

THE ACCCelerator

AQUIA CREEK

CORVETTE CLUB

January 2021



**Skip and Marie Sizemore's Latest Corvette Acquisition —
2016 Coupe (more on pages 8-9)**

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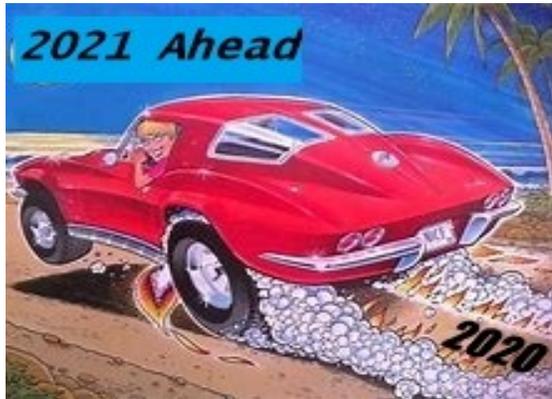
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Next Meeting:

**None Until Further Notice
(Due to Pandemic)**

ACCCording to the President Al McCloud

Happy New Year ACCC!



Well folks, by the time you are reading this you can say, "We made it through 2020"! It has been a long 10 years. Yea I know, you will say he made a mistake, it should be 10 months, but I spent a year in Iceland, so I know what 10 years feels like.

As of now, monthly meetings will be cancelled until further notice, most likely after the state restrictions are lifted for 10 persons in a group. I asked for members to download ZOOM so we could have membership meetings via ZOOM. Nobody replied that they have it, therefore, no meetings. The board members will have ZOOM meetings, first one in January, and we will let you know of anything significant.

I want to welcome two new members to the club. Donny and Joan Fisk joined our club, application received in December. They live in Stafford, so if you get a chance, give them a shout out.

This article is short, just like our activities, so I just want to say, when its your turn to get the vaccine, please get it. Let's get immunity against this terrible disease - and please mask-up, stay safe!

Al

Most Corvettes are Red

2021 ACCC BOARD MEMBERS

President

Al McCloud

yankeal@verizon.net



Vice President

Joan Yaros

jmyaros@gmail.com



Secretary/ Treasurer

Steve Argubright

stephfa@comcast.net



Newsletter

Pete Rutledge

prutledge3@verizon.net



Membership

Marie Sizemore

bugbent@aol.com



Past President

Skip Sizemore

bugbent@aol.com



Other Club Duties

Sunshine Person

Nan Wehmeyer

Nancy.Wehmeyer@comcast.net





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 35th 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

Shutterfly

<https://accphotos.shutterfly.com/>

Aquia Creek Corvette Club is sponsored by

RADLEY 
CHEVROLET

3670 Jefferson Davis Hwy, Fredericksburg, VA 22408

Phone:

Sales: [\(540\) 585-3399](tel:5405853399)

Parts: [\(540\) 585-4264](tel:5405854264)

Service: [\(540\) 585-3401](tel:5405853401)

ACCCording to the Vice President & ACC EVENTS

Joan Yaros

Happy New Year! Let's all hope 2021 will be a better year than 2020 and a time of healing throughout the world.

I also hope all of our ACCC members had a wonderful Christmas holiday. I know for sure Skip and Marie Sizemore had a great holiday with their purchase of a beautiful 2016 Corvette! Can't wait to see it.

This past year was definitely a challenge in many ways but ACCC managed to have a few "safe" fun events. I would like to thank Skip and Marie for planning our Graves Mountain Cruise in July and organizing our picnic in September. Also thanks to Steve Argubright for picking a perfect day in October for our Sky-line Drive outing. Kudos also to Steve for organizing a very successful Toys for Tots cruise on December 5th. We had a great turnout of ACCC and BCC members (about 25 Corvettes + OTC's). We delivered enough toys to fill 9 huge boxes. See photos in this Newsletter.

Now, looking ahead to 2021, I have cautiously included some dates in our events calendar. Details will be provided later. Like the past year, we will have to see what COVID restrictions are in place and adjust accordingly.

As this year begins, let's all contribute to and participate in our Club to make 2021 the best year possible. ACCC is edging close to celebrating 35 years.

Please remember that all events and meetings are subject to COVID restrictions.

Save the wave,

Joan

ACCC Events Calendar - January

There are no plans for breakfast gatherings at this time. If circumstances change, we will add this monthly event back into our schedule. Depends on COVID-19 restrictions.

January 28-31 - Rolex 24 at Daytona International.

Looking Ahead - Mark Your Calendars

February 14 - Valentine's Day

March 12-15 - Possible St. Patrick's Weekend in Nags Head?

March 31 - Possible cruise to Claudius-Crozet Blue Ridge Tunnel Walking Trail in Nelson County. Either lunch out or picnic. Maybe winery stop. Thanks to Marie for suggesting this new walking trail. Details later.

Looking Way Ahead - Mark Your Calendars

April 4 - Easter

April 18 - Possible Captain Billy's Seafood Cruise, subject to Mike and Bettie Shepherd's approval of date and any restrictions in place.

April 30-May 2 - First Flight Cruisers OBX Rod & Custom Show.

July 10 - Vettes for Vets Show at Warrior Retreat in Haymarket.

July 18 - Graves Mountain Fried Chicken lunch cruise.

August 14 - ODCC's All Corvette Show in Manassas.

Sept. 26 - Annual Picnic at Widewater State Park in Stafford

Oct. 15-18 - Free State's Corvette Weekend in Ocean City

Nov. 7 - Hickory Bridge Thanksgiving lunch cruise. Date subject to Bud Donner's approval.

Dec. 4 - Toys for Tots ACCC and BCC cruise to Marine Corps Museum. Subject to Steve Argubright's approval.

Dec. 5 - Christmas Party. Location TBD and Club's approval of date and location.



**NEWS FROM THE
NATIONAL CORVETTE MUSEUM**
January 2021
Bud Donner



There's not a lot of Museum news this month. The MIM tour of New Orleans is still on the schedule in March, but it's sold out. The Bash (4/22-24) is still on, but subject to change. The Caribbean cruise in May is cancelled.

We're all still riding an emotional roller coaster - the vaccine news is good, the Covid-19 pandemic news is terrible. One moment we're looking at an abstract set of statistics, hard to comprehend; the next moment, it all becomes very close and personal. Last week, my grandson Jeff in California (some of you met him when we went to the Bash a few years ago), his wife and three-year-old son, and several other family members all tested positive for Covid-19 with various symptoms. Jeff called us this morning - they're all still hurting but slowly feeling better.

Positive thoughts aren't easy these days, but let's try to imagine how great it will feel when the masks are off, hugs are once again welcome, and we're all back on the road in our beautiful Corvettes. Meanwhile stay safe, wash your hands, and wear a mask!

Bud



www.corvettemuseum.org
buddonner@msn.com



Please Renew Your ACCC Membership

ACCC members, it is not too late to send in your ACCC membership renewal for 2021. Please send the renewal form (below) to Marie Sizemore, 1125 Virginia Ave. Culpeper, VA 22701. Make your check payable to ACCC.

2021 Aquia Creek Corvette Club Membership Renewal Application

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone (home): _____ Work: _____

Spouse: _____

E-Mail Address: _____ Spouse: _____

Birthday (member): _____ Spouse: _____

Anniversary: _____

May this information be published in the ACCC Member Directory Yes - No (circle)

Corvettes currently owned:

Year _____ Style _____ Color _____ Engine _____

Year _____ Style _____ Color _____ Engine _____

DUES INFORMATION:

DUE: Nov. 10 2020

ACCC Annual Dues (Member) _____ \$30.00 \$ _____

ACCC Annual Dues (Spouse) _____ \$20.00 \$ _____

ACCC Annual Dues (Associate membership) _____ \$20.00 \$ _____

MAKE CHECK PAYABLE TO ACCC AND FORWARD TO:

Marie Sizemore
1125 Virginia Ave.
Culpeper, VA 22701

What Did You Do to Your Corvette??

(The 4th in a series of articles by ACCC members)

Don Radeke - '16 coupe

Very boring here.... drove the Corvette to the golf course several times, gave it a wash. Put the battery charger on it.

Jerry Mackling - '88 coupe

My '88 is currently in Fredericksburg to replace the starter and fly wheel along with getting a rear main seal replaced.

Steve Argubright - '19 coupe

Sorry to report that all I have done is put the cover on her!!

Pete Rutledge — '57 Fuelie

I started up the car for the first time (in a long time) with the new DeWitt's re-production aluminum radiator. No more coolant leaks. Good to go for another 63 years!

Skip and Marie Sizemore — '01 convertible

Traded it in on a newer model. See story on next page.

Hey ACCC members — what's new with your Corvette???? Send your reports to the newsletter editor and share your fun with the other members.



MERRY CHRISTMAS TO US

Skip and Marie Sizemore

Marie and I had been thinking of getting a newer Corvette for some time. Our Magnetic Red 2001 convertible was getting long of tooth and had accumulated ninety-six thousand miles. It had been our go-to car for going to any Corvette related activities for some time. Traveling to Florida for the 24 hours of Daytona is an example.

So, which Corvette to buy? We decided early it would be a C7. I have liked the styling of the C7 from day one. Marie likes red and I like blue. So, red it would be.

We started looking on dealer lots, finding lots of manuals and lots of black and gray Corvettes. I have had a couple of black cars and they are beautiful for about thirty minutes after you wash and wax them. One of the best deals I found during my search was a sinister looking black Grand Sport in Maryland. It was black everywhere, inside, outside, wheels. I just could not help but think about all that black during the summer. So, back to the internet with a widening of my search from a one-hundred-mile radius of home to a five-hundred-mile radius. Lo and behold the Corvette we ended up buying just appeared on the screen just like a Christmas apparition. I stood up and said, Marie, look at this. This is the car. She agreed. It is Long Beach Red with Spice Red interior, 3LT, Z51 Stingray. Best of all the asking price was within arguing range. The problem, Fuquay Varina, NC. Every heard of it? Neither had I. It is a suburb of Raleigh. It is around two hundred fifty miles from our home. I called the people and set up a visit to have a look.

The big day arrives and we are up at 7A.M. and on the road smack in the middle of a pandemic. I feel like one of those ducks you shoot at the carnival just going to the grocery store. Yet, here we are heading for a dealership 250 plus miles away. On top of all that as we get on route 3 out of town, in our 2001 Corvette the service stability control light comes on and stays with us the whole way. However, the car ran fine the whole way. When we arrived, the car was sitting on the lot with a fluorescent yellow sign in the window saying "Hold for Skip Sizemore". Well, where do I sign? The whole process turned out to be easy. Everyone at the dealership was wearing a mask and Marie and I spent a lot of time running in and out of the dealership not wanting to spend a lot of time in a closed space. After all the paperwork was done, we jumped into our new to us Corvette and returned home from our event-free 500-mile round trip. It has been over two weeks since we returned from NC and we have had a pedestrian stop, smile, and give us a thumbs up and a man at a gas station stop and say "I am not a Chevy guy, but I have to say that is a nice car".

Merry Christmas to us and Merry Christmas and a Happy New year to you.

MERRY CHRISTMAS TO US (cont'd)

Skip and Marie Sizemore



My First Corvette

By Dave Jones

In the early 1990's I began looking for a muscle car to restore, focusing on either a Pontiac GTO or an Oldsmobile 442. However, I was finding that these were not readily available and not within my price range. In summer 1995 I saw an advertisement for a 1973 Corvette coupe. Although I knew little about Corvettes, I decided to look at the car just to see what condition it was in. (Lesson No. 1)

When inspecting the Corvette, I found that the 350ci/250hp L-82 engine was running and had 81,000 miles and the car had T-Tops, tilt/telescoping steering wheel, and power windows. On the down side, there was a 3-4 inch body crack, the original front rubber bumper was missing, and the interior carpet and upholstery needed replacing. In further study of the engine, I noticed a few things that appeared to be non-original, such as after-market valve covers, but I had not done any detailed research on the car so could not be sure of other items. The striking thing about the car was it had been painted a dull red, including the windshield wipers and rear chrome, bumpers. The car was originally Elkhart Green and the owner said his wife wanted it red, so he hand-sprayed it red. I gathered that she was a frequent driver and they were going through a divorce so that may explain his actions on the paint. In total the restoration items seemed within my abilities and the paint, bumper re-chrome, etc. would need to be done anyway. So I decided to buy the car. (Lesson No. 2)

Once I began to work on the car I replaced the brakes and had the master cylinder rebuilt. I replaced the intake manifold and carburetor, and pulled the distributor to replace the tachometer drive gear. I had trouble with the distributor re-install and asked a mechanic friend for help. (Lesson No. 3) Other items I replaced were the front bumper, all vacuum lines for the engine and headlights, weather stripping (T-tops and doors), rear glove box assemblies, and gas tank. (Lesson No. 4)

Interior work included new carpet with a heat shield/sound deadener, seat frame components, new seat foam and covers, rear glove box assemblies, and seat belts. I also removed the dash to re-dye the vinyl and install new air ducts. I installed a new center bezel and console. (Lesson No. 5)

In 2017 I found that I had completed what I could accomplish myself and was down to the big ticket items, such as paint and bodywork, chroming the rear bumpers, tires/wheels, and air conditioning. I happened to see an ad for a 1996 Coupe, Collector Edition, and decided to research the car. I found that I could get the 1996 for the same amount of money that I could get for the 1973 so I decided to make the upgrade and get into something I could drive and enjoy without added cost.

My First Corvette (cont'd)

By Dave Jones

While I regret that I did not finish the 1973, I am enjoying the 1996. The timing was not good for me as I was working full-time and could only put weekend time on the restoration, and weekends were also the time for family, soccer games, etc. (Lesson No. 6.)

Lesson No. 1- A few years after my original purchase I heard a wise tidbit of information: "Do not buy the first car you look at."

Lesson No. 2 - Do adequate research on the specific car before buying. Know what to expect when inspecting the engine and engine compartment. For example, I did not know that 1973 was the first year Corvette had pollution control equipment, such as the air pump and related system components.

Lesson No. 3 - Do not be afraid to ask for help.

Lesson No. 4. - Expect surprises, they will occur and you will make mistakes.

Lesson No. 5 - Expect to buy a tool or so along the way. I had to purchase a tool to install the carpet in the rear compartment and a heat gun to stretch the upholstery.

Lesson No. 6 - Do not take on a restoration if you have a lot of distractions or are not willing to commit the time and energy to the job.



Toys for Tots ACCC & BCC Members



USMC Museum
Dec 5, 2020

EDITOR'S NOSTALGIA - 1997 Corvette

Corvette's fifth generation -- conceived in 1989, prototyped in 1992, and ordered into full development in 1993 -- finally dawned. Shepherded by Chief Engineer Dave Hill, Corvette's engineering and design teams delivered another outstanding automobile in a rich tradition that started in 1953.

New from the ground up, it was the most thoroughly "new" Corvette in the model's then 40+ year history. Unlike previous model changes, when major components were carried over from one generation to the next, all exterior, interior, power, drivetrain, and suspension elements were new and designed with the 1997 specifically in mind.

To begin with, the car's overall dimensions were stretched. Wheelbase grew from 96.2 to 104.5 inches; length from 178.5 to 179.6 inches; width from 70.7 to 73.6 inches; height from 46.3 to 47.8 inches, and the track was extended 4.4 inches in the front and 2.9 inches at the rear. The combined effect was to move the wheels out to the chassis' corners, enhancing stability and making for a roomier interior. And, 80 pounds were pared from the vehicle's weight.

The aerodynamic fiberglass body (actually a flexible, sheet-molded composite compound) exemplified Corvette's legacy. The front end was lower, allowing greater forward visibility, and the windshield was sharply angled. As in previous models, the dual headlights were hidden away; recessed grills flanked the license plate, and oval vents below the parking lights served as air ducts to cool the front brakes. Corvette's trademark fender "gills," located behind the front wheel well to draw off engine heat, were offset by a cove that ran along the length of the door -- reminiscent of one of the car's earliest styling features.

The rear end, while shortened, was higher to reduce drag and to open up more cargo space. The modestly convex rear fascia was crowned by a distinctive horizontal crease beneath which were four oval taillights. Horizontal slots in the fascia below the brake lights vented muffler heat while four horizontal exhaust tips emerge at the bottom. Adding to its sleek aerodynamic aspect were rear tires slightly larger than those in the front. The five-spoke aluminum wheels were lighter, yet stronger, and coated to provide a more durable finish.

Under the skin, structural integrity was improved while using one-third fewer components, lessening the probability of squeaks and rattles. The 1997's chassis comprised nine basic assemblies. Rather than being welded, the frame rails were hydroformed, a General Motors process that exposed rounded seamless steel to enormous hydraulic pressure to precisely bend and shape the desired form from a single length of tubing. Side rails were tied to front and rear bumper beams, the drivetrain tunnel, front and rear cast-aluminum suspension crossmembers, the windshield frame, instrument panel crossmember, and the welded aluminum cockpit. The light, yet rigid, frame allowed better handling and a quieter, smoother ride. A unique balsa wood/composite plastic "sandwich" for the floor of the passenger cockpit served to further dampen road noise and vibration.

Inside the cockpit, both driver and passenger appreciated more leg room and foot space. The chassis' hydroformed side rails permitted the door sills to drop by over three inches. That innovation, plus larger and higher doors, permit easier entry and exit and the 1997's increased height allowed additional head and shoulder room. Use of a transaxle virtually eliminated the transmission hump. The parking brake was relocated from the driver's left to a shallower center console.

Directly in front of the driver on the instrument panel were large analog speedometer and tachometer gauges flanked by myriad secondary instruments and readouts. All featured white on black calibrated markings with "black" night lighting. Newly designed leather seats were fully adjustable, with a standard or optional sport base. Heating and air conditioning could be zoned for either side of the cockpit and an AM-FM/CD/cassette stereo system with multiple speakers and amps was available. The lift-off roof could be effortlessly detached using three latches and was easily stored. Trunk space was enlarged to 25 cubic feet and, thanks to the run-flat tires, a spare tire and jack were unnecessary.

The power plant represented the third manifestation of Corvette's small block overhead valve V-8 engine. Called the LS1, it was 44 pounds lighter than 1996's LT4 and featured 350ci displacement rated at 345 horsepower and included leading edge V-8 pushrod design. The deep skirt block was aluminum alloy with cast iron cylinder liners; four-bolt main bearings cross-bolted to the block for rigidity, and a shallow cast-aluminum oil pan with side reservoirs with the pan serving as a structural member.

The thermoplastic, tuned-length intake manifold saved weight and improved air flow. Aluminum valve covers had separate electronically controlled ignition coils mounted near each spark plug; sequential fuel injection worked in concert with spark timing signals sent by crankshaft and camshaft sensors; dual knock sensors were located under the intake manifold, and the firing order was revised to deliver smoother running. An electronic throttle control eliminated much of the mechanical linkage, enhancing the traction and cruise-control systems.

The LS1's heads were cast aluminum alloy with identical ports; valves, roller rocker arms and pushrods were mounted in one plane; the camshaft was hollowed out to reduce mass, and the exhaust manifold was two-layer stainless steel with an air-space

EDITOR'S NOSTALGIA - 1997 Corvette (cont'd)

insulator to quickly warm the catalytic converters, cutting down on start-up emissions. Using premium grade fuel and synthetic oil, the LS1 produced 345hp and was capable of 5,600rpm, with a redline setting of 6,000rpm.

Another first for the 1997 Corvette was a rear transaxle. The transmission was shifted back between the rear wheels. A torque tube connected the engine with the rear-mounted transmission. Combined with an electronically-controlled four-speed automatic transmission or a six-speed manual with Computer Aided Gear Selection (CAGS), and using a limited-slip differential, front-to-rear weight distribution was nearly equalized.

The suspension system for Corvette's fifth generation was significantly improved to promote better ride and handling. Aluminum was used extensively in control arms, and transverse fiberglass springs were found in both front and rear. Additionally, two optional spring/shock absorber combinations were offered -- Selective Real Time Damping, introduced in 1996, electronically reacted to road conditions to provide a Touring, Sport, or Performance ride level; and a competitive racing setup was available that used stiffer springs and shocks.

With all the improvements and engineering breakthroughs, the 1997 Corvette was still moderately priced -- the basic sport coupe listed at \$37,495. Although available only in coupe configuration for '97, a convertible was rolled out in 1998.

To say the least, the 1997 Corvette was remarkable -- tangible proof that Corvette had matured over its four decades. The 1997 served as a hallmark of consistency in automotive engineering and design. True to its tradition, Corvette had blended the old, the tried and true, with the new and innovative to advance the state-of-the-art.

1997 Nostalgia

Oscar Winning Pictures: "TITANIC," "L.A. Confidential," "As Good As It Gets," "Good Will Hunting," "The Full Monty"

President/Vice President: Democrat, 1993-2001, Bill Clinton/Al Gore

News Events:

- Princess Diana is killed in a car crash
- Oklahoma City bomber, Timothy McVeigh, is convicted and sentenced
- Mother Teresa dies
- Hong Kong is returned to the Chinese ending Britain's 156-year rule



<i>January Birthdays*</i>	<i>January Anniversaries*</i>
Jan 6 — Jerry Mackling Jan 15 — Lee Morton Jan 20 — Nancy Wehmeyer	None that we know of

***Please Note:** If we fail to list your birthday or anniversary, it may be because we don't have your dates in our membership database. If you would like to see your birthdays/anniversaries

FOR SALE

Send your Corvette-related For Sale ads to the newsletter editor, Pete Rutledge, for publication in the next issue.

January 2021



NOTE: See "ACCC Events" on Page 4 for the details on particular events.

ACCC Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 Rolex 24 @ Daytona	29 Rolex 24 @ Daytona	30 Rolex 24 @ Daytona
31 Rolex 24 @ Daytona						

ACCC CLUB JACKETS



Members can order club jackets embroidered with our logo from Heartland Sign Works, 2072 Jeff Davis Hwy, Stafford Courthouse, VA 22554 (open 8:30-5:00, Mon-Fri), phone (540) 659-2411. As show in the pictures to the left, 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 at left) — stone-washed 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 Heartland Sign Works (address and phone above) to place your order.

QUALITY JACKETS AT GREAT PRICES!!

NOTE: Heartland Signs is apparently under new management and it remains to be seen how this might affect the availability of our club jackets. If you can provide any feedback that might shed light on this, please send it to the newsletter editor.

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

Print, cut out, and put in your Corvette windshield at car shows.



ACCC

Established in 1987
Centered in Stafford, VA

Serving all of northern Virginia from
Alexandria to Fredericksburg to Culpeper and
beyond for 32 years.

Sponsor: Radley Chevrolet, Fredericksburg, VA

Come join us!!

CLUB FEATURES:

- Monthly meetings
- Monthly newsletter
- "Garage nights"
- Technical & special interest sessions
- Car shows
- Single- and multi-day trips
- An array of member Corvettes from C1 to C7
- Web site
- We support the NCM

www.acccclub.org

