 770 394 2663



For Sale: 50th Anniversary Corvette Jacket - \$150 / Original price \$250, worn once.

Contact Skip Buerger – 404-702-6020



The phrase 'ignore it and it will go away', does not apply to being chased by a dozen cop cars ... trust me on this one.



What I wash my car with



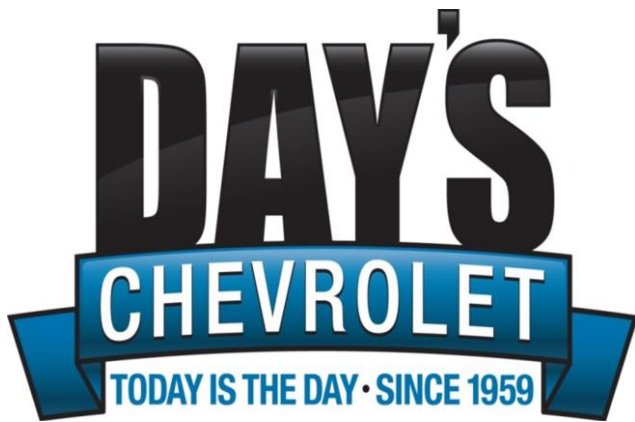
What I wash myself with



I DON'T ALWAYS SIT BACK AND ENJOY MY EXHAUST

BUT WHEN I DO, SO DO THE NEIGHBORS.





3693 North Cobb Parkway Acworth GA
phone 770-974-4242



Vivian and Frank Macaluso picking up their 2015 Z51 Stingray from Chris Massey at Day's Chevrolet!

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- Classic Glass Corvette Club Loyalty Discounts on Parts & Service at Day's in Acworth



Come see CGCC members at Day's in Acworth!
Jennifer Still, New Car Sales Manager 770-974-4242
Chris Massey, New Car Sales & Inventory 770-547-7047



Steve Waddell with his 2015 Stingray Convertible – this is his 5th purchase from Chris Massey at Day's Chevrolet!



Cindy and Joe Owens picked up their new 2015 Stingray Convertible – Tequila from Chris Massey at Day's!

TAKE A TRIP TO SEE US BEFORE YOUR VACATION.



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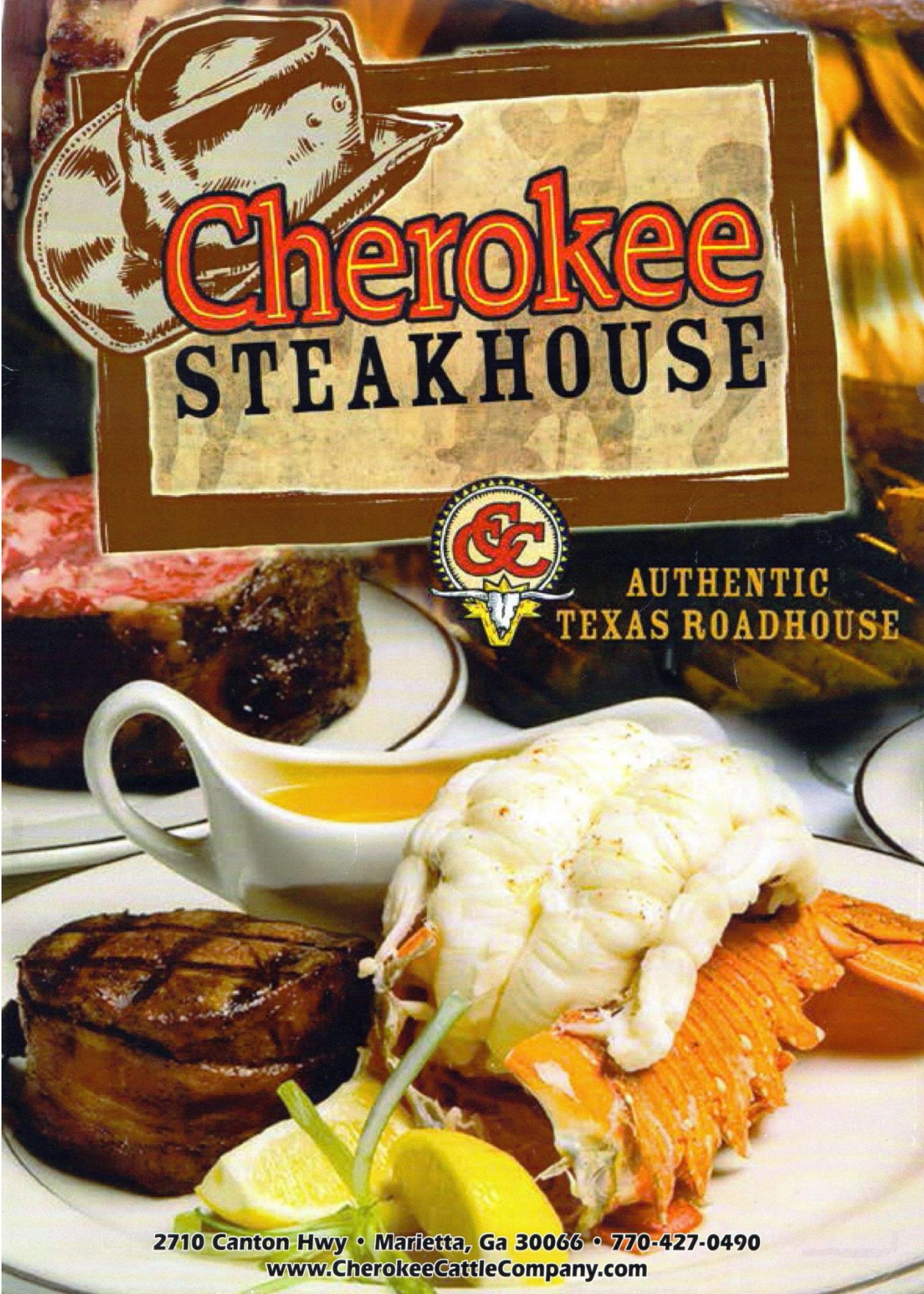
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Cherokee
STEAKHOUSE

AUTHENTIC TEXAS ROADHOUSE

2710 Canton Hwy • Marietta, Ga 30066 • 770-427-0490
www.CherokeeCattleCompany.com

The advertisement features a menu board with the Cherokee Steakhouse logo and the text 'AUTHENTIC TEXAS ROADHOUSE'. Below the menu board is a plate of food, including a steak, a baked potato, and a cup of sauce. The background shows a blurred image of a steakhouse interior.



Before and After

Blalock Customs 404-975-9473
 850 Worley Dr. 770-795-9884
 Marietta, GA 770-795-9887-Fax
 30066

Blalock Customs

is a full restoration and collision facility featuring state of the art equipment. With over 27 years of experience in the industry, we specialize in custom paint, full frame off restoration and fabrication. We are located in East Cobb just 20 minutes North of Atlanta.

BlalockCustoms@gmail.com
CollisionPro1@gmail.com



CGCC Members may have a complimentary business-card-size or classified ad in our monthly newsletter. Contact the [newsletter editor](#) for more details.

VetteSette Advertising Rates – 6 month term

	Member	Non-Member
Classified	Free	N/A
Business Card	Free	\$25
Full Page	\$75	\$100
½ Page	\$50	\$75
¼ Page	\$25	\$50

2016 CGCC Officers, Board of Directors, and Appointees

Officers

President: [Phil Lewis](#)
VP At-Large: [Tonie Etter](#)
VP Membership: [Carol Boaz](#)
VP Activities: [Herb Gluck](#)
Secretary: [Anna Edwards](#)
Treasurer: [Sara Diehl](#)

Board of Directors

Board Member: [Steve Boaz](#)
Board Member: [Ken Cearns](#)
Board Member: [Frank Macaluso](#)
Board Member: [Bill Norman](#)

Appointees

NCM Ambassador: [Chris Reed](#)
Newsletter: [Linda Greer](#) / [Alan Zeppenfeld](#)
Store Manager: [Jim Johannes](#)
Webmaster: [Chaz Cone](#)
SuperVette Manager: [Mike Hollstein](#)

Contact us!

[Officers and Board](#)

[Officers, Board, and Appointees](#)

Classic Glass Corvette Club	<u>www.cgcorvetteclub.com</u>
National Corvette Restorers Society	<u>www.ncrs.org</u>
National Corvette Museum	<u>www.corvettemuseum.com</u>
Southeast Chapter NCRS	<u>www.ncrs.org/sechapter</u>

Upcoming Events:

March 8: Monthly Meeting
March 13: Gibbs Garden Tour
April 12: Monthly Meeting
April 15-16: Vettes doing' Charleston
April 16: Corvette Atlanta Annual Spring Car Show
April 16-17: The Atlanta Motorama Car Show
April 28-30: NCM Bash – Bowling Green KY
May 7: SuperVette Saturday Show @ Days Chevrolet
May 19-22: Circle City Beach Caravan

*To sign up for any **CGCC event**, go to our [Event Registration Form](#)*



P.O. Box 4936
Marietta, GA 30061

View our [Web page](#)

Meeting Location:
Cherokee Cattle Company
2710 Canton Rd, Marietta, GA 30066
www.cherokeecattlecompany.com

2nd Tuesday of Each Month
Meeting Time: 7:30 PM

The VetteSette

Contributors:

Chaz Cone
Calvin Cruce
Gary & Anna Edwards
Jim Johannes
Wayne Ray

Editors:

Alan Zeppenfeld
Linda Greer