



# BRAZOS RIVER

February 2017

# CORVETTE CLUB

*Newsletter*

## BRCC 2017 BOARD OF DIRECTORS



Terry Varner, President

Ed Pultorak, Vice President

Kim Sheppard, Secretary

Pam Click, Treasurer



PO Box 2251  
Granbury, TX 76048

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GRANBURY

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## 2017 Club Officers

President	Terry Varner
Vice President	Ed Pultorak
Secretary	Kim Sheppard
Treasurer	Pam Click

## 2017 Appointments

Cruise Coordinator	Kelly Fulmer
BRCC Charity	Open
Car Show Directors	Jim & Sharon Hill
Charity Raffle	Larry DeYoung
Historian / Newsletter	Jim Hill
Member Care	Pat Waddell
Merchandise	Larry Sharp
National Corvette Museum Ambassador	Guy Mabee
NCCC Governor	Neal Bellamy
Yahoo email Group Manager	Jim Hill
Web Master	Sandy Varner

### Membership Meetings

General membership meetings are held the 1st Thursday of each month, exceptions are posted on the web site and members notified via Yahoo mail.

Meetings are held at the Harbor Lakes Golf Club, Granbury TX (See web page for map), meeting begin at 6:00pm for socializing and ordering dinner, club business starts at 7:00pm and usually over before 9:00pm.

## Birthdays



Garrett Waddell	Feb 10
Beth Batista	Feb 11
Mary Kessler	Feb 16
Larry Sharp	Feb 17
Libby Lanzara	Feb 18
Larry Dunnahoe	Feb 20
Debbye Fulmer	Feb 20

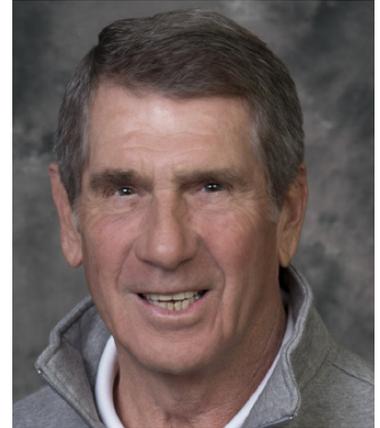
## Anniversaries

Robert & Paula Mischel	Feb 18
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Happy Anniversary!!

## MESSAGE FROM THE PRESIDENT Terry Varner



Well, we are off and running for another year. We have had our first meeting at which we installed the 2017 Officers. The only newcomer is Pam Click as our new Treasurer. I want to thank Teresa Batson for her service as our Treasurer the last two years. Kim Sheppard will continue as Secretary, Ed Pultorak as Vice President, and myself as President. I'm very much looking forward to another great year for the Brazos River Corvette Club.

The first thing on the agenda is to select the charity we want to support with our car show. At our next meeting I would like to see us come up with a list of Charities we can select from. I would like to ask for a volunteer to be our Charity Director for 2017. The duties would be the contact between the charity we select and the club. Head up the Silent Auction at our car show. You will have plenty of help on the Silent Auction.

Another item I would like to get moving on is our activity calendar. This is your club, so let's come up with some ideas for cruises, attractions, or anything you might think the club would like to do. Even if we had done it in past years.

There is going to be an activity calendar on our website. We will let you know so you can take a look at it for open dates. Hopefully we can schedule two events a month. If you have an idea pick an open date. Contact Kelly Fulmer with the information, he will help you get set up and on the calendar. This is the fun stuff we do, so let's get going.

Thanks again for your dinner RSVP'S.  
Look forward to seeing everyone at our February 2nd meeting.

*Terry Varner*

## MESSAGE FROM THE Vice PRESIDENT

### ED PULTORAK



Well we only have two weeks of NFL football left and haven't had too many surprises: 1) a few wildcards made it into the division finals, but lost to their divisional top seed; 2) the Cowboys regular season was a big surprise (those 2 rookies woke the team up and made them fun to watch), but (3) Jason Garret has kept his record in tack – no post season wins. As of this writing, only the Pro Bowl and Super Bowl are left.

Speaking of the Super Bowl, we as a club are not having a Super Bowl party this year, unless someone wants to step up. (I don't have a big screen and don't plan to get one.) We do have some cruises scheduled and a great trip to Ruidoso planned in July - thanks, Nick! And, BTW, the temperature range for July is 50° - 80° in Ruidoso rather than our 100+ in Granbury.

Jim has been working on the club directory updates and I have found a reasonable source for books. When we pass out the updates, let me know if you need a new book. I know some of the newer members didn't get books as we didn't have any.

I'm also trying to compile a new member information packet, both paper and electronic. I know the website is a fantastic look-see and pretty well has everything we might want in such a "packet" so I'm only trying to adapt some of that into a paper summary, including an application, that we can hand out to guests.

Hope to see you at the meeting.

*Ed Pultorak*

## JANUARY 7TH BRCC MINUTES

The January 5th, 2017 Brazos River Corvette Club meeting was held at Harbor Lakes Country Club.

President Terry Varner gave the opening prayer and called the meeting to order at 7:08 PM.

Veteran Chip Mull led the members in The Pledge of Allegiance to the Flag.

Terry then presented Ed Pultorak and Bernie Mull with plaques for their service to the club in 2016. Terry called David Penwell forward to install the new 2017 officers. David thanked the past officers and committee chairman's for their unselfish time and commitment to the club. David recognized all the past Presidents of the BRCC Club. David then installed Terry Varner President, Ed Pultorak Vice President, Kim Sheppard Secretary and Pam Click Treasurer into their appointed 2017 positions. We all promised to do what is best for the club. David handed the gravel over to Terry.



Ed Pultorak introduced and welcomed our guests. Randy McCoy and friend Sherry Allen who own a corvette. He then introduced Kim Irwin with the Brazos River Pregnancy Center. The goal of the center is to save the baby and the family. It considers life precious. They believe in beginning early with abstinence programs in the 7th thru 12th grades. The center is working to save the world one life at a time and to speak for those who can't speak for themselves.

### Reports:

Terry thanked Kim Sheppard for taking the minutes and informed the group no minutes were taken in the December meeting.

Treasurer Pam Click came forward to read the balance of the club. Bob Brandies made the motion to accept the Treasures report and Teresa Batson seconded it. All present unanimously approved the Treasures report. Terry reported there is more in the account than was anticipated.

### Committee Reports:

#### Events/Cruise

Kelly Fulmer was not present. A cruise is planned for Ruidoso, New Mexico on July 16th. We will leave on a Sunday. It is a four day trip. At this time the month of January is open for an event.

#### Newsletter/Car show/Yahoo Group Manager/Photographer/Historian

Jim Hill informed us the 2017 Car Show permit is done. The newsletter has a story about Bob Brandies 2017 corvette. Jim will put out a email blast so he can get the corvette photo album returned to him.

#### Member Care

Pat Waddell sent a card to John Bratta.

## MONTHLY MEETING MINUTES CONTINUED

NCCC Governor  
Nothing new to report.

Webmaster:  
Sandy Varner is still working on her computer.

National Corvette Museum:  
Guy informed the group all is good.

Club Merchandise:  
Larry Sharp reported he has denim shirts. The black shirts are for winter and the white shirts for summer.

Old Business:  
BRCC over the past several years has donated to charities. It is that time again to pick a charity. Time to give back.

New Business:  
Terry opened the floor for new charities. He would like to have a list by March so we could vote on one. Terry mentioned Meals on Wheels and Mission Granbury. He requested the group to think about a charity they would like to support in 2017. The month of March is not necessarily the deadline for a decision.

Open Discussion:  
Terry thanked Kerri for the lovely cupcakes. He would like to do something for all the desserts she provides to the club members. A \$50.00 gift card was presented as an idea along with a thank you card.

Charity Raffle:  
Larry DeYoung sold 50/50 tickets and Tim Page won.

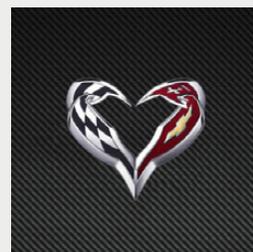
Terry thanked everyone for attending.

Adjourn:  
Chip Mull made the motion to close the meeting and Teresa Batson seconded it. The meeting was adjourned at 7:56 PM by President Terry Varner .

Respectfully submitted,

*Kimberly Sheppard*

Secretary



## UPCOMING EVENTS

### BRCC 2016 Calendar

The primary interest in our club is centered on activities. Our best months are those with two cruises. We need each of you to organize and lead an activity. You will get all the help you need to contribute to our club success.

**Please contact our Activity Director Kelly Fulmer 817-296-7554 to plan an event.**

February ? **Lunch cruise to Weatherford Tx** Additional info Feb.2 meeting.

March

April

May

June

July

**4th of July Parade**

John Bratta 817-0573-2272

July 16-20

**Ruidoso, NM**

Nick has blocked rooms at Inn of the Mountain Gods for BRCC members. The rate he obtained is an amazing \$109.00 per night. If you are interested in participating you need to call 575-464-7777, and 575-464-7012 and make a reservations. The rooms are blocked under Brazor River Corvette Club (or Brazos Corvette Club). There is lots to do and see in that area, from Zip Lining, golf, sightseeing, shopping, and day cruises to historical and/or interesting places around the area. Please let Nick or Kelly know if you are booked.

August

September

Oct 14

**12th Annual BRCC Car Show**

Jim and Sharon Hill 817-279-0959

Oct 21

**Cowtown Corvette Show**

Jim and Sharon Hill 817-279-0959

Nov

**Veterans Day Parade**

John & Peggi Bratta 817-0573-2272

Dec 7

**Christmas Party**

BRCC

Dec ?

**Christmas Toy Car Show**

Neal/Jane Bellamy 817-975-1422

\* Help us fill this up \*

# Highlights from January Meeting

Berni's award for BRCC Charity



David's Award for Competition Event Coordinator



Ed's award for 2016 VP



Terry sworn in as 2017 BRCC President



Pam Click Treasurer - Ed Pultorak VP - Kim Sheppard Secretary 2017



## The Corvettes That Don't Get Driven, Sold, or Bought

The C5 Corvette exists in an odd purgatory on the market, and it'll remain that way until something changes.



By **JACK BARUTH** JAN 6, 2017

My pal Mark stopped by the house the other night. Fourteen years ago, we said goodbye to street racing together. Then we bought a race car together, a Neon ACR with an SCCA regional championship in the logbook and a well-documented history dating back to Dodge's celebrity "Challenge" events. We drove two heavy-duty trucks and three people thirteen hundred miles over the course of a full day to pick up the car and a spare shell. I planned the purchase, and the trip, for almost a month. I handled everything from the truck rentals to the meals. When we got there, I found out that Mark had forgotten to bring his half of the purchase price. The envelope with the cash on it was still sitting on his kitchen counter. He can be absent-minded like that.

Like a lot of absent-minded people, however, Mark is a brilliant, perceptive individual who now operates a profitable side business buying, selling, and trading unique sports cars. In the past year he's moved everything from a Ferrari 355 to a rusty BMW M Roadster to a 964 Turbo formerly owned by Saudi royals. When I told him about my wife's recent acquisition of a pumped-up C5 Corvette coupe, Mark's eyes crinkled a bit. "Oh, the C5 Corvette," he laughed. "That's the car that doesn't get driven... or sold... or bought." Naturally, and with a bit of disbelief in my voice since I'd just observed all three of these things happen, I asked him to explain.

"The C5," Mark told me, "has the widest bid-ask spread in the business." Luckily for me I recognized that phrase from my occasional dabbles into coin collecting: to (over)simplify, it's the difference between the highest price anybody will offer for an asset and the lowest price that anybody will accept for it at a given time.



Most cars don't have much of a bid-ask spread at all. As a former car salesman and captive-finance employee, I can tell you that people might gripe about what a dealership offers them in trade, but it's only a deal-killer when the buyer is so "upside-down" in a car that not even the most creative financing strategies can cover the gap between what they owe and what it's worth. As a rule of thumb, buyers who don't owe much on their trade-ins will accept pretty much anything you offer them. After all, they don't want their old car. If they did, they wouldn't be in a showroom looking at a new one.

That's how the market for "normal" vehicles works. Corvettes (and Ferraris, and Porsches that aren't trucks) are different. To begin with, they're typically occasional-use cars. When the owner replaces them, it's a matter of whim, not necessity. The single mother whose old minivan is smoking on startup isn't in a position to quibble about the details of a deal; a sixty-year-old retiree with a comfortable income has nothing else to do but quibble.

That's not always the case; a lot of sports cars hit the market hard during the economic collapse of 2008, for example. Nor can you discount the influence of external factors. Matt Farah cut my wife quite a deal on her 'Vette because he wanted to free up a parking space in his garage for his girlfriend's car. In general, however, your Corvette seller is not "motivated," and that goes double for C5 (and early C6) Corvettes because most of them are long since paid off.



Of course, the same is true for 993-generation Porsches and many other prestige or sports cars. What's unique about the C5 Vette, according to my pal Mark, is that virtually all of them have under 30,000 miles, even after fifteen to twenty years. Corvette owners are notorious for waxing their cars more often than they drive them. So there are a lot of C5s out there in like-new condition. One careful owner, low mileage, no stories, no excuses.

A 1998 Carrera 2S in that condition is worth more than the original sticker price, because the majority of air-cooled Porsches have been driven 100,000 miles or more. But with a Corvette, the combination of low mileage and unmolested paint isn't a unique selling point. It's just business as usual.

This isn't something you can explain to a C5 owner without making him angry. He knows perfectly well that most cars out there aren't babied like his 'Vette—he has eyes! He's out there on the road every day, behind the wheel of his Denali or Lexus, seeing just how beat-up and worn-out the average fifteen-year-old car is! And he also knows how to take care of a Corvette better than anybody else! He's used the same kind of wax since he drove the car off the trailer in front of the dealer! You can't tell him that there are a hundred thousand other people out there who did the same thing!

According to Mark, the typical scenario goes like this: Mr. Jones decides to buy himself a new Corvette to replace his 2002 Z06. He goes to the dealer. They agree to his price on the new car but won't offer him a penny over fourteen grand for his old one. He's furious, but he wants a new C7 Z06. So he goes ahead and buys it. Still, he's not going to let some dealer rip him off on his hand-rubbed never-seen-rain baby. So he keeps his current Corvette as well, intending to sell it privately. But nobody wants to pay the "fair" price on Craigslist or Corvetteforum. So it gathers dust in the corner of his garage.



And that's how the C5 Corvette became the car that nobody drives, nobody sells, and nobody buys. And that's how the situation will stay until something changes in the market. What that change will be, I can't say. The car might experience a resale-value renaissance similar to the air-cooled bump that has turned old 911SCs from unsellable buy-here-pay-here lot trash to mid-five-figure auction darlings. Don't count on that.

A far more likely scenario is that C5 owners start dying or going to nursing homes in significant numbers some time in the next decade, leaving their cars to Gen-X city-dwellers who don't know what to do with Dad's diaper-rubbed '98 automatic-transmission convertible. At that point, the bid-ask spread is going to shrink dramatically, in the buyers' favor.

What's a would-be Corvette owner to do while he waits for the market to come to its senses? Mark thinks that there's some money to be made in those rusty Z3-based M Roadsters. "Coupes are already through the roof," he notes. "The convertibles have to be next." Maybe it's a smart play to buy a couple of Z3Ms and wait a decade, at which point you can sell them for enough cold cash to buy a fleet's worth of Z06/Z16 Anniversary Specials. That's why Mark is driving a Z3M himself at the moment. But mark my words: when he sees Danger Girl's C5 in the mirrors, he'd better move over. The laws of supply and demand might favor the American Bavarian, but the laws of physics are firmly on the side of the plastic fantastic supercar from Kentucky.

*Born in Brooklyn but banished to Ohio, Jack Baruth has won races on four different kinds of bicycles and in seven different kinds of cars. Everything he writes should probably come with a trigger warning. His column, Avoidable Contact, runs twice a week.*

## SOME OF OUR BRCC's C5s



# HOT ROD NETWORK

## 2017 HOT ROD POWER TOUR

**June 10** -Saturday- (not at Kansas Speedway) Kansas City, Kansas

**June 11** -Sunday- Rusty Wallace NASCAR track, Newton, (Des Moines) Iowa (228 mi)

**June 12** -Monday- Mississippi Valley Fairgrounds, Davenport, Iowa (135 miles)

**June 13** -Tuesday- State Farm Arena, University of Illinois, Champaign, Illinois (196)

**June 14** -Wednesday- Gateway Drag Strip, Madison (E. Saint Louis) IL (174 miles)

**June 15** -Thursday- Lucas Oil Raceway, Indianapolis, Indiana (110 mi)

**June 16** -Friday- Warren County Regional Airport, Bowling Green, Kentucky (242 mi)

**June 17** -Saturday- sight seeing, Bowling Green, Kentucky (1085 miles total)

**Read more:** <http://forums.hotrod.com/hot-rod/70/9708954/power-tour/2017-cities-venues-announced/#ixzz4WsKLUfUg>

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## EXHIBIT CELEBRATES 30 YEARS OF CALLAWAY CORVETTES

January 12, 2017



In 1987 Corvettes got a little faster thanks to engineers at Callaway Cars. What started in the garage of Reeves Callaway's Old Lyme, Connecticut home has grown into a company with three locations (Connecticut, California and Germany) and four core business units: Callaway Engineering, Callaway Cars, Callaway Carbon and Callaway Competition. When the company began, Reeves' mission was not to enhance Corvette performance, it was to put food on the table for a young family in the only way he knew how. To build something beautiful and powerful that would appeal to the owners of fine automotive machinery. Reeves had a passion for making engines powerful, and in 1986 his company formally became allied with Chevrolet Corvette.

Reeves' engineering achievements in the Corvette performance arena began with the factory RPO B2K Twin Turbo Corvettes (1987-1991), and continued with the development of the world-recording holding 254 mph "Sledgehammer," C4 Aerobody package, LT-1 and LT-5 SuperNatural Corvettes, C12 Callaway Supercars, C5/C6 power group packages, C6 Supercharged Corvettes / C16 Supercars, and C7 Stingray/GS and Z06 models, and branching Callaway into other GM V8 powered performance cars, trucks, and SUVs.

In celebration of Callaway's 40th anniversary, and their 30th anniversary of their relationship with Corvette, the National Corvette Museum's Exhibit Hall will be displaying 15 examples of this high-performance Corvette.

### **1987 Callaway Corvette RPO B2K #001 donated by Mead Briggs to the National Corvette Museum**

The Callaway Twin-Turbo Engine Package introduced in 1987 was not a factory-installed option, but could be ordered through participating Chevrolet dealers as RPO B2K. Of the 188 built, only three were automatic transmissions. The option gave the Corvette ratings of 345 hp, 465 lb. torque and a top speed of 177.9 mph.

### **1988 Callaway Corvette RPO B2K – 35th Anniversary Corvette Coupe on loan from Leonard Wiggins**

The 35th Anniversary Callaway Twin Turbo was the first of seven RPO Z01 Anniversary Callaways to be built. At just over \$61,000, it was one of the most expensive Corvettes in 1988. It was also the fastest.

## **1988 Callaway Corvette RPO B2K #88-051, the Callaway Sledgehammer Corvette on loan from the Berry Collection**

The Sledgehammer project began after Car & Driver's 'Gathering of Eagles' test event where Reeves Callaway drove the famed 'Top Gun' Callaway Twin Turbo to a maximum speed of 231 mph to win the contest. Reeves was determined that the car used in the next event must feel like a normal Corvette with low speed drivability and working options, including A/C and radio – and the car had to be driven to the event. This street legal Corvette remains the world's fastest – even today – reaching 254.76 mph.

## **1991 Callaway Corvette RPO B2K on loan from the Berry Collection**

Near the close of RPO B2K Callaway Turbo Corvette production, Callaway began to build the cars as 'Series 500' cars with unique color combinations, special paint and other Callaway options. This Perriwinkle Purple Callaway was originally ordered in late 1991 for Callaway dealer, Purifoy Chevrolet in Colorado to display in the showroom. Built as Callaway Twin Turbo #501, the car is one of only a handful of Series 500 RPO B2K Callaway Corvettes with unique colors and trim, and an ultra-rare 100+ Package.

## **1990 Callaway Super Speedster on loan from the Berry Collection**

Build using a 1990 ZR-1 as its foundation, this is the first of only two Series II Super Speedsters constructed by Callaway. It features a unique wider Callaway AeroBody with flared rear fenders, Cherry Smash Red paint and 'My Favorite Blue' interior. Every inch of the inside of this car is richly covered in leather and wool! The twin turbo LT5 engine produces 750 hp.

## **1991 Callaway Super Speedster on loan from the Berry Collection**

Also built using a 1990 ZR-1 as its foundation, this is the second of only two Series II Callaway Super Speedsters. With a Candy Wine exterior and Ivory interior, it is the only Speedster with removable hardtop, truly making it a one-of-one car.

## **1996 Callaway Supernatural 450 Corvette – Grand Sport, on loan from Randy and Judy Flock**

This 1996 Grand Sport is the only one with the Callaway 'SuperNatural' engine and Callaway Aerobody, giving it 450 hp and 383 cid. Even though the 1996 Corvette was the last of the fourth generation, it regained the top spot (after two years in second place) in AutoWeek magazine's annual subscriber survey of American cars in which readers had the most pride.

## **2003 Callaway Power Group 3 Corvette – Callaway Cars Inc. donated to the Museum by Gary Nichols**

As Callaway's Z06 test and development car, this Corvette was used in the development and testing of Callaway's 4 power groups for the fifth generation. Modifications include Callaway's power groups 1 (Honker Air Inlet and Callaway's cat back 'Double D' exhaust system), power group 2 (big bore throttle body and tubular exhaust headers) and power group 3 (CNC ported cylinder heads, camshaft and high ratio rocker arms).

Other cars to be exhibited include:

- 1989 Callaway Corvette RPO B2K
- 1991 Callaway Speedster #10 on loan from the Miller Collection
- 1998 Callaway C12 Speedster on loan from the Chris Pliaconis /Plycar Transportation Collection
- 1999 Callaway C12 Coupe, formerly owned by Dale Earnardt Jr. on loan from a private collection.
- 2007 C16 on loan from Alan Arthur
- 2013 Callaway SC606 Grand Sport Corvette – (only PBC-Built engine for LS3 platform, and last C6 NCM R8C Delivery made) on loan from Billy Kirkham
- 2015 Callaway SC757 Coupe (This was car #001 of the series, used in media, promos, etc.)



The exhibit opens January 13 and runs until May 5, 2017.



## **Brazos River Corvette Club Members Lingenfelters**



## How One Woman Is Changing the Auto Repair Industry

**Maxville Services, which offers “auto repair with flair,” demonstrates how auto shops can boost business by appealing to women.**

by: Joni Sweet

**Susan Moynihan is the owner of Maxville Services, a female-friendly auto repair shop.**

(Photo: Courtesy of Susan Moynihan)



More than half of all drivers in the United States are women, and more than half of auto repair shop customers are women. Yet the typical auto repair shop does little to cater to them. Many women would rather go to the dentist, according to one survey.

Susan Moynihan, now the owner of Maxville Services in Woodbury, Minnesota, saw an opportunity.

Once upon a time, she knew next to nothing about car repair and worried a mechanic would take advantage of her ignorance. “I didn’t know enough about my car to understand what actually needed to be done,” said Moynihan. “It felt overwhelming to me, so I would have my dad take the car in or come with me.”

### The birth of Maxville Services

The idea to open a female-friendly auto shop came to Moynihan years later, when she was senior director of sales at Factory Motor Parts, a role she came to from a career in merchandising. (Perhaps not coincidentally, her grandfather and her husband’s grandfather spent much of their careers in the auto industry.) As part of her job she visited more than 200 independent auto repair shops. She said she was struck by the minimal effort most garages put into making their shops appeal to women.

One day, in Scottsdale, Arizona, she came upon an unusual one. Owned by a woman, it was one of the cleanest Moynihan had ever seen. Its inviting atmosphere and educational clinics also stood out.

“I realized you can find places that are nice and welcoming. For me, that was really eye opening. I realized there is a huge opportunity to change the experience and make it more customer friendly.”

Moynihan envisioned opening her own garage, one that offered top-notch customer services, clinics that welcomed women and a comfortable waiting area. She kept her job at Factory Motor Parts but spent her evenings attending business classes and developing her business plan.

“I did a lot of research and one thing I wanted to make sure I was delivering was customer service to the max. That’s how I came up with ‘Max.’ I also wanted a family-friendly feel, so I added ‘ville.’ The name means maxed out customer service in family-friendly environment.”

She credits a couple of experienced backseat drivers for moving her business plan forward. A mentor she found through the local branch of the Small Business Administration, as well as industry veterans who serve on committees at automotive schools, gave Moynihan a helping hand.

### Providing service ‘to the max’

Catering to busy women among others, Maxville Services aims to transform waiting time from wasted to productive. The shop offers “high value wait time options” including salon services for women, men and children.

“We wanted to create an environment where women can sit and relax and get stuff done,” she said. “We have a nail room with manicures and pedicures and we have a room where we do haircuts, facial waxing and beard trims in our lobby.”

For the design of the waiting area, which features plush and leather chairs and artistic décor, Moynihan took inspiration from Restoration Hardware and Pottery Barn. Customers seem to like it.

“About 80 percent of our customers sit and wait for their vehicle. It’s higher than average,” she said.

A mother of two children, Moynihan knows first-hand how much parents appreciate family-friendly amenities. “I have a changing table in bathroom, so if they do come in with babies, they don’t have to think about where they’re going to change them. We also provide diapers and wipes. They’re not getting used a ton, but they let customers know we’re thinking of them and we care.”

What’s really driven business, however, are Maxville’s regular educational opportunities. The shop hosts a range of events to help customers learn basic repairs. In one, called Slick Chicks, customers learn, with the guidance of technicians, how to change their oil. Building rapport and trust is a priority. “When there’s something that’s recommended for vehicle, we walk customers back to the shop and show them. In a lot of cases, it’s the first time they’ve ever been under a vehicle before.”

Moynihan hopes to eventually expand her business — and inspire others to offer customers a better repair experience.

“It’s an industry-changing experience for customers, and that’s the goal. In today’s age, with technology and with people being super busy, we want you to have a great experience in the auto industry.”

A superior customer experience, of course, is good for business. “When customers are having great experience, they go nuts talking about it and get more people in the door.”

## WHEN CAR ADS SAID SOMETHING



twice a day he takes a vacation. Driving to work in the morning and making the run home at night, he's the most carefree man on the street. Why should this be? In basic terms, a Corvette is little different from other cars. Stiffer suspension maybe, more efficient brakes, a lot more acceleration. . . . But where's the romance, the excitement we talk about? *Here's where:* It's the high pitched sound of that lovely V8 engine in full song . . . the feel of the sun on the back of your neck as you swing out of the parking lot and point that powerful machine toward home. . . . It's anything you do in a Corvette, even if it might have been dull in other, lesser cars. Heck, Corvette people can get as much kick out of driving to work as some of us get from a trip to Europe!

**Corvette by Chevrolet**

Chevrolet Division of General Motors, Detroit 2, Mich.



**WHO'D WANT A STRAIGHT ROAD?**

Certainly not Corvette drivers. For they know, in ways others simply cannot imagine, how sweetly curve and car can blend in a symphony of motion. They feel a closer bond of trust in a machine balanced and close coupled and more marvelously obedient than any the ordinary motorist ever has sampled. They know a singing joy in performance that has no counterpart anywhere that pavement runs in this country. You can't get *this* kind of elation in any other kind of car. It is the special blessing of the authentic sports car — and Corvette is the only authentic sports car made in America. If you want to discover a world apart, get behind the wheel of a Corvette. This would be a wonderful week for that.



*See the Corvette, Chevrolet cars and Chevy's Corvairs at your local authorized Chevrolet dealer's*

# Did you expect anything less from The Leader?



Anything less than an astonishingly beautiful sports car seven inches longer and nearly two inches lower, with windshield wipers concealed by a power-operated cowl, rear deck spoiler and high-backed bucket seats. Anything less than Astro Ventilation, a new air-intake and pressure-relief system.

Anything less than four-wheel disc brakes and fully independent suspension.

Anything less than V8s you order up to 435 hp. Anything less than new security features like side marker lights and many more.

The '68 Corvette Sting Ray.

What else would you expect from Chevrolet?



# '68 Corvette

## BRCC Logo Merchandise

**Larry Sharp** has lots of great merchandise for sale with the BRCC logo on them. Here is a sampling of most of our items. *We are open to additional item upon request.*

Larry Sharp  
Merchandise  
817-475-9692  
LarySharp2004@gmail.com



**Flame Caps** .....\$ 12.00  
**Solid Color sandwich bill caps** .....\$ 12.00



**Nike Polo Shirts 363-807** .....\$ 30.00  
Many colors, Yellow, Light Blue, Med Blue, Varsity Red, White, Black, Pink & Others



**Sport Wick Stretch 1/2 Zip Pullover** .....\$35.00  
Mens & Ladies styles XS-4XL  
**Mens:** Black, Charcoal Grey, Navy Blue, Med Blue, Forest Green, Maroon  
**Ladies:** Black, Charcoal Grey, Med Blue, Dust Rose, Pink Rush, Navy Blue, White



**Sweatshirt 1/4 Zip 9-Oz Pullover**.....\$35.00  
Mens & Ladies styles XS-4XL & Tall  
Black, White, Vintage Heather, Graphite Heather, Light Heather, Forest Green, Dark Pink, Pink, Maroon, True Red, True Navy, True Royal



**Long Sleeve Dress Cotton/Poly S608** ..... \$25.00  
Mens Button Down Ladies Open Collar  
All colors



**Long Sleeve Denim Mens & Ladies** .....\$35.00  
Mens Button Down Ladies Open Collar  
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# Next Club Meeting February 2nd

