

*Corvette Club
of
Western Pennsylvania*



*60th Anniversary
Celebration*

Welcome

To the 60th Anniversary Celebration
of
The Corvette Club of Western Pennsylvania

Saturday August 11, 2018
Veltre's Wedding and Event Center
Plum, Pennsylvania

4:00
Cocktails and Hors d'oeuvres (Cash Bar)

4:30
A Blessing—Buffett Dinner

5:30
Opening Remarks and Guest Speakers

6:00
President's Remarks

CCWP History

For some time now, the Corvette Club of Western PA has been considered one of Pennsylvania's oldest, and largest Corvette clubs. This year, 2018, the Club celebrates its' 60th Anniversary. With humble beginnings actually going back to 1956 it wasn't until 1958 that a group of interested Corvette owners responded to a call by charismatic Canonsburg, PA Chevrolet dealer Don Yenko, resulting in the formal incorporating of CCWP. Due to Yenko's influence, the Club had a racing and performance driving focus, along with a fun social dimension.

As Don's reputation as a nationally recognized Corvette racer developed, others in the Club soon followed. In addition to Yenko, other Club members including Ed Lowther of McMurray, and Donna Mae Mims of Pittsburgh, became national SCCA driving champions. Mims was the first woman in U.S. history to earn this achievement.

Grady Davis, V.P. of Gulf Oil headquartered here in Pittsburgh, joined CCWP in 1959. His interest in the club began when Donna Mae Mims saw his Corvette in a parking garage and placed a card on the windshield inviting him to a club meeting. His friendship and association with Yenko and the Club, led to the first ever serious corporate sponsorship of a race team in 1960. This was long before such sponsorships which are now the norm in professional and even amateur racing events were common. Through the Yenko links to GM, particularly with Chevy General Manager Ed Cole, Davis soon had a direct pipeline to Corvette Chief Engineer Zora Duntov, and the Gulf Oil Racing Team literally took off. Club members supported the team as pit crew and more. Bill Bostrum of Bethel Park, who later became club president, worked with Yenko and some other Club members to install the first 2-way radio communication system between a racing driver and his pit chief.

When Chevrolet, and General Motors officially pulled factory support away from racing activities in 1963, the program at Gulf Oil continued with Corvettes for a short time through Yenko's contacts. However, seeing an opportunity, Ford Motor Company quickly became involved with Davis, resulting in the Ford GT-40 program that dominated the 24 Hours of LeMans from the mid to late 1960's. It becomes a curious historical footnote that Ford's, and possibly America's greatest international race achievement to date, can trace its roots to CCWP. Davis followed up the Ford effort with a switch to Porsche, and the resulting championship 917 program.

After 10 years, changes in the Club led to an internal split, with Mr. Yenko once again becoming the focus of the 2nd of three clubs he would be involved in organizing. Geography was a big part of the split, consequently CCWP regrouped around Sam Grabiak, of Grabiak Chevrolet, and CCWP turned more to auto-

CCWP History

crossing activities, rather than the increasingly expensive road racing. Things continued this way throughout the 1970's, and into the 1980's. Then with suitable parking lots becoming scarce, along with rising insurance rates, road rallies and car shows then became major Club activities, complimented by notorious socials at Grabiak's place in Deep Creek, MD. Throughout its varied history, the Club was always up for a good party. As a car oriented club, CCWP has a long and exceptional history of supporting various charities, along with major charitable events. WQED, Spina Bifida, Make-A-Wish, the Salvation Army, and the School for the Blind, are just a few local charities the Club has contributed to over the years. Of late, The Chip Miller Foundation, and the United Mitochondrial Disease Foundation, are the prime beneficiaries of CCWP largesse.

Proving they are also a helpful organization, in 1984 CCWP provided the crowd control personnel to the fledgling Pittsburgh Vintage Grand Prix, convincing the City Department of Public Safety not to cancel the event in its 2nd year. This assistance continued for a few years until the volunteer organization could handle the event on its own. In 2000, the Club was instrumental in forming the largest association of independent Corvette clubs in the country with the 13 members of the Western PA Corvette Club Council. The group's initial gathering was held at Renzihausen Park, in McKeesport. In 2003, CCWP once again turned out with dozens of volunteers to enable the inaugural Pittsburgh city drag race event called Pittsburgh Thunder to occur. This was followed by the beginnings of an annual City Bridge cruise charity fund raiser on the Clemente Bridge in 2006, staffed primarily by the CCWP Show Corps. That event became the inaugural Bob O'Connor Summer Celebration.

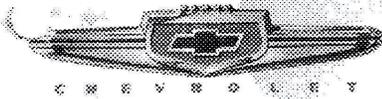
Ongoing Club signature events include a premier judged Corvette Show in the spring and fall, and a four day road tour dubbed "The Lap of PA".

With a large membership, many with newer Corvettes, Club activities are turning more to both day trips and overnight road trips, allowing members to enjoy driving these special vehicles in comfort and safety that was only imagined when the Club started. The club also enjoys the social atmosphere that comes along with these events as well as monthly meetings March through January. Additionally two outdoor meetings at local parks during the summer months where the Club provides pizza, an annual picnic, and a January "After Christmas" party.

The Club publishes a monthly newsletter, The Flying Fiberglass, which provides members with news of club happenings, information on members such as birthdays, new members, and news from the National Corvette Museum. The club website (ccwp.org) was recently updated to a new and modern design which provides greater interaction and accessibility.

-originally authored by John Walko

Original Don Yenke Organizational Letter



YENKO CHEVROLET

W. Pike St. Ext. Telephone 402 & 1862
CANONSBURG, PA.

August 1, 1958

Dear Mr. Theis,

You are cordially invited to attend a Corvette owners' get-together at Yenke Chevrolet, West Pike Street Extension, Thursday August 14th at 7:30 P.M.

The purpose of the meeting is to discuss organizing a Corvette Owners' Club in this area. So far, we have received excellent comments from many owners regarding interest in forming a club, and in scheduling rallies, group outings and other social events.

I sincerely hope you'll be able to attend and lend your ideas and interests toward this project. In the meantime, if you know of any other Corvette owners in this area who might be interested in forming a club, could you please extend our cordial invitation for Thursday August 14th at 7:30 P.M.

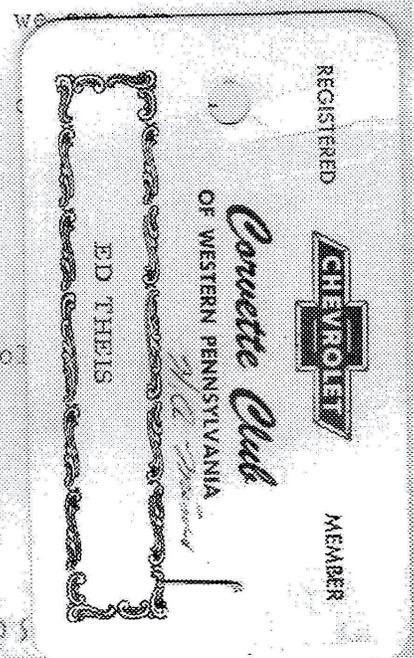
Please let us know if you plan to attend as we are providing refreshments.

If you live too far away but wish to remain on our mailing list please let us know.

Cordially,

Don Yenke
Mgr. Yenke Chevrolet

DY/blt

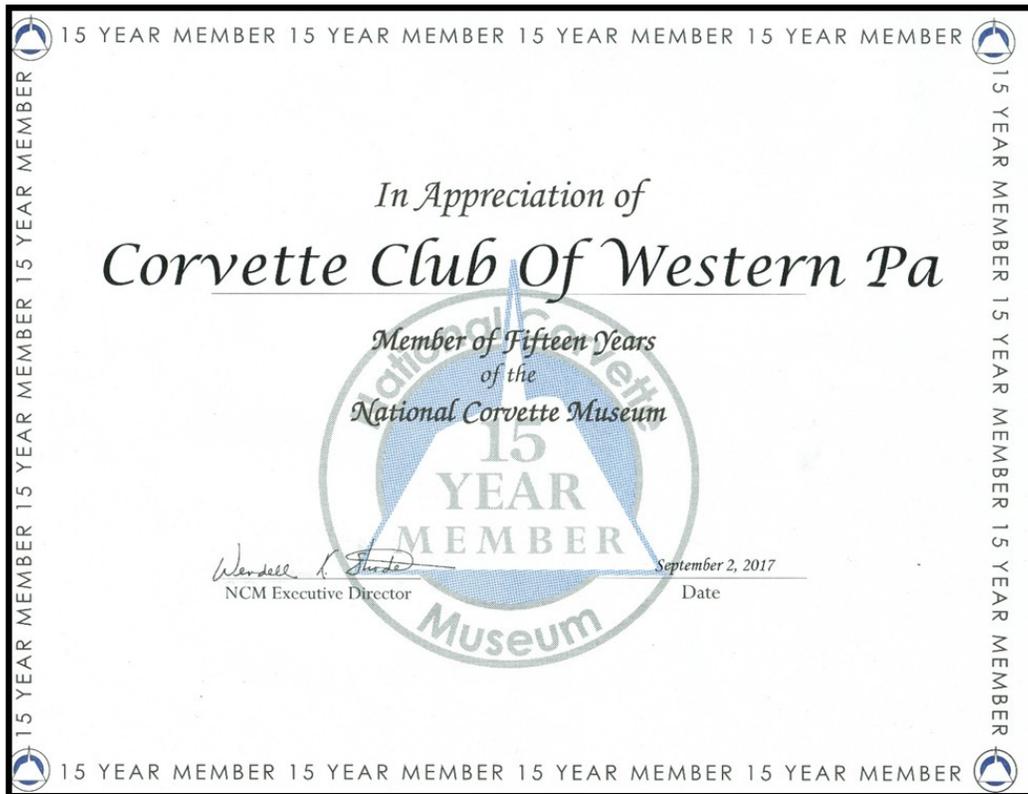


BIG CAR QUALITY AT LOWEST COST

The National Corvette Museum

CCWP has been a member organization of The National Corvette Museum for the last sixteen years. We support the museum through the sale of tickets for a new Corvette that are offered throughout the year. An Ambassador Program provides Corvette clubs/organizations a two way communication link to the NCM. Clem Zahrobsky previously served as ambassador and Jack White is our current representative.

The Museum was opened on Labor Day weekend in 1994. At that time, the NCM stated that the Museum belonged to all the Corvette enthusiasts and therefore it was their Museum.



Along with the Corvettes that are on display **The National Corvette Museum Library & Archives** is the repository for all materials documenting the past, present and future of Corvette. The material managed and preserved include audio and visual media – both digital (DVDs) and magnetic (VHS and beta tapes), periodicals, books, draw-

The National Corvette Museum

ings, paintings, posters, memorabilia and documents including some important historical memorabilia plus build sheets as well as original dealer brochures and reproduction window stickers for Corvettes produced at Bowling Green. These materials are available to research and purchase.

The **NCM Motorsports Park** is located less than two miles from the Museum and offers the chance for you to ride in a Corvette, drive your car on the road course for a lap, participate in a high performance driving school and/or spectate at one of many motorsports events going on throughout the season.

The **Corvette Hall of Fame** was established by the National Corvette Museum in 1998 to confer official recognition upon the most influential individuals in the history of the Corvette and to honor their achievements. ***The Corvette Club of Western Pennsylvania is proud to have the distinction of being the only Corvette Club to have four members enshrined there. They are Don Yenko, Chip Miller, Grady Davis and Donna Mae Mims.***

Often referred to as the world's largest moving automotive event, the **National Corvette Caravan** is a celebration of America's Sports Car, culminating in Bowling Green, Kentucky for the anniversary celebration of the National Corvette Museum. Hosted only once every five years, the next event is slated for Labor Day Weekend 2019 and will mark the Museum's 25th Anniversary.

Corvette Hall of Fame

Don Yenko

Inducted 2005 Racing Category



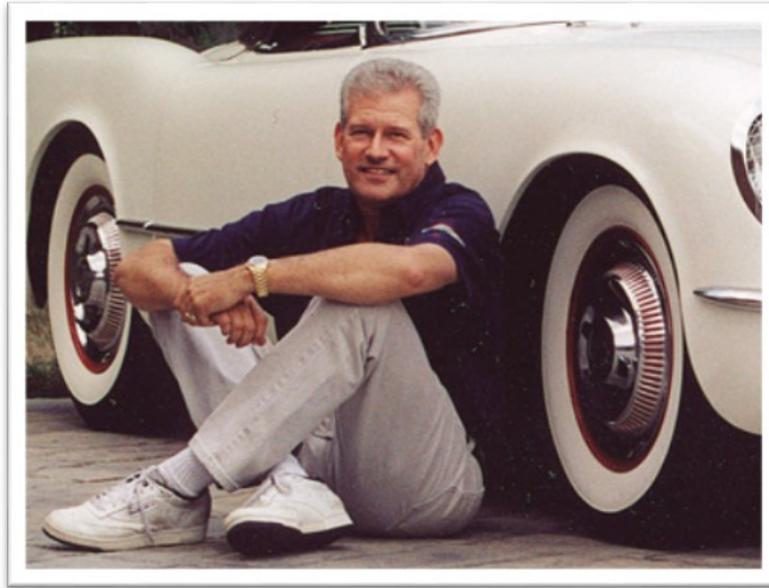
Long before people talked about the Corvette lifestyle, Don Yenko lived it. The only son of a Chevrolet dealer from small town Pennsylvania, Yenko joined the race for the good life early on – and risked it all skidding through the corners of the country's race tracks, pursuing the checkered flag.

In 1957 Yenko bluffed his way into his first competition race using his new V-8 Corvette. He was hooked. Yenko convinced his father to sponsor a racing effort and was soon entering his Corvette in various SCCA events. Co-founding the Corvette Club of Western Pennsylvania provided a boost to his racing career when the club recruited vice-president of Gulf Oil Grady Davis. Gulf agreed to sponsor two Corvettes for the 1961 racing season and Yenko and Dick Thomson were hired to drive. For the next three years the Gulf Oil Corvettes dominated the A and B Production classes, and Yenko captured the B Production crown in '62 and '63. Although Gulf Oil eventually abandoned Corvette in favor of the Ford Cobra, Yenko remained loyal to Chevy and Corvette for the rest of his career, which included four more divisional championships and a GT victory at Sebring in 1967. He became a legend in supertuning, finding homes for Corvette engines in Novas, Camaros and Chevilles. He died in a plane crash in 1987.

Corvette Hall of Fame

Chip Miller

Inducted 2005 Enthusiast Category



After Elliott “Chip” Miller died in March of 2004, tributes to the co-founder of Carlisle Events flooded in noting his contributions to Corvette as a collector, hobbyist, judge, and of course, organizer of the marquee's premier annual event, Corvettes at Carlisle. But for every word written about Miller's achievements, a dozen more described his outstanding character, integrity and love for the people who lived the hobby. As his friend George Lyons wrote, “You may choose to remember Chip for his ground-breaking swap meets, his enviable car collection or his prominence in the car hobby, but I will remember Chip as a man with more friends than one could think was possible.

His crowning achievement, Corvettes at Carlisle, was born of a simple idea. When Chip was prevented from selling a '54 Corvette at a Hershey, Pennsylvania car show, he and friend Bill Miller decided to put up \$500 each for a show at the nearby Carlisle Fairgrounds. That first show in 1974 led to more and finally the purchasing of the fairgrounds in 1982. The partners' first single marquee show, Corvettes at Carlisle, became the great gathering spot of the fiberglass set. Along the way, Chip earned the love and respect of his clients and colleagues and proved himself a friend of the hobby.

Corvette Hall of Fame

Grady Davis

Inducted 2010 Racing Category



Corvette Hall of Fame Inductee Grady Davis graduated from both the University of Texas and Harvard University, gaining employment with Gulf Research and Development Company where he spent the first 20 years in Venezuela. During his 44 year career with the company, Davis created the country's first corporate sponsored private race team, around Don Yenko and Dr. Dick Thompson, as a dynamic test lab for Gulf Oil Company's lubricants and fuels. With Corvette being his first love, Davis began a racing program around it that started in earnest in 1961, and continued until 1966. The Davis program successfully competed regionally, nationally and even internationally, earning the Corvette marquee legions of fans that exist to this day.

With the extraordinary results of Davis' initial venture into the racing business, the program earned four national championships, two runners-up, three regional championships and the awarding of more than 214 trophies. "His efforts established the Corvette as a genuine competition sports car, and set the bar that others would shoot for," said Carroll Shelby, veteran automotive designer and racing driver. Donna Mae Mims, champion race car driver, credits Davis with her being the first woman driver to win a national race championship. She added "Grady lived and breathed Corvette. Grady sold the Corvette to the world." Davis passed away September 29, 1995 at the age of 87 in Boca Raton, FL.

Corvette Hall of Fame

Donna Mae Mims

Inducted 2016 Enthusiast Category



Affectionately known as “The Lady in Pink,” the late **Donna Mae Mims** became a true Corvette enthusiast from the first moment she spotted one, a 1957 Corvette, for sale on a dealership lot. At the time she and husband Mike had never heard of the model, but ended up purchasing a brand new one from Don Yenko Chevrolet. An invitation from a fellow motorist to a sports car meeting is what got Mims involved in SCCA, and in 1961 she started racing, winning the B Production national race that same year at Cumberland. While Mims liked her Corvette, she was not fond of the color. Her husband would not let her paint it pink, so she painted ‘Think Pink’ on its side. Her subsequent race cars bore the same name, while Mims sported pink coveralls, a pink crash helmet, and full pink wig behind the wheel. In her championship driving year, she was part of the Yenko/Chevrolet race team that dominated A/Production and B/Production SCCA racing with Corvettes, all while she was driving her little pink H/Production bug-eyed Sprite.

Her dedication to racing was not only recreational, but also professional, serving as Manager of Hi-Performance at Yenko Sports Cars. Her duties included helping other racers specify parts and even find sponsors, and her “company car” was a 1969 L88 Stingray. . She participated with an all-female team in the 1972 Brock Yates Cannonball Sea-to-Shining-Sea Memorial Trophy Dash, driving a Cadillac. Adrienne Barbeau’s character in the Cannonball movie was based on Mims. Sadly, Mims passed away on October 6, 2009 at the age of 82.

Memories...

FROM THE 50TH ANNIVERSARY BOOKLET

Clem Zahrobsky - EARLY YEARS

In 1959 Patty and I bought our first Corvette. We were about to get married and move into our new home and after the wedding we left on our honeymoon in the new Corvette. Patty drove the Corvette to work at West Penn Power Company every day, winter and summer as Corvettes were just cars back then (even though it cost more than Patty made in one year).

Sam Grabiak of Grabiak Chevrolet Inc. talked me into going to a CCWP meeting at the GM Training Center in Monroeville and that night I used the money that I was supposed to pay the electric bill with to join CCWP. Good thing Patty worked for the Power Company as they did not shut off our electric. Back in those days, CCWP was all about using your Corvette for competition events, hill climbs, autocrosses on shopping center parking lots, drags and running on real road race courses, even using them in the snow and ice and dirt race tracks.

Every weekend we were at a CCWP event or at a SCCA road race, crewing a club member's racing Corvette as most of the CCWP members back then had a SCCA competition license. A lot of the CCWP members, who did not race, also went with the Gulf Oil Corvette Race Team as pit crew because then SCCA road racing was an amateur sport with no paid crew, just volunteers. Don Yenko and Ed Lowther, CCWP founders were two of the Gulf Race Team Drivers. At the CCWP meetings we all got some very good racing stories, plus stories I cannot repeat here. It is interesting to note that board meetings were held in each board member's home and the membership meetings were held at a different place each time. Of course we did not have as many members as we have today. After each CCWP competition event, we all met at a restaurant for the awarding of the trophies and to swap stories about our day at the event.

Patty and I were members until about 1970 and because our son came along in 1966 while we owned a new 1966 427/450 hp Corvette, we now needed more seats in our car. We then bought Z-28 Camaros, but we still belonged to CCWP as enthusiasts and we autocrossed and hill climbed the Z-28's. Around 1970 we no longer belonged to CCWP as our interests changed to snowmobiles and dirt bikes, which became our weekend activities. Patty went to work at Grabiak Chevrolet so we got interested in Corvettes again. I wanted a C-4 ZR-1, but I could never get to like the car, but I LOVED the engine. When the C-5's came out in March of 1997 Patty and I were in Florida. I knew about the showing of the new C-5 and I called the dealer and ask if we could come to the showing. He wanted to know how we knew about this and I told him Patty worked for a dealership and he said come on over. Once we saw the C-5 and sat in it, we knew we were hooked and wanted one. I called Sam Grabiak to tell him to us get a red coupe. Now that we owned a Corvette again, we signed back up with CCWP.

The club has changed from a competition type club to more of a Social Club, but the members are still the same – crazy about Corvettes. The 2008 that we have is our 11th Corvette and Corvettes have made us many, many friends (that we cherish) we would not have met had it not been for the Corvette and CCWP. As they say, it is not the car, but the people who make owning a Corvette a Real Joy.

Memories...

FROM THE 50TH ANNIVERSARY BOOKLET

Gary Ed - AUTOCROSSING

First and foremost original event that the Club was built around. Based on and piggy-backed with SCCA events in places like Cumberland National, Connellsville Airport, Nelson Ledges and notable names like Watkins Glen and Sebring. Locally, the Club raced at Norwin Shopping Center on a portion of the upper lot that was dirt — yes, I said dirt with lots of dust! In later years, the Club moved on to blacktop at Greengate Mall in exchange for which we presented an annual show inside this beautiful facility. We then acquired the back lot at Westmoreland Mall behind the Bonton Department Store. And we also started a new facility for another indoor car show. Yes, we had car shows at Westmoreland Mall years ago. We added more variety with the addition of Eastland Mall in North Versailles. We had some great, really wide open events at that lot. When they put a roof over the open courtyard design, we have another venue for an indoor show.

In the late 1970's we were able to rent Oak Hollow Park in North Huntingdon as often as twice a month. This gave us our own road race style of event and we opened the event to other clubs in the area. These were third and fourth gear courses that truly required some expertise and driving skill. We were not without mishap however. But fortunately, most were of minor consequence. A few memorable were (see if any of you remember), a red Corvette convertible went off-course and over a hill, very softly landing in the clover (hint: License Plate Number DD63), a black Lotus Europa coming up the sweeper hill drifted left into the ditch and quietly came to rest on, yes, more clover. We got 5 or 6 stout fellows and lifted it back on track. Thank goodness it was a Lotus! The most memorable was at Greengate Mall when we had the whole lot from Kaufmanns to the Cinema, a white C-3 spun out and not so quietly attached a light pole to his front fender (hint: back bumper had a "clergy" sticker and the nickname Father Tom comes to mind). All I saw was after all the noise, a helmet bounced 30 feet into the air (temper, temper), a quick thinking fellow racer, who owned a tow truck, then placed aforementioned C-3 on some guard rails with skid marks and all. The "accident" was then called into the police! We had a race in downtown Latrobe on the Main Streets of town. They shut the town and we had an all-day car show that culminated with a loud and fast race. The biggest concern early on was the noise we would be making as we raced out and back past the senior high-rise apartments. Well, to our surprise, it was the seniors enjoying it most of all. It got their adrenaline really going and made all of us happy to see how they reacted. Two events that were on short only were the "Race to Save the Children" at Three Rivers Stadium where 128 participants had a marvelous experience that we wished would have happened again. It truly was a course that let Corvettes shine with all the power and handling. The other event was the 1993 Pittsburgh Vintage Grand Prix - 2.5 miles through the up, down, twisting and sweeping roads of Schenley Park. Many former autocrossers were invited to participate, but only six (6) cars arrived (the rest of you missed a tremendous experience). Now, there were 6 cars but 7 guys can say they drove. How's that happen you ask? Well, a senior and a much younger John Walko shared Saturday and Sunday driving duties and

Memories...

FROM THE 50TH ANNIVERSARY BOOKLET

Gary Ed (Autocrossing continued)

this gave us "Team Walko" long ago. The PVGP was a great road course with speeds in excess of 100 mph in 4th gear. To slow cars down on the long Boulevard of the Allies stretch, they put a chicane that kicked left to right. I remember John Walko saying "What hay bales?"

The format of autocrossing was set-up fairly to give everyone a chance. Classes were established based on cubic inches and horsepower for base classes and you were allowed two modifications in either mechanical or suspension combined. You needed three cars to make a class or your class "bumped up to the next higher class". We also had an individual ladies class (for what reason, I'm not sure - some of the ladies could outrun the guy in their own cars!) We also had a beginner class for rookie drivers. You moved into the regular class after so many races and had to have an experienced driver ride with you while in the beginner class.

We had many spectators (club members and otherwise) who would watch and say there's nothing to it, then you would get them in a car as a passenger and after their first time around the track in a car, it was "how do you know which cones to go through next?" or "I don't think I could really do that!" and there were some who actually attempted driving and probably shouldn't have! (I remember a silver 1964 coupe with a guy who ended up making car covers for Corvettes - total confusion and hilarious!)

Long before defensive driving classes, we had autocrossing and believe one fact; autocrossers are alert, safe drivers that handle adverse situations extremely well. And for the most part, the best drivers went around any track layout and looked like their cars were in a slot track. As one of our best said, "If your tires area squealin', you're losing time!" Amen.

Gary Ed - EARLY YEARS

I realize we did not all travel the same road getting here and that holds true for how we all became part of a large following of an American Automobile. More than an automobile - an iconic reverence - a throw-back to our youth.

My journey down the road began as a young lad that knew all cars passing our family sedan, as I sat in the back seat on whatever propped me up high enough to announce all their names; Plymouth - De Soto - Packard - Edsel - Nash and Oldsmobile - names that prove nothing is forever. But say the name Corvette and it gets the attention of young and old and it had done that for fifty-five (55) years. More manufacturers have copied and/or competed with it but none with the same success. I bought my first Corvette over 3-1/2 decades ago (I am not sure if that sounds better than 36 years) with my wife 8 months pregnant. Seemed like a good idea at the time to me! Not really the ideal "go grocery shopping with a baby" vehicle. "No, honey, I have no intention of doing that with it."

A year later with much persuasion from a few club member friends, I found myself on the autocross course. I had to 'fess up when I got home, as I knew it wouldn't

Memories...

FROM THE 50TH ANNIVERSARY BOOKLET

Gary Ed (Early Years continued)

be the last time. Many trophies later, I guess I'd say I had my share of fun. We have NCRS blessed Corvettes with owners that feel originality is a necessity and cars that are "trailer queen beauties" on which we Q-Tip tire treads. And we have the daily drivers to weekend sunny days only and cars that we take around the

Lowes Motor Speedway at 120 mph plus. However, the caravan ride to Lowes Motor Speedway wasn't bad either! Whatever category each of us falls into, this mass of metal and fiberglass has become a part of our persona. We have hats, jackets, shirts, chairs and jewelry to say "Corvette, we love you!" Thirty-five years later, I still own that same Corvette, just recently totally restored (which is unusual for a car salesman). And I have all the memories that have been accrued but best of all are the friendships that came through being a part of CCWP - some of my dearest friends and I love them too!!! So here's to CCWP and another 50 years!

Dick Diamondstone - EARLY YEARS

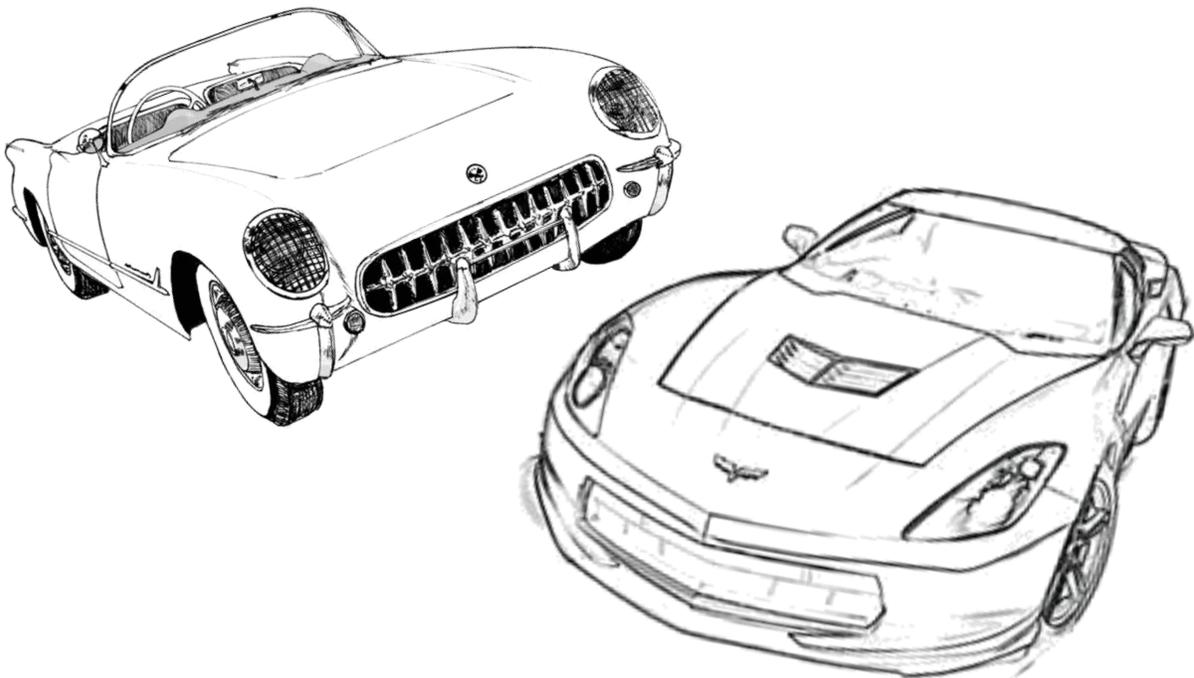
Back what seems to be 100 years ago, when I had the privilege of being the president of CCWP, we began to run a few road rallies during the year as a change from the regularly scheduled autocrosses. Because we were primarily a "FUN" and family club, we decided that the types of rallies other car clubs held were a bit too serious in nature and were pretty much geared to a very dedicated and focused crowd. When we had our first meetings to determine what ours would be like, we came up with what we thought would be more suited to our party-loving, beer-minded mentality. At first it was pretty difficult to get someone to set up the events because it took a great deal of time measuring the course, usually around 40-50 miles in length, and figuring out the "gimmick" questions for the instruction sheets, not to mention running the course numerous times to be sure it was correct. Not only did our instructions indicate the speed-over-distance required, but we had fill-in questions such as "Automotive _____" or "_____ Chevrolet" or "The sum of the numbers on the route sign = _____" where the correct answers were to be entered to receive credit. Clipboards were provided so you could write on the run. There was always a 10-mile check point from the start so that everyone could stop and check their odometer to account for the inevitable instruction, "Turn left at 18.6 miles". Had you not figured your correction factor at this 10-mile point, when you got to 18.6 miles as the organizer had measured, your odometer might read 19.1 or 18.0, depending on the distance your car read the distance traveled, and you became instantly lost. Some of us had odometers that went in reverse when backing up because they were cable-driven, something that does not happen these days with digital displays. Cars were sent off from the start point, usually at 2 minute intervals. I remember one rally where I was backing up, because I had gone a bit too far from a turn we were supposed to make, and other cars in the rally passed me, or saw what I was doing, and got totally confused. We also had a rally that went through Claridge, Pa., a very small spot on

Memories...

FROM THE 50TH ANNIVERSARY BOOKLET

Dick Diamondstone (Early Years continued)

the map. The rally was purposely designed so that 4 or 5 cars were passing each other going different ways, causing total bedlam. There was always a sealed emergency envelope given to each car so that, if you did get lost and weren't able to get back on track, you could open the envelope, disqualify yourself, find the destination, and still "party" with the rest of those who found their way to the beer. The trophies were given to the team that finished closest to the exact prescribed time and distance and who filled in the correct answers in the blanks, deducting points for wrong answers. There were no rally classes; however, we did give an award to the car that finished first as a first-time rally participant. There were always stories of those husband-wife or boyfriend-girlfriend teams who argued for the entire rally. One was the driver, and one was the navigator giving the instructions and filling in the blanks on the rally sheets, and there always seemed to be some problems of "communication", to say the least. I always laughed listening to those couples at the after-party. One of my friends from work and his fiancée came to a rally I had set up, argued all day, and nearly broke up over it, but I'm happy to say they are now married 32 years. They still remind me about it regularly. We had an overnight Saturday/Sunday rally that ended on the 1st day at Lakeview in Morgantown, returning home on Sunday to another party, and we had a Halloween rally/scavenger hunt where everyone had to dress in costume and follow the instructions while collecting required knick-knacks, and still end up at the haunted house and party. Whatever we did in those days gave us plenty of laughs and lots of good memories.



Shows, Tours and Events

Over the years CCWP has maintained an active summer schedule presenting Corvette and Chevy shows, organizing tours and hosting events. The success of these endeavors has been due to the hard work and dedication of our members and the outstanding leadership of our Event Chairpersons. They spend countless hours

planning and organizing these activities to make our Club the premier active Corvette Club in the area. The



Creekside Show

events they plan provide a diverse program to fit the varied interest of the membership.



Spring Vettes

The shows that we have presented are held in the spring and fall and are open to members and non-members alike to provide a venue for Corvette owners show off their prized cars. Show classes are both non-judged and judged with the judged classes divided into year groupings. Last year for the first time we held an "All Chevy" show for our second show which proved to be quite successful. For several years Corvette shows were held



Corvettes at Carlisle

at and sponsored by Day Chevrolet. As of late the shows were held at different venues and sponsored by Tom Henry Chevrolet and Grabiak Chevrolet.

Tours (road trips) and the "Lap of PA" have taken us to areas from Charlotte, NC to parts



New England Tour

Shows, Tours and Events

of New England. Activities range from sightseeing to laps at some of the most famous race tracks and courses. The Lap of Pa has visited locations throughout Pennsylvania and has expanded to include excursions to neighboring states.

Every year a group of CCWP members head to Carlisle for the annual Corvettes at Carlisle and man a tent where the club provides refreshments and some shade to the fans attending the event.

One of the most memorable trips was to



Dale Earnhart Inc.

Dale Earnhart Inc. for a Corvette Legacy Show in 2004. As chronicled by JoAnn Richard in the 50th Anniversary booklet, about sixty two Corvettes made the trip for an extraordinary weekend. Friday



Charlotte Speedway



National Corvette Museum

began with a visit to Richard Childress Racing then to DEI for a tour of engine shop. After a visit to the Hendrick Race Shop they headed to Lowe's Motor Speedway for laps on around the track. Later they had dinner and dancing at the Speedway Club in Lowe's Motor Speedway. All this and it was only Friday! Finally, Saturday, July 3, 2004 the DEI Corvette Show, the reason for



this trip. They were treated like Kings and Queens this day with special show parking for the Corvettes participating in the show and an in-depth tour of the DEI facility with a buffet luncheon that was absolutely delicious. CCWP walked away with 14 trophies and everyone had a fantastic time.

Shows, Tours and Events



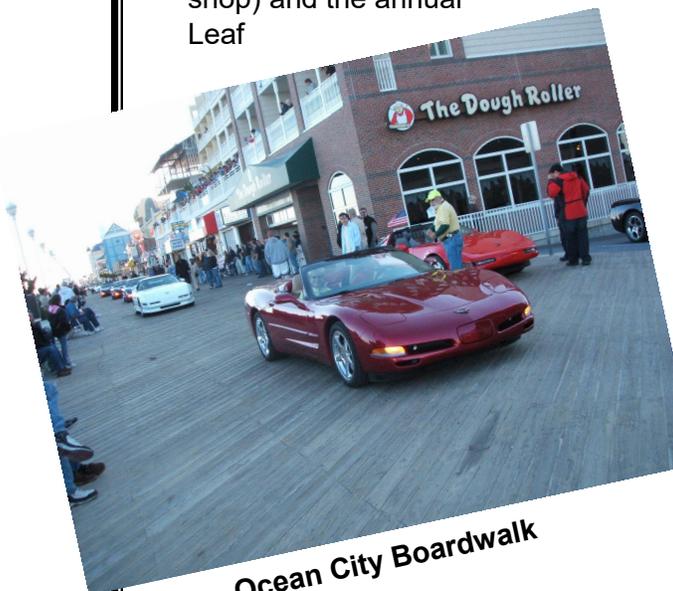
Leaf Peeper

there is a stop at an ice cream shop) and the annual Leaf

Besides the road trips CCWP also has had some great one day excursions such as a night out for ice cream (seems like on every outing



Leaf Peeper



Ocean City Boardwalk

Peeper cruises. And for the last few years there has been track time and autocrossing at Jennerstown Speedway.



New York Tour



Jennerstown Autocrossing

Lap of PA

The "Lap of PA" began in 2000 as a four day road trip that covered 1200 miles. The first Lap was chaired by Roger and Marlene VanRyn assisted by Clem and Patty Zahrobsky.

Roger remembers the first Lap (from the 50th Anniversary Booklet)

The inaugural "Lap of PA" rode into history in 2000. It was conceived as a four day, three night road tour, followed by months of planning (hotels, route, contacting other clubs), and trips to build interest to garner participants. With Corvettes from at least four different clubs, and two Corvairs, on September 21st, 2000, 35 cars gathered at the Seven Springs Resort and at 9:30 a.m. departed on an exciting new adventure. After one short detour through the Penn State Campus in Uniontown (the lead car missed the turn) and a detour at Washington, PA (road closed due to an auto accident) most everyone made it to SAE at Warrendale for a complimentary lunch and we rendezvoused with the additional eight Corvettes of our entourage. The ride down the Avenue of Flags in Hermitage and our motorcycle police escort Friday morning through the city of Erie highlighted our Northwest portion of the trip.

Across northern PA, meeting with the Chautauqua County Corvette Club of New York at the Kinzua Dam for coffee and doughnuts and a short stay at Smethport for lunch at the famous Smethport Diner and visiting the Christmas shop helped highlight the second day of our adventure. The ride along Route 6 featured outstanding countryside and a very pleasant drive, especially in a Vette. Our overnight stay in Wellsboro enabled us to explore another exceptional small town in our beautiful state.

Bright and early on Saturday morning, leaving Wellsboro and the PA Grand Canyon, we caught up with the remnants of a hurricane going up the east coast. Despite the rain and fog, we met with some members of the Tri-County Corvette Club, which hosted a lunch for us at the Swiftwater restaurant. The TCCC then escorted some of our group through the historic Delaware Water-Gap and we saw some spectacular scenery there on the eastern border of our state. The lunch stop at artsy New Hope was another memorable visit, especially with all our Corvettes in that busy little town. Saturday night we had a great banquet and a good night's rest at the Sheraton, our last stop of the day.

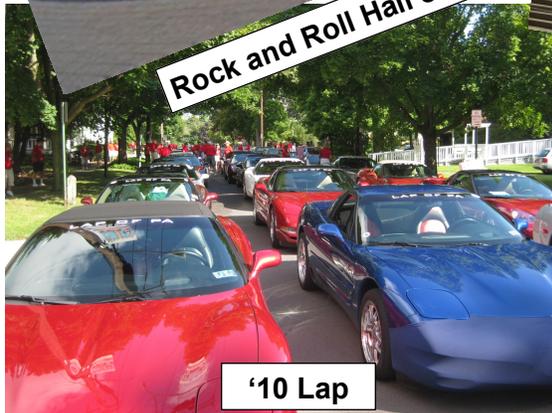
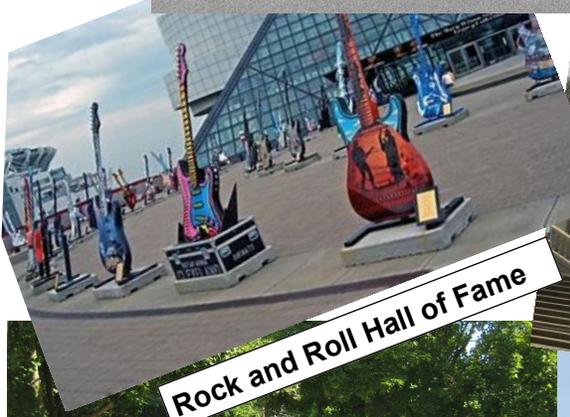
Not so early Sunday morning, we left for home. Although we still had fog and misty rain, our spirits were not dampened in the least. Arriving at York along Route 30 (and finally lots of sunshine), we thought we'd stumbled across a Corvette cruise. However, it was the York County Corvette Club having their annual picture taken at the Harley Davidson facility. We were invited to join them and had our picture taken as a group. Continuing on, traversing route 30 also provided an exciting hill climb, up and over McConnellsburg Mountain. Down into Breezewood, through Bedford, over to Somerset we went. And at approximately 6:05 p.m., thirteen hearty souls of the original 70+ arrived back at the Seven Springs Resort, completing the initial "Lap of PA". We all had a congratulatory

Lap of PA

Roger VanRyn (continued)

We had traveled approximately 1050 miles in just four days and saw a lot of our State. Creating an eye-catching spectacle everywhere the caravan went, we were asked about our cars and the origin and purpose of the trip. The camaraderie among the participants was at an enthusiastic high level and coupled with good food and great scenery, the trip was quite a success.

Making new friends on this exciting road tour event involving multiple clubs made the Corvette driving experience very enjoyable for all involved.



CCWP Charitable Giving



Throughout its history CCWP has and supported various charities. A portion of the proceeds from our shows and other events are designated to a charity chosen for that event. When Toys for Tots was a selected as a charity to support donations amounted to several car loads of toys which were donated by the membership. As we go forward CCWP will continue to be a benefactor to charities throughout our region. Charities that we have made contributions to include WQED, Spina Bifida, Make-A-Wish, the Salvation Army, the School for the Blind, the Chip Miller Foundation, and the United Mitochondrial Disease Foundation. as well as several others.



American Cancer Society



Flight 93 Memorial

CCWP Officers

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Stanard W. Garratt
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Edwin J. Myers
Stuart E. Phelps (Stu)
E.A. Smith (Ed)
Donald Yenke

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Newsletter Georgeann Young
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Thank You

to all of the individuals who have served as Officers and to the those who served on committees. Your dedication and hard work make CCWP the preeminent Corvette Club in the area and the USA.

A special THANK YOU to John Walko for being one of the longest serving members on the Board and serving as our President. During your 10 year Presidency , through your leadership you provided the foundation and direction for our future success. By being the catalyst for the induction of CCWP members into the Corvette Hall of Fame brought unparalleled distinction to the club nationally. Our gratitude is well deserved.

And to the membership, without your participation there would be no CCWP. By coming to meetings, attending events and participating in shows you are the heart of our organization. Your generosity and willingness to give your time in supporting club functions is remarkable.

To our sponsors, your support of the club helps to provide the resources for the club to organize and conduct successful shows and events that benefit CCWP and the community. Your support is truly appreciated.



Thank you all!

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\$15

CCWP 60th Anniversary Logo Hat



\$6

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18 oz. Stainless Steel Double wall insulating for hot or cold. Spill proof cap to protect your Vette!



\$15

CCWP 60th Anniversary Tee Shirt

CORVETTE CLUB

of Western Pennsylvania



Still

Shifting Gears for 60 Years

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