

R8C Option

National Corvette Museum Delivery

Motorsports Park

As I explain in the video on the right below where [you can find this document](#); the [Corvette Museum](#) had to exist for any of this to happen. I learned of it, part way through my C5 ownership, while attending a car show. Later on, when the “idea” of ordering a C7 became real, I discovered that the “[Museum Delivery](#)” was called the [R8C option](#). In one fell swoop, I learned that a custom Corvette was possible, and that I would be able to visit the factory, take a tour, and be presented the car I ordered, as a package deal. I discuss all of this in the Pod-Cast “[Corvette Happiness](#)” also found on the [Pod-Cast page](#) of this site in context.

You can see that this story is riddled with links. Other web-sites and other pages on this site tell the story of the three parts of the title. But in all reality, the first two “R8C” and “Museum Delivery” are one in the same, however; they do come in two parts. During the time from when you put your deposit down (Calypso’s December 13, 2013) until the actual delivery (Calypso’s July 29th, 2014) you will be pre-occupied with the “R8C” part of it, which I describe in “[Corvette Happiness](#)”. The “Delivery” part of it is shown in the [video on the left](#), of where this story can be found.

The R8C option was just a line item on my spread-sheet of options list up until the deposit was made. Then it did not gain any real significance until January, when I started calling Shane Webb, trying to find out if they had received the order. At the end of January, Shane and I had a long conversation about the order NOT showing up and in that conversation; I learned that GM may have screwed the order up, as a function of “[Dealer installed options](#)”. In a flurry of activity at the beginning of February, juggling the “re-do” of the order and NOT losing my order priority, the order was changed, and that led to the story I talk about in the “[Corvette Happiness](#)” Pod-Cast about the Sink Hole that occurred on February 12, 2014; just 7 hours after my corrected order had been placed. From February to June, none of the “issues” with my order fell on the Museum. That activity increased tremendously on June 25th; when the production order was released. During that final month from June 25th to July 29th, Shane kept me posted every step of the way, either through emails or phone conversations. They were able to do that because I had ordered the “[Delivery Book](#)” (on the left at the top of the “Story” web-page). They were out taking pictures of Calypso being built. That ended on July 25th when I paid for and got the registration for Calypso. On that day Calypso having passed the Museum Staff inspections, was placed in Delivery Area #6. Then the long weekend wait for the flight out on July 28th; which is a part of the “[Route 66](#)” video, but can be seen by itself in the Chapter of that video on the “[Trip Out](#)”.

As mentioned earlier, the actual delivery day is fairly well documented in the “Route 66” video in a chapter of that video, shown on the [left of the page](#) where you can find this document. What is not mentioned in those videos was the greeting of my group consisting of Jerry Burlingame, and Donna and Jim McClelland who had joined me in Bowling Green for the Delivery of Calypso. I was first greeted by Shane Webb, and introduced to the other office staff, as well as Larry Crosbie. Larry took over from there and moved us all through the Grand Tour of the National Corvette Museum and the Manufacturing Plant tour. It was an intense 6 hours of non-stop activity. It ended with a hosted lunch in the cafeteria, and the final walk-through of Calypso between me and Larry. John Riley and I talk about “Eureka Moments” very often on his Pod-Cast series, specifically [Episode 41](#). But I have to tell you, those six hours were an entire series of “Moments”. BUT; there was something missing – TRACK TIME.

As I explain in the video on the [right of the page](#) that brought you here. The [Bowling Green Motorsports Park](#) did not exist until a few short months AFTER Calypso's delivery. This meant that at some point a second trip to the Museum was going to happen. Now then I'm not sure if you were to take delivery today of a new Corvette that you would be able to take your new car onto the Motorsports Park Track. Perhaps in one of their cars, but I am fairly certain that the 500 Mile Break-in period would prevent from accomplishing both missions (Delivery and Track time) in the same trip. What I can tell you is that IF you take delivery of your new Corvette and head towards the [Virginia International Raceway \(VIR\)](#) and you go there via the "[Tail of the Dragon](#)"; you will enter VIR having just gone over the [500 Mile Mark on the Odometer](#). I can say this because I tried. Unfortunately, VIR was closed to the public; BMW had rented the track for the day and it was closed to the public. SO, I missed out on the non-existent Bowling Green Motorsports park and VIR. Absolutely a second trip was needed.

MAY 2019

When planning my Cross-Country Trip in 2019, I was in contact with Shane again at the Museum. I also got in touch with the people at VIR. Shane said, that no matter what, accommodations could be made for at least some parade laps at their track, so that was ON the agenda. However, the chances at VIR looked extremely thin. So while a contingent plan was made for VIR, most of my focus was on the Motorsports park. It came down to the weather, and the weather at the end of May in Kentucky and the surrounding areas was NOT good. During the trip I dodged storms all the way across country and I got a crack in the windshield in Oklahoma, when I passed through some tornado debris. But to my good fortune the storm through Arkansas, Tennessee and up to Bowling Green cooperated and allowed me to get onto the Track at Bowling Green late in the day.

SO I MADE IT – NOT GREAT (on my part), BUT I MADE IT. Watch the [video on the right](#) of the web-site page [where this story can be found](#).