



FIBERGLASS FOREVER



CORVETTES OF FRESNO

"HOME OF THE LONGEST RUNNING ANNUAL CORVETTE EVENT ON THE PLANET"

ESTABLISHED 1963

OCTOBER 2014

TAHOE 46 EDITION



**CLUB WITH THE MOST MEMBERS
CORVETTE SUPER SPORTS**

MARK YOUR CALENDARS

OCTOBER 2, 2014 - THURSDAY - MEET & EAT - CONTACT LARRY MINNICH - 559-449-3331

OCTOBER 18, 2014 - SATURDAY - MYSTERY LUNCH RUN - CONTACT SHIRLEY DOSHER

OCTOBER 14, 2014 - TUESDAY - TAHOE PLANNING MEETING 7:00PM AT DENNY'S,
CORNER OF BLACKSTONE & HERNDON

NOVEMBER 11, 2014 - TUESDAY - VETERANS DAY PARADE - CONTACT BILLIE TALLEY - 559-960-4666

DECEMBER 6, 2014 - SATURDAY - COF CHRISTMAS PARTY - CONTACT BILLIE TALLEY - 559-960-4666

FEBRUARY 21, 2015 - SATURDAY - ICE BREAKER RUN TO MONTEREY - STEVE PROFERA - 559-681-7865



Tahoe 47

**"THE LONGEST RUNNING ANNUAL
CORVETTE EVENT ON THE PLANET"**

September 10-13, 2015

Silver Legacy Resort Hotel & Casino - 407 N. Virginia St. Reno, Nevada

(COVERED SECURE PARKING ON LEVEL 6 & 7 OF THE SELF PARKING GARAGE)

**Registration: Forms available on the website: www.corvettesoffresno.com
also released via e-mail - jim.agar@att.net**

Registration must be Received by August 15, 2015

How Much: \$165.00 per couple, \$100.00 singles

LIMITED TO THE FIRST 100 CARS

**DUE TO CONTRACTS WITH OUR VENDORS WE CANNOT ISSUE ANY REFUNDS
ON CANCELATIONS AFTER AUGUST 15, 2015**

EARLY BIRD DRAWING

**ALL PAID REGISTRATIONS POSTMARKED BY MAY 1, 2015 WILL BE ENTERED IN A
DRAWING FOR A CHANCE TO WIN \$100.00 CASH!**

Highlights

Welcome Social Thursday Night

Shine & Show Friday at Scheels "worlds largest sporting goods store"

Slot Tournament \$10.00pp - Friday Afternoon

Catch a Rising Star Comedy Show - Friday Night (some parts may be objectionable)

**Scenic Poker Run ending with lunch - extra hands \$5.00) – Saturday Morning &
Afternoon**

Awards Dinner at Silver Legacy - Saturday Night

PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL

www.corvettesoffresno.com for Additional Details & Updates

All Net proceeds from Tahoe 47 will be donated to Charity

Accommodations

**Silver Legacy Hotel & Casino: (800) 687- 8733 Use the Group Code 915CORV
Room Rates: Thursday \$76.00 Friday & Saturday \$122.00 (plus tax & resort fee)
Buffet Breakfast for 2 each Day is Included!**

(must book through group code 915CORV to get included breakfast buffet)

Register now so you don't miss out on the 47th Tahoe Tour

Register by August 9, 2015 for Room Rate Guarantee

FIBERGLASS FOREVER



CORVETTES OF FRESNO, INC

Is a non-profit organization formed by those owners who are proud to drive America's only true sports car
THE CORVETTE

Our club meetings are held at 7:00 pm on the third Tuesday of the month at Yosemite Falls Cafe 4020 North Cedar Between Dakota & Ashlan on the East side of Cedar

If you are an interested Corvette owner, we invite you to attend.

The one time initiation fee is \$30.00 and covers the cost of your Corvettes of Fresno window sticker, membership directory, club by-laws, nametag and many other goodies.

The annual dues are \$95.00 per year per couple, or \$77.00 per year per individual.

COF BOARD MEETING NOTICE

CORVETTES OF FRESNO BOARD MEETINGS ARE HELD THE FIRST TUESDAY OF EACH MONTH AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE START TIME IS 6:30 PM EVERYONE IS WELCOME

2013 TRIVIA

The 2013 model year marked Corvette's 60th Anniversary and the final year for the C6 generation.

To celebrate Corvette's 60th Anniversary, GM offered a special 60th Anniversary package available on all 2013 Corvette models plus a 427 Convertible Collector Edition.

The 2013 60th Anniversary Package featured an Arctic White exterior with Blue Diamond leather-wrapped interior with suede accents. An optional graphics package added full-length racing stripes in Pearl Silver Blue and a tonal stripe stitched into the convertible top.

The 2013 Corvette 427 Convertible Collector Edition was the fastest, most capable convertible in Corvette's history, blending elements from both the Z06 and ZR1 models.

CORVETTES OF FRESNO, INC 2014 OFFICERS

President: Chris Campbell
E-mail: president@corvettesoffresno.com
Phone: 559- 289-8054

Vice Pres.: Steve Profera
E-mail: events@corvettesoffresno.com
Phone: 559-681-7865

Secretary: Jackey Christani
E-mail: secretary@corvettesoffresno.com
Phone: 559-801-3415

Treasurer: Kaye Campbell
E-mail: treasurer@corvettesoffresno.com
Phone: 559-681-1510

Membership: Pam Forrester
E-mail: membership@corvettesoffresno.com
Phone: 559-292-6191

Webmaster: Kerry Dehmel
E-mail: webmaster@corvettesoffresno.com
Phone: 559-292-7274

Newsletter: Jim Agar
E-mail: jim.agar@att.net
Phone: 559-297-2200

WSCC Representative: Allen Teixeira
E-mail: representative@corvettesoffresno.com
Phone: 559-449-1505

Sunshine: Sharon Minnich
E-mail: saminnich@yahoo.com
Phone: 559-449-3331



(559) 291-7711

At Shaw and Freeway 168 in Clovis
www.hedrickschevrolet.com

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

PLEASE SUBMIT ARTICLES NO LATER THAN THE THIRD FRIDAY OF EACH MONTH VIA

EMAIL TO:

jim.agar@att.net



CORVETTES OF FRESNO NOMINATIONS FOR 2015 BOARD



PRESIDENT

1. CHRIS CAMPBELL



VICE PRESIDENT ACTIVITIES

1. CHUCK FECCIA

VICE PRESIDENT MEMBERSHIP

1. CLAY MUMBY

SECRETARY

1. NANCY TEIXEIRA

TREASURER

1. KAYE CAMPBELL

PERPETUAL & APPOINTED OFFICE

1. WEBMASTER - KERRY DEHMEL

2. WSCC REPRESENTATIVE - ALLEN TEIXEIRA

3. NEWSLETTER - JIM AGAR

**PLEASE ATTEND THE OCTOBER GENERAL MEETING
& PLACE YOUR VOTE FOR THE 2015 BOARD**



THE PRESIDENT'S EXHAUST



Hello Everyone,

Tahoe 46 is over and we had a great time! A lot of hard work, by everyone involved, made this an event to remember. From our members to the other visiting clubs, everyone has been praising the event as one of the best. Now it's time to get ready for Tahoe 47 and we already have people signed up!

Our September General Meeting was packed; we had over 60 members in attendance and a few visitors. I want to thank everyone for the prompt payment of their Membership Dues; it makes our life much easier if everyone pays on time.

At the October General Meeting, we normally hold an election to fill seats on the Board. We have members who have stepped up to fill those positions and currently, they are unopposed. If anyone else would like to run for any seat on the Board, let me know before the October General Meeting.

The year is going by fast, we have a few runs planned and the Dinner Runs keep coming. The Veterans Parade is coming up and the Christmas Party. We could use a Mystery Run or two to fill out the year, let Steve know if you come up with anything.

Please keep all of our Members who are sick, injured or healing in your thoughts and prayers.

Thank You!

Chris Campbell





CORVETTES OF FRESNO - GENERAL MEETING MINUTES

September 16, 2014



Call to Order: President Chris Campbell called the meeting to order at 7:05 P.M. Board Members present were Kaye Campbell, Jacklyn Christani, Steve Profera, Jim Agar, and Pam Forrester. The Pledge of Allegiance was shared by all.

Secretaries Report: Minutes of the June 2014 are published in the COF newsletter. A motion to waive the reading of the June 2014 minutes was made by Lynne Agar, and seconded by Joan Kozera, Motion carried. A motion to accept the June 2014 minutes as published in the Fiberglass Forever newsletter was made by Billie Talley, and seconded by Angie Diliddo, Motion Carried Unanimously!

Treasurers Report: Kaye Campbell reported the accounts activity, which is on file to be reviewed by members only. A Motion was made to approve the treasures report as read. The Motion was made by Larry Minnich, and seconded by Jerry ?, Motion Carried Unanimously.

Membership: Pam Forrester reported attendance for the September 16, 2014 meeting. There were 62 members and 4 guests present. Guests in attendance were Skip Hurleman and Friend Lucy Caldwell, Marvin and Maryann Scott (Past Members).

New members to Corvettes of Fresno were announced as follows: Don and Donna Zapata. And an honorable mention as new members Phil and Susan Rivas. Corvettes of Fresno current membership now have 124 members and 79 corvettes. All September Birthdays and Anniversaries were acknowledged. All September Birthdays and Anniversaries can be found in the 2014 membership directory. The amount of the name tag drawing for the month of September is \$40.00. Remember to always sign in at the beginning of all meetings!

President Chris Campbell reminded everyone that membership dues are due at this General Meeting. Included with the invoice there is an updated membership information sheet this is to make sure the membership directories are updated with any new information about members, and to correct any information that was printed wrong in the current membership directory. It was reminded that after September 16, 2014 all dues are due including a \$20.00 late fee. And no guarantee that their names address and phone numbers will be in the 2015 directory. Those individuals will not be considered members of Corvettes of Fresno until dues are paid in full including late fees. According to the Corvettes of Fresno By-Laws.

Communication: Jim Agar announced that the September 2014 edition of Fiberglass Forever, that there were 16 pages printed and 52 pages on the Corvettes of Fresno web site. If anyone has any articles or pictures for the Newsletter for the October edition please submit to Jim Agar by Friday September 19, 2014, in the A.M. Jim Agar read some thank you notes from several different clubs about Tahoe 46. R-way Corvettes, Arizona Corvettes, Super Sports, and Southeast Idaho Corvettes.

Jim also acknowledged Jerry Clark for all the work parking cars and the Car Show Banner used for the Tahoe 46 event, including stand was made and donated by Jerry Clark. This will be used at any car show event that Corvettes of Fresno is sponsoring. Jim also presented an award to Don Dukes for His comedy show appearance in Reno in 2013.

Jim also announced that 7 registrations have already been received for Tahoe 47.

Webmaster: A new webmaster was announced, Kerry Dehmel will be the New Corvettes of Fresno Webmaster. A thank you was made to Frank Stafford for all his efforts in taking care of the Webmaster position for several years. A job well done!

Activities: Steve Profera reported, please refer to the Calendar of events in the club newsletter or on the club web site, www.corvettesoffresno.co for more details and up to date information. **Guests are encouraged to attend any event, come join the fun! Remember all sign up sheets are on the side table.**

Numerous past events were discussed. Larry Minnich asked if anyone had any Ideas for a Meet & Eat to please notify him. The club would post an e-mail as to the location and time. The September 13, Meet & Eat at Bobby Salazar's in Clovis was hosted by Clay Lan Mumby an estimated 20 members attended. Thank you Clay and Lan!

September 20 car show and free lunch at the 5 star retirement community Fairwinds at Woodward park.

September 28, 2014 Vetts & Jets on the USS Hornet Alameda Ca. See Allen Teixeira

Has been sold out 15 Corvettes from Corvettes of Fresno will be leaving from Herndon and Golden State at 10:30A.M.

September 28, 2014 Sanger Farmers Market

October 2, 2014 Meet and Eat Thursday @ 1:00 P.M. Larry & Sharon Minnich

October 3, 2014 Riverdale High school Home coming need 5 corvettes: Steve Profera

October 4, 2014 Air National Guard car show and family day.: Steve Profera

October 11, 2014 Exeter 8th annual car and bike show.

October 18, 2014 Mystery lunch run sponsored by Shirley Doshier.

November 11, 2014 Veterans Day parade See Billie Talley

December 6, 2014 Christmas Party See Billie Talley

February 21, 2014 Ice Breaker Monterey: Steve Profera

Other upcoming events were discussed. As these Ideas firm up they will be listed in the newsletter and web site.

Tahoe 46 Allen Teixeira reported that Tahoe 46 was huge success thanks to Jim and Lynn Agar, Jim and Joan Kozera, and Larry and Sharon Minnich. And special thanks to all the Corvettes of Fresno Members, with out everyone's team work this could not happen.

A wrap up meeting for Tahoe 46 will be October 14, 2014 @ Denny's Blackstone and Herndon at 7:00P.M..

A thank you to Hedrick's Chevrolet for being our sponsor of the Poker Run. Next year it will be 50 years between Hallowell Chevrolet and Hedrick's Chevrolet that they have sponsored Corvettes of Fresno.

WSCC: Allen Teixeira reported, Allen asked if everyone received their Red Line newsletter from WSCC.

Make sure if there are any changes such as Addresses, Phone numbers, e-mail, etc. please let Allen know!

WSCC had a board meeting on September 6, 2014 I have not received the minutes from that meeting. Allen reported that the WSCC Convention is going to be held the first week of July 2015. Try to attend Allen will have the dates firmed up in the near future.

Sunshine: Sharon Minnich reported a plant was sent to Nancy Teixeira for a fractured Leg. A plant was also sent to Don Dukes for a Brain Aneurism; Jerry Peloian had knee surgery, Gene Fox for a fractured leg and stitches on his forehead, Chuck Robb for serious health issues, JoAnn Najarian for continued healing for her leg. And Terry Cavanaugh for continued treatments for her illness. We wish them all continued healing and prayers. They were all present at tonight's meeting!

It was recommended that a card be sent to member Tom Richter for the loss of a fellow aviator lost at sea.

Old Business: President Chris Campbell Requested nominations be made for new club officers, for the election at the General meeting in October. It was noted that a club secretary be nominated. There have been nominations for all other offices nominations continue to be open.

New Business: None at this time

Name Tag Drawing: John J. Johnson was present but was not wearing his name tag for the \$40.00 prize money. Next month the Name Tag Drawing money will be \$50.00! Make sure you wear your name tag to the next General Meeting.

Raffle 50/25/25: The raffle was conducted by President Chris Campbell. The winners were Jerry Peloian and Lan Mumby each winning \$52.00 each. There were two \$10.00 gift certificates for dinner @ Yosemite Falls Café Granite Park; Donated by Yosemite Falls Cafe those were won by Kirk Yergat and Larry Dami. Tickets to the Big Fresno Fair and box seats to the horse races donated by Chris and Kaye Campbell were won by Sandy Dami and Pam Forrester

Motion to Adjourn the meeting: @ 8:37 P.M. Motion was made by Don Dukes and seconded by Chuck Robb. the motion carried unanimously.

Respectfully submitted, by Jackey Christani
By / aet



JACKEY CHRISTANI
SECRETARY



PAM'S MEMBERSHIP NEWS



Membership

Pam reported that as of the 2014 Calendar Year COF has 124 members and 79 cars.

Members & Guests

Total attendance: 65 - 62 Members & 3 Guests: Mary Ann Scott, Skip Hurleman & Lucy Caldwell

Nametag drawing

John Johnson's Name was drawn, He was present but did not have his Nametag. Next Months Drawing will be for \$50.00.

Remember to wear your nametag at the meeting for a chance to win.

Club Directories and Updates

The 2014 electronic copy of the club membership directory is available online at www.corvettesoffresno.com (contact Kerry Dehmel for the new access info)

Kirk Yergat & Larry Dami each won a \$10.00 gift certificate to Yosemite Falls Cafe
Larry Dami & Pam Forrester each won tickets to the Fair & Horse Races.



PAM FORRESTER
MEMBERSHIP

OCTOBER ANNIVERSARIES



BRUCE & RUTH LOONEY 14 - JONATHAN & ASHLEY BAKER 26



OCTOBER BIRTHDAYS



RICK BEATIE 10 - DAVE CAVANAUGH 13 - SHARON MINNICH 15
RANDY FORRESTER 20 - JERRY CLARK 21 - JERRI SHAUL 21
JESSIE ROBB 28 - MARGARET GONZALEZ 29

50/25/25 DRAWING WINNERS

JERRY PELOIAN
LAN MUMBY
EACH WON

\$52.00



CONGRATULATIONS

2014 MEMBERSHIP DUES ARE NOW LATE!

DUES PAID AFTER THE SEPT MEETING
WILL BE CHARGED A \$20.00 LATE FEE &
NAME WILL NOT APPEAR IN THE 2014
DIRECTORY

The annual dues are \$95.00 per year per couple -
\$77.00 per year per individual.

BYLAWS STATEMENT ON DUES (page 3)

After the September meeting, membership shall be cancelled if dues are not paid. Individuals who have had their membership cancelled must pay the original dues plus a late fee of twenty dollars (\$20.00), with six dollars (\$6.00) going to the parent organization and fourteen dollars (\$14.00) going to Corvettes of Fresno. They shall be considered members on the day that total payment is made.



DON AND DONNA ZAPATA ARE GIVEN THEIR NEW
MEMBER PACKET BY MEMBERSHIP PAM FORRESTER
CONGRATULATIONS & WELCOME TO COF



CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



OCTOBER 2, 2014 - THURSDAY - MEET & EAT - CONTACT LARRY MINNICH - 559-449-3331

OCTOBER 7, 2014 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE

OCTOBER 14, 2014 TUESDAY - TAHOE 46 REVIEW & TAHOE 47 PLANNING MEETING - WILL BE HELD AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON 7:00 PM

OCTOBER 21, 2014 - TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK

OCTOBER 18, 2014 - SATURDAY - MYSTERY LUNCH RUN - CONTACT SHIRLEY DOSHER

NOVEMBER 11, 2014 - TUESDAY - VETERANS DAY PARADE - BILLIE TALLEY 559-960-4666

DECEMBER 6, 2014 - SATURDAY - COF CHRISTMAS PARTY - CONTACT BILLIE TALLEY - 559-960-4666

FEBRUARY 21, 2015 - SATURDAY - ICE BREAKER RUN TO MONTEREY - STEVE PROFERA - 559-681-7865



STEVE PROFERA
VP ACTIVITIES

COF GENERAL MEMBERSHIP MEETING

OUR CLUB MEETINGS ARE HELD AT 7:00 PM ON THE THIRD TUESDAY OF THE MONTH AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK FRESNO, CA IF YOU ARE AN INTERESTED CORVETTE OWNER, WE INVITE YOU TO ATTEND.

PLAN A RUN

TAKE US TO YOUR FAVORITE PLACE

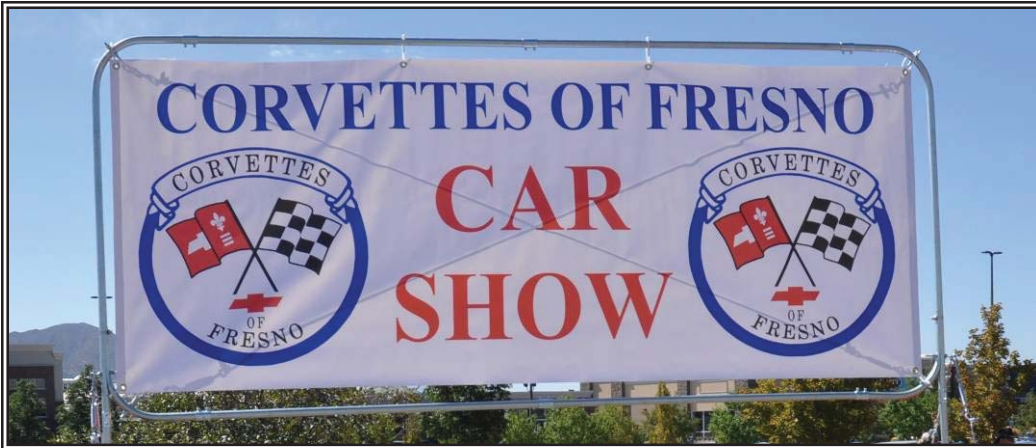
SAVE THE DATE-JUNE 25-28, 2015

CORVETTES at LAKE TAHOE

FOR MORE INFO:
CALL CHARLIE HYATT @ (818)298-0473; E-MAIL laketahoeclub@hotmail.com OR
GO TO www.laketahoeclub.org



RECOGNITION PAGE



A VERY SPECIAL THANK YOU TO JERRY CLARK FOR PURCHASING THIS BEAUTIFUL CAR SHOW BANNER & BUILDING THIS AWESOME STAND TO USE AT OUR EVENTS.

**ALL OF US AT CORVETTES OF FRESNO APPRECIATE ALL YOUR EFFORTS
THANK YOU SO MUCH FOR ALL YOU DO!!!**

**THE TAHOE COMMITTEE
WISHES TO EXPRESS
A SINCERE THANK YOU
TO ALL COF MEMBERS
WHO GAVE SO FREELY
OF THEIR TIME & ASSETS
TO MAKE TAHOE 46
A HUGE SUCCESS**

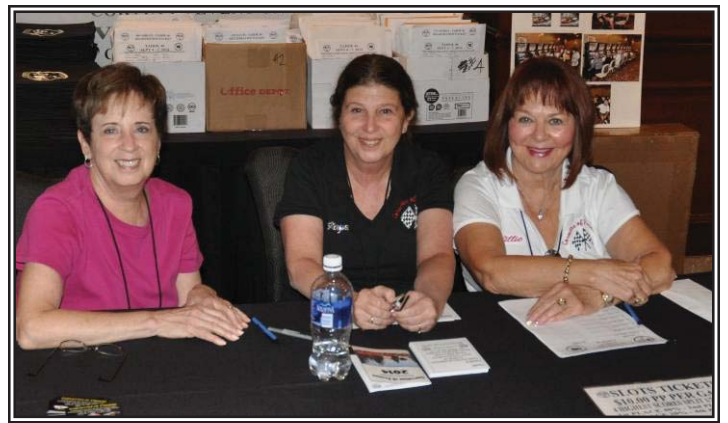
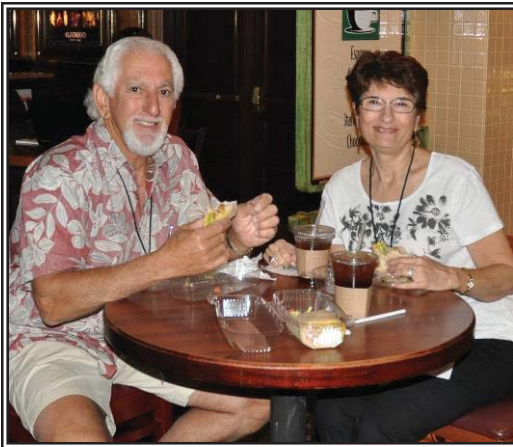
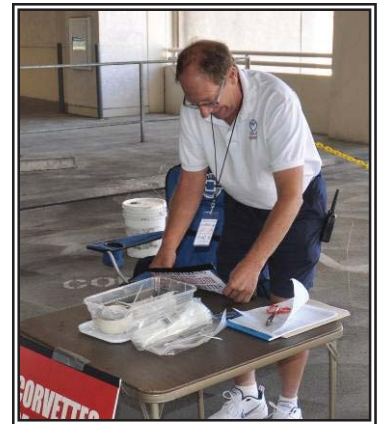


THANK YOU!!



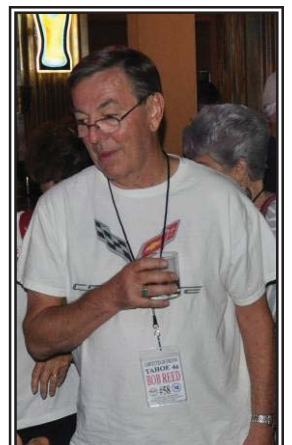
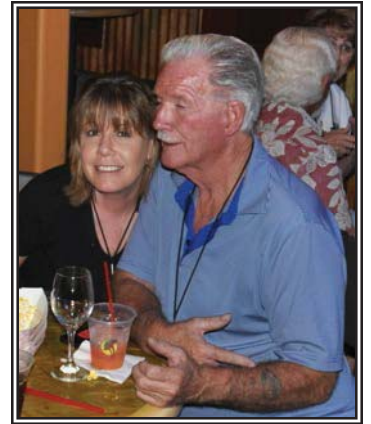
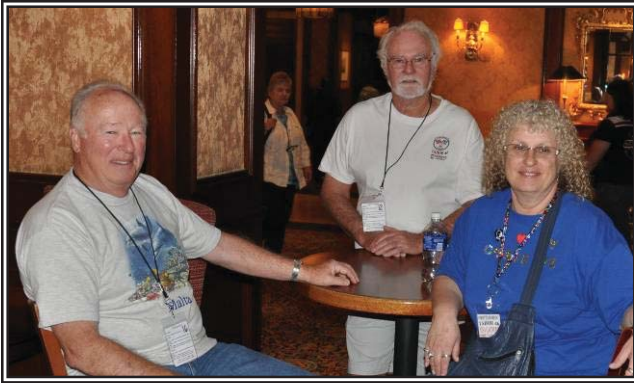


TAHOE 46 SET-UP & REGISTRATION



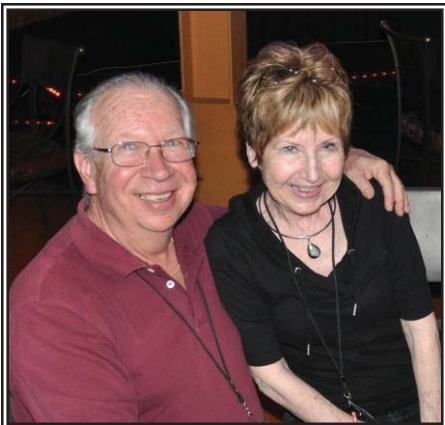


TAHOE 46 REGISTRATION & SOCIAL



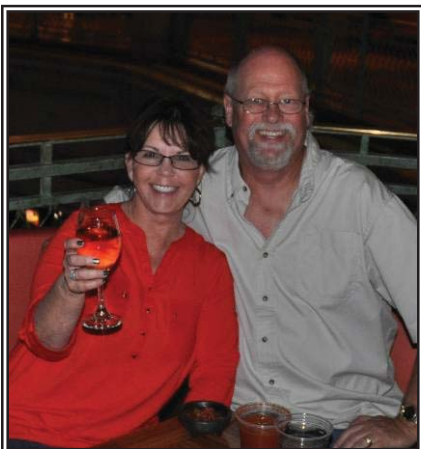
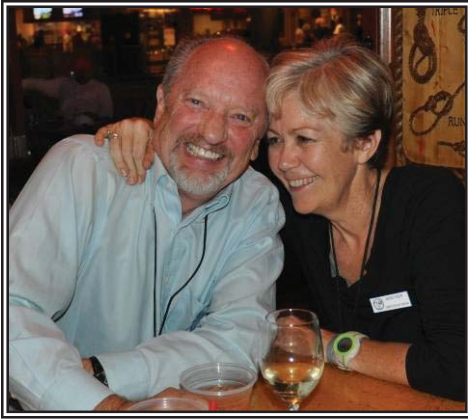


TAHOE 46 - SOCIAL





TAHOE 46 - SOCIAL



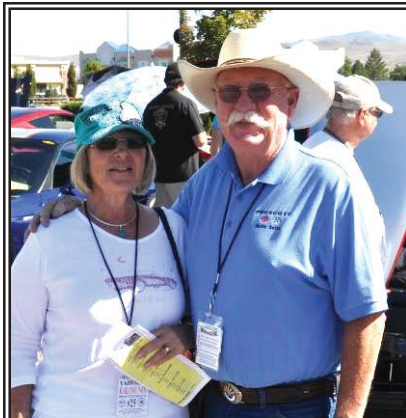


TAHOE 46 CAR SHOW





TAHOE 46 CAR SHOW



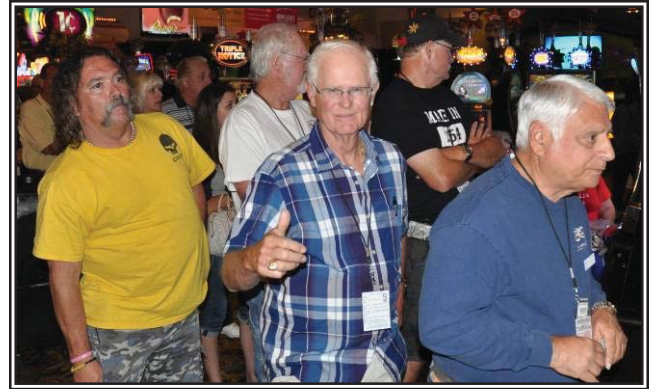


TAHOE 46 THE SLOTS



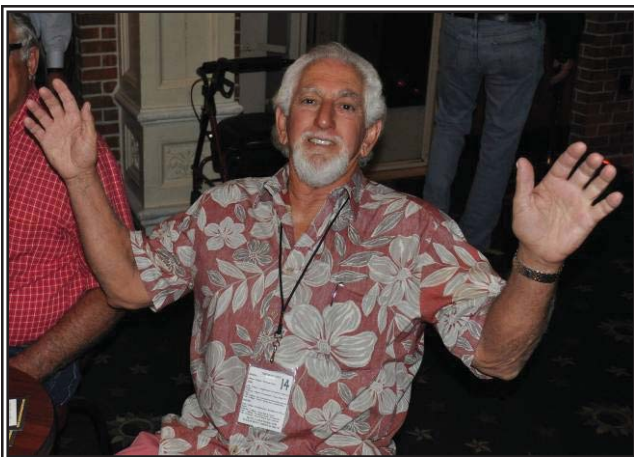
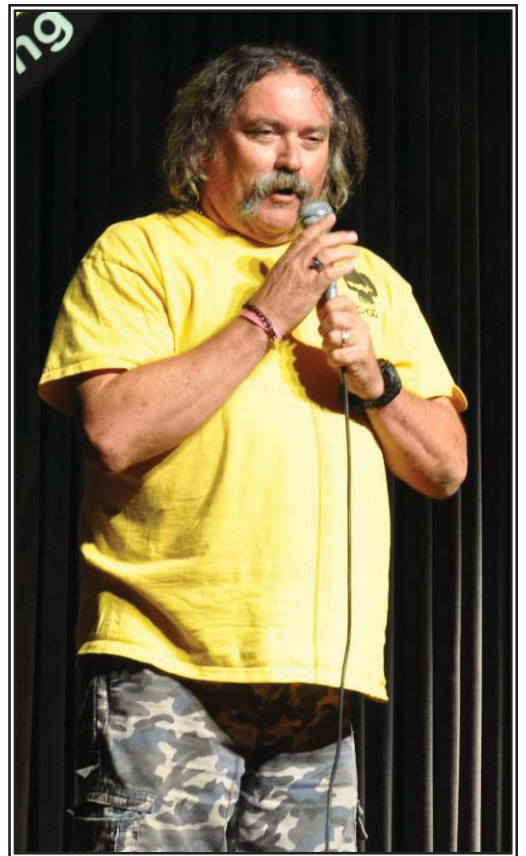
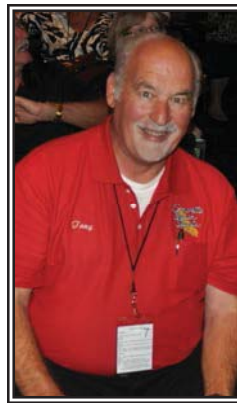
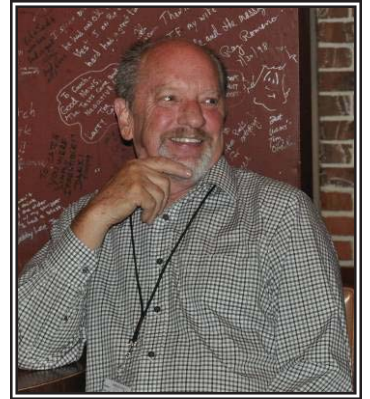


TAHOE 46 CATCH A RISING STAR



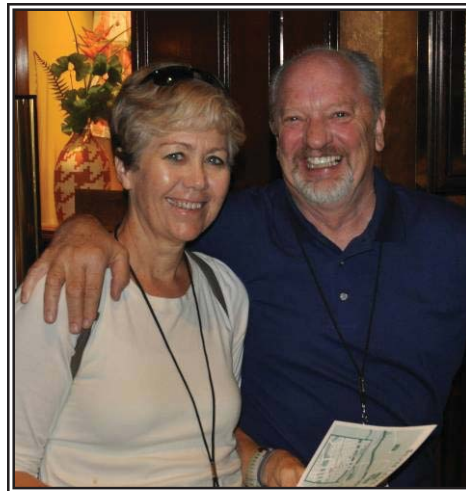
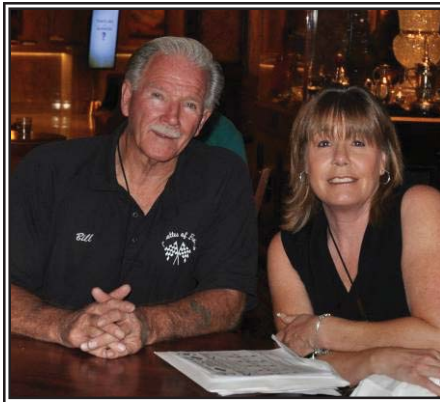
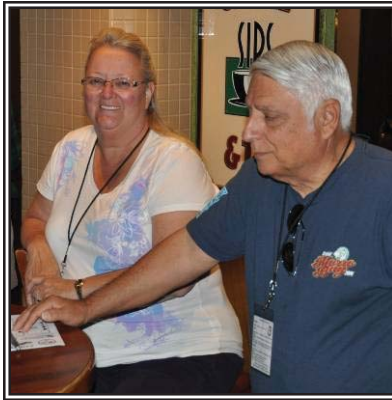


TAHOE 46 CATCH A RISING STAR



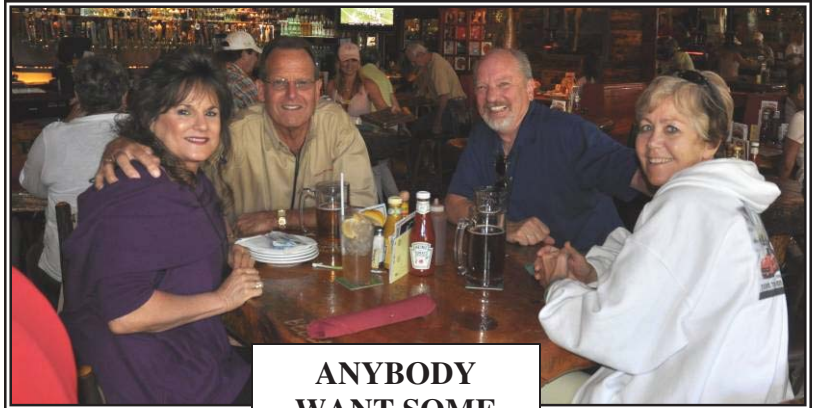


TAHOE 46 POKER RUN & BIG RED'S

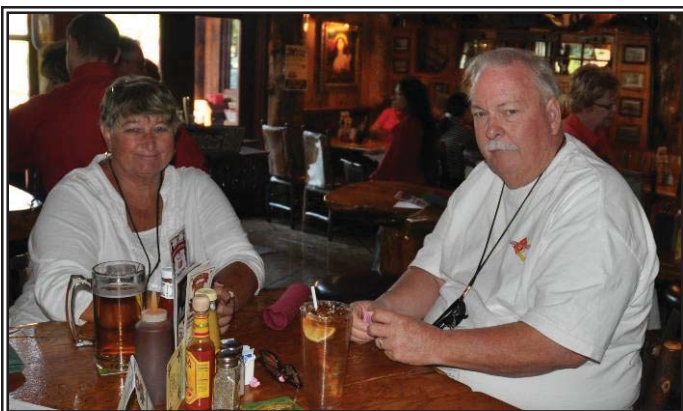
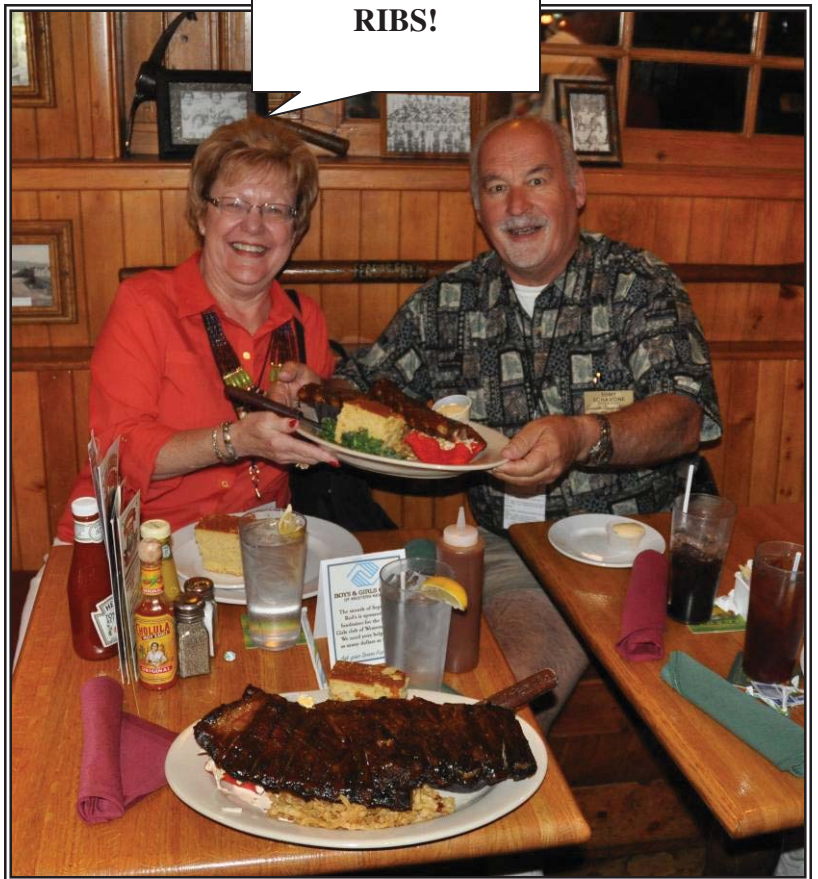




TAHOE 46 BIG RED'S



ANYBODY
WANT SOME
RIBS!





TAHOE 46 AWARDS BANQUET



**LONGEST DISTANCE AWARD
FRED & SHELLY POPERINK
DELTA, B.C. 879 MILES**



**LONG DISTANCE AWARD
PRESCOTT VETTE SETTE
PRESCOTT, AZ 700 MILES**



**LONG DISTANCE AWARD
CORVETTES OF SE IDAHO
IDAHO FALLS, ID 630 MILES**



**RON & KAREN De BARTOLOMEIS &
RICK & LYNN MILLER ACCEPT THE
CLUB WITH THE MOST MEMBERS
AWARD - CORVETTE SUPER SPORTS**



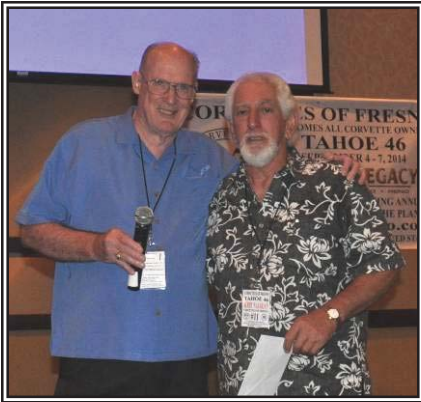
**OLDEST VETTE AWARD
GARY & BONNIE JOHNSON
1961 CORVETTE**



**HARD LUCK AWARD
BOB & KELLI REED - LAS VEGAS, NV
PASSENGER SIDE SEAT CAUGHT FIRE**

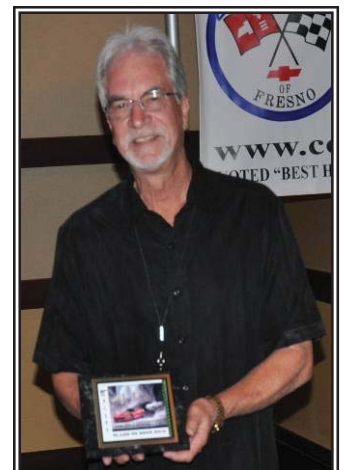
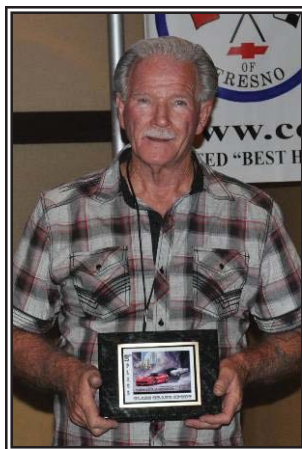
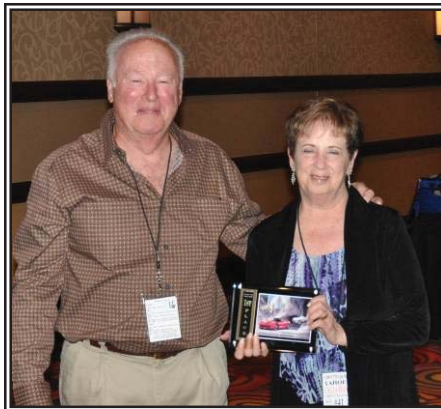
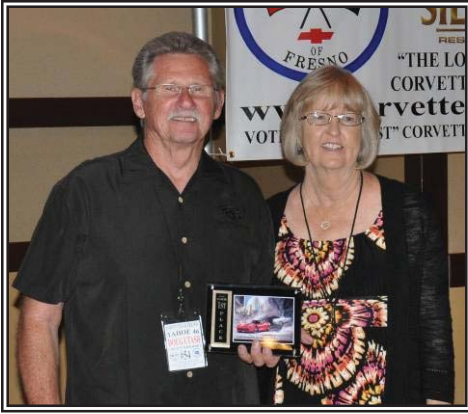


TAHOE 46 AWARDS





TAHOE 46 AWARDS





TAHOE 46 AWARDS





TAHOE 46

SHOW & SHINE AWARDS



CORVETTES OF FRESNO

C4

1st - CHUCK & CELIA FECCIA

C5

1st - STEVE PROFERA

2nd - PHIL & SUSAN RIVAS

3rd - CHUCK & GERRI WARE

C6

1st - JON & LIZ DeVOE

2nd - SHIRLEY DOSHER

3rd - LARRY & SHARON MINNICH

GRAND SPORT

1st - CLAY & LAN MUMBY

2nd - BILL HERRON

C5 - C6 Z06

1st - JIM & JOAN KOZERA

2nd - JERRY CLARK

C7

1st - JIM & LYNNE AGAR

VISITING CLUBS

C1

1st - GARY & BONNIE JOHNSON
Granite Bay, Ca

C3

1st - STAN & BRENDA CUMMINS
Coarsegold, Ca

2nd - RANDY & STACIE HUBBARD
Cameron Park, Ca

C4

1st - JIM & JAN GLESSNER
Los Osos, Ca

C5

1st - CHARLES & CRYSTAL HULKA
Gig Harbor, Wa.

2nd - PAUL & SONDRALINTON
Oakhurst, Ca

3rd - STEVE & MARIANNE DAVIS
Prescott Valley, Az.

C6

1st - RICK & LYNN MILLER

Westminster, Ca

2nd - JOE & LORI SALAZAR

Coalinga, Ca

GRAND SPORT

1st - STAN & BRENDA CUMMINS

Coarsegold, Ca

2nd - HARRY & DIANA BOYLE

Prescott, Az.

3rd - EARNEST & LINDA VASQUEZ

Coarsegold, Ca.

C5 - C6 Z06

1st - DOUG & WANDA UTASH

Apple Valley, Ca.

2nd - FRED & SHELIRLEY POPERINK

Delta, B.C.

3rd - BILL & DANA MADSEN

Idaho Falls, Id.

C7

1st - JOE & CINDY ORRICO

Costa Mesa, Ca

2nd - JOHN & CECE KARLIE

Visalia, Ca

BEST OF SHOW

GARY & BONNIE JOHNSON
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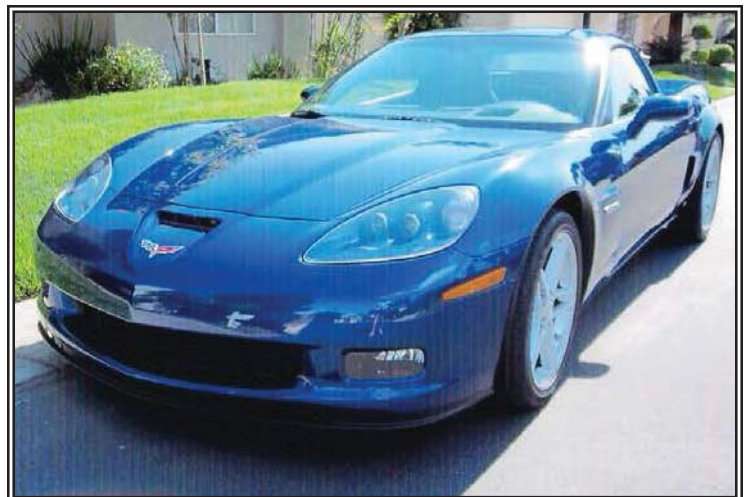
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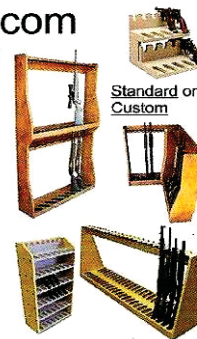
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Corvette Racing at VIR: Tough Going for Pair of Chevrolet Corvette C7.Rs

Antonio Garcia and Jordan Taylor led Corvette Racing's effort at the Oak Tree Grand Prix with a seventh-place finish Sunday at Virginia International Raceway. The result keeps Garcia in the lead of the TUDOR United SportsCar Championship's GT Le Mans driver standings and the No. 3 Chevrolet Corvette C7.R entry first in the class team championship.



Oliver Gavin and Tommy Milner in the No. 4 Corvette C7.R were ninth in Sunday's race after Milner was forced off track midway through the race and lost four laps. Two races remain in the inaugural TUDOR Championship season. Corvette Racing has four class victories on the season – the most of any team in GTLM.

Gavin and Milner looked to be the stronger of the two Corvette Racing entries in the race's first half. Gavin opened with a strong stint that saw the Brit move from ninth at the start to fifth by the time he handed off to Milner. The American was battling with the eventual race-winning Ferrari just prior to the halfway point when he was hit hard from behind by another GTLM competitor.

The impact pushed Milner far off the track and heavily damaged the left-front of the Corvette C7.R and ended their podium challenge. The Gavin/Milner duo hoped to replicate their 2012 American Le Mans Series class victory at VIR.

Taylor started the No. 3 Corvette C7.R in place of Jan Magnussen, Garcia's regular teammate. As a precaution following a crash involving Magnussen in Saturday's practice session, the Dane and Chevrolet Racing management agreed he would not race.

Sunday morning's warmup marked the first laps in the Corvette C7.R around VIR for Taylor, who drives for Corvette Racing at the 24 Hours of Le Mans. He drove a measured stint following a careful start and was second when he pitted at the 53-minute mark to hand off to Garcia.

The Spaniard drove a solid double-stint and led with 50 minutes left when he made his final stop for fuel and tires. Try as he might, Garcia was unable to advance from seventh place. The result meant that Chevrolet fell out of the lead in the GTLM manufacturer championship.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

"This was a very difficult and frustrating day. First of all, it disappointing not having Jan race but we were fortunate to have Jordan. He did a great job in his stint, especially for not having been in the car on this track. The Corvette Racing team was great on our pit stops. There were no mistakes. The result is what it is. Everyone on the team did what they needed to do. We got the maximum result we could out of the car."

JORDAN TAYLOR, NO. 3 CHEVROLET CORVETTE C7.R

"It was difficult. I don't know what I should have expected. Jumping in the car for the first time on the day of the race is tough. I'd never taken the start before. I was a little cautious and a couple of guys got past. When things settled in, I think we had good pace. Once we saw where we were, we started saving fuel and made up a lap or two on some of the other guys. It put us in decent position for what we had."

OLIVER GAVIN NO. 3 CHEVROLET CORVETTE C7.R

“The start was a little bit messy. It wasn’t a fantastic start for the Falken in front of me. The Ferrari ran wide out of Turn 10, and when he came back on just as I was coming into 11, he bombed me. Then I got side-by-side with one of the Porsches on the way down into Turn 14, and he didn’t give me enough room. As he was trying to go through on the outside, we touched and we both were sideways; he lost the rear and spun around. It was just a racing incident. After that, it was a matter of catching the Falken car. It was good racing with Bryan (Sellers) and he gave me lots of room; it was decent and fair. Jordan (Taylor) was good with me. He was trying to get a feel of things being brand new and fresh with the car. and gave me plenty of room at Turn 1. We both tried to get through that first stint without any contact or problems.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

“The breaks continue to go against us. I was racing hard with the Ferrari going into the brake zone off the backstretch. I had to give up the position and in doing so lost another spot before being hit hard by an impatient Porsche. That was our race. I had to come in and have most of the left-front replaced. It’s a real shame because Oliver had a good stint to put us in the position to challenge the front-runners.”

OFFICIAL: 2014 Corvette Stingray Production Totals 37,288

Earlier this month we ballparked 2014 Corvette Stingray production at just over 36,500 units which takes into account the 35,523 known VINs plus an additional 1,050 for the Premiere Editions. But we were too low in our estimate.

GM officially revealed at last weekend’s Corvettes at Carlisle show that 37,288 Corvettes were built during the 2014 model year.



Those additional units, according to Corvette Product Manager Harlan Charles, include exports and captured fleet cars that were sellable units.

Let’s say that figure one more time: 37,288 Corvette Stingrays!

In the immortal words of a famous Corvette owner who is also our current Vice President, “This is a big f***** deal”.

It’s not that the number set a record for Corvette production. Far from it as it actually hits the top sales by model year chart at #14. But it is the 3rd best production number in the modern era (since 1985’s 39,729) with only 2005 (37,372) and 2007 (40,561) having greater totals.

Think about where we were following the carpocalypse of 2008-09 when Corvette sales fell to the low teens and stayed there through the final years of C6 production. And then there were rumors of Corvettes possible demise during GM’s bankruptcy. Fast forward to the 2014 Corvette and there’s a renewed sense of enthusiasm and confidence coming from all corners for America’s favorite sports car and that’s translating into the strongest sales in years.

So what's the breakdown of production during 2014 with the different colors and options? Here's some interesting stats and then we'll get to the numbers. First the Z51 models accounted for 56% of Corvettes ordered and Z51s with Magnetic Selective Ride Control clocked in at 36%. Corvettes sold with the 6-speed automatic accounted for 65% of all Stingrays vs 35% who still went for the 7-Speed manual. Arctic White went from being a traditional mid-level color choice all the way up to number 2, beating Black which was a perennial favorite during the C6 generation. And finally, the Q7T Black Wheels option for Z51s sold well with the option accounting for nearly half of all Z51 Corvettes (48%).

The 2014 Corvette Stingray's Production Stats:

- **41% Z51 Coupe – 15,431**
1LT – 9%
2LT – 29%
3LT – 61%
- **30% Base Coupe – 11,134**
1LT – 23%
2LT – 42%
3LT – 35%
- **15% Z51 Convertible – 5,680**
1LT – 4%
2LT – 23%
3LT – 73%
- **14% Base Convertible – 5,043**
1LT – 13%
2LT – 42%
3LT – 45%



Exterior colors break down as:

- 19% – Torch Red
- 17% – Arctic White
- 16% – Black
- 11% – Cyber Gray
- 9% – Laguna Blue
- 8% – Crystal Red Metallic
- 6% – Velocity Yellow
- 6% – Blade Silver
- 5% – Night Race Blue
- 4% – Lime Rock Green

Interior Colors:

- 39% – Jet Black Leather
- 21% – Adrenaline Red
- 14% – Kalahari
- 8% – Jet Black Suede
- 8% – Gray Leather
- 4% – Brownstone
- 3% – Kalahari Suede
- 2% – Gray Suede



- 1% – Brownstone Suede

Popular Options by RPO and Percentage Built:

- CFA Painted Top – 52%
- CC3 Transparent Top – 26%
- C2Z Visible Carbon Fiber Top – 13%
- C2Q Body-Color Dual Roof Package – 6%
- C2M Carbon Fiber Dual Roof Package – 4%
- FAY Carbon Fiber Instrument Panel Trim – 20%
- UY4 Navigation – 82%
- MYC 6-speed paddle shift with automatic – 65%
- FE1 Suspension – 43%
- Z51 Suspension – 21%
- Z51 with Magnetic Ride Control – 36%
- NPP Performance Exhaust – 84%
- J64 Red Calipers – 44%
- J6E Yellow Calipers – 7%
- QX3 Chrome Non Z51 Wheels – 64%
- QG6 Silver Non Z51 Wheels – 28%
- RQ1 Machine Non Z51 Wheels – 7%
- Q7T Z51 Black Wheels – 48%
- Q7E Z51 Chrome Wheels – 34%
- Q7S Z51 Silver Wheels – 13%



GM also made sure that we knew how well the Corvette Stingray is doing against its competition in the luxury sport segment:

- Corvette Stingray – 20,804 – 36.6%
- Porsche 911 – 6,017 – 10.6%
- BMW 6 Series – 5,717 – 10.1%
- Maserati – 5,056 – 8.9%
- Mercedes SL – 2,860 – 5.0%

* US 2014 Calendar Year Deliveries January-July

We understand the plant's current annual operating capacity with the single shift/overtime is around 38,000 Corvettes. We figure there will be less captured fleet vehicles built in 2015 than were assembled during the launch of the 2014s and it will be interesting to see if Corvette Stingray sales can keep up the torrid pace in its sophomore year. Finally, how many Corvette Z06s can/will be assembled when production starts in fourth quarter.

US 2014 CALENDAR YEAR DELIVERIES					2014	2013	% +/-
Lux Sport Segment Ranking					CY	CY	14 vs 13
1		Corvette	volume		20,804	6,344	227.9%
			% of segment		36.6%	15.8%	
2		911	volume		6,017	6,120	-1.7%
			% of segment		10.6%	15.3%	
3		6	volume		5,717	5,831	1.9%
			% of segment		10.1%	14.1%	
4		Maserati	volume		5,056	1,643	227.7%
			% of segment		8.9%	3.9%	
5		SL	volume		2,860	4,319	-33.8%
			% of segment		5.0%	10.8%	
6		SLK	volume		2,766	2,780	-0.5%
			% of segment		4.9%	6.9%	
7		Boxster	volume		2,402	3,109	-22.7%
			% of segment		4.2%	7.8%	
8		F-Type	volume		2,238	917	144.1%
			% of segment		3.9%	2.3%	
9		Cayman	volume		2,043	1,799	13.6%
			% of segment		3.6%	4.5%	
10		Z4	volume		1,333	1,613	-17.4%
			% of segment		2.3%	4.0%	
Total Lux Sport Segment					56,857	40,062	41.9%

And for those stats, we'll have to wait another year.

First Look: 2015 Corvette's New Daytona Orange Sunrise Exterior

When GM's Corvette Team came to Carlisle last weekend, they were unable to bring a fully painted Corvette wearing a new for 2015 color called Daytona Orange Sunrise. But they did bring an example of the new color in the form of a painted fuel door.

Now granted, a painted fuel door isn't the best way to judge a new color but we'll take what we can get until we can see a fully painted Corvette. Also, Daytona Orange Sunrise needs to be seen in the sun to really get an understanding of how the metallic will shine and sunshine was another commodity that was in short supply at this year's Carlisle show.



We did manage to grab some pics of the new color and we'll also share this photo from the Simply Corvettes group on Facebook which shows the fuel door next to a 2005 Corvette wearing Daytona Orange Sunset.

When Daytona Orange Sunset first became available on Corvettes in 2005, it was the 6th most popular color that year with 2,379 Corvettes painted. Just over 6% of Corvettes in the C6s inaugural year wear Daytona Orange Sunset Metallic. In 2006, it dropped to just 930 Corvettes out of 34,021 produced making it the rarest color with 2.7% of total 2006 Corvette production. In 2007, it was replaced with Atomic Orange.

I think we'll see something similar in 2015 with the new color being popular its first year out and then tapering off after that. Other than the early seventies, Orange has always been a low to mid-level color choice among buyers and we expect that trend to continue with Orange on the C7 Stingray.

Family of Corvette Driver Shot Dead by LA Police Receive a \$5 Million Settlement

The family of a Corvette driver shot and killed by police last year after an hour-long chase that was televised live will receive a \$5 million settlement following a vote Wednesday by the Los Angeles City Council.

Two city council members voted against the settlement, saying they felt the city had a good chance of winning a lawsuit filed by the family of Brian Newt Beard, 51.



Last December, Los Angeles County sheriff's deputies began chasing Beaird in his Corvette in Cudahy after they suspected he was a drunk or reckless driver. When the chase reached the LA city limits, the LAPD took over as Beaird continued to drive erratically and at high speeds on freeways and surface streets in his C6 Corvette.

With several police cars in pursuit, Beaird eventually sped through a downtown LA intersection, striking a Nissan that was passing through and sending it into a fire hydrant. Beaird's Corvette then came to a stop and after trying to drive off, he got out of the car and staggered to the passenger side. That's when he was shot multiple times by officers, all shown on TV as his father watched, and Beaird died at a hospital about an hour later.

Days after the incident, LAPD Chief Charlie Beck, saying he was "very concerned," promised an investigation to see if his officers should be disciplined or offered better training.

The family, meanwhile, filed a lawsuit against the city, asking for \$20 million in damages.

Two councilmen said they did not vote in favor of the eventual \$5 million settlement.

"Given the totality of the circumstances, the officers' actions were reasonable and it was reasonable to believe he had a weapon," Councilman Mitchell Englander said. Councilman Joe Buscaino, who had worked 15 years as a police officer, admitted that the shooting was "very unfortunate" but added that he felt the city could have challenged and fought the case.

"...In light of my experience as a police officer working 15 years on the street, looking at the totality of the incident, almost an hour long pursuit involving three agencies ... in summary, I felt that we had an opportunity to challenge this in court and ultimately win it based on what I heard in closed session," Buscaino said.

Corvette Museum to Fill Sinkhole and Restore the SkyDome

Since the National Corvette Museum is a non-profit organization, the decision on what to do with the sinkhole in the Skydome ultimately came down to money.

After giving initial signs a few months ago that a portion of the sinkhole would remain as a tourist attraction, the museum's board of directors voted Saturday instead to fill the hole and restore the building to its previous condition.

That's sad news for enthusiasts who had hoped future visitors would still be able to view the sinkhole, but the cost to do that turned out to be just too much.



"We really wanted to preserve a portion of the hole so that guests for years to come could see a little bit of what it was like, but after receiving more detailed pricing, the cost outweighs the benefit," said Museum Executive Director Wendell Strode. "At the June board meeting, the information available at that time indicated a cost of around \$500,000 more to keep the hole, but after incorporating additional safety

features and vapor barriers for humidity control, the price tag rose to \$1 million more than the cost to put the Skydome back how it was.”

Keeping even part of the sinkhole would have forced the museum to build 35-foot retaining walls inside the sinkhole, as well as additional micro piling, visible steel beams running through the hole, and soil nailing. That would have added considerably to the cost of the repairs, as well as taking away from the natural look of the original sinkhole.

Fortunately, if you haven’t already made it to the museum to see the sinkhole, you’ve still got time. The museum announced that “the interest in our new attraction has been phenomenal” so the hole will be left as it is now through the Vets ‘n Vettes event Nov. 6-8, 2014. Repairs will then begin.

Word also came this weekend that Chevrolet and the National Corvette Museum will restore just three of the swallowed Corvettes – the 2009 Corvette ZR1 prototype, the 1 millionth Corvette produced (a 1992 white convertible), and a 1962 Corvette. The other five cars were so badly damaged that they will be left as-is and become part of a future display at the museum.

“There has been an outpouring of messages from enthusiasts the world over, asking us not to restore all of the cars,” said Wendell Strobe, executive director for the National Corvette Museum. “For Corvette enthusiasts, the damage to the cars is part of their history, and part narrative of the National Corvette Museum. Restoring them all would negate the significance of what happened.”

Ron Fellows Performance Driving School **Partners with the NCM Motorsports Park**

The Ron Fellows Performance Driving School at Spring Mountain has been named the “Official Performance Driving School of the National Corvette Museum” and “Official Partner of the NCM Motorsports Park.”

The announcement came last week during the museum’s 20th Anniversary Celebration that also featured thousands of participants in the National Corvette Caravan.



“We are pleased to come to a multi-year agreement with the National Corvette Museum and its new Motorsports Park,” said Ron Fellows, a charter member of Corvette Racing and 2011 Corvette Hall of Fame inductee. “All of us at Spring Mountain and the school are looking forward to this partnership to better serve the Corvette and performance driving community on a number of initiatives.”

Almost 30,000 people have graduated from the Ron Fellows Performance Driving School at Spring Mountain since it opened near Las Vegas in 2008.

“Joining forces with Ron Fellows and Spring Mountain furthers our mission to offer a safe and challenging environment where drivers of all ages, interests and skill levels can become more proficient behind the wheel,” said Mitch Wright, NCM Motorsports Park General Manager. “Spring Mountain has a long-standing track record of successful driving programs so we are excited to have them as our Official Partner at the track.”

The new NCM Motorsports Park, which features an “East” and “West” circuit over its 3.15-mile course, includes features from the Le Mans circuit, the most challenging track for the Corvette Racing and Pratt and Miller teams who advised the museum on the layout.

In the coming weeks, the museum expects to announce programs and curriculum featuring the Ron Fellows Performance Driving School, but space will be limited.

August 2014 Corvette Sales

The latest sales report is out from General Motors and it shows Corvette sales remain strong as the 2014 model year comes to a close. During the month of August 2014, GM sold 2,679 Corvettes. The sales numbers for August now contains both 2014 and 2015 Corvette Stingrays which started production earlier in the month.



Comparing yearly sales to August 2013 which was still the outgoing 2013 C6 models, only 655 Corvettes were sold in August 2013 as opposed to the 2,679 Corvettes in August 2014 for a 309% increase.

Compared to July 2014's sales of 3,060 Corvettes, sales declined 381 units or 12.5%. For the calendar year to date (January-August 2014), a total of 23,483 Corvettes have been delivered, an increase of 235.5% over 2013's Calendar Year to Date Sales of 6,999.

Speaking of deliveries, we spoke with Lori Bieschke at the NCM's 20th Anniversary Celebration. Lori coordinates the Corvette Museum's R8C Delivery Program and she confirmed the Corvette Museum has hosted over 1,200 deliveries in the last year which is a record for the R8C program. She's pretty excited this week as the first owners of the 2015 Corvette Stingrays will start museum deliveries this Friday, September 5th.

Corvette Delivery Statistics for August 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Aug	2,679	655	309%	Jan-Aug	23,483	6,999	235.5%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2014	2,261	2,438	3,480	3,514	3,328	2,723	3,060	2,679					23,483
2013	908	980	1,053	974	905	853	671	655	831	3,929	2,527	3,005	17,291
2012	629	927	1,376	1,396	1,219	1,475	987	1,210	1,351	1,167	1,104	1,291	14,132

2011	721	955	1,163	1,454	1,304	1,299	1,291	936	1,147	946	910	1,038	13,164
2010	854	624	955	1,089	1,428	1,405	1,199	1,135	1,109	1,011	836	979	12,624
2009	842	1,027	1,183	1,407	1,643	1,396	966	746	1,585	1,154	952	1,033	13,934
2008	2,015	2,071	2,692	3,190	2,904	2,082	1,870	4,242	2,318	1,170	1,093	1,324	26,971
2007	2,234	2,784	3,158	3,227	3,300	2,377	2,377	2,877	2,837	2,484	2,438	2,914	33,685
2006	2,579	3,058	3,655	3,516	3,317	2,938	2,794	2,990	3,056	2,761	2,773	3,081	36,518

Overall, GM delivered 272,423 vehicles in the United States, led by an 18% increase in truck sales as well as a 10% increase in GMC deliveries and a 30% increase in commercial sales.

2015 Corvette Stingray Pricing is Quietly Raised Another \$1,000

It was only back in July that we got our hands on the dealer prices for the 2015 Corvette Stingray and those prices showed the base Non-Z51 Coupe starting at \$53,000 while the base Non-Z51 Convertible started at \$58,000.

Now this may be old news to some, but we learned today that in early August Chevrolet quietly raised the MSRP of the 2015 Corvette Stingray's four models by \$1,000. The new starting manufacturer's suggested retail price of the base Corvette Stingray



Coupe is now \$54,000 while the base Corvette Stingray Convertible will start at \$59,000. The delivery charge of \$995 is not included.

The 2015 Z51 Corvette Stingray Coupe and Convertible both saw the same pricing increase as well. The 2015 Corvette Stingray Z51 will now start at \$59,000 while the Z51 Stingray Convertible has an MSRP of \$64,000.

We did find an earlier post about the price increase on the Corvette Forum from Dave Salvatore at Kerbeck Corvette who posted that the new pricing was effective August 4th and those that had orders in the system as of that date for the 2015 Corvette were price protected.

Here's the latest pricing for the 2015 Corvette Stingray:

Corvette Stingray Base Coupe \$54,000*
 Corvette Stingray Z51 Coupe \$59,000*
 Corvette Stingray Base Convertible \$59,000*
 Corvette Stingray Z51 Convertible \$64,000*

*base model price PLUS \$995 destination charge

Pricing for the equipment groups remain unchanged from our earlier post. The Stingray's 2LT Equipment Group is \$4,160 and the 3LT Preferred Equipment Group is \$9,450.

This is now the third pricing increase for the Corvette Stingray since its debut last fall when the base Stingray Coupe was initially priced at \$51,000 and the non-Z51 Stingray Convertible was priced at \$56,000 (plus the \$995 delivery charge).

This increase doesn't impact the MSRP of the new 2015 Corvette Z06. Chevrolet has priced those two models at \$78,000 for the Z06 Coupe and \$83,000 for the Z06 Convertible (plus the \$995 delivery charge).

Corvette Stingrays Listed for Sale at Over \$280,000 USD in China's Gray Market

Sometimes the Corvette isn't greener on the other side.

For example, consider how much you'd have to pay to enjoy the experience of driving a 2014 Chevrolet Corvette if you happened to live on the other side of the world – in China.

Car News China recently discovered two C7s for sale over there at a cost of \$282,000 for one and \$273,000 for the other.



Even more shocking is the fact that these aren't the heavily loaded versions of the new Corvette that sometimes cost more than \$75,000 even in the United States. Both are base models and aren't even Z51s!

If you're wondering how a Stingray winds up going from Bowling Green, Ky., to China in the first place, *Car News China* says in most cases a U.S. dealer, usually on the West Coast, sells the car at an inflated price to a gray market dealer, who then tacks on his own profit to morph a \$60,000 Corvette turn into a nearly \$300,000 car.

Perhaps some unsuspecting customs officials were fooled by the "Mustang" plate on the front of the Laguna Blue Stingray!

Of course, if you want the enjoyment of the amazing new Stingray, that's the price you have to pay for not living in the U.S.

Chevrolet Puts the 2015 Corvette's Performance Data Recorder to the Test

C7 Corvette Engineer Tadge Juechter has emphasized all along that everything on the new seventh-generation Stingray has a purpose – or it wouldn't be there.

Same goes for the new Performance Data Recorder that just became available on the 2015 model. While some might see the new high-definition camera that records what is going on in front of the Stingray



as just an electronic play toy, you better believe that Juechter sees it as much more.

In fact, the idea behind the new PDR is to help drivers become better as it shows them visually where they made mistakes. But the PDR doesn't just show you a video. Vital information such as the speed of the car, a G-force meter, throttle positioning, steering wheel angle, RPMs, and more can be overlaid on the screen.

In an effort to find out if all this information can actually help a driver turn in faster times around the track, GM took two pros – Corvette Racing standout Tommy Milner and legendary racer Ron Fellows – and two inexperienced performance driving enthusiasts and let them use the system to see how much better it could help them become in a day.

The action took place at Watkins Glen, where Fellows and Milner gave the two amateurs a lap around the track to give them a feel.

Then those amateurs took the wheel to establish a base time for themselves. That led to a study session where they checked out the video footage and data from the PDR in an effort to find out where they could improve.

Did the PDR session really help a lot? Find out by watching this video. Of course, before we even watch it, we have a feeling that Juechter and his team wouldn't have included it on the 2015 Corvette if the system wasn't very worthwhile.

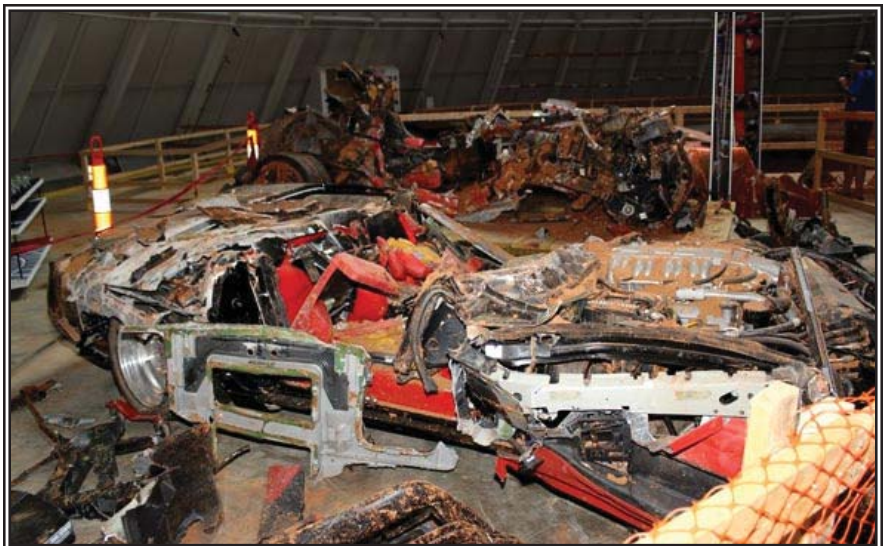
I will tell you from personal experience that I would love to have had such a system in my 1997 Corvette as I took laps with the other state captains of the National Corvette Caravan around the new Motorsports Park at the National Corvette Museum Friday morning. (By the way, thank you, NCM, for giving us such an honor in appreciation for our work organizing the state caravans; it's a morning my 15-year-old son Chris and I won't soon forget!)

Not that I didn't before, but I have the utmost respect for the men who have made Corvette Racing such a success. They make it look so easy speeding around the track, but if you're an amateur like me, trust me, it's not!

General Motors to Restore Three of the NCM Sinkhole Corvettes

Chevrolet and the National Corvette Museum have announced their game plan for restoration of three of the classic Corvettes damaged when they were swallowed by a sinkhole inside the museum in February.

Two of the cars – the 2009 Corvette ZR1 prototype nicknamed the “Blue Devil” and the 1-millionth Corvette produced (a 1992 white convertible) – will be repaired by Chevrolet, which will also pay for the restoration of the black 1962 Corvette to be overseen by the museum.



The financial support from Chevrolet, worth about \$250,000, was a nice present for the National Corvette Museum, which celebrated its 20th anniversary last week.

When work will start and be finished will be announced later.

Meanwhile, the five other Corvettes damaged by the sinkhole will remain as-is and become a part of a future display at the museum. If you happened to be at the 20th Anniversary Celebration, then you probably saw how badly damaged those cars are as all eight of the Corvettes are currently being shown in the Skydome, just a few feet from the sinkhole they plummeted into.

“Our goal was to help the National Corvette Museum recover from a terrible natural disaster by restoring all eight cars,” said Mark Reuss, GM executive vice president, Global Product Development. “However, as the cars were recovered, it became clear that restoration would be impractical because so little was left to repair. And, frankly, there is some historical value in leaving those cars to be viewed as they are.”

Wendell Strode, executive director of the museum, said enthusiasts from around the world have sent messages asking that all of the cars not be restored.

“For Corvette enthusiasts, the damage to the cars is part of their history, and part narrative of the National Corvette Museum,” Strode said. “Restoring them all would negate the significance of what happened.”

Those five cars to remain in their damaged condition include the 1993 ZR-1 Spyder, 1984 PPG Pace Car, 1993 40th Anniversary Corvette, 2001 Mallett Hammer Z06, and 2009 1.5-millionth Corvette.

The museum also announced last week that the sinkhole will be filled in because the cost to leave a portion of it visible as a tourist attraction was considerably more than repairs.

DeLorenzo’s 1969 L88 Corvette Convertible Sells for \$680,000 at Mecum’s Dallas Auction

When you’ve got one of only 116 1969 L88s ever made, you’ve obviously got a prize Corvette.

Add in an impressive frame-off restoration, mix in a very interesting racing heritage, and you’ve got the makings for one very, very desirable Stingray.

Just how desirable?



How about a Corvette that fetches \$680,000 at the recent Mecum auction in Dallas?

That’s what this triple black L88 convertible brought.

This Corvette has a lot of heritage, having been purchased new by one of the top Corvette racers of the 1960s, Tony DeLorenzo.

DeLorenzo was no stranger to the Corvette L88 as he had dominated SCCA racing in a 1967 L88 and later shared 22 straight wins in a pair of Owens-Corning Fiberglas-sponsored C3 L88s with his racing partner Jerry Thompson.

DeLorenzo apparently liked the Corvettes so much that he special-ordered this triple black L88 to use as his daily driver from his racing sponsor, Hanley Dawson Chevrolet. It turned out to be one of only two L88 convertibles in 1969 that carried this wicked-looking paint, interior, and top color combination.

Of course, this was no ordinary daily driver. Perhaps it took a race car driver to appreciate its stripped-down brutality as owners had to take the L88 with no radio or heater, no power accessories or air conditioning, and no fan shroud (which led to chronic overheating in traffic), and then had to use aviation-grade gasoline.

It was basically a race car in street clothes, created by Zora Arkus-Duntov to get around the corporate ban on racing. The L88 wasn't cheap even in its day as the option added \$1,032.15 to the convertible's \$4,438 base price, nearly \$600 more than the L71 option that was actually rated 5 horsepower higher than the L88's obviously underrated 430hp.

Still, this raw brutality was of no concern to one of the greatest Corvette racers who ever lived. DeLorenzo drove this L88 daily after he added some custom touches to match his Owens-Corning-sponsored racer, including chromed Kustom exhaust headers and side pipes, FIA-spec Plexiglas-covered headlight assemblies, fender flares, and a urethane bumper.

Eventually, in December 1969, DeLorenzo sold the L88 to his friend Curt Wetzel, who used it to dominate racing throughout Europe. Eventually, the Porsche factory even bought the car to keep from having to compete against it. The next owner, Hans Hirt of Switzerland, returned the car to the track during his 12-year run as owner before he sold it to a Dallas man who had a frame-off restoration done in 2003 by the legendary Naber Brothers.

The restored L88 is a big hit at Corvette shows nowadays, where it's instantly recognizable from his European license plate signed by DeLorenzo. It was placed in the Bloomington Gold Special Collection and earned NCRS Top Flight honors in 2005. The next year, it earned Bloomington Gold, Chevy Vettefest Gold Spinner and Triple Crown awards and was named to the Bloomington Gold Special Collection in both 2007 and 2008.

No wonder that this car brought such a high price at the recent Mecum auction!

1965 Corvette Barn Find Rescued from Collapsing Shed

We've all heard of cars being found in barns after years of neglect.

Take a look at this red 1965 Corvette Fuelie that nearly was crushed by the shed that was supposed to protect it from the elements.

When Stephen B. found it, it had been parked there for 30 years. After buying the car, Stephen then had the difficult task of getting it to safety outside the shed.



He and his helpers carefully moved as much of the debris away from the Corvette as possible, then had to nearly knock down the small shed in the process of bringing the Sting Ray outside.

The 50-year-old car has apparently led a somewhat rough life, as the original fuel-injection engine is long gone. As Stephen begins a frame-off restoration, some people wonder whether he should leave the car's powertrain as is, or try to find another fuel-injection motor to rest under the hood. What would you do?



We love the photo that shows the nose of the classic Corvette peeking out of the picturesque shed. If the shed and car could have been picked up and transported as-is, they would have made a great display at the National Corvette Museum!

Corvette Z06 Value Recognized by Competitors as

SRT Viper Price is Slashed by \$15K

An old adage says that imitation is the best form of flattery. Obviously we were not the only ones that recognized the high bar in terms of value set by Chevrolet's performance leader, the Corvette Z06. The folks over in Auburn Hills (that's Chrysler headquarters) also have come to realize that the 600 SRT Vipers sitting unsold weren't flying out the dealers' doors; in fact they aren't even limping out the doors, and compared to the new Corvette Z06 things were obviously going to get worse for SRT's sports car.



Last month only 38 SRT 2014 Vipers were sold. That rate of sale equates to a full year and a half supply of unsold 2014 cars and the 2015s are on their way. It doesn't take a marketing genius to realize that when the new Corvette Z06 hits the dealerships in late December or early January things for the Viper wouldn't get any better especially considering the price of a 2014 SRT Viper is \$101,300, over \$20K more than the more potent 2015 Z06.

So Dodge CEO Tim Kuniskis took an innovative approach to incent potential buyers to sign on the dotted line for a new Viper. Rather than just throw a rebate at the challenge he decided to lower the price of the 2015 SRT Viper and the remaining unsold 2014 cars to a price (adjusted for inflation) comparable to the Viper's price the year it was introduced, 1992. In 1992 the new Viper sold for \$50,700, which in today's dollars equates to \$86,100, just above where the new 2015 Viper SRT will start \$84,995. Kuniskis is offering the substantial \$15K price reduction on the 2015 Viper in hopes of at least doubling or tripling the sales.

So what about those buyers of new 2013 and 2014 Vipers? Commendably Viper owners that already bought the all new 2013 Viper and the 2014 Viper will be given a \$15,000 certificate towards a the purchase of the new Viper—whether they trade in their existing car or purchase a new Viper outright. And this \$15,000 certificate is in addition to the \$15,000 price reduction! It is a commendable move designed to recognize the importance of existing Viper owners. In addition all Dodge dealers will now be allowed to sell the Viper as another attempt to beef up sales.

But the real story here is what all of this says about the Corvette Z06 and the Corvette C7 in regards to the tremendous value inherent in the Corvette brand. There is no “catch up” or “reactionary” pricing necessary for the Corvette brand, the value is already in place and offered to Corvette buyers at the time of purchase. Though the approach Kuniskis has taken shows an innovative approach to helping cure the sales problem and get the pricing more realistic, it is clearly something not necessary at Chevrolet.

This is illustrated on a similar comparison to the new Corvette in regard to pricing. If we use the same year the Viper used, 1992, the Corvette MSRP was \$33, 635; adjusting for inflation that would be comparable to \$57,117 in 2014 dollars, while the MSRP for a 2015 C7 Stingray is \$54,000. Also the new 2015 Viper SRT discounted price of \$84,995 is still a hefty \$6,000 about the new Z06 pricing.

Based on dealer allocation for the new Z06 if you want to get one of the 2015 models you better get your order in especially in light of the fact that some dealers are already reporting they have deposits for their entire 2015 allocation.

Crash of Stolen C4 Corvette Sends Two Car Thieves to the Hospital

Their injuries may be the least of their worries after two men in Hamtramck, Mich., wrecked a C4 Corvette they are accused of stealing last week.

Hamtramck Police Chief Max Garbarino says the driver was driving irresponsibly and spinning the tires in the Corvette, prompting lawmen to give chase.

That pursuit ended at Carpenter and Mitchell when the Corvette rammed a pair of parked cars.

“Fortunately, there was no one in the parked cars,” the chief said, “and there was no one around when the guy crashed.”

The driver tried to run from police after the wreck but was apprehended.

“The driver actually got out and attempted to run, but the officer quickly pursued him,” Garbarino said.

“Ultimately the driver and the passenger were transported to the hospital,” where the passenger was in “pretty serious condition,” according to the chief.

The action took place with spectators at the Hamtramck Polish Festival watching.

“We saw the police when they started moving and then we started to smell tires burning,” said Wonda Miller, a festival worker.



“We saw all kinds of cops going up and down the alley searching,” said witness Dave Smith.

The two men could be facing serious charges, including grand theft auto.

The crash left the front end of the Corvette badly crumpled.

It's Not Everyday You See a Widebody C7 Corvette in Antifreeze Green

Well, one thing you can say for sure about this way-out-there, wide-body Corvette Stingray is that everyone will have an opinion about it – even your grandma!

It's supposedly the widest (and maybe wildest) C7 convertible in the world, according to the fellow who posted a bunch of photos of his friend's one-of-a-kind Stingray on Corvette Forum late last month.



“This color is called antifreeze and woowwww does it look beautiful in the sun with the pearl. The car just showed up today to Tampa, FL from California where it was built and painted into what you see. Carbon fiber front splitter is on the car and the carbon side skirts and rear diffuser should be here within a week,” the post reads.

In comments left on the site, we get a feeling that the car is too much for some folks, but after all, a Corvette is not supposed to be subtle, is it? If you want subtle, buy a Camry.

As the original poster writes, “this car is unreal in person. I know it's not for everyone and there will be some people that think it's too ghetto, but for the rest of us, hope you enjoy it!”

Personally, I think the wide body looks great, and I've always felt that Chevy should offer the Stingray in some wild factory colors like neon green and neon orange, maybe even neon pink for the ladies.

But based on the response to the calm by comparison Lime Rock Green and its poor sales in 2014, I can see why Chevy would be a little gun shy about offering such out-there colors like Antifreeze. Not many people are brave enough like this Corvette owner evidently is to shout to the world: “HEY, LOOK AT ME!!!!” – which is exactly what this Antifreeze Stingray exclaims from the top of its lungs.

By the way, if you have what we assume to be pretty big bucks lying around, then this Corvette will be for sale when it's finally done.

Car and Driver Loves Their Corvette Stingray Despite Engine Failure

We've been following both Car and Driver and Edmunds.com as both sites have been keeping their readers regularly updated on the ins and outs of owning a 2014 Corvette Stingray.

Car and Driver recently came out with an update on their long-term test car – a 7-Speed Manual Z51 Coupe – and unfortunately they've encountered a few issues that hit at the reliability and everyday driveability of the new C7 Corvette.

Car and Driver says in their update that after 15,000 miles in the new car and despite blowing an engine, they still love their new Corvette:



Our car continues to turn heads and elicit cheers from passersby, even in its subtle Blade Silver Metallic hue. (The wailing exhaust note ensures we'll at least be heard if not seen.) Many drivers have praised the Corvette's relatively compliant ride and the comfort from the optional Competition seats, which make long voyages a treat, as well as its excellent brakes and flypaper-like grip.

But then came the bad news: The Stingrays LT1 engine broke at around 6,000 miles. GM points to a piece of metal debris that was likely from a bad oil filter. They believe that it worked its way into the oiling system and wrecked a connecting-rod bearing which then created even more debris, damaging the engine's bottom end.

Like Car and Driver, we have read one or two similar accounts from owners on the Forums regarding engine failures in their Stingrays and it sucks for anyone that has to go through the lengthy repair process.

GM did indeed swap out the engine for a new one and Car and Driver made sure to hit the dealership's service department again at 1,300 miles for a oil and filter change.

Some other complaints regarding the new Corvette Stingray are the 7-Speed Manuals's shift gates should be better defined, the Competition Seats have insufficient lumbar support and long stints behind the wheel are marred by road noise and hot footwells.

While much of the miles on Car and Driver's long-term test Corvette have come from local commuting, the magazine has done several road trips including a six-day, 1700-mile round trip from Ann Arbor, MI to Virginia International Raceway and New Jersey Motorsports Park. On that trip, the Corvette averaged an impressive 27 mpg overall.

We did speak to Chevrolet small-block chief engineer Jordan Lee last month about the new engine's warranty claims. Jordan told us that LT1 warranty claims are less than previous new engine rollouts and that its success was due to the millions of hours of simulations that Chevy runs performed during the development of the new powerplant.

Corvette Museum's Motorsports Park Details First Year Goals

The ribbon-cutting was held just a few days ago, but the National Corvette Museum Motorsports Park is already looking to be as big a smash hit as the C7 Stingray.

Mitch Wright, general manager of the Motorsports Park, says that the facility has already booked 189 days so far – well on its way to meeting its goal of having 200 days booked during its initial year.



Wright told the Bowling Green Area Convention & Visitors Bureau board in its monthly meeting Monday that Bluegrass BMW will be the first client and is slated to bring about 300 visitors there in October.

Wright is also enthusiastic about the sponsorship from the Ron Fellows Performance Driving School, with 14 days in June, July, and August reserved for it in 2015 – the beginning of what he hopes is “a long-term relationship” with the school.

That doesn't mean there isn't work remaining to be done.

Wright pointed out that the garage complex and pavilion area are in need of more funds, and he puts them at the top of the priority list for construction.

Next up will be the Holley Performance Products Control Tower and Event Center, which Wright hopes to seek bids on next spring. He said the first phase of the park is nearly done, other than finishing the corner posts and a few other minor details.

“We're ready to go full steam ahead here,” he said.

CVB staff member and motorsports enthusiast Janet Henderson has already been to the track several times and believes that the introduction of the park to Corvette enthusiasts during the museum's 20th Anniversary Celebration in late August is just the beginning of success for the park.

“That is doing nothing but bringing revenue to our city,” Henderson said. “That is a golden egg just ready to hatch.”

Mechanical Failure Sends a C5 Corvette to the Woodshed

A red 1999 Corvette coupe suffered an apparent mechanical problem on Saturday morning and wound up in the woods in the Florida Panhandle town of Crestview.

“I love that car,” said a Crestview man who requested his name not be revealed. “It’s something I wish I didn’t have to be seeing.”

Unfortunately, the man did have to look at his Corvette, now with the bumper broken loose after the accident. He wasn’t sure how much damage the wreck caused.



He believes the control arm broke, leaving him with no way to steer the car. He and his little brother were in the Corvette when it suddenly veered off the road at a curve north of the Crestview Area Chamber of Commerce.

“I was trying to turn that way,” the driver explained, “and it went the other way.”

He said he won’t know for sure what caused the wreck until he can get under the car after putting it on a lift.

Fortunately, no one was injured in the accident, and both occupants were wearing their seatbelts. Speed apparently was not a factor in the mishap as the driver says he was only doing about 30 mph.

C6 Corvette Walks a Tight Rope in Tampa

We’ve heard of Corvette dragsters popping wheelies, but here’s something you definitely don’t see every day: a C6 Corvette resting at a 45-degree angle with its front bumper centered by a utility pole guy wire.

The unusual sight happened late Wednesday morning in Tampa, Fla., at Albany and Waters avenues near Armenia.

Police say the driver was heading eastbound on Waters when he tried to avoid hitting a car that cut him off. The maneuver, however, forced the Corvette to leave the road and climb up the guy wire.



The Corvette remained up in the air for several hours until crews could safely remove it after utility workers had taken care of the power.

Apparently, the mishap caused no injuries, other than a messed-up front bumper on the Corvette and possibly some scrapes on the rear bumper based on the photos.

Maybe this Corvette and its driver should consider working as a high-wire act for a circus.

Car and Driver Dishes New Report on the Mid-Engine

2017 Corvette ZORA ZR1

Despite the world-class reviews of the C7's Corvette Stingray and the coming main attraction, the 650 horsepower 2015 Corvette Z06, you would think we would be content to focus on the most advanced Corvettes ever produced. But as always, there are rumors afoot about a next generation Corvette and the main question on everybody's minds is will Chevy finally bring a mid-engined Corvette to market.



Even though the C7 Corvette Z06 has yet to start production, it's never too early to start speculating on the next generation Corvette, the C8. After last month's rumors of a mid-engine super-Corvette dubbed either the Zora or ZR1 from *Motor Trend*, *Car and Driver* follows up with their preview of the next King of the Hill Corvette in their October 2014 issue.

In their cover story report, *Car and Driver* says the C8 flagship model will come in 2017 and will be known as the Zora ZR1. The car will be a mid-engine design potentially powered by a small-block V8 and will feature weight savings in the form of an aluminum space frame and lightweight carbon-composite panels.

Car and Driver believes the volume of the Zora ZR1 will be fairly low with 1,500 units produced per year and its price will come with a hefty premium over the C6 ZR1 – potentially around \$150,000.

GM's head of global product development, Mark Reuss has confirmed that a next generation Corvette is already in the works and that's a good thing if *Car and Driver's* target of the C8 making its debut as a 2017 model will be coming up pretty fast.

There was no mention if Don Sherman and the editors of *Car and Driver's* believe that the next generation will follow a dual production plan of building front-engined Corvettes for the masses and the mid-engined Corvette Zora ZR1 for the well-heeled. It's a strategy that we believe is worth pursuing.

Corvette Stingray Runs Car and Driver's Lightning Lap

but the Camaro Z/28 Steals the Show

The latest *Car and Driver* issue with the rendering of the mid-engine 2017 Corvette ZORA on the cover also features the results from the magazine's annual Lightning Lap competition where the latest stock/unmodified offerings from selected manufacturers are raced against the clock at Virginia International Raceway.



For the 7th Annual Lightning Lap, 25 cars were selected and grouped into classes based on selling price and this year's competition features both the 2014 Corvette Stingray and the 2014 Camaro Z/28. Thanks to a post on the forums at VW Vortex, we have the results!

The 2014 Corvette Stingray ran *Car and Driver's* 2014 Lightning Lap at 2:53.8 seconds at 84.9 mph with a peak speed of 148.1 mph.

This time compares very well to previous Corvettes on the list. If you remember, the Stingray's performance was estimated to be better than the C6 Grand Sport, but not quite as good as the 505 hp C6 Corvette Z06 and those numbers are certainly reflected in previous Lightning Lap runs:

- 2:50.7 – 2012 Corvette ZR1 (Michelin Pilot Sport Cup Tires)
- 2:51.8 – 2009 Corvette ZR1 (Michelin Pilot Sport PS2 Tires)
- 2:53.5 – 2011 Corvette Z06 (Z07)
- 2:53.8 – 2014 Corvette Stingray (Z51)
- 2:58.2 – 2007 Corvette Z06
- 2:58.5 – 2010 Corvette Grand Sport

As you can see, the 2014 Corvette was faster than the Grand Sport in the Lightning Lap by nearly 5 full seconds and was just 3 tenths of a second behind the 2011 Carbon Edition Corvette Z06.

The Corvette Stingray was featured in the LL2 Class which ranges in base car pricing from \$35,000 – \$64,999, and though the C7 was priced a little higher (as tested) at \$65,665, it still was included in the LL2 class. Other vehicles in the LL2 class were the BMW M235i, Cadillac's CTS V Sport, Lexus IS350 F Sport, Mercedes-Benz CLA45 AMG and the Subaru WRX STI.

The Stingray outperformed every car in its class with the second place contender being the Mercedes-Benz CLA45 AMG which finished at 3:05.9. The Stingray also outperformed every car but one in the LL3 class which has cars ranging in price from \$65,000-\$124,999. The one car that it didn't beat: The 2014 Camaro Z/28.

The Camaro Z/28 is a dedicated track car built for the streets and with the 505 horsepower LS7 on board, the Z/28 ran away from the LL3 class with a Lightning Lap time of 2:50.9 at 86.4 mph and a peak speed of 145.3 mph. Compared to previous Camaros, the Z/28 gained nearly 8-seconds against the 2013 Camaro ZL1 which was grouped in the LL2 Class and ran a lap at 2:57.5.

Compared against the 2012 Corvette ZR1, the Camaro Z/28 was just one tenth of a second behind which says a lot for how much better these cars seem to get every year.

The Camaro Z/28 also decimated every contender in its class as well which includes the Mercedes-Benz E63 AMG S-Model, the BMW M4, Jaguar F-Type R Coupe, the Porsche Cayman S and the Audi RS7. The Camaro was almost 9 seconds faster than the 2nd place LL3 car, the Mercedes E63 AMG S-Model.

In case you are wondering which vehicles earned the fastest times, the Porsche 918 Spyder which was priced at \$875,175 ran the course in 2:43.1 at an average of 90.5 mph. The Porsche features 887 horsepower and with a curb weight of 3724, the Pounds to Horsepower ratio is 4.2, the lowest of the 25 cars tested. The second place finisher was the Nissan GT-R Nismo which is priced at \$151,880 and ran the Lightning Lap at 2:49.4 at 87.1 mph.

One last thought about the Lightning Lap Competition for comparison. GM's famed Corvette test driver Jim Mero has run faster laps in both the C6 Corvette ZR1 and the 2014 Corvette Stingray at VIR with the Stingray coming in at a blistering 2:51.78 seconds while his ZR1 time is 2:45.63.

You can view the complete list of archived Lightning Lap times at Car and Driver and make sure you check out the full 2014 Lightning Lap competition in the October 2014 Issue of *Car and Driver*. It will be in the magazine with the mid-engine Corvette ZORA on the cover!

Corvette Museum Now Offering a DVD Documentary on the SkyDome Sinkhole

The National Corvette Museum's sinkhole which swallowed eight Corvettes earlier this year not only shook the Corvette Nation, it also captivated the world as replays of the floor dropping out from under the Corvettes reverberated throughout various national and international media outlets.

It could be argued that the worst thing to ever happen at the Corvette Museum was also the best thing that ever happened to the NCM. Stories of the sinkhole appeared on over 2,000 broadcast outlets and the publicity from the more than 7,300 tv and radio hits was valued at \$15.4 million. And with all that media running, attendance levels spiked over 60% in the months that followed with onlookers who wanted to see the hole that ate the Corvettes.



As the Corvette Museum makes its final plans to fully fill and repair the sinkhole and Skydome, they are making available a new 39-minute DVD that will take viewers back to February 12th at 5:38 am when the floor dropped out to the careful rescue and recovery of each of the eight Corvettes.

The video was produced in-house by the Corvette Museum and features the tense moments following the sinkhole's opening when employees rushed into the Skydome to move out the remaining Corvettes including the NCM's most prized 1983 Corvette.

We also see the uplifting moments such as the Corvette Blue Devil ZR1 starting up and driving out of the SkyDome after it was the first Corvette to be rescued, to the sheer disbelief of what happens to a 2001 Mallet Hammer Corvette Z06 that was crushed by thousands of pounds of rocks, soil and other Corvettes.

GM Issues Two Recalls and a Stop Sale Order for 2015 Corvettes

The recall problems for General Motors apparently have finally reached the top of the line, but maybe that's a good thing.

This week's announcement that GM plans to issue two more recalls (according to stop-delivery orders sent to dealers Thursday) on the hot-selling 2015 Chevrolet Corvette means the company really is paying much closer attention to safety than perhaps it did in the past.



In the past, would these two problems have been pushed under the rug to be dealt with in future years? According to multiple sources on the Internet, one of which sourced a GM spokesman, the recalls – not formally announced publicly – concern problems with airbags and parking brake cables on about 2,800 Corvettes, though very few have been sold to customers.

The airbag recall includes about 2,000 Corvettes, many of which remain at the assembly plant in Bowling Green. The notice explains that the driver's airbag in the cars could separate from the steering wheel in the event of a collision, increasing the potential for injuries. Parts are not yet available to fix the airbag, which will be replaced with a revised model by dealers when available.

The recall for the parking brake apparently affects about 800 Corvettes, with 700 of them already delivered to dealers.

The GM spokesman said in this case, one of the rear parking brake cables is not fully seated and engaged, which means the parking brake will work on only one of the rear brake drums, making it more possible for the car to potentially roll away if parked on a steep hill and making the car in violation of federal rollaway-vehicle rules.

The Stop Sale Order reads:

Certain 2015 model year Chevrolet Corvettes may fail to conform to S7.12 of Federal/Canada Motor Vehicle Standard (CMVSS/FMVSS) 135 (parking brake). Some of these vehicles have been built without one of the rear parking brake cables fully seated and engaged. In this condition, the parking brake will only operate on one of the rear brake drums leading to a reduction in the parking brake's operational capability. This reduction in operational capability may cause the vehicle to roll away if parked on a steep gradient, which would render a vehicle noncompliant with CMVSS/FMVSS 135 and increase the risk of a crash.

The Corvette recalls mean that GM has recalled more than 29 million of its vehicles this year, a safety review that began with the recall of 2.6 million Chevrolet Cobalts, Saturn Ions, and other small cars after faulty ignition switches may have been connected to at least 13 deaths and 54 wrecks.

Street Race Turns Deadly for C5 Corvette Driver

A deadly accident in San Diego over the weekend offers proof once again of how dangerous street racing can be.

The 27-year-old driver of a silver C5 Corvette lost his life instantly when he crashed into a palm tree while apparently racing a black Mercedes which fled the scene.

The crash occurred around 5 p.m. Sunday in Mission Bay as the two cars were racing at speeds estimated at 80 to 100 mph westbound on SeaWorld Drive near Friars Road, police said.



The identity of the Corvette driver has not been released. His passenger was rushed to a local trauma unit with serious injuries.

“The problem with street racing is this,” Sgt. Kerry Mensor of the San Diego Police Department Traffic Division said. “It’s not just the people themselves that are in danger – it’s all of the innocent people. If I take my family out to the beach, I don’t want to have to worry about their safety because somebody loses control of a car. In this particular case, had he not hit the tree, he would have gone into very heavy oncoming traffic and it would have been a true tragedy.”

Police say that while the two cars apparently did not make contact during the race, they believe the Mercedes driver slowed down and saw what happened before fleeing the scene. Investigators want to talk to the Mercedes driver or his passenger about what they consider to be a hit-and-run incident and are asking them to call 619-531-2000.

The California Highway Patrol prompted a Sig Alert for SeaWorld Drive between Friars Road and South Shores Road. SeaWorld Drive opened again by 11 p.m. last night.

Barn Find 1963 Corvette Split-Window Coupe

Stored for 41 Years Sells on eBay

We’ve all heard about the used car that was only driven on Sundays by a little old lady.

Well, here’s a 1963 Corvette Split Window Coupe that apparently really was driven by an older lady throughout its history before it was parked in a barn in 1973 and left there for the next 41 years.

The barn find was listed on eBay and reached \$45,544 before the bidding ended early today.

That’s a whopping amount for a Corvette that potential buyers haven’t seen up close and in person to inspect and make sure rust hasn’t invaded the unseen crevasses of the Sting Ray, but with C2 prices capable of reaching \$100,000 or more, maybe this could be a good deal for someone.



Regardless, this Corvette makes an interesting story. Seems the little old lady bought the car new and put 56,000 miles on it before she poked two little holes in the front fender right beside the headlight bucket, also causing a small crack from the headlight surround corner to the corner of the hood opening.

She took the car to a Corvette specialist, who talked her into selling it to him. That was in 1973, and the car has been sitting in the same spot of the man’s garage ever since.

As for particulars on the Corvette, it has the rare saddle tan exterior paint with saddle leather interior (though the pictures seem to show serious damage to the driver’s seat at least). It’s a numbers-matching 327/300 hp car coupled with an automatic transmission. Also checked on the options list are power steering, brakes, and windows.

“As far as I can tell the car is about 100% complete only missing the rear window trim on the passenger side, and I believe the gas cap,” the seller claims. “I do have the 4 original hub caps for the car and they do go with it, as well as the heater box which was pulled out because it was leaking at the time the guy was doing the little bit of repair and only got as far as pulling it. The car still has its original air cleaner and it’s still got the factory hose clamps on the radiator hose.”

Bank Robber's C4 Corvette Searched for Explosives

We've heard of "dynamite" Corvettes exploding off the line at a drag strip.

But a suspect bank robber in Stanton, Calif., added a new twist to that scenario Monday morning.

The 62-year-old man was arrested in connection with a robbery at Bank of the West on Beach Boulevard in Stanton after a traffic stop at Katella and Western avenues.

That's where it gets interesting.

Apparently, the man decided to make life a little more troubling for the Orange County Sheriff's Department, telling them he had hidden a bomb in a maroon C4 Corvette convertible (complete with tan top and a huge spoiler that looked big enough to hide a bomb).



An hour later, no bomb had been located, but authorities did find the cash taken in the bank robbery.

According to a comment left on the Channel 4 Southern California website, the alleged robber passed by a sheriff's department station and only made it a half-mile from the bank before being apprehended.

Charbroiled 2014 Corvette Stingray

We already knew that the C7 Corvette was hot. The car has taken home numerous industry awards and over 37,000 of them were built.

They've scorched the competition in various comparisons both on the track and off.

Over the last year or so we've seen countless wrecked C7's. This one is easily the crispiest one we've seen yet. The entire car is well done like the finest filet



mignon at your local steak house. It resembles the remains of Chernobyl after the 1980's reactor fire and subsequent meltdown. In fact the only remaining components we can make out after the carbeque are the metallic components like the wheels, miscellaneous frame bits, and the mufflers.

The NCM sinkhole Corvettes are in better shape than this thing.

The auction listing says it began life as a black on black car and technically it still is. It's just a charred black now instead of the glossy factory black. We should also point out that listing states that the car "won't start" and that the odometer's status is simply "burnt".

The car is located in Baton Rouge, Louisiana and the ad shows "this vehicle is not ready for sale". We agree. We're wondering what the seller, Geico Insurance, really expects to get out of this mess. There can't possibly be anything salvageable left. The listing isn't real clear on when (or if) the car will ever be offered, but if you've got some extra cash burning a hole in your pocket and you want to drop it like it's hot, keep an eye on this deep fried Stingray maybe you can take it home.

The Sharknado of C7 Corvette Stingray Accessories

So you've got a 2014 Corvette Stingray and you want to make a bold statement with your C7, huh?

Then you might want to take a look at this "Shark Tooth Grille" available from American Car Craft.

The company says each grille is made from 304 stainless steel and is guaranteed not to rust or tarnish over time.

American Car Craft says they cut each of these grilles using computer-controlled industrial lasers and then their skilled craftsmen hand finish each piece.

You can order these grilles from ACC at a cost of \$327.30 in polished form and \$422.76 for the black powder-coated version.

We're not sure we particularly like the look, but that's one of the beautiful things about Corvettes – to each his own.





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