



for Vettes only

THE OFFICIAL VOICE OF THE NATIONAL CORVETTE OWNERS ASSOCIATION

Capturing Your Car's Beauty



By Donnie Gould, President of Auctions America

In keeping with last month's theme, I thought I'd pass along some advice from the RM Group of companies in-house photographer, Darin Schnabel, on how to effectively capture your car's beauty. Many auction houses, including RM Sotheby's, provide professional photography services when you consign a car. In the case of Auctions America, where hundreds and sometimes thousands of cars are crossing the block at each sale, we often rely on consignors to provide images. Effective photography is key when providing initial information about your car to an auction specialist, for marketing purposes via auction or privately, and when creating your own automotive art.

Before you even begin to take a single photograph, Darin recommends taking some time to simply examine your car, figure out its best angles, and what makes it pop. The rest of the process is just as easy to complete at home and revolves around four key pillars:

Location

Location should be your top priority when photographing your car. It's important to select a location that is not too distracting, but that still complements the vehicle. For example, an open landscape is often a good fit—after all, cars are meant to drive. On the other hand, interesting architecture and a more urban environment may be appropriate depending on the vehicle and its history.

Lighting

In terms of outdoor shoots, which often offer the best environment for automotive photography, time of day and weather are key considerations. Ideally, any outdoor shoot should take place during the so-called "magic hours": in the morning as the sun is

coming up, and the hour prior to sunset. In the photography world, magic hours translate to drama. The best weather will also be dependent on the car. While you'll always want to avoid shooting at mid-day, especially during the summer, highly overcast days allow many cars to shine.

Angles

If you're offering your car for sale, via auction or privately, there are several core angles that you should aim to capture:

- Front ¾
- Rear ¾
- Engine
- Interior
- Detail shots that highlight the car (i.e. badges, tires, headlights, etc.)

Dynamic driving shots are something that RM Sotheby's and Auctions America aim to include in catalogs where possible, and these are certainly a bonus whether you're promoting your car privately or looking to bring your rolling work of art to your living room walls.

Equipment

Selecting equipment can become a detailed process in the realm of professional photography, but there are a few key guidelines to follow using basic camera equipment at home.

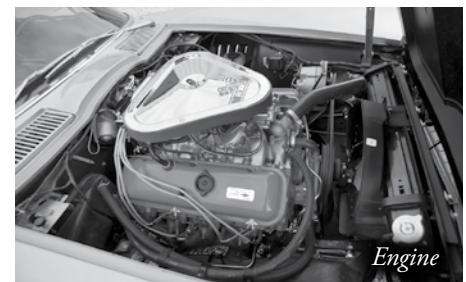
- A longer lens and a shallow depth of field should be used for overall shots of the car. The long lens keeps the perspective of the car in line and avoids any distortion. A shallow depth of field helps the car pop, bringing it into focus and blurring the background.
- A wide angle lens should be used for engine and interior shots. This will help



Front ¾



Rear ¾



Engine

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Interior



Details

you to capture the engine in its entirety at a close distance, and helps any potential buyers feel as if they're taking a look at the car themselves. Wide angles can also be used for overall shots of a car if you're looking for a more dramatic effect.

These easy tips, fit for any enthusiast, will help you present your car in its best light, whether you're ready to sell it or simply look-

ing to preserve some memories. 

Donnie Gould is president of Auctions America. To view a list of upcoming Auctions America sales, and for more information, please visit auctionsamerica.com. Auctions America's Auburn and California events will be exclusively broadcast on the Sports Emmy Award-winning NBC Sports Network, delivering the Auctions America experience to more than 80 million homes across the U.S.

IT'S NEVER TOO EARLY TO PLAN YOUR WEEKEND AT CORVETTES AT CARLISLE

WE ARE BACK - NCOA has again obtained a great room rate for our members at the **Best Western Premier - 800 E Park Drive, Harrisburg, PA 17111**. Members and guests can take advantage of our special rate of **\$119.95 for a single, double and includes a hot breakfast**. Don't delay - these rooms are limited at this rate. The Best Western is only 23 miles from the fairgrounds and offers free parking, a place for members to wash their Corvettes, restaurant/bar, indoor pool and gym. Call the Best Western at (717) 561-2800 and ask for the **National Corvette Owners** room block to make reservations or online at www.thecentralhotelharrisburg.com, click the reservations tab at the top of the home page. Select the dates of your stay and enter our **group code NCO0815**. These rates are good from Tuesday, August 25th through Tuesday September 1, 2015. You must **book by August 6, 2015** to receive this rate.

Plan to attend NCOA's Friday night Social August 28th at the Best Western from 6:00 pm to 8:00 pm (Admission is \$10 per person at the door and includes complimentary refreshments, mini subs, snacks, dessert, door prizes, cash bar and special guest speakers. Children 6 and under are free). The first 200 attendees registered will receive a goodie bag.

Don't miss the fun! You must **RSVP by August 25th** for this event to be guaranteed a seat. Please fax to (703) 533-1153, call (703) 533-7222 or send us an email to info@nationalcorvetteowners.com to let us know how many in your party will be attending. You will receive a confirmation of your RSVP that you must bring with you to the event.

Make your hotel reservation now - these rooms are limited at this rate.

For more information on Corvettes@ Carlisle visit carsatcarlisle.com.



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DEADLINE: All classified ads received on or before the 1st of the month will appear in the following issue of *For Vettes Only*. Example: January 1st deadline for February issue.

BLUEDRIVER REVIEW: Turn Your Smart Phone into an Automotive Diagnostic Tool

Maybe this sounds familiar, you're enjoying a great day on the road when out of the blue your check engine light illuminates. It might be something as simple as a loose gas cap or maybe something more complicated to diagnose and expensive to replace. Not that long ago it would have involved a trip to a local shop or dealership and your ride getting hitched up to an engine analyzer the size of a large rolling tool chest, and probably \$200 dollars less in your wallet thanks to a diagnostic charge.

The folks at Lemur Monitors have developed a product called BlueDriver that allows you to quickly diagnose why your check engine light is on and then offer several possible solutions, plus much more.

Any device that allows vehicle owners to help themselves appeals to my sense of self reliance so I was anxious to give this product a try. The first step was to grab my smart phone and click on the Android Play store then download the free BlueDriver app which by the way is also available at the Apple App store. The only other component you'll need is the BlueDriver OBD2 sensor hardware which you can order for \$99.95 right from the app, the company's website www.lemurmonitors.com or at Amazon.com. That's it, there is nothing else to buy and the Scan tool will work on any vehicle that has a OBD2 port, basically any car or truck made since 1996.

With the app installed on my Samsung S4 Galaxy phone, I located the OBD2 port on my 2015 Hyundai Turbo Sonata press vehicle, in this case it was behind a removable panel in the dashboard. Normally the port is located somewhere on the lower left driver's side of the dashboard. It might also be marked DLC or Data Port. Check your owners manual for your car or truck's specific port location. The BlueDriver sensor was plugged into the port and the blue LED lit up. I then paired the BlueDriver with my phone just the way I would any other Bluetooth device. Once that connection was confirmed I opened the app, started the vehicle and the blue LED on the scan tool flashed several times. The process was simple and very intuitive. If you run into an installation problem the user manual and several how-to videos are found in the app by selecting More at the top of the screen.

So your smart phone can act as a navigation system, an alarm clock and even moni-

tor your pulse but can it also fill the role of an automotive diagnostic scan tool? The answer in this case yes! Inside the BlueDriver app I selected the Scan Tool mode. The check engine light was not lit on my first test vehicle but I went ahead and performed a scan anyway. So far so good no trouble codes, other choices included clear codes, repair reports, smog check, Mode 6, vehicle info and a handy flashlight button that turns on your phone's camera light, perfect for seeing the data port in your vehicle. I asked Lemur's Senior Product Development Engineer Greg Browne how does this Bluetooth enabled sensor and smart phone app compare with hand held



diagnostic tools costing hundreds more? "Periodically, we benchmark BlueDriver against the hand held scan tools that mechanics and DIYers have been using for decades. In terms of reading trouble codes, BlueDriver has never missed a trouble code that is expected from a vehicle (which cannot be said about some of the hand helds). He added "The BlueDriver MSRP is \$99.95. You can get code readers for under \$50 that will display a trouble code and then you are on your own. For full-fledged scan tools with comparable features to BlueDriver, you can usually expect to pay hundreds of dollars."

Typically when you take your vehicle in for an emissions test or if you are on the west coast a Smog Check, you pay whether or not the vehicle passes or fails. BlueDriver's Smog Check mode will run through 19 variables that might lead to a "F" at the test center. Everything from the EGR system to Nox after treatment. This is one check that can save you wasted money and time. You can also perform what is called a Mode 6 test. "Mode 6 is advanced test results for On-Board Diagnostic System Monitors." Says Browne, "For example, there are monitors for oxygen sensors, misfires, etc. Mode 6 will tell you if these monitors are passing their



tests and show whether or not their values are within the acceptable range(s)." In addition BlueDriver lets you go live to monitor fuel pressure, RPM, intake manifold pressure, coolant temperature and more with real time graphs.

So now it was time to try BlueDriver out on another vehicle, in this case a friend's 2003 Saturn Vue with a Check Engine light on. After the sensor was installed the Blue Driver app found a P0440 code which was listed as a EVAP system problem. The report offered 6 options that have been reported to fix the problem. I then cleared the code quickly and the check engine light went off on the dashboard. My friend reports that the check engine light has stayed off for several weeks so far.

Another great BlueDriver feature lets you share your Repair Reports and email them to yourself or your mechanic. Armed with your repair report, trouble code id and a list of possible fixes you can come up with a very good diagnosis as to what might be troubling your vehicle.

I eventually tried BlueDriver on a total of four vehicles and had great results with all of them.

NCOA SPECIAL DEAL: If you order a BlueDriver between 4/12 - 4/26 you will receive free express shipping, a \$10 savings. You must use this website www.lemurmonitors.com/corvette. 🇺🇸🇨🇦

Fred Staab is co-host and producer of the nationally syndicated show Cruise Control Radio heard on broadcast stations around the US and on iTunes, TuneIn Radio, Stitcher and iHeartRadio.

shop talk

shop talk is a monthly column authored by well-known Corvette book author, journalist, historian and publisher Tom Benford. This column is sponsored by www.AllAboutVettes.com, the premier free monthly on-line magazine for all Corvette owners, enthusiasts, collectors, restorers and hobbyists.

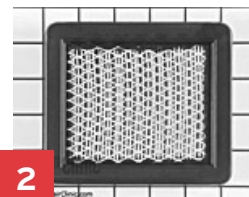
SMALL ENGINE MAINTENANCE

From a string trimmer to a riding lawn mower to an emergency electrical generator and everything in between, proper maintenance of your small engines will maximize efficiency and extend the life of your outdoor power equipment. There are few things more frustrating than a gas-powered tool that won't start or run properly. But with a bit of regular maintenance, you can be assured your tool will start and run whenever you need it. Here are some tips to help you keep your gas-powered implements in tip-top working order.

- 1 Consult the owner's manual; maintenance procedures often vary significantly by model.
- 2 Have a clean air filter in place. The air filter has the important job of preventing dirt, dust and other debris from entering the carburetor and engine. It should be cleaned or changed every 25 hours of engine operation or once per mowing season.



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6

ation or once per mowing season. Pleated, paper air filters must be replaced. Foam air filters can be cleaned with hot water and a small amount of detergent and then left to air dry before being saturated with new engine oil and reinstalled.

- 3 Check and change the oil regularly. Every eight hours of use, check the condition and level of the oil. Fresh oil is golden or amber in color. As it ages, it will darken. Change the oil every 50 hours of use (generally once per season). Always use the oil recommended by the manufacturer for that model.
- 4 Use a clean fuel filter. Fuel filter replacement is recommended due to high risk of damage to if cleaned.
- 5 Degrease. Spray a degreaser on oil stains. Allow the degreaser to sit for 10-15 minutes before wiping with a clean cloth. Rinse with a hose.
- 6 Clean the cooling fins. Periodically use a small bristle brush to remove debris from the cooling fins. In most cases, the blower housing will need to be removed to access all of the fins.



7

- 7 Fuel cap. Fuel caps have vent holes to allow air into the fuel tank. Check the fuel cap vent holes. Replace the fuel cap if there is blockage from buildup or debris in the vent holes. During the off season, cover or close the fuel cap vent.

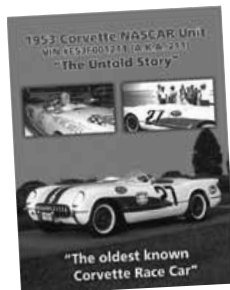
Before storing for the winter, should you drain the fuel from the engine or leave it in? Well, for most small engines, it is best to add fuel stabilizer to fresh fuel before storing for extended periods. This will slow buildup in the carburetor and keep components lubricated. However, you should refer to the equipment owner's manual for specific instructions from the manufacturer.

That does it for Small Engine Maintenance 101 – See you next month!

50-page Documentary Traces Corvettes in NASCAR

ProTeam Corvette is offering a 50-page NASCAR Corvette Documentary that's full of interesting, never-before-seen old photos, Chevrolet Engineering build orders and the history of how Ed Cole and Chevrolet Engineering saved the Corvette from the chopping block.

The book *1953 Corvette NASCAR Unit "The Untold Story"* represents a 3½ year research project and reveals the untold story



of the early Corvette's participation in NASCAR sanctioned events in 1955-57. The car is also the oldest known Corvette racing car.

The legends of NASCAR and the story of early Corvettes' participation in stock car racing fills the 50 pages. You'll learn how Corvettes raced at Bowman Gray Stadium, Martinsville Speedway, Raleigh Speedway and Daytona Beach. Ed Cole, Bill France, Bill France, Jr., Alvin Hawkins, Joe Hawkins,

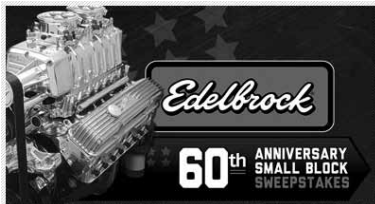
Smokey Yunick, "King of Jazz" Paul Whiteman, Don Thomas, Herb Thomas, Junior Johnson, Johnny Dodson, Ralph Liguori, Bobby Myers, Pee Wee Jones, Gwyn Staley, Jimmy Massey, Hubert Westmoreland, Mauri Rose are included.

To get a copy send a large self-addressed stamped envelope (\$2.50) U.S. for the 50-page documentary to ProTeam, PO Box 606, Napoleon, Ohio 43545 or read this fascinating documentary on ProTeam's flipbook page at NASCARCorvette.com.

Edelbrock's 60th Anniversary Small-Block Sweepstakes

Corvette fans can help Edelbrock celebrate the 60th anniversary of Chevy's small-block V-8 which has powered many Vettes - including the brand's first V-8 models-over the last 60 years. The well-known performance parts company is giving its nod to the legendary engine with a new Small-Block Chevrolet Engine Sweepstakes.

This promotion will give enthusiasts a chance to win a unique engine commemorating the 60th Anniversary launch of the small-



block Chevrolet engine. One lucky winner will receive a small-block Chevrolet 350 with Edelbrock top end components, including an Enforcer Supercharger system built by the Engine Tech team at PowerNation.

The commemorative small-block engine was built on a special episode of this seasons "Engine Power" TV show. It features an Edelbrock E-Force Enforcer EFI Supercharger system, Performer RPM E-Tec 200 cylinder heads, Performer-Plus camshaft, Victor Series water pump and Edelbrock Classic Series finned air cleaner and valve covers. All of these components have been polished to a mirror finish for a timeless show quality look that will look great in any vehicle.

Enter for a chance to win a unique engine commemorating the 60th Anniversary of the small-block Chevrolet engine with an Edelbrock E-Force Enforcer Supercharger installed

No purchase is necessary to enter the contest. All Corvette owners need to do is visit www.powernationtv.com. Entries will be taken until May 5, 2015. 🚩🏁

New Corvette Book Released

The new book called *Corvette: Seven Generations of American High Performance* (ISBN 9780760346631) is an update to the best-selling book *Corvette Sixty Years*.

Through hundreds of rare and unpublished photos from GM's media and design archives, special gatefolds and in-depth analysis from noted Corvette historian Randy Leffingwell, *Corvette: Seven Generations of American High Performance* celebrates six-plus decades of America's sports car.

The book covers the revolution and evolution of America's longest continuously produced nameplate, from Harley Earl's initial Motorama concept car to the latest seventh-generation car—the 2014 Corvette Stingray.

Officially licensed and created in cooperation with GM, *Corvette: Seven Generations of American High Performance* focuses on the Corvette's place in popular culture, as well as its engineering and design success.

The new book offers something for everyone who has ever lusted after a 'Vette. From the inaugural 1953 Corvette to today's stunning Stingray, this book touches on all aspects of Chevrolet's iconic sports car: history, racing, period ads, posters, memorabilia, key designers such as Bill Mitchell, engineers such as the fabled Zora Arkus-Duntov, celebrity 'Vette fans, and more.

To purchase this book visit <http://tinyurl.com/VetteHiPo>. 🚩🏁



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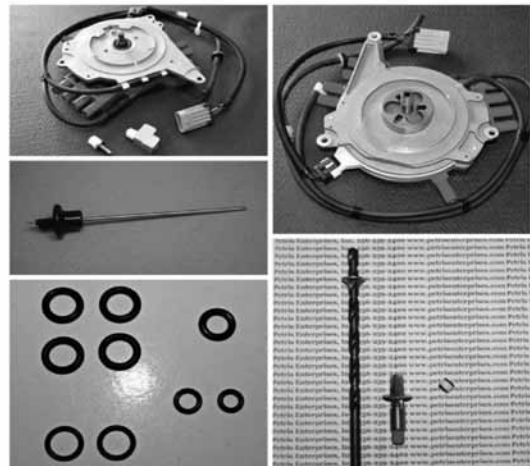
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GOSS' GARAGE

BY PAT GOSS

Q. I have a '65 327/350 A/C Convertible that I've had and babied for 25 years. A stunning show car. I finally had the engine out for a rebuild last year and had the transmission rebuilt too with a new clutch. I've been through 3 clutches in less than 200 miles. Each one with the same problem. A terrible shudder when the clutch is let out. When I have to slip the clutch to get up the incline of my driveway and slowly go into my garage, it vibrates like it's going to shake itself apart. After the third clutch was put in, the transmission guy told me it just needs to break in. This does not seem normal. I did not have that problem previously. The brand of clutch that was installed was Luk. I was told that the flywheel was machined. And an engine mount replaced. Anyone have any ideas?

A. I think you're looking at the wrong parts. Here in the shop we have ceased machining flywheels unless there is absolutely no alternative. We have had so many problems

(mostly like yours) that we consider it cost prohibitive. When a flywheel is machined it has to be absolutely perfect or the clutch will shudder.

Consider that when you set the flywheel up in the lathe that it must be checked multiple times to be sure there is no run-out. In most cases this requires a mounting hub to bolt the flywheel onto. That hub has to have as close to zero run-out as possible and is often measured on the order of one ten thousandth of an inch rather than one thousandth of an inch.

As little as one thousandth of one inch at the center of the flywheel can equal several thousandths of an inch at the outer edge of the contact surface. To understand the principal for all those who were not trig masters in school put a ruler on your desk and lift one end while the other rests on the desk. As you look at the gap you see it increases as you move farther away from the point where it touches the desk. This is the same thing that happens when you have a

tiny variance at the center of a flywheel.

So remove the tranny again and measure run-out relative to the crank shaft and don't be surprised if it exceeds the allowable limit. If the run-out is out of spec remove the flywheel and carefully check the end of the crankshaft including measuring run-out and any signs of nicks, dents burrs, etc.

Q. I have a '69 427 tri-power. I just changed the accelerator cable and then had an extremely weak ignition circuit. I installed a new battery...was due anyway and still weak. I have juice to the alternator, horn relay, starter, and terminal relay on the firewall checked with a test light. Is there a ground wire attached to the gas pedal bracket/linkage I did not connect? Thanks for the help.

A. That tells me that you probably do indeed have a disconnected ground somewhere. That could be physically disconnected or electrically disconnected by wear or corrosion.

We often see various cars with bad accelerator cables due to poor engine ground. On Corvettes you have to check the cable that goes around the engine mount and also check for high resistance in the entire ground circuit. Using a Digital Volt Ohm Meter (DVOM) check for voltage drop across the ground circuit between the battery and engine block during cranking. The voltage drop should not exceed two tenths of one volt.

For what it's worth you may have had problems for some time and the reason it is showing up now is the new accelerator cable. Many new cables have resistance built in to prevent them from becoming part of the electrical circuit. Older cables often were good conductors and when a ground circuit failed they became an alternate path to ground. Over time this damaged the cable and that meant the possibility of a stuck accelerator.

Q. The headlights on my 1989 convertible "stick" when I open or close them. Is there

Continued on page 7

DON'T DELAY - ORDER TODAY!

Just a friendly reminder that pretty much the most important holiday of the year is almost here. Mother's Day is May 10th. Kim's Gold Dust has just what you need to keep your Corvette Lady happy.



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Electric Fans Can Keep Corvette Cooler

If your Corvette was always in constant motion, you probably wouldn't need a cooling fan. The car's motion would create enough ambient airflow to cool down the coolant. However, if you stopped your 'Vette at a light or got stuck in traffic, the airflow assist that a cooling fan provides becomes a necessity.

Electric fans increase engine cooling and improve air conditioning cooling at idle. Installing an electric fan can increase horsepower and improve fuel economy since engine drag is eliminated. Electric cooling fans operate like any other electrically-powered accessory. The energy source is the electrical system of your 'Vette that comes from the battery in conjunction with the alternator.

What is the best fan for your 'Vette? Maradyne High Performance Fans says it is virtually impossible to use a year/make/model look-up to pick the best electric fan because of the variables. The first thing to consider is how the body style of the vehicle affects airflow. For example, the wide design of a 1940

Buick is going to have more natural airflow than the narrow profile of a C3 Corvette.

Second, the core dimensions of the radiator (the core measurement excluding the cooling tanks) tell if a single fan or a dual fan shrouded unit should be considered, because fans must cover as much of the radiator as possible.


An important factor in fan selection is how the vehicle will be used. Is it a high-performance 'Vette or a weekend cruiser? Match the CFM (cubic feet per minute) of the fan to the vehicle's performance level. With a mild street motor you need lower CFMs. High performance engines need higher CFMs. There is no such thing as too many CFMs. Nobody complains about a radiator being too cool. It's nice to find the perfect fan, but too much is better than too little.

Take a look at the charging system's specs to make sure the battery and alternator can handle the amp draw of an electric fan. 12- to 16-in. fans draw 15 to 19 amps. Some dual

fan configurations can draw 22 to 35 amps.

There are pusher and puller fans. Maradyne recommends a puller fan on the backside of the radiator, in the engine compartment, to pull cool air through the radiator. Whenever possible, use a puller configuration to avoid obstructing the natural airflow the radiator will get from the grille opening. A pusher fan would be used on the front side of the radiator between the grille and radiator.

Depending on application, there can be a choice between a shrouded or non-shrouded fan. A shroud around the fan improves cooling because it creates more focused airflow. If there's room under your 'Vette's hood, use a shroud.

For more info about electric fans, Maradyne offers a comprehensive catalog featuring an application guide. Additional assistance can be found at www.maradyneHP.com, or call the Maradyne Tech Line at (800) 403-7953. 



For a complete list of upcoming Corvette events, check our website at www.nationalcorvetteowners.com


Goss' Garage

Continued from page 6

a point where they should be lubricated? I checked the obvious wiring connections to make sure that they are not loose. Could the "sticking" be the result of a bad relay? How can I tell if the motors are bad? I appreciate all help/advice that I can get.

A. Begin by checking the motors themselves. They work through a moveable armature with contacts on either end. When the light reaches the end of its travel it causes the armature to move which in turn opens contacts inside the motor and it stops running. In many cases we find the motors are out of adjustment so the armatures don't move properly to prime them for the opposite rotation.

Another common problem is worn joints in the linkage. This allows the moving parts to ride over-center and they bind.

Bottom line check adjustment of motors and linkage, lubricate everything that moves and check the motors themselves. Once you get into it and see how it's supposed to work it will make a lot more sense. 

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Spec clutch assembly kit for C5's for sale. Complete clutch assembly kit. Never used still in box. Paid \$300 asking \$200. E-mail or call for pictures. (561) 654-1187 petervictoria@comcast.net (FL)

CORVETTES FOR SALE

1971 Corvette Stingray LT1, T-top, Brands Hatch Green, 4 speed stick, 350/330, 2nd owner, brought to our loving home in 1973, garage kept and in beautiful condition. Production: 1,949 produced, have not found another registered – took 2nd place trophy at a tri-state Show & Shine many years ago. Only SAD reason for selling is a seriously bad shoulder preventing me from driving it. My beauty has an agreed value and insured for \$40,000 – will consider fair offer. (386) 931-1476 (FL)

1971 Corvette Stingray T-Top, 454 with 4speed. Flared fenders with wide tires. Chrome side pipes. 67,000 original miles. Always garage stored, California car, third owner since 1987. \$30,000.00 Call for more information (209) 613-0822 or (209) 613-6055 please leave message

1980 Red Corvette Coupe, less than 100,000 orig. miles. Jasper rebuilt automatic transmission & engine less than 5,000 miles. Orig. manual transmission avail for add'l \$750. Some orig. parts, lots of updates. Well maintained. Very good condition. Needs a good home where it will be driven & enjoyed. \$7,000. Leave message at (540) 825-5542 (VA)

1994 Dark Green Corvette Coupe, automatic with Beige leather interior. 18,000 original miles with original owner. This Vette is perfect. Must see to appreciate. Always in heated/carpeted garage and has never been in the rain. \$18,500 OBO. (810) 516-8992 (MI)

2001 Corvette Yellow convertible Tan interior. automatic with LS1. Heads up display, 69,000 miles. \$20,500 OBO call Todd at 602-541-4700 or email todd@simmonscc.com (AZ)

Test Your Knowledge and Win a Prize!

All correct responses will be entered into a drawing for a great prize! Two winners will be selected for this month's question. The winners from the April issue will be announced in the June 2015 issue.

This month's prize is the book *Avoidable Contact* sponsored by Poisoned Pen Press. A high-octane tale that brings alive the thrill, intensity, and excitement of racing, *Avoidable Contact* by Tammy Kaehler features professional racecar driver Kate Reilly. Available where fine books are sold, including independent bookseller The Poisoned Pen: <http://store.poisonedpen.com>. A \$24.95 value.

This month's question: In what year between 1976 and 1984 were Corvette sales less than 40,000 units?

- A. 1982
- B. 1984
- C. 1977
- D. 1979

Enter the contest by answering the question, return your written response with your name, address, phone, and email address (if available). Send to: email info@nationalcorvetteowners.com (subject line NCOA Trivia), mail to NCOA Trivia, 900 S. Washington St., #G-13, Falls Church, VA 22046 or fax to 703-533-1153, (subject NCOA Trivia). All responses must be received at NCOA by May 5th by 5:00 p.m. EST. Winners will be notified within one week of drawing. All winners will be mentioned in a future issue of *For Vettes Only*.

2002 Corvette Coupe. Torch Red, 6-speed manual, 9,000 miles. Light Oak sport seats, both power. HUD 12-disk CD. Dual zone air. Polished aluminum wheels. Corsa pace car exhaust, and X-pipe. Factory repair manuals. Nitrogen in tires, jack in pucks. Heated garage. Showroom condition. One owner. \$27,500 OBO. Call for more info John (314) 724-4205 (MO).

2007 Corvette Coup3 2LT, Black, Titanium Grey interior, chrome aluminum wheels, transparent roof, 6-spd paddle shift automatic, 3k miles, original owner, garage kept. Showroom condition, \$27,000. (917) 748-0627 (NY)

2009 Corvette Coupe 2LT. Velocity Yellow, two-tone Gray interior, Z51 suspension, dual mode exhaust, glass roof, 6-speed manual, polished aluminum wheels. 8,000 miles. \$34,000 (937) 462-8858 (OH)

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