

## Founding Clubs

- 1953 First Corvettes off the Assembly Line
- 1957 First Corvette Club in Denver, CO founded by Joe Pike
- 1959 First Gathering in Washington, DC (May 1959) organized by the Corvette Club of America to discuss the idea of a National Corvette Association. Among others in attendance were four Corvette Clubs that were the most instrumental in future developments.
- 1960 Second gathering in Detroit, MI, headed by Corvette Club of Michigan to move forward. All Clubs that were at the Washington meeting and many other Clubs were invited.
- 1961 Joe Pike of Chevrolet advised Richard Wolf of the Corvette Club of Michigan that Chevrolet was only going to recognize one legally organized association as the "Official National Corvette Club". The National Council of Corvette Clubs, Inc. filed their Articles of Incorporation dated January 25, 1961 and was recorded with the Michigan Corporation and Securities Commission on February 3, 1961. Many Clubs were notified of this development and impending incorporation filing. Five Clubs responded to the task to get everything in order and filed. These five Clubs are recognized as our Founding Clubs.
- Corvette Club of Baltimore
  - Capital City Corvette Club
  - Chicago Corvette Club
  - Corvette Cleveland
  - Corvette Club of Michigan
- Note: Even though the Corvette Club of America organized the first meeting in Washington in 1959, they did not join in to get the Incorporation filed. They are not considered a Founding Club.

## Founding Members

No evidence has been discovered regarding Founding Members. It can be assumed that any person that was a Member of one of the five Founding Clubs would be considered a Founding Member.

## Club Numbers

It is commonly thought that the Club Numbers indicate each Club's entry into NCCC. During one of my many lengthy discussions with loooooong time Members John Palladino I learned of our Club Numbering beginnings. When the Club Numbers first came about for 1970, Corvette Club of America was granted -001 in appreciation for all of their efforts in 1959 that started the discussion of a National Organization.

The Founding Clubs were given the next 5 Numbers.

- 002 Corvette Club of Baltimore
- 003 Capital City Corvette Club
- 004 Chicago Corvette Club
- 005 Corvette Cleveland
- 006 Corvette Club of Michigan

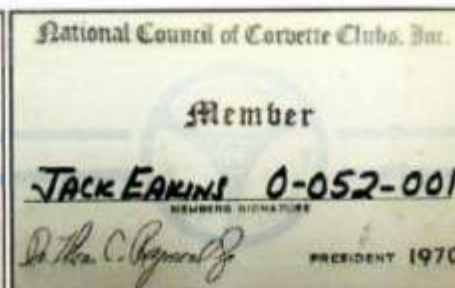
There is no pattern to other Club Numbers...see next page for an excerpt from the The NCCC Membership Cards History on the NCCC web site.

# The NCCC Membership Card History

ON WEBSITE



- The 1961 Gold Card was issued in 1972 to the 22 newly designated Charter (not Founding) Members.
  - Membership Cards began in 1962 and were distributed through the NCCC Treasurer.
  - Lifetime Membership was first offered in 1982. They were issued a Certificate & a gold background NCCC Patch.
  - Individual Membership Numbers began with the 1970 Card, handwritten as shown on the 1970 Card.
- Each Governor was given a supply of Cards and the Governor issued the last 3 digits of the Membership Number according to whatever order the Governor chose. According to a phone conversation with John Palladino, an NCCC Charter Member and the NCCC President in 1970, the Club Number part of the Membership Number was decided at a Governors Meeting in 1970 when all of the Governors present chose the number they wanted for their Club. If no one else wanted that number, it was granted. John said, for example, that he picked Number 11 for his Empire Corvette Club because that was his lucky number. Therefore his Club became E-011 since East (E) was the Region his Club was in at that time. Other Club Numbers were requested for whatever reason the Governor of a Club at that time decided was a good number for their Club. Therefore the number of a Club does not designate how long a Club has been a Member nor in what order Clubs became Members of NCCC. After that a Club was given a number by the Vice-President of Membership to fill in the vacant spot not requested that initial day or the next number in line or sometimes a number of a Club that dropped out of NCCC. [Click here](#) to see the incomplete and unofficial list of Club Numbers. PLEASE NOTE that the Founding Clubs and the Charter Clubs are not designated by the Number that designates their Club as an NCCC Member.
- Beginning with the 1971 Card, the Membership Number was on the back of the Card.



Region	Number	Club
ER	001	Corvette Club of America
ER	002	Corvette Club of Baltimore
MI	003	Capital City Corvette Club
MW	004	Chicago Corvette Club
EO	005	Corvette Cleveland, Inc.
MI	006	Corvette Club of Michigan
SE	007	Chattanooga Glas!
IN	008	Michiana Corvette Club
	009	West Ohio Outlaws
EO	010	Buckeye Corvettes, Inc.
	011	Empire Corvette Club
	012	Hou-Tex Vettes
EO	013	Mid-Ohio Corvette Club
CA	014	Carolina Corvettes
WR	015	Cedar Rapids Corvette Club
	016	Central Iowa Corvette Club
	017	Central Ohio Corvette Club
WO	018	Cincinnati Corvette Club
MI	019	Corvette Club of Battle Creek
CA	020	Metrolina Corvette Club
IN	021	Corvette Club of Indiana
WR	022	Corvette Club of Iowa
	023	?????????
	024	?????????
ER	025	Corvette Club of North Eastern PA
MW	026	Alpha Omega Corvettes
WO	027	Corvette Troy
WO	028	Corvettes, Inc.
MW	029	Corvettes Limited Madison
NE	030	Corvettes of Buffalo
ER	031	County Corvette Association
FL	032	Cape Kennedy Corvette Club
EO	033	Blennerhassett Corvette Assn
	034	?????????
	035	?????????
	036	Falls City Corvette Club
MI	037	Flint Corvette Club
ER	038	Free State Corvette Club
WO	039	Glass City Corvette Club
WR	040	Boone Trail Corvette Club
MI	041	Grand Valley Corvette Association
	042	Greater Dayton Corvette Club
MI	043	Huron Valley Corvette Club
	044	?????????
WR	045	Corvette Club of Kansas City
MI	046	Jackson Corvette Club
MI	047	Kalamazoo Corvette Club
	048	?????????
	049	Central Buckeye Corvettes
ER	050	Perry County Corvette Club
MW	051	Suburban Corvette Club of MN
EO	052	Mahoning Valley Corvette, Inc.
	053	?????????
MW	054	Mid-West Corvettes
SW	055	Cowtown Vettes

Region	Number	Club
MW	054	Mid-West Corvettes
SW	055	Cowtown Vettes
WR	056	Central Kansas Corvettes
EO	057	Mound City Corvette Club
FL	058	North Florida Corvette Association
NE	059	Corvettes Limited of Connecticut
MI	060	Corvette Club of Ypsilanti
WO	061	Glass Society Corvette Assn
MI	062	Royal Corvettes of Western MI
SW	063	San Jacinto Corvette Club
	064	Schuykill Valley Corvette Club
	065	South Florida Corvette Assn
	066	South Shore Corvette Association
	067	High Plains Corvette Association
EO	068	Tiretown Corvette Club
	069	?????????
	070	Abilene Corvette Club
	071	Tri-County Corvette Club
IN	072	Elkhart Vette Set
SE	073	Nashville Corvette Club
SW	074	Corvette Club of Texas
MW	075	Wisconsin Corvette Club
FL	076	Gulf Coast Corvette Club
MW	077	Glass Favorites
	078	Corvette Chattanooga
	079	Boardwalk Corvettes
IN	080	Glass Menagerie Corvette Club
NE	081	Bay State Corvette Club
	082	Southside Corvette Association
EO	083	Lake Shore Corvettes, Inc.
MW	084	Kettle Moraine Corvette Club
SW	085	Sun Cities Corvette Club
	086	?????????
	087	Easton Area Corvette Club
	088	?????????
	089	Tri-Vettes, Inc.
NE	090	Tri-Vettes, Ltd.
	091	Tar Heels Corvettes
IN	092	Anderson Corvette Association
ER	093	Keystone State Corvette Club
MW	094	Calumet Corvette Club
WR	095	Cornhusker Corvette Club
EO	096	North East Ohio Vette Club
	097	?????????
ER	098	Cumberland Valley Corvette Club
WR	099	Mid America Corvette Club
	100	?????????
	101	Classy Glass Corvette Club
SE	102	Town & Country Corvette Club
IN	103	Indianapolis Corvette Club
EO	104	Fun Center Corvette Club
	105	?????????
	106	?????????
IN	107	Delco Electronics Corvette Club
ER	108	York County Corvette Club



## JOE PIKE WAS FATHER OF CORVETTE CLUBS

Joe Pike was 39 years old in 1953 and a Chevrolet sales executive in Minneapolis when he saw a photo of a GM Motorama show car that would shortly become the Corvette.

"The car did not just change his life," remembers son David, of Royal Oak, Michigan. "It became his life."

Pike died Monday, April 11. He was 81.

By the time he retired from Chevrolet in 1976, Pike had seen the Corvette become GM's most-recognized nameplate and the Corvette love affair reflected in the world's largest network of car clubs.

The clubs were Pike's idea. He started the first one in Denver in 1957. Twenty years later, there are more than 800. Today, some 25,000 Corvette aficionados belong to about 700 local affiliates of national Corvette organizations.

"I don't know which Joe loved more," said Chevy General Manager Jim Perkins. "The Corvette or Corvette owners. But if you look to people responsible over the last 40 years for the enduring greatness of the car, you see Joe Pike front and center."

As editor of *Corvette News* through the 60's and mid-70's, Pike was doing "voice-of-the-customer" research long before it became the marketing buzzword of the '90s. His thousands of visits with club members and his customer contacts prompted his staunch opposition to a four-seat Corvette Chevy was considering in the early '60s.

## From Blue Bars Spring 1994

He persuaded Chevy to introduce leather upholstery in 1963 and the famous wooden steering wheel in '65.

Son David remembers Corvette owners calling at all hours for counsel about their cars. "Pop could tune the early fuel injection system as well as anybody," he said.

Over the years, Pike owned at least a dozen Corvettes. His '57 was the first fuel-injected Corvette sold to a non-racer. It might have been his favorite, but he always declined to say so. His stock reply to questions about which years he liked best: "The best Corvette is the one we're going to build next year."

Pike suffered a stroke in 1991. Nevertheless, he was on hand in August, 1992, when Chevrolet threw a party in Detroit to celebrate production of the one-millionth Corvette.

"The Corvette was Pop's life work," said David. He was never too busy or too tired to go someplace to talk about Corvettes or to listen to a Corvette customer.

"He used to say he was the most fortunate guy at Chevy. He actually got paid for his hobby."

Besides his son, he is survived by a daughter, Mary Jo Neidow of Pentwater, Michigan, three grandchildren and two great-grandchildren.

Ralph Kramer

### Joe Pike

Chevrolet Sale Promotion Manager

Editor of *Corvette News*

(First Edition of *Corvette News* 1957)

Founder of First Corvette Club

in 1957 Denver, CO

**NOTE:** San Jacinto Corvette Club in the Southwest Region is recognized as the third oldest Club in the USA



1960



1971



1984

### Richard Wolf

Campbell-Ewald Printers

Printer of Chevrolet Promotional Materials

Printer of *Corvette News*

Founding Member of NCCC

as a Member of Corvette Club of Michigan

First NCCC President (1960 - 1961)

First Editor of *Blue Bars* (1962 - 1963)

Due to their working relationship and friendship, these two were the most instrumental in getting NCCC to become incorporated in January 1961. There had been quite a few clubs involved in the planning of NCCC but when Joe informed Richard that Chevrolet was only going to recognize & support one organization as a National Corvette organization the planning Clubs were informed but only 5 came forth and became the first 5 Clubs of the Incorporation  
Corvette Club of Baltimore  
Capital City Corvette Club  
Chicago Corvette Club  
Corvette Cleveland  
Corvette Club of Michigan

club of  
america



BOX 3846

WASHINGTON 14 D. C.

April 3, 1959

Mr. Dennis Litchenstine  
Corvette Cleveland  
10110 Anderson Ave., S. E.  
Cleveland, Ohio

Dear Mr. Litchenstine:

As of January 1959, there were listed in the Corvette News, thirty-four known Corvette Clubs throughout the USA and as each month passes more and more appear. As you may have noticed, these clubs are primarily on the east and west coasts....in some cases no more than 50 to 75 miles apart. They are, in short, close enough to each other for many of us to compete together occasionally.

With this thought among others in mind, it is thus the desire of the Corvette Club of America to see a national fraternity formed; an organization where we, the Corvette Clubs around the nation, can be brought closer together through a national club organized and represented by all Corvette Clubs, consisting of three regions, eastern, western, and central.

The opportunities in joining together are many as you must realize. Aside from your regular club events which you now hold, we would have national events where once or twice a year each club's top drivers would represent his own specific club. This gives each member in each club something special to work towards, the honor of being selected to a national event. Such events could be in the form of rallies, time trials, gym-khanas, concours, or anything else sports cars are used and intended for, from which a national champion could be selected.

This is but one phase of a national organization. There is technical information to be exchanged, the social aspects, news coverage from each club, etc. It is also felt that Chevrolet Motor Company might be quick to recognize a national club and perhaps grant a charter to us rather than deal with many individual Corvette Clubs. This, of course, does not mean that any one club would have to sacrifice their base, financial status, or anything of the sort. But each club would be a part of such a program.

The Board of Directors of the Corvette Club of America, Inc., would like to invite two representatives from each club interested to a meeting for the purpose of discussing with you a National Corvette Club, to be held on May 16th at 4:30 P. M., at the Mayflower Hotel, Washington, D. C. We would also like the two representatives to be our dinner guests.

Through such a joint meeting, we may be able to start the ball rolling towards perhaps the largest single marque sports car club in the country.

Mr. Litchenstine  
Page #2

I am enclosing a questionnaire which will also serve as your reservation. If you would please complete this card and return it to me by May 15th, it would be greatly appreciated. Thank you and your club for your time and consideration.

Sincerely yours,

John Ralph  
President

412 Prices Lane  
Alexandria, Virginia

### Enclosed Questionnaire

- 
1. Name of Club \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_
  2. Name of representative (s) attending:  
\_\_\_\_\_ office  
\_\_\_\_\_ office
  3. Is your club interested in such a move? \_\_\_yes \_\_\_no
  4. Members of OCA have donated accommodations. Will you stay overnight for the Cumberland Races?  
\_\_\_yes \_\_\_no
-



# CORVETTE COURIER

VOL. II, NO. 2

BOX 5846, WASHINGTON 14, D. C.

MAY-JUNE, 1959

## NATIONAL CORVETTE COUNCIL PLANNED

Seventeen Corvette enthusiasts representing five Corvette Clubs all over the country met on Saturday, May 16 at the fashionable Mayflower Hotel in Washington, D. C. to discuss the formation of a National Corvette Club. The Board of Directors of the Corvette Club of America was host to the following: Dick Murphy and George Rodgers, Corvette Club of Baltimore; Ann Tamiguchi, Couriere d'Corvette, Santa Ana, Calif.; Joe and Kay Nichols, Northeastern Corvette Owners, New York; Shorty and Theresa Zambella of the



same club; Pete Johnstone, Anne and Tom Featherstone, Corvette Club of Michigan. A broad general discussion was held covering many aspects of a universal Corvette society, during which a temporary committee consisting of Dick Murphy, George Rodgers, Anne Featherstone and Chuck Parish formulated an official purpose for the projected club as follows: "The purpose of the national federation shall be the glorification and improvement of the marque through collective strength and through that collective strength to implement a stronger alliance between owner and manufacturer, encourage dealer interest and further the pride of ownership of the marque."

Dick Murphy was named to head a By-Laws Committee consisting of George Rodgers, Joe Nichols and John Ralph; the group was charged with the job of drawing up a proposed constitution and by-laws for consideration by all Corvette clubs.

A temporary Board of Directors was named as follows: John Ralph (chairman), Joe Nichols, Pete Johnstone, Dick Murphy, Ann Tamiguchi (for Gene Beck, president of her club) and Ruth Shenton (recording secretary). After considerable discussion the name "National Council of Corvette Clubs" was selected; it was agreed that such a name and idea would immediately suggest an organization designed not to detract from

the autonomy of existing local Corvette associations but rather a council form of organization which might prove effective in situations where the strong voice of a thousand or more Corvette owners might carry considerable authority.

To facilitate the earliest possible promotion of the national idea, Anne Featherstone was named Publicity Director and three arbitrary regions were agreed upon; Shorty Zambella for the East, Tom Featherstone, Midwest and Ann Tamiguchi with Gene Beck in the Far West. Pete Johnstone

was named to head a committee to study the necessary finances of a national club. Temporary headquarters for NCCC were established at the home of John Ralph, 412 Prices Lane in Alexandria Virginia--any communication concerning the organization should be sent to this address, or to the Regional Representative nearest you.

Detailed minutes of the meeting will be sent to each known Corvette club throughout the country for their consideration and suggestions.

Following the meeting, a splendid roast beef dinner was served in an adjoining room in the Mayflower, and special thanks must be extended to CCA's Frank Steiner, assistant maitre d'hotel, whose special attention and interest provided a truly memorable evening for all attending.

Unfortunately, members of the Corvette Club of Western Pennsylvania (Pittsburgh) and Corvette Cleveland were unable to attend although they had planned to do so. A detailed outline was provided, however, by Mike Mims of the Pittsburgh group which was of great assistance in the planning which took place during the evening.

THE COURIER will, of course, keep its readers posted as to the development and progress of the new NCCC.