



CORVETTES of Buffalo

VETTE NEWS SINCE 1981

APRIL 2021



EDITOR'S NOTE:

Hi – I'm Dave Spencer



IT'S HERE!
NO LONGER JUST
A DREAM!

**STAY HEALTHY, STAY SAFE, and Save
the Wave!**

THE PRESIDENT SPEAKS: After more than a year I am finally able to give everyone some favorable news. The board came together on March 13th for their regularly scheduled meeting. We discussed what the coming season may look like and how to proceed as a club. It was decided that we will resume regular monthly board and club meetings beginning with the April meeting date. There was some apprehension as to, do we really need to resume meetings at this time. After some discussion it was decided to resume meetings with all safety protocols in place. Most importantly anyone who does not feel well or does not feel comfortable attending at this time is asked not to attend. Everyone's physical health is of the uppermost consideration. I will be getting out information to everyone by a "COB UPDATE" concerning the rules that we are asked to follow for use of the church hall. Looking forward to seeing as many members as possible at the upcoming meeting. Bob

Hey... are you somewhat new to the club or an older member with a story from the past? How would you like to see your Corvette on these pages? But what I also want is your story. Over the years we have all had moments that were special to us. They don't have to be only about Corvettes, even though we are a Corvette family. Other interesting things have happened to us that need retelling. Covid has impacted our lives, but things will get better soon.

In this issue you will find a long story about women who made history on an early 1909 rough journey across America. This was during a time when women were regarded as upstarts if they attempted to compete in activities that men enjoyed. They weren't even allowed to vote until August 18th, 1920. March 8th gave us International Women's Day and, in my view, they aren't represented in politics and world affairs enough. So, please read it and give me your thoughts!

WNY COVID guides

Corvettes of Buffalo will continue to meet all guidelines to keep our members safe, with general meetings remaining cancelled. We will make an announcement when we are able to resume.

Watch for "COB UPDATES" and check Members Only Section of the Web Site.

OFFICIAL PUBLICATION OF
www.corvettesofbuffalo.com



Officers

President-----Bob Joseph-----716-440-6091
Vice President- Lowell Rothenberger-716-675-9467
Treasurer-----Marianne Pastore-----716-694-9024
Secretary-----Karen Rothenberger---716-675-9467

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Committees

Membership	Barbara Lipome 716-691-8845
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Club Photographer	Dan Krakowski 675-5880 Dave Spencer 353-2457
Face Book page Manager	Dan Wroblewski 585-318-4480
Liaison for Out of Town Corvette Clubs	Mike & Lee Buccilli 716-648-2037

Meeting every second Saturday of the month at
First Presbyterian Church (on hold)
9675 Main St. Clarence, NY, 14031

Meeting starts 7:00 p.m.

Visit us at: <http://www.corvettesofbuffalo.com/>

Send Newsletter Articles To: **Dave Spencer**

E-Mail: c7hotrod@gmail.com

Submissions must be in before the 27th

Late submissions will be published the following month.

APRIL ANNIVERSARIES:

11th Dan & Debbie Wroblewski
14th Frank & Marianne Pastore
16th Leon & Eileen Kuczmarski
16th John Vara



APRIL BIRTHDAYS:

4th Gary Brockman
7th Bob Meegan
11th Jim Lawson
17th Dave Hall
21st Norma Joseph
22nd Debbie Wroblewski
23rd Bob Joseph
28th Dave Huber



Editor Dave: Ladies, we would love to
hear your Corvette stories, so
PLEASE,
feel free to send them!



2021 Corvettes of Buffalo Member Benefits Sales Benefits

- New 2021 & 2022 Corvettes at MSRP
- \$500 off the Van Bortel price on used Corvettes
- \$500 under invoice for all other new vehicles including Chevrolet, Ford, and Subaru
- \$500 off any used vehicle at any of the Van Bortel Dealerships

Service & Parts Benefits

- 1 Free oil change for 1 Corvette per year, excluding Corvettes with a dry sump oil system where the first 6 quarts will be free (5w30 Dexos or Mobil 1 engine oil and AC Delco engine oil filter)
- 1 Free NYS inspection for 1 Corvette per year
- 15% discount on Corvette Labor
- 15% discount on OEM GM Corvette Parts
- 15% discount on Enclosed Trailer Service
- 15% discount on OEM parts and labor for all other vehicles at any Van Bortel dealership



Must present your COB Membership card to receive these benefits

**For any questions or more information
Please contact your Corvette Team at 585-22-CHEVY**

at Van Bortel Corvette



UPCOMING AREA CAR SHOWS & ATTRACTIONS!

The Falcons Car Club Cruise Nights 2021

2020 Has come and gone!! It's time for a new 2021 Thursday Cruise Night Season!!! We are a NYS Covid Compinat and Safe Event!!!

We thank all of our Sponsors for trying to support our Cruise Night!



Become a Sponsor of Cruise Night
Click Here to be a Sponsor



CRUISE NIGHTS

EVERY THURSDAY NIGHT
5-8 PM
WATERBURY WESLEYAN CHURCH
4999 MCINLEY PARKWAY, HAMBURG
Call: 716.462.8000

TO MONET: GENESIS GARAGE

LYNN KATHRONS CUSTOMS & CLASSICS INC.

Wheel at WideWaters

EVERY THURSDAY
5-8 PM

PRIZES
\$50/\$100

LIVE MUSIC

767 Market, Lockport NY

05 STAGE

may 2021 8166 MAIN ST, BUFFALO

ly Rock N' Ro

WEDNESDAY CRUISE NIGHTS @ THE STAGE

THE STAGE
WILLIAMSVILLE NY
WEEKLY CAR CRUISE
5:00 PM - 9:00 PM (SEE ALL)



THU, MAY 6 AT 4 PM EDT
Anchor Bar Amherst Thursday Night Cruise
2021
Amherst, NY

Interested

Wed
Apr
28th

WNYHRCC Cruise Night at THE STAGE

5:00 PM - 9:00 PM

8166 Main St, Williamsville, NY
14221, USA

CORVETTES OF BUFFALO ANNUAL PICNIC

Sunday, August 15, 2021

11:00 AM - 5:00 PM

Gratwick Hose Company, 110 Ward Road, North Tonawanda

\$10.00 Members and Prospective Members

\$20.00 Guests

Menu to include:

Roast Beef sandwiches, Polish sausage, Hamburgers, Hot dogs,
Chowder, Corn on cob, Chef salad, Macaroni salad, Ice cream
Beer-Wine-Pop-Water



GAMES-DOOR PRIZES-CAR PICTURES

WIMBLEDON LANES

220 Center Road • West Seneca • 674-5333
Follow us on Facebook and Check out our Web Page: www.wimbledonlanes.com

PRESENTS FAMILY FRIENDLY EVENTS
OUR SHOWS FOR THE 2021 SEASON
CARS & COFFEE
With a SPECIAL AREA FOR MOTORCYCLES!

WIMBLEDON PLAZA
220 Center Road • West Seneca
SUNDAYS 9-1

May 2, June 6, July 11, August 8,
September 12, October 10

Rain Dates will be the following Sunday

Baskets, Split Club and Donations to Benefit Local Charities

Supercruise - Saturday July 31
3:00pm - 9:00pm --- Details to come!

"Thank You!" for a successful Cars & Coffee Season in 2020 which Benefitted:

VETS FOR VETS/PATHFINDERS!

THE FOOD BANK

WEST SENECA PBA

PANCREATIC CANCER ACTION NETWORK

UPCOMING CAR SHOWS AND ATTRACTIONS (CONT.)

THE CAZ



26th Annual!

CAZENOVIA PARK CASINO CAR SHOW

SATURDAY, MAY 23rd, 2020

TO BENEFIT SOUTH BUFFALO FOOTBALL

Top 50 awards!!!
BASE
20 Additional best in show classes.
70 Awards in all!

ALL SHOW CARS ENTER AT ROBBY RD.

EXPANDED SHOW CAR PARKING, THE WHOLE PARK!
CRAFT SHOW AND SWAP MEET
COMMERCIAL SPOTS ARE ALSO AVAILABLE. CALL FOR DETAILS.
Like us and share us on Facebook: The Caz
No tents or glass containers please!
Registration Starts 10:00 am Awards at 5:00

Craft Show Information: Katie Thomas 716-566-0465 (Call after 4:00 PM)
Car Show and Swap Meet Information: Dave Decker 716-713-2893

Saturday May 23rd The CAZ Car Show, Craft Show and Swap Meet is still on! (As long as the social distancing rules are lifted) All proceeds benefit the South Buffalo Football Association.

Top 50 awards. 20 additional best in show classes.

CRUISE NIGHT! VINTAGE IRON CAR & BIKE SHOW

Friday, August 27, 2021 • 6 – 10 pm

People's Choice Awards for
Best Bike/Best Car
Other Prizes will be Awarded

Food & Drinks Available
LIVE MUSIC

Hosted by Scranton Volunteer Fire Co.
5395 Scranton Rd. • Hamburg, New York

For More Information Please Contact Greg Pierce
716-570-7969 • spdfk434@verizon.net

SPONSORSHIPS AVAILABLE
Please contact Greg Pierce for details.



PEMBROOK CAR CRUISE!

PCD Kiwanis 14th Annual Car Cruise & Fall Festival

Proceeds benefit PCD Kiwanis Kids Projects in our community

SEPT. 19, 2021 • 11a - 4p

Pembroke Town Park, Rt. 77
Next to Pembroke High School • Rain or Shine

Email: pcdkiwanis@gmail.com Website: www.pcdkiwanis.com

COVID guidelines will be followed • Activities subject to change

CRAFT, BUSINESS, & FOOD VENDORS WELCOME!! - Vendor Info - Call Penny 585-356-3413 pcdkiwanis@gmail.com	CARS/TRUCKS/ MOTORCYCLES WELCOME REGISTRATION OPEN 9am Pre-Reg fee \$10 per vehicle \$15 Reg day of event MORE: Trophy Classes Unique Dash Plaques Goody Bags Music, Food, Raffles - Car Cruise Info - Call John - 716-537-5918 Email: drogicd@gmail.com	CROSSROADS BASKET RAFFLE IT'S HUGE!!  CONNECT LIFE BLOOD DRIVE 	FAMILY ACTIVITIES KIDS CAR CRUISE 11A-1P - FREE (8 yrs. and under) Register your ride on vehicle kid's goody bag • TRAIN RIDE • FACE PAINTING
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Pre-Registration \$10 per vehicle by 9/12/21

Name _____ Phone _____

Address _____ City _____ State _____ Zip _____

E-mail _____

Year _____ Make _____ Model _____

* Vehicle owner assumes liability for vehicle damage*

Check payable to **PCD Kiwanis Club** • TOTAL ENCLOSED \$ _____

Please mail form and check to:

PCD Kiwanis Club, Attn: Car Cruise Registration, 470 Sumner Road, Corfu, NY 14036

variety

Car Route For

MERCURY

RESTOMOD



To Benefit the Variety Kids Telethon

DRAWING
TUESDAY, SEPTEMBER 21
 8:30PM - 9:00PM (AT CRUISE NIGHT!)

AT THE VARIETY CLUB
 284 BROADWAY, LANCASTER NY 14086

TICKETS CAN BE PURCHASED BY CALLING VARIETY
(716) 854-7577
 OR ONLINE AT VARIETYBUFFALO.ORG

1 Ticket: \$20 8 Tickets: \$100
 WINNER NEED NOT BE PRESENT TO WIN



Dave Owczarczyk
 Yesterday at 5:43 PM

VARIETY CLUB TUESDAY CRUISE NIGHTS 2021
 START TUES. MAY 11TH!

NCCC News: Jim Nicolet (our NCCC Governor)



NCCC REGIONS

Visit one of the NCCC Regional Web Sites

Carolina	East Region	East Ohio	Florida
Indiana	Michigan	Midwest	Northeast
Northwest	Roadrunner	Rocky Mountain	Southeast
Southwest	West Region	West Coast	West Ohio



For up-to-date info,
check online at:
[The National Council
of Corvette Clubs, Inc.](https://www.corvettesnccc.org/)
~ NCCC
[\(corvettesnccc.org\)](https://www.corvettesnccc.org/)

NCCC President's Message March 2021 (Dale Samuelson)



March is here and that means spring is just around the corner (I think)! Winter has been pretty mild for most of us, but February proved there's no fooling Mother Nature. Extremely cold temperatures and snow and ice storms affected a good portion of the country, including places that normally escape the wrath of winter. Our thoughts go out to our NCCC family in Texas as they still work to recover from the damage caused by winter storms and power outages. I think we'll all be happy when spring is finally here. The Covid19 virus is still with us, but many of us have had at least our first dose of the vaccine. Vaccinations seem to be ramping up at a pretty impressive rate and across much of the country positivity numbers are reaching new lows. Please don't get complacent, but I think we can finally see the light at the end of the tunnel. After almost no activity last year, I think we are all looking forward to some Corvette events this year. While things may not get back to the way they were pre-Covid for some time, I think outdoor activities can take place safely with a few precautions. The NCCC executive board met virtually to continue necessary NCCC business, including budget approval and committee appointments. Both items will be brought to the full board of Governors at our next in person meeting. The next scheduled NCCC Governors meeting is April 30th and May 1st. The executive board will again look at the latest health data and CDC recommendations, but we are cautiously optimistic that that meeting can take place in person. Four NCCC National offices will be up for election later this year. They are: Vice President of Competition, Secretary, Business Manager, and Sergeant-at-Arms. If you have interest in any of these positions, please contact your club Governor. The annual NCCC Convention will be here in just a few months. Registration is already open and there are parties, tours, and competitive events for everyone. After being isolated for almost a year, I am really looking forward to a great time in Cleveland. You can find all the information (including the registration link) here: <https://www.corvettesnccc.org/2021Convention/Convention2021.php>. Don't forget to order your convention shirts here: <https://www.corvettesnccc.org/2021Convention/2021ConventionShirtOrderForm.pdf>. Registration is now open for the National Corvette Museum's Michelin Bash April 22 through April 24th. Both in person and virtual options are available and NCCC will staff a hospitality booth. If you can make it, stop in and say HI! I'm looking forward to a busy and better 2021 filled with many Corvette activities. Most of all, I look forward to seeing all of Corvette friends. That's all for now, stay safe, and... Save the Wave!

Corvette Museum News: John Meyerhoff



No refunds or cancellations after Advance Registration closes on April 6th, [Events – National Corvette Museum](#) for more info

2021 Michelin NCM Bash Thursday 4/22 – Saturday 4/24

Kickoff of the NCM onsite event season with us here in Bowling Green, KY! Returning activities include a seminar and classroom sessions by GM certified Corvette Technician Paul Koerner. Enjoy guided road tours, two celebrity choice car shows, a celebrity autograph session, auctions, book signings, and the Ladies' Oasis. This year's Bash will also include Hall of Fame activities for the 2020 Corvette Hall of Fame Class.

Seminar schedule and a more detailed agenda will be made available as we can confirm presenter's ability to be onsite. Those that are not with us here at the Museum will be doing live interactive sessions similar to those held at the 2020 Michelin NCM Bash and the 26th Anniversary.

Watch the agenda for updates including:

Seminars featuring Bowling Green Assembly Plant, Michelin, & Mobil 1

Hall of Fame Seminars with the 2020 Hall of Fame Class

Classroom Sessions with Corvette Expert Paul Koerner

Product demonstrations by Corvette Store Partners

Live auctions

Book signings Online registration closes at 5:00pm central time on Tuesday, April 6th. All activities are open to Event Registrants only. On-line registrants will receive a hardcard credential, lanyard, event pin and dash plaque. Lifetime registration is \$20pp, member registration is \$25pp and non-member registration is \$35pp.

Onsite registrations available at the increased rates of \$25 / \$30 / \$40.



Now at the Corvette Museum



Your Corvette Collection just isn't complete without a copy of your build sheet and a reproduction window sticker! The National Corvette Museum offers build sheets and window stickers for any Corvette assembled in Bowling Green since the GM Plant opened in 1981.

Arrow modified a Corvette to empower quadriplegic, former Indy Car race driver Sam Schmidt to drive again... using only the motion of his head. Beginning in 2013, engineers at Arrow Electronics collaborated with experts in aeronautic systems, flight medicine and spinal injury medicine to modify a Corvette so it could be safely driven at speed using head movements. This is a Semi-Autonomous Motorcar, also called SAM.

In the project's first year, the Arrow SAM team integrated separate steering, acceleration, braking and GPS navigation controls into a seamless system of advanced head controls. Arrow recruited former IndyCar race driver Sam Schmidt to drive the Corvette; he was paralyzed from the shoulders down in a racing crash in 2000. Schmidt drove for the first time since his accident in demonstration laps at the 2014 Indy 500, reaching a top speed of 107 mph. Together, they transformed what seemed to be Sam's impossible dream into reality—and they did it in less than a year. Since that historic run, the team has converted a 2014 Stingray, 2016 Z06 and a 2020 C8 Stingray for quadriplegic drivers. Schmidt has tested the cars at the Bosch Proving Grounds, reached the 14,000-foot summit to pace the Pikes Peak International Hill Climb and hit a top speed of 192 mph in a demonstration run with the US Air Force Thunderbirds.

Schmidt's home state of Nevada issued him a unique driver's license to legally drive the Arrow Corvettes on the street. His destinations have included Washington DC's monuments, the hills of San Francisco, the Las Vegas Strip, New York City's midtown traffic and Boston's Freedom Trail – all with advanced head controls.



DRIVE A C8 CORVETTE

Test out the performance of America's sports car on our 3.2-mile racetrack with a session of [Corvette Touring Laps](#). Drive a C8 Corvette on track in a lead/follow format for 4 laps.

Want to take it up a notch? The [Corvette Experience](#) is a streamlined experiential driving school that lets you loose on the 3.2-mile racetrack in a C8 Corvette for alternating track sessions totaling an hour behind the wheel and an hour learning the ropes from track certified instructors. To top it off, the Corvette Experience also includes lunch and a tour of the iconic National Corvette Museum.



BOOK ONLINE



DRIVE YOUR CAR

Become a member of the [Driving Club](#) at NCM Motorsports Park, and become part of a special community of like-minded motorsport enthusiasts. Whether you've just bought your first sports car and want to experience its true capabilities, or you're a seasoned track veteran, the Driving Club offers membership levels and benefits tailored to fit your lifestyle.



If you're just getting started in the sport, you can opt for a session of [Touring Laps](#) or register for the [High Performance Driver Introduction](#) program in addition to joining the Driving Club or scheduling a private [1-on-1 coaching](#) session with Resident Pro Racer, Andy Pilgrim.

Join us in April, June and September for the annual NCM [High Performance Driver Education](#) events.

For a complete schedule of events and ways to get your car on track, visit motorsportspark.org/event-schedule.

GO-KARTING AT NCM KARTPLEX

Race on over to the [NCM Kartplex](#) and battle it out against your family and friends in the high-speed go-karts! Simply arrive and drive any time within the public hours of operation, open Fridays through Sundays 10am-7pm.

Group karting makes for a great corporate team building event, fundraiser, birthday party, bachelor party or any other private event! Call 270.467.8809 or email events@motorsportspark.org to book. Group karting events are available 7-days a week, year-round!





Faith Hill's 1960 Corvette is a Real Wild One A lighter body and meaner engine gave the 1960 Corvette a whole new attitude on the road, despite its innocent looks By [John Pritchard](#) - March 4, 2021



Let it Ride The car features a restored 238-ci small block V8 capable of up to 315-horsepower, giving it unrivaled speed for a street-legal car in 1960. While the car's standard build featured an automatic transmission, over half of the purchases paid the extra \$200.00 that year to have it switched out for a 4-speed manual version, which will come as no surprise to driving purists everywhere.

Bet on Love From the classic half-moon speedometer to circular gauge cluster and red shag carpeting, the car's interior is as stunning as its exterior stance. Red leather bucket seats sit side-by-side with brushed metal door panels, while Corvette logos adorn the steering wheel center and dashboard.

Stars Are Dancin' Just over 10,000 1960 Corvettes were produced, each of which was nearly twenty pounds lighter than the 1959 model. The car's reduced weight (and increased speed) was thanks to newly implemented cross-flow aluminum radiators. Additionally, the newly engineered rear sway bar design improved handling from previous Corvette builds.

Ace in the Hole

With only 38,000 original miles under its belt, this restored 1960 Corvette is ready to find romance again. It's believed that just about a third of the 10,000 or so original 1960 Corvette's still exist —each a rare gem, and few as beautiful or with the poignant pop culture history as this one. CORVETTE FORUM



(More News from Gary in
the UK, who bought
Pete's old Stingray)

She's a Beaut,
Pete!



Hi peter, February 7th... semi dry roads so went for 35 miles round trip, cut short because the salt trucks are out gritting the roads. Running really smooth now she has had plugs and a run to clear her pipes out. She handles well, flat in the curves, plenty of power and plenty fast enough. Starts without even turning over when hot. Love the car Pete, you did a great job. A few niggles I need to sort, I need to adjust driver's window as can see a gap at top when fully wound up, I think that is adjustable. The worst thing and I wonder if the shippers have damaged the shift lock by forcing it as the shifter or shift rods or linkages rattle really loudly especially under acceleration. I wonder if they had been forced by someone not reading your notes in the car. I may be able to buy a bush kit or stop movement somehow once I get underneath it. Box seems lovely though and all shifts well, the exhaust note is perfect and I just love the car, random guy asked for a pic and loads double take as it is a rare car over here. can't wait to get out again but will be icy and salty for a few days. She's a beaut, Pete! Thank you again. Your uk vette friend, Gary

Gary: February 7th... Hi nick, hope you well, it was good to see your dad's response to the video of my first proper run. That is really helpful info regarding the oil as I knew nothing about zinc or flat tappet cams. I will make sure I take your advice on oils and the wix filter. I feel I have been entrusted with this car and want to make sure I do the best by it. I was thrilled with the driving experience and especially the four speed. I absolutely love it. I will keep you both updated. I gave it a set of plugs and it is running so well now, smooth and responsive. Nice amount of power, and plenty of torque. The drivetrain is free of the usual vette rattles, knocks and clunks, love the rear spring, the car corners flat but pretty compliant over bumps too. I have a rattle and vibration from the shifter especially under acceleration but your dad told me to check the two bolts at base of shifter. I will get underneath and check the shift rods and linkages too. Thanks again for your helpful advice. All the best for now Nick. best regards, Gary

Pete: February 7th...Gary You just made my day with the movie and sound of your beautiful 72, Great idea because I felt that I was in the car with you. Sometimes the shifter handle will come loose from the shifter linkage and it will rattle when driven. To correct it, the counsel has to be removed to tighten two bolts. if that is the problem? Hirst shifter is much better than the stock shifter. Check under the car before you take the counsel apart. As for the window. Try to roll up the window when the door is open, so it goes up all the way. I did adjust that window to where it works the best, last year.

Thanks for the ride and did you save the wave? Pete

Gary: February 7th...That's great that it made you happy too peter. This is the car I always wanted, one that an expert like you had been right through so that I could just do any ongoing jobs and a few small improvements like the seatbelts etc. After I saw the salt trucks were out, I got back and hosed off underneath and dried with a leather. The car is a thrill to drive as you are really engaged in the experience, so glad I held out for the four speed over an auto. Can't wait for warmer spring weather so I can finish polishing the paint, take out the seats and fit the new belts. I found the inspection plate at the frame kick up so will remove and re treat inside the frame, lots of little things on my list to do to keep this in the great condition you left it in. Will re chrome or replace front bumper at some stage so it is as good as the rears, chrome plating here is very expensive nowadays but the car deserves it, just have to hump a few more pianos to pay for it. Next time out I will get some pics in a nicer location. Take care Peter, thank you for the shifter and window advice. All best for now, Gary.

Feb 8th.... Hay Gary. Nick here, Pete's son. My dad asked me to send you some information on the correct oil to use on the vette. You might have to research a bit because of availability in your area. I would recommend 5w-30 weight oil first off. Next you have to find a vendor that has put zinc in the oil. This is a critical mineral that is required in older motor with flat tappet camshafts. Sometimes zinc is referred as ZDDP with petroleum producers.

Newer autos no longer have flat tappet cams so it was phased out of oil here because it is a horrible pollutant.

This left everyone in a situation after they did this, because no one was ever told it was no longer in modern oils. For a while here, people were wiping out cams, with no reasonable explanations. Camshaft manufactures took most of the blame, along with many engine builders. In fact, I asked the shop that did your motor one day what he was using and if he was having problems? He was mandating the use of additive shortly after that.

Thirdly, if you can use full synthetic oil, with the required zinc, this would be preferred. I like using Mobil one, 'high mileage'. Not extended life or any other variants. Read label carefully. This has the zinc and some other things that work well in our old cars.

The old tried and true petroleum-based oils work fine as well, as long as it has the zinc. Try to buy a 'wix' brand oil filter or better. No fram oil filters please. They make good sparkplugs. Find what is available in your area.

Gary: February 12th.... Hi Pete hope you well, wnycc sent me some goodies and made me an hon member, did you mean the other club COB? We have clear cold weather here with dry roads but salt everywhere so don't want to drive but really want to. I adjusted the parking brake at the cable underneath so she holds better now, no adjustment left now so I will need to adjust at the wheels when it warms up a bit. Couldn't see any loose shifter bolts from under the car so will remove console around shifter and look from top. There are a couple of shift rods alongside the gearbox that i can rattle together so that may be some of the noise, just a process of elimination to find exactly what it is. Spring will soon be here so i will be able to remove seats and fit new belts. take care Pete. All best, Gary.

Pete: February 12th... Gary. WNYCC is the one that wants to put you on the membership list if you want. Did Bob Metz send you asking info to put you on the list. The park brakes on the 1965 to 1982 didn't work very well. They won't designed to stop the car and won't hold the car on a steep hill. Make sure you use them or they could seize up if you don't use them.

The shifter didn't rattle when I had the car or I would of fixed it. You might get at the 2 bolts by trying to remove the leather shifter boot instead of removing the cancel plate. I think you can get at the screw's that hold the boot it in the plate.

Days are getting longer and it get dark at 6 :00 PM now but still very cold with snow. Save the wave Pete

Gary: February 22nd ...Hi Peter, weather a bit better here this week, so this afternoon Jilly and I took the corvette 20 miles up the coast to Padstow, a small fishing port on the mouth of the river camel. Nice roads on the way, the vette rides well on the glass rear spring, not crashy over bumps, the car stays really flat through the curves. Love the power, took her up to nearly 80 mph today. I have some shift rod bushings arriving tomorrow to see if that is the cause of the shifter rattle and vibration. Not sure yet but when I cure that she will drive beautifully. Everywhere I stop there are people asking about the car and saying how lovely she is. hope you like the pictures Pete I am up country tomorrow but will be out cruising Thursday /Friday as sunny weather again. Take care, best wishes from Cornwall

March 17th Hi Peter, Did Nick show you the pic I sent, when I removed the float bowl and metering block to change the power valve, I found a little bit of the blue gasket sucked into one of the main jets, driving well again now with flat spot and bogging gone, and as a bonus, Holley carbs are not quite as scary as they were before. Learning a bit more about the car all the time. Am delivering in London tomorrow so sun is out now, may take the vette for a little run. Take care

Mar 28, 2021 3:29 pm Hi Pete, hope you well, my daughter's boyfriend saw us on the road on Saturday and sent a picture, note the 67 Dodge van in front of the corvette, got a friendly thumbs up and a wave at the next stop light. The other pic was a run down to Falmouth, a harbour town on the south cornish coast. Got out for a few runs last week and this weekend. Really enjoying the vette Pete. Take care.



March 28



February 22 - 3 photos



March 28



ANOTHER LOOK AT MEMBERS JOHN MEYERHOFF AND MARY CAROL PLOTT (in Florida) and now a word from John!



Top right: Corvettes at the American Legion in Lake Placid

Bottom right: “Thirsty Thursday” at Mary Carol and John’s with the Highland County Corvette group

I was a relatively new member of COB when I left western New York in Nov. of 2005 with my trailer and Grand Sport behind me and headed for Florida. At first, I intended it to be a seasonal thing and I rented a place until March 31st!!

Two things happened. The most important was meeting Mary Carol, the Queen of the Corvette world in Florida, and then second, experiencing a great Florida winter in which I had the top down on my GS Convertible nearly every day!!

I came to the Sebring area because I figured there would be a lot of organized Corvette activity due to the Sebring Sports car race track (wrong!!). Also, the Sebring area was the retirement area for a large number of Arcade area retirees, beginning with several prominent business men in Arcade who trained at what was then Hendricks Field, an Army Air Force training base during World War 2. Now it is the local airport and the Sebring Race track, a 3.74 mile road course, which is one of the notably prominent sports car racing venues in the world!!

As I made a few friends, including my now partner Mary Carol, I realized there was practically no organized Corvette activity in the County!! So, to advance things, our then group held a couple meetings, elected officers and started a club.

However, within several months, when the president decided he had other priorities and started skipping the club meetings, it fell apart.

The next step was (with our 6 or 7 Corvette couples who were friends) deciding we would forget the club concept and just function socially. We travelled together to Corvette shows all over Florida, and then started going on semi vacation trips for over nights and weekends. The next step was the decision to get together for dinner once a month, and as such, these dinners became very informal meetings. One member of the group put together a phone list, another member kept track of Corvette activities in other places and afterwards we had a round table where everyone got to say whatever was on their mind. Still, it was so jumbled up that I started functioning as an MC to give it a little structure. Everyone was recognized and had an opportunity to speak. Meanwhile, we kept moving from place to place when one or two individuals would decide they didn't like a meal or the service.

Another major step in the development was our Friday morning breakfast. It began with two of our friends going to breakfast together at a different restaurant each week. The two became four (all on the next street over from us). Then they invited me to join them. One of them was a close friend of MC's and mine and he had a couple old Corvettes (58 and 60), and in addition was an avid ACA member with a stable of real old cars dating back to a first year Cadillac (1903). Note: That wasn't originally a Corvette breakfast, but when the other guy bought a Corvette, he started inviting every one he met with a Corvette to join us. It wasn't long before it was impossible to move around to different restaurants because there were too many people to notify. Now our Friday morning breakfast averages over 20 people, and at times as many as 35, and is always at the same place. It has become an important cohesive and info sharing event. If you come to see me on a weekend, you'll see what I mean!! Guests are always welcome!!

When Mary Carol and her two friends, (who started the open car club show, Lake Country Cruisers) decided they had had enough, they chose to retire about seven years ago. I wanted to keep it going, plus keep it in Lake Placid. So, I volunteered to run it. During that time, I handled the mike at the show but always longed for a strictly Corvette club.

One significant thing was the development of email address lists. I began one for the Lake Country Cruisers and also started one for Highlands County Corvettes. The Corvette list is now up to 103 addresses, and with the Friday morning breakfast, it has become our major communication system. We are also in Kelly's Cruise News and fcarshows.com!

Then, a couple years ago, I started inviting Corvettes to a parking lot where some of us go on Tuesday nights. That developed into a monthly Corvette Cruise-in, which then moved to the local American Legion at lunch time on the 4th Saturday and averages 27 Corvettes a month! I also convinced the Legion to host the Lake Country Cruisers on the 2nd Saturday of every month. It's a huge building with a large parking lot capable of handling 100 plus cars. Still, the Legion had to close down for several months in 2020 due to Covid 19, but they were back open in October and we have been operating both shows since then. The Covid shut down put a huge financial strain on the Legion but the lunch traffic we have brought them on those two Saturdays each month has been a big financial boon to the organization.

A couple months ago, Mary Carol and I were both at the Chevy dealer in Avon Park, ordering and picking up parts for my 08 ZO6 and her yet to be delivered C-8. While there, I asked to speak with the owner. As it was, he turned out to be a Corvette lover who was really impressed with our Corvette activity and email contacts! Now he and Huston Motors are the official sponsors of Highlands County Corvettes, providing our members with discounts, free oil changes, and financial support for our monthly cruise-ins!!

Well, that sums up my Corvette story in Highlands County, Florida. Interestingly, it started at Carlisle in 2003 when I saw a COB sticker on a Vette at the Borla tent and I met Frank Pastore, who was president at the time. He talked me into joining, but (ha ha) don't hold that against him, he has made huge contributions to the wellbeing of COB over the years.

I'll close by reminding everyone who reads this, just how fortunate we are to have the dedicated leadership COB has enjoyed over the years. I have never been in that leadership group because of my love of Florida winters, but I really appreciate it from afar!! I'm also really grateful for Dave Spencer's handling of the COB Newsletter. It helps us ex-patriots feel like we're still there, even though its 1300 miles away!!!

Hopefully, COB will be out soon from under the weight of Covid and we can look forward to a great summer with Corvette friends in Western New York!! Save the Wave! John



Since International Women's Day came this month, I thought it appropriate to include this article in Hagerty by Lyn Woodward:

Alice in Yonder Land: In 1909, Alice Ramsey became the first woman to drive across America (pictures follow)

Alice Ramsey said that starting a car with a crank was a "clash with an unpredictable temperament; a gamble with a possible broken arm." The words of the first woman to drive across the United States back in 1909 echoed in my head as I grab the metal handle jutting out of the grille on the 1906 Maxwell in front of me, a car similar to the one Ramsey drove. "You have to push the crank in while you turn it, then feel where it catches," says Tim Simonsma, the Maxwell's owner. "Now give it hell." If I snap my radius in half, I think, this story had better be worth it.

It takes two people to start the Maxwell: one to crank and the other to move the spark advance into the correct position and depress the throttle. With Simonsma on the controls, I give it my version of hell. The car coughs, shudders like a mastiff shaking off water, and then its two cylinders rattle to life. Mercifully, my arm remains as God intended.

A 22-year-old Ramsey and her three female companions sardined into a similar motorcar outside the Maxwell dealership in New York City on June 9, 1909. This was a mere 44 years after Robert E. Lee surrendered at Appomattox, when out of a U.S. population of 80 million, only 200,000 owned automobiles. Ramsey and her passengers—her two sisters-in-law, Margaret Atwood and Nettie Powell, both in their 30s, and Hermine Jahns, their adventurous 16-year-old neighbor—had 3000 miles of wild blue yonder between them and San Francisco, with nothing more than dirt buggy paths and macadam, a crude form of crushed-stone pavement, to convey them. When Ramsey started her transcontinental attempt, women were still 11 years away from being able to vote. That nod of equality took decades of protest and agitation. Ramsey's part, though she always claimed to not be a suffragette, was proving a

woman was equally capable as a man to drive a car. “Good driving has nothing to do with sex,” she said. “It’s all above the collar.”

Simonsma, a Sacramento native and Maxwell collector, trusted me with a car in which to tromp about his rural neighborhood in Wilton, California, just outside the state capital. His two-cylinder, three-speed 1906 Maxwell Model H looks virtually identical and, minus two cylinders, drives similarly to the one Ramsey wrangled on her extraordinary exploit over a century ago. I was climbing onto the shoulders of one tough-ass broad. Ramsey, married to a New Jersey lawyer and with a 2-year-old son, took to driving instantly. She ground out 6000 joyriding miles in her first car, a red two-cylinder Maxwell K runabout that her husband, John Rathbone “Bone” Ramsey, bought her. If Mr. Ramsey had known what that sporty \$1750 purchase would beget, one wonders if he would have made it. With miles of dirt already covering her driving duster, Ramsey upped her ante. She entered rallies and mechanical-reliability trials that saw her cover punishing 150-mile stretches over sandy dunes, rutted dirt paths, and muddy roads that pushed both car and driver beyond their implied abilities.

Enter one Cadwallader “Carl” Kelsey, the Maxwell Motor Company’s P.T. Barnum of automotive marketing. His promotional shenanigans were the stuff of legend, with stunts including driving company cars up the steps of churches and city halls and engaging the police in chases to exhibit a sporty model’s speed. One time he had a Maxwell run for 10,000 miles without turning off the engine to extol its durability.

Imagine the scene: Kelsey—a practiced snake-oil salesman in a three-piece—approaches a lady and her female companion after a driving event in Montauk, New York, in 1909. He compliments her bronze medal from the day, then slithers into the banquette beside her to pitch a superlative, never-before-accomplished feat by a woman: a transcontinental trip. Ramsey, who was at the time president of the Women’s Motoring Club of New York, admitted the notion initially flabbergasted her. It took six days for her to agree to what Kelsey himself called “the greatest promotional stunt of my career.”

The first successful cross-country drive, accomplished by Horatio Nelson Jackson in 1903 with a 20-hp Winton, began as a wager. Jaunty gents in Packards and Oldsmobiles made subsequent efforts. Of those trips, only one woman, Minerva Teape and her daughter, made an attempt, in 1908, in a Waltham. Illness foiled their plans.

As I squeeze past the long emergency brake and shifting levers into the right-hand driver’s seat, the itchy, long skirt and floor-length canvas duster coat I wore to suitably re-create the era twist around my body as if a vine climbing a tree. Oh well, write enough stories for *Hagerty* and you eventually end up in a costume.

“It sounds like a two-stroke motorcycle but with a lower pitch,” my left-seat passenger and fellow automotive journalist Emme Hall says. Under its cowl, the Maxwell’s simple boxer-type engine, each piston punching away from the other, clacks rhythmically in front of us. Maxwell’s ads, the slogan for which was “Perfectly Simple; Simply Perfect,” claimed this two-cylinder mill made an ideal choice for the casual motorist.

Without markers on the shifter, finding the gears on the Maxwell’s transmission proves challenging. “It’s got a ‘wonder transmission,’” Simonsma explains. “You wonder where the gears are.” Reverse lives far forward, neutral next, then first, second, and third reside in sequence the further back one pulls the lever. Pedal positioning on the Maxwell feels more similar to modern cars than I anticipated. The throttle on the far right doesn’t want a soft touch. To the left of the steering column you find the brake pedal. The clutch sits at the far left of the driver. Every time I try easing the Maxwell into first gear, we jerk forward. I never quite master its engagement point. Steering the Maxwell feels at the same time heavy and hair-trigger sensitive. When I blink, we veer off course, the car having been built before the auto industry discovered the wonders of caster and camber. A rock in our path the size of a nickel would move the Maxwell willy-nilly over the road. The Maxwell’s leaf springs bounce the car along on tires that look marginally wider than those of a modern mountain bike. Dirt swirls around Emme and me, and I’m fairly certain I swallow

more than one flying insect during our drive. I've done plenty of off-roading in my time, but this is the kind you feel in your DNA. Then I imagine driving like this for months on end.

Some papers declared Ramsey's attempt to drive across the country ridiculous and beyond the capabilities of a woman. Others, including the *Los Angeles Times*, trumpeted the attempt. "Mrs. Ramsey is one of the most daring chauffeuses (sic) in America ... she will do all her own adjusting and make all necessary repairs when the car is too far from a garage."

Women, while hardly encouraged, were nonetheless no strangers to the automobile. Bertha Benz notably traveled an astounding 65 miles in 1888, the farthest anyone had gone in a motorized carriage before. In 1900, Anne Rainsford French Bush was the first woman in America to earn her driver's license.

Frenchwoman Camille du Gast became a motorsport star during the 1901 Paris-Berlin race after beating out 89 of 122 competitors. Englishwoman Dorothy Levitt won her class at the Brighton Speed Trials in 1905, taking her 80-hp Napier 80 mph. If Ramsey could pull off this feat of cross-country driving, she would find herself in sanctified company. John D. "JD" Murphy, automobile editor for the *Boston Herald*, served as Ramsey's publicity man, feeding information about the trip to local newspapermen in advance of the ladies' arrival into each city. Murphy also ensured that Maxwell dealers along the way would "keep on hand tires, gasoline and spare parts in case of any breakdowns, and asked that their representatives give us every possible attention," Ramsey wrote in her book recording the journey, *Veil, Duster and Tire Iron*.

Within a day of starting the odyssey, the party was slipping over muddy roads, requiring Ramsey to attach tire chains to keep going. Their first destination was Poughkeepsie, where Ramsey had attended Vassar. Only three waterlogged days in, a mechanic in Auburn needed to replace the Maxwell's starting coil. A 138-mile drive later that night using their kerosene-burning cowl head- and taillights was the first time the party saw dry roads. They hadn't yet made it out of New York.

The Maxwell's four cylinders were individually cast and water-jacketed. A lost-oil system lubricated the engine, meaning oil flowed through, then out—no filter or changing required. If anyone had wanted, they could have followed the inky slick the Maxwell deposited from sea to shining sea. Two sets of brakes, an external contracting set and an internal expanding one, managed the Maxwell's 40-mph top speed. Barely.

Ramsey's Maxwell came standard with a skid plate. Other than emergency supplies—including a shovel, spare oil, a 5-gallon gas can, axes, tire chains, a toolbox, and a 20-gallon tank to replace the factory 14-gallon tank—the car was showroom stock and cost around \$1800. They picked up other recovery gear along the way, according to Ramsey, including "a stout towing rope, a block and tackle and ... a tank of compressed air to supply the tires in case of an emergency." Long canvas strips were used for driving along sandy roads to help give the treadless tires better bite. Even in chains, they often lacked grip. "Her preparation is so close to what we'd do today," says Renée Crist, curator of collections at LeMay – America's Car Museum in Tacoma, Washington, where the rebuilt 1909 Maxwell DA that re-created Ramsey's journey in 2009 currently sits on display. Those women "rose to the challenge and embraced its rigors. I'd love to ask them: Was (the decision to take this trip) complete ignorance, or did they understand the magnitude of what they were doing and the legacy they'd leave?"

Cargo restrictions limited the women to a few personal items each, including a stylish suit, a pretty blouse, and an extra pair of dapper shoes for the city. They also carried the usual change of unmentionables plus overnight gear. Their oversize dresses of the era took up most of the room on the car's moderately cushioned seats. To best camouflage the dust, the ladies agreed on outfits of tan cloth under their long dusters and rubber ponchos for when Mother Nature periodically wept on their open-topped car. Happy tears, no doubt. With all its extra gear and passengers, the normally 2100-pound Maxwell weighed more than 3800 pounds.

In spite of the agreed wardrobe restrictions, somehow her three companions, upon arriving in Buffalo, New York, "produced beflowered and beribboned hats of ample dimension. Where they hid them, I'll

never know,” said Ramsey, who had to remain content doffing her motoring cap with its billowing muffin top at publicity events.

To find their way during the first half of their journey, Ramsey’s cadre of navigatrices used the Automobile Blue Book. This was a road guide in the pre-map era used by travelers throughout North America. Instructions that included buildings, geographic landmarks, mileage points, and directional headings guided tourists before numbered routes existed. But even the Blue Book wasn’t a reliable resource. At one point, Ramsey drove over a mile out of her way looking for a turn at a yellow farmhouse. When she finally stopped a woman to ask for help, the bystander explained that the farm’s owner hated the newfangled automobile, so he repainted his yellow house to green to mess with motorists along their way. Where the road book inevitably failed, necessity inspired invention, and Ramsey followed the telephone poles with the most wires, assuming those would lead to the biggest towns. Upon the party’s arrival in each city, the PR man, Murphy, had prepped the local press well. Newspaper headlines read like Maxwell advertisements extolling the car’s durability and moxie, claiming it was making the trip “without a particle of car trouble.” Not exactly. The Maxwell met misfortune aplenty—which was often bested by female ingenuity. During one leaky radiator incident, Ramsey’s sisters-in-law filled their French-cut glass perfume bottles with rainwater from puddles to cool the engine. To change a flat, as she often did, Ramsey would reach into the tire casing to pull out the inner tube “as Mother used to extract the entrails of a turkey.” She would then rough up the rubber inner tube and apply cement to seal the hole. Outside Jefferson, Iowa, loomed Danger Hill, an ominous incline that stood between them and Nebraska. Early motorcars attempting the intimidating grade often went up in reverse because that gear afforded them the greatest torque. With a 90-degree turn at the hill’s base, there was no using momentum to charge up the steep slope. Encouraged to avoid the hill and put the car on a train, Ramsey balked. Instead, her three companions unloaded their luggage and got on the train, meeting her in Nebraska. Murphy rode shotgun with Ramsey to document the progress of the lightened car.

Two-thirds of the way up Danger Hill, which was graded in 1920 to be less severe, Ramsey and Murphy happened upon a lame-duck motorist. Digging out the tires did nothing for the driver’s Mitchell touring car, which simply lacked the power to make the summit. Ramsey strapped the hamstrung car to hers, then instructed the Mitchell’s occupants to start their motor and put the car in low gear so she wasn’t pulling dead weight. Both Maxwell and Mitchell made it without further incident. If only Murphy had Instagram at his disposal back in the day.

It took 13 arduous days and one spark plug cleaning and reassembly to get through Iowa and its mud, which was so thick that locals called it gumbo. At times throughout a journey that meandered up and down the Plains states to avoid weather and other hazards, Ramsey and the ladies used fence posts under the wheels for traction, then rebuilt the fences before getting on their way. “In negotiating those furrowed stretches, it was fortunate that the differentials were built nine- or ten-inches above the ground or we would have bogged down long since,” Ramsey remembered. A busted rear differential and a catastrophic mudslide threatened to further waylay the trip, but Ramsey learned about an alternate route avoiding forecasted treacherous conditions, helping her ultimately beat the previous 62-day cross-country record set by a man. They sallied forth through Sioux City, crossed the Missouri River, and reconnected with their planned route in Jackson, Nebraska. There they met with smoother roads and thus a happier car and crew. “The second and low gears had taken over for so long a time that we almost forgot the Maxwell had a third or high gear,” Ramsey recalled.

Another diversion sent the car northward into Wyoming, where the Rocky Mountains excited Ramsey about as much as a visit to the dentist. “The country is practically free from trees and the mountains are bare and unbeautiful.” Good thing she wasn’t working for Wyoming’s tourism board. Over each intimidating peak, her passengers followed the car with the recovery gear they’d had the prescience to pack. In low gear, Ramsey inched forward while the ladies prevented the wheels from slipping using rocks or wooden blocks. Rinse and repeat. Down hills and through ditches, Ramsey employed both foot

and hand brakes as she negotiated the weight of the Maxwell, holding it back from careening radiator first into anything but air.

More than a century later, I could feel the tufting of the leather bench seats through my layers of clothes after only an hour behind the wheel. We started our day before sunrise, but as the sun and temperature rise, my vintage garments trap the intensifying heat. The fresh air through the open car feels good as Emme and I drive the dusty trails of rolling ranchland, but considering how much work the Maxwell took to maneuver and a blistering sun overhead, accounting for weather would have become more about survival than comfort for Ramsey in the early days of motoring. Weather aside, one of Ramsey's more vexing encounters came not because of the Native Americans they met, who, with bows and arrows drawn, chased a jackrabbit around the car. Nor was it the murderer who was being tracked by a horse-backed posse. Rather, a wee prairie dog afforded Ramsey her biggest distress when the bolt connecting the right-front wheel to the tie rod came out after the wheel hit an enthusiastically dug hole. It pitched the car forward, landing the whole shebang in a ditch and breaking the spring seat off the front axle. MacGyvered with some wire, the Maxwell limped to a ranch where a less-temporary fix was made. But that wouldn't last through the remaining washouts and irrigation ditches, so the car was abandoned in a ravine to await a new front axle from San Francisco that never came. Instead, a gifted blacksmith in Callao, Utah, on the old Pony Express trail just short of the Nevada border, welded the old one, finally getting Ramsey back on the road.

The trip over the Sierra Nevada provided another postcard landscape. Ramsey counted the snow-covered peaks and the accompanying valleys stretched out beneath them as some of the most spectacular country she'd ever seen. Lake Tahoe stunned the driving party with its inimitable beauty. Their golden fleece was almost within their grasp after 56 punishing days on the road.

Two hours into my Maxwell drive, I was ground round and apologizing profusely to Emme every time we caught air off the seats after driving over ruts or bumps. It made me think about how women tend to apologize for everything, including things outside their control. I wondered how many times Ramsey said, "I'm sorry." Or did that not-so-delicate driving party unspoiled by air suspensions and zero-gravity seat technology simply carry on?

The group's exhaustion notwithstanding, excitement built as the women closed in on Sacramento, then on to San Francisco. The closer they got to their final destination, the more automobiles joined "the sister motor maids," as reporters dubbed them. After they drove down Market Street to the Maxwell showroom, the *San Francisco Chronicle* reported that "[Ramsey] was accorded a reception such as few women receive." She'd made history. Huzzah, ladies! For Kelsey and for Maxwell, this plucky woman had made headlines across America. However, she didn't do it for the publicity, but to prove a point. "Women can handle an automobile just as well as men," she said.

By 1926, Chrysler had absorbed the Maxwell brand. Maxwell's four-cylinder car joined the lineup for a while, badged with Chrysler's winged seal. Ramsey's legacy lasted longer. In 1960, the American Automobile Association named her "Woman Motorist of the Century," and the Automobile Manufacturers Association regaled her as the "First Lady of Automotive Travel."

"I was completely surprised and deeply moved to receive these tokens of recognition," Ramsey said of her accolades. "I am still driving across our land annually," she said in her 70s, when modern road improvements meant the trip now only took a week, more or less. The joy of driving stayed with her throughout her life, which closed at the plum age of 96 in a Los Angeles suburb.

As my day with the Maxwell ends, I unbutton my high-collared puffy shirt, relieved I had not done any damage to the car or myself. Dirt circles my raccoon eyes where my goggles had been. I think back to our pre-sunrise safety briefing and what Simonsma said to our group before I started driving: "We're here because of Alice. Let's do right by her today." Hopefully I honored his request. For Ramsey, surely any rigors of the historic 59-day journey upon which she embarked were worth it. For my being able to step back somewhere in time and share her story, I'd have risked far more than a broken arm.



In 1909, Alice Ramsey (at the wheel) became the first woman to drive across America. Courtesy DPL/National Automotive History Collection

We couldn't re-create her 3800-mile journey, but we obtained a similar 1906 Maxwell to get a taste of what Ramsey experienced.
James Lipman



Blowouts were commonplace in 1909. Ramsey (kneeling) had to change 11 tires on her Maxwell during the journey. She also had to disassemble and clean the multi-piece spark plugs and fix a broken brake pedal, among other roadside repairs. Courtesy DPL/National Automotive History Collection

Note: Top captions were for those photos on the left
and next captions were for those on the right.

James Lipman



Ramsey's 59-day trip was no cannonball; there were many stops for repairs, rest, and even some sightseeing. Ramsey and her driving party did receive help. Twice a farmer's son pulled them out of trouble in Iowa—the second time at double the price.

Courtesy DPL/National Automotive History Collection

The manual spark advance is on the column. Retard it to crank-start so the engine doesn't kick back and break your arm. Advance it to drive. James Lipman



Ramsey's Maxwell had a rear luggage rack and a round canvas trunk that fit perfectly within the spare tires and held the all-important hatbox. Maxwell's sales had doubled since 1907, and it supplied the car to Ramsey (second from left) and paid all expenses. Courtesy DPL/National Automotive History Collection

Some women found hand-cranking difficult, which helped the sales of steam and electrics. It wasn't until the 1920s that electric starters became ubiquitous. James Lipman



This is the Fastest C8 Corvette on the Planet

By

Mitch Talley

-

Mar 8, 2021

2436

(Amelia Hartford) I just set a new C8 quarter mile record with a starting best of 9.474 with 11 pounds of boost, and then a final follow-up of 9.41 seconds.



Amelia Hartford's Garage ...
wheelwell.com

[\[VIDEO\] This is the Fastest C8 Corvette on the Planet - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

Continuing from last month's entry, we find that Emelia Hardford is still at breaking records with her C8 Corvette. This Corvettes of Buffalo newsletter is trying to show the importance of women in the sport, and not just as cheerleaders, but actual frontrunners.

To start the day at Famoso Raceway in Bakersfield, California, Emelia simply changed to Forgeline NW101 wheels, known for their super lightweight, super durable reputation on some of the fastest cars in the world, and adding 91 octane fuel with some C16 thrown into the mix after doing a few passes to burn it down. She also ran on "some really sticky" Mickey Thompson ET Series tires on the rear with some skinnies up front to "give us an additional advantage we didn't have before when we first ran in Texas," she points out. Even without dusting off the tires, Emelia ran a 10.4 on her first pass, and the team continued to make adjustments before finally deciding to increase the rear tire pressure and go full send on the 1,000 horsepower tune. That eventually resulted in a 9.98, but Emelia sensed she was on the cusp of something historic and kept going.



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