

COWTOWN LOW-DOWN

VOLUME 35, No. 5

\$25.00 SUBSCRIPTION

WWW.COWTOWNVETTES.ORG

13 AND COUNTING

It all began back in the early sixties when I was going to college and had a paper route. Early one Sunday morning as I was finishing throwing papers, I discovered a few partially stripped late fifties and early sixties models Corvettes setting in an alley near my house. I had seen a police patrol car earlier and notified them about the Corvettes and, upon their subsequent investigation, they found other Corvettes in the process of being stripped a few blocks away. These cars had been stolen from a used car lot well known for handling Corvettes. I guess the bug had bit me at that point and I knew that I would have to get a Corvette. In May 1964, I bought my first one, a 1959 Ermine white with red interior, hardtop only with 245 HP, 4-speed for the astronomical sum of \$2095. This car was in my possession for only two months and had to be sold, since the wife was pregnant and had difficulty fitting behind the steering wheel. Not much forward planning had gone into that purchase. I was working in downtown Fort Worth in the middle sixties and had the opportunity to buy a loaded 1963 split window coupe if I could have come up with two back payments of \$140 each, I but didn't have the cash. \$280 was a lot of money back then. My office was about three blocks from Earnest Allen Chevrolet and I went there quite often at lunch to look at what was on the showroom floor. In the fall of 1966, a Mosport Green coupe showed up and I started making plans to buy it, but I was a day late and settled for buying a used Glen Green 1965 coupe that had been driven by Earnest Allen, Jr. This was a 4-speed car that had the t-handle reverse lockout. The pin that attached to the t-handle was held in place by a set screw that occasionally vibrated loose making it difficult to shift into reverse. One day, my wife called me to let me know that she had that problem and fixed it by hitting the gear shift knob numerous times with a hammer until it went into reverse. Kinda sends shivers up your spine, doesn't it? That car lasted until the next spring when we decided we needed a larger house and the Corvette was sold.

I started working for General Motors in May 1968 making a little more money and the

Continued on Page 8



CTV CALENDAR 2008

➤ DENOTES 100%*ER EVENT (*)

➤ 5/2 ~ MEMBERSHIP MTG *

7:30-9:00 P.M.

COORS HOSPITALITY ROOM
135W @ JOHN McMILLAN PKWY.

➤ 5/10 ~ CAR SHOW @ *

BRUCE LOWRIE CHEVROLET

(CHECK THE FLYER AND ARTICLE SHOWN ELSEWHERE IN THIS NEWSLETTER OR THE CLUB'S WEB SITE FOR DETAILS.)

5/21 ~ BOARD MTG

7:00 P.M. ~ CONFERENCE ROOM

COORS DISTRIBUTOR
135W @ JOHN McMILLAN PKWY.

➤ 9/20 ~ NKF KIDNEY WALK *

(DETAILS WILL BE FORTHCOMING AS THEY ARE

MADE AVAILABLE TO THE CLUB.)

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PRESIDENTIAL PRIMARY

Have you ever wondered how Cowtown Vettes got involved with the Texas Motor Speedway? How were we able to get our members on a list of people that work pit road, hospitality tents or just general security? I thought about this, because we just had the April NASCAR race, and the June IRL race is not far off (and Karyn suggested that I write about this). Well, imagine life before Texas Motor Speedway (BTMS). NASCAR was something that was happening in the Southeastern states, but the popularity of the sport was growing. It wasn't considered a national sport at the time, more like something for the back woods, country-bumpkin people. It was still thought of as a contest between various moonshiners. (Some people still think of it as this, but that's a whole different story.) I remember the days when the races weren't broadcast on TV and, if they were, they were tape delays. Sometimes they weren't even shown the same day of the race. From the 50's to the 70's, this form of racing had a very small following. The sport has really taken off over the last couple of decades, and some people credit Dale Earnhardt for the unprecedented growth in the late 80's and early 90's. He was the one who really started the marketing efforts for selling anything and everything that race fans could think of.

But back to how we got involved. In late 1994, Bruton Smith announced plans to build a speedway in the Ft Worth area. In early 1995, he decided on the location, and construction began later in 1995. As the racetrack neared its completion, we had several club members who thought this was a fantastic opportunity for Cowtown to help the Speedway and give us a chance to get close to some of the drivers and maybe we could turn this into an opportunity for the club to use the track for one of our own events. That really seemed like a far-fetched idea at the time, but we pursued it and it didn't take long for it to start taking shape. We had lots of volunteers from the club who were excited about the opportunity to work at the speedway. We probably had around 25 members sign up to work the first race. They had us working several locations - pit road, down by the hospital, around the gates to the garages, guarding the gates to the driver's motor homes, and even at the base of the grandstands to keep fans off of the fencing. Those lucky people who worked by the grandstands would be almost black at the end of the race from all the tire rubber, oil and whatever else was coming from the cars as they zoomed by. Everybody employed by the track was new back then and most everything was extremely disorganized. Volunteers reported for work at 6:30am, worked 15-hour days with very little break time, and didn't leave the track until after 9:00pm. Then they got up and did it all again the next day. Most of the volunteers worked all four of they days they had the races, but it was exciting and new, and most enjoyed the opportunity to get close to the action, the drivers, the crews, and see the pit road operations from just a few feet away. There was only one race each year at the beginning, so it took several years for the experience to lose its appeal.

This is the 12th season of racing at the speedway, and we have several members who have worked out there every year, at every event. SCOTT WHEELER, CLIFF GRIFFITH, SHARON ZSCHIRNT and HARRY RUMZEK are our professional workers at the speedway. Every year they volunteer to spend several days of their lives at the track. HARRY RUMZEK is our TMS Coordinator, and he is the guy you need to talk to if you are interested in working out there. They now schedule us for reasonable hours each day, and prefer that you work multiple days. We have had many members volunteer their time and spend many hours out there. Any time worked by our members is credited to the Cowtown account, and that allows us the use of the track for our NCCC events. The IRL guys are more lenient about letting the workers walk through the garage area and get up closer to the drivers. If you're interested in working TMS during the races, check with HARRY RUMZEK. If you're a race fan, I know you'll enjoy the experience.

Well, enough rambling and remembering the old days. Back to the present - this year has started out with lots of participation. Our Valentine's Dinner and the March practice autocross both had fantastic attendance. We have around 30 signed up for the Susan G. Komen Race for the Cure in April. For May, we have a car "exhibition" scheduled for May 10th at our sponsor Bruce Lowrie Chevrolet. And, as the weather gets better, I hope to see even more of you at our monthly events and socials.

Our next meeting is May 2nd. We'll be back in the hospitality room. I hope to see you there!

Don Fowler

VICE PRESIDENT'S ARTICLE

I want to thank all the members who came out and supported "The Susan G. Komen Race for the Cure" on the behalf of our Club. For those who walked and other members of the Club, we enjoyed brunch at Lambert's Restaurant. A very special thanks to KARYN FOWLER for her time and for putting on April social that is dedicated to education and research on breast cancer causes, treatment and the search for the cure.

May 10th is our next 100% social for the year at Bruce Lowrie Chevrolet. This is an exhibition show where the members of Cowtown Vettes display our cars to thank Bruce Lowrie Chevrolet for sponsoring our Club. The dealership pays for the publication of the *Low Down* and donates trophies for Cowtown's Vettes Annual Car Show. I ask that you show up between 7:45 AM – 8:00 AM, so we can arrange our cars before the dealership opens for business. At 1:00 PM, we will cruise to Babe's Chicken (in Burleson) for home-style chicken for lunch. For our members who have trailers, please park behind the body shop. Remember to bring your chairs.

NOTE:

YOU MUST ATTEND THE CAR EXHIBITION TO QUALIFY FOR
100%'er
ATTENDANCE !!!!

May Social

Bruce Lowrie Chevrolet Exhibition Show

(100%'er Event)

May 10

8:00 AM – 12:30 PM

Lunch at Babe's in Burleson

(Not a 100%'er Event)

1:30 PM

June Social

Chisolm Park Picnic

(100%'er Event)

More information will be in June's *Low-Down*.

Remember This Is Your Club

Don F. Wells

JULY MEMBERSHIP MEETING DATE CHANGE

Please be prepared to vote at the May Membership Meeting for a change of the July Membership Meeting date, which falls on a National Holiday. In accordance to ARTICLE III, Section 2.0 of the Club's By-Laws, the July Membership Meeting may be changed by a majority of the membership present at the May Membership Meeting. The Board has secured our regular location on **JULY 11** and recommends that the membership accept this rescheduled date.

CTV COMMITTEES 2008

➤ DENOTES CHAIRPERSON

AUDIT

➤ CATHY CASTORANI

JOHN GRACE

CAR SHOW

➤ JOHN BREFCZYNSKI

CHARITIES

JANE BUEHLER

COMPETITION

➤ BRUCE LEWIS

CTV CRUISER PROGRAM

➤ DOUG McMAHAN

EQUIPMENT

➤ RICK GARABEDIAN

HISTORIAN

LOGO MERCHANDISE

➤ KIM WEST

MEMBERSHIP/WELCOME

➤ NANCY WELLS

MID-AMERICA

➤ JAMES WEST

NCCC EVENTS

➤ BOB MORRISON

RED GREENFEDER

➤ DENOTES CHAIRPERSON

NCM AMBASSADOR

➤ JAMIE HAGWOOD

NEWSLETTER

SYLVIA HOALDRIDGE

DOUG McMAHAN

GLENDA McMAHAN

OPEN ROAD RACING

➤ KARL SAMUEL

PARLIAMENTARIAN & BY-LAWS

➤ BARB GREENFEDER

KERRY KING

SOCIALS

➤ DON WELLS

SPONSORSHIP

TELEPHONE

➤ ALAINE KING

TEXAS MOTOR SPEEDWAY

➤ HARRY RUMZEK

TIMING

➤ CANDY LOWREY

35TH ANNIVERSARY

➤ KIM WEST

PARDON FROM THE NCCC GOVERNOR

I understand the April membership meeting went quicker than usual without my long-winded report. Be forewarned; I'll be back with a vengeance in May. I want to thank that cute redhead, Mo, for covering for me at the April meeting. Too bad I wasn't at the meeting; I knew who the mystery member was!

Wow! Our friends in Waco at the Cen-Tex Corvette Club are celebrating their 40th anniversary this year. It would be a good idea to support them at their auto-crosses in May. As usual, the flyer for the event weekend they are co-hosting with Mid-Coast Corvette Club is on the Southwest Region web site. If you need a printed copy, just let me know.

And how do you get to the Southwest Region web site, you ask? One easy way is to follow the link that's on our award winning web site. I find that our web site is a great portal to lots of Corvette stuff. I recently needed to get to the Mid-America Designs online Corvette parts and accessories catalog. I know several ways to do that [After all, I *am* a computer professional!]. But a quick and easy way of bringing up the catalog is just to click on the link that's on the CTV web site.

What's Coming Up

- 5-2/3 NCCC National Governor's Meeting in St. Louis
- 5-17/18 Cen-Tex Corvette Club (CTCC) and Mid-Coast Corvette Club (MCCC) – First Choice weekend in Waco (10 low speed auto-Xs)
- 5-23/24/25 Oklahoma City Corvette Club (OCCC) and Corvette Club of Oklahoma City (CCOC) – First Choice Weekend; (6 low speed auto-Xs at the Sheriff's Track, Saturday and 4 drag race events at Thunder Valley on Sunday).
- 5-24 Southwest Region Governors' Meeting; Oklahoma City
- 6-7/8 Southwest Region Fundraiser – 10 low speed auto-Xs at the Sheriff's Track in Oklahoma City.
- 6-21/27 NCCC National Convention – Tulsa OK

Scholarships

Don't forget to take advantage of the Southwest Region Larry Kolb Memorial Scholarship Program. June 15 is the deadline for submitting your application for the educational scholarship. Please see me if you need any help taking advantage of this offer.

Convention

It's coming up soon! The NCCC Convention in Tulsa; a whole week of partying and Corvetting in June. Don't forget to order your exclusive SW Region Convention apparel. Be sure to make plan to join your fellow club members for 'Racin' on Tulsa Time!'

Membership

See me if you haven't gotten your 2008 NCCC pin and calendar.

Don't Ask!

- Why I needed the Mid America Designs catalog
- How that's related to my trip to the Emergency Room.

Don't forget to write or call... /Scott

"Straights are for fast cars. Turns are for fast drivers." - unknown

COWTOWN CRUISER



The 2008 Bluebonnet Cruise... we had a great turnout on Sunday, April 13th, with 37 members and guests enjoying the day cruising. Unfortunately the rumors were correct about the bluebonnets not being as awesome as last year. Some say this is attributed to the lack of rain early in the year, while others say that bumper yields of any crop is cyclical, bluebonnets being no exception. We saw fewer bluebonnets on the whole cruise this year than one single pasture hosted last year however; we had a great time with friends and our Vettes as we cruised the back roads thru the countryside ☺

The bluebonnet cruise started out in Mansfield at 9:00 am, heading down Hwy 157 (a fun twisted back-road) thru Venus, where we took a back-road heading east over thru Sardis and into Waxahachie. We took the historical route into Waxahachie, where we finally stopped at the historic 1897 Ellis County Courthouse, with its Romanesque Architecture. Cruisers took a little time to enjoy looking at the architecture as well as capturing their W city and E county CCP points, with a historical marker; a four point stop. The courthouse also has a lot of speculation around the many faces that grace the exterior, so go online or pickup the Texas Courthouse book and read all about it.

We departed Waxahachie, taking another back-road thru Boyce and Garrett, arriving into Ennis via Main street, where we made a stop at the *Railroad and Cultural Heritage Museum*. Here we took a group shot at the old Train Depot along with cruisers gaining their E city CCP point (historical marker as well ;). Ennis' finest (police officers) paid us a visit and we enjoyed some fun having a couple of the ladies arrested (mock); with handcuffs.



After departing the depot, we headed over to Bubba's Bar-BQ, where we had reservations for lunch. Here you can enjoy BBQ and all the sides or hand pick your steak,

order seafood, salads or several other American dishes from their menu. Sherry did a great job taking care of us there.

After lunch, we headed north about eight miles to Palmer to start our run down the Ennis Bluebonnet Trails. Ennis is the "Official Texas Bluebonnet City", along with being home of the "Official Texas Bluebonnet Trail"; where we enjoyed an amazing display of color in every field and pasture we past - not this year ☹ We did enjoy the scenic route thru Crisp, Bristol then down *Sugar Ridge* and *old Telco Road* and beyond, heading over to Alma. Here we enjoyed a few more back-roads before hitting the *Nature Area* at Bardwell Lake, where the *Ennis Garden Club* mentioned there was



a good bluebonnet showing - it was the best we found today; good enough for some pictures in the bluebonnets. From there, we headed thru Bardwell, Italy, then under I-35 to reach Bethal, then on to Maypearl then back up Hwy 157 to Mansfield to end today's cruise. We extend a big thanks to all of you for joining us today and we look forward to you joining the next cruise. Be sure to check out other cruise photos in this newsletter. ✍

If you are cruisin' out to the **2008 NCCC National Convention** in June, you will be amazed at the sites you will find along the way to Tulsa and once you arrive. For CCP Points, remember that out-of-state cities and counties, add an extra point to your CCP log entries; Convention adds 5 points by itself.

If you are on the fence, thinking about attending the NCCC Convention, don't forget it isn't just for autocross and drag racers; there is a rallye, a judged indoor Car Show along with people's choice Car Show, a Funkhana, two Route 66 Driving Tours and, of course, the parties and autocross and drag racing.

So, come on out for a few days or the whole week and have some fun; you can check out the schedule of events which can be found by clicking on the Convention Promo image at the lower right of our "home" page.

The latest information on the sponsored cruises:

http://www.cowtownvettes.or/CCP/cruierpgm.html#2008_CRUISE_SCHEDULE



We are planning another overnight, weekend cruise in the Fall timeframe again this year. We have had suggestions to return to the *Fredericksburg area* similar to the trip we took last year along with a suggestion to return to the NE Oklahoma area; the *Beaver's Bend area* where we cruised in 2005. If you have a preference of one or the other that you would be interested in participating in, let me know so we can gauge the interest and start planning the cruise.



2008 Cowtown Cruiser T-Shirts are available for \$8 each or \$30 for a custom shirt with your Vette included with the CCP 2008 logo; and of course you can grab CCP Participant packets for FREE. This year, you can also track your points in a special Excel spreadsheet which counts the points for you, making it easier for all of us; especially for points validation at year end ☺

If you don't know how to get started in the "Cowtown Cruiser Program," give me a ring or catch me at a meeting and I'll gladly give you the scoop.

Note: There are a couple of cruise routes on our cruiser webpage that identifies 25 and 50 easy points and some fun cruising', right here close to home.

Annual Vette Photo Contest: The "What You Saw Along the Way" Photo Contest is underway for 2008 so don't hesitate, start taking the photos while you are out cruisin' with your Vette - it is never too early to start. You will find the rules for it on our website.

http://www.cowtownvettes.or/CCP/2008?CCP_PC_08.html

...keep on cruising' & "Save the Wave"

Doug McMahan – 2008 CCP Chairperson

CHARITY REPORT

Sharon Zschirnt, daughter Stephanie & sister Dotty are a part of the "The Steppin' Fors" 3-Day Walkers for the Breast Cancer on November 7-9. They had a fundraiser evening at the Applebees on Loop 820 @ Rufe Snow on April 22. From 4:00 PM until Close (11:00 PM), their team got 15% of all meal tickets in which their flyer is attached. Some of team members, including Sharon and Stephanie, were present to welcome the following CTV diners: BILL & DIANE BERRYHILL, DONN BECK, JOHN & JAN BREFCZYNSKI, DON & KARYN FOWLER, CLIFF & LINDA GRIF-FITH & Cliff's brother, LARRY & SYLVIA HOALDRIDGE, CANDY LOWREY, HECTOR SANDOVAL and JAMES & KIM WEST. As of this writing, a total raised for the evening is not yet known.

Because of the timing of the printing of the May Low Down, a report on the April 100%'er event, the Susan G. Komen Race for the Cure, will not be available until the May Membership Meeting. A report will following in the June Low Down.

Thank you for supporting the Susan G. Komen Race for the Cure and the National Philanthropic Trust Breast Cancer Fund.

Looking to the future...as most of you know, SYLVIA HOALDRIDGE is a member of the planning committee for the Fort Worth KIDNEY WALK that will be held on the Saturday of CTV's NCCC event at TMS. Good news...Sylvia is responsible for getting a group of Corvettes together for an informal show a couple of weeks before the walk that will be held in conjunction with the Walk's Kickoff Event. Neither the date nor the location of the Kickoff Event has yet to be determined. More details will follow.

Article was submitted by Sylvia Hoaldridge on behalf of Charity Chairman, Jane Buehler.

Bobby Gorman

Home Inspections

Professional Inspector TREC#9721

Residential Inspection Guide by Square Footage

Up to 2,000 sq'	\$250
2,001-2,500 sq'	\$275
2,501-3,500 sq'	\$300
3,501-4,500 sq'	\$325
Over 4,500 per sq'	\$.12

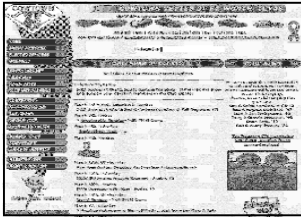
Supplementary Inspection Guide by Item

Pier & Beam Home	\$150
Swimming Pool	\$50
Spa	\$25
Septic System	\$50
HVAC Analysis	\$50

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CTV Member Discount 10%

WEBMASTER



Your Website - while I maintain the Cowtown Website, it is the Club's and more specifically your website. Please don't hesitate to let me know what you like and dislike about it along with features that you might like added ☺ If you encounter links that do not work, see outdated information, or if there are items and/or features that you wish to see on our website, please contact me - this is YOUR Cowtown website. There is a lot that changes weekly on it and sometimes things get broken, listed incorrectly, etc.

Recently I was asked "how do I tell what has been added or changed on the web without looking thru all the pages one by one?" The easy way is first to know that the home page changes very often but others are not so easy to spot pages changes on. I would suggest that you can click the "Website History" button on the left side, then click on 2008, which shows every significant change that is made to our web and what day it was added or changed. The changed pages are linked from the History page, making it easy to visit that page to look at the latest.

As events continue to take place, we do add event pages for them (if we have event photos to share ☺). This past month we have added event pages and photos to represent members participating in the following events: FW Rod & Custom Car Show, the Easter Seals Walk, the NCCC SW Region Awards Banquet, and the March social - the Practice Autocross in Mineral Wells.

We do welcome event pictures and information for use on the website and in the Club Scrapbooks - thanks to Doc Lambert for the photos from the *FW Rod & Custom Car Show* and Cathy Castorani for photos of the *Practice Autocross*. Remember, it is never too late to provide additional photos for either the website nor the Cowtown Scrapbooks. ✍

WANTED: We will be needing photos from the *CCO Event in Tulsa & OKC* that took place in April, not to mention the *Big Bend Open Road Race* - keep the photos coming please!!!!

Cowtown Email Lists: If you change your email address, please let me know so we can update your address on the various email lists. If you have a question about email lists for various venues you might like might like to participating in (i.e. Open Road Racing, NCCC Competition, etc.), contact me and I can discuss them in more detail. ✍

If you have any suggestions, questions or comments about our how we are capturing our Club's history or website, please don't hesitate to give me a shout. ✍

--Doug McMahan - '08 CTV Webmaster

REMEMBER: whatever your Corvette interest is, *pursue your passion, keep the spirit of fun and fellowship in mind ...and most of all...
HAVE FUN DOING IT!!!*

COWTOWN VETTES OF FT. WORTH, TEXAS
CLICK ON A GENERATION TO SEE OUR MEMBER'S CORVETTES
Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec
non-CTV Car Shows / Special Events & Competition Events

COWTOWN WEBSITE HISTORY - 2008

2008 Website Statistics - Year to Date

Total Photos / Images	41,702*
Total WebPages (public)	1,886**

* Thumbnail views are included in this count
** some pages are non-public - for committee / board use only

2008 Website Awards:

Date	Description
04-13-08	Updated the Home page
04-11-08	Updated the April Calendar to remove the Committee Meeting Updated the Non-Member Classifieds For Sale page, removing a few sold items Updated the Misc Competition page the Las Vegas Competition Event Updated the Misc Car Show page with more car shows
04-10-08	Updated the Misc Car Show page with more car shows and a Classic Auction
04-09-08	Updated the Misc Car Show page with more car shows Corrected the April Calendar and Home page with the correct April Board Meeting date
04-08-08	Updated the Cruiser Schedule to with Bluebonnet Cruise tentative Route Map Added Member Site for Joe Rosales
04-07-08	Updated the Non-Member Classifieds For Sale page, removing a few sold items Updated the Misc Car Show page with more car shows
04-05-08	Updated the Home page Updated the Non-Member Wanted page
04-04-08	Updated the Non-Member Classifieds For Sale page, removing a few sold items Updated the Non-Member Wanted page Updated the Member Wanted page Updated the Misc Car Show page with more car shows Updated the Cruiser Schedule to with new Bluebonnet Cruise details & tentative Route Map
04-03-08	Updated the Non-Member Classifieds For Sale page, removing an item and adding a new one
04-01-08	Updated the Home page with the April Member Focus Ride Updated the Misc Competition page

(Continued from Page 1)

fever hit again and I purchased a 1965 Nassau Blue 350 HP A/C coupe in July of that year. I kept it for about two and a half years and then it was time to sell it and buy another house. One of the advantages, or drawbacks (it depends on how you look at it) with working at General Motors was the ability to buy a new car at less than dealer's cost. So in the summer of 1973, I ordered a 1974 Mille Miglia Red Corvette convertible because at that time a convertible cost less than a coupe. We joined Fort Worth Corvette Club in April 1974, became involved in all the activities and purchased a 1966 Nassau Blue convertible in June 1974 for \$1600 to use for autocrossing. We sold the 1974 in September 1975 and purchased a new 1976 Red coupe in April 1976. Wife #1 decided that a bank vice-president whom she worked for was more to her liking and left for greener pastures sometime during late 1976 and early 1977. I was left with all the possessions including the 1966 convertible, now painted white, and the 1976 coupe. It was during the spring of 1977 that a member of the now named Cowtown Vettes called and informed me that I might be interested in calling Debbie Guardalabene for a date since she had been previously involved with the club while dating another member. That first date appeared to have worked out fairly well, since we have now been married for over thirty years.

The 1966 convertible was sold in December 1977 in anticipation of the wedding and to provide money for a house. The 1976 was raced extensively and soon it was decided that to be more competitive we needed better tires. I modified a motorcycle trailer by building a metal box frame and enclosing it with plywood and using it to haul tires, wheels, tools and luggage to out-of-town events. Since the trailer was nearly four feet tall and five feet wide, it was hard to tell what was towing it when viewed from behind. After a while, it was determined that some day the Corvette may not be reliable for all its duties, so in the spring of 1979 we bought a van and trailer for our racing activities. The 1976 was raced in many classes and configurations until June 1987 when it met its demise against a retaining wall at Texas Motorplex in Ennis during an autocross. I learned that wheels without slots may be good for drag racing, but they restrict cooling air from going to the brakes during autocrosses. I sold the trailer, undamaged parts and a few damaged ones and made enough money to pay for a trip to Hawaii and a down payment on a new 1988 dark blue metallic coupe in November 1987. This car was sold a couple of years later so that I could get a cheaper Corvette to modify and play with. I found a two-tone brown 1986 Coupe in Lancaster, TX in January 1990 that had been rode hard and put away wet many times. It actually had moldy animal feed of some sort in the rear compartment area and under the seats along with over \$7.00 in change. Bought it Cheap! I replaced the carpet, had the seats reupholstered, updated the rear fascia to 1991 style, filled in the molding rub strips and painted it YELLOW. It was sold to another club member in October 1993. The next Corvette was a 1987 Black Rose Metallic (originally black) coupe with a red? interior. I purchased a Larry Shinoda designed Rick Mears Edition body kit for this vehicle and painted it white after the body panels were installed. At least the red interior looked better with the white exterior. This one was sold about three and a half years later. The next Corvette was the worst one that I had ever owned. It was a 1994 white convertible that looked very nice, but it started having ignition problems soon after I purchased it and I finally traced it down to the Opticrap distributor. I replaced it, but it still didn't run right. After I took it to a dealership, the Service Manager checked computer records and found that the distributor had already been replaced twice and the splines had worn enough that it was difficult to install correctly. I traded this one soon afterward and was contacted by a Chevrolet dealership on a Monday morning two weeks later wondering why it was setting in their service area. It appears that the new owner had a problem over the weekend and had dumped it back at the dealership, since it wouldn't run.

In January 2003, I was looking for another project and came across a 1986 red coupe for \$5000. I purchased it and proceeded to dismantle it completely. Sold off many of the unneeded parts and have been working on it sporadically since then. My vision keeps changing. In the fall of 2004, the Commemorative Edition Z06 caught my eye and, since the GM discount plus rebate made it a deal I couldn't pass up, I added #12 to our fleet. This one met with disaster in March 2006 when a pickup truck backed into it on a parking lot one night and wiped out the headlights and punched two holes in the front fascia with its tailpipes. The subsequent repair work was excellent, but I knew from experience that aftermarket paint jobs will not match the original forever. The Z06 was sold to a Corvette club member in another city with full disclosure about the accident. This last summer I purchased #13 -- an appropriately attired triple black 2000 convertible. So far it has been a good experience with the exception of a blown brake line and the replacement of the oil pressure sending unit twice, but it only had 86,000 miles on it.

It is definitely a disease. Thirteen Corvettes intermingled with 41 other vehicles, including a mixture of Corvairs, Fieros, Jaguar E Type roadster, Fiat 850 Spider (52 cubic inches & 58 HP), Mazda Miata and the first one a 1951 Chevrolet Deluxe 4-door purchased from my Dad in December 1957 for \$325.

It has been an enjoyable trip with the Corvette family, with a few exceptions, and I don't know if there is a #14 in the future. Only time, and an indulgent Debbie, will tell. The association with the members of NCCC and especially Cowtown Vettes has been fantastic. The competition has been intense at times making us do things we wouldn't normally do. As I look back on our many trips to events, I don't know how we did it. We would leave as soon as we could after work on Friday and drive to places like Tulsa, Oklahoma City, Houston, Austin, etc., to drag race, rallye, autocross and funkhana, then drive home on Sunday night and go to work on Monday morning. Ask some of our members about running a rallye while towing their Corvette on a trailer and try to find that in the rule book.

It's better to be a "has been" than a "never was"!

Article and centerfold photo was submitted by Jerry Lindsey.

NATIONAL CORVETTE MUSEUM

2008 Indy Pace Car Coupe Raffle



The National Corvette Museum has opened an exciting opportunity to win a new 2008 Indy Pace Car Coupe replica with a limited production of only 500. **Tickets are available at \$100 each and only 2,008 tickets will be sold.** The drawing will take place on June 11, 2008 at 2:00 p.m. CT at the Museum.

The Indy Pace Car replica is a black & silver commemorative edition that marks the 30th anniversary of the celebrated 1978 pace car – the first to pace the field at the Indianapolis 500. Chevrolet will produce a total of 500 pace car replicas in both coupe and convertible form, each personally signed by two-time Indy 500 Champion, Emerson Fittipaldi.

The Pace Car Coupe features a black exterior with silver graphics that honors the 1978 model, which became an instant collectible & stands as an iconic symbol of Corvette's heritage at the front of the Indy field. It comes equipped with Corvette's 3LT option package, Z51 performance package & dual mode exhaust.

These type raffles are but one of the ways to support the National Corvette Museum. We encourage all club members to support by becoming members of the museum. Please let me know if you would like to join so we can get credit as a club.

Be Safe & Share The Passion!

Jamie Hagwood

4TH OF JULY PARADE

Friday, July 4th, 10:00 a.m.

Featuring the Fort Worth Fire Department truck and vintage fire truck, the Corvette Club, the Volkswagen Club, the Westcliff West Marching Band and all of those great volunteer neighborhood floats (Anyone seen the Elvises???)

Do you have a classic or unusual vehicle? Decorate it and join us! (*We need volunteers to help with the parade route. If you can help, please call Caroline Carson at 817-923-0259.*)

A few reminders:

- Bring small, wrapped candies to toss to the kids along the route. (And don't forget goodies for our canine friends.)
- Bring WATER, sunscreen and hats.

All non-motorized participants are invited to join the parade at the corner of Bellaire Circle and Encanto. Rest in the shade and wait for the vintage fire truck to appear.

KIDS: Stay behind the vintage fire truck as we go down Encanto!

LOGO MERCHANDISE

What a response we had to the new merchandise!!! I am so glad you liked the new items. If you did not get a chance to order, please contact me. Thanks to BILL BUEHLER for helping me out last month. Please let me know if you have any ideas for logo.

Keep on Vett'n!

Kim West

MEMBERSHIP

A BIG COWTOWN WELCOME TO OUR APRIL VISITORS:

- **1st Time Visitors**
B.W Ellis ~ 1965 Coupe
Marsha Graham ~ 2006 Coupe
Diana Pittman (friend of Marsha Graham) is in the market to buy.
- **2nd Time Visitor**
Ray Peeler ~ 1971 coupe

New Member

CONGRATULATIONS to PETE MOSLEY ~ 1972 Coupe

Nancy Wells

MAY BIRTHDAYS

5-1 ~ Harry Rumzek
5-5 ~ Judy Berndt
5-8 ~ Sylvia Hoaldrige
5-11 ~ Alaine King
5-13 ~ Glenda McMahan
5-14 ~ David Larsen
5-16 ~ Rick Garabedian
5-17 ~ Blake Lewis
5-22 ~ Viola Meyers
5-22 ~ Jerry Moore
5-24 ~ Chris Sullivan
5-26 ~ Sonny Arnold

MAY ANNIVERSARIES

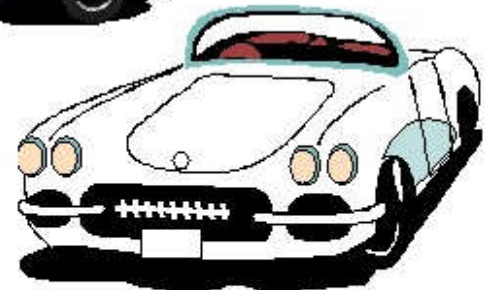
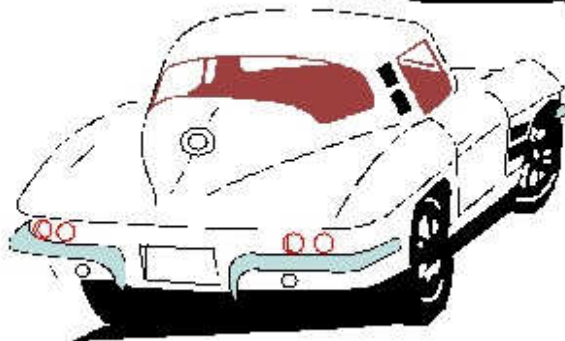
5-2 ~ Tom & Donna McHenry
5-14 ~ Jack & Karla Gandy
5-13 ~ Craig & Laura Shatterfield
5-19 ~ Bill & Jane Bueler
5-26 ~ Sam & Kathy Castorani
5-31 ~ Kevin & Cathy Anthony
5-31 ~ Kerry & Nancy McGovern



BRUCE LOWRIE CHEVROLET EXHIBITION SHOW

MAY 10th 2008

8:00 AM TIL 12:30 PM



Please park trailers at
the Body Shop



@ 1:30 PM

Babe's Chicken
120 South Main St.
Burleson, Tx

Jerry & Debbi Lindse



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LOW ♦ DOWN

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ITEMS OF INTEREST

TECH #1

GM 3 step De-carbonization
from Team ZR-1, ca. 1-2003

General Motors has introduced a new 3 Step Maintenance Fuel Induction Service Kit to the Vehicle Care product line. The GM part number is 12378546. In Canada, the AC Delco part number is 88901364. Each kit includes three containers: Fuel System Treatment, Induction Cleaner, and Throttle Body Cleaner. The kits are available from GMSPO and are sold by the case. One case contains enough cleaner to service 12 vehicles.

The three-step kit is designed to de-carbon engines and is intended for use with mileage-driven service menus. A typical customer comment may refer to rough idle.

Tool Kit

A tool kit to apply the cleaning materials is also available from GMSPO, part number E-957-001.

Maintenance Kit

The maintenance kit includes three containers of cleaning solvents, each for a specific purpose.

The Fuel System Treatment is to be poured into the fuel tank. It cleans the fuel system and fuel injectors, intake valves and combustion chamber. Clean fuel system components contribute to lower emissions.

The Throttle Body Cleaner is packaged in a spray can and is used to clean the throttle body and lubricate the throttle plate. It also cleans the idle air control by-pass. This product is toluene-free and includes an ester oil lubricant.

The Induction Cleaner cleans the front and back of the throttle body butterfly. It also cleans the intake plenum and runner, intake valves and combustion chamber. This product is toluene-free, so it is safe for seals and gaskets and will not harm plenum, catalytic converters or oxygen sensors.

Procedure

Procedures are described in detail in the manual that accompanies the kit. The exact steps required vary depending on the type of fuel injection system on the vehicle.

Generally, the procedure calls for three steps:

- First, pour a bottle of Fuel System Treatment in the fuel tank.
- Second, thoroughly clean the throttle body, using the Throttle Body Cleaner and a brush.
- Third, apply a container of Induction Cleaner. Because of the various induction systems used on GM engines, the kit includes TBI sprayer tips, multiport S-sprayer tips vacuum delivery adapters, and EGR adapter. Follow the appropriate instructions. The engine must be running, and some of the tools require the use of compressed air.

~~~~~

## Tech #2

### Information on Testing Fuel Injectors

*The following is some GM service information regarding fuel injector testing. Few of us do-it-yourselfers are lucky enough to have the GM "J-tools" and even fewer, if any, have the very expensive GM Tech 2000 analyzer. You will also notice in the injector pressure analysis that there are only six cylinders being tested. This is obviously not a Corvette they're testing! Still, this information may help when dealing with a service technician and there may be a thing or two that the DIY'er can learn and repair.*

*Scott Wheeler*

With the inception of OBD 2 vehicles, being able to correctly diagnose misfires has become more important to the service technician. The causes of misfire codes (P0300 or P0301-08) can range from low compression to poor fuel quality. Of course, basic tests must be made to determine the root cause of the misfire. If injectors are suspect, you must perform diagnostics to evaluate injector performance.

Testing fuel injectors requires the use of a Fuel Pressure Gauge included in the PFI Diagnostic Kit J-34730. TIP:

This gauge has a scale that reads in kPa as well as PSI.

Although PSI may be used to diagnose fuel delivery concerns, it is not a fine enough scale to determine whether or not a fuel injector is faulty. Most PSI gauges increment in 2 PSI steps, which is not a fine enough resolution for the balance test. Under no circumstances should fuel injectors be tested using a gauge that reads only in PSI. Diagnosis will be inaccurate and you may miss a degraded component.

There are two tests that can be performed on fuel injectors:

- Coil Test -- checks the integrity of the winding inside the injector.
- Balance Test -- determines if the injector is restricted (lean) or delivering too much fuel (rich).

### **Coil Testing**

Although OBD 2 vehicles may have the capability of setting P0200 codes (injector circuit faults), do not take for granted that the electrical component of an injector is OK if such a code is not set.

TIP: The PCM is able to detect an open circuit or shorted circuit. It is not able to detect a high resistance circuit.

The fuel injector needs a certain amount of electrical current to generate enough magnetic force to allow fuel to flow through it. With high resistance in the circuit, current can be cut down substantially, hindering the fuel delivery performance of the injector. It may not open at all, or may react very slowly, restricting fuel delivery. Multec 2 injector coils are best tested using an ohmmeter directly on the injector coil (TechLink, July 2001).

TIP: Multec 1 fuel injectors are more accurately tested using the J-39021 Fuel Injector Tester. Refer to the service manual for proper procedures.

TIP: An injector coil voltage drop test will not work on Multec 2, due to coil wire material and small packaging.

### **Balance Testing**

Testing the flow rate of a fuel injector can be done easily on a test stand during manufacturing. This is not practical in a dealer situation because of the cost of equipment. And, you would have to remove the injector from the vehicle to test it. The balance test determines the condition of the injectors on the vehicle by comparing injector pressure drops. An initial fuel system pressure is achieved for each injector. Each injector is individually pulsed with the same number of pulses for the same time duration. By using two constants (starting fuel system pressure and pulse width/duration), we are able to look at the differences in injector flow based on the comparison of the fuel pressure dropped by each injector as it is pulsed.

1. Connect a fuel pressure gauge (calibrated in kPa) to the fuel rail pressure connection. Purge air from the gauge by opening the valve on the side of the gauge and cycling the fuel pump (this can be accomplished by turning the ignition switch on, then off for 30 seconds, then back on.)

TIP: Fuel system pressure must be at the desired specification in the service manual. Fuel pressure must not leak down at a rate of more than 5 kPa in 30 seconds. If a concern exists, follow diagnostics in the service manual.

2 . Connect the Tech 2, turn the ignition switch on and select Special Functions, Fuel System -- Injector Balance Test.

3. Select injector 1. The fuel system will prime. Record the Initial Pressure reading immediately after the fuel pump shuts off.

TIP: The fuel system pressure may rise due to warm fuels vaporizing. This is normal.

4. Press the soft key to pulse the first injector. Record the Pressure After Pulses reading immediately after the injector stops pulsing.

5. Select and test each remaining injector. Be sure to record the Initial Pressure reading after each fuel system prime.

| Cylinder Number | Initial Pressure (kPa) | Pressure After Pulses (kPa) | Subtracted Value (kPa) |
|-----------------|------------------------|-----------------------------|------------------------|
| 1               | 346                    | 165                         | 181                    |
| 2               | 345                    | 172                         | 173                    |
| 3               | 345                    | 167                         | 178                    |
| 4               | 346                    | 187                         | 159                    |
| 5               | 345                    | 169                         | 176                    |
| 6               | 344                    | 171                         | 173                    |

Maximum Subtracted Value = 181  
 Minimum Subtracted Value = 159  
 Maximum Difference = 22

### Analysis

1. Subtract the Pressure After Pulse reading from the Initial Pressure reading for each cylinder. Record the result as Subtracted Value.
2. Identify and record the Maximum Subtracted Value and the Minimum Subtracted Value.
3. Subtract the minimum from the maximum to obtain Maximum Difference.

TIP: If the Maximum Difference is less than 20 kPa, the injectors are all flowing about the same and should not be cleaned or replaced.

4. If the Maximum Difference is greater than 20 kPa, you have one or more faulty injectors. The injector with the highest subtracted value delivers the most fuel (rich), while the one with the lowest subtracted value delivers the least fuel (lean). An injector that is overly rich when compared to the others must be replaced. An injector that is lean when compared to the others may have some type of internal contamination causing a restriction.

A filter located at the top of the injector captures large contaminants in the fuel system. It is recommended that you replace the injector if this filter is plugged with debris. You must also closely inspect the other injectors, the fuel rail and the fuel pump and tank. Clean and/or replace components as necessary. Refer to the service manual for proper procedures.

Contamination may also form on the director plate on the bottom of the injector. This can be removed only by using an appropriate cleaning procedure. However, not all injectors may be cleaned. Refer to bulletins 99-06-04-005B and 00-06-04-003A for specific applications. Repeat the balance test with the new or cleaned injectors to make sure the Maximum Difference is now less than 20 kPa.

### Things to Remember

Using the misfire graphic and/or misfire data on the Tech 2 may help pinpoint suspect cylinders.

Always take your pressure measurements in kPa. It takes a difference of only 20 kPa between injectors to cause a misfire. 20 kPa is equivalent to 3 PSI. Most PSI gauges do not have enough resolution to accurately represent such small changes.

If the Coil Resistance Test and Balance Test are within specifications, do not change the injectors. Check for other causes for misfire, such as ignition, compression, vacuum leaks and valve train.





|                                                               |          |                                                                          |                   |
|---------------------------------------------------------------|----------|--------------------------------------------------------------------------|-------------------|
| BRCC—BRAZOS RIVER CC                                          | 5/2-3    | National Governors' Meeting                                              | St. Louis, MO     |
| GRANBURY, TX SW-540                                           | 5/10-11  | SJCC/COAST ( <i>First Choice Weekend</i> )<br>~ 11 LS                    | Houston, TX       |
| CCO—COMP. CORVETTES OF OKLAHOMA<br>TULSA, OK SW-423           | 5/17-18  | CTCC / MCCC ( <i>First Choice Weekend</i> )<br>~ 10 LS                   |                   |
| CCOC—CC OF OKLAHOMA CITY<br>OKLAHOMA CITY, OK SW-468          | 5/24-25  | OCCC / CCOC ( <i>First Choice Weekend</i> )<br>~ 6 LS / MTD / 2 ETD / RD | Oklahoma City, OK |
| CCT—CC OF TEXAS<br>DALLAS, TX SW-074                          | 6/7      | THT (Regional Fundraiser) ( <i>First Choice Weekend</i> ) ~ 10 LS        | Oklahoma City, OK |
| COAST—CORVETTE OWNERS ASSN. OF S.TX<br>SAN ANTONIO, TX SW-143 | 6/21-27  | ~~ NATIONAL CONVENTION ~~                                                | Tulsa, OK         |
| CTCC—CEN-TEX CC<br>WACO, TX SW-200                            | 7/26-27  | SCCC / CCOC ( <i>First Choice Weekend</i> )<br>~ 11 LS                   | Oklahoma City, OK |
| CTV—COWTOWN VETTES<br>FORT WORTH, TX SW-055                   | 9/6-7    | CCT / NTV ( <i>First Choice Weekend</i> )                                |                   |
| LCC—LONGHORN CC<br>AUSTIN, TX SW-200                          | 9/12-13  | National Governors' Meeting                                              | St. Louis, MO     |
| MCCC—MID-COAST CC<br>LAKE JACKSON, TX SW-170                  | 9/20-21  | CTV / BRCC ( <i>First Choice Weekend</i> )                               | Fort Worth, TX    |
| MTCC—MID-TEXAS CORVETTE ASSN<br>KILLEEN, TX SW-185            | 10/4-5   | LCC / CTCC ( <i>First Choice Weekend</i> )<br>~ 11 LS                    |                   |
| NTV—NORTH TEXAS VETTES<br>FORT WORTH, TX SW-555               | 10/11-12 | TV ( <i>First Choice Weekend</i> )                                       |                   |
| OCCC—OKLAHOMA CITY CC<br>OKLAHOMA CITY, OK SW-131             | 10/18    | BRCC ( <i>First Choice Weekend</i> ) /<br>CTV Non-Sanctioned Car Show    | Fort Worth, TX    |
| SCCC—SUN CITIES CC<br>ALBUQUERQUE, NM SW-085                  | 10/25-26 | TOCC ( <i>First Choice Weekend</i> )                                     |                   |
| SJCC—SAN JACINTO CC<br>HOUSTON, TX SW-063                     | 11/7-8   | National Governors' Meeting                                              | St. Louis, MO     |
| THT—TIN HALL TOYS CC<br>SANTA FE, TX SW-392                   |          |                                                                          |                   |
| TOCC—TEXAS OUTLAWS CC<br>GRAHAM, TX SW-198                    |          |                                                                          |                   |
| TV—TEJAS VETTES<br>PLANO, TX SW-163                           |          |                                                                          |                   |
| TVS—TULSA VETTE SET<br>TULSA, OK SW-248                       |          |                                                                          |                   |

**NCCC Event Codes:** C = concours; CD = class drags; ETD = e. t. drags; RD = record drags; MTD = Matching time drags; F = funkhana; R = rallye; LS = low speed autocross; HS = high speed autocross; MTT = matching time autocross; TBA = to be announced; TBD = to be determined; PCC = people's choice concours

# 2008 NCCC NEWSLETTER CONTEST

## 2008 Newsletter Contest Rules

Each NCCC Club entering the contest will submit three (3) issues covering the period from January thru May. For monthly newsletters, this would be January, March and May. For bi-monthly newsletters, this would be the first three (3) issues of the year.

Each newsletter should be clearly marked "Contest Entry." We highly recommend that you place your newsletter in an envelope as several past entries have been damaged in mailing.

All entries must be sent by standard mail. No registered, return receipt or postage due type mailings will be accepted. Addresses of the Judges are listed below:

Calvin Camp  
Midwest Region RE  
3109 West State Route 90  
Edelstein, IL 61526-9709

Charles Heretta  
East Ohio Region RE  
346 Barrister Avenue SE  
North Canton, OH 44720-3985

Jerry Limpach  
West Ohio Region RE  
829 Brookmere Avenue  
Tipp City, OH 45371-2765

The entries should be sent out, one issue at a time, as they are published. If you would like to verify that your entry was received, please enclose a self-addressed stamped postcard or envelope with each submission.

The first issue must be postmarked no later than March 15, 2008. The final issue must be postmarked no later than June 1, 2008.

Awards will be presented to the Top 5 winners at the 2008 NCCC Convention in Tulsa, OK. A list of the winners and all entrants will appear on the NCCC Web Site and in *Blue Bars*.

### What the Judges will be looking for

Entries will be judged on content and completeness in the following categories:

- Local News: News of your club
- Technical News: Repair – Replacement – Restoration – Tech. Information
- Charity News: Any and all contributions to Charity
- NCCC National News: Contains items concerning NCCC
- Regional News: Your Region news or other Regional news
- Composition: Structure and content of your magazine

Scoring will be on a 10-point scale with 10 being the highest.

Be sure to check out the past winners since 1972 on the NCCC Web Site.

# CTV CAR SHOW

Hi, everyone!

Well, the car show season is in full swing. Saturday, May 5<sup>th</sup> 4-8pm is the Cruise Night on the Square Car Show in Decatur. Many of the shops are open and Sweetie Pie's has a fantastic ribeye. Jan and I are planning to go and would love to meet you there.

Saturday, May 10 is our Bruce Lowrie Car Exhibition from 8:00 AM - 12:30 PM. This is the May 100%er, so we need all the members to come out and support our sponsor. Afterwards, we'll cruise to Babe's in Burleson for lunch.

Saturday, May 17 from 8:00 AM - 4:30 PM, Lone Star Corvette Club has their annual all Corvette car show at TMS. This is one of the country's largest Corvette shows with 600+ cars. If you are not going to enter a car, at least come out and see all the Vettes. Admission is FREE.

Be sure and send me your car show points. As of April 15, John B ~ 10 pts; Doc, Don F, Larry H, Donn B, Doug ~ all with 6 pts. Below is the Car Show Points System.

*John*

Committee members: John and Jan Brefczynski, Fred and Donna Rosett, Kim West, Karyn Fowler, Hector Sandoval, Don Wells

## COWTOWN CAR SHOW POINTS SYSTEM

### SIMPLE RULES:

- **The 2008 show season: Jan. 1 thru Nov. 16, 2008** (Weekend prior to Thanksgiving) - points to be turned in by Midnight **Nov. 17, 2008**
- **Corvettes only** (no other member owned vehicle)
- **Participant is a representative of Cowtown Vettes**
- **Points will be awarded to the car, not the participant**

### DESCRIPTION:

### POINTS:

|                                                                           |     |
|---------------------------------------------------------------------------|-----|
| <b>Show Entry</b> (per show day, i.e. 3-day car show would receive 3 pts) | 1-x |
| <b>Show Awards</b>                                                        |     |
| 1st Place (or Top 20, Class Winner)                                       | 3   |
| 2nd Place (or Class Award)                                                | 2   |
| 3rd Place                                                                 | 1   |
| Bruce Lowrie (Sponsor) Car Display                                        | 5   |
| <b>Best of Show</b>                                                       | 5   |
| <b>Sponsor or Manager Award</b>                                           | 4   |
| <b>Best Paint, Best Engine, Best Interior, etc.</b>                       | 2   |
| <b>Mileage Points</b> (One Way), from downtown Ft Worth*                  |     |
| 100 to 299 miles                                                          | 1   |
| 300 to 599 miles                                                          | 2   |
| 600 and above miles                                                       | 3   |

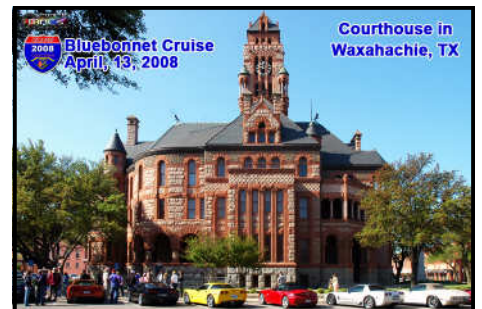
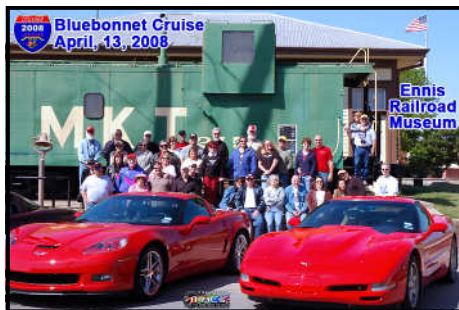
\* Unless you live over 50 Miles from CTV's PO Box in Downtown Ft Worth

Be sure to email your show entry / participation information, awards won, mileage traveled to **John Brefczynski** ([johnb96lt4@sbcglobal.net](mailto:johnb96lt4@sbcglobal.net)) for posting to the standings

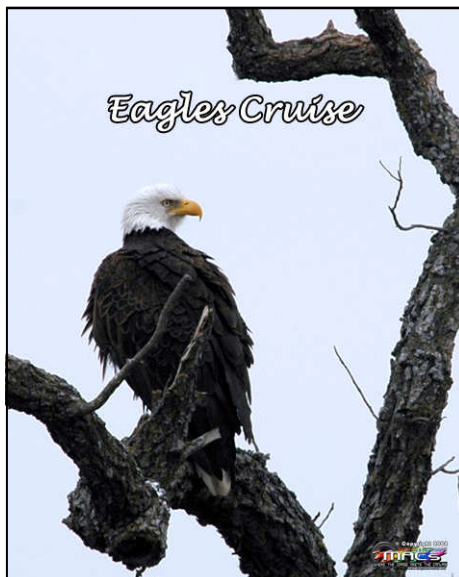
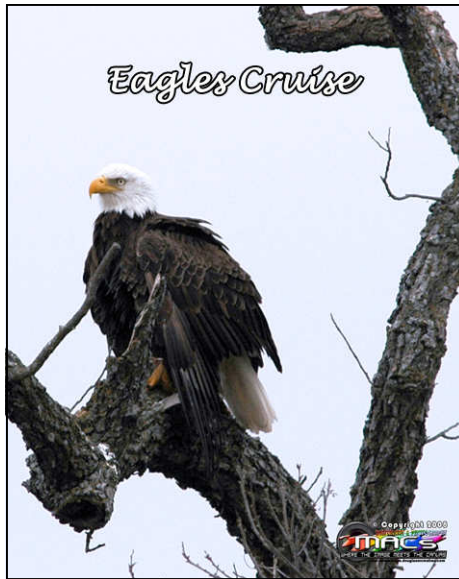
# COWTOWN VETTES PHOTO ALBUM



# Bluebonnet Cruise



# COWTOWN VETTES PHOTO ALBUM



Why not make plans to join us on our next Cowtown Cruise?  
*It's fun!!*

# RESURRECTION Motor Sports



**Joshua Dodson**  
Certified Technician &  
Performance Specialist

*"Commit to the Lord whatever you do,  
and your plans will succeed."  
-Proverbs 16:3*

Resurrection Motor Sports LLC  
2026 W Pioneer Pkwy #D8  
Pantego, TX 76013  
817.223.5720  
joshua@c5alive.com  
www.C5alive.com  
www.C6alive.com

**Chosen as one of the  
100+ Top Corvette Shops  
in 2006 by Corvette Fever**

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## COWTOWN VETTES MARKETPLACE

### WHO DOES WHAT

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If so, please contact Membership and help keep our records up to date.

# COWTOWN VETTES' MYSTERY MEMBER

## Who am I ???

Pick up your ballot at the membership table, fill it out and drop it in the Mystery Member box. A prize will be awarded to the person correctly guessing who the mystery member is, if two or more guess correctly, a drawing will be held to determine the winner. If no one guesses correctly the Mystery Member wins.

If you would like to be the next Mystery Member submit your photo to CINDY MORRISON or put your photo in a sealed envelope and drop it in the Mystery Member box.

MO WHEELER was April's Mystery Member.  
25 Members correctly guessed Mo's identity. I contribute the overwhelming number of correct guesses to Mo's everlasting beauty!

DON FOWLER won by random drawing, KARYN FOWLER graciously accepted his prize.

Thanks to all who participated.

Must be present to win.

