



CROSSTALK

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May-June 2015

PRESIDENT'S MESSAGE



Well, is it hot yet? My answer would be yes and I would suspect the rest of the summer will be the same. It is much more difficult to fill our calendar with club events during this period. We were able to fill up May which ended ahead of the heat. There was no driver in June, although I will be interested in hearing about the Corvette Plant Tour, what an opportunity. When I joined the Corvette Club, the initial draw was that it was everything Corvette, which is still a powerful draw. In being involved with the club, I have found so much more. I have found a group of almost a hundred people, all of whose company I enjoy and with which I have a number of things in common including and beyond Corvettes. My point is that small things can fill our super hot months in a cool/kool way. Burgers and cards, first ten to respond, Popcorn and a Movie, first (?) to respond, pretty much whatever you can come up with, based on space. Each is an opportunity to socialize and enjoy the camaraderie of members and limit the effects of our summers. I hope everyone participates to the fullest in our drivers, they are well planned and enjoyable and I hope more members will step up and plan future drivers (nothing beats a parade of Corvettes heading down the road), but consider these smaller activities as a means to fill the gaps.

Dave

VETTE SET DINNER

HOSTED BY THE FRIEZES

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On Saturday, Jun 13, four CCA Vette Set couples enjoyed dinner at Tqla, Southwest Kitchen and Agave Bar in Mesa. Tqla is a modern Southwest cuisine restaurant that does delicious innovative dishes. They are especially known for their many seafood appetizers and of course, their extensive Agave Bar. The Frieszes hosted the gathering of the Vette Set

members, Berrymans, Campises and Tom Hill. Unfortunately, Nancy Hill had to chaperone her father to California that night, but Tom was still able to join us. Food was excellent with everyone choosing different Southwest dishes and enjoying their superb salsas and chips before our entrees came. Even though the temperatures were in the 100@s, we found time to enjoy Tqla's outdoor patio after we completed dinner so we could continue spending time together visiting. The mister and the setting sun helped make it comfortable to visit longer. We enjoyed hosting this fun group this month.





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UPCOMING MEMBER BIRTHDAYS

July

Gail Baldacchino
Cathy Dunton
John Dunton
Diane Feck
Joe Grassel
Mary Ellen Hayden
Howard Katz
Bruce Lund
Sharon Lund
Carol McDougall
Bruce Mundy
Bud Stover



Just remember, when you're over the hill, you begin to pick up speed.

August

Bob Davenport
Sandy Duhaime
Bill Hayden
Jackie Yarusso

CLUB MERCHANDISE

Online Store for Club Merchandise



Check out the New "BLING" shirts for women, as well as all the other styles



GIFT CERTIFICATE\$
ARE NOW AVAILABLE ON LINE
Great for any occasion

Remember, if you are not sure of the size you need, do not order as it cannot be returned. Samples of most styles will be available to try on at CCA Business meetings.

Got Questions?

Contact Theresa Bartock

Email: tbguinea13@gmail.com

Phone: 480-370-1373

UPCOMING CCA EVENTS

July

2 - Membership Meeting
Thorobred 7pm

4 - Independence Day

**4—Pot Luck/Game Night
Lott**

16 - Board Meeting
Hitzel 7:30p

**24 - Euchre Night
TBD**

August

6 - Membership Meeting
Thorobred 7pm

**8 - Prescott Driver
Kerber/Swanson**

No Scheduled Board Meeting

**28 - Euchre Night
TBD**

September

3 - Membership Meeting
Floridino's 7pm

7 - Labor Day

17 - Board Meeting
Enriquez 7:30pm

**25-27 - Magical Mystery Tour
Mundy**

25 - Euchre Night

October

1 - Membership Meeting
Thorobred 7pm
Nomination of 2016 Officers

15 - Board Meeting
Bartock 7:30pm

23 - Euchre Night

31 - Halloween



Your event goes here



ROADRUNNER EVENTS CALENDAR 2015 Schedule of Upcoming Events

RR-587-001 thru 004	Phantom Corvette Club	July 18, 2015	Ken Daby Great Summer Escape
RR-587-005/006	Phantom Corvette Club	July 19, 2015	Ken Daby Great Summer Escape
RR-426-004 thru 007	Verde Valley Vettes	Oct 11, 2015	Monopoly/Poker Runs
RR-303-003	Desert Corvette Association	Oct 24, 2015	Peoples Choice Car Show
RR-303-007	Phantom Corvette Club	Oct 24, 2015	Peoples Choice/Concours
RR-303-008 thru 010	Phantom Corvette Club	Oct 24, 2015	Gimmick/Chance Rallye
RR-328-006	Thunder Vette Set	Nov 7th, 2015	TVS Corvette Thunder/Peoples Choice Concours
RR-332-001	Corvette Club of Arizona	Nov 7th, 2015	Thorobred Thunder XVI/Peoples Choice

MEET OUR NEWEST MEMBER: DAVE EDGINTON



On January 14, 2015, my dream that I have had since I was a little boy came true. I bought my first Corvette – a 1990 (C4) Red, 6-speed convertible. It truly is a dream come true for me. This was not a so-called “mid-life crisis” purchase for me. I have always loved sports cars and have had a few in my life, but I have never enjoyed one as much as my “Red Rocket Ragtop.” I have always been a sports car guy – owned a 1960 Austin Healey Bugeye Sprite, a 1970 MG Midget, and a 1980 Mazda RX-7 – and now a 1990 Corvette Convertible. I just realized every sports car I’ve owned begins a new decade! And when I owned the RX-7 and lived in LA, I was the President of the “RX-7 Club of Southern California.”

Once I became a family man, it was difficult to justify (or afford) having a 2-seat sports car as my four sons were growing up. I used to have several full-size Chevy Vans (including a 15 passenger one) to transport my boys and their friends around. My friends used to joke with me that I drove my vans “as if” they were sports cars. Now that my boys are older (22, 20, 20 (twins), and 17), having a 2-seat sports car is “practical” again. Two of my boys live with me (the oldest & the youngest) and the other two (the twins) are in college in TN and VA.

I’ve always been a sports car “enthusiast.” My philosophy is that sports cars like Corvettes are to be driven and enjoyed – not sit in a garage or stored like a museum piece. I use mine as a “daily driver.” I believe Corvettes are naturals for AutoCross – I think it is the best way to discover why these are such great cars. My hope is that more of us will become involved in AutoCross (often abbreviated “AX”). I also joined the SCCA after I started AutoCrossing in my Corvette. AX is great fun, and you will learn all about why these cars are so great – in a completely safe environment - if you give it a try.

The only thing that comes close to driving a Corvette convertible in Arizona, is riding a motorcycle. I have a 2002 Kawasaki Vulcan 750 (cruiser), which is another great ride. But it’s not quite the same as a Vette.

A piece of trivia about another CCA member and me – Nancy Hagan and I both grew up and graduated from High School in the same small rural town in northern New Jersey (but did not know each other until about a month ago!). Since then, I have lived in Florida, California (LA) (I was born in Berkeley), Illinois (Chicago), Las Vegas, Pittsburgh and for the last 23 years right here in Phoenix. I’m looking forward to getting to know more of you and enjoying our great cars together.

CCA ONLINE

FROM WEBMASTER JIM KERBER

The membership profile and roster updates are all done! All the information has been updated, verified as correct, and posted. One enhancement we made part way through the process is modifying the profile form to accommodate having a summer address listed on your profile form. If you would like your profile changed to include a summer address please send me an e-mail (kerbers@cox.net) and I will make the changes.

Our hosting company began updating the server used by CCA starting mid May. This stopped us from posting updates for a 2 week period and our website had some out of date information during that time. We are now back to normal with posting updates. We also had a problem with the user name and password administration process. This has also been fixed. Thanks to the members for their patience while this was corrected.

Check out the website to see several other improvements recently made to provide members with up to date information about our Club. Remember, if you have any problems logging in or any other comments or questions about our website, please contact me.

PROGRESSIVE DINNER

HOSTED BY THE HAGANS, KATZES, RIFFELS

This year's Progressive Dinner theme was Italian! and the event attracted 34 CCA participants. With the distance involved between each Italian location the event was a fun driver too. For a common thread linking the hosts together as a team, each couple used the same red and white checked patterned table cloths and hand-crafted candle centerpieces/décor. To create individual versions of an Italian experience, the hosts decorated their homes and wore costumes.



The evening started with "Appetizers", hosted by Howard and Sheryl Katz at their home in Paradise Valley. Chef Howard with the help of Sous-Chef Sheryl, made all of the appetizers utilizing the Italian flag colors red, white, and green: caprese skewers (tomato, mozzarella balls and fresh basil drizzled with balsamic vinegar); meatballs, bruschetta, color coordinated veggie flag plate; olives and nuts too. Drinks were plentiful: an Italian punch, Italian wines (variety of two reds and two whites), as well as San Pellegrino sparkling water rounded out the fare. The Katzes wore aprons and hats, their home was decorated with red, white and green streamers, and a slideshow ran continuously while Pavarotti and Dean Martin serenaded everyone.



Then Dave and Denise Lott led the caravan on a 45 minute drive down to Sun Lakes, to Norm and Joyce Riffles beautiful new home for a catered Main Course. Everyone was greeted by the Riffels and their daughter Jennifer and son-in-law Tony, all dressed in matching Gondolier outfits (black and white with red scarves, black hats, and each wearing black mustaches). Jennifer and Tony assisted with the food presentation, kept the wine flowing, and took snapshots throughout the evening. Everyone served themselves - salad, sausage pinwheels, lasagna, chicken Alfredo, and of course bread. There was a



big variety of beverages and, of course, Italian red and white wine flowed. Tables were set on the back patio where everyone could enjoy a lovely sunset on the golf course and lake.



PROGRESSIVE DINNER (CON'T)

On to Frank and Nancy Hagan's; a 30 minute drive to Mesa for Dessert. All were welcomed by a mustached waiter wearing black and white and an armed gangster in full regalia, scrutinizing each patron, to make sure that they brought their appetite! A dessert bar of authentic mouth watering delicacies was visited by all: cannoli, cream puffs, cheesecake, chocolates, AND, spumoni ice-cream too, YUM!! Coffee and drinks were offered; many spiked their coffee! The Hagan's home was decorated with many colorful posters of famous Italian sites and scenes. Mona Lisa kept a watchful eye on the crowd from atop the fireplace while a variety of famous opera singers filled the air with beautiful arias. It is rumored that that a horse head was found in the Hagan's bed!



It was a perfect evening - perfect weather to sit outside, relax, eat, drink, and enjoy each other's company. And, it was a golden opportunity for everyone to say Ciao to Dean and Sandy Sample, since these snow birds are off again until the fall.



The six of us Hosts had a wonderful time planning this event! Our goal was to open our homes presenting a grand experience at each segment so we decided to subsidize the event amongst ourselves. It was our great pleasure to do so, and we hope that everyone enjoyed themselves as much as we did.



SAN DIEGO DRIVER

HOSTED BY THE KATZES & MIONS

As one tries not to judge a book by its cover, everyone fortunately did not judge the weekend weather by the downpour that occurred as we left El Centro heading to our destination hotel. For some it was the first time their car has ever seen rain—but there was no turning back at this stage. As it turns out, by the time we arrived at The Dana Inn there wasn't a cloud in the sky.

We all checked into our rooms and pro-

ceeded to gather near the marina for some snacks, tasty beverages, and stories of hydroplaning. Our long weekend visit to San Diego was getting off to a great start—and it kept getting better.



The weekend was packed with activity, and things were only getting started. That Friday evening the group had dinner at Luigi's at the Beach. This has become the "standard" for Friday dinners, as it is close and offers opportunity for people to walk along the oceanfront if they so desire. This evening, despite (or perhaps because of) the earlier storm, the skies were clear and provided a great sunset over the ocean.



On Saturday we got an early start for our journey to Julian, a small mountain town known for their apple pies. The route provided some excellent views along the way, and fortunately there was minimal traffic so the group was able to stay together the entire time. Like last year, the Ramona Rodeo Parade was taking place, but this year we managed to get in and thru Ramona before they closed the streets. Now, along the sidewalks of the street you have people sitting lined up to see the parade, and you have a caravan of ten Corvettes driving down the street. Yeah, we got a few waves and lots of smiles, and I believe the parade announcer even made a comment as to our "pre-parade" presence.

SAN DIEGO DRIVER (CON'T)



Julian turned out to be quite cool, probably not getting out of the 50's. This didn't stop anyone from enjoying the various stores along the main street. You had to keep moving to stay warm, or spend a lot of time, and likely money, shopping in the stores. By 11:30, everyone was



quite ready for lunch at the Julian grill, where they could warm up and fuel up for the afternoon activities of our trip. Of course, not many left the Julian Grill without ordering a dessert—which mostly consisted of an apple pie and ice cream.



After lunch at Julian, most of the group departed for the Classic Rotors Museum in Ramona. We were split into two groups and each given wonderful, detailed guided tour of the museum and its contents. Turns out one of the helicopters was used in the movie Godzilla, and just our luck he was around and photo-bombed one of our pictures.



Upon our return from Julian and the Rotary Museum, the group once again assembled by the cars and marina for snacks and beverages. Our next stop was going to be Old Town San Diego, where we would be having dinner at the Old Town Mexican Café. A shuttle bus was arranged to get us there, so nobody



had to worry about cars or parking. Getting home, however, was a bit of adventure for some of us as we used public transportation. However, during our bus ride back we came across a potential place for dinner next year. So it all worked out well.

SAN DIEGO DRIVER (CON'T)

Most people were anxious to get back to the hotel, as we had a very early departure the next day to attend Plastic Fantastic, the all-Corvette car show next to Sea-port Village and the main purpose of our trip. Our departure from the hotel parking lot was 6:45am, which was a necessity as we wanted to park next to each other along the water. Seems like every year cars are getting there earlier and earlier, and this year was no exception. By the time we arrived, a good number of cars were already there, but fortunately they were parked in the interior of the show. We had no problem getting our usual parking spots (see above pic). The day turned out to be mostly sunny, which is great weather for a car show. There were 350 cars on the show field (out of 373 registrations), and from the overhead picture on page seven you can see that it was a packed field. We initially thought they were closer to 400 cars, or at least that was the buzz coming from some of the organizers.

You can view a great video of the show, shot mostly using a drone, by going [here](#). Patty Friesz also put together a great Photo Show of the entire weekend, and you can view that [here](#) (does require to download the Photo Dex player).



For lunch we returned to our favorite place, the Pier Café. It has great views and great food. I don't think anyone walked away hungry or disappointed.



After the car show, the group again returned to the hotel parking lot for one last gathering. That evening most folks decided to stay at the hotel to have dinner at the Firefly Restaurant. A few of us ventured north on I15 to the Stone Brewing World Bistro and Gardens in Escondido. I never pass up an opportunity to visit a local craft brewery. The setting was open and lush, and the presence of multiple heaters made it cozy.



Monday came too quickly, but it also meant we were now one day closer to the San Diego 2016 Driver. We want to thank all those who attended for making it a memorable and enjoyable weekend driver. Thanks also go out to Howard and Sheryl Katz for their support and help in our journey (along with providing many laughs along the way). Cheers!

PIMA AIR MUSEUM DRIVER

HOSTED BY THE CAMPISES



Must see aviation museum if you haven't been there. Those into aviation or history of the world wars were enthralled over the exhibits, and the quality of the presentations. 1st class in every way. I understand this is the 3rd largest and most complete aircraft collection next to the Smithsonian or the Smithsonian Mall in D.C. The bone yard, aircraft storage facility, is yet another adventure beyond the initial museum itself. I thought I would find or possibly discover the whereabouts of the aircraft I crewed during the Cuban Missile Crisis. Oh well, another time, maybe. Unrestricted movement throughout the facility is the main benefit.

The ride down to Tucson was uneventful. Just how we like it. Hardly any traffic in the early morning. It was a breeze, cruise control and all.

When we finally arrived, we circled the wagons, I mean the Corvettes, what was I thinking, around the entry circle to the museum. What a sight.

At 10:00AM we boarded the tram which took us on an hour long ride around the outside exhibits to revisit later if one desired. There were two additional hangers to visit which included the space center, moon rocks and all, along with the 309 bomb group hanger for those interested.

Lunch time arrived so we attempted a caravan up to Piazza Gavi Italian Restaurant in the Catalina foothills which is 13 miles through the middle of the city.



When we arrived we were seated at one curved table. Everyone could speak to everyone else. Meals and drinks were ordered and all the plates came out at one time, a feast for the eyes, a culinary delight. We had so much food I'm sure everyone brought home leftovers for the next couple of days. The restaurant is out of the way mainly located in a residential setting with entertainment on Friday and Saturday evenings. Did I tell you the food was excellent?

After rolling ourselves out of the restaurant we left for home. Great comments from the attendees, all seemed to have a good time!

CORVETTE MUSEUM / FACTORY VISIT

CONTRIBUTIONS FROM THE HEAVLINS, KATZES, RHODES, SWANSONS

On June 17th, the Heavilins, Katzes, Rhodes and Swansons had the pleasure of visiting the National Corvette Museum (NCM), as well as the Corvette Assembly Plant in Bowling Green, Kentucky. The entire day was an AWESOME experience and it's unanimous, we all HIGHLY recommend the pilgrimage. The museum is interesting, fun, and full of amazing details and delights. And, the VIP Factory Tour was over the top FANTASTIC - worth every penny! The guides were knowledgeable, personable, and extremely accommodating.

So how did it work with four couples? Terrific! We planned our trips separately and first rendezvoused in Tennessee. Before the 17th, the Swansons visited relatives in Burnsville, NC and the Katzes visited friends in Memphis, TN. On the 15th, everyone met in Nashville; the Heavilins and Rhodes flew in that day while the Swansons drove up north and the Katzes had driven in the night before.

THE NATIONAL CORVETTE MUSEUM



We hooked up for dinner and the next day, Car HR (the Heavilins and Rhodes) headed north to play tourists in Bowling Green while Car KS (the Katzes and Swansons) played tourists in Nashville. On the 17th, Car KS drove to Bowling Green and met Car HR at the museum.

To maximize our time, we all met in the gift shop shortly after NCM opened. Although the store carries something for each of the seven generations of Corvettes, the absence of C7 goodies was disappointing. Money in hand, the gals were seeking jewelry, bling shirts and many more miscellany than was available. It was truly a missed opportunity for the museum. The Swansons, however, bought the mother lode. Most of the store content was identical to the [online store](#).



Prior to our VIP Factory Tour, we watched a mandatory security video, signed a confidentiality agreement, and received our special VIP Tour Badges. To commemorate Marge's birthday, the staff awarded her with a National Corvette Museum Lapel Pin. Then we all ate a delicious lunch at the Corvette Café.



Our VIP tour leaders, Lance and Tom, have both worked at the NCM for more than 10 years. They were well versed in the history of the NCM, as well as the Corvette Assembly Plant. The tour of the NCM took approximately 90 minutes, and was an excellent exhibition history of "America's Only Sports Car". We learned a lot of nifty Corvette trivia and saw the one and only 1983 Corvette on display.

CORVETTE MUSEUM/FACTORY TOUR (CON'T)



Did you know that Corvette is named after a class of French naval vessels? And, to our surprise, as we turned a corner, our guides gave a great tribute to the late Zora Duntov, "Father of the Corvette", and explained the appropriate resting place of the Duntovs (Zora and his wife Elfie wanted to be close to Corvettes after they passed), so their ashes are encased in a museum showcase and the only personal Corvette Zora Arkos-Duntov owned, are now a permanent Memorial within the museum.

There were many displays of various years and configurations. Some cars were dragsters, some were road racers, and of course some were concept cars. The collection on display was just amazing! Several videos and interactive and rotating exhibits offered a plethora of Corvette heaven.

The sinkhole has now been filled in. Work continues in the area. Our guides explained the process that was used to fill in the sinkhole, as well as the planned restoration of some of the cars. For a status of the eight cars swallowed by the sinkhole, go [here](#).

Next up was the Corvette Assembly Plant. It is located just a short ride across the road from the museum. Because no cameras are allowed inside the Corvette Assembly Plant, we had to leave all cameras, phones, and purses in the van - a very small price to pay to see the factory! The only photo taken by us at the plant was taken outside, at the end of our tour.

We received door-to-door transportation from the Museum to the assembly plant, and then were escorted by our two guides throughout the assembly plant. In the entrance area, we walked along a wall of Corvette Club patches and were astounded to discover CCA was NOT represented on the wall. That will be rectified shortly! And, just before entering the plant, we walked along another wall where pictures of family members of plant employees that are currently serving in the military, are proudly posted; it is a wonderful tribute.

Upon passing through the glass doors to the plant, we split up into two groups of four, which enhanced the VIP tour, as it is quite noisy inside while viewing cars as they are assembled. It takes 10 hours from when the process begins until a car is completed.

Highlights of our tour: at the end of the assembly line, each car is started for the first time. As this was Marge's birthday, they allowed her to start (referred to as "give birth") to the car. And, because of a 20 minute line shut down delay, when the line started moving again, we back tracked to see the "merge" in progress - where the power train and body are joined - a sight to behold. That delay also enabled us to see the very last 2015 Corvette, as well as the very first 2016 Corvette, enter the assembly line. Very unexpected and exciting! We all felt privileged - a GREAT day indeed.

After our big adventure, we celebrated Marge's 70th with a spectacular dinner at the Bistro (thanks so much Scott Feck, for the fantastic recommendation!); Happy Birthday Marge!!



CORVETTE MUSEUM/FACTORY TOUR (CON'T)



The next day, Car HR headed to Nashville to play tourists for a few days while Car KS returned to NCM for more time at the museum and to see the new NCM MotorSports racetrack. Luck was on their side - Howard rode in one of the museum cars, a 2006 Z06, taken out for a spin, while Sheryl did her best to keep up driving the Jeep Cherokee car rental; Bob took tons of photos while Pam was holding on for dear life!! After that grand adventure, Car KS headed to Nashville and flew home.

"Corvette! America's Only Sports Car."

Life is good.

F55 SHOCK REPLACEMENT

ARTICLE BY GARRY MION



The last couple of times I had the '08 on the lift I cleaned the right rear shock of oil. Clearly I had a leak, but given the cost (\$\$\$\$) of replacing the magnetic ride/F55 shocks, I was waiting until I either found a suitable replacement (which would include F55 simulators or reprogramming the BCU), or a great deal on a set of originals. Well, so happens a deal was out there on Ebay. Originally it was for a left shock only, but a couple of weeks ago both a left and right set came up. After some research and discussion with the seller, I purchased the shocks (\$249/ea).

Replacing the shocks turned out to be a relatively easy job— although a slightly messy one given the right shock was leaking and the car had yet to be cleaned underneath from our San Diego trip, which included driving through a thunderstorm. Or course, having a lift doesn't hurt either.

To remove the shock, there are only three bolts holding it in place. Two 14mm on top, and one 23mm at the bottom. The initial process consists of removing the tire, loosening the top two bolts, and removing the bottom bolt nut. At this point I used a hoist jack to raise the lower a-arm, but a floor jack would work just as well. This

helps relieve any pressure on the shock, and the bolts can now be removed (along with the cable that goes to the top of the shock). Grabbing the bottom of the shock allows you compress it sufficiently to clear the bottom mount and move it to where it can clear the a-arm and slide out. The cable requires a little finessing to come through the top shock mount opening (new shocks had their own cable).



Replacing the shock is basically the same process in reverse, although to help simplify (as in make it easier) the install I first compressed the shock using 18-gauge wire to keep it in place until the top of the shock was in place. I first installed the new cable, then put the shock into position where I could attach the cable to the shock and then install the two top bolts (as finger tight as possible). Now, I slowly released the wire holding the shock compressed, and as the shock expanded I guided it into position on the bottom. The right side fell right into place and allowed me to insert the bolt with no problem. The left side required a little maneuvering with a small crow bar. The



bolts were then tightened to specs, the cable was attached to the body harness, and all was done.

I was quite happy with the results. You always take a chance with Ebay parts, but a little due diligence gives you the best chance of success. Hope this helps in some way to give you the confidence to perform this simple task and save some money should you come to find that your F55 shocks are leaking.

EUCHRE MONTHLY GATHERING

BY COORDINATOR DENISE LOTT

Our Euchre card game group continues to add new participants. It is scheduled for the fourth Friday of each month. The Lotts hosted the events in May and June, and had four tables of card players for the June evening that is shown in the photos.



Of course, the players may vary each month, depending on everyone's schedules, and that is part of the charm of the event. There is no long-term commitment. Join us when you can.

If you have never played Euchre, it is easy to learn. Any new players get special instruction during the first evening, so even if you are not acquainted with the game, do not let that deter you. Contact the Lotts (deniselott2@gmail.com) to be added to our list and to stay posted for the monthly sign-up times.





NCCC GOVERNOR'S REPORT

BY BRUCE MUNDT



The 2015 second quarter NCCC Roadrunner Region Governor's meeting was held on May 23, 2015 at Hot Rods Old Vail in Tucson. The new NCCC Roadrunner region logo patches were available.

The new patches are priced at \$5. I have some of these patches for those who are interested. Also, Road Runner region will have some on hand to replenish supplies.



The flyer for Thorobred Thunder XVI is available (see Mark Godina or Mike Terrey) and it will also be on the Roadrunner website by the time you read this. The NCCC

Sanction number is RR-332-001 and the show date is November 7, 2015. As always, \$10 of each registration fee will go to our charity of choice, Packages from Home

Currently, Roadrunner Region has only seven Competition Events on the calendar; however, they are comprised of twenty-three sanctions. These and other events are detailed at the [Roadrunner website](#). Click on 2015 Sanctioned Only Events Calendar under EVENTS-ALL RRR.

LOOKING FOR MEMBER ARTICLES

BY GARRY MION

Everyone has a good story to tell about their Corvette (s). It could be about when you rode or purchased your first car and the experience that went with it. It could be about modification or enhancements you have made to your car and other members could benefit from how you did it or where it was done. It could be about where you have traveled with your car and would like share the experience. Whatever it is—it is something you are excited or passionate about and worth sharing with other members.

Writing an article is simple. You don't need to have any word processing skills, and you don't have to be the best speller or have a PHD in creative writing. If you can write an email—you can write an article. About the only technical skill you need would be to take digital photos—and that is only if you have pictures you would like to add to the article (they are a nice addition—and if you have trouble attaching them to an email I can help you out).

So how about it? Here are the latest dates by which I would need your article in order to make it into an upcoming newsletter.

Iss4—Aug 27th Iss5—Oct 26th Iss6—Dec 27th

I look forward to reading your article and including it in a future newsletter!



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