

THE ACCCelerator

AQUIA CREEK

CORVETTE CLUB

February 2018



Celebrating ACCC Members' Corvettes (view larger pix on the ACCC Web Site)

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Next Meeting - February 20

Start Time is 7:30 pm

Aquia Harbor Inn

1415 Washington Dr.

Stafford, VA 22554



ACCCording to the President Al McCloud

2018 ACCC BOARD MEMBERS

Greetings fellow ACCC members,

[Editor: Al is believed to have gone fishing.]

President

Al McCloud

yankeeal@verizon.net



Vice President

Bud Donner

budonner@msn.com



Treasurer

Dottie Shadbar

dvs82760@aol.com



Secretary

Lee Morton

penn82@aol.com



Newsletter

Pete Rutledge

prutledge3@verizon.net



Membership

Marie Sizemore

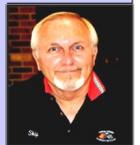
bugbent@aol.com



Past President

Skip Sizemore

bugbent@aol.com



Sunshine Person

Nan Wehmeyer

Nancy.Wehmeyer@comcast.net



"All Corvettes are Red"

Al McCloud



January 16, 2017, ACCC Business Meeting Minutes

The meeting was called to order at 7:34PM by President Al McCloud. There were no guests or new members. The November Minutes were accepted as written.

Vice President. Bud Donner mentioned the 24 Hours of Daytona. Marie Sizemore gave an outline of the weekend's activities; The Feb 3 ACCC Breakfast will be at the Silver Diner on Smoketown Rd in Woodbridge; The Valentine's Day Brunch will be on Feb 11th at 1100 at Lake of the Woods. Let Nan Wehmeyer know if you plan to attend.

NCM Ambassador. Bud mentioned that the Museum now has a racing simulator, built like a C5 or C6; The Bash will be in April, with many activities planned. Check the Museum web page for more information; Bud also discussed the 2017 Corvette production numbers. There were 32,782 cars produced. The most popular color was Arctic White, with the old favorite Torch Red coming in fourth. Complete information can be found on the NCM web page. The LeMans Viewing Party will be June 16 and 17th and space is limited. Again, please check the Museum web page for more details.

Treasury Report. Dottie Shadbar discussed the Club's Treasury status. The account is in good standing.

Membership. Marie Sizemore reported that we had 49 members.

Newsletter. Pete asked for articles and photos to be submitted before 30 January.

Sunshine. Nan Wehmeyer sent a get-well card to Butch Loveland. Butch seems to be doing better.

Old Business. Al McCloud reported on the Christmas Party. It went well. Jonathan Pitman attended and gave some very nice remarks. Al also thanked all the Board Members for serving another year.

New Business. Skip Sizemore said he will check on getting a tent for Carlisle again. Carlisle will be the last weekend in August.

Lee Morton reported on the Outer Banks trip coming up on the weekend of 16 to 19 March. He reserved a block of rooms at the Baymont Inn & Suites. To make reservations, please call 252-261-4888 and tell them you are with the Corvette Club.

Dottie Shadbar discussed the Christmas Party for 2018. We are considering going back to Rennatta's. Plan for 9 December. More to follow.

Skip Sizemore discussed having another Club picnic for this year. The planned date is 9 September at Leesylvania Park.

John Horvath mentioned that Lance Miller would be open to giving the Club another private tour of his family's car collection at Carlisle. If interested, let John know. John will plan and announce a date at a future meeting.

Lee





Aquia Creek Corvette Club

P.O. Box 986

Stafford, VA 22553

Website: www.acclub.org/web

Email: aquiacreekcorvetteclub@yahoo.com

AQUIA CREEK CORVETTE CLUB

The purpose of this organization shall be to provide educational needs for those with Corvettes, and for the preservation, restoration, and enjoyment of all Corvettes.

NOW IN OUR 31ST YEAR

Aquia Creek Corvette Club (ACCC) was formed in September 1987 by a group of die-hard Corvette enthusiasts from Aquia Harbor in Stafford, VA. The name was selected reflecting the Club's geographic and historical origins in the Old Dominion. Through hard work and commitment, ACCC has enjoyed constant growth and now boasts 54 members representing nearly 70 Corvettes, from a 1953 to 2018. ACCC membership consists primarily of Stafford County residents, but has members from Prince William, Fairfax, Fauquier, Spotsylvania, Orange, Culpeper, Loudon, Louisa counties, and two in Florida. Since September 8th, 2014, the ACCC Facebook Group has been limited to ACCC members only, except for a few that were already group members.



Find us on
Facebook

[https://www.facebook.com/
groups/437699356306459/](https://www.facebook.com/groups/437699356306459/)

Also Find Us On

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Aquia Creek Corvette Club is sponsored by

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ACCording to the Vice President & ACC EVENTS

Bud Donner

ACCording to the Vice President

Last week several club members drove down to sunny Daytona for the National Corvette Museum-sponsored trip to the Daytona Rolex 24 Race. Judging by the pictures they sent to Facebook and included in this newsletter, they had a great time. We look forward to hearing their stories at the breakfast on Saturday.

Are we getting old? Last month I wrote that the Valentine's Brunch would start at 10:00 AM (Wrong!). Al wrote that it would be at 11:00 AM. We put out an e-mail correcting the time to 11:30 PM (Wrong by 12 hours!!!). The correct time, confirmed by Nan, is 11:00 AM. Please RSVP to Nan if you're going! If you don't, you won't be able to get through the gate.

ACCC Events Calendar - February

Feb 3 - Monthly Breakfast, 9 AM, Silver Diner, 14375 Smoketown Road, Woodbridge (near Potomac Mills)

Feb 11 - 11:00 AM - Valentine Brunch at Lake Of The Woods Country Club, 205 Lakeview Parkway, Locust Grove, VA. A delicious buffet for only \$13.95. RSVP to Nan NLT Feb. 5 or you won't be able to enter the gate.

Feb 20 - ACCC Monthly meeting, 7:30 PM at the Harbour Inn, Aquia Harbour

Bud



Looking Ahead

Mar 3 - 9:00 AM Monthly Breakfast, Four Seasons, 5201 Jefferson Davis Hwy, Fredericksburg

Mar 16 - 19 - ACCC Trip to Nags Head. Meet at Cracker Barrel in Central Park, Fredericksburg, for breakfast at 9 AM on Friday, 16 March. Hotel is Baymont Inn, Kitty Hawk (\$58/night) Call 252-261-4888 - tell them you are with the "Corvette club" (10 rooms blocked)

April 26 - 28 - Annual Bash at the National Corvette Museum. See the schedule and registration form at

www.corvettemuseum.org. We will leave early on Apr 25 for the 11-hour drive to Bowling Green and return on the 29th - hotel will be announced later. RSVP to Bud.

Aug 28-31, 2019 - National Corvette Caravan - this is the biggest and most important event on the Corvette calendar - twenty-nine caravans from all corners of the US and Canada will meet up at the National Corvette Museum in Bowling Green, KY. Our caravan (Carolinas, Virginia, Maryland and West Virginia) will meet in the Charlotte-Concord area around Aug 23 for three days of fun before the two-day caravan to Bowling Green - details will be posted on the Caravan website in 2018.



NCM AMBASSADOR NEWS

February 2018

Bud Donner



Last month I mentioned that the Museum was planning the installation of a racing simulator - this month they announced that it's now up and running. The simulator uses a real C6 cockpit and three surround screens for the visual effects. Just like a simulator used for airline pilot training, the car actually moves in response to driver inputs. There is room for a passenger, too. Sessions cost \$10, and there is no age restriction as long as drivers can reach the pedals. The Museum paid for this fabulous device with contributions to the fall giving campaign.

The 2018 production statistics have been released. Because of the plant shutdown for re-tooling, 2018 was one of the shortest model years in Corvette history. Only 9,686 cars were produced. Here are some of the stats:

39% Stingrays, 32% Grand Sports, 29% Z06, 17% of the total were convertibles

Automatic transmissions outsold manuals at 78%

Arctic White was the most popular color at 20.3%, followed by Black at 16.3%, Torch Red at 14% and Watkins Glen Gray at 11.5%. Sebring Orange was least popular color at 0.8%

It has been almost four years since the sinkhole ate eight of the display Corvettes in the Skydome. One of them was a 1962, and the NCM in-house preservation folks have been restoring it over the past year. It's done now, and it will be placed back in its original position at a ceremony at 9AM CT on February 12, and it will be broadcast live on the Museum's Facebook page.

Bud



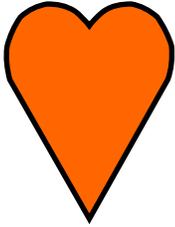
www.corvettemuseum.org

buddonner@msn.com

bud

Upcoming Event

Don't Wait — RSVP Now!!!

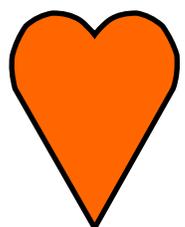


*ACCC Valentine's Day Luncheon
February 11, 2018
11:00AM*

A delicious buffet for only \$13.95.

*Lake of the Woods Country Club
205 Lake of the Woods Pkwy
Locust Grove, VA 22508*

*RSVP to Nan Wehmeyer NLT Feb. 5
or you won't be able to enter the gate*



TALES & TIPS FROM THE GARAGE

"Tales & Tips from the Garage" is a monthly column featuring members' garage adventures; tips about garage safety, tools, organization, methods, etc.; and information on Corvette maintenance, repair, restoration, and modification. We can also use this column to share information about common problems and solutions. I hope we will be able to provide material of use to the full spectrum of Corvette owner-members, from those who do very little of a hands-on nature with their Corvettes to those who are accomplished "wrenches." The column is open to input from all members, so **if you have had an interesting adventure in your garage or even in your favorite Corvette repair garage, send it to me to share with the other members** through publication in this newsletter. Thanks. *Pete (pjrutledge3@verizon.net)*

Adventures in Getting a '54 Corvette Back on the Road

Okay, I'll admit it—my '54 Corvette has been sitting dormant in the garage for too long with very little road mileage. This is not good for any old car. The gasoline in the tank does not get better with age (although it helps if you use a fuel stabilizer like Sta-Bil). The gasoline in the carburetor(s) evaporates, leaving behind a varnish-like residue that over many start-ups and dormant periods begins to constrict the already small passages and jets inside the carburetor. Car batteries are best when they are subjected to frequent cycles of charging and discharging. So if the battery sits for long periods of time without frequent charging, its lifetime will likely be significantly shortened (it helps if you attach a trickle charger to your battery that will constantly maintain a high level of charge). Tires, hoses, belts, and other rubber products age even without use due to attack by the oxygen in the air (think dry-rot and "checking" of rubber). Tires are said to be old at 5 years, even if they have seen very few miles (of course, it's probably the tire companies saying that). Corrosion of metal parts never stops—and this is a big one. Corrosion on electrical parts can mean an increase in electrical resistance and ultimately a failure to conduct any electricity at all. A car dormant in an unheated garage sees daily and seasonal temperature and humidity cycling. A suddenly warm day in the winter can mean the formation of dew on the car, which promotes mildew on soft parts (seat covers, door panels, even fiberglass inner fenders) and corrosion (oxidation) of metal parts. If you simply start up an old car from time to time, without driving it, chances are that spark plugs will become carbon-fouled (the tips covered with black soot), which leads to hard-starting and rough running. In summary, an old car suffers in many ways from infrequent use. And besides that, people don't get to see our historically significant Corvettes. Our old Corvettes need to get out on the road.

Recently I decided to get to work on my '54 to get it back on the road and treat it the way it was meant to be treated. Over time it had gotten harder and harder to start. I would often use starting fluid (ether) sprayed into the carburetors to start it after having been dormant for awhile. But even starting fluid wasn't helping recently. So I started some trouble-shooting.

Was gasoline getting to the cylinders? After sitting for an extended period of time, the gasoline in the fuel bowls of the carbs evaporates and gasoline in the fuel line begins to recede to the level of the gasoline in the tank, so when you crank the engine, the first thing that has to happen is that the fuel pump needs to refill the carburetor fuel bowls before any fuel can enter the engine's combustion chambers—this alone can mean a lot of cranking with no starting (which is hard on what might be an already weak battery). More frequent use keeps fuel bowls full.

Were the spark plugs getting electrical current? Is the ignition coil good? Is the distributor cap and ignition points working as they are supposed to? I checked electrical resistance in the coil, cap, and points with an ohm meter and checked the point gap with a feeler gauge. All was okay.

Adventures in Getting a '54 Corvette Back on the Road (Cont'd)

Were the spark plug wires conducting electricity to the plugs? Sometimes, spark plug wires break down in a way that prevents them from conducting. So I checked each wire with an ohm meter. The wires are "radio resistor" wires that should have about 6 thousand ohms of resistance per foot of length. Each of the six wires checked out fine with 5-10 thousand ohms of total resistance (some wires are longer than others). So then I knew the wires would conduct electrical pulses to the plugs. But were they? To find out, I inserted a simple spark tester (about \$3 at Harbor Freight) between the #1 spark plug and its spark plug wire. If the plug was getting its voltage pulse from the distributor, the spark plug tester would light up every time that plug was to fire during cranking (the car didn't need to actually start for the spark plug tester to show if the plugs were getting the voltage they needed to produce spark). I cranked the engine while watching the spark tester and, yes, it lit up, so I knew voltage was getting to at least that spark plug. That also meant that the ignition coil, ignition contact points, and distributor cap were doing their jobs.

Were the spark plugs actually sparking? Removal of the spark plugs showed them to be carbon fouled — totally black with soot, and they were probably not firing reliably. That's what happens with repeated starts but no driving (the plugs never get hot enough to burn away the carbon that accumulates during cold starts when the fuel mixture is very rich). So the plugs at least needed to be cleaned (wire brush, 600 grit sandpaper between the electrodes, and blasting with fine grit in a spark plug cleaner). But I read that I could get a hotter spark from non-resistor plugs (resistor plugs have built-in resistance to the flow of electricity meant to reduce static interference on the car radio—especially with old AM-only radios in an all fiberglass car). Were my plugs resistor type or non-resistor type? I checked on the internet and found they were resistor plugs. More on-line research told me which plugs I could get of the "hotter" non-resistor variety. I got them and installed them. Hopefully a hotter spark would make future starting more reliable (the plugs I got were also advertised to be more resistant to fouling—an added advantage). At this point I could probably be sure the plugs would fire.

Were the spark plugs firing at the right time, i.e., was the ignition timing correct? Well, it's not especially easy to set ignition timing on a '54 Corvette Blue Flame 6 engine. First of all you need a timing light that will work on a 6 volt electrical system (unless it's an AC powered light)—I found a nice old chrome Penske DC-powered timing light that works on either 6 or 12 volt systems. After connecting the light to the right connections on the engine, one needs to point the timing light at a small hole with a cross-hair sight on it located on the front side of the transmission bell housing. As you watch that hole, illuminated by the strobing of the timing light, you are watching for a small silver bebe to be frozen in motion behind the crosshairs by the timing light. You can't get very close to the hole because of its awkward location and hopefully the bebe is not covered with years of grim, so that it is still shiny and can be seen. The position of the bebe in the hole is adjusted by turning the distributor; once the bebe is in the right position, the engine can be shut off and the "octane selector" on the distributor set to zero. Then the initial timing is set by turning the distributor again slightly to a two degrees retarded position as indicated on the octane selector. Now the timing is right (hopefully).

Was the right fuel-air mixture getting to the combustion chambers? Well the spark plugs I removed earlier were wet with gasoline, besides being black with carbon. So gas was getting to the combustion chambers, but was the mixture right? When starting a cold engine, the fuel-air mixture needs

Adventures in Getting a '54 Corvette Back on the Road (Cont'd)

to be rich (more gasoline than usual compared to the amount of air in the mixture). A '54 Corvette gets a rich fuel-air mixture to the engine with a manual choke — a knob on the instrument panel that is pulled out to close the choke plates in each of the three carburetors. All the choke plates need to be fully closed when the choke knob is pulled all the way out for starting. I removed the three air cleaners and found that the choke plate on the front carb was not closed all the way when the other two were. The choke cable to that carb was loose, so closed the choke plate and tightened the cable. Another problem fixed.

Along the way I noticed....

—On the '54, the **vacuum advance unit** on the distributor adds advance timing under certain higher intake vacuum conditions by actually rotating the entire distributor under the force produced by an internal rubber diaphragm; when intake vacuum decreases, the vacuum advance unit has an internal return spring that should cause the distributor to snap back to initial plus centrifugal advance timing setting. With your hand, you can actually turn the distributor and see the snap back action, if it is working properly. Using this manual test, I noticed that my **distributor was not snapping back as it should**. This made me think that the vacuum unit's internal spring was no longer up to spec. (perhaps the spring had been weakened by rust or metal fatigue) So I ordered a nice reproduction unit from Chev's of the '40s (they do cover the early '50s, too). Holding the vacuum unit in your hand, you can feel the strength of the internal spring and the new one feels more than sufficiently strong to properly snap back the distributor when vacuum is low. If I didn't replace the vacuum unit, timing advance would be unpredictable and would certainly affect that way the car ran.

—The **16ga wire** from the ignition switch to the coxial condenser on the lower ignition shield **should be pink rather than yellow** (according to the wiring diagram and photos of a low mileage unmodified '54 Corvette). I just happened to have 16ga pink wire in my stockpile of miscellaneous wire, so I fixed this problem that I had wanted to fix for a long time.

—While under the dash replacing the yellow wire, I noticed a big fat **10ga purple wire** from the ignition switch to the Powerglide relay that **had cracks in its plastic insulation**—not good. No, I didn't have 10ga purple wire in my stash, so off to eBay and I ordered 25 ft it and fixed that problem.

—I don't even remember how I noticed that when I pulled the headlight switch the **headlights didn't go on** (I guess I was just checking general functionality of dashboard knobs and switches). So off to eBay again (it's a great source for old car parts) and I found a used original switch for \$25. When I received it, I found it had the same problem as my existing switch—it would not light the headlights and it was missing a metal strap needed to dim the instrument lights by turning the knob. The seller said "keep it" and gave me a full refund. I found another used switch on eBay being sold for parts for \$30. I figured I might be able to fix it. When received, I found that the headlight switch knob would not properly push in and out. Often times these old switches can be opened up and fixed—the two halves of the case are held together by metal tabs that can be unbent, allowing the halves to be separated. Well inside I found a plastic slider was broken in half. So I opened up the earlier eBay switch and salvaged the plastic slider, allowing me to fix the internals of the newer eBay switch. But not so fast. Using the ohm meter I found that the rheostat that dims the instrument lights was not conducting electricity. Unfortunately, the rheostat's electrical connections included rivets that over time became

Adventures in Getting a '54 Corvette Back on the Road (Cont'd)

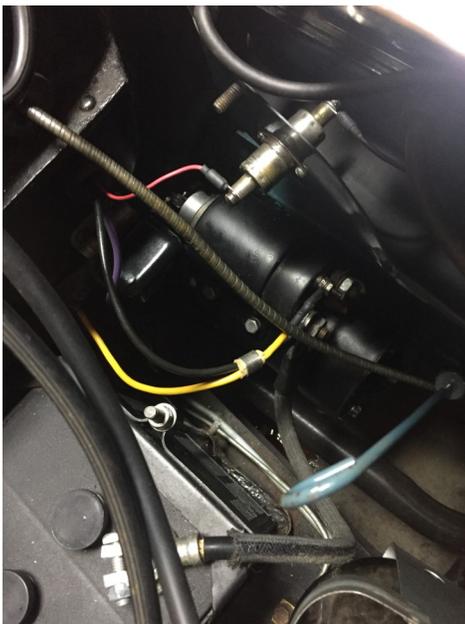
corroded and non-conducting. No way to fix. I also found that my original switch was missing its rheostat, which had been tally bypassed with a jumper wire. So even the original switch was not repairable. That's three switches so far. Well, fourth time is a charm, right? Again on eBay, I found an NOS original headlight switch for \$70 (these can cost twice that from name-brand suppliers, if they even have one). When I received the NOS switch, it looked really good. But wouldn't you know it that the instrument light dimming rheostat didn't work. Even NOS parts that are unused but over 60 years old, don't always work like new parts. (their metal parts oxidize on the shelf) But after a little wire-brushing and sandpaper dressing, I got everything working. Finally the headlights light and the instrument lights dim.

—But I also noticed that **some individual instrument lights didn't light at all** (I checked them at night in a dark garage). This is another case of 60+ year old electrical connections breaking down due to corrosion at their interfaces. More wire-brushing and light sanding of metal contact surfaces to reestablish electrical continuity and now the instruments light.

—But wait, **the clock was not working**. I had it rebuilt in 2012 for about \$200 and now it wasn't working! I removed it from the dash, tested it using a 6/12 volt battery charger as a 6 volt power source and found that it did work, just not while it was in the car. More cleaning of electrical connections between the car and the clock and it's now working again.

Quite a garage adventure. Hopefully, the '54 is now more road-worthy and closer to participating in some club activities this year. But stay tuned. I'm sure there will be more adventures to come.

Pete Rutledge



The replaced pink and purple wires. The pink is connected to a coaxial condenser that conducts 6 volts to the distributor while helping to suppress radio static.



Some of the many used headlight switches that weren't good. Note the missing metal strap in the top switch that leads from the instrument light terminal to the rheostat that dims the instrument lights.



Replacement reproduction vacuum advance unit; notice the "octane selector" — the graduated lines on lower

ACCC Visited The 24 Hours of Daytona & American Muscle Car Museum —A fine Trip—

A total of six ACCC members: John Horvath, Joan Yaros, Terry and Gail Hunter (from Florida), Marie, and I decided to take in this annual affair. Joan, Marie, and I left on January 22 so we could spend a couple of days in Savannah, Georgia, a town we all seem to like, before driving to Daytona Beach. John went on to Florida to visit his family in West Palm Beach.

Marie and I met Joan at seven AM at the Cracker Barrel in Fredericksburg for breakfast before heading on to Savannah. As I pulled the Corvette out of the garage that morning (kid you not) it started to rain. It only rained enough to wet the salt on the road which was then thrown on the sides of our clean car. @!#\$%. Breakfast was good and it was off to Georgia on the oozing parking lot known as interstate 95.

Our visit to Savannah was fun. We toured the city (lots of history) and ate some good food. We had wanted to eat at one of our favorite restaurants called The Old Pink House, but it was closed for renovation. We visited the Tybee Island lighthouse (tallest in Georgia) and ate at a Paula Dean restaurant called The River House on the island. We recommend taking a day to visit Savannah on your way to Florida.

The remaining part of our trip to Bahamas House Hotel in Florida went well and we were treated to a pizza party and free drinks that evening at the hotel. The Corvette Museum does a great job with this event. They select some interesting side trips that always include good eating places. One of the best parts of the trip was a visit to the American Muscle Car Museum in Melbourne. This is a private car collection (unbelievable) not open to the general public. This collection includes several Corvettes but also includes Fords, Mopars, and everything in between like an old Indy car and a drivable high heel shoe (high seating position but lousy cornering).

Friday it was over to the Daytona Speedway with the highlight being qualifying for the 24 hour race. The Corvette managed to nab the pole position for the GTLM class, so everyone in the Corvette tent was hopeful for a good result in the race.

The 55th Rolex 24 At Daytona started at 2:40 Saturday afternoon and it did not take long for the Ford GTs in jump to the lead (can you say sand bagging). In the past these long endurance races have been run with the idea of conserving the race car. Now they are run like a sprint race, meaning flat out. Terry Hunter and I went back to the track that night to take in the night racing. We highly recommend viewing the night portion of the race if you ever attend. The Daytona circuit is a great place to attend a race day at night. The Corvettes ran like well oiled machines and managed to get the third podium position. GTLM is a very competitive group and this is going to be a great racing season. Take in one of these IMSA races if you can.

The Corvette Museum does a great job with these trips and I recommend going with them when you can. There were so many things going on with this trip that I cannot get them all in this article so get out there and take one in. I think it is money well spent. You know it had to be a good trip because most of the museum management team was there to take it in.

See you at the track, *Skip Sizemore*

ACCC Visited

The 24 Hours of Daytona & American Muscle Car Museum

Jan 22-26, 2018



Marie, Skip, and Joan at the Pirate House restaurant in Savannah, GA.



The Sizemore C5 and Yaros C6 at the Tybee Island lighthouse.



Terry and Gail Hunter's C7 at a car wash in Daytona.



ACCC Visited 24 Hours of Daytona & American Muscle Car Museum Jan 22-26, 2018



These pictures were taken at the American Muscle Car Museum in Melbourne, FL. The group shot is of the ACCC members in attendance; the guy in the shorts is the museum owner. That's a '57 Ford Sunliner in the upper left corner (retractable hardtop).



ACCC Visited
The 24 Hours of Daytona & American Muscle Car Museum
Jan 22-26, 2018



The first three pictures above—yellow Cobra, white Corvair Stinger, blue Nova—were also taken at the muscle car museum. The red, white, and blue C3 race car was on display at the speedway.

ACCC Visited 24 Hours of Daytona & American Muscle Car Museum Jan 22-26, 2018



Above are more vintage Corvette race cars on display at the speedway; all of these cars did a three-lap demonstration run around the Daytona course prior to the start of the race. The picture below with the #8 Corvette shows all the people on the National Corvette Museum sponsored tour, including our ACCC members.



**ACCC Visited
24 Hours of Daytona & American Muscle Car Museum
Jan 22-26, 2018**



Above, the ACCC gang at Aunt Catfish for dinner in south Daytona..

Below, Corvette race cars on the Daytona speedway.



EDITOR'S NOSTALGIA - 1965 Corvette



Compared to the previous year, minor style changes were incorporated into 1965's models. Side front fender louvers were adapted to functional, vertical slots; wheel covers and rocker panel moldings were given even cleaner lines; hood recesses were removed, and horizontal grill bars were painted black while outer trim rings remained dressed with chrome.

Under the hood was another matter. Corvette's "big block" engines entered the scene. The "Turbo Jet" V-8, which created a special bulge in the hood, was rated at 425 (gross) horsepower with 396 cubic-inch displacement. It also marked the end of temperamental small-block

fuel injection systems that had been around since 1957. Four-wheel disc brakes became standard, but buyers could still choose drum brakes while supplies lasted.

Oscar Winning Pictures:

"THE SOUND OF MUSIC," "Darling," "Doctor Zhivago," "Ship of Fools," "A Thousand Clowns"

President/Vice President

- Democrat, 1963-1969, Lyndon Baines/Hubert H. Humphrey

News Events

- Former leader of the Black Muslims, Malcolm X, is shot and killed before a planned speech in New York City.
- To protest voting rights discrimination, civil rights demonstrators begin a march from Selma to Montgomery with protection from federal troops.
- The first commercial satellite, Early Bird, is launched into space by NASA to transmit telephone and television signals.

February Birthdays

February Anniversaries

February 2 — Joan Yaros

February 7 — Jane Loveland

February 12 — Dottie Shadbar

February 18 — Chuck Jaquays

February 14 — Marie & Skip
Sizemore (pretty romantic)



February 2018



NOTE: See "ACCC Events" on Page X for the details on particular events.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 9AM ACCC Breakfast
4	5	6	7	8	9	10
11 11AM Valentine's Luncheon	12	13	14	15	16	17
18	19	20 7:30PM ACCC Meeting	21	22	23	24
25	26	27	28			

ACCC CLUB JACKETS



Tom Davis has kindly made arrangements for members to order club jackets embroidered with our logo by Heartland Signs on Rt. 1 in Stafford. As show in the pictures above, a large embroidered club logo is on the rear; the front would normally have a smaller club logo on left chest; other options available but might be extra cost. Jackets come in **three varieties**:

1. **Competitor Jackets** — nylon outer shell, front zipper; sizes XS-6XL, tall sizes LT-4XLT; \$52.65 w/tax
2. **Denim Jackets** (shown above) — stonewashed indigo denim, button front; sizes XS-4XL; \$54.77 w/tax
3. **Welded Soft Shell Jackets** — polyester woven shell bonded to water-resistant film insert and polyester microfleece lining, front zipper; sizes XS-4XL; \$68.45 w/tax

Contact Tom Davis to place order.

QUALITY JACKETS AT GREAT PRICES!!

ACCC STORE

Items For Sale at all Club Events*

Car Flags: U.S. Flag & ACCC Flags



\$5.00



\$5.00



\$5.00

Club 30th Anniversary Patch



\$3.00 for patch

Club Decal & Patch



\$2.00 for decal, \$3.00 for patch

Club 30th Anniversary DVD

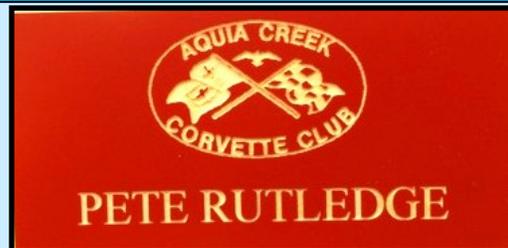
"ACCC, 30 years, 1987-2017" = 1 hr, 6 minutes of music and over 700 photos and memories.

Shown at the 30th Anniv Picnic.

Let Al McCloud know if you would like one of these keepers.

\$5.00

ACCC Name Badges



* Available at Prince William Engraving, 2608 Dynasty Loop, Woodbridge, VA 22192. PH: 703-494-2658. Badges take 5-7 days and will cost \$12.19 each. See article in the June 2016 newsletter, reference same.

Club 25th Anniversary Coin



\$10.00