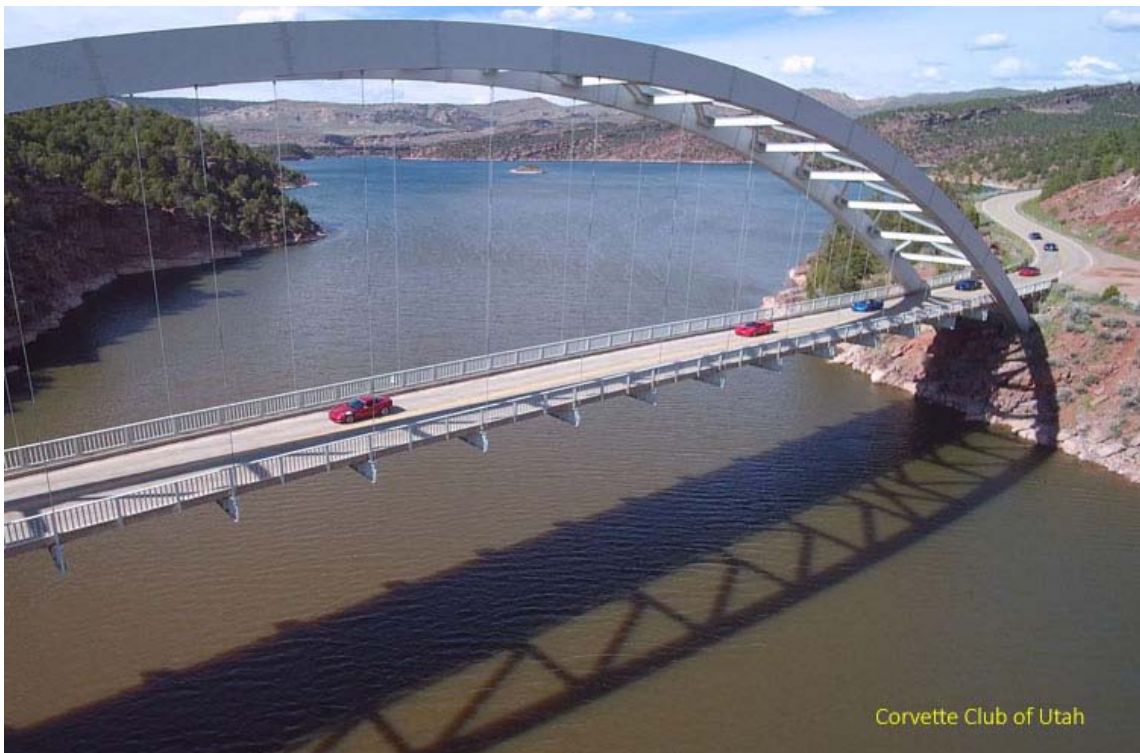


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# Vette Gazette

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July - August 2019



May 2019 Super Summer Sunday Series

The Corvette Club of Utah is  
Sponsored by:



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## From the President

Dear Members,

The summer is flying by at a Corvette pace. There are so many great activities that it is hard to get to them all.

We completed our elementary school sponsorship program in May. I appreciate the support of this great program. Those that had the opportunity to help with the food distribution could see how grateful the children and families were. I am so proud of our club for sponsoring this program.

As we go to events please keep some of our recruiting pamphlets with you. We are always looking for new members.

Keep your eyes on the website for additions and changes to the many upcoming events. A lot of work goes into planning these events. Please support them when you can. For the person that plans the event it is great to see a good turnout and people having fun.

Let's continue to have a great summer and enjoy each other's company.

Thanks,

John Forbes  
Corvette Club of Utah

President

## 2019 Corvette Club of Utah Officers

President

John Forbes - [ccu.president@corvetteclubofutah.org](mailto:ccu.president@corvetteclubofutah.org)

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Treasurer

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NCM Ambassador and Public Relations Chair

Bob Clayton - [ccu.ambassador@corvetteclubofutah.org](mailto:ccu.ambassador@corvetteclubofutah.org)

2019 Charity - Utah Food Bank

# Birthdays

July	August
5 Tony Rice	2 RaNae Bennett
7 Jerry Draper	4 Dennis DeBoer
7 Jay Fenton	6 Annamarie Forbes
7 Kim Riley	7 Michelle Day
9 Mike Barker	11 Richard Duarte
9 Rod Derrick	11 Dale Hooper
11 Alex Johnson	11 John Howell
11 Pauline Rushton	11 Lane Wilson
12 Mark McCrady	14 Shane Atkin
14 Susan Callaway	14 Carrie Petersen
17 Julie McFadden	20 Cindy Adams
18 James Peters	22 Dusty Duffield
19 Rob Allred	24 Michele Schneeweis
20 Douglas Spencer	27 Elaine Bess
20 Richard Cunday	27 Shannon Spencer
21 Beverly Chase	30 Brent Munson
25 Chad Hanson	
25 Beth Rice	
25 Ed Steinmann	
26 Ryan Tiller	
26 Paula Baker	
28 George Rushton	
30 Bruce Laurence	
31 Carmen Richins	

## Corvette Club of Utah News

### **Check the Website for Current Information**

Important! I can't stress this enough - check the Corvette Club of Utah website for the latest information regarding activities, news, and events at <http://www.corvetteclubofutah.org/>.

### **Wear Your CCU Name Badge**

We have lots of new members in the club, and not so new members who are still getting to know people. The only way they will be able to remember your name is if you wear your CCU name badge. We strongly encourage wearing of name badges to activities and meetings. Please wear your badge!

### **Other information**

To e-mail a CCU Officer, go to <http://www.corvetteclubofutah.org/> and click on 2017 Officers for a list of the officers. Click on the blue underlined title of the officer to send an email to that officer.

Please contact the Special Events Chair, Kori Jensen, regarding upcoming events. Contact the Treasurer, Diane Williams regarding renewals and payments for upcoming events. Please contact the Secretary, Nola Emery, regarding event attendance and meeting minutes.

The club's financial information is available if you are interested. See Diane Williams at our monthly member meetings. She has our finances broken down by quarter and is happy to relate that information to anyone interested.

Embroidered shirts are available through Creative Graphics. Contact Andrea Bitton at 801-266-7273 or [andrea@cgprinting.com](mailto:andrea@cgprinting.com). Or visit their website at [www.cgprinting.com](http://www.cgprinting.com). Judy Corgiat has a catalog.

**This is very important: If change your mailing address or email address. Please** send an email to [ccu.membership@corvetteclubofutah.org](mailto:ccu.membership@corvetteclubofutah.org).

Join us on-line at [www.corvetteclubofutah.org](http://www.corvetteclubofutah.org) or like us on Facebook at <https://www.facebook.com/CorvetteClubOfUtah>.

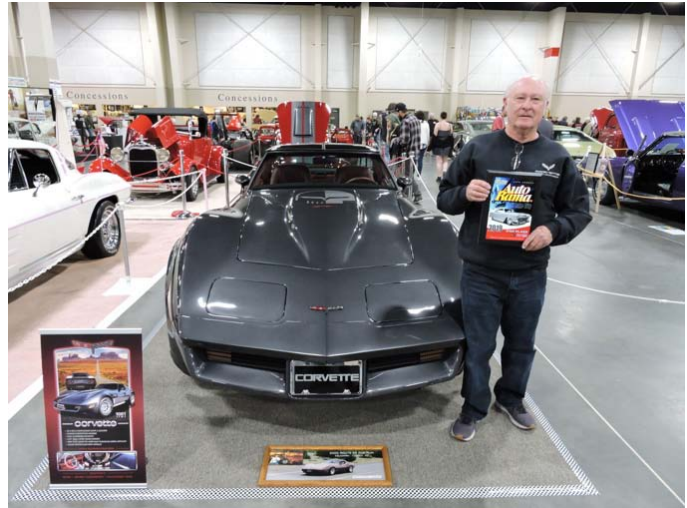
If you are viewing the Gazette online, any of the entries in the Calendars that show up other than red or black are links to the event web page for that activity. Try it.

## Club Activities

### Mike and Wyatt Barker Take Second Place in Corvette Class at AutoRama 2019

#### Mike's Story

I purchased this 1981 Corvette in August of 1997 with the full intent that my older grandson who was 3 years old at the time would one day make this his own Corvette. Needless to say, it was a basket case when we purchased it, but I wanted a project car we could work on over the years. The interior was nothing to brag about, but I saw potential, or at least that is what I told Merry. Over the new few years we worked on the interior, buffed it out, polished the wheels and cleaned up the motor the best we could. Then the motor started to go bad only to find out it had a flat cam oh my gosh what am I to do? Just throw in a new ZZ-4 crate engine with the help of my friend John Berg and give it a new heart. It was looking so



good we entered it in the AutoRama along with the Corvette Club of Utah with high hopes of maybe getting some kind of award. Well that did not happen, in fact the judges told us we had a dirty exhaust system (mind you it is brand new HPC coated inside and out). It was running so good Merry and I took it on a few extended trips; Route 66, Canada and to the Boise Fun Fest where I was talked into drag racing it. I was hooked on drag racing so for several years John and I raced our Corvettes at the strip, we even got the club involved in a drag racing series declaring a club winner each season. Over the years Wyatt and I did many repairs and upgrades; new trailing arms, changed the single exhaust to a duel chambered exhaust, rebuilt the front end, took the front bumper off and had it repainted. Well three years ago the time had come to think about having the car repainted, we checked with a lot of paint shops only to find out it's not cheap to have a car painted, it required a lot of prep work. So, our decision was we would tackle the job of doing the prep work our self (let us warn you this is not an easy project and yes when the body shops tell you that it takes a lot of time it does). It was a fun project for myself and my now 3 grandsons. Prep work all completed and requiring a new front bumper and some much-needed body work we requested help for our friend and painter Jeremy. As you can see, he did the body work and later we talked (begged) him into painting the car for us. The finished project changed the Corvette from the original two tone red to the now Watkins Glen Gray a 2017 Corvette color. We used PPG paint and clear. Wyatt for sure intends to keep this Corvette around ones he takes ownership of it. To prove it see his tattoo on his shoulder with the Corvette racing Jake and not we show it on the hood of the 1981 Corvette. For Christmas this past year my middle grandson Weston (who someday will become the owner of the 1998 Indy Pace Car of Merry) did a laser cut out of Jake for me at his Roy High School. We are now looking for another C3 project car for our youngest grandson, Kanin.



## Club Activities (Continued)

### Route 66

Bernie Warburton led another group of Corvette Club of Utah members on the 2019 edition of Route 66 from Thanksgiving point through Richfield. Then onto Loa, Utah and over to Boulder Mountain across the Devils Backbone to Bryce Canyon and then onto Kanab overnight. Next day included scenic drive on 89A to Cliff Dwellers and Glen's Ferry and into Williams overnight. Saturday brings what we came for, Actual driving Route 66. Headed to Seligman to pick up our packets and for the Fun Run start. Dinner in Kingman at the Dambar and overnight. Sunday: Leave for Oatman, Topock, Golden Shores and then onto Lake Havasu for lunch at Shugrues overlooking the London Bridge. Return to Kingman for dinner at Oyster's Mexican and overnight. Monday, we head for home Boulder to Las Vegas and into Mesquite for lunch and off to Salt Lake. As always, fun was had by all and looking forward to doing it all again in 2020.



### Also, on Route 66...

#### Corvette Club of Utah

May 3 at 12:02 PM

We were driving to Richfield for lunch, but we stopped in Salina instead... This was "meant to be" so here's the story:

#### **The waitress in the Denny's Restaurant posted this on social media (Facebook)**

Club Members on their way to the Route 66 Fun Run in Kingman:

Yesterday a bunch of corvettes came to my work. I asked the lady where they were heading. Her answer was Route 66...my heart stopped immediately as my dad has always dreamed of taking a ride down Route 66, in fact, so much that I kept his ashes out and said some day he will get there. I stood there in front of this complete stranger but yet felt so connected to, my eyes began to water as my voice cracks telling her about my daddy. As I continue to talk to her, I had this overwhelming feeling and I asked her if she would be so kind to spread my daddy's ashes on the Route he so badly wanted to see. Her and her husband agreed they were honored to do so. As things come to a close, we gather everyone up take pictures to see him off. I met the group of 38





most kindest, funniest, amazing people that was part of the corvette club of Utah. My special friends to whom I just met was Sally and Kirk Allen that have been married almost 50 years (like my parents) and Kirk served in the Vietnam war like my dad. It was the day after my dad's birthday. We hugged, we cried, and we all felt his spirit there as the cold chills ran through our body. Good bye Daddy I hope you have the ride of your life! — with Shaiden Bumgardner.

## May Birthday Cruise and Dinner

For May we decided to take the birthday show on the road and cruise to the *Blue Bird Restaurant* in Logan to celebrate member's birthdays. A nice drive was planned to take members from Salt Lake through Evanston to Bear Lake stopping along the way for photos and videos. From Bear Lake we headed for Logan Canyon and then to the Blue Bird Restaurant.

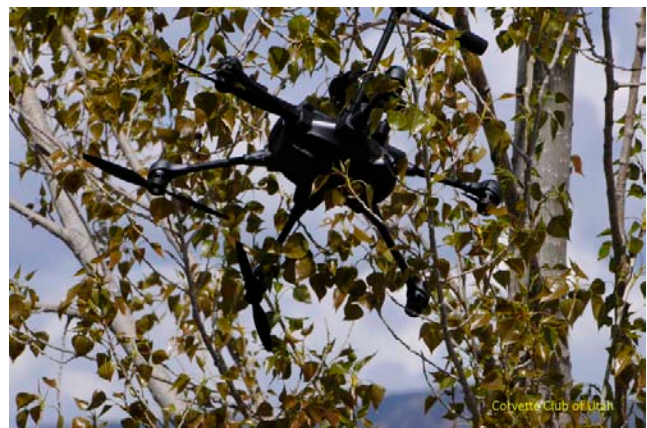
Forecasted weather from the local weather guessers was calling for rain and snow in the upper elevations of Northern Utah. With a lower than normal turnout for this event, the weather could have very well been the determining factor for many.

Three cars from the north left Farmington Station and proceeded to meet with Central and South members at the Walmart parking lot on Parley's way. With a deluge of what can only be described as buckets of water coming from the heavens, the three made it through Centerville and Bountiful to meet up with five more from the central and south regions. Many times, based on the weather through Centerville, it was doubtful this event would come to fruition.

Arriving at the Parley's Way meeting location, the clouds broke, and rays of sunshine shown down upon the valley. It looked like it was going to be a nice day.

So, our leader declared he was not leading the group today. A hush came across the crowd of worried participants as he pulled out four packets; each with a dedicated leg of the route marked out on a map, a set of instructions to follow for said leg and a deputy sheriff's badge to proudly wear for their efforts of leading the group.

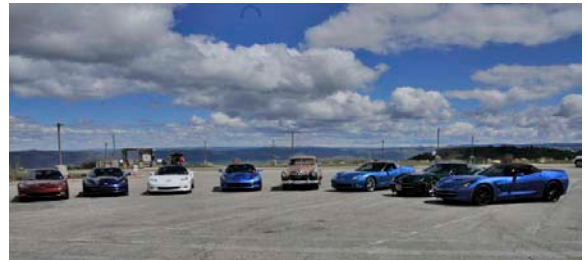
With leaders established, Darrel and Nancy lead the first leg to Echo Junction where Steve and Karen would take over and lead us to Evanston. With a quick stop in Evanston to top off some fuel tanks and get some snack, Karl would then lead us through Woodruff, Randolph and into Bear Lake where we stopped at the rest area and took time for some photo opportunities. Kelly brought out the drone and flew it out over the lake taking videos of the cars until he brought it back in and a tree reached out and snatched the six bladed camera platform out of the sky. Dangling at just about 12



inches out of everyone's reach, Kori's cousin from Rocky Mountain Power came and rescued the drone with his insulated pole.

From there Janice proudly lead our small parade of Corvettes through downtown Garden City and to the Bear Lake Overlook.

The gentleman who was working the information desk at the visitor center (I forgot his name) just so happened to have an old Studebaker parked in the parking lot. We persuaded him to park it in the middle of our Corvettes for some incredible photographs of the cars with the Uintah Mountains in the background.



Scott and Kori then lead us from there down Logan Canyon to The Blue Bird Restaurant. The Logan River was surging with water from the melting snow and the rain storm which had passed earlier in the morning. With the water and trees blooming, Logan Canyon was beautiful as ever on this spring afternoon.

Roy and Billy's Corvette was in the shop for some electrical issues, so they met us at the Blue Bird Restaurant to celebrate Billy's birthday. Everyone enjoyed a delicious dinner and Janice was the lucky winner of the Birthday prize.

After a rough start in Centerville that morning, the overall trip was fantastic. Everyone returned home safely ready for the next adventure to begin.

## May Super Summer Sunday Series

Sunday, May 26<sup>th</sup>, Memorial weekend, what a day to schedule our second Super Summer Sunday Series event. Memorial weekend is known for its last of the spring season snow storms and unruly traffic on the roads, neither of which happened today. With warm temperatures, nice weather and seemingly non-existent holiday traffic, it actually turned out quite well.

Considering the distance we were about to travel, I planned for a 9+ hour day. Well, I nailed the "+" part. For those who joined us, it became close to a 12 hour day. 524 miles and 14½ hours later, I was pulling into my garage. What a great experience though. I loved every moment of it. It's been 34 years since my last visit to Flaming Gorge.

I had arrived at Farmington Station at the specified time to collect the northern attendees. Waiting 15 minutes, no one would show up. I was worried this event had succumbed to other Memorial weekend activities.

Arriving at the Parley's Way Walmart parking lot, I was pleasantly surprised to see central and south members and other attendees gathering. Eleven cars showed up to join me



for a day of adventure. I say attendees because not everyone who joins us on Sundays are club members. We occasionally have people who follow us on the website or on Facebook come and join us. I think it's great! It's fun to meet others with interests in Corvettes and it's great they come out to experience our group. I encourage anyone to come and have fun with us.

After a quick driver's meeting we proceeded to go separate directions. Nine cars made it to Parley's Canyon, but three managed to break away from the herd and headed south on I-215.

Pulling off at the Parley's Canyon chain-up area, we waited for the stragglers to find their way back. Two found their way, however, the third one blew by at a very high-rate of fuel consumption. Robert flew past the chain-up area well into his own little triple-digit universe. Watching the Crystal Red Grand Sport disappear around the corner, the exhaust note sent chills up my spine as Robert grabbed the next gear. I don't believe he knew it at that exact moment, but Memorial weekend pain was about to rain down on him.

Keeping an eye out for Robert we all returned to I-80 headed east for Evanston. A Utah Highway Patrol was just around the first corner finishing up with a customer; no Robert. Our next UHP visitor would join up with us at Jeremy Ranch; again, no Robert. Kimball Junction and Highway 40, flashing lights of yet another UHP and the familiar red shape of... yep, Robert's Corvette sitting off the shoulder in front of the officer. Third time was a charm!

As we sipped and snacked in Evanston, we speculated on the outcome of Roberts encounter with the Po Po. The snack of choice was Cinnabon's. John, however, went with the chorizo sausages, disappearing into the parking lot to chum the Evanston 321<sup>st</sup> wing of the Seagull Air Force. Not able to retain their contents, the seagulls immediately began practicing maneuvers... all over Bernie's windshield.



We eventually caught up with Robert in Fort Bridger. The CCU herd was back together again as we stopped and visited the historic Fort Bridger site. We spent close to an hour wandering around the property learning about the past.

We left Fort Bridger passing through Mountain View on our way to Manilla and Flaming Gorge. A quick restroom break in Manilla and it was off to Sheep Creek Canyon and lunch at the Red Canyon Lodge.

After a nice lunch we explored the Red Canyon overlook before heading to Flaming Gorge Dam. Mike and Merry started their careers in Dutch John, so we continued on to Dutch John to see how much it had changed.

Coming back I had everyone wait at the dam so I could position myself at Cart Creek Bridge. With the drone I was able to get some great photo and video of everyone's cars as they passed over the bridge.

As it was now getting late in the afternoon we were at the halfway point with





another three hours to get home. We headed to Vernal for fuel and then to on Heber where we said our goodbyes as most of the group turned to Provo Canyon for their final leg home.

For those who joined me, I just wanted to say thank you for entertaining my idea of a Sunday run to visit Red Canyon and Flaming Gorge. It was an honor and a privilege to lead you there and share a little piece of my past. I look forward to our next Sunday run.

## **Mountain West Street News Picnic. June 2**

A warm sunny morning dawned on Sunday June 2<sup>nd</sup> this year and the sprawling green lawns of Roy City's Sandridge Park beckoned car enthusiasts of all genres to join in the festivities for this year's Mountain West Street News Picnic.

This year's annual event was the 40<sup>th</sup> anniversary of the *Mountain West Street News* (MWSN) publication and it's supporting Picnic. Members of various car clubs from all over Utah and the surrounding states participate in the Picnic. Music was again provided by JC Hackett's Rock & Roll Rackett, there was food from two vendors; BBQ pulled pork and chicken and Hamburgers, Cheese Burgers and Hot Dogs with all the accompanying condiments. There were scores of items, both handmade and commercially purchased to be given away in the drawings and the best items were auctioned off. Food donations were taken in again this year to support the Joyce Hansen/Catholic Community Food Bank. There was the ever popular Sexy Leg Contest and the Hairy Leg Contest that always draws screams and laughter. The annual Picnic Auction was held selling some of those best items. Our CCU member Karl Campbell was determined to go home with a handmade tall cocktail table and he wasn't disappointed. We even managed to fit the table into his C6 coupe. Nice going Karl.

Every kind of cool or exotic car is available to view at this event. As all the local car clubs participate there are Model 'A's, custom hot rods, classic street cars, Deuce Coups, race machines, Mustangs, foreign cars and of course many Corvettes, not all belonging to members of CCU. Officials from the Roy City Administration make selections and a dozen Best Choice Awards were distributed at the end of the show. As with every year, this event was a fun time for everyone.

Most of the money taken in from this event is used to support the continued publication and distribution of the *'Street News* magazine. Since 1979 the *Mountain West Street News* has been a regional magazine that promotes and advertises club related area events for intermountain car clubs and auto enthusiasts. The magazine's calendar is extensive. All those years ago our Corvette Club of Utah became one of the original supporting car clubs of the *'Street News*. That participation continues today and our club receives a copy of each issue in our club P.O. Box. Our magazine copy is circulated among the officers and the membership. In each bi-monthly issue of the magazine CCU has a designated full page, prepared by our club Correspondent, describing our club activities and can announce special events to which all the other participating clubs can join us. Individual subscriptions to this informative publication can be made by attending the annual Mountain West Street News Picnic or by writing to: MWSN, P.O. Box 172 Roy, Utah 84067.

## **West Haven Days Car Show**

We arrived at the church parking lot and just like last year the only car there was Bob Clayton but unlike last year the



vettes started to arrive and by the time 3:15pm rolled around we had 15 Corvettes. It was a beautiful sight see all the Corvettes enter in one big line. We could not have asked for better weather, forecast was for cooler but 69 with little or no wind was great. The evening gave us all time to visit, chat and go look at beautiful cars. Two events they hold each year draw a large numbers of spectators, the loud and proud and the burn out contest. There were a few cars in the burn out contest that covered all the spectators with smoke. One other event held was the three Model A ford clubs get together a several car show and demonstrate how simple it is to assemble a Model A from parts and get it running and drive it. This was the first time for the club members to do the event this year and there time was a rusty 5 minutes. There fastest time has been in the high 3 minutes I never did hear the car count but if I had to guess there must have been over 300. Oh, forgot to say but between my 1981 and Merry 1998 Pace Car we parked a new Dodge Demon owned by my grandson (Wyatt) boss. We have no problem with a Demon wanting to be a Corvette. We want to thank all those that helped make the West Haven car show a success.

## **Pleasant View Founder's Day Car Show**

CCU participated in the Founders Day Car Show at Shady Lane Park in Pleasant View on Saturday, June 22<sup>nd</sup>. This was a smaller car show that allowed you to enjoy a wide variety of cars without feeling overwhelmed by the volume of cars being showed. It did have some unusual cars that you don't see every day to include a 1960's Ferrari GTO and Ford Shelby Cobra with the dash signed by Shelby. You can see some of the other cars displayed by going to the CCU webpage and looking up the photographs for the Pleasant View Founders Car Show in Jun 2019.

In addition to being a free car show, they also offered a children's, adult, and car shower raffle which was also free. Each shower got an adult and shower raffle ticket. There were plentiful and very nice raffle prizes handed out to include tool sets, jack sets, car seats, and bar stools. The grab bags included signs, hats, scale model cars, and other novelties.

A club event is not complete without food. Three food trucks came to serve lunch with the Burger Bus being the all over favorite. Following the car show, we traveled down to the Lost Texan BBQ for dinner before heading home.

## **June Super Summer Sunday Series**

Finishing our third Super Summer Sunday Series, it's hard to believe we are halfway through our Sunday runs. Officially, it may have been the third day of summer, but the large amount snow on the Wasatch Plateau and the 57° breeze forcing us to wear our jackets was telling us something else.

We began the day at Thanksgiving point. Nine cars showed up for a run to Skyline Drive and Huntington Canyon with lunch planned for Groggs in Carbonville. The tenth car would be Dave and Janene from East Carbon meeting us at Thistle Junction. Dave and Vicki joined us at the mouth of Spanish Fork Canyon as well.

When we arrived at Thistle, Ray discovered his left front tire suffered collateral damage from the freeway construction at Thanksgiving Point. He had hit a large hole in the freeway where a drainage grate was hiding causing the tire to split at the bead. No damage to the wheel, but it ruined the remainder of the day for Ray as he gently returned his car home on a badly damaged tire.

With Dave and Janene arriving we were back on the road. We stopped in Fairview for fuel, snacks and restroom before heading up Fairview Canyon. After summiting on Skyline Drive, we stopped at Huntington Reservoir, Cleveland Reservoir and Electric Lake for photo and video opportunities.

We arrived at Groggs in Carbonville perfectly at the 1:00 pm reservation time. We traded stories and watched videos from last year on the laptop as we enjoyed a nice lunch.

After lunch, Dave and Janene led us to the little town of Helper to check out some roadside attractions. Just like the freeway bypasses Radiator Springs in the movie *Cars*, Highway 6 bypasses Helper. The majority of people passing through never stop to take in the sights of this historic little town.

Main Street is being revitalized and brought back to what it was during the 40's and 50's era. Our first stop was the old Pearson Tire Company.



It is now the Historic CONOCO station. Gary DeVincent, from Utah County, renovated the gas station. He and his brother are restoring more properties in Helper as well. We tried to slip in, park the cars and get some inconspicuous photos without awakening the town, but as you know, that never happens.

Dave and Janene then led us to the City Library where "Big John" stands as a proud symbol of the coal mining industry for the area. We got a group photo underneath *Big John* before moving on to the next roadside attraction.



Just north of *Big John* is a restored Sinclair Gas Station. The owner moved his pickup and motorcycles to allow us to fit all of our Corvettes in front of his gas pumps and station for more photo opportunities.

Our last stop would be the Helper Mining District Museum. The museum was closed for Sunday, however we could look at the outdoor display of mining equipment. Dave gave a nice presentation on some of the equipment and how it was used in the mines.

For what was to be a shorter Sunday run than the last one to Flaming Gorge, this almost became as long as we spent much time in the historic town of Helper learning of it's past. It was a great day and everyone had a lot of fun.

As we bid goodbye to Dave and Janene we headed north to home watching them disappear in our rearview mirrors. Another successful Sunday run with only one casualty; Ray's tire. Ray let me know he made it home safe and by the time you read this, he will have a new tire mounted.

Thanks everyone for, once again, joining me on another.... Super Sunday Summer Series run!!



THE FOLLOWING NEWS COMES FROM THE NCM ENEWS, THE WEEKLY EMAIL NEWSLETTER OF THE NATIONAL CORVETTE MUSEUM. SUBSCRIBE TO NCM E-NEWS ON THE NCM WEBSITE FOR MORE NEWS AND THE DETAILS.

## Museum Events

### **Museum Auctioning Tickets to Next Gen ("C8") Corvette Reveal Event**

General Motors has very graciously provided the National Corvette Museum with tickets to the Next Generation Corvette Reveal activities on July 18 & 19 in Orange County, California.

The official 'C8' reveal will be held on the evening of Thursday, July 18. The following day, GM will host a reveal 'expo', giving participants the chance to see the car up close, network and talk to key people on their team, browse additional displays and more.

This auction is for two (2) tickets (two people) to the event and includes overnight accommodations for July 18 & 19, access to both days of reveal festivities, a group lunch and tour of an area auto museum on the morning of Friday, July 19, bus transportation to and from both days of activities, and as a special gift from the Museum, an event polo only available to those on this trip.

Transportation to Orange County, CA is ON YOUR OWN and not included in this package.

Proceeds benefit the National Corvette Museum, a 501c3 nonprofit foundation and a portion of this auction will be recognized as a tax deductible donation to the museum. (Amount to be determined based on final amount of the auction).

## Corvette Raffles

### **C7 and C8 Upcoming Raffles... Order Your Tickets Today!**

Congratulations to Rebecca Bernhardt of Huntersville, NC winner of our 2019 Black Corvette Coupe raffle drawing with ticket #496. We sold all 1,500 available tickets!

#### **2019 Arctic White Grand Sport Convertible**

Raffle Drawing 07/25/2019

Tickets \$200 / Limited to 1,000 Tickets

#### **"Build Your Own" Next Generation (C8) Corvette**

Raffle Drawing 08/30/2019

Tickets \$250 / Limited to 1,500 Tickets



**VIN 25 Next Generation C8 Corvette**

Raffle Drawing 08/31/2019

Tickets \$25 / Unlimited Raffle

Don't wait until the last minute! Raffles are once again open to all states via a mail order ticket request form.

**Museum News**

**Museum Nominated for USA Today's 10 Best Attractions for Car Lovers**

The National Corvette Museum has been nominated by USA Today 10Best Reader's Choice Awards in the category of Best Attraction for Car lovers.

Voting ends Monday, July 15th and the winners will be announced on 10Best on Friday, July 26th, then later on USA TODAY. You can vote DAILY from each computer, mobile device or tablet. As of this posting we are in 2nd place! Let's get NCM to first...



## CORVETTE RACING AT LE MANS: From Hopes to Heartbreak

**LE MANS, France** (June 16, 2019) - Corvette Racing's hopes for a magical victory in its 20th straight appearance at the 24 Hours of Le Mans didn't come to pass, but the effort of the program was never stronger than what the team displayed Saturday and Sunday in the world's biggest endurance race.

The No. 63 Mobil 1/SiriusXM Chevrolet Corvette C7.R of Antonio Garcia, Jan Magnussen and Mike Rockenfeller finished ninth in the GTE Pro category on a day where the trio was firmly in contention for the first 20 hours. Three unlucky safety car periods and an untimely late trip to the garage for repairs following a spin put a dent in the plans for a ninth class victory in 20 years.

Le Mans struck hard at both Corvette Racing entries. The No. 64 Mobil 1/SiriusXM Corvette C7.R retired following a heavy crash for Marcel Fässler near the six-hour mark. The incident happened in the lightning quick Porsche Curves toward the end of the lap. Fässler - driving with Oliver Gavin and Tommy Milner - was hit from behind after making a pass on a slower car with the impact sending the Corvette hard into the wall on driver's right.

The damage was too extensive to repair and return the car to the race. Fässler was evaluated at the track medical center and was sent to a local hospital for a CT scan, which came back normal.

The No. 64 Corvette was up and down the order early with Gavin climbing from 11th at the start to fourth in class during his opening two stints. Debris on his tires made it challenging for him to maintain his early pace but he and Milner had relatively calm stints before handing over to Fässler, who was matching the pace of his teammates before in incident.

The No. 63 led early and often. Garcia began the race from the third position but needed less than 20 minutes to move to the point in a frantic start.

All three drivers of the No. 63 Corvette took turns in the lead early. The first safety car period of the race during the sixth hour brought the top nine GTE Pro entries to within 15 seconds of each other at the six-hour mark. Another safety car near the 10 hours running split the two lead cars from the rest of the GTE Pro field, effectively taking what had been a nine-car battle down to two with the Corvette part of the second group.

The early-morning period saw the leading GTE Pro entry run into trouble, allowing the remaining Corvette - which had chipped away on the lead pack for a number of hours - to move back into contention. By the 16-hour mark, the C7.R had moved back into the lead and a strategic game of chess developed between the No. 63 Corvette and the eventual winning Ferrari.

The momentum seemed like it was swinging permanently toward the side of the Corvette when disaster struck with three-and-a-half hours to go. Rockenfeller pitted for fuel, tires and a driver change to Magnussen during a safety car period. The pit stop was excellent - as they had been all race - but the pit exit was closed, which once again prevented the Corvette from catching the safety car queue that included the GTE Pro leader.

Once under way, Magnussen spun late in the lap at the Porsche Curves on cold tires and contacted the outside wall with the front-left of the Corvette. The crew repaired the suspension on that corner of the Corvette, losing just six minutes but two costly laps. A final late-race visit to the garage thwarted any hopes of gaining additional positions.

There is little rest for Corvette Racing with the team returning to IMSA WeatherTech SportsCar Championship competition in two weeks at Watkins Glen International for the Sahlen's Six Hours at The Glen.

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An excerpt from  
"Corvette! America's Only"  
1953-1955: The First Ones!

Brought to you by Kori Jensen, Special Events Coordinator

Once upon a time, the retail purchase price of a Corvette was about \$3500. Relatively speaking, that was a little steep by 1953 standards, though Harley Earl had predicted the car would sell for a lot less. They were soon selling for a lot less, all right, but not as Earl had wanted. The first three Corvette model years depreciated at a relentless rate. For a ten year period starting around 1958, these early Corvettes could be purchased for \$1000 or less. Regardless of what might now be said about their success or appeal, the truth is that for many years after their introduction the first Corvettes were considered anything but desirable by auto buffs. Putting it bluntly, these Corvettes were ignored. The typical Corvette enthusiast was enthralled by speed, and the 1956 and newer Corvettes satisfied that thirst far better than earlier models. And pure-bred antique auto collectors just couldn't be bothered, couldn't take the little Polo White roadster seriously.....yet.

That has all changed now. The first three Corvette year, especially the 1953, rank among the top for collector desirability. A combination of things caused the turnabout, including club interest, magazines and book coverage, and a general "return to the good years" attitude shift. One stumbling block to the early Corvette's rise to stardom was an identity crisis. To enthusiasts whose interests are with the later models, the 1953, 1954, and 1955 Corvettes are all pretty much the same. Maybe the '55 did get a V-8, but it still looked the same. If someone published a Corvette calendar with a photo of a '55, its caption didn't say 1955, it said "1953-1955." Visually, the first three years are similar. But telling the owner of one of these that his Corvette is the same as the other years is not an intelligent move. A knowledgeable 1953 Corvette owner can run off scored of differences, both major and minor, between his car and the next two production years. So could the owners of 1954 and 1955 models. A really tuned-in enthusiast could even cite a dozen differences between his early Corvette and another of the same year, built a month before or after his. This is the real fascination of the first three Corvette years.

General Motors and Chevrolet were new to the sports car business and they were learning. Early in production, changes were made on almost every unit built. The word "evolution" is often used to describe this period of Corvette history and its use is most appropriate. These were critical, **evolving** time for the Corvette. 1953 was the Corvette's first production year. A mere 300 cars were constructed on a simple assembly line in Flint, Michigan. The 300 unit production is the lowest ever for the Corvette, so the 1953 model has the dual distinction of being first and most rare. The rush to put the Corvette into production forced the use of fiberglass panels made by the simple "bag" method, while matched-metal dies were being built for higher quality and higher production fiberglass panels. Early '53 models show much evidence of the unsophisticated construction techniques used, including visible fiberglass mat texture. As higher quality panels were phased into production, visual appearance improved. Despite the ability of a good restorer to turn an early Corvette into a showpiece, many of the telltale rough areas are often left as authentication of the car's rightful slot in the production calendar. All 1953 Corvettes were powered by the Blue Flame Six, a modified 150 HP version of Chevrolet's truck-derived passenger car engine. Two-speed "Powerglide" automatic transmissions were fitted to 1953 models. All cars were painted Polo White with Sportsman Red Interiors. As collectors' cars, the lack of rare color or option combinations are about the only disadvantages of '53 ownership. It is a most desirable Corvette year.

At the start of 1954 model production, Corvette assembly was moved from Flint, Michigan, to St. Louis, Missouri. Hopes ran high at GM for the Corvette, since its initial introduction was so well received. New

colors were planned and marketing pros figured Chevrolet wouldn't even meet demand with the 10,000 model-year production run schedule. But it was not to be. The "we sold them to the wrong people" VIP sales problem caught Chevrolet and the Corvette mid-way in the 1954 production run. Many of the ambitious plans for 1954 were never implemented, though a few colors were added, quality was improved, and the horsepower of the Blue Flame Six was tweaked up during the year by 5 HP, to 155 HP. For collectors, the 3640 build quantity of 1954 models serves both positive and negative roles. Because of its non-rusting fiberglass body, its virtually indestructible Blue Flame Six engine, and the lack of interest in the first Corvettes as street or track racers., the survival rate of 1954 Corvettes has been excellent. Though price is anything but low, 1954 models are available to collectors with a budget, at least more so than the rarer '53 or '55 models. Also, the additional color combinations available in 1954 enhance the appeal of it over the '53 for some collectors, especially those interested in showing their Corvettes. These are all positive points for the 1954. The negative aspect is simply the number built. However, it should be remembered that while the number is large compared to '53 and '55, it is still smaller than any subsequent Corvette year other than the 1956. As they say, it's all relative.

Things looked dismal for the Corvette's future at the start of 1955 production. The bulging year-end inventories of 1954 models, plus the introduction of the two-seater Thunderbird from the folks in Dearborn, combined to force Chevrolet to trim 1955 Corvette production to a token 700 units. But what was a bleak situation in 1955 is now a bright one for collectors. The 1955 Corvette is the second most rare in production build quantity, and highly sought after for other reasons also. It was the only Corvette year to offer both six and eight cylinder engines. The six is by far the more scarce of the two and is practically an exact carryover from the previous year, even to the extent of retaining the six-volt electrical system. For other GM vehicles, including the V-8 Corvette. 1955 was the year of change to hotter twelve-volt ignitions. As an overview, it's safe to say that all 1953 to 1955 Corvettes are prized automobiles. As the first and the rarest, the 1953 model tops the desirability list. All 1955 Corvettes are scarce today, especially original engine versions because of the ease with which stronger Chevrolet V-8 engines could be substituted for the original 265 CI mills. The six-cylinder 1955 model is very rare since only about 10 to 20 of these were built. Even though these are virtual duplicated of the 1954 Corvettes, verified production during 1955 makes them significantly more valuable. The 1953 Corvette exteriors all were white with contrasting red interiors. This is the only recognized color combination and deviations reduce value. The '54 models were predominantly the same white/red combination, but red/red, blue/beige, and black/red are also recognized as legitimate color combinations. Controversy exists on other available colors, but at least a few are known to have been used. No paint code identification tags were attached to these models, so verification can be assumed only through careful inspection. More colors were added in 1955 including some earthy tones which look great even by contemporary standards. For some collectors, the expanded color possibilities enhance '54 or '55 ownership.

## July 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 <a href="#">Tooele Corvette Car Show</a>	2	3	4 <a href="#">Murray Fun Days Parade</a> <a href="#">Sandy July 4<sup>th</sup> Parade</a>	5	6
7	8	9	10	11	12	13 <a href="#">Birthday Breakfast</a>
14	15	16	17 <a href="#">Club Meeting</a>	18 <a href="#">Buffalo Bill Cruise</a>	19 <a href="#">Buffalo Bill Cruise</a>	20 <a href="#">Buffalo Bill Cruise</a>
21 <a href="#">Buffalo Bill Cruise</a>	22	23	24	25	26	27
28 <a href="#">Super Summer Sunday Series</a>	29	30	31			

## August 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10 <a href="#">Birthday Breakfast</a>
11	12	13	14	15	16	17 <a href="#">Crossaction Comp Car Show</a>
18 <a href="#">Super Summer Sunday Series</a>	19	20	21 <a href="#">Club Meeting</a>	22	23 Moab & Rocky Mtn Nat Park	24 <a href="#">National Corvette Caravan</a> Moab & Rocky Mtn Nat Park Lake Point Car Show
25 <a href="#">National Corvette Caravan</a>  Moab & Rocky Mtn Nat Park	26 <a href="#">National Corvette Caravan</a>  Moab & Rocky Mtn Nat Park	27 <a href="#">National Corvette Caravan</a>	28 <a href="#">National Corvette Caravan</a>	29 <a href="#">National Corvette Caravan</a>	30 <a href="#">National Corvette Caravan</a>	31 <a href="#">National Corvette Caravan</a>



## July/August/September 2019 Event Overview

### July 2019

- 1 Tooele All Corvette Car Show Tooele 5:00 p.m.
- 4 Murray Fun Days parade 7:30 a.m.
- 4 Larry H. Miller Car Show & BBQ for Veterans and those who attended the Murray Fun Days Parade
- 4 Sandy City Parade 5:00 p.m. Sandy
- 10 CCU Officer's Meeting 6:00 p.m.
- 13 Birthday Celebration Breakfast TruReligion, Orem, 8:00 a.m.
- 13 Birthday Celebration Cruise and Poker Run
- 17 CCU Club Meeting Falcon Park, Sandy Potato Bar w/Apple Spice Junction catering. 6:00 p.m.
- 18-21 Buffalo Bill Cruise - Cody Wyoming explorations to Beartooth Hwy, Yellowstone and Cody
- 28 Super Summer Sunday Series Preston, Mink Creek, Bear Lake, Cody's Gastro Garage 9:00 a.m.

### August 2019

- 10 Birthday Celebration Pancakes in the Park Morgan 9:30 a.m.
- 10 Birthday Celebration Cruise Mirror Lake Highway 11:00 a.m.
- 14 CCU Officer's Meeting 6:00 p.m.
- 17 Cross-action Computer Car Show Riverdale 10:00 a.m.
- 18 Super Summer Sunday Series Roadside Oddities 9:00 a.m. Lunch/Dinner TBD
- 21 CCU Club Meeting Roy Municipal Park 6:30 p.m. Rocky Mountain Burger Bus
- 23-26 Moab & Rocky Mountain National Park
- 24 Lake Point Car Show Parade and Show Lake Point 10:00 a.m.
- 24-31 National Corvette Caravan Bowling Green, Kentucky

### September 2019

- 1-8 Route 66 Return Home National Corvette Caravan Chicago to Santa Monica
- 2 Miner's Day Parade Park City 8:00 a.m.
- 6-7 Peach Days Brigham City
- 11 CCU Officer's Meeting 6:00 p.m.
- 14 Birthday Celebration Cruise Spanish Fork, Duchesne, Heber 10:00 a.m.
- 14 Birthday Celebration Early Dinner TBD Midway 5:00 p.m.
- 18 CCU Club Meeting Larry H. Miller Chevrolet 7:00 p.m.
- 21 Pop-Up Dinner in Syracuse hosted by Dave and Lilibeth Hess location TBD
- 29 Super Summer Sunday Series 9:00 a.m. Kamas area Sunday Brunch TBD

## July/August Event Details

### 9th Annual Tooele Corvette Car Show - July 1

The city of Tooele will be hosting their 9th annual *Corvette Car Show* on Wednesday, July 1st from 5:00 pm - 8:00 pm. There will be free entertainment, and everyone gets a trophy.

**Location:**

Pratt Aquatic Center  
55 N. 200 W.  
Tooele, Utah

The Car Show is free; no pre-registration required. Free entertainment and free trophies to everyone. There is a BBQ that evening for free with a karaoke contest that night. Time is from 5 p.m. to around 8 p.m. We will have free cold water and nice trophies for all who would please come and enjoy the evening with us. We will have 2 overall specialty trophies to award.

All Corvettes will be allowed to park on the lawn in the shade and there is a pavilion available to rest, eat and visit with friends. Bring chairs for a nice casual and fun night. Click [here](#) for more/latest information, or see website.

### Murray Fun Days Parade July 4<sup>th</sup>

Murray Fun Days was established in 1958 under the administration of Mayor Ray P. Greenwood and is now Murray's longstanding 4th of July tradition. It has become a family day with a host of events in and around Murray Park.

Larry H Miller Chevrolet has invited the Corvette Club of Utah to participate with them in the Murray Fun Days Parade.

Lineup begins at 7:30 am at the NW corner of Fashion Place Mall (6100 S. State) and travels north from 6100 S to Vine St, then turns east on Vine to the entrance of Murray Park and ends at Hillcrest Jr. High.

LHM is asking for 10-15 cars from the club for the parade. Those wishing to participate show up at the designated meeting location above.

Afterwards, LHM will host a car show in their north lot for those who attended the parade. The Corvette Club of Utah will host the Larry H Miller burger burn for LHM employees, Veterans and their families and anyone from the club participating in the parade.

### Sandy July 4th Parade

Sandy City has invited the Corvette Club of Utah to participate in their July 4th Parade. We will lead the parade around Centennial Parkway. Everyone is welcome to participate. The \$400 received for our participation will be given to this year's charity, the Utah Food Bank. The staging location will be at 10000 Centennial Parkway just southwest of City Hall in the Aetna Building parking lot off of Monroe St. Please meet there by 5:15pm. Click [here](#) for more/latest information, or see website.

## **Birthday Breakfast - July 13 - 8:00 AM**

The Corvette Club of Utah will be celebrating member's birthdays taking place during the month of July at TRUreligion in Orem. Everyone is invited to attend and wish them a happy birthday.

After breakfast we will have a Poker Run/Mystery Cruise up Provo Canyon past Bridal Veil Falls.

North members meet at Harmon's parking lot at Farmington Station at 6:45 am departing at 7:00 am.

South members meet at Smith's in Murray at 665 W 5300 S at 7:15 am departing at 7:30 am.

North and South members will meet at TRUreligion at 8:00 am.

Click [here](#) for more/latest information, or see website.

## **Buffalo Bill Cruise - July 18 - 21**

CCU is headed to Buffalo Bill Country (*Cody, WY*). All members are invited to join us. The Cody Cowboy Village will be our home base for two days and three nights as we travel the Beartooth Highway and explore Yellowstone National Park and the town of Cody, WY.

Ten rooms are blocked at the Cody Cowboy Village. Set in the beautiful mountains of Cody and the gateway to Yellowstone National Park, these brand-new rustic luxury cabins are complete with one high profile pillow top king size bed. There are also cabins having two bedrooms with high profile pillow top queen size beds. Each cabin has a private bathroom. Complimentary continental breakfast is served daily.

If you are planning to attend, please click [signup](#) to let Kelly know you are coming. An itinerary book will be provided to everyone signing up. Click [here](#) for latest information and itinerary, or see website.

### **Cabin Information:**

#### **Cody Cowboy Village**

203 W Yellowstone Ave

Cody, WY 82414

Group Name: Corvettes of Utah

Group #: 314

Phone: (307) 587-7555

Web: [Cody Cowboy Village](#)

Rate: \$169 / night arriving July 18, departing July 21 -  
Three Nights



## **July Club Meeting - July - 17**

Join us at the Falcon Park Pavilion, 9200 South 1700 East, Sandy. 6:00 pm for social and setup, 6:30 pm for dinner and 7:00 pm for the meeting portion.

Like last month, the Club will once again provide the catered dinner. If you would like to bring something to share, bring some kind of dessert.

Our club meeting will follow at 7:00 PM. Everyone is welcome to attend. There will be discussions relating to future events and activities.

## **Super Summer Sunday Series**

Number four in our six series Sunday cruises, July will take us north starting from the Willard Flying J parking lot to Preston, ID. We will take the back roads through Cache Valley diverting around the city of Logan.

From Preston we will travel through Mink Creek to Paris, ID before turning south to Fish Haven and Garden City. We will have lunch at Cody's Gastro Garage in Garden City.

Following lunch, we will continue south to Randolph and Woodruff where we will branch off and return to Ogden via Monte Cristo.

Being July, I would plan on a hot day with possible storm clouds building in the mountains for the afternoon. Shorts, t-shirt, sunscreen. Have a full tank of fuel, some money for lunch and a great attitude for fun and adventure. Should be no more than a six-hour day with lunch starting from Willard and returning to Ogden. For those coming from the south I would add an additional 1 ½ hours to the day.

South and Central members can meet at Smith's, 665 W 5300 S, Salt Lake at 8:00am departing at 8:15 am. All members will meet at the Willard Flying J at 9:00 departing shortly after. Click [here](#) for more/latest information, or see website.

## **Birthday Breakfast - August 10 - 9:00 AM**

Pancakes in the Park Birthday Celebration & Cruise.

The Corvette Club of Utah will be celebrating member's birthdays taking place during the month of August at another Pancakes in the Park. Everyone is invited to attend and wish CCU members happy birthday. Following breakfast, we will have a cruise to the Uinta's and the Mirror Lake Highway. More information coming soon.

Click [here](#) for more/latest information, or see website.

## **Crossaction Computer Specialists Car Show**

Saturday August 17

Crossaction Computer Specialists will host The Corvette Club of Utah a Car Show at their Riverdale Store, 3810 Riverdale Rd, Ogden UT on Saturday, August 17th. The show will run from 10:00 a.m. - 2:00 p.m. Lunch, sodas, snacks and water will be provided along with raffle prizes and trophies. We can bring shades and chairs. Crossaction is donating \$200.00 for our 2019 club charity. We need 20 plus cars for this event, so put this date on your calendar!

For those from the South who would like to go together, meet at Smith's foods at 655 West 5300 South at 8:30 to leave at 8:45 AM.

Click [here](#) for more/latest information, or see website.

## **August Club Meeting**

Wednesday August 21

Roy Municipal Park, 5885 South 2200 West, Roy UT

The Corvette Club of Utah picnic and meeting for the month of August. Everyone is welcome to attend.

To finish off summer, the club will have a picnic catered by the Rocky Mountain Burger Bus. Dinner includes hamburger, fries or salad, and a drink. You can check out the Burger Bus at [www.rockymtnburgerbus.com](http://www.rockymtnburgerbus.com).

We will be finalizing the menu soon with a choice of three different burgers and a chicken sandwich for those who do not or cannot eat beef.

Click [here](#) for more/latest information, or see website.

## **Lake Point Days Car Show and Shine**

Saturday August 24

The parade starts at 9:00 AM followed by the Show and Shine from 10:00 AM to 1:00 PM located at the Lake Point Park. Breakfast of pancakes, eggs, and ham will be served between 10:00 AM and 11:00 AM at the park for \$3.00. The Show and Shine is FREE with prizes for all who attend

## **August Super Summer Sunday Series**

Sunday August 18

By the time we get to the August Super Summer Sunday Series, we have traveled west to the West Desert, east to Flaming Gorge, south to Skyline Drive and Huntington and north to Mink Creek, Paris and Garden City. We have covered a lot of miles this year just on Sunday runs alone.

So, this month for the Sunday run, we are going to keep it a little closer to home as we explore some of America's Roadside Oddities right here in our back yards. This month will be a Mystery Cruise.

I have been doing a little research and have found some interest points of interest here in the Salt Lake and Provo/Orem valleys. Some of you may know about them and have even visited them, however I believe you're like me and didn't even know they were there, maybe saw it and didn't think about it or maybe even saw it and thought to yourself, "What the heck is that?!?"

So, I am still working on a meeting spot. Stay tuned to the website for more information on where to meet and where lunch will be.

May

Click [here](#) for more/latest information, or see website.

## **Moab & Rocky Mtn National Park**

This run will be in conjunction with the Corvette Caravan. Please watch the [Website](#) as additional information becomes available.

## **2019 National Corvette Caravan**

The 6th National Corvette Caravan is slated for August 28-31, 2019. Regional caravans will form and join other caravans as they travel across the United States to meet in Bowling Green, Kentucky for four days of festivities at the National Corvette Museum.

Often referred to as the world's largest moving automotive event, the National Corvette Caravan is a celebration of America's Sports Car, culminating in Bowling Green, Kentucky for the anniversary celebration of the National Corvette Museum. Hosted only once every five years, the next event is slated for Labor Day Weekend 2019 and will mark the Museum's 25th Anniversary.

Don Herzer, Publications Director for the Western States Corvette Council (WSCC) is the Pacific Central Corvette Caravan (PCCC) Captain for 2019.

Don Herzer  
[corvdon@wsccpubs.net](mailto:corvdon@wsccpubs.net)  
209-586-3079

Bob Clayton, NCM Ambassador for the Corvette Club of Utah is the Co-Captain for the Corvette Club of Utah.

Bob Clayton  
[robert.clayton@comcast.net](mailto:robert.clayton@comcast.net)  
801-399-2557

**Register now!!!!** Register for the caravan at the National Corvette Museum (NCM) website. If you are not a member of NCM, you will have to join NCM as part of the registration process. You are a member of the "Pacific Central" caravan. You must be registered to receive updates from the Caravan Captain.

**Go to the Corvette Caravan Facebook page** and join the group. This is how you will receive information regarding the caravan from NCM.

**Signup on the CCU Website now!!!** Go to the CCU Webpage and signup for the caravan so we know you will be attending the caravan. The CCU Co-Captain will be distributing the caravan credentials and route books to the registered caravan participants. Corvette Factory Tour tickets will be purchased as a group for those that have signed up on the CCU webpage.

**You have several options to participate in the caravan.**

You can join us to participate in the Corvette Caravan sendoff at Able Chevrolet in Rio Vista, Ca and return to Utah with the Pacific Central Corvette Caravan. You can go all the way with us or end your participation in Utah.

You can join the caravan with the Corvette Club of Utah on Saturday, August 24<sup>th</sup>. CCU will depart from the Smith's, 665 W 5300 S, at 9:00 AM and join members traveling from California at the Moab Diner in Moab, UT. You can travel all the way with us, or just do the caravan in Utah, or go as far with us as you would like.

You can also join us as we start the return trip home on Route 66. Join us as we head into Chicago to the start of Route 66 and follow it to its end at the Santa Monica Pier.

### **Caravan Itinerary**

Tuesday, Aug 20<sup>th</sup> Leave for California - 9:00 AM from the Flying J at Lake Point. Overnight at the Best Western-Fernley Inn, 1405 Newlands Dr, Fernley, NV 89408 (775) 302-0148.

Wednesday Aug 21<sup>st</sup> Continue the journey to California. Pre-launch party at Pelayo's Mexican Restaurant in Fairfield, CA. Overnight at the Hampton Inn & Suites, 2 Harbor Ctr, Suisun, CA 94585 (707) 429-0900.

Thursday, Aug, 22<sup>nd</sup> Caravan Launch - 7:00AM at Abel Chevrolet in Rio Vista. Stop at Folsom Chevrolet for Sacramento area Corvettes. Catered Lunch at Hohl Chevrolet in Carson City, NV. Dinner at the Officer's



Club at the Fallon Naval Air Station. Overnight at Comfort Inn, 1830 W. Williams Ave., Fallon, NV 89406. (775) 423-5554. Corvette Caravan rate is \$85.00.

Friday, Aug. 23rd Cross Nevada on "Nation's Loneliest Highway". Overnight at Holiday Inn Express Hotel & Suites Richfield, 20 West 1400 North, Richfield, UT 84701 (435) 896-8552. Corvette Caravan rate is \$115.

Saturday, Aug. 24th Cross Utah into Colorado joining with the Southwest Corvette Caravan. Overnight at Comfort Suites Summit County, 276 Dillon Ridge Rd., Dillon, CO 80435 (970) 513-0300. Corvette Caravan rate is \$159. **CCU departs SLC at 9:00 AM from Smith's on 5300 South and joins the caravan at the Rest Area between Green River and the exit to Moab, UT.**

Sunday, Aug. 25th Drive through Rocky Mountain National Park. Overnight at Comfort Inn & Suites, 2255 9<sup>th</sup> Street, Limon, CO 80828 (719) 775-2752. Corvette Caravan rate is \$130.

Monday, Aug. 26th Out of CO into MO. Combined caravan dinner at National Airline History Museum. Overnight at 816 Hotel - Westport, 801 Westport rd., Kansas City, MO 64111. (816) 931-1000. Corvette Caravan Rate is \$109 for King Bed, \$119 for Double Queen, and \$129 for Theme King Rooms.

Tuesday, Aug. 27th Cross MO with lunch at the Anheuser-Busch Biergarten in St Louis. Multi caravan party in downtown Cape Girardeau, MO. Overnight at Candlewood Suites, 485 S Mt Auburn Rd, Cape Girardeau, MO 63701. (573) 334-6868. Corvette Caravan rate is \$125.

Wednesday, Aug. 28th Police escort launch of over 1,000 Corvette's to Bowling Green, KY. Stage for Pacific Central Corvette Caravan group parade entrance to NCM.

### **At the Museum**

**Reserve your room now!!!!** Wednesday, Aug 28th thru Sunday Sept 1st - Prices are changing daily.

Best Western, 1940 Mel Browning St, Bowling Green, KY 42104 (270) 782-6933

Comfort Suites, 1211 Kenilwood Way, Bowling Green, KY 42104 (270) 632-0455  
(Ask for Laura the Sales Manager)

Microtel Inn Bowling Green, 1980 Mel Browning St (270) 745-9922

Thursday, Aug 29<sup>th</sup> - All day at the NCM and hopefully a factory tour. Concert and fireworks to close the day out.

Friday, Aug 30<sup>th</sup> - Visit Mammoth Caves and the Bourbon Trail road tour in Louisville area.

Saturday, Aug 31<sup>st</sup> - Visit the Bluegrass Museum and the Bourbon Trail tour in Owensboro area.

NCM has announced events and activities sponsored by NCM during our stay including laps on the NCM Motorsports Track. Feel free to participate in those activities as you desire or visit local sites that you are interested in during our stay.

## Route 66 Itinerary

Sunday, Sep 1st - Joliet, IL. Head for Chicago and drive the start of Route 66 on Adams St. Overnight at the Best Western Plus North Joliet, 3231 Norman Avenue, Joliet, IL (815) 439-4200. AAA/AARP rate is \$107.09.

Monday, Sep 2nd - St Louis, MO. Drive the Illinois portion of Route 66. Overnight at the Holiday Inn Express & Suites, 1848 Bowles Ave, Fenton, MO (636) 349-4444. AAA/AARP rate is \$102.52.

Tuesday, Sep 3rd - Springfield, MO. Drive the Missouri portion of Route 66 and take in a show in Branson, Mo. Overnight at the Best Western Route 66 Rail Haven, 203 S Glenstone Ave, Springfield, MO (417) 866-1963. AAA/AARP rate is \$94.49.

Wednesday, Sep 4th - Clinton, OK. Drive the Kansas and Oklahoma portion of Route 66. Overnight at the Hampton Inn, 2000 Lexington Ave, Clinton, OK 73601 (580) 323-4267. AAA/AARP rate is \$113.

Thursday, Sep 5th - Albuquerque, NM. Drive the Texas and New Mexico portion of Route 66. Overnight at the Best Western Plus Rio Grande Inn, 1015 Rio Grande Blvd, Albuquerque, NM (505) 843-9500. AAA/AARP rate is \$116.09.

Friday, Sep 6th - Kingman, AZ. Drive the Arizona portion of Route 66. Overnight at the Wayfarer's Inn and Suites, 2815 E Andy Devine Ave, Kingman, AZ (928) 753-6271. AAA/AARP rate is \$107.99.

Saturday, Sep 7th - Santa Monica, CA. Drive California Route 66 to the Santa Monica Pier. Overnight at the Best Western Plus Heritage Inn Rancho Cucamonga/Ontario, 8179 Spruce Ave (909) 466-1111. AAA/AARP rate is \$116.10.

Sunday, Sep 8th - Head home

At the present time we have 147 Corvettes officially registered for the Pacific Central Corvette Caravan. This is more than participated in the 2014 caravan so it's going to be lot's of fun with lot's of Corvette's as we get closer to Bowling Green. Because of the size of the caravan, Pacific Central Caravan is dividing up into groups of which CCU is one of them. When I join up with CCU in Moab, I may have some Corvette's from California in tow which will join CCU in the journey to Bowling Green. For our return on Route 66, CCU is one of the Pacific Central Caravan return groups and we may have new Corvette friends joining us on that journey as well.

Pacific Central has sent their preliminary route guide and list of activities to all registered participants. Time to sign up for activities going to the museum. CCU has also sent the CCU Supplement to the route guide to all participants so you will know what activities CCU is planning to participate in.

## Advertisement/Rates

Business Card Ad: \$30

Half Page Ad: \$60

Third Page Ad: \$40

Full Page Ad: \$85

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