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PREFACE

This booklet is designed to help Corvette-Troy members, both new and old to understand the club, it's events, structure, and what Corvette Troy really is. If you have any questions, do not hesitate to call any of the officers. They are listed in your club newsletter. We are here to help you enjoy your Corvette to it's maximum potential.

A club is only as good as its members. That's why Corvette-Troy is such a good club. It can be even better if you will take the time to be an active part of it. This is a most rewarding hobby, one that you and your family will remember for a lifetime.

The biggest benefit to membership in Corvette-Troy is an intangible one. It is the possible friendship with one truly great group of people. They would all like to be your friend, but sitting at home is not how friends are made. Get out and be a part of the action!

YOU'LL BE GLAD YOU DID!!!

WELCOME TO CORVETTE TROY

You have joined a giant among Corvette clubs. In this day of clubs springing up everywhere, there are few truly established organizations where most of the growing pains are past and the schedule of activities firm and complete. But Corvette-Troy is one of these, and we hope that you find us to your liking.

The information contained in this packet is the product of many years of ground work and refinement by Corvette-Troy officers, both present and past. It is our feeling that we have one of the best working Constitution By-Laws, and one of the fairest points programs possible. Be sure to read them over so that you know how the club works.

Of course, like any other club or organization, you only get out of it as much as you put into it. This statement is particularly true with Corvette-Troy. So now you've paid your dues and in return you have this packet to show for your investment

IS THAT ALL THERE IS TO A CORVETTE CLUB ?

Absolutely not!!! Naturally, different people are looking for different levels of involvement. Corvette-Troy is an active club with monthly meetings, events, and social activities. They are all designed to be fun for the member who attends or participates in them. But, unfortunately, not everyone does.

The events are competitively oriented, but they also have a social side, and even though we compete against one another, the stakes are low and the competitors are best of friends. Rehashing the breaks and mistakes of the day over a pizza and some cold brew are often the high point of the day's activities, be that activity a rally, autocross, or meeting. So the fun is in the doing, with an occasional win as an attractive bonus.

Corvette-Troy is a family oriented club, as many of our activities are attended by dad, mom, and all the kids. Our club merchandise is available in mens, ladies, and children sizes to add to the family appeal.

Even with our action packed schedule of events, we still find time to be a charitable organization. Corvette-Troy has adopted charity project, the Miami Valley Spina Bifida Association. This little known but very devastating disease has, at the present time, no known cure and strikes only newborn infants. Over the last few years, Spina Bifida has been the recipient of many thousands of dollars in charity contributions from Corvette-Troy Charities Inc. Corvette-Troy alone has donated over \$250,000.00 to this worthy charity over the years.

THE HISTORY OF CORVETTE-TROY

In the summer of 1966, the idea of a Corvette Club for the Troy area began to take shape. Several local Corvette owners had ideas for beginning the club, but it was a long, hard struggle for the idea to grow into what could be considered a club.

With the helpful hand of the existing club in the Dayton area, the individuals with ideas found one another and in the early fall of 1966, ten Corvette owners met, and among other things, selected the name Corvette-Troy. As winter progressed and 1967 arrived, attendance and participation dwindled to a precious few; but when spring arrived, people began to show, and attendance of 15 to 20 Corvettes at an event was not uncommon.

Officially, Corvette-Troy was established and organized on July 1, 1967, when our Constitution was ratified. By the end of 1967, C-T had an ambitious, active membership.

1968 was to be an even more eventful year, with meetings and events becoming regular monthly items on member's calendars. The "VETTE GAZETTE", our club newsletter, was born, and word of our club spread to persons from all around. By the end of 1968 there were 56 Corvettes in the club.

In 1969, C-T became affiliated with the National Council of Corvette Clubs (NCCC), a sanctioning body for Corvette clubs everywhere. An explanation of the NCCC is also included in this booklet. By the end of the year the membership had approached 60, and the activity was even more intense. Club events varied to the point that everyone from the autocrosser to the devout rallyist had his fill of his favorite type of event.

Since our humble beginning in 1966, with ten members we have grown in terms of quality and quantity. Annually we maintain over 100 members, making us one of the largest clubs in the NCCC. The quality of a Corvette-Troy event is recognized locally and regionally, often attracting participants from Indiana, Michigan, Kentucky, Pennsylvania, and Illinois.

We sincerely hope that this year and the years to follow provide even better events for more members than ever before.

NATIONAL COUNCIL OF CORVETTE CLUBS

When you joined Corvette-Troy you also joined the national sanctioning body for Corvette Clubs, the National Council of Corvette Clubs, Inc. or NCCC. Your dues for this organization were included in the dues which you paid to Corvette-Troy.

The National Council of Corvette Clubs was formed to regulate and coordinate the activities of Corvette Clubs nationwide. Their system includes rules and regulations for all events in the points program. The NCCC also provides liability insurance for all club activities. The NCCC also has a sanctioning system, whereby participating clubs can receive a sanction number for their events. Events with sanction numbers are events at which all NCCC members can obtain points for themselves, and their club, towards year end Regional awards. Each club is permitted to sanction 7 events in a competition year. Ideally, at the end of the competition year the member who is most successful and most active at all types of events will be the winner in his/her region. Corvette-Troy is in the West-Ohio region which includes all cities west of Columbus in Ohio and east of I-75 in Kentucky, so travel distance for NCCC points is never too great.

You will find NCCC sanctioned events on the Corvette-Troy schedule. At these events you can expect to see club members from all over Ohio and other states in competition. They are truly a good way of making friends with Corvette owners from many different places. The ultimate in NCCC events is the annual NCCC Convention. This is a seven day extravaganza including autocrosses, a rally, a concourse drag races, and many parties. Corvette owners from all over the country make their way to this event. Many lasting friendships are made, and renewed at the NCCC Convention. To find out just how much fun the NCCC Convention is, why not check out the possibilities of attending the next one! Contact the club NCCC Governor for complete details.

Speaking of the NCCC Governor, perhaps this needs some explanation, too. The NCCC Governor is an elected officer from the membership of C-T. He is delegated to represent our club in all NCCC affairs, and is our voting hand in all issues. The NCCC holds Governor meetings 5 times a year. Locations for these meetings have been held in various locations of the country, i.e. Indianapolis, Louisville, Nashville, St. Louis... depending on the choice of the presiding board of Governors. Believe it or not, the Governors from clubs in Florida, Iowa, New York, Washington D.C., Colorado, Texas, and other quite distant points, fly and drive to these Governor's meetings. The real function and importance of NCCC can best be realized by attending one of these meetings. They are open to all members, though only the Governors have voting rights. Contact our current Governor to find out when the next meeting will be held. You may want to join in!

FUN RALLYING

What is a Rally? Basically, it is a test of the driver and navigator's skill in following instructions and being observant. These points will become more clear as the article progresses. There are several types of rallies, but the one which is most common on the C-T schedule is the "fun" or "gimmick" rally, so that is what is covered here.

OK... so now you're ready to tackle that first club rally --- what do you need? First, you'll need a car. Most of our rallies do not require your corvette. Because the rally is primarily a winter activity, driving the 'Vette could pose some problems. So, just about any 4-wheel form of transportation is acceptable. But, if the weather is fit, bring out the Corvette, as often the course is designed to utilize its handling characteristics. You'll need a "navigator"-someone to occupy the passenger seat and to do a good portion of the work involved! Make it someone you trust, someone literate, and someone who can take a joke! Seriously, that "other set of eyes" in the car is a most important person. You'll need a clip board or two, writing instruments, and a pad of paper. Some rallies require other items (working odometer, calculator, dictionary, etc.) be sure to check your newsletter for notification of these items. Fill the car's gas tank, check the oil (go to the potty) and generally have the car ready for an afternoon of driving.

Now you've got your stuff together and you and your navigator are ready to go--what next? Check the times in the newsletter and be prompt! If the rally begins (driver's meeting) at 1:00 PM, Noon would not be too early. There is for some, a psychological advantage to being among the first few cars out. As you arrive at the starting location, you should immediately find the Registration area. Rallies cost around \$15.00 per car. Pay up and be sure to sign the waivers and get your car number.

The first item of really important business is the "Driver's Meeting". This gathering of participants is the Event Chairman's communication with the competitors. Missing this meeting could cause you to miss some information pertinent to finishing the event. The rallymaster will tell the contestants all they need to know about the rally. Normally, most of this information is included in the printed "General Instructions" handed out to all entrants. The participants have the opportunity at the Driver's meeting to ask questions--listen carefully and take notes! There are many long-time rallyists in C-T... since you're new at this game, don't be shy, ask one of them for some basic rally information--they'll be happy to fill you in!

After the Driver's Meeting, the cars are lined up in numerical order for departure. They are dispatched onto the course at two to five minute intervals. Rallying is no fun if all you do is follow another guy around the course--the interval avoids this as much as possible.

When your turn comes you will pull up to the Rally master to receive your instruction sheets. **READ THEM CAREFULLY!** the gimmicks are sometimes overlooked if you don't! If you don't understand something, ask the Rally master before you depart. If time is a factor, the Rally master will give you the correct time, so you can synchronize your watch with his.

Normally there are two different sheets or sets of sheets given to you by the Rally master, One is the course instructions, the other is the questions. Let's look first at the questions. Sometimes they are in order, sometimes out of order, sometimes both. So what? In order questions help you to follow the course. They are often located on the instruction sheet between the course instructions so that you will know exactly when to look for them. Should you miss an answer, you have the option of going back to find that answer -- time permitting. of course some tricky Rally masters use unanswerable questions, just to keep participants off balance. Chances are one or more of the rally entrants will answer all of the in order questions correctly -- so do your best with these questions.

Most rallies include out of order questions. These are tougher, because you are looking for all of them throughout the rally. It is not a bad idea to put these questions on that extra clipboard or tape them to the dashboard so they can be seen at all times. Finding most **of** these answers is the key to victory in this type of rally. It takes a sharp eye!! Keep in mind -- the rules do not allow for questions to be answered by names on mailboxes or moveable vehicles, so no need to look at all of them.

The questions are important--after all, ordinarily the score that determines the winner is determined by the number of questions answered correctly. Also, spelling counts, so print your answers on the answer sheet just like they appear on the sign. Questions are important all right, but not quite as important as staying on course. If you don't stay on course, you're not going to find the answers to those questions, and more importantly, you might not get back to the finish point at all. So remember, first stay on course, second answer the questions, and third - always drive carefully.

The other important item is the course itself. It can be as variable as the imagination of the person who is Rally master. Usually the course is fairly straight forward, but read your instructions carefully. The first instruction is, perhaps, L out of parking lot. Seems simple enough, L means left, doesn't it? Yes, usually, but if the General Instructions say that L means Right, then L means Right!! That's why we say -- READ THE INSTRUCTIONS CAREFULLY!!

There is some standard terminology that you as a rallyist should become familiar with. First the "T" intersection. Remember it is not possible to go straight at a "T". In other words, left at "T" means turn left where the road you are traveling ends at a road going to the left and right. You are travelling up the shaft of the letter "T" and the road you turn onto is the top of the letter "T". When the road you are travelling is intersected by a road from the right or left only, they form a T-shaped intersection, but they are not a "T" in rally terminology.

Words like "Opportunity, Checkpoint, Free Zone, Jog, Pickup, Straight, Underpass, and many others are important to rally terminology. Your NCCC rule book defines all of them, though most often their literal meaning relates directly to their rally definition -- check your rule book!

Gimmicks can be incorporated into the course instructions. Scrambled words are a common one... "IR onto OCRNDOC" could be Right onto Concord Rd. Another common one is a mathematical problem to determine the number of the road to be taken. For example, "IR onto $(2 \times 9) + 31$ " would be right onto Route 49. Sometimes the name of the road is "gimmicked".

For instance “L” onto “famous golfer” road might mean left onto Palmer Rd. Often you will have to look at several road signs until one fits the gimmick. Pay close attention to the course, and few questions should arise. It is a good idea for the navigator to keep track of the names of the roads traveled, so that if you get lost you can retrace your path to a point where you knew you were on course.

It would be impossible for an article like this one to describe every possible gimmick, as they are quite varied, but these are some common ones.

OK, so the Rally master gave you a 3 hour time limit, and you've been out that long and you're lost -- what now? the Rally master should have told you the finish point and/or given you a phone number to call. Don't go home -- find your way to the finish point! Half the fun of a rally is getting together with the other rallyists after the event is over. If you didn't do well, you can learn quite alot by listening to those who did. Besides that beer or soft drink tastes extra good after a rally! It is a general rule that a rally ends at a social get-together of some sort. Sometimes at a pizzeria or restaurant. This is the social side of a rally, and one of the best opportunities our club has to get together and become better acquainted. Don't run off right away--plan to make a day of it and meet some of your fellow Corvette-Troy members.

Remember these tips:

1. Be Prompt -- get there early.
2. Be thorough -- read the instructions carefully.
3. Be Alert -- watch everything.
4. Be Patient -- finish the rally no matter what.
5. Be Lucky --
6. Be Forgiving -- to your navigator and the Rallymaster.

SEE YOU AT THE RALLIES!!

LET'S GO RACING

AUTHOR'S COMMENTS:

I have accepted the challenge to write an article on how to autocross for the beginners. Please note the following opinions are my own. Some may be controversial, but they have been effective for me. Follow the techniques, but remember, you may have to modify them to suit your own car and ability. one thing I can say without being harassed is few thrills can equal the elation of driving a Corvette at speed. An autocross will give you a chance to do it safely. So come on out and run the next one.

Larry Beery, Corvette-Troy

PREPARING THE CAR:

Quite often you will hear the argument that a pure street car has no chance against an out and out race car. Don't worry about it ! First, you won't be against any out and out race cars. You will be in a class of cars similarly equipped. The major difference is the driver. A true big track race car is like a bull in a china shop when it comes to a short track autocross. Their engines are tuned to a narrow (high R.P.M.) horsepower curve that is unsuited to short, tight turn courses. Many times their suspensions are far too stiff for a typical bumpy parking lot autocross.

On the other hand, your plain old pure stock or street Vette is much more flexible. It pulls right out from low R.P.M., doesn't overheat in the staging line, brakes work when they're cold and it starts every time. To begin autocrossing, you couldn't make a better choice than your stock Vette, but there are a couple of things to do the day before you hit the track:

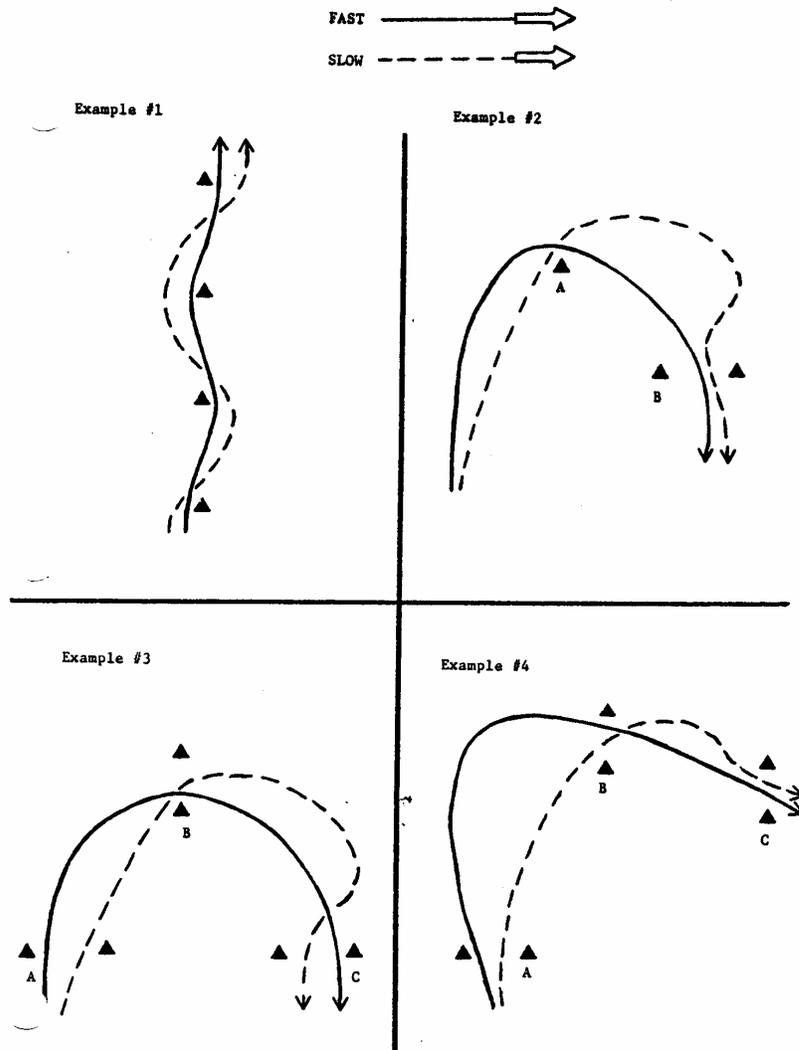
1. Check and fill up the engine oil - Reason being that tight, fast turns force the oil up the walls of the oil pan and out of reach of the oil pump. Don't run with low oil.
2. Try to run with a full tank of gas - The reason for this is to avoid the weight transfer on turns.
3. Fill all the tires with air (at least 25lbs. is the minimum requirement of NCCC) to keep you from rolling a tire off of the rim. on a stock street tire, you may want 40lbs or more pressure, to avoid excessive roll over.
4. Clean all of the excess junk out of the car -- like shoes,, bowling balls, baseball bats, right down to and including the floor mats. You don't want anything to distract your attention while driving.
5. Load the car with you helmet, sunglasses, and driving gloves.

PREPARING YOURSELF:

Getting the car ready is the easy part. Getting yourself ready is the hardest. For a lack of a better name, we'll call it driver attitude. You are going to have to put yourself in a positive frame of mind. Telling yourself that you are now going to drive faster than you ever have before.

Convince yourself that you can do whatever you set your mind to do. Then on event day, remind yourself that only you can do it. The key is "concentration". The biggest problem that you will have is the tendency for your mind is to wander from the job at hand. Your concentration of what you must make the car do easily fades as you are driving through the course. Maybe your thoughts might dwell on the last gate you took or whether you friends are watching. **WRONG!!** You must keep your concentration, keep you mind out in front of your car.

Here are a couple of tips to increase your awareness of where you are and how to keep your concentration. Talk to yourself out loud. Urge yourself to go faster. Talk to your car. Talk to the pylons. It seems foolish but it keeps you mind doing the proper things. second, fasten your seat belt and helmet strap uncomfortably tight. The slight discomfort will also help keep you aware of your surroundings.



COURSE TECHNIQUES:

This part is easy to say, but hard to do the first few times. The idea is to make the course work for you. By taking the pylons or gates in the proper line, you'll be moving faster and end up in a better position for the next gate. Always keep your mind at least two gates ahead of the car. To help you remember, walk around the course, study it. Draw it on a piece of paper, then sketch the quickest route.

Using the driving technique drawings, we'll go through the slow and fast line for each of four basic gate sequences. These are not all the types you may encounter, but they can be adapted to many of the courses. When you are through reading this article, remove the drawings and take it to the next event. Study the course and make your own mental "fast line" through the gates.

Example #1: A typical row of pylons, often called a "chicane". They are one of the most basic problems. once you learn to get though these properly, the same principles will apply to many different situations.

The idea is to go in as straight a line as possible; to turn the steering wheel in smooth equal amounts from left to right, maintaining a steady throttle. You want the car to virtually "dance" in a perfectly synchronized pattern. The inexperienced driver will find that he or she will end up out of phase with the pylons, and often knock down the last one. Each mistake you make is compounded at the next pylon. Before you know it, your line is farther and farther away from each pylon, and it is harder and harder to avoid hitting the next one. The key is smoothness. Don't try to brake or accelerate halfway through the series. Learn your maximum cornering speed through experience and hold this speed as you maneuver through. When done properly, it is pure poetry in motion.

Example #2: Most drivers invariably head for pylon "A". By doing so, the farthest point of their turn is far beyond the desired location, which makes them double-turn to get back where they should have been.

The idea is to start your turn far to the left and well before you reach pylon "A". The turning radii and turning speeds will always be the same in your car, so you want to work to place your turning pattern in exactly the right spot. By learning and knowing your turning radius, you can easily knock 30-40 feet off of the distance you travel.

Example #3: This geometric pylon pattern is the ideal example of what should be a fast, smooth, constant radius 180 degree turn. Again, the inexperienced driver will try to convert this into two or three corners, with great sliding and "fishtailing".

The way to take this corner is to edge over to the left pylon (A), just nick the inside pylon (B), and drift out to nick the outside pylon (C). This is hard but you must balance you car, keeping it in a four-wheel drift just at the edge of tire adhesion. Too much loud pedal (gas) during this maneuver and you will execute what is commonly called a "donut". Great crowd pleasers, but terrible for your timed run! But also remember this, If you have never done a "donut" (spin out),

you may not yet have found or know the limits of your car and tire adhesion. You may be able to go faster and not even know it.

Example #4: This can be a very tricky corner. Many drivers would attempt to stay on the right hand side of pylon "A" and "B", completing most of their direction changes before you arrive at pylon "B". Then you can accelerate as you pass "B" and blast straight through "C". This is a perfect example of taking what seems to be a longer route at the beginning, but it may be the fastest. It is a good idea to watch all of the quicker drivers from different locations around the course. Watch the driving line they are using.

FINAL THOUGHTS:

1. Analyze and memorize the course.
2. Think ahead of where you are.
3. Drive smoothly and steady on the gas.
4. Complete all braking before you enter a turn.
5. Try to straighten out the course as much as you can. Remember, you can neither brake or accelerate effectively if your front wheels are not straight.
6. Learn by doing. No one expects an expert driving performance the first several times out.
7. Learn by watching. Keep an eye on how the "fast" drivers do it.

Well, that's some of the tricks and so-called "secrets" all of the old pros know, and now you know too. All you have to do is perfect your driving technique and in time, you be the person to reckon with in your class. Personally, all I need are a few more "hot shoes" in my class, as if I didn't have enough problems now. But, the more drivers, the more competition, and the more fun it is. See you at the next event.

MATCHING TIME TRIALS

Often times, events, are held in pairs, generally using the same course for two subsequent events on the same day. ordinarily the "Matching Time Trials" are first, followed immediately by the "Autocross".

The only difference between these two is the method of scoring. Most generally each event will include three timed runs at the course. In the Matching Time Trials, the scoring is done by consistency of times. In other words, the driver who runs a 47.59, then a 47.61, then a 47.67, would win the award in their class over a driver who runs a 41.23, then a 40.19, then a 42.48, for example. So, at a Matching Time Trial, the most consistent drivers win --- not necessarily the fastest. In the Autocross, the best single run of the day is compared to the best of all the other drivers. Slower runs do not count in the Autocross -- just the best one of the event.

The pairing of events in this manner gives the inexperienced driver a chance to learn his or her abilities and, perhaps win a trophy as well.

CARAVANS

The caravan is the simplest and probably the most eye-catching of all our club events. A caravan, as the name implies, is a convoy of shiny, brightly hued Corvettes going to any event, party, show, or gathering which the club might wish to attend.

It is said that the caravan is the best publicity event which our club has, and that statement is quite correct. The public sees (how could they miss) the caravan heading to a certain location. Usually they have never seen so many Corvettes before, and the impression is a lasting one.

Caravans vary throughout the year in destination and type. The Corvette Nationals in Indianapolis, our CT color tour, the NCCC Convention, and the McDorman's Corvette Show are club favorites.

A parade is a special type of caravan event. C-T regularly participates in the Troy Strawberry Festival, Mum Fest, the Air Show, Troy's 4th of July Parade, and many, many more.

Caravans are easy, fun, and in many cases worth points in the C-T General Points Program. shine your car, get in line, obey the traffic laws, and we'll have ourselves a convoy!

CONCOURS D'ELEGANCE

There is a form of motoring mania in this and other countries known as the "Concourse D'Elegance". The concours was designed to produce a showing of individual refined examples of all automotive marques. The "Corvette Concours" is the displaying of the very finest examples of each Corvette model, from the 1953 Blue Flame Six to the present.

A beauty show for Corvettes, the concours is sometimes rewarding, sometimes frustrating, always demanding. Diligent preparation of any car requires countless hours of detailing if the entrant expects to emerge a winner.

In recent years, the concours has become a highly competitive event. Putting together a true concours car often requires a few friends, patience, a lot of time, and usually all of your pocket change.

A major drawback to the concours is that once the car is brought up to winners quality, some owners are reluctant to use the car for other activities such as autocrosses, drags, or even street driving.

An alternative to the concours, is the cruise-in. In this situation, the owners just get together to "show-off" their cars and enjoy each others company. There may be some type of judging at a cruise-in, to award trophies, but not to the formal rules of a concours.

CONSTITUTION / BY-LAWS

ARTICLE I: NAME

THIS ORGANIZATION SHALL BE KNOWN AS **CORVETTE TROY** OPERATING AS A NON-PROFIT ORGANIZATION.

ARTICLE II: PURPOSE

THE PURPOSE FOR WHICH THIS ORGANIZATION IS FORMED IS TO PROMOTE INTEREST, ACTIVITIES AND SKILL IN THE FIELD OF MOTOR SPORTS; TO ESTABLISH RULES AND REGULATIONS COVERING ALL THE ACTIVITIES OF THE ORGANIZATION; TO PROVIDE AND REGULATE EVENTS AND EXHIBITIONS FOR AUTOMOBILES AND THE OWNERS; TO ENCOURAGE CAREFUL AND SKILLFUL DRIVING ON THE PUBLIC HIGHWAYS; AND TO OWN REAL AND PERSONAL PROPERTY AS INCIDENTAL TO THE FOREGOING PURPOSES.

ARTICLE III: MEMBERSHIP

SECTION I. - QUALIFICATION

- A. APPLICATION FOR MEMBERSHIP IN THIS ORGANIZATION MUST BE PRESENTED TO THE MEMBERSHIP COMMITTEE FOR APPROVAL.
- B. THE MEMBERSHIP YEAR IS FROM JANUARY 1 TO DECEMBER 31.
- C. RENEWAL DUES SHALL BE CONSIDERED DELINQUENT IF NOT PAID BY THE CLOSE OF THE OCTOBER BUSINESS MEETING.
- D. ONLY MEMBERS WITH DUES IN CURRENT STATUS HAVE FULL VOTING RIGHTS, ARE ELIGIBLE TO HOLD OFFICE, AND ARE CANDIDATES FOR YEAR END TROPHIES AND AWARDS.
- E. MEMBERSHIP IN THE NATIONAL COUNCIL OF CORVETTE CLUBS INC. THROUGH CORVETTE TROY IS MANDATORY.

SECTION II. - CLASSIFICATION

- A. PRIMARY MEMBER: MUST BE AT LEAST 18 YEARS OLD AND BE THE PRINCIPAL OWNER OF A CORVETTE.
(ONLY PRIMARY MEMBERS SHALL RECEIVE MAILINGS)
- B. SPOUSE: MUST BE LEGALLY MARRIED TO PRIMARY MEMBER.
- C. DEPENDENT: LEGAL DEPENDENT OF PRIMARY MEMBER.
MUST BE 16-25 YEARS OLD.
- D. PRINCIPAL OPERATOR: ANY SINGLE (UNMARRIED) PRIMARY MEMBER MAY BRING INTO MEMBERSHIP A PRINCIPAL OPERATOR. THIS PERSON IS SUBJECT TO PRIMARY MEMBERSHIP FEES APPLICABLE AT THE TIME OF JOINING. THIS MEMBER IS ELIGIBLE TO VOTE, HOLD OFFICE, AND IS OTHERWISE TO BE TREATED AS A FULL MEMBER OF THE ORGANIZATION. EACH SINGLE (UNMARRIED) MEMBER IS STRICTLY LIMITED TO ONE PRINCIPAL OPERATOR PER MEMBERSHIP YEAR.

ARTICLE IV: OFFICERS

OFFICERS WILL CONSIST OF A PRESIDENT, EXECUTIVE VICE PRESIDENT, VICE PRESIDENT OF MEMBERSHIP, VICE PRESIDENT OF COMPETITION, TREASURER, SECRETARY, AND GOVERNOR. OFFICERS WILL BE ELECTED AT THE ANNUAL (NOVEMBER) MEETING. NEWLY ELECTED OFFICERS ASSUME THEIR DUTIES UPON ADJOURNMENT OF THE DECEMBER MEETING, AND HOLD OFFICE UNTIL A LIKE TIME THE FOLLOWING YEAR. DUTIES OF THE OFFICERS ARE AS FOLLOWS:

- I. PRESIDENT:
 - A. PRESIDES AT ALL MEETINGS, REGULAR AND SPECIAL, OF THE MEMBERSHIP.
 - B. PRESIDES AS CHAIRMAN OF THE EXECUTIVE BOARD.
 - C. APPOINTS CHAIRMAN OF THE NEWSLETTER, SOCIAL, CHARITY AND WEB PAGE COMMITTEES
 - D. CALLS SPECIAL MEETINGS OF THE MEMBERSHIP.
 - E. CALLS MEETINGS OF THE EXECUTIVE BOARD.
- II. EXECUTIVE VICE PRESIDENT:
 - A. CHAIRMAN OF THE PUBLIC RELATIONS COMMITTEE.
 - B. MEMBER OF THE EXECUTIVE BOARD.
 - C. ASSUMES THE DUTIES OF THE PRESIDENT DURING TEMPORARY ABSENCES.
 - D. COORDINATES PARADES.
- III. VICE PRESIDENT OF COMPETITION:
 - A. CHAIRMAN OF THE COMPETITION COMMITTEE.
 - B. MEMBER OF THE EXECUTIVE BOARD.
 - C. RESPONSIBLE FOR THE TABULATION OF CLUB POINTS.
 - D. RESPONSIBLE FOR THE COMPLETION OF ALL COMPETITIVE EVENTS.
- IV. VICE PRESIDENT OF MEMBERSHIP:
 - A. CHAIRMAN OF THE MEMBERSHIP COMMITTEE - MAINTAINS MEMBERSHIP LIST.
 - B. MEMBER OF THE EXECUTIVE BOARD.
 - C. RESPONSIBLE FOR THE DISTRIBUTION OF CLUB INCIDENTALS TO NEW MEMBERS.
 - D. RESPONSIBLE FOR KEEPING CLUB MEMBERSHIP RECORDS.
- V. TREASURER:
 - A. CUSTODIAN OF THE CORVETTE-TROY FUNDS.
 - B. MEMBER OF THE EXECUTIVE BOARD.
 - C. MAINTAINS FINANCIAL RECORDS.
 - D. DISBURSES MONEYS FOR NORMAL OPERATING EXPENSES AND BUSINESS AS AUTHORIZED BY THE MEMBERSHIP.
 - E. RECEIVES MONEYS FROM EVENTS, DUES, FEES, ETC.
- VI. SECRETARY:
 - A. RECORDS AND MAINTAINS MINUTES OF MEETINGS.
 - B. MAINTAINS A COURTESY MAILING LIST.
 - C. PREPARES ORDER OF BUSINESS FOR THE PRESIDING PRESIDENT.
 - D. MEMBER OF THE EXECUTIVE BOARD.
 - E. SUBMITS SUMMARY OF MINUTES OF MEETINGS TO PUBLICATIONS COMMITTEE.
- VII. GOVERNOR:
 - A. DIRECTOR OF ALL CORVETTE-TROY BUSINESS WITH THE NATIONAL COUNCIL OF CORVETTE CLUBS, INC.
 - B. SHALL REPRESENT THE ORGANIZATION AT ALL POSSIBLE MEETINGS OF THE BOARD OF GOVERNORS, OR APPOINT A SUITABLE REPRESENTATIVE TO ATTEND IN HIS ABSENCE.
 - C. ATTENDS ALL POSSIBLE NCCC EVENTS.
 - D. IS THE CUSTODIAN OF ALL NCCC RELATED BROCHURES CORRESPONDENCE, AND INCIDENTAL TO MEMBERSHIP.
 - E. MEMBER OF THE EXECUTIVE BOARD.

ARTICLE V: EXECUTIVE BOARD

SECTION I.

THE EXECUTIVE BOARD SHALL CONSIST OF THE PRESIDENT, EXECUTIVE VICE PRESIDENT, VICE PRESIDENT OF COMPETITION, VICE PRESIDENT OF MEMBERSHIP, TREASURER, SECRETARY, GOVERNOR, PAST PRESIDENT, TRUSTEES, CHAIRMAN OF THE NEWSLETTER COMMITTEE, CHAIRMAN OF THE SOCIAL COMMITTEE, CHAIRMAN OF THE CHARITIES COMMITTEE, AND WEB PAGE COMMITTEE.

SECTION II.

MEETINGS OF THE EXECUTIVE BOARD SHALL BE CALLED AT THE DISCRETION OF THE PRESIDENT, WITH A MINIMUM OF ONE PER CALENDAR QUARTER, TO TRANSACT BUSINESS OF THE ORGANIZATION AND MAKE RECOMMENDATIONS IN THE FORM OF RESOLUTIONS TO BE PRESENTED TO THE MEMBERSHIP FOR VOTE AT THE NEXT REGULAR OR SPECIAL MEETING OF THE ORGANIZATION.

ARTICLE VI: COMMITTEES

SECTION I.

THE PUBLIC RELATIONS COMMITTEE WILL BE CHAIRED BY THE EXECUTIVE VICE PRESIDENT.

SECTION II.

THE MEMBERSHIP COMMITTEE WILL BE CHAIRED BY THE VICE PRESIDENT OF MEMBERSHIP.

SECTION III.

THE COMPETITION COMMITTEE WILL BE CHAIRED BY THE VICE PRESIDENT OF COMPETITION.

SECTION IV.

THE NEWSLETTER COMMITTEE WILL BE CHAIRED BY AN ACTIVE MEMBER APPOINTED BY THE PRESIDENT, AS EDITOR OF THE MONTHLY NEWSLETTER.

SECTION V.

HE SOCIAL COMMITTEE WILL BE CHAIRED BY AN ACTIVE MEMBER APPOINTED BY THE PRESIDENT, TO PLAN AND IMPLEMENT THE SOCIAL CALENDAR.

SECTION VI.

THE CHARITIES COMMITTEE WILL BE CHAIRED BY AN ACTIVE MEMBER APPOINTED BY THE PRESIDENT, TO COORDINATE ALL CHARITY RELATED ACTIVITIES AND ASSIGN VARIOUS COMMITTEE MEMBERS TO CARRY OUT THE RELATED RESPONSIBILITIES OF THESE ACTIVITIES.

SECTION VII.

THE WEB PAGE COMMITTEE WILL BE CHAIRED BY AN ACTIVE MEMBER APPOINTED BY THE PRESIDENT, AS THE WEBMASTER TO MAINTAIN WWW.CORVETTE-TROY.COM IN A CONTINUALLY UPDATED FORMAT.

ARTICLE VII: PARLIAMENTARY PROCEDURES

THE RULES CONTAINED IN ROBERT'S RULES OF ORDER REVISED SHALL GOVERN THIS ORGANIZATION IN ALL CASES TO WHICH THEY ARE APPLICABLE, AND IN WHICH THEY ARE NOT INCONSISTENT WITH THE BY- LAWS OF THE ORGANIZATION.

ARTICLE VIII: ELECTION OF OFFICERS

SECTION I.

THE ELECTION OF OFFICERS SHALL BE HELD AT THE ANNUAL (NOVEMBER)MEETING.

SECTION II.

IN THE ELECTION OF OFFICERS A SIMPLE MAJORITY OF THE QUORUM MUST BE ATTAINED. IF THE FIRST VOTE DOES NOT PROVIDE THAT MAJORITY, A SECOND VOTE BETWEEN THE TWO HIGHEST VOTE RECIPIENTS SHALL BE TAKEN.

SECTION III.

THE TERM LENGTH OF ALL ELECTED OFFICES, EXCEPT TRUSTEES, IS TWO (2) YEARS. THE OFFICES OF PRESIDENT, VICE PRESIDENT OF COMPETITION, AND TREASURER WILL BE ELECTED AT THE ANNUAL MEETING IN ODD NUMBERED YEARS. THE OFFICES OF EXECUTIVE VICE PRESIDENT, VICE PRESIDENT OF MEMBERSHIP, SECRETARY AND GOVERNOR WILL BE ELECTED AT THE ANNUAL MEETING IN EVEN NUMBERED YEARS.

ARTICLE IX: IMPEACHMENT AND REPLACEMENT OF OFFICERS SECTION I. PETITION:

- A. TO START IMPEACHMENT PROCEEDINGS, A PETITION SIGNED BY AT LEAST 10% OF THE CLUB MEMBERSHIP MUST BE PRESENTED TO THE EXECUTIVE BOARD.
- B. THE PETITION SHALL STATE THE OFFICER IN QUESTION, NAME, POSITION, AND REASON FOR IMPEACHMENT.

SECTION 2. PROCEDURE:

- A. WITHIN 48 HOURS THE EXECUTIVE BOARD SHALL NOTIFY THE OFFICER IN QUESTION OF THE ALLEGATIONS AND THAT HE/SHE IS SUSPENDED FROM THE OFFICE UNTIL THE PETITION IS RESOLVED.
- B. WITHIN 30 DAYS THE EXECUTIVE BOARD, THE OFFICER IN QUESTION, AND THE SPOKESPERSON FOR THE PETITION SHALL MEET IN A HEARING TO RESOLVE THE PETITION.
- C. IF THE DISPOSITION AT THE HEARING IS NOT SATISFACTORY TO BOTH PARTIES, THE MATTER SHALL BE BROUGHT BEFORE THE MEMBERSHIP AT THE NEXT REGULARLY SCHEDULED CLUB MEETING.

SECTION 3. REPLACEMENT OF OFFICERS:

IN THE EVENT OF A VACATED OFFICE, THE PRESIDENT SHALL APPOINT A CAPABLE INDIVIDUAL TO FILL OUT THE TERM IN THAT OFFICE. THIS APPOINTMENT IS SUBJECT TO THE APPROVAL OF THE MEMBERSHIP. SHOULD THE VACATED OFFICE BE THAT OF THE PRESIDENT, THE EXECUTIVE VICE PRESIDENT WILL MOVE UP TO THAT OFFICE AND MAKE THE APPOINTMENT FOR THE OFFICE OF EXECUTIVE VICE PRESIDENT.

ARTICLE X: PROCEDURE FOR AMENDMENT

PROPOSED CHANGES OF THE CONSTITUTION BY-LAWS MUST BE PRESENTED IN WRITING TO THE MEMBERSHIP FOUR (4) WEEKS PRIOR TO PUTTING THEM TO A VOTE. CHANGES MUST APPEAR IN A REGULAR ISSUE OF THE NEWSLETTER BEFORE IT CAN BE VOTED ON. CHANGES IN THE BY-LAWS REQUIRE A 2/3 MAJORITY VOTE OF THE QUORUM MEMBERSHIP, EXCEPT WHEN THE PROPOSED CHANGE IS PRESENTED BY THE UNANIMOUS RECOMMENDATION OF THE EXECUTIVE BOARD, THEN A SIMPLE MAJORITY OF THE QUORUM IS SUFFICIENT.

ARTICLE XI: QUORUM

SECTION I.

A QUORUM MEMBERSHIP FOR ALL VOTING ISSUES SHALL BE DEFINED AS ALL MEMBERS PRESENT AT A REGULAR OR SPECIAL MEETING, OF WHICH THE TOTAL MEMBERSHIP HAS BEEN ADVISED IN WRITING AT LEAST ONE WEEK IN ADVANCE.

SECTION II.

A QUORUM FOR THE COMMITTEE MEETINGS SHALL BE DEFINED AS ALL MEMBERS PRESENT, PROVIDING EACH OF THE COMMITTEE MEMBERS HAS BEEN ADVISED AT LEAST ONE WEEK IN ADVANCE BY THE PRESIDENT OR COMMITTEE CHAIRMAN.

ARTICLE XII: TRUSTEES

SECTION I.

THE ORGANIZATION SHALL HAVE THREE ELECTED OFFICIALS KNOWN AS TRUSTEES.

SECTION II.

IN ORDER TO BE CONSIDERED FOR THE OFFICE OF TRUSTEE, A MEMBER MUST HAVE AT LEAST THREE CONSECUTIVE YEARS MEMBERSHIP IN THE ORGANIZATION, AND HELD AN ELECTIVE OFFICE FOR AT LEAST ONE YEAR AT ANY TIME.

SECTION III.

AN ELECTED TERM FOR A TRUSTEE SHALL BE THREE YEARS, WITH ONE TRUSTEE POSITION BEING OPEN FOR ELECTION EACH YEAR AT THE ANNUAL MEETING. NO MEMBER MAY SERVE AS A TRUSTEE FOR MORE THAN ONE CONSECUTIVE TERM.

SECTION IV.

THE DUTIES OF THE TRUSTEES ARE AS FOLLOWS:

- A. TO EVALUATE THE ACTIONS OF THE EXECUTIVE BOARD AND THE MEMBERSHIP AS A WHOLE AND PROVIDE RECOMMENDATIONS WITH CONSIDERATION TO ALL MEMBERS AS TO THE DIRECTION WHICH SHOULD BE TAKEN ON VARIOUS ISSUES
- B. TO BE RESPONSIBLE FOR THE SALE OF CLUB LOGO MERCHANDISE AND USAGE OF THE CLUB LOGO.
- C. TO SELECT THE RECIPIENTS OF SPECIAL AWARDS TO BE PRESENTED TO MEMBERS
- D. TO SERVE AS A NOMINATING COMMITTEE TO SOLICIT CANDIDATES FOR ELECTED OFFICES.
- E. TO BE RESPONSIBLE FOR CLUB PROPERTIES, THEIR CARE, CONDITION AND DISPOSAL AS NEEDED.

ARTICLE XIII: DISSOLUTION

SECTION I. PROPERTY

IF, FOR ANY REASON, THIS ORGANIZATION IS DISBANDED OR DISSOLVED, ANY PROPERTY HELD IN THE ORGANIZATION'S NAME SHALL BE LIQUIDATED AND TURNED INTO CASH IN ACCORDANCE WITH THE DECISIONS MADE BY THE THEN ACTIVE MEMBERS. AFTER ALL ORGANIZATION LIABILITIES HAVE BEEN PAID, THE REMAINING CASH SHALL BE DONATED TO A NON-PROFIT CHARITABLE ORGANIZATION CHOSEN BY THE ACTIVE MEMBERS OF THE ORGANIZATION.

SECTION II. DISSOLUTION

DISSOLUTION OF THE ORGANIZATION SHALL BE MADE IN ACCORDANCE WITH- APPLICABLE FEDERAL AND STATE OF OHIO LAWS.

CORVETTE-TROY POINTS PROGRAM

You may ask yourself, why does this club bother with a points program? After all, people who participate and win the competitive events already have trophies; why should we give out any more? The Corvette-Troy points program is set up to measure and reward active participation of C-T members in two points program, one for men and one for women.

Our events are so scheduled that we can offer something to just about everyone in one form or another. Our points program ranges from monthly business meetings, monthly competitions in the form of rallies, autocrosses, matching time runs, concourse and/or drag events, to social gatherings such as parades, and club caravans. For attendance and participation in these events, points are awarded, and at the end of the year the winners in both men's and women's points standing are awarded trophies for their participation within the club. This points program is made up of three basic categories: (A) Business Meeting and Competitive Events, (B) Bonus Points, (C) Extra Point Activities, and (D) Social Events.

General Points Program shall run from January 1 through December 31 of a given calendar year and shall consist of the following for both men's and women's points standings.

A. Business Meeting and Competitive Events

- (1) Business Meetings (not more than 12 per year, 1 per month)
 - (a) Attendance - arrival before the end of Roll call, departure not before adjournment 10 points
 - (b) Attendance - arrival after the end of Roll Call and/or departure before adjournment 7 points
- (2) Competitive Events
 - (a) Participation as Entrant, Worker or Chairperson (not more than once per month) 10 points
 - (b) Participation in Rallye type event, but failure to arrive at finish location within specified time 7 points
- (3) Parades
 - (a) Participation in a C-T recognized published parade (not more than 1 per month) and not in addition to an entrant in an event, worker or chairperson – 10 points.

Regulations:

- (A) In months when more than one competition event is held, the points claimed in item 2a above can be claimed only once. However, the other events can be claimed as outside events as detailed in Section C
- (B) If a member elects to run a N.C.C.C. sanctioned event sponsored by another Corvette club, on the same date as a Competitive Event, that member can claim his/her participation points, but are not eligible for any Bonus Points
- (C) A maximum of 230 points can be attained in this category.

B. Bonus Points

(1) Chair or Co-Chairperson 5 points

(2) Finish Position Points

Number of participants	1st	2nd	3rd	4th	5th	6th	7th
1	1	0	0	0	0	0	0
2-3	2	1	0	0	0	0	0
4-5	3	2	1	0	0	0	0
6-7-8	4	3	2	1	0	0	0
9-10-11-12	5	4	3	2	1	0	0
13-14-15	5	4	3.5	3	2	1	0
16 or more	5	4	3.5	3	2.5	2	1

Regulations:

- (A) Bonus Points are awarded with consideration to respective finish compared only to other points eligible C-T members in competition. Non-members and members of other clubs are not considered when determining Bonus Points
- (B) At events where FTD's are awarded, the person receiving the Group FTD will be awarded the same number of points as awarded to the winner of the largest class at that event.
- (C) In months when multiple events are held, all Chair and Co-Chairpersons shall receive their 5 Bonus Points, but they are not eligible to earn any additional Bonus Points in that month
- (D) Chair and Co-Chairpersons are not eligible to compete in their event. It is the responsibility of the Chairpersons to determine who is and who is not a worker at his/her event
- (E) A member is limited to one Chair or Co-Chairmanship per year. In the event that a member chairs more than one event in a year, Chairman Bonus Points are awarded only for the first event chaired.
- (F) In months when multiple events are held, one of those events, to be decided by popular vote, will be selected as Bonus Point Event for the month. This vote must take place in time to allow the selected event to be notified to the membership in a regularly scheduled newsletter distributed prior to the date of the event
- (G) In any event where a driver/navigator team is in competition, and both members of the team are competing in the same (men/women) points program, Equal points will be given to each member of the competing team.
- (H) There is no maximum number of points attainable in this category.

C. Extra Point Activities

- (1) Participation in N.C.C.C. Sanctioned event held by another Corvette club 2 points each
- (2) Participation in N.C.C.C. Sanctioned event held by Corvette-Troy, other than those designated as Bonus Point Events or otherwise claimed for points as described in item A2 2 points each

- (3) Participation in a C-T recognized parade maximum 2 points per member participating or 2 points for a member's (not participating) car. Maximum points an individual member may receive is 2 points.
- (4) Attendance at a nationally/regionally recognized Corvette activity (i.e. N.C.C.C. Convention, Bloomington Gold, Indy Corvette nationals, Knoxville Corvette Expo, Gatlinburg Vettefest, Regional Banquet, McDorman's, etc. 2 points each

Regulations:

- (A) Participation in a parade is defined as any member associated with the Corvette participating, plus the member driving
- (B) It is the responsibility of the Executive Vice-President to rule on what designates a recognized parade.
- (C) It is the responsibility of the VP Competition to rule as to whether or not an activity is "nationally/regionally recognized" in item C4.
- (D) A maximum of 50 points can be attained in this category.

C. Social Events (not more than 12 per year, 1 per month)

- (1) Participation as Entrant, Worker, or Chairperson and/or Co-Chairperson 5 points

Regulations:

- (A) The participant will be responsible for sign in with the Social Chairperson during the event.
- (B) If a member elects to run a N.C.C.C. sanctioned event, sponsored by another Corvette club, on the same date as a Social Event, that person can claim his/her participation point
- (C) Any Social event that exceeds one weekend day must be published in "The Vette Gazette" at least 150 days in advance.
- (D) A maximum of 50 points can be attained in this category.

E. General Regulations

- (1) To earn points you must be a paid Corvette-Troy member. If you have participated in activities prior to joining, points earned are retroactive only to the first of the month in which dues are paid.
- (2) Men and Women are separated into separate programs, with points awarded accordingly.
- (3) Awards will be presented at the Awards Banquet, to be held on a Saturday night in February of the following year. At the end of the competition year, awards will be given to the first place man, and to all other men who have achieved points totals that are 75% or greater, when compared to the first place man. At the end of the competition year, awards will be given to the first place woman, and to all other women who have achieved points totals that are 75% or greater, when compared to the first place woman.

- a) The value of the award given to the winner of the men's competition point program to be equal to the primary member early renewal price for that year.
The value of the award given to the winner of the women's competition point program to be equal to the primary member early renewal price for that year.
 - b) The value of the award given to the 2nd through final winner of the men's competition point program to be equal to one half the primary member early renewal price for that year.
 - c) The value of the award given to the 2nd through final winner of the women's competition point program to be equal to one half the primary member early renewal price for that year.
- (4) Proposals for changes to this program must be presented in writing no later than the October Executive Board meeting, proposed to the membership at the regularly scheduled November meeting, and accepted or defeated at the December meeting.

SPECIAL POINTS PROGRAM

Anyone who is a paid member of Corvette-Troy is eligible to sponsor new members. For such sponsorships the CT member earns 10 points in the special points program and in addition, for every point the new member(a) earn in the General Points Program the sponsor earns a like number of points in the Special Points Program. A sponsor will earn such points for the membership year or quarter for which the new member joins and only as long as the sponsor is eligible to earn in the General Points Program. To be eligible for sponsorship as a new CT member this person must never have been affiliated with any Corvette club in any past year. Spouse memberships are not subject to sponsorships. The winner of this program will receive the Boyd Spencer Award at the end of the membership year. This trophy shall be returned to the club at year's end. A permanent silver award will also be presented to the winner. In the event of ties the actual number of new members sponsored shall prevail.

QUARTERLY COMPETITION POINTS

This program was intended to promote activity of new members In club events and meetings. A new member is eligible for this program for one calendar quarter, this being the first full quarter of Corvette-Troy membership by the now member. To be eligible for this program the new member must not have been a member of any Corvette club before.

New members will be awarded points in this program identically to those awarded in the General Points Program. New members are also included in the General Points Program concurrently with the New Member Quarter Points Program. All points earned in General Points will be included in the quarter Points Program with the exception of those earned as Chairperson or Co-Chairperson.

Awards will be presented to the linner on the basis of one (1) award for every ten (IU) eligible members. Women will compete separately from men. A minimum of 30 pqints must be attained to qualify for a silver award.

CLOSING STATEMENTS

This booklet was prepared to answer any questions which any member might have concerning any event, or activity within Corvette-Troy or the National Council of Corvette Clubs. Of course, it would be impossible to write a booklet which covers everything. So, should you have any questions concerning anything not covered in this book, do not hesitate to ask any of the longer standing members of CorvetteTroy. If they can answer you, they will --if not, they will direct you to someone who can.

It is our desire that every member of Corvette-Troy understand what his club is trying to accomplish. In this way each member can reap enjoyment which will surpass the investment he has made in the form of dues. But, the club cannot, by itself, make your membership worth it's expense -- only you, as a member can do that.

None of the events which Corvette-Troy has on its schedule are designed to do any damage to you or your Corvette. Your ability to drive is certain to improve with you participation in events. Your knowledge of how to drive your Corvette, and what you can make it do are certain to be of importance to you out on the street, as well as in the events themselves.

In addition to all the activities offered by our club, one of the important and often times overlooked features of our or any other club, is the technical advise and expertise that members have pertaining to Corvettes. With our total club participation there are very few problems that our members have not heard of at one time or another, and they are always willing to share their experiences with others.

So, don't be afraid -- come out and give all the activities a try! They are designed to give you and your family enjoyment, and to help you get more out of that investment you made when you made the purchase of a Corvette.

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