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# A M E R I C A ' S SPORTS CAR

A PUBLICATION OF THE NATIONAL CORVETTE MUSEUM

## MISSION ACCOMPLISHED!

NOW WE ARE GETTING READY FOR THE C5/C6 BASH. ARE YOU?

### ***The Andretti 500***

Mario Andretti takes delivery of his VIN #500 ZR1!

### ***Historic Motorama II***

A look at this historic event and why it might be the last one ever.

### ***The NCM Report***

Time to review 2008 and get a preview of the year to come!

### ***and MORE!***

Betty Skelton—*the Spirit of the Wind*, the new Competition Sport Corvette, C5/C6 BASH news, and *Brick Stories!*



# HISTORIC MOTORAMA II



**M**ost Corvette people, especially the ones who attend events, have a great outlook on life. They would rather be sitting in their car than on a couch, and they are not content with just being alive, they want to *live*. They are looking for memories worth making, and it is not about whose car is the fastest, rarest, oldest or newest (although that is certainly a big part of the fun); it is mostly about being with people who love this life as much as they do.

This was especially true on September 10-16, 2008, when the rarest, fastest, oldest and newest (as well as nearly everything in between), got together for the Historic Motorama II. The National Corvette Museum issued a call bringing together a group of strangers, inviting each one to take their place in Corvette history *literally*, as only one car for each year of production could participate in this special event.

To celebrate the 100th anniversary of General Motors, NCM decided to lead this caravan of Corvettes on a road trip tracing the history of the Corvette. Beginning in Bowling Green, Kentucky, where GM makes the Vettes of today, the procession would wind through St. Louis, where they were built from 1954 to 1981, and then continue to Flint, Michigan, where the first Vettes were assembled by hand. For those participating, it would be a chance to take part in a history lesson on wheels, showing the evolution of America's sports car from its beginning to the current model year.

"With these cars getting older," one NCM staffer said, "the day is coming soon when people just won't be able to

take them out on a run like this. By the next time GM has a milestone birthday, the only place you'll get to see these older cars will be at a Museum or in private collections."

So the caravan went out to make history, collecting memories along the way, both planned and unplanned. One great example of the unplanned variety came from Lifetime Member, Henry Younger.

"I took my yellow '67 BB convertible as the 1967 representative for the Motorama and brought my son, Charles, along for the ride. As we headed out, I was a little bit nervous about how it would go. I had only owned the car for a couple of years and this was the first big trip I'd ever taken it on.

"We left Bowling Green and went to Collinsville, Illinois, on the first leg of the trip and headed out early the next day for Indianapolis. That was when the '54 had problems. My 67, on the other hand, was purring like a kitten, and I was getting more confident that we were going to be fine.

"On the 14<sup>th</sup>, after we left the Henry Ford Museum, I started really feeling good about the car. Having put 1700 miles behind us without incident, I made a comment to my son about how great the car was doing. He cautioned me to watch out or I'd bring bad luck to the car.

"On Monday, the Motorama departed for the WIXOM Power Plant facility where the 427's are assembled for the



*Henry and Charles Younger with their 67's twin brother.*

Z06's. Since I have a 2007 Z06, I wanted to see the facility and meet the person who assembled my car's engine. While on our way to the plant, however, the engine of my 67 began misfiring.

"When we got to WIXOM, we looked under the hood to see what was going on. It was clear we were in trouble. Greg Wallace from the GM Heritage Center called Werner Meier, of Master Work Automotive Services. After getting the car to his shop, we discovered that the number 4 intake valve spring had broken, bending the valve, and breaking the retainer clip and pushrod as well. Werner said he could fix it, but not in time for the conclusion of the event.

"My heart sunk at the idea of having the Motorama go on without a 1967. Then Werner said something that

completely floored me, 'I have a Sunfire Yellow 67 BB you can use to finish the Motorama with if you want.'"

"My jaw hit the floor as Charles and I looked at each other in complete disbelief.

"We rejoined the Motorama in Werner's 67, and went on to the GM World Headquarters and the 100th Anniversary Celebration. It was quite spectacular. GM fed us and let us participate as spectators for the worldwide TV broadcast going out to all of their plants throughout the world. It was quite a show to say the least.

"When we got back to the hotel, a lot of folks were packing and leaving. It was sad that it had to end. We had come together a group of strangers, but somewhere along the road, we became a family.

"It turned out that Werner helped several folks on the Motorama. He completely changed the engine in the '54 so it could finish, worked on the '55 and several others.

"I drove my repaired '67 all the way back home without incident, smiling all the way as Charles and I reflected back at the Historic Motorama II. This was, for sure, the experience of a lifetime." ■

THIS EVENT SHOWED ME HOW ONE HUNDRED PEOPLE FROM ALL WALKS OF LIFE COULD BE DRAWN TOGETHER TO BECOME A NEW CHAPTER IN MY CORVETTE HISTORY.

—MIKE SCHIAVONE  
MOTORAMA II  
1966 TUXEDO BLACK COUPE

*For more photographs from this event, go to our web site's members-only link by typing in [www.corvettemuseum.org/asclplus01](http://www.corvettemuseum.org/asclplus01)*

