

FIBERGLASS FOREVER



CORVETTES OF FRESNO

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

ESTABLISHED 1963

FEBRUARY 2015



OWNER: GARY & NINA GAGNEBIN

MARK YOUR CALENDARS

FEBRUARY 4, 2015 - WEDNESDAY - DINNER AT TEXAS ROADHOUSE 4:30 PM

LARRY MINNICH - 449-3331

FEBRUARY 28, 2015 - SATURDAY - ICE BREAKER RUN TO MONTEREY

CALL CASA MUNRAS HOTEL 1-800-222-2446 ASK FOR CORVETTES OF FRESNO SPECIAL ROOM
RATES - STEVE PROFERA - 559-681-7865

APRIL 11, 2015 - SATURDAY & SUNDAY - NETHERCUTT COLLECTION
& NHRA MUSEUM - JIM AGAR 559-297-2200 - ALLEN TEIXEIRA - 559-449-1505

APRIL 17, 2015 FRIDAY - KINGSBURG CAR SHOW & DINNER - HARRY BELLOW 559-761-6696

TAHOE 47 - SEPTEMBER 10 - 13, 2015



Tahoe 47

"THE LONGEST RUNNING ANNUAL
CORVETTE EVENT ON THE PLANET"

SEPTEMBER 10-13, 2015

**\$165.00 PER COUPLE
\$100.00 SINGLES**

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!

LIMITED TO THE FIRST 100 CARS



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

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

WHAT'S INCLUDED IN THE \$165.00 REGISTRATION FEE?

1. DUFFEL BAG & BLANKET
2. BREAKFAST FOR 2 EACH MORNING AT "FLAVORS BUFFET"
(must book through group code 915corv)
3. THURSDAY NIGHT HOSPITALITY IN "RUM BULLIONS BAR"
4. FRIDAY SHINE & SHOW AT LEGENDS MALL
5. FRIDAY NIGHT COMEDY SHOW IN THE "CATCH A RISING STAR SHOWROOM"
6. SATURDAY - SCENIC POKER RUN ENDING WITH LUNCH (lunch not included)
7. SATURDAY NIGHT AWARDS BANQUET

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



All Net proceeds from Tahoe 47 will be donated to Charity

SCHEDULE OF EVENTS



Thursday:

11:00 AM - 5:00 pm REGISTRATION HOURS

TO MAKE ARRANGEMENTS FOR LATE REGISTRATION

CALL LYNNE AGAR @ 559-593-1126 PRIOR TO 8:00 PM THURSDAY

5:00 pm - 7:00 pm - Welcome Social - Rum Bullions Island Bar

7:00 pm - 9:00 pm - No Host Dinner at La Strada's Italian restaurant

located in the Eldorado Hotel & Casino - just a short walk from Rum Bullions.

Friday:

8:00 am - 9:30 am - Complimentary Breakfast at Flavors Buffet

10:00 am - 1:00 pm - Participant's Choice Shine "N" Show at Legends Mall
Home of Scheels "worlds largest sporting goods store"

3:00 pm - 5:00 pm - Slot Tournament - Silver Baron Room -
\$10.00 p/p Payable at Event - 4 GUARANTEED WINNERS
(all event participants invited to attend)

7:00 pm - 9:00 pm - Catch A Rising Star Comedy Show -

Special Guest Appearance by Donnie Dukes (some parts may be objectionable)

Saturday:

8:00 am - 9:30 am - Complimentary Breakfast at Flavors Buffet

10:00 am - 2:00 pm Scenic Poker Run along the shores of Lake Tahoe
ending with lunch. (lunch not included)

3:00 pm - 5:00 pm - Black Jack Tournament - Silver Legacy main Casino floor

6:00 pm - 7:00 pm - Pre-dinner Social - No Host Bar

7:00 pm - 10:00 pm - Awards Dinner and Ceremony

PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL

HAVE A SAFE WEEK-END - PLEASE DON'T DRINK & DRIVE

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

www.corvettesoffresno.com for Additional Details & Updates

Registration must be Received by August 15, 2015

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

Registration: Forms available on the website: www.corvettesoffresno.com

also released via e-mail - jim.agar@att.net

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

1954 TRIVIA



Production moved to the St. Louis facility for the 1954 model year.

New 1954 exterior color options of black, blue, and red were added along with an optional beige interior choice.

Although the Powerglide transmission was listed as a \$178 option, no 1954 Corvette was ever shipped with a manual transmission.

CORVETTES OF FRESNO, INC 2015 OFFICERS

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

Vice Pres.: Chuck Feccia
E-mail: events@corvettesoffresno.com
Phone: 559-432-4228

Secretary: Nancy Teixeira
E-mail: secretary@corvettesoffresno.com
Phone: 559-449-1505

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

Membership: Clay Mumby
E-mail: membership@corvettesoffresno.com
Phone: 503-507-3059

Webmaster: Chris Campbell
E-mail: webmaster@corvettesoffresno.com
Phone: 559-289-8054

Newsletter: Jim Agar
E-mail: newsletter@corvettesoffresno.com
Phone: 559-297-2200

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

Sunshine: Sharon Minnich
E-mail: sunshine@corvettesoffresno.com
Phone: 559-449-3331



FIND NEW ROADS

(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:

newsletter@corvettesoffresno.com



THE PRESIDENT'S EXHAUST



Hello Everyone,

We had our first General Meeting of 2015 on the 20th, with a large attendance and quite a few visitors. It was good to see everyone. I know things are getting tight at our meeting place and I am anticipating more members, so I will be looking at alternatives.

As the New Year gets underway, I am looking forward to the upcoming runs and the runs yet to be planned. Runs that haven't been done in the last 3 or so years, are great ones to bring back, we have had a lot of new members since then. Jim Agar's Nethercutt run is a great example.

Larry and Sharon Minnich have been putting on many of the Meet & Eats, with great attendance. A couple of others put on a few last year also, if anyone wants to put on a Meet & Eat, I'm sure Larry and Sharon would be happy to offer advice.

I want to thank all of the elected and appointed Board Members, everyone is doing a great job, I appreciate it and I know all of the Membership does to.

Tahoe 47 planning is underway and progressing. We already have 25 registrations. The committee is doing a great job and with the help of the volunteers who have signed up, it should be an outstanding event.

I want to thank everyone for their kind comments and support for our new web site. Let me know if you have any suggestions for improvement.

As the year progresses, let's keep in good spirits and in good health and have those who are injured or ill, in our thoughts and prayers.

That's all for now, Save the Wave!

**Thank you,
Chris Campbell**





CORVETTES OF FRESNO - GENERAL MEETING MINUTES

January 20, 2015



Call to Order: President Chris Campbell called the meeting to order at 7:02 P.M. Board Members present were Kaye Campbell, Nancy Teixeira, Chuck Feccia, Jim Agar, and Clay Mumby. The Pledge of Allegiance was shared by all.

Secretaries Report: Minutes of the meeting November 2014 are published in the COF newsletter. A motion to waive the reading of the November 2014 minutes was made by Dave Dutton, and seconded by Jackey Christani, Motion carried. A motion to accept the November 2014 minutes as published in the Fiberglass Forever newsletter was made by Margaret Gonzalez and seconded by Allen Teixeira, Motion Carried Unanimously!

Treasurers Report: Kaye Campbell reported the accounts activity for November, 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 Angie DiLiddo Motion Carried Unanimously. The Budget for 2015 was reported and was approved.

Membership: Clay Mumby reported attendance for the January 20, 2015 meeting. There were 62 members and 6 guests present. Guest who introduced themselves were Tony Greco, Lawrence Coelho, Louis & Socorro Biglieri, John & Cece Karlie, Joe Valencia and Tom & Amelia Kutz. Corvettes of Fresno has 114 members and 74 corvettes. All December and January birthdays and Anniversaries were acknowledged. The amount of the name tag drawing for the month of January is \$70.00. Remember to always sign in at the beginning of all meetings! We also had the birth of a new car join the club, Gary & Nina Gagnebin just purchased a 2015 white and black C7. Perfect attendance awards were presented for 2014 to Jim Agar, Chris & Kaye Campbell, Jerry Clark, Jackey Christani, Steve Profera, Shirley Doshier, Larry & Sharon Minnich, Pam Forrester, & Bert Sherman. Jerry Clark was presented a plaque for being Member of the Year for 2014. Please note Glenn Michaels was present but had not signed in.

Communication: Jim Agar announced that the January edition of Fiberglass Forever was 24 pages printed and 49 pages on the Corvettes of Fresno web site. If anyone has any articles or pictures for the Newsletter for the February edition please submit to Jim Agar by Friday January 23, 2015. . Tahoe 47 Duffle Bags are for sale for \$15.00.

Webmaster: Webmaster Chris Campbell reported that he needs pictures of cars for anyone who doesn't already have their car posted with their picture and also if you want your last name with your picture let him know and he will put it on. Web master Campbell called for approval of approximately \$360.00 per year for a new internet service provider, which would give tech support and phone support for any type of trouble shooting in regards to the Corvettes of Fresno web site. We are currently paying approximately \$120.00 a year for our old provider with no support. Approval was granted by Corvettes of Fresno Membership present at the meeting.

Activities: Chuck Feccia reported, please refer to the Calendar of events in the club newsletter, or on the club web site, www.corvettesoffresno.com 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.

December 6 Christmas Party, Billie Talley reported that it turned out good for being last minute and thanked Chris & Kaye Campbell for their help and also Liz DeVoe for the Christmas ornaments she made.

December 13 Dessert Party at Minnich's house, Larry reported 60 people attended and thanked everyone for their contributions and especially Shirley Doshier for all the things she made and for her help.

January 10 Meet and eat at Sakura Chaya, Larry Minnich reported that 41 people attended and we filled up the room with 4 chef tables.

Report on upcoming events.

February 28th Ice Breaker in Monterey, Steve Profera reporting that we will stop in Los Banos, Gilroy Garlic Shop, have lunch at Whole Enchilada and then on to Casa Munro. 17 cars have signed up and they will leave at 8:00 am from Herndon & 99.

February there will be a meet and eat date yet to be decided by Larry Minnich, an email will be sent out for date, time and place.

April 11 & 12 Nethercutt and NHRA Museums Jim Agar reported that you can make reservations for the Sheraton in Pomona and the room rate is \$139.00, also admission to the Nethercutt on Saturday is free, but admission to NHRA is \$5.00. For those who didn't go last time you are encouraged to attend, there is a lot to see.

April 17 Kingsburg Dinner/Car Show, Harry Bellow will chair and will have more information at next meeting.

Tahoe 47, Allen reported that everything is on track, we have 25 registrations in and the next Tahoe meeting will be on Tuesday February 10 at Denny's Blackstone and Herndon @ 7pm. New events have been added, Poker Tournament, Dinner Thursday night, and different Poker Run route.

WSSC report, Allen Teixeira gave a report for WSSC, he attended annual meeting January 17 in Pleasanton and they voted and passed the Bylaw changes and also the Competition Code rule changes.

The convention this year is in Reno starting July 6th thru July 11th at Grand Sierra Hotel. They have many events planned including 6 hospitality rooms hosted by different clubs.

The deadline for the next Redline is April 15th.

Allen reported that he spoke about Tahoe 47 and also left registrations packets at the meeting.

Just a note for anyone interested the Vette Magic event has been changed to October this year.

Sunshine Report given by Sharon Minnich, she didn't have anything new to report, but was happy to see Terry Cavanaugh in attendance. Liz Devore gave an update on her dad, he's doing much better and Chuck Robb gave a report on his current health concerns. Allen reported that he went to see Lloyd Cox and took him a box of golf balls from the club and that he was doing well, but have not heard anything lately.

Old Business;

ACCC newsletter is on the table if anyone interested and if they have any questions they can see Lee Delap.

Thank you letters were received from all 3 Charities, Hinds Hospice, Marjorie Mason, and Ronald McDonald House, they will be in the newsletter.

Allen said there were a few minor errors in directory which will be corrected and he apologized and wanted to thank Kerry Dehmel and the board for all there help. He also thanked Chris for his great job on website.

New Business:

.No new business was brought forward.

Name Tag Drawing:

The drawing for this month is \$70.00 and Steve Profera's name was drawn, so he was present and had his name tag on so the pot goes back to \$10.00 for February meeting.

50/25/25 Raffle:

First ticket drawn was Gary Gagnebin for \$50.00, second ticket drawn was Larry Dami also for \$50.00, third ticket was Chuck Feccia for gift certificate for Yosemite Falls and the fourth ticket was Dave Dutton also for gift certificate from Yosemite falls.

There being no further business the meeting was adjourned at 8:08pm

Respectfully submitted by Nancy Teixeira

By/ net

Respectfully submitted by Nancy Teixeira



NANCY TEIXEIRA
SECRETARY

CLAY'S MEMBERSHIP NEWS



Membership

Clay reported that as of the 2015 Calendar Year COF has 114 members and 74 cars.

Members & Guests

Total attendance: 71 - 62 Members & 9 Guests: Tom and Amelia Kutz Tony Greco, Lawrence Coelho, Louis & Socorro Biglieri, John & Cece Karlie & Joe Valencia.

Nametag drawing

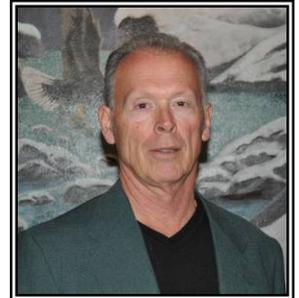
Steve Profera's Name was drawn, He was present and won \$70.00
Next Months Drawing will be for \$10.00

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

Club Directories and Updates

The 2015 electronic copy of the club membership directory is available online at www.corvettesoffresno.com (contact Chris Campbell for the new access info)

Chuck Feccia & Dave Dutton each won a \$10.00 gift certificate to Yosemite Falls Cafe.



CLAY MUMBY
MEMBERSHIP

FEBRUARY ANNIVERSARIES

LLOYD & GWEN COX 10 - RICK & MELANIE SARKISIAN 18

FEBRUARY BIRTHDAYS

GENE FOX 1 - CHRISTINE SAHATDJIAN 2
JOHN JOHNSON 5 - HARRY BELLOW 6
DENNIS CHRISTIANSEN 9 - GARY HUSS 11 - GWEN COX 20
FRANK STAFFORD 21 - KELLEY ASHLEY 21
ART DURHAM 21

50/25/25 DRAWING WINNERS

GARY GAGNEBIN

LARRY DAMI

EACH WON



\$50.00



CONGRATULATIONS





RECOGNITION PAGE



2014 - 100% ATTENDANCE AWARDS



PICTURED LEFT TO RIGHT

**SHARON MINNICH - LARRY MINNICH - BERT SHERMAN - JERRY CLARK
SHIRLEY DOSHER - CHRIS CAMPBELL - KAYE CAMPBELL
STEVE PROFERA - JACKEY CHRISTANI - JIM AGAR - CLAY MUMBY**



**JERRY CLARK IS
PRESENTED THE
MEMBER OF THE YEAR
AWARD BY PRESIDENT
CHRIS CAMPBELL
FOR SERVICE TO
CORVETTES OF
FRESNO ABOVE &
BEYOND!**

**CONGRATULATIONS
JERRY
THANK YOU!!**



CHUCK'S 2015 CALENDAR OF EVENTS PAGE



FEBRUARY 3, 2015 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI
FACTORY ON SHAW NEAR CEDAR AVE

FEBRUARY 4, 2015 - WEDNESDAY - MEET & EAT- DINNER AT TEXAS ROADHOUSE 4:30 PM
LARRY MINNICH - 449-3331

FEBRUARY 10, 2015 - TUESDAY - TAHOE MEETING 7:00PM AT DENNY'S
BLACKSTONE & HERNDON

FEBRUARY 17, 2015 - TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE
LOCATED AT 4020 N. CEDAR IN GRANITE PARK

FEBRUARY 28, 2015 - SATURDAY - ICE BREAKER RUN TO MONTEREY
STEVE PROFERA - 559-681-7865

APRIL 11, - 12, 2015 - SATURDAY & SUNDAY - NETHERCUTT COLLECTION & NHRA
MUSEUM JIM AGAR - 559-297-2200 - ALLEN TEXEIRA - 559-449-1505

APRIL 17, 2015 FRIDAY - KINGSBURG CAR SHOW & DINNER - HARRY BELLOW 559-761-6696



CHUCK FECCIA
VP ACTIVITIES

TAHOE PLANNING MEETING

THE NEXT TAHOE MEETING WILL BE HELD AT 7:00PM
TUESDAY FEBRUARY 10, 2015 AT DENNY'S ON THE
CORNER OF BLACKSTONE & HERNDON

PLAN A RUN

TAKE US TO YOUR FAVORITE PLACE

TAHOE 47

SEPTEMBER 10 - 13, 2015

"longest running annual Corvette event on the planet"



Charities Thank You



December 19, 2014

Corvettes of Fresno
PO Box 26223
Fresno, CA 93729-6223



Hinds Hospice

Honoring the Journey

Dear Friends,

With a deep sense of gratitude, the team of Hinds Hospice thanks you for your donation of \$2,000.00. We thank you for your support of our mission and for allowing us to honor the journey.

Hinds Hospice spends over \$15 million each year to provide compassionate end-of-life care and bereavement support to patients and families in our community. Because those costs are only partially reimbursed by health plans, more than \$1.5 million each year must be covered by donations, which is why we are so grateful for your gift.

At Hinds Hospice, we strive to provide dignity and compassion to those we serve and we thank you for your generosity! If you would like to receive future thank you letters electronically, please contact us at (559) 320-0308 or email funddevelopment@hindshospice.org.

With gratitude,


Amy B. Tobin, RN, CEO

Thank you!

January 9, 2015

Corvettes of Fresno Tahoe Tour
P.O. Box 26223
Fresno, CA 93729



Dear Corvettes of Fresno:

Each day we get the blessing of giving 18 families hope. They stay with us for as long as they need while their children are hospitalized. We provide rest, nourishment, a listening ear, and most of all encouragement so they can focus their energies on getting their children healed and home.

We cannot do that alone.

Through supporters like you we're granted the ability to provide for our families. Your gift of \$1,000 will go directly towards keeping our house in operation for the thousands of families that need us each year. It's been said that children heal more quickly when their family is there to offer support.

Once again, we thank you for your support in allowing us to be "a home away from home" for families when they absolutely need it most.

Sincerely,


Pedro Santana
Executive Director



Dear Chris,

What a wonderful visit from you and your club! And a great surprise of your club's increased gift this year. We at MMC, appreciate your support and well wishes. We could not help the thousands of women & children each year without your partnership. Wishing you the happiest of holidays,
Gulle

Corvettes of Fresno



Ice Breaker – 2015

Saturday – February 28, 2015

Mark your calendar and make your reservations

Call Casa Munras Hotel 1-800-222-2446 ask for Corvettes of Fresno special room rates. The hotel restraint will provide us with a 10% discount, ask for coupon at check in.

We will meet at the corner of Herndon & 99 @ 7:45 AM

We will form 2 Groups of cars with the first group leaving @ 8:00 AM & the second group leaving @ 8:15.

Please bring some snacks for the poolside party Saturday night (no dinner provided).

Please Note

No run fee of \$5.00 per car thanks to Nick DiLiddo who will provide donuts at the Carl's Junior rest stop.

Destination – Saturday

- 1. Carl's Jr west end of Los Banos for coffee & donuts**
- 2. Drive to Garlic Shoppe Hwy 25 & Hwy 101 Gilroy**
- 3. Drive to the Whole Enchilada Moss Landing for lunch**
- 4. Casa Munras Monterey Poolside party.**
- 5. Dinner where you want**

Sunday

Drive home at your leisure.

Communication

Steve's cell (559) 681-7865

Radio – Ch 4



Nethercutt Collection NHRA Museum



SATURDAY & SUNDAY, APRIL 11 & 12, 2015

COF WILL BE GOING TO THE NETHERCUTT AUTOMOBILE COLLECTION IN SYLMAR ON SATURDAY & THE NHRA MUSEUM ON SUNDAY. THIS IS A GREAT OPPORTUNITY TO SEE SOME OF THE FINEST CARS IN THE WORLD.

ONE COULD ATTEND THE WORLD'S GREATEST CONCOURS D' ELEGANCE AND NEVER FIND A MORE COMPREHENSIVE COLLECTION OF AUTOMOBILES THAN ARE DISPLAYED AT THE NETHERCUTT COLLECTION. ARCHITECTURAL MASTERPIECES IN THEIR OWN RIGHT, THE MUSEUMS AT SAN SYLMAR CONTAIN WITHIN THEIR WALLS THE FINEST EXAMPLES IN THE WORLD OF MANKIND'S ACHIEVEMENTS IN THE PURSUIT OF PERSONAL TRANSPORTATION.

FROM AN 1886 BENZ TO THE MOST DESIRABLE DUESENBERG, PACKARDS, AND CADILLACS EVER BUILT, TO TURN OF THE CENTURY ANTIQUES, AND THE ONLY PUBLIC DISPLAY IN THE WORLD OF ALL SIX ROLLS-ROYCE PHANTOM MODELS, THE NETHERCUTT COLLECTION TAKES YOU ON A VISUAL TOUR OF THE MUSEUM, BEHIND THE SCENES OF AMERICA'S FINEST AUTOMOBILE COLLECTION, AND INTO THE ACCLAIMED MUSIC ROOM, WHERE ORNATE MUSIC BOXES, MASSIVE ORCHESTRIONS, AND ONE OF THE WORLD'S LARGEST WURLITZER THEATER ORGANS LOOM.

THIS IS THE CROWN JEWEL OF AMERICAN AUTOMOBILE MUSEUMS.



**WE WILL BE LEAVING FROM THE
N W CORNER OF FRESNO ST & SHAW
ON SATURDAY APRIL 11, 2015
AT 7:00 AM SHARP**

**JIM AGAR 559-297-2200
ALLEN TEIXEIRA - 559-449-1505**



**WE WILL BE STAYING AT SHERATON SUITES
FAIRPLEX HOTEL**

**CALL THE SHERATON AT 1-888-627-8074 - ASK FOR THE
"CORVETTES OF FRESNO ROOM BLOCK"
OUR ROOM RATE IS \$139.00 + TAX**

ALL ACCOMMODATIONS ARE 2 ROOM SUITES



COF DINNER RUN TO DIANE'S

KINGSBURG, CA.

FRIDAY APRIL 17, 2015

DRAPER STREET

MAIN STREETS OF SWEDISH VILLAGE



WE ARE HAVING A FUN DINNER AT DIANE'S IN KINGSBURG AS PART OF THE KINGSBURG CAR SHOW. WE WILL HAVE DINNER, HANG OUT, LOOK AT THE CARS AND DO SOME BROWSING IN THE SHOPS. PLEASE JOIN US FOR A FUN EVENING WITH YOUR FRIENDS.

WE WILL MEET IN THE DENNY'S PARKING LOT AT JENSEN & 99 & LEAVE PROMPTLY AT 5:30PM - DINNER WILL BE SERVED @ 6:30 PM



**DINNER MENU & MORE INFO & SIGN-UP SHEET
AT THE FEBRUARY GENERAL MEETING**



**NEED MORE INFO - CONTACT:
HARRY BELLOW 559- 761-6696**





ALLEN'S WSCC PAGE



WESTERN STATES CORVETTE COUNCIL 50th Anniversary Convention and Celebration July 6th – July 12th 2015 ~ Reno Nevada

1965 - 2015
www.wsccl.ws



Schedule of Events

Monday, July 6th -

10:00 am to 5:00 pm

Convention Registration opens @ GSR – Silver State Pavilion (Conference Center) –

5:00 pm – 9:00 pm

Meet & Greet Party @ GSR – Silver State Pavilion –

Tuesday, July 7th

8:00 am

Convention Registration continues – Silver State Pavilion

8:00 am – 3:30 pm

WSCC Convention Car Show – co-hosted by: *Discovery Bay Corvettes*
Registration & move – in for Corvettes only & pre-registered – SS Pavilion

6:00 pm – 9:00 pm (times subject to change)

Club Hospitality Room Competition – 6 designated Deluxe suites at GSR (contact convention@wsccl.ws for club sign ups)

Wednesday, July 8th –

7:45 am (Assemble)

#1 NAS Fallon Run, Tour and Lunch, co-hosted by: *Reno Corvette Club*

9:00 am (Assemble)

#1 Poker Run, co-hosted by: *Reno Corvette Club*

10:00 am

2 Poker Run, tour (co-host TBA)

6:00 pm

Bowling Tournament at GSR – co-hosted by: *Santa Clara Corvettes*

Thursday, July 9th -

8:00 am (Assemble)

Track Day – Fernley 95a Raceway – co-hosted by *Santa Clara Corvettes*
Managed by *Hooked on Driving*

Time to be announced:

Reno Shopping Tour & Lunch co-hosted by: *Reno Corvette Club*

6:00 pm BBQ sponsored by *Abel Chevrolet* – co-hosted by *Delta Corvettes* (Location TBA)

Friday, July 10th –

7:45 am (Assemble in parking lot at GSR)

#2 NAS Fallon Run, Tour and Lunch, co-hosted by: *Reno Corvette Club*

9:00 am (Assemble)

#3 Poker Run, co-hosted by: *Reno Corvette Club*

10:00 am

4 Poker Run, tour (co-host TBA)

Saturday, July 11th –

9:00 am (Assemble)

WSCC Auto-X co-hosted by: *North Bay Corvette Assn. Managed by SCCA Reno*

5:00 pm – Registration & Cash Bar opens (Silver State Pavilion)

6:00 pm – Banquet – Buffet – Speaker (TBA) - Silver State Pavilion

Sunday, July 12th - Convention Ends

CORVETTES OF FRESNO



DUFFEL BAG



\$15.00

PICTURED BELOW IS THE DUFFEL BAG THAT WILL BE INCLUDED WITH EACH TAHOE 47 REGISTRATION

WE HAVE A LIMITED SUPPLY OF EXTRA BAGS AVAILABLE FOR PURCHASE NOW!

THESE ARE GREAT FOR GYM BAGS - OVERNIGHT USE OR TO KEEP IN YOUR CAR FOR CAR CARE SUPPLIES

ALL NET PROCEEDS FROM THE SALE OF THESE BAGS GO TO OUR TAHOE 47 FUNDRAISER.

CONTACT JIM AGAR TO RESERVE YOUR COF BAG

SUPPLY IS VERY LIMITED!



National Corvette Museum Reports Highest Attendance in 20-Year History

The National Corvette Museum (NCM) has reported their highest yearly attendance since opening their doors in 1994. In 2014, 251,258 Corvette fans came through the turnstiles to see attractions ranging from the Corvette-swallowing sinkhole to the new NCM Motorsports Park. Previously, the NCM's highest attendance was 200,900 in 1999, the museum's 5th anniversary year. The 2014 total represents an increase of 67% over the 150,462 visitors in 2013.



Kudos must go to Executive Director Wendell Strode and the entire NCM staff for turning the potential disaster of the sinkhole into an international news media sensation—a classic public relations case of turning lemons into lemonade.

But the evil sinkhole was not the only story at the NCM in 2014. The year saw the official opening of the NCM Motorsports Park, which attracted over 38,000 guests for the opening festivities. In addition, the museum's 20th anniversary celebration, continued interest in the fantastic seventh generation Corvette, and the Assembly Plant Tours gave visitors even more exciting reasons to visit the Home of Corvette.

“The bar has certainly been raised for all of us as we now focus on 2015,” said Director Wendell Strode. “Continuing our commitment to make sure each visitor has an experience that exceeds their expectations will ensure our 2015 will be a success.”

The NCM, a 115,000 sq. ft. showcase to America's sports car, features over 80 Corvettes displayed in period correct settings including a mid-century barbershop, service station and historic racetrack. Their Corvette collection includes mint condition classics, one-of-a-kind prototypes, and modern technological wonders. Interactive exhibits, such as the “Pit Crew Challenge” let the whole family test their skills against the “pros”.



The General Motors Corvette Assembly Plant, located across the street from the NCM also reported an increase in visitors, with a total of 55,785 guests touring the facility in 2014. All in all, it was a great year for the NCM and the Corvette Assembly Plant. We'd like to give a big thumbs up to everyone who made it happen. Congratulations!



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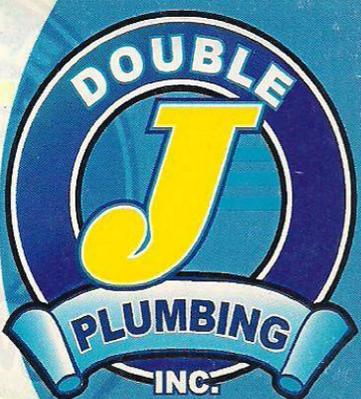
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L.A.'s Angelyne the 'Billboard Queen' and Her Pink C7 Corvette Stingray

As Corvette aficionados, we know that they are attention grabbers just about anywhere we go. But what about Hollywood—what grabs people's attention in La-La land? For a celebrity known as the "Billboard Queen" and one who knows a thing or two about getting attention and self-promotion, it is a hot-pink C7 Corvette.



Angelyne is a Hollywood celebrity who is now best known for, well, being a Hollywood celebrity. When asked what exactly it was that she did, she answered, "Although I act, model, dance, paint, write and create magic, I'm most known for my persona, the essence of who I am."

Back in the mid-80s, however, she acquired fame as the "Billboard Queen" when billboards began cropping up all over L.A. bearing just Angelyne's face, her prodigiously proportioned body and her fan club's phone number. They quickly became a cult attraction to the extent that CNN once noted "The image of Angelyne is said to be as much a part of Hollywood as the "Hollywood" sign. But, when her singing and acting careers never caught fire, she turned to another source for attention and press coverage – hot pink Corvettes.

The Billboard Queen recently bought her ninth Corvette, a white 2015 Stingray coupe. Corvette, of course, doesn't have a standard pink color, so Angelyne took the car to Andre's Auto Body to do the color conversion from white to pink. Just any old pink color wouldn't do—she hired Ruben Hernandez to mix her a custom pink color. Ruben, who has been mixing paint for nearly 30 years and who has worked in over 200 movies, and Angelyne came up with "Heroine Pink".

Andre removed all of the Corvette's body panels, applied five coats of base color and four coats of clear topcoat to each, reassembled everything and, voila, a "Heroine Pink" attention getter. When asked why she loved pink, she responded, "The color Pink has a thing about me. Pink is part of my persona and extension of my character, it helps me express the fact that I do something because I like it."

Angelyne spends a lot of time driving around L.A. getting noticed and selling T-shirts (Angelyne T-shirts, of course), posing for photos and, generally, just being herself. As an experienced L.A. driver, she offers these driving tips:

- If you're in a hurry, drive in the parking lane
- Only drive between 10 a.m.-2 p.m. and 10p.m.-2 a.m.
- West Hollywood has the hottest pedestrians
- If you love driving, then buy the car you love and treat it like a pet!

The only one of these to be taken seriously is the last—but then, Corvette owners already know that one.

So, if you find yourself in driving around L.A. taking in the sights and you're passed by a woman in a pink C7 Stingray, check the license plate. If it says "Angeln", you've just seen the celebrity "Billboard Queen". If not, then it was probably the world's fastest Mary Kay lady.

C7 Corvette Stingray Rendered as a Hennessey HPE2000 Drag Car



Some say the best photoshops are those that are somewhat based in reality. The reality is that when you see this “Hennessey HPE2000 Corvette Stingray drag car” for the first time, you may think it’s real. After all, Hennessey Performance Engineering has made a name for themselves not only bring more and more horsepower to the Corvette Stingray, but also with their radical Venom GT program as well.

But alas, this is just a photoshop, “created for competition” says the note that goes along with the posting by RC82 WORKCHOP on Facebook.

We don’t know what the competition is but sure I hope it’s for someone looking to make this real instead of it simply being a school project.

We particular dig the treatment on the back with the back fascia cut in half to accommodate the huge drag tires while revealing the beefy rear end. With 2000 hp on tap, the wheelie bar and parachute will go along way to keeping this thing grounded and then helping to slow it after its run of 1,320 feet is complete.

On the front, a big hood bulge can be seen through the Plexiglas windows and windshield and the front wheel wells engulf the skinny Goodyear Eagles racing tires mounted up front.

But it’s not real, it’s just a rendering!

Corvette Racing 2014 – Why We Race

Pratt and Miller, the award-winning team behind the Chevrolet Corvette's factory-supported racing effort known simply as Corvette Racing, released an interesting new video last night that takes a deep dive into the philosophy of racing. In the opener, the narrator asks the age-old question of why go racing.



Why does Chevrolet race the Corvette:
“Ultimately, it’s to build a better sports car.”

“Why do we race? It’s been said ‘Win on Sunday, sell on Monday’. Although we’ve had more than our share of victories, it’s so much more than that. Ultimately, it’s to build a better sports car. Furthering the relationship between man and machine. It’s about testing the limits, exploring technology, performance, reliability and challenging what a driver and car can achieve.”

Throughout the video we see the familiar livery of the C7.R race cars on various tracks during the 2014 campaign and we hear from the principals of the team including Chevrolet’s Director of Racing Mark Kent and Corvette Racing’s Program Manager Doug Fehan.

For years, Fehan has talked about the philosophy of “Cascade Engineering.”

“You take a great street car, you build a great race car. From which you take the learnings and build your next level of street car, which builds your next level of great race car. So it’s no coincidence that C7 is the award-winning road vehicle that it is. And there will be no question as to why the C7.R will become the greatest Corvette race car in history.”

But racing the Corvette provides other benefits as well. Mark Kent says that not only is it a great way to test and grow engineers who benefit from the fast-paced world of racing, but it also allows the manufacturer to interact with current and prospective customers. “Corvette customers are extremely passionate”.

“Why do we race? The reasons are numerous, but winning, is unrivaled.”



NCM Motorsports Park to Break Ground on Kimberlee A. Fast Pavilion and Garages

The NCM Motorsports Park announced plans to break ground in early January on a 14,062 square foot complex which will encompass 22 day rental garages, viewing decks, and a pavilion with concessions, restrooms and showers. Eighteen of the garages will be individual garages at a size of 17' x 24' and the other four will be oversized, primarily serving as tech garages.

The garages will be available for daily rental by track participants to work on their cars in between track sessions or races, or to have a covered space for hanging out. The viewing deck will span across 340 feet to allow for prime trackside viewing of the action going on.

In August as part of the Museum's 20th Anniversary Celebration it was announced that the Pavilion and Park's entry road would be named in remembrance of Kimberlee A. Fast. "Kim attended most of the events at the NCM," said Chuck Fast, Kim's father. "We thought that she would really be proud to have the building named after her." Kim was an avid racer, participating in many autocrossing and high speed events on road courses in the mid-west states. "We can't think of a better way to honor her memory than by contributing to the project," added Chuck.

The complex offers a number of garage sponsorships for \$10,000 per year and the sponsorship includes signage opportunities and other benefits at the Park.

"As odd as it may sound, flushing toilets was #1 on our list of additions to the park for 2015, and we will have those available in the spring," said Mitch Wright, General Manager of the NCM Motorsports Park. "Thanks to the Fast family and others who have come forward to sponsor garages we are able to get started on construction, but we still have funds to raise. Prime signage on the paddock side of the garages will be a great way for sponsors to be seen."



The \$1.2 million project was awarded to ModSpace and weather permitting, is scheduled to be complete by early April.

About NCM Motorsports Park

With over one mile of frontage on Interstate 65 and located across from the National Corvette Museum (NCM) and the GM Corvette Assembly Plant, the NCM Motorsports Park is one of the most centrally located and easily accessible driving facilities in the country. The top priority of the 186-acre facility is education and safety, offering recreational racing and educational opportunities for all makes and models of vehicles and motorcycles and is owned by the National Corvette Museum.

Valet Who Drove a Corvette to 50 MPH in a Parking Garage Has Been Fired

If you live in Costa Mesa, California, your sports car is a little safer tonight.

The valet who took a joyride inside a parking garage that was recorded via a Corvette Stingray's Performance Data Recorder with Valet Mode is now out of a job.

That news comes from ABC7's WJLA who interviewed the Corvette's owner Dan Cowles after his recording of the valet acting badly went viral.



Cowles told ABC7 that he had just received the new Corvette Stingray and this was the first time he activated the Valet Mode on the new car.

The video shows the valet taking the car into the parking garage at the Segerstrom Center for the Arts in Costa Mesa, California. Once the valet was inside, he stopped and then accelerated up to 50 mph inside the structure. While parking the car, he may have also bumped the nose against the concrete wall as we see him reverse the car and get out and check for damages.

Valet Mode comes standard on 2015 Corvette Stingray's equipped with the Navigation and the Performance Data Recorder. Drivers can set the Valet Mode by entering a four-digit code through the center console's touchscreen. Not only does the Valet Mode record video and telemetry while the car is in operation, but it also locks the glove box, storage compartment and turns off the stereo.

NCM Motorsports Park Named "Outstanding Facility of the Year"

The Race Track Business Conference has awarded the NCM Motorsports Park the “Outstanding Facility of the Year” award. The plaque was presented by National Speedway Directory and Track Guide at the Performance Racing Industry Trade Show.

“We are honored to receive this award on behalf of motorsports enthusiasts. The NCM Motorsports Park is designed to be a world class facility and serve as a destination for corporate events, driver training and education, and recreational car and bike devotees,” said Mitch Wright, General Manager of the NCM Motorsports Park.

“This track will complement the activities of the National Corvette Museum,” says Wendell Strode, Executive Director of National Corvette Museum. “Many Corvette owners travel annually to Bowling Green, Kentucky and this track will provide another reason to enjoy the area.”

“The NCM Motorsports Park is the next generation venue that meets the needs of automotive manufacturers and after-market performance entities. Having a facility that is close to the Corvette assembly plant provides a unique opportunity for performance research and development.” said Tim Frost the organizer of the event.

The previous award winner was the Indianapolis Motor Speedway.

About NCM Motorsports Park

The NCM Motorsports Park (www.motorsportspark.org) is a multi-purpose motorsports venue, featuring a 3.15 mile road course which can be arranged into four different configurations. There is also an autocross / skid pad / paddock area, and future Holley Control Tower with meeting rooms, offices and classrooms. Additional plans include pavilion with concessions, tech station, fueling station, and commercial business park.

About National Corvette Museum

The National Corvette Museum (www.corvettemuseum.org) located in Bowling Green, KY is a 501 (c) (3) not-for-profit foundation and owner of the NCM Motorsports Park. It is the largest car museum in the world dedicated to a single model, and the NCM is committed to preserving the Corvette’s past, present and future. There are over 34,000 members and a multitude of corporate partners.

About Race Track Business Conference

The annual Race Track Business Conference (www.racetrackbusinessconference.com) hosted by the National Speedway Directory provides a platform for industry leaders to collaborate, analyze, and conceptualize around the business of motorsports. Shared insights from all forms of racing create dialogue and interaction in a unique intellectual environment.

About Performance Racing Industry

Performance Racing Industry, (www.performanceracing.com) monthly business magazine, is recognized as “The Voice of Racing Marketplace.” Targeted at the racing trade, PRI connects manufacturers of racing products and technology with the distribution channels of retailers, builders, distributors, and teams. The PRI Show is the world’s largest auto racing trade show.



1954 Corvette Barn Find May Be a Bonneville Salt Flat Racer

The high bid on this unusual 1954 Corvette has climbed to \$7,300 on eBay.

Is it a valuable piece of Corvette history, or just a chopped-to-pieces Corvette?

That's the question for the new owner to try and answer.

The seller says the 1954 is part of a collection of Corvettes and related parts that he purchased that had been stored in a barn since the early 1970s.



“It was sitting in the building in the condition that you see here,” the seller says.

He believes that it was built and perhaps raced at Bonneville sometime in the late 1950s, though he has been unable to find any pictures of the car in race trim.

Clues to the car's past do seem to indicate that it was not your ordinary '54 Corvette, though again there is no proof.

The Corvette “has the holes cut in the fenders for the air to escape out of, the front brakes have air ducks (sic) built on them to keep them cool, the A arms must have holes in them to lighten them or to release the air pressure on them ,” the seller says.

He believes that “some type of engineer” must have been involved “because the holes appear to be press cut or by some type of machine, almost as if the factory done it for some type of experiment (maybe a factory backed car?).”

The trunk lid has likewise been cut, perhaps to allow the installation of a parachute to slow the car down after trying to set a speed record, and the wheel wells have been cut to accommodate larger wheels.

It would be great if someone out there has proof of the car's past, wouldn't it?

“This car was certainly something back in the day,” the seller believes, “and would be amazing back in race form.”

TopSpeed Names the 2015 Corvette Z06 its Performance Car of the Year

For the second year in a row, a Corvette has taken a *TopSpeed* Car of the Year award.

A year ago, it was the 2014 Corvette Stingray that was named the *TopSpeed* Car of the Year.

This time around, *TopSpeed* broke its awards down into three categories, and the 2015 Corvette Z06 was named Performance Car of the Year.

The Z06 was a near-unanimous choice among *TopSpeed's* editors, beating out competitors like the Dodge Challenger SRT Hellcat and the Jaguar F-Type R Coupe.



The editors praised the Z06 for its performance, noting that its 2.95 seconds from 0 to 60 put it “in a rather exclusive league of supercars,” and its interior, which “sets yet another new benchmark for the Corvette nameplate.”

Comments from TopSpeed editors include some high praise:

Associate Editor Mark McNabb:

“Best of all it still looks, sounds and feels American with brash paint colors, wide fenders and a V-8 roar that you can hear for miles. >From a technical standpoint, from a speed and performance standpoint, and from a quality standpoint, the Z06 proudly proclaims that not only can America build a car, we can make a DAMN good one.”

Associate Editor Kirby Garlitos:

“There’s no doubt about it, the Z06 is perhaps the best all-out supercar out there, even without its pricing advantage.”

Associate Editor Jonathan Lopez:

“But the biggest and yet most understated thing about the Z06 is that it’s a bargain compared to some of Europe’s finest exotics. Sure, you can drop somewhere around \$300,000 for those well-bred Germans and Italians, but why do it when you can patronize a true blue American product for a fraction of the cost. So get your Ferraris, Porsches, or McLarens. That’s all well and good. Just be sure that you can handle the heat when the Corvette Z06 comes knocking at your door.”

Associate Editor Ciprian Florea:

“It’s loud, brash, and in your face, which is exactly what you’d expect. Subtlety is just a whiff of exhaust from the supercharged, 6.2-liter V-8 rumbling under the hood. It’s a slice of American pie with a stick of dynamite jammed into the crust. You could go with something more elegant, more sophisticated, more refined, but really, what’s the point? If the idea is speed, then go bowtie. Congrats, Chevy.”

Editor in Chief Justin Cupler:

“I must confess I’d find it hard to choose between a Corvette Z06 and a Challenger SRT Hellcat, but, feelings aside, the Z06 is the better car and the best performance vehicle 2014 had to offer. I’m not particularly excited about the Stingray’s looks, but the Z06 gets my vote for what lies underneath that sleek shell. It’s not too often that Chevrolet builds a street-legal Corvette based on its track-prepped sibling and this is what makes the Z06 unique. Rather than taking a standard Vette and stuffing it with a supercharged engine and chassis upgrades, Chevy developed the Z06 alongside the C7.R race car.”

Storm Damaged Tree Falls on a C5 Corvette in California

Sometimes it just doesn't pay to work late.

That's what Linda Becker says she was doing around 2 a.m. Saturday at her Novato, California business on Entrada Drive called Dollhouses, Trains and More.

"I heard this loud..." she told ABC7 News reporter Elissa Harrington. "The building just shook and I thought it was an earthquake."

What it turned out to be were the branches of a giant oak tree that had snapped and landed on top of her beloved white C5 Corvette, engulfing the car that she has owned for the past 12 years.

"It's my baby," she said with a forced smile.

She had become one of the victims of several days of rain that had battered the Bay Area.

Barely visible from the moss-covered limbs, her totaled Corvette suffered extensive damage, including a broken roof panel, crushed windshield frame, shattered back glass, and likely water damage to the interior from the accompanying rain.

Two other vehicles were also damaged, and the limbs broke windows, knocked merchandise off the walls, and punch several holes in the roof of the building.

With more rain on the way, Becker was in a hurry to make repairs.

"It's important that we get the hole and things patched up, so it doesn't get rained on. Otherwise we will have a lot of damage," she said.



Corvette Racing Working To Improve the Corvette C7.R

Competitors in the Tudor United Sportscar Championship, such as Corvette Racing, put in long, hard hours at the racetrack and traveling around the country from spring until fall. Crews and drivers must endure hot weather, rainy weather, days away from their families, and unbelievable stress trying to make a sometimes cantankerous racecar do what they want it to do. Then, on top of all that, the sanctioning body can suddenly change the balance of performance parameters on your car to make everything that much more difficult.



Do you ever wonder what these dedicated competitors do in the off season? Do they pack up the cars, shut the tool boxes, lock the garage and head for some warm, sunny beach to sip on piña coladas during the winter months?

No, not if you're Corvette Racing. In the weeks since the end of the 2014 season, Corvette Racing has been busily working on the C7.Rs to find more speed to recapture the GTLM Driver's and Manufacturer's Championships that eluded them last year.

According to Doug Fehan, Corvette Racing Program manager, they've taken a two-pronged approach for success in 2015. "We've been working on two different fronts," he said. "One is obviously vehicle development. The rules are frozen, for the most part, so we're looking at a bunch of small things—aero enhancements, fuel economy improvements, and all the little areas we're allowed to modify." They have analyzed an entire year of data to identify areas that can be improved. The rules are tightly controlled, which, as Doug says, "Makes us work that much harder on finding the small things that add up to a bigger overall improvement."

Last season, IMSA's in-season changes in the balance of performance parameters for the Corvette C7.R was a source of consternation among Corvette Racing fans, many of whom feel the restrictions prevented the C7.Rs from being competitive in the latter half of the racing calendar.

Doug is being pro-active on a second front by working with IMSA to avoid a similar situation in the upcoming season. "They've been very open and forthright in their understanding and desire to improve themselves," he noted. "So we're looking for some form of improvement in the rules and their implementation. Thus far, I'm impressed with their efforts, and they are willing to listen to our input."

One thing that won't change in 2015 is the full-time driver lineup of Jan Magnussen and Antonio Garcia in the number 3 car, and Tommy Milner and Ollie Gavin in number 4. The full roster of drivers for the endurance events is still in flux and no announcements have yet been made.

The Dodge Vipers have picked up their marbles and gone away, but the usual contingent of BMWs, Porsches, and a Ferrari or two will be waiting for any opportunity to give Corvette Racing some grief in 2015. Everyone who wears the yellow and black shirts knows this and they are not standing around all winter waiting for next year—they know that the only way to stay at the sharp end of the field is to keep their noses to the grindstone by working hard during the so-called "off" season.

There's an old racing adage that says, "The harder you work, the luckier you get." Corvette Racing knows this and intends to be very "lucky" next year.

1956 Corvette SR-2 Racer Offered For Sale

One of the most famous Corvettes of all time is being offered for the first time ever to the general public. The noted 1956 SR-2 is being made available through Corvette Mike. The car started life as VIN #2522 and went straight to the GM Styling Studio from the St. Louis plant under Shop Order 90090. There, under the watchful eyes of Harley Earl and Zora Arkus Duntov it began its transformation into the car we know today.



A total of 3 1956 SR-2 Corvettes were built. This VIN 2522 was the first. The 2nd one was built for Bill Mitchell, and the 3rd – a show car – went to GM President Red Curtrice.

Early in the Corvette brand's life Harley Earl's son was racing a Ferrari. In 1956 the elder Earl instructed his son to sell the Italian car as GM would assist in building him a serious racing Corvette. Work on the uber vette began in May 1956 with over 17 engineers toiling away. At that time the body was modified and the Sebring Racing brakes and suspension were added. Separate small windshields were added as was a low fin down the middle of the trunk. Additionally, the front was lengthened and the side cove stainless steel was installed. The parking lamps were modified to allow cool air to reach the front brakes. The work was complete by June 13th.

In late June 1956 Jerry Earl drove the car during practice for the June Sprints at Road America in Elkhart Lake, Wisconsin. He eventually spun the car and Dr. Dick Thompson took over the driving duties for the 6 hour race. Afterward Thompson noted that the car needed a diet and more power.

Earl continued to run the car in the Central Region SCCA through 1957. Over the following winter it was morphed into the form we know today. A 331CI fuel injected engine and 4 speed transmission were installed. At this time the larger tail fin was mounted as was the new gas tank filler cap. The SR-2 went on its badly needed diet and had the entire stock interior removed. Fiberglass door panels and lightweight Porsche seats were added as well. Overall curb weight was lowered by 300lbs.

Jim Jeffords, National B/P SCCA Champion in 1958 and 1959, purchased the car on January 28, 1958. The original bill of sale still remains with the car as well as Earl's and Jeffords' original titles and notarized transfers.

Asking price? \$6.885 Million.

Corvette Mike of Southern California is offering the SR-2 by what they are calling a "Private Treaty". We're not really sure that that means, but this marks the first time that the car has ever been available to the general public.

Construction Workers Officially Start to Fill in the Corvette Museum's Sinkhole

After a seven week process of preparing to fill the massive sinkhole under the National Corvette Museum's Skydome, the ceremonial "first rock" was cast into the pit by the NCM's Executive Director Wendell Strode. Inscribed on the rock was the words "Awesome God, Everyone Safe", a testament to the fact that despite all the destruction caused by the sinkhole, there were no injuries to visitors or the employees who work there.

"The good Lord let it happen. It was roughly a quarter to six in the morning and we did not have anyone in the museum. No staff, no visitors, no guests. We're so thankful for that," said Wendell before tossing the first rock into the hole.



Preparing the sinkhole for filling has been a long and arduous task. Construction workers first needed to plug the openings to the caves on each side of the sinkhole. The contractors used a combination of steel sheet pilings and gunnite to create a barrier to the caves.

“Each side of the cave is approximately 30 feet long and about 20 feet high. It’s just not feasible to fill the entire cave with rock so the construction team had to get creative with plugging every crevice,” said Strode.

Workers are using a conveyor belt to bring in loads of gravel which will begin to fill the hole. The construction team has lowered a remote-controlled Bobcat into the hole to level out the gravel and it’s expected the process of filling the sinkhole to take about two weeks.

One of the new features in the sinkhole is a 48-inch manhole which will allow access to one side of the cave once the sinkhole is filled.

“We have some ideas for an exhibit where you can see into the cave via a camera with lights, and guests would be able to maneuver the camera, so we needed access to the cave to allow us to service that equipment as needed,” said Katie Frassinelli, Marketing & Communications Manager.

The NCM says that they are soliciting bids from a number of exhibit companies to create a sinkhole/cave display which will be installed into the Skydome once construction is completed. Work on the NCM’s sinkhole is expected to be complete by July 2015 and the new exhibit will be planned to open officially as part of the Museum’s 21st Anniversary Celebration over Labor Day weekend.

Corvette Z06 Engine Blows Up at 891 Miles

Making a pull from 35mph, the owner says, “I shifted short of redline and boom — the car began knocking. I pulled over and popped the hood. I could hear a loud knock coming from the No. 6 cylinder area along with a serious, grinding, metal-on-metal sound coming from the supercharger area.”

His dealer confirmed that his engine was indeed apparently the first consumer Z06 engine to die, victim of a failure in the No. 6 cylinder valvetrain – not exactly the type of first a driver wants to be known for.



The owner in a post on Corvette Forum says he was given two options by General Motors:

Allow them to take the engine apart and patch repair it, keeping his original numbers matching engine in the car.

Replace the engine as a whole.

Since the owner tracks his cars a lot, he took the second choice, calling it “the best option in my opinion” because he doesn’t “want any more issues with this engine.”

Now the engine has been sent back to the factory for analysis to see just why a Z06 motor would fail after only 891 miles of service – perhaps a manufacturing defect or a driver error on the upshift (like accidentally shifting to first instead of third during the pull).

Fortunately, the warranty will cover installation of a new engine for this owner, but will it be in time for the event at Road Atlanta?

“Who knows how long this will take,” the bummed-out owner says.

“Sure, this is a first year car and I understand that. But this is not the first time I have had to do R&D for the big GM. Just last year I was the first private owner to track my C7 Z51. That car overheated on a November cool day down here at Road Atlanta. Both the Transmission (M7) and engine. I made a post here and notified the engineering department through my dealer. No one even followed up or cared.”

The owner says the biggest surprise out of his Z06 misfortune was that GM wasn’t surprised at all about this situation.

“Seems this has occurred before with the test fleet vehicles,” he says. “I come here and post not to bash GM but to warn you fellow Corvette owners before you go out and tune or modify your cars. Sure this may of been a issue in just a few but there was a lot of looking into my computer files and such to find any mods. Sure GM would love to not have to pay for this \$23,999 engine.”

By the way, Lawdogg lives 540 miles from the dealer where he bought the car and says he used the drive home to properly break in his new Z06 so it’s not like he went right out and blew the motor up as he was leaving the dealership parking lot. Let’s hope this engine failure is just an aberration and doesn’t turn into a common problem.

He did make a bit of news just last week with the posting of a video on YouTube showing the Z06 achieving a 0-60 mph run in 3.1 seconds with a passenger in the vehicle:

NADA Report: 2014 Corvette Stingray Retains Nearly 85 Percent of MSRP Value

As if the exotic styling, powerhouse performance, and impressive interior weren’t enough to convince you to buy a new Corvette Stingray, here’s another more practical reason.

The 2014 Corvette Stingray Coupe 1LT Automatic finished No. 1 for retaining the most value among all-new or heavily revised 2014 Model Year mainstream vehicles.



That’s the word from NADA Used Car Guide analysts in their final vehicle retention value report for 2014.

And it wasn't even close.

“We saw some real big winners and losers this past year when it comes to used vehicle value retention,” said Jonathan Banks, Executive Analyst at the NADA Used Car Guide. “The 2014 Corvette dominated other models by retaining 84.7 percent of its typically-equipped manufacturer suggested retail price (MSRP), while the more practical Mitsubishi Mirage performed the worst, holding only 54.5 percent of its original MSRP.”

The Stingray finished first out of the 20 other vehicles deemed eligible for the report and continued to dominate its sports car competition as well. In fact, the seventh-generation Corvette held a 14.7 percentage point lead over the average value of a car within the Upper Sport car segment.

In another interesting category, you can see proof that General Motors customers believe that the 2014 versions of their vehicles are better than the previous-generation 2013 models they replaced. The Stingray was second in the “Top 5 2014 Vehicles with Most Improved Value Retention Over 2013 Model” while the Chevy Impala was third, the GMC Sierra fourth, and the Chevy Silverado fifth.

Here are the rankings:

5 Best Value Retention Winners: All-New or Heavily Revised 2014 Model Year Mainstream Vehicles:

- 1. Chevrolet Corvette Stingray Coupe 1LT Automatic – 84.7% of value retained from MSRP**
- 2. Subaru Forester i Premium AWD 2.5L H4 – 81.8% of value retained from MSRP**
- 3. Toyota Highlander LE 4WD 3.5L V6 – 78.8% of value retained from MSRP**
- 4. Toyota 4Runner SR5 4WD 4.0L V6 – 77.1% of value retained from MSRP**
- 5. Nissan Rogue S AWD 2.5L I4 – 73.1% of value retained from MSRP**

Top 5 2014 Vehicles with Most Improved Value Retention Over 2013 Model:

- 1. Mazda Mazda6 I Sport 2.5L I4 – 11.8-percentage point improvement**
- 2. Chevrolet Corvette Stingray Coupe 1LT Automatic – 10.7-percentage point improvement**
- 3. Chevrolet Impala LS 2.5L I4 – 9.1-percentage point improvement**
- 4. GMC Sierra Crew Cab SLE 4WD 5.3L V8 – 7.2-percentage point improvement**
- 5. Chevrolet Silverado Crew Cab LT 4WD 5.3L V8 – 6.2-percentage point improvement**

5 Worst Value Retention Losers: All-New or Heavily Revised 2014 Model Year Mainstream Vehicles:

- 1. Mitsubishi Mirage DE 1.2L I3 – 54.5% of value retained from MSRP**
- 2. Fiat 500L Pop 1.4L I4 Turbo – 55.3% of value retained from MSRP**
- 3. Kia Cadenza Premium 3.3L V6 – 56.5% of value retained from MSRP**
- 4. Chevrolet Impala LS 2.5L I4 – 59.9% of value retained from MSRP**
- 5. Kia Forte Sedan EX 2.0L I4 – 61.8% of value retained from MSRP**

Corvette Stingray Wins Business Insider's Inaugural Car of the Year Award

The new Corvette Stingray has captured a lot of awards since Chevrolet introduced it in 2013.

But here comes a first. The 2015 Stingray has just captured an award that no other Corvette – well, no other car ever, for that matter – has won because it's the first time Business Insider has named a Car of the Year.

The business-oriented website was apparently so blown away by the seventh-generation Corvette that it started a new award, or at least we Stingray enthusiasts can say that anyway.



“The bottom line is that we wanted our first-ever Car of the Year to be an amazing machine when it comes to the nuts-and-bolts part of the story,” said Business Insider’s Matthew Debord and Ben Zhang. “It had to look cool and be a blast to drive. And because Business Insider is, after all, a business publication, we decided that the COTY should be significant for the auto industry — it couldn’t be a niche product that appeals only to enthusiasts with millions to spend on exotic hypercars.”

So here’s the judging breakdown.

The Corvette, as expected, drew praise for its bang for the buck and its much-improved interior, described as “modern, fairly luxurious, and yet purposeful.”

But it was the exterior and the monster that lurks under the hood that drew the most praise. The styling was described as “truly remarkable.”

“From the angular front end to the square rear taillights, the car’s designers decided to take a bold detour from the curvy Corvettes of the past, without completely doing away with what people expect a Vette to look like. The new car is a respectful homage to the Stingrays of the early 1960s, and the overall effect is absolutely stunning. This is the boldest Corvette...possibly ever,” the website said.

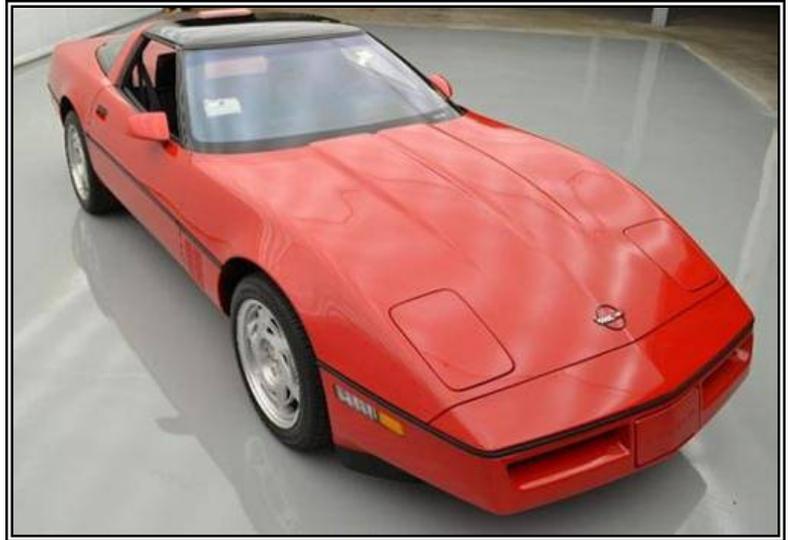
The power from the 6.2-liter, 460hp LT1 V8 had the magazine drooling. “You just can’t get this much speed for this nice a price anywhere else on planet Earth. In fact, the Corvette’s equivalent cost-wise from Porsche — the 430 horsepower, 190-mph 911 GTS — starts at \$115,000. That’s two Corvettes. And a pleasant Caribbean vacation,” they said.

Indeed, it was the subjective “fun factor” that may have won the judges over.

“When we drove it, we didn’t want to stop driving it,” the magazine concluded. “It made us dream the dream of racetracks, as well. If you want an American Ferrari, this is your car. And with the price difference, you can do ahead and really enjoy your midlife crisis.”

Corvettes on eBay: 127-Mile 1990 Corvette ZR-1

When Chevrolet introduced the 1990 Corvette ZR-1 to the world at the Geneva Motor Show, a new chapter of Corvette performance was written. Nicknamed “King of the Hill”, the new supercar Corvette featured an aluminum dual overhead cam engine capable of 375 horsepower and could rip a 0-60 mph time in the 4s – pretty fast in those days. The auto media loved the new Corvette and it was featured on just about every car magazine cover in its day.



Buyer reaction to the C4 Corvette ZR-1 was also red-hot despite the nearly \$30,000 upcharge over the base Corvette for the ZR-1 package. Like the 1978 Indy 500 Corvette Pace Car, intense speculation about the future collectibility of the ZR-1 also drove many buyers to pluck down the \$60,000 for the Corvette only to store it away for a future sale.

Chevrolet built 6,969 ZR-1s during its six year production starting in 1990 and ending in 1995. In addition to the Lotus-designed 5.7 liter LT5 V8, the ZR-1s were distinguishable by their wider stance and larger wheels, a unique rear fascia that had (gasp!) four nearly-square brake lights with a third brake light mounted on top of the rear hatch.

Today, collectors have recognized the value of the King of the Hill Corvette ZR-1 and despite the original hype, they rarely sell for anything close to their original MSRP.

For example, check out out the 1990 Corvette ZR-1 now listed on eBay.

Calling it a “time-capsule”, the Bright Red Corvette with black interior has just 127 miles on the odometer which the seller states is the lowest-mileage ZR-1 they’ve seen offered. We’re not sure if that’s the case, but 127 miles is insanely low for a car that was meant to be driven.

The ZR-1 listed on ebay comes equipped with a six-speed manual transmission, the Z51 performance handling package and dual removable roof panels.

December 2014 Corvette Sales

General Motors reported their December 2014 vehicle sales this morning and Corvette sales were very strong with the first Corvette Z06s finally included in the count.

GM shows that 3,552 Corvettes were sold last month, an increase of 18.2% over the 3,005 sales in December 2013. For the calendar year (Jan-Dec), sales of the Corvette totaled 34,839 which was a 101.5% increase over 2013's calendar year sales of 17,291 Corvettes.



As we predicted last month, the first shipments of the long-awaited new Corvette Z06 has given GM its best December sales month since we started keeping track of sales in 2006. In fact, the total of 3,552 Corvettes ranks as the fourth best sales month in nine years! In the official release, GM claims that this was the highest sales total for Corvettes ever during the month of December. Here's the GM Sales Report for Corvettes in December 2014:

Corvette Delivery Statistics for December 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Dec	3,552	3,005	18.2%	Jan-Dec	34,839	17,291	101.5%

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	2,467	2,959	2,378	3,552	34,839
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

For the month of December, GM delivered 274,843 vehicles in the United States which was the best December sales figure in seven years. At Chevrolet, dealers delivered nearly 58,000 Silverado's for the truck's best December since 2005.

In other Chevrolet news, let's give a shout out to the Chevrolet Colorado which was named Motor Trend's 2015 Truck of the Year. Dealers delivered 2,366 new mid-sized Colorados during the month.

Jay Leno Reviews the 2015 Corvette Z06 Convertible

Amazing.

“Man, this thing is fast!” he says during his rip-roaring drive along a curvy, hilly California road with Chevy product specialist Shad Balch.

If Corvette ever needs another spokesman, Jay sounds like the man.

“This is still the greatest sports car of all time almost for any amount of money,” he says of the new Z06. “It’s pretty incredible.”



Jay laments that his “old” ZR1, which cranks out “just” 638 hp, has been put to pasture by the new Z06.

But he’s obviously proud to be driving this new American car that ranks right up there with the best the world has to offer.

“A hundred grand compared to Porsche, Lamborghini, whatever, (the Corvette is) an amazing car,” Leno says. “And it’s actually great fun especially to me as an American to see this put alongside European exotics that cost two to three times more. You kinda get that little bit of pride – yeah, it’s made in America and it’s a Chevy and it’s a car you can drive every day.”

Jay says the fun thing about a Corvette is that nobody begrudges you for having one.

“You know, sometimes when you have a fancy sports car, people tend to go, aw, look at that guy. But a Corvette, you always get the sense that maybe the guy worked hard and he had a business and he kinda earned it for himself, that’s kinda what I like about these cars. This is like a working man’s dream.”

Most people can’t aspire to own a Ferrari or a McLaren or any car like that, Jay says, “but a Corvette, if you work hard and play your cards right, you can have one of the great supercars of all time for fairly reasonable money compared to other sports cars out there.”

Jay and Shad go over all the impressive performance particulars of the Z06 before Leno finally climbs behind the wheel and lets the Corvette prove itself to him on the road.

IndyCar Stars Pagnaud and Briscoe Join Corvette Racing for Daytona and Sebring

It's official.

IndyCar star Simon Pagnaud will be driving the No. 4 Corvette C7.R starting Jan. 9 along with Oliver Gavin and Tommy Milner in the annual Roar Before the 24, which serves as a three-day tune-up in front of the 53rd Rolex 24 at Daytona and the start of the TUDOR Championship.



Pagnaud is a longtime Honda driver but has moved over to Chevrolet with Team Penske in the Verizon IndyCar Series. He drove an HPD ARX-03b open-top P2 car and Riley-BMW Daytona Prototype at Daytona the past two years.

“Corvette is definitely an icon in American racing and as an American sports car,” Pagnaud said in a press release. “When I was racing for another manufacturer, I always noticed the presence of the Corvette and Chevrolet fans. I’ve always said that Corvette Racing is a proper program – well put together with a very impressive presentation, great drivers and a fantastic team. The results speak for themselves. It’s great to be part of it now.”

Pagnaud said it’s definitely a very different experience compared to prototypes but he has some good experience in GT cars.

“I look forward to now being part of the family by driving for Chevrolet and Corvette Racing,” Pagnaud said. “The Corvette C7.R is a beautiful piece of machinery with a lot of high-tech development. It’s a great platform for the development of road cars and supercars.”

Meanwhile, Corvette Racing also announced that Ryan Briscoe will be back with the team for the second straight year, sharing the wheel with the No. 3 Corvette C7.R team of Jan Magnussen and Antonio Garcia.

Both Briscoe and Pagnaud will also be competing for Corvette Racing in the Mobil 1 Twelve Hours of Sebring.

“Corvette Racing’s driver lineup for the Daytona and Sebring races represents a highly talented collection of drivers who are intensely focused on working together toward the common goal of winning,” said Mark Kent, Director, Chevrolet Racing. “Both Ryan and Simon are world-class drivers who know the kind of preparation, patience and skill needed to succeed in the top levels of endurance sports-car racing.”

The two racers have been successful in both open-wheel and sports car racing. Briscoe appeared in three events for Corvette Racing in 2014 – Daytona, Sebring and Petit Le Mans at Road Atlanta. The Aussie also made 18 starts in the Verizon INDYCAR Series with one top-five finish and 10 top-10s. He has seven IndyCar victories to his credit to go along with nine prototype wins in the American Le Mans Series.

Pagenaud has also won several times in both open-wheel and prototype competition. While competing in the IndyCar series, he won two races in 2013 and 2014, and finished third in the 2013 IndyCar championship.

Pagenaud signed with Team Penske and will drive a Chevrolet V6-powered IndyCar for the 2015 season. Previously, he spent four seasons in ALMS prototypes with nine victories as a factory driver.

“Thanks to Chevrolet for the opportunity, and of course thanks to Roger Penske and Tim Cindric in allowing me to be available,” Pagenaud said. “With this type of opportunity where you have the chance to go and run in a different category with a car and team that can win, it’s exciting and gets you very motivated. I really want to win Daytona. If we can do that with Chevrolet and Corvette Racing, I’ll be super excited and over the moon.”

Briscoe, meanwhile, said it’s a massive honor to be a part of the Corvette Racing program again. “To come back this year and be a part of the team for the endurance events, I’m really excited,” he said. “We’re hoping the pace and everything is there that we need to have to win with one of the Corvettes. We really were strong last year and had a little bad luck. Everyone on the team is extremely hungry and I’m really looking forward to it.”

Briscoe said it was a new experience for him in the GT class but he thinks it went really well.

“The team brought me on and gave me all the tools I needed to get up to speed and feel comfortable with the racecar,” he said. “I feel like it’s a comfortable pairing with Antonio and Jan. I really felt like I got really good track time and could put down really good lap times to hold my own. Before you get into it, you really don’t know how it’s going to go. You just want to do your best.”

Engine Build Experience Returns for the Corvette Z06’s LT4 Supercharged V8

We Corvette enthusiasts are passionate about our cars.

That leads some of us to pay extra to pick up our new Corvette at the National Corvette Museum, and still others of us to open our wallets even wider and pay to actually see our very own new Corvette being put together at the assembly plant in Bowling Green.

Now some owners will be able to take it to the next level and actually build the engine that will reside under the hood of their 2015 Z06!



Just try to do that with your new Ferrari or Porsche.

Chevrolet announced last week that the exclusive Engine Build Experience for Corvette Z06 customers will resume in March – the only program of its kind for supercar customers.

At \$5,000, it’s not cheap, but when you’re ordering the Z06 of your dreams at a cost of around \$100 grand, what’s another \$5K?

The unique program allows owners to help assemble their 650hp supercharged LT4 engine at the new Performance Build Center inside the Bowling Green Assembly Plant, the same powerplant that will eventually make its way into their own car.

“Chevrolet recognizes the passion customers have for Corvette and the Engine Build Experience offers them a truly unique opportunity for hands-on involvement in the creation of the heart of their new car,” said Harlan Charles, Corvette product manager. “It’s a chance to bond with their new car.”

All Z06 trim levels are eligible to check order code PBC to experience a Corvette enthusiast’s dream of a lifetime.

In case you’re worried about your technical skills, especially with such an exotic motor, you’ll spend the entire day with an engine assembly technician who will show you the way and closely oversee the build. Participants also get a personalized engine plaque identifying the owner/builder and the date of the engine build, along with professional photography of the experience.

Once the order has been placed with Chevrolet, the National Corvette Museum will be in charge of concierge services for the customer, following up on the scheduled build date and handling logistics on the day of the build. The customer has to pay travel costs to Bowling Green and lodging.

After the engine has been built, it moves to the vehicle assembly area of the plant, where it will be installed with the scheduled assembly of the owner’s Z06.

“It’s important for customers to understand their engine won’t be installed the day after they built it,” said Charles. “It will flow into the scheduling process for vehicle assembly, which depends on a number of logistical variables.”

Most Engine Build customers will no doubt opt for the additional assembly line tour and Museum Delivery.

California Chevrolet Dealer Marks Up A 2015 Corvette Z06 by \$49,995

Marking up Corvettes is nothing new.

If you were around in 1978, you no doubt remember how asking prices of the Corvette Indy Pace Car soared to astronomical levels after being spotlighted in the infamous “Wall Street Journal” article.

We’re not sure how many of them ever sold at those ridiculous prices that reportedly reached as high as \$75,000.

Now comes word of the latest example of poor public relations skills by a car dealer. It has been reported that a Northern California dealer is allegedly asking for some poor sucker to pay a \$50,000 “market adjustment” to buy their 2015 Corvette Z06 that stickers for just \$93,965.



We couldn't find a price on John L. Sullivan Chevrolet's website to confirm that "adjustment," but we're of the opinion that it doesn't really matter that they ask for that much extra. Might as well ask for \$300,000 because they're as likely to get that as they are \$143,965.

Sure, the Z06 is a whale of a car...for the MSRP, but we're not sure anyone would lust after one badly enough to pay \$50,000 extra when there are plenty of dealers across the country willing to sell them at sticker price.

We'd like to point out that there's nothing illegal with Sullivan Chevrolet asking any price it wants for one of its vehicles, a point confirmed by GM spokesman

"For the Corvette Z06, Chevrolet has established a Manufacturer's Suggested Retail Price we feel is right for the market. Actual transaction prices, however, are the province of the dealer," Carney said, adding that a dealer zone manager will be discussing the price hike with the dealership.

As the old saying goes, asking and getting are two different things.

Corvette Makes Edmunds Most Popular List for Second Consecutive Year

For the second consecutive year, the Chevrolet Corvette has made Edmunds.com most popular list which based on searches during the first 10 months of 2014. Joining the Corvette in the honor are six other Chevrolets including the Impala, Camaro, Traverse, Tahoe, Colorado and the Silverado 1500.

Edmunds.com groups the three most popular vehicles based on the highest car-shopper consideration in each vehicle segment. Also popular in the "Midrange Sport Car" category with the Corvette was the Audi A5 and the Ford Shelby GT500.



"Across the board, Chevrolet's model lineup is the strongest it's ever been," said Brian Sweeney, U.S. vice president of Chevrolet. "This award proves that Chevrolet is delivering the exciting designs, innovative technologies and safety features that customers want most."

The most popular list was determined by monthly website visits to Edmunds.com research and inventory pages as well as their model-year detail pages, reviews and build-and-price tools.

You can see all the vehicles that made the 2015 Most Popular on Edmunds.com.

National Corvette Museum Reports Highest Attendance in 20-Year History

The National Corvette Museum (NCM) has reported their highest yearly attendance since opening their doors in 1994. In 2014, 251,258 Corvette fans came through the turnstiles to see attractions ranging from the Corvette-swallowing sinkhole to the new NCM Motorsports Park. Previously, the NCM's highest attendance was 200,900 in 1999, the museum's 5th anniversary year. The 2014 total represents an increase of 67% over the 150,462 visitors in 2013.



Kudos must go to Executive Director Wendell Strode and the entire NCM staff for turning the potential disaster of the sinkhole into an international news media sensation—a classic public relations case of turning lemons into lemonade.

But the evil sinkhole was not the only story at the NCM in 2014. The year saw the official opening of the NCM Motorsports Park, which attracted over 38,000 guests for the opening festivities. In addition, the museum's 20th anniversary celebration, continued interest in the fantastic seventh generation Corvette, and the Assembly Plant Tours gave visitors even more exciting reasons to visit the Home of Corvette.

“The bar has certainly been raised for all of us as we now focus on 2015,” said Director Wendell Strode. “Continuing our commitment to make sure each visitor has an experience that exceeds their expectations will ensure our 2015 will be a success.”

The NCM, a 115,000 sq. ft. showcase to America's sports car, features over 80 Corvettes displayed in period correct settings including a mid-century barbershop, service station and historic racetrack. Their Corvette collection includes mint condition classics, one-of-a-kind prototypes, and modern technological wonders. Interactive exhibits, such as the “Pit Crew Challenge” let the whole family test their skills against the “pros”.



The General Motors Corvette Assembly Plant, located across the street from the NCM also reported an increase in visitors, with a total of 55,785 guests touring the facility in 2014. All in all, it was a great year for the NCM and the Corvette Assembly Plant. We'd like to give a big thumbs up to everyone who made it happen.
Congratulations!

GM to Skip Super Bowl Ads and Will Present the MVP a Chevrolet Colorado

No Corvette this year for the Super Bowl MVP.

That's the word from *Automotive News* regarding General Motors' advertising plans for this year's Super Bowl. GM will skip the ads during the game but will still have a presence as Chevrolet will be presenting the game's MVP with the new mid-size Colorado truck during the post-game show.

Last year, Chevrolet had two commercials during the game and presented a new Silverado truck to the game's MVP who was Seattle Seahawk's linebacker Malcolm Smith.

The last time a Corvette was awarded to the Super Bowl's MVP came two years ago with Baltimore Raven's QB Joe Flacco being awarded a 2014 Corvette Stingray just weeks after the seventh generation sports car was revealed in Detroit. Flacco had to wait nearly 10 months before picking up the new Stingray.

According to *Automotive News*, GM isn't the only automaker sitting out the big game. Recent Super Bowl advertisers Lincoln, Jaguar, Honda and Acura have all opted out of advertising during the game this year.

Last year there were 11 different automotive nameplates who aired commercials during the Super Bowl, accounting for over one-fourth of the total advertising time during the game.

Earlier this year, Chevrolet made headlines for the presentation of the Chevrolet Colorado to the MVP of Major League Baseball's World Series. During the award ceremony, Chevrolet district manager Rikk Wilde was very nervous and uttered the now infamous phrase "Technology and Stuff" when describing the new mid-sized truck.

Q&A with Corvette Chief Engineer Tadge Juechter

Jalopnik opened up their website on Monday to host a question and answer session with Corvette's Chief Engineer Tadge Juechter during the North American International Auto Show in Detroit. I missed the live version which was probably a good thing as the trolls were a plenty, but Tadge seemed to make the best of it and occasionally he trolled the trolls right back.

But in all that back and forth banter, Tadge offered some pretty interesting answers to some decent questions ranging from why the Z06 isn't naturally aspirated to the recent Zora ZR1 prototype spy pics, Ford's new GT sports car and the Nurburgring time for the Z06.



By far our two favorite exchanges during the question and answer session revolved around the mythical mid-engined Zora ZR1. When asked if there will be a ZR1, Tadge replied “We don’t talk about future product, I’m sorry. *Eventually all will be revealed.*” [emphasis added by me] Saying that “eventually all will be revealed” sounds to me like there is something in the future that will be revealed. We’ll take what we can get!

The second exchange regarding the ZR1 and its relation in performance to the new Z06, Tadge responded to “how do you top what’s already been done with the Z06” and he replies, “We left everything on the playing field with the Z06, we didn’t leave performance headroom for a ZR1.” For those that have driven the new Corvette Z06, that should give your chills.

Here’s the mostly full transcript with Tadge with just a couple of trolling comments left off for brevity.

Q: Hi! Are you doing this simply because the Z06 made a ZR-1 version obsolete? (Displays photo of the Zora ZR1 spy photos)

TADGE: I’m afraid Car And Driver overpaid for a poor photoshop job.

Q: How would you reply to the skeptics and other enthusiasts that are concerned that the new Z06 is being beat, in a straight line, by the previous generation ZR1’s?

TADGE: When you run a full tank of fuel through a Z06, the last lap (slowest lap) is faster than the first lap in a ZR1 (fastest lap). The Z06 is always faster than the ZR1 on the track.

Q: Any chance of a hybrid corvette in the future. Electric motors produce more power and torque for better performance possible four wheel drive.

TADGE: True, but they’re also heavy, expensive, and require batteries that take up all your luggage room.

Q: Can we get a wide body non supercharged Vette?

TADGE: If we did would you buy one?

Q: I heard Ford has a halo sports car now, and Dodge put 700+ horsepower in an old Mercedes. Can General Motors keep up?

TADGE: We’re pedaling as fast as we can. The Z06 is on the road right now and satisfying a great many customers.

Q: I learned recently that the grille on the Z06 directs more air into the engine than if the grille were removed. This seems like a good selling point and I was wondering if you could tell us more about it.

TADGE: That is true. It has been proven in many different tests and situations, we are astonished that it’s possible.

Q: How would you spec your Z06?

TADGE: Good question! I would get Z06 in laguna blue, with the 8 speed auto, blue interior with comp seats. No Z07 package.

Q: I realize that cost-cutting measures are inevitable with anything mass-produced. On the new Corvette, the worst example of this seems to be the paddle-shifters on the manual versions. It just doesn't make any sense, but they still made it through because I'm assuming it's cheaper to do that than designing a with-paddles and without-paddles version. The question is, what did the car gain as a result of this concession?

TADGE: Steering wheel mounted paddles are some of the most expensive switches on the car, it wasn't done for cost cutting at all. The bean counters had a hissy fit over it. It's expensive, but when you experience the rev matching, you'll discover that having a convenient way to turn it on and off is priceless.

Q: I was buzzed by a Z06 the other week who had his foot buried into the loud pedal as he flew past me on the highway, and I found myself highly aroused. Is that a special feature in the calibration that does that?

Yes, we sell a recording of it as a non-medicinal form of Viagra.

Q: Hello Mr. Juechter thank you for stopping in today! my question is in regards to the Z06 gaining a supercharger, why was that decision made? And why not have simply approached it with a different N/A setup something with individual throttle bodies?

TADGE: We looked at a number of different NA designs, even with the best tech applied, we could not meet our horsepower, durability, and emissions requirements for the lifecycle of this car. I was an NA fan, would loved to have done it.

Q: Will there be a more track focused take on the Z06 seeing as the C7 Z06 is heavier and seems more luxurious than previous Z06 models?

We have a few customer requests for a more pure, track focused model, and we are always studying potential future new products.

Q: Could we have a remote clutch bleeder available as a factory option for the C7? The part is so simple, and it's so easy to install before the powertrain goes in the chassis. Access to the bleeder has been a real problem for three generations. It would be worth it for the customer goodwill alone.

TADGE: Thank you for your input, we'll take a look at it.

Q: While working with the frame, what was the point where you decided it was strong enough to make a suitable convertible version, and why did you decide not to further strengthen the roof just because? Also, what are some tips for an undergrad entering automotive engineering?

TADGE: We increased the stiffness of the frame 60 percent to react the chassis loads we knew would come from the Z06 model, the performance of the frame is actually substantially improved with the roof in place.

Build something with your hands, get to know how to make things.

Q: What kind of hot weather track testing was done with the car? Do you think there is an easy-ish answer to the people who have experienced power loss during heavy driving?

TADGE: I don't think that many people have. I know relatively few customers who have experienced power loss. We have shown the car to hundreds of highly skilled drivers on warm days on track, and there has been relatively little drop off in performance.

Q: During development, did you guys start down something similar to Ford's 5.2 Voodoo, or did you

always know that this car needed forced induction to hit the power number?

TADGE: We started with NA, found we couldn't meet our requirements, so we changed to forced induction. We looked at a turbo as well, but for total vehicle performance, it wasn't as good as the supercharged version.

Q: Is there anything you can spill about the rumored upcoming ZR1? After the amazingness of the C7, which was then topped by the mindblowingness of the Z06, it's going to be hard to top what's already been done.

TADGE: We left everything on the playing field with the Z06, we didn't leave performance headroom for a ZR1.

Q: Did you intend for the black rear spoiler to resemble a mullet hairstyle? Because it does.

TADGE: Thanks for pointing that out

Q: What are your thoughts on the new Ford GT?

TADGE: I just looked at it 15 minutes ago, it's a lovely design with obvious elements of historic Ford GTs with some modern features. I think the production car will look a bit different than what they are showing here in Detroit.

Q: 1) Will there be a ZR1?

2) Is this the end of the front mid-engine Corvette or will you be producing a family of Corvettes — front mid-engine and rear mid-engine indefinitely?

3) Can you please clear up the situation with people complaining about the shifting of the automatic transmission. Many seem to be disappointed and feel it does not compare to the PDK or it was misleading. In track mode, the response is instant. But in tour mode, it's not quick like a PDK.

TADGE: 1) We don't talk about future product, I'm sorry. Eventually all will be revealed.

2) Same as above.

3) It might not be quite as quick in manual mode but in terms of speed of shift on the track it's wicked quick. The only way to assess it for the way you drive is to get in one and check it out.

Thank you.

Q: How do you think the Z06 will stack up against the new Ford GT? Did you have that car in mind when you engineered the Z06? Even though we peasants only found out about the GT today, I have a sneaking suspicion that you guys have known about it for a while.

TADGE: No, I found out about the car fairly recently. Nothing in the Z06 is designed with the GT in mind.

Q: Why did you decide to go soft with the track day version of the vette? Why not have a "track key" or something that richens up the mixture so it doesn't go into limp mode ????

TADGE: I think if you get behind the wheel you'll find that there is nothing soft about it.

Q: What is the life cycle of this Corvette? The C3 and C4 were built for too long, GM is doing a great job keeping the Corvette fresh recently, when will we see a redesign? Oh and bring back pop up headlights.

TADGE: We're only on year two. You can expect us to be on the seventh generation architecture for a while.

Q: You've described how the entire steering system stiffness was increased significantly on the Stingray. What were some of the other structures and systems where you reduced compliance in to impact the ride and handling on the C7?

TADGE: We want to have impedance mismatch at all chassis attachment points, very stiff on the body side, very stiff control arms, highly tuned compliant bushings enable precise wheel motion geometry.

Q: I know you more then likely have been bombed with the Ford GT Questions but what about the NSX. It's been on the show circuit forever. How does it stack up against the Z06? Doesn't stand a chance? Has a Fair shot?

TADGE: It's impressive on paper, the proof will be in the first tests. I suspect they'll do a good job.

Q: What's the Nurburgring lap time? When will we finally see video of a completed lap? It was such a big piece of the marketing... let's hear it, and how it compares with the C6 Z06 and C6 ZR1

TADGE: We went to the 'Ring last fall, and it rained almost the entire time. Never got one complete lap in. We could do a segment time, but we don't do that, we only publish times that are run continuously. The best proxy for a ring time is the VIR Grand Course, which we ran in 2:41.3, 4.3 faster than a ZR1.

Do the math.

Q: Is there even the tiniest talks about an XLR successor? I know GM has a thing about making something that might eat into Corvette sales, but I'm sick and tired of seeing Mercedes-Benz SLs everywhere.

TADGE: If we did would you buy one?

Q: How do manufacturers decide which racing series or events they will race in? Do you push Chevy to participate in specific events?

TADGE: We try to race in the type of racing that is most replicating what our most extreme customers would do. That's why we do endurance racing, trying to improve the breed and learn meaningful things that you can't learn in other types of racing.

The Corvette Z06 Will Soon Be Dethroned by the 200-MPH 2016 Cadillac CTS-V as GM's Fastest Production Car

For years, Cadillac has been trying to make a name for itself as a luxury performance carmaker. Most enthusiasts would say they've done a very good job of it with cars like the CTS and ATS.

Soon, though, it appears that Cadillac's racy resume will be even more impressive as it will be able to boast of having the fastest car in the entire General Motors fleet.

And that's saying something considering that the General makes the likes of the very speed-oriented 2015 Corvette Z06 and the Camaro Z/28 and ZL1.

But GM's new speed champion is soon expected to be the 2016 Cadillac CTS-V, capable of hitting an impressive 200 mph, its maker says.

Of course, we Corvette enthusiasts can take solace in the fact that the Caddy is being powered by a version of the Corvette's LT4 6.2-liter supercharged small block V8 that reportedly will crank out 640 horsepower.

Despite the loss of 10 horsepower compared to the Z06, the CTS-V apparently will still be capable of going some 5 mph faster than the Corvette supercar's top speed because it won't be slowed down by the kind of downforce-producing aerodynamic pieces that are standard on the Z06.



That aerodynamic package holds the Corvette down on the track, but it also apparently limits the car's top speed to "just" 195 mph, which is still much faster than the Camaro ZL1 and Z/28's peak marks of 184 mph and 172 mph, respectively.

Cadillac might not get to keep its speed title for long, though. Perhaps the rumored C8 mid-engine Corvette will reclaim the crown when and if it appears in a couple of years.

Hennessey HPE700 Corvette Stingray with 8-Speed Auto Undergoes Quarter Mile Testing

Texas-based tuner Hennessey Performance has been busy tweaking the new C7 Corvette Stingray over the last year with various packages designed to increase performance of the new sports car. Now that the 2015 model is out, Hennessey recently showed off the performance characteristics of its supercharged HPE700 package on a

Corvette Stingray equipped with the new potent 8-speed automatic transmission.

Hennessey's HPE700 package consists of a 2.3 liter supercharger system along with high flow cylinder heads and their HPE700 camshaft. Once the system is in place and the ECU is tuned, the Stingray puts out an estimated 708 bhp which translates to about 610 horsepower and 557 lbs-ft of torque at the rear wheels.



With the addition of a pair of drag radials for added grip, the HPE700 Corvette Stingray with the new 8-speed automatic ripped a 0-60 mph time in just 2.9 seconds and ran a quarter mile in a blistering 10.97 seconds at 131 miles per hour!

Bob Lutz Recounts Early Work on the Mid Engine Zora ZR1 Corvette Program

To paraphrase an old ad slogan, when Bob Lutz talks (or writes), people listen.

In a blog for *Road & Track* released yesterday, the veteran auto executive gives some insider background on the mid-engine Corvette that looks like it might finally become a reality after all these decades of teasing.

Lutz says the company has been thinking about a mid-engine Corvette for more than a decade, and he believes the stars may be lined up now for such a car.



He even saw rough plans for a mid-engine Corvette in 2003.

This is not just wishful thinking on the part of magazines and enthusiasts. There's science behind all this talk about a mid-engine Corvette.

If it happens, we can thank the likes of chief engineer Tadge Juechter, who way back in 2003 as Chevy was beginning work on a replacement for the C6 did a PowerPoint showing, "very credibly," according to Lutz, that the C6 ZR1 was at the limit of usable rear-wheel-drive performance.

"The problem was really the front-mid-engine layout—we couldn't get the engine low enough and far back enough for proper weight transfer to the rear wheels under acceleration," Lutz writes.

While Lutz was afraid that a mid-engine car would move the Corvette into a much higher price category, Juechter said back then that though the transmission would be more expensive, the final MSRP wouldn't be more than \$5,000 higher.

Of course, we all know that about that time, General Motors began going through severe economic problems, and the mid-engine idea again had to take a back seat.

Now, with the ultra-popular C7 Stingray making the Corvette one of the most respected names in the sports car business, the timing could finally be right to take the mid-engine plunge. With the multitude of awards given to the Stingray, Juechter and his team should have proven to GM execs that they know their business. Based on Lutz's recollections of Juechter's mid-engine cravings more than a decade ago, we know Tadge is a fan of the new engine layout.

"All things considered, I'd put the chances of a mid-engine Corvette at better than 50 percent," Lutz writes. "Mary Barra is all for exciting things. I don't think [ex-CEO] Dan Akerson would fully comprehend the value of a mid-engine Corvette, but she understands. She's really the first CEO that doesn't come out of the treasury office. With Mary in charge and Mark Reuss at product development, my guess is that, if work has indeed started on the Zora, it started six months ago."

Based on the recent spy photos showing what's believed to be a C8 mid-engine mule, we'd be inclined to believe Lutz is right.

Personally, Lutz says he hopes GM finally does make the mid-engine car long dreamed about by Zora Arkus-Duntov and millions of enthusiasts, “and I hope they use the name Zora,” he writes.

“That name sounds great and would pay homage to one of the most brilliant engineers GM ever had, the father of the Corvette,” Lutz writes. “I’m absolutely convinced they’ll get it right. The Corvette team’s objective is always getting a top model that has a better horsepower-per-pound ratio than anything on the planet. They benchmark everybody, including McLaren and so forth. The C8 will be lighter than the C7, and if they do the Zora, it’ll be ultralightweight.”

Rick Hendrick Buys the 2015 VIN 001 Corvette Z06 Convertible for \$800K at Barrett-Jackson

Friday night at the Barrett-Jackson Collector Car Auction in Scottsdale, Arizona, the first retail 2015 Corvette Z06 Convertible wearing VIN 001 was auctioned for charity. Surprising nobody, the winner of the auction was Chevrolet dealer and NASCAR team owner Rick Hendrick who paid \$800,000 for the black and red Z06 droptop.

On hand from Chevrolet to present the 2015 Corvette Z06 Convertible was Bowling Green Assembly Plant Manager Jeff Lamarche as well as Corvette Racing ambassador Ron Fellows who offered a three day Performance Driving Course from his school at Spring Mountain Motorsports Ranch and Country Club.



With the purchase of the first Corvette Z06 Convertible, Hendrick has run the board by purchasing all four new C7 Corvettes models with VIN 001. His bid for all four Corvettes started in January 2013 with the purchase of the first retail 2014 Corvette Stingray Coupe which he paid \$1.05 Million. Three months later he paid \$1 million for the first 2014 Corvette Stingray Convertible. In April 2014 at Barrett-Jackson’s Palm Beach auction, Rick paid \$1 Million for the first retail 2015 Corvette Z06 Coupe.

The only difference in last night’s auction to the other three was that the first Corvette Z06 Convertible was already built while the previous three auctions gave Hendrick the opportunity to spec the cars they way he wanted once retail production started. Chevrolet’s Corvette Team sort of had an inkling that Hendrick would be a bidder on the Z06 Convertible and so they outfitted the car in Black with Red interior which is how Hendrick had the first three VIN 001 Corvettes built.

There were basically two bidders last night for the first retail Corvette Z06 Convertible. While there was no doubt that Hendrick wanted the car, Chevrolet dealer Dave Ressler was also a party to the bidding but his final bid of \$790,000 was not enough to pry the car away from Hendrick. Ressler not only owns the world’s oldest retail Corvette – a 1953 Corvette with VIN 003 – but last year he also purchased the first retail 2015 Corvette Stingray Coupe with VIN 001 for \$400,000 at Barrett-Jackson’s Las Vegas auction in September 2014.

The real winners in the Hendrick auctions have been the charities that received 100% of the auction price on each of the four cars. With the purchase of the four VIN 001 Corvettes, Hendrick has now donated a total of \$3.85 million which went to the various charities supported by General Motors in each of the auctions. Last night’s auction of the 2015 Corvette Z06 Convertible benefited the United Way.

Chevrolet Shows Off Their 2015 NAIAS Display with a Drone

When the doors opened to the 2015 North American International Auto Show in Detroit last week, visitors to the Chevrolet area were greeted with an all new display featuring six 20 foot tall transparent screens that told the stories about the cars, trucks and crossovers through video and coordinated LED lighting and music.



The Chevrolet display features a “Main Street” where you’ll find the latest from Chevrolet – the 2015 Corvette Z06, Chevrolet Trax and the 2015 Motor Trend Truck of the Year, the Chevrolet Colorado. Main Street will lead visitors to the Chevrolet Theater which features a massive high resolution screen that is 73 feet long and 20 feet tall. That’s where Chevrolet is featuring the newly redesigned 2016 Chevrolet Volt.

“We’ve reimagined the auto show by putting the show back at the center with state-of-the-art technology,” said Tim Mahoney, chief marketing officer, Global Chevrolet. “The display is designed to connect with attendees and show how the brand continues to Find New Roads.”

To really capture the feel of the interactive display for 2015, Chevrolet turns to another new emerging technology – video drones – to give viewers an unrivaled look at the automotive products on display in Detroit.

National Corvette Museum Creates New Display for World’s Only 1983 Corvette

The National Corvette Museum (NCM) now has a new exhibit for the world’s one and only remaining 1983 Corvette thanks to the generosity of the Dyer Family Foundation. The white coupe was previously displayed in the Skydome mixed in with the other Corvettes, just blending in with its surroundings. Now, the new display for this unique part of Corvette history is featured in the Gateway where, surrounded by print and video media telling its story, it is the center of attention.



Corvette Lovers Create Display

The Dyer family grant is in memory of Calvin and Frances Dyer, both avid Corvette enthusiasts, who personally owned four; a 1986, 1989, ZR-1, and 1997. “We are so appreciative of the Dyer Family Foundation’s gift to help further the Museum’s mission of celebrating, preserving and educating visitors about Corvette,” said Museum Executive Director, Wendell Strode.

Other NCM supporters jumped in to help out with the design and setting up the display. “A truss surrounds the car holding informational graphic panels that help tell the story,” said Bob Hellmann, Facilities & Display Manager. “Thanks to Final Finish, Adam’s Polishes and Heartland Media who sent representatives to finalize the truss display, as well as cleaning and revitalizing the car, we now have an eye-catching showcase for this historical American sports car.”

Delay in 1983 Corvette

In order to understand why there is only one 1983 Corvette, we need a bit of background about vehicle manufacturing. Historically, manufacturers have revealed cars for the new model year in the fall of the preceding year—thus, the introduction of the fourth generation 1983 Corvette (C4) was originally scheduled for October 1982. The C4 was to have all-new chassis and body, and would incorporate the latest technology. Remember, the C3 had been in production for 14 years and technology had made significant progress in that time. According to then Corvette Chief Engineer Dave McLellan, “We were trying to figure out how to bring the car back to date in all aspects,” said McLellan. “There was new technology that hadn’t been used in Chevrolet or in any automotive yet.”

Before any car is cleared for production, the manufacturer makes a series of pre-production, or “pilot line” cars. These are cars made using parts and assembly techniques that will be incorporated into the production cars. The “pilot line” cars are then subjected to further durability and reliability testing to insure that everything works as intended. For the 1983 Corvette, 43 “pilot line” Vettes were made, with 33 going to Corvette engineering for testing and development, and 10 kept at the Corvette Assembly Plant in Bowling Green for further development of manufacturing techniques.

The magnitude of the issues created by the new design and technology were such that they could not be resolved in time for the full production cars to make their October 1982 introduction date. General Motors made the decisions to delay introduction until January 1983 and for the cars to be serialized as 1984 models.

One Pre-Production Corvette Escapes the Crusher

What happened to the 43 “pilot line” cars? As with any non-production test vehicles, GM ordered them to be destroyed. All were sent to the crusher except for VIN 1G1AY0783D5110023 which somehow managed to survive. There are rumors that some canny assembly plant personnel hid the vehicle for years until they receive a commitment from GM that it would not be destroyed. Whether that’s fact or fiction, we’ll probably never know.

We do know that #023 is now in a position to receive the attention that it so richly deserves for its starring role in a unique part of Corvette lore. We Corvette fans owe a big “thank you” to the Dyer family for making it possible.

2015 Corvette Z06 vs 2014 SRT Viper TA at the Strip

“The drag race America demanded.” That is certainly true for Corvette fans who saw what happened when a Corvette Z06 with the Z07 Performance Package went up against a Viper TA in seven different roll races and lost.

In this race which takes place on the controlled environment of a drag strip, we got an example of a base aero Corvette Z06 (base splitter, no rocker panels and smaller rear spoiler) but still packing the potent 6.2L supercharged LT4 making 650 hp.



The track-focused Viper TA remains an elusive target for Chevrolet’s Z06. With an 8.4 liter V10 making 640 horsepower, the super snake also has the benefit of weighing about 100 pounds less than its crosstown rival and with only 1320 feet of drag strip, any advantage helps.

The Viper appears to get the better launch why we see the Z06 appear to bog. But once the Corvette gets some grip under the meaty Michelins, its blasts down the strip, overtaking the Viper and beating it with a run of 11.75 seconds at 124.35 compared to the TA’s 12.17 seconds at 122.97 mph.

We doubt this is the last word on the subject but we sure are enjoying the renewed rivalry between the Viper TA and the Corvette Z06.

Corvette Racing at Daytona: Start of a New Season

No easing into 2015 for two Chevrolet Corvette C7.Rs

- Second season with Chevrolet Corvette C7.R in IMSA competition
- Both Corvettes led in GT Le Mans class in last year’s Rolex 24
- Corvette C7.R based on production Chevrolet Corvette Z06

DETROIT (Jan. 20, 2015) – The second season for the Chevrolet Corvette C7.R begins this weekend with Corvette Racing set for the 53rd Rolex 24 At Daytona and the start of the 2015 TUDOR United



SportsCar Championship. Saturday's start will be the second consecutive at the twice-around-the-clock race for the team, which prior to 2014 hadn't raced at Daytona in 13 years.

This time around, the No. 3 and No. 4 Corvette C7.Rs will look to recapture the magic of the 2001 race when Corvette Racing took an overall victory in the Rolex 24. The two Corvettes will be in capable hands this weekend – Antonio Garcia, Jan Magnussen and Ryan Briscoe will pilot the No. 3 Corvette C7.R while Oliver Gavin, Tommy Milner and Simon Pagenaud will share the No. 4 Corvette C7.R in the GT Le Mans (GTLM) class.

All six drivers logged significant time two weeks ago in the three-day Roar Before the 24 test, and Corvette Racing also tested twice in late 2014 to prepare for the TUDOR Championship season. Magnussen was the third-fastest driver at the Roar in the No. 3 Corvette with a 1:44.500 (122.641 mph), and Milner was sixth-fastest at 1:44.799 (122.291 mph).

Long-distance races are nothing new for Corvette Racing. The team has competed for the last 15 years at the 24 Hours of Le Mans and raced at the Sebring 12 Hours each year for the past 16 seasons. Still, the physical and mental demands of racing for 24 hours are challenging no matter how much experience a driver, crew member or engineer possesses.

In Corvette Racing's return to Daytona in 2014, both the Corvette C7.Rs – based on the road-going Corvette Z06 – led during the race before mechanical maladies struck. The No. 3 Corvette suffered engine cooling issues just prior to the halfway mark. The No. 4 Corvette led into the 22nd hour before a transmission bearing failed on the car's gearbox. At the Roar two weeks ago, however, both cars ran Friday and Saturday with little issue. The 2015 TUDOR United Sports Car Championship begins with the 53rd Rolex 24 at Daytona from Jan. 24-25 at Daytona International Speedway. Coverage will alternate between FOX Network, FOX Sports 1, FOX Sports 2 and IMSA.com. Flag-to-flag radio coverage will be available via IMSA Radio.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

(Testing and preparation) *"We went through a lot of details and pretty much everything the team wanted to try or to do something different. There isn't time to really test on the race weekend; you can concentrate in a few setup areas but that's it. You know how things will go and you just need to double-check things on the track. Once you have everything set from the Roar, there is not much else you can do. Track time is limited and you need to cycle through all the drivers. Conditions are very difficult also because the sessions are usually shorter and further apart in time. You need to get to raceweek with everything tested."*

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

(Approaching 2015 Rolex 24 vs. 2014) *"It's a different situation now. We have a much better sense of direction for the car. It's still new to us in terms of developing it. There is a long way to go and we are still learning. But we're not starting from zero this time. We have a good foundation to build on. It's definitely an advantage over last year."*

RYAN BRISCOE, NO. 3 CHEVROLET CORVETTE C7.R

(Mindset as a third driver at Daytona) *"My mindset is to work with the team and do whatever it takes to have the best preparation in order to be the best at the end. The approach may be a little different from the team standpoint because they're hopefully going to feel a little more confident in me and feel like I don't need as much time in the car to get up to speed. Last year, maybe a little bit more was taken away from Jan and Antonio in the beginning. But I don't think it changed much for the team. I think we'll have the same approach and will make good decisions to get the best setup out of the car."*

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

(Differences in 2015) *“The main thing is that we’re one year on with this car. Last year was the first time Corvette Racing had been at Daytona in almost 15 years. It was the first time a lot of us who had come from ALMS were there under one banner for the TUDOR Championship. There was a lot of feeling-out going on. No one really knew how it was going with all the cars being mixed together. This year I think everyone is coming in and they’ve already got an idea as to how everything is going to work after doing a full season of racing with everyone else. It should run a little smoother this year. Not only will the drivers for Corvette Racing have a better understanding of what to do and how things are run, everyone else will as well.”*

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

(Endurance history) *“Daytona is obviously something different in that it’s a long-distance race where anything can happen. We were certainly pretty competitive in all the long-distance races last year. This tends to be our strong suit – both Oliver and myself along with the team. Certainly our competitors have worked hard over the winter like we have to make their cars better. It’ll be fun to see how competitive we are. It should be close and competitive. The has the potential for being one for the history books.”*

SIMON PAGENAUD, NO. 4 CHEVROLET CORVETTE C7.R

(First race with Corvette Racing) *“The Corvette roster is the standard. They can win in any class and in any car in the world. It’s really cool to be teammates with all of them and enjoy some good racing together. It’s such a professional team. In racing, you always hope you will get a chance to be a part of the best teams and when it does, it is incredible.”*

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

“We accomplished our test program at the Roar in two days. It is an encouraging sign and was very important to get a good sample of data and feedback for when we return to the track Thursday. We were able to get all six drivers – especially Simon and Ryan – significant seat time, which can be difficult at Daytona given the schedule. Everyone at Corvette Racing is looking forward to another great Rolex 24 At Daytona.”

Is the Corvette Headed to Australia for Holden?

Our friends down under may soon be able to buy a fancy new American car at their Holden dealer in Australia.

That was the word last week from Stefan Jacoby, head of General Motors’ international division.

Jacoby didn’t give many details about the new car, but he did tell Australian media this week that Holden will get a “halo model” after production of the V8 Commodore ends in 2017.

What that exact halo model will be has not been confirmed by GM, but by process of elimination, the Corvette is the likely choice.



“We will bring a true sports car to Australia for the brand Holden,” Jacoby said. “It will be something which fulfills the requirement of a true Holden sports car.”

Jacoby confirmed that the car will have a V8 under the hood and will go on sale in 2018.

News Corp believes the Corvette will be that car, since the new generation Camaro has not been developed for right-hand-drive and the Cadillac V8 won't fit a steering wheel on the right side because the engine takes up too much room. Also, the 2018 timeline falls in place with the rumored C8 Corvette.

Then there are the subtle messages sent through GM leaders back in 2013.

Even chief engineer Tadge Juechter, at the unveiling of the C7 in 2013, told reporters: "We want the Corvette to come to Australia. I get letters from Australia all the time. Our primary competition sells left- and right-hand-drive, so that's what we want to do. Our plan is to make this a truly global car."

GM's then-boss Dan Akerson also told News Corp Australia at the same time that the Corvette would be made in right-hand-drive and would be arriving in Australia "soon."

Akerson and Juechter may have been a little too enthusiastic at the unveiling, though, because less than 24 hours later, Akerson's second-in-command Tim Lee, then the leader of GM's international operations, reneged on that promise, saying "I have no idea what (Akerson) said but we have no plan to put a right-hand-drive under that bonnet. The Corvette is a Chevrolet, it's not a Holden, it never will be, next question."

Apparently, Akerson and Juechter were right all along, at least based on Jacoby's comments last week.

The Aussies better be ready to open their wallets, though, because News Corp believes the Corvette will cost close to \$100,000, same as a current HSV GTS sedan, after exchange rates and shipping costs are figured.

2015 Corvette Z06 Voted Sexiest Vehicle at NAIAS By Detroit News Readers

The 2014 Corvette Stingray and the 2015 Corvette Z06 have won plenty of awards over the past few months. The Z06 added to that stack of trophies this week by being judged the "Sexiest Vehicle" in the *Detroit News'*

Readers' Choice awards for the 2015 North American International Auto Show. No surprise there.

The Z06 earned the nod from the 100 Detroit News readers who were chosen to serve as judges out of more than 1,000 who applied for the job.



The judges checked out all the cars on the show floor for two hours before naming the winners, which were honored during the Detroit Economic Club's annual luncheon Tuesday with the Big Four: Detroit Mayor Mike Duggan, Wayne County Executive Warren C. Evans, Macomb County Executive Mark Hackel, and Oakland County Executive L. Brooks Patterson.

“This is the 12th year of The Detroit News Readers’ Choice Award, the only award decided by the people who will actually be buying and driving the vehicles on display,” auto critic Henry Payne told the crowd at the luncheon at Cobo Center. “Our Detroit News readers certainly felt the love when we asked 100 of them to tour the show last week and select their favorites.”

Another Chevy, the 2016 Volt, earned “Most Earth Friendly” honors with its second-generation improvements including a more efficient 1.5-liter four-cylinder generator, lighter weight, and increased 50-mile electric range.

Other winners were:

- Best of Show – Ford GT
- Best Future Fantasy – Mercedes F015
- Best Family Hauler – Chrysler Town & Country
- Best Curves – Ford GT
- Most Innovative – Ford F-150
- Best Value – Dodge Dart
- Most Luxurious – Bentley Mulsanne
- Most Awesome Off-Road – Ford F-150 SVT Raptor.

Track Redemption for the 2015 Corvette Z06 with the First Blown Engine

Sometimes a sad story does have a happy ending.

You may recall the poor fellow whose 2015 Corvette Z06 suffered a blown engine the day after Christmas, of all days, after he had enjoyed driving the supercar for just 891 miles.

But don’t fret any longer for Lawdogg149, as he is known on Corvette Forum.

Thanks to a great effort by Chevrolet and his dealer, Lawdogg is back in the saddle again in his Torch Red Z06, and we can even watch them on the track through a video captured by his Performance Data Recorder.



Five days after the blown engine, Lawdogg shared a photo of the LT4 motor that would eventually serve as the replacement. The new motor was quickly installed and broken in, and Lawdogg was able to attend a much anticipated track event at Road Atlanta on Jan. 10-11.

In case you’ve been upset by those videos showing a Viper beating a Z06, Lawdogg can put your worries to rest since he owns both models.

“I would say after both days of driving both the Viper and the Z06, the Corvette wins the award,” Lawdogg reported to Corvette Forum. “I ran several split sessions of 15 minutes Viper (and then) 15 minutes Z06. The Corvette was a lot quicker and more balanced in the turns.”

Lawdogg says his best lap time at a 42-degree Road Atlanta (with a passenger) was 1:35.02 (that lap happens at 24:03 in the video) and he's definitely impressed with his new Corvette.

“Let me just say wow again,” he wrote on the forum. “Never have I owned a car that I could not find the limits in two days tracking. My fastest lap was at the end of the second day with a passenger. I tried all weekend to find the car's limits, but it kept on taking more and more. I would enter a turn at what I thought was the limit for the car and tires, only to find that it stuck. Next lap I would try even faster. I would stick again. Most of my weekend was with passengers. That is what I enjoy doing the most: letting others experience the car as much as I do.”

We're glad to hear that Chevy stepped up to the plate and provided Lawdogg with a new engine so quickly. It sounds like he's not holding a grudge and is definitely enjoying being one of the few lucky Z06 owners.

Secrets of the Corvette Z06

The Z06 Corvette option has typically had a single purpose: To humble would-be Corvette competitors foreign and domestic, offering supercar performance and handling at a price point that can't be achieved by any other manufacturer. Here are a few of our favorite facts about the Corvette Z06:



1. The first Z06 was built in 1963. The second-generation — or C2 — Corvette was the first to offer the Z06 package. Corvette godfather Zora Arkus-Duntov conceived the option package that mated Chevy's fuel injected 327 V-8 with uprated brakes and suspension (and in most cases a larger, competition-ready fuel tank) to give privateer racers a leg up in competition during a time when GM couldn't field a factory race team. Simply called an RPO (“regular production order”) Z06, it was pricey and consequently selected mostly by owners who intended to take their Corvettes racing. Today 1963 “big tank” Z06s are among the most collectible Corvettes.
2. The option was dormant for 28 years. There was no C3 or C4 Z06, and the name finally returned for 2001 in a very special C5. Offered only in the most rigid and lightest-weight hardtop body style, the 2001 model came with an LS6 small block rated at 385 hp. It was quickly uprated to 405 hp for the 2002 model year — as if the official ratings mattered. In a fine Corvette tradition going back to the 1967 L88, it was found that Chevy had underrated the horsepower significantly; north of 425 hp was closer to the truth.

3. Since 2001, only model years 2005 and 2014 have been without a Z06. In every iteration but the C2, there has been at least a one-model-year lag to let the new vintage breathe before shocking the crap out of enthusiasts with the introduction of the Z06. The C6 Z06 arrived as a 2006 model and the C7 Z06 will be a 2015 model.
4. The 2004 C5 Z06 and 2012 C6 Z06 are among the elite group of street cars ever to have broken an eight-minute time around the Nordschleife, part of the Nürburgring complex near Cologne, Germany. The 2015 Z06 will almost certainly join this group (probably with the A/C blasting, the stereo on and not otherwise breaking a sweat). Nicknamed “The Green Hell” by F1 pilot Sir Jackie Stewart, the Nürburgring is acknowledged to be one of the toughest and most dangerous circuits in the world.
5. The 2015 C7 Z06 is the first factory supercharged Z06 and the first to offer an automatic transmission. Reputable aftermarket suppliers like Mid America Motorworks have long offered various superchargers to Corvette owners who want a blower, but the 2015 Z06 is the first to come with a supercharger — and the accompanying wail — straight from the factory. We have to admit, however, to being less-than-enthused about the new two-pedal option. The prospect of Z06 ownership by manual transmission-challenged twits like Justin Bieber and Kanye West is somewhat depressing. Thankfully, the insanely reasonable base price of under 80 grand will likely be terminally off-putting to the Cristal-snorting, Veblen good-obsessed crowd.

The All-New C3 Corvette at the 1968 Detroit Auto Show

Car shows like the Detroit Auto Show are important events for the automakers as it gives them a forum to present their vehicles to a wide audience. It also seems like as long as there have been auto shows, there have also been some pretty girls nearby to tell you all about that shiny new car.



This may have a photo op along the lines of “Hey, let’s put a blonde on the hood of the big block 427 while the car spins around” or perhaps she was showing off the strength and rigidity of the fiberglass hood. Regardless, this is just one of those iconic photos that gives a glimpse into how cars were marketed 47 years ago. And not much has really changed since then...

Girl Turns Tables On Guys with the Corvette Gold Digger Prank

Have you seen the Gold Digger pictures where a guy stands next to a really expensive car and asks women if they want to go for a ride? Those that say yes are assumed to be “gold diggers” as they think the guy has some deep pockets. But put that same guy next to a beat up Honda Accord and he gets rejected every time.

That’s the premise of this picture only with a twist. A pretty girl is the protagonist and the bait car is new Torch Red C7 Corvette Convertible.

Model Irina Voronina has no problem picking up guys in Hollywood with her red Corvette. Just a simple “Want to go for ride in my Corvette” from her is all that it takes to get more than one guy in the car. In fact, she even gets a guy to ditch his girlfriend to go for a ride, with the promise of bringing him back in a couple of hours.

But when the shiny red Corvette is replaced with silver mini van, she is rebuffed in her advances to get guys to go for a ride every time.

So the real question is what was the attraction for the guys that said yes? The pretty girl or the Torch Red Corvette?



The Story Behind the World’s Only Jet Powered Corvette

Way back in ancient times, say in the era of the 1960s, there was great interest amongst the world’s great automotive companies in a new and remarkable power source, the gas turbine, more commonly referred to as the jet engine. It was a time when the Jet Age showed signs of coming down to earth.

But, as we all know, the great Jet Age on wheels never got off the ground. Vince Granatelli, however, was not convinced and when a customer came into his Pit Stop Service shop in the late '70s seeking an outrageous custom car, he immediately thought of a gas turbine power plant. If the name Granatelli sounds familiar to you, it should—Vince is the son of Andy Granatelli of STP and Indy 500 fame. Andy entered the most famous turbine-powered car in Indy 500 history in 1967, one that came within a whisker of winning the whole shebang. With a big lead and only three laps left in the 200-lap race, the turbine car ate a \$6 transmission bearing and coasted to a stop.



The powers at Indy saddled future turbine-powered cars with so many restrictions that they became uncompetitive and faded back into the woodwork—except in Vince Granatelli's shop where he had a few left over from his father's turbine adventures. One of the few cars available that could accommodate the gas turbine under the hood was the Corvette, so it became Vince's choice to convert into a fire breathing jet.

The result is a stock-looking 1978 Corvette that is like no other. While the body may look stock, the entire front end of the chassis was modified to take an 880 horsepower Pratt & Whitney gas turbine engine. Oversize disc brakes are needed to provide the stopping power and a modified GM transmission connected to a beefed-up driveshaft deals with the monster 1,160 lb-ft of torque that the engine provides.

A special gearbox is required to reduce the normal engine speed of 37,500 rpm to a more transmission-friendly 6,320 rpm and a clever bit of ductwork handles the tremendous amount of hot exhaust gas from the engine. If you look carefully at the car, it appears to, and actually does, have an increased ride height. This

allows the entire underside to be a huge exhaust duct which extends across the entire width of the rear of the car.

How is the car to drive? In a word, different. The idle speed of the turbine will drive the car at 60 mph, so most of the driver's effort is keeping the brake on to limit the speed. Due to the massive torque, acceleration is brisk at any speed, although there is a bit of a lag between movement of your right foot and actual acceleration. The 0-60 mph time of 3.2 seconds was, no doubt, impressive for its time, but some of today's supercars can match that without the issues raised by the turbine engine.

Milton Verrett bought the car in 1982 for \$550,000. It was recently offered at the Barrett-Jackson Scottsdale auction, but the top offer didn't match the reserve.





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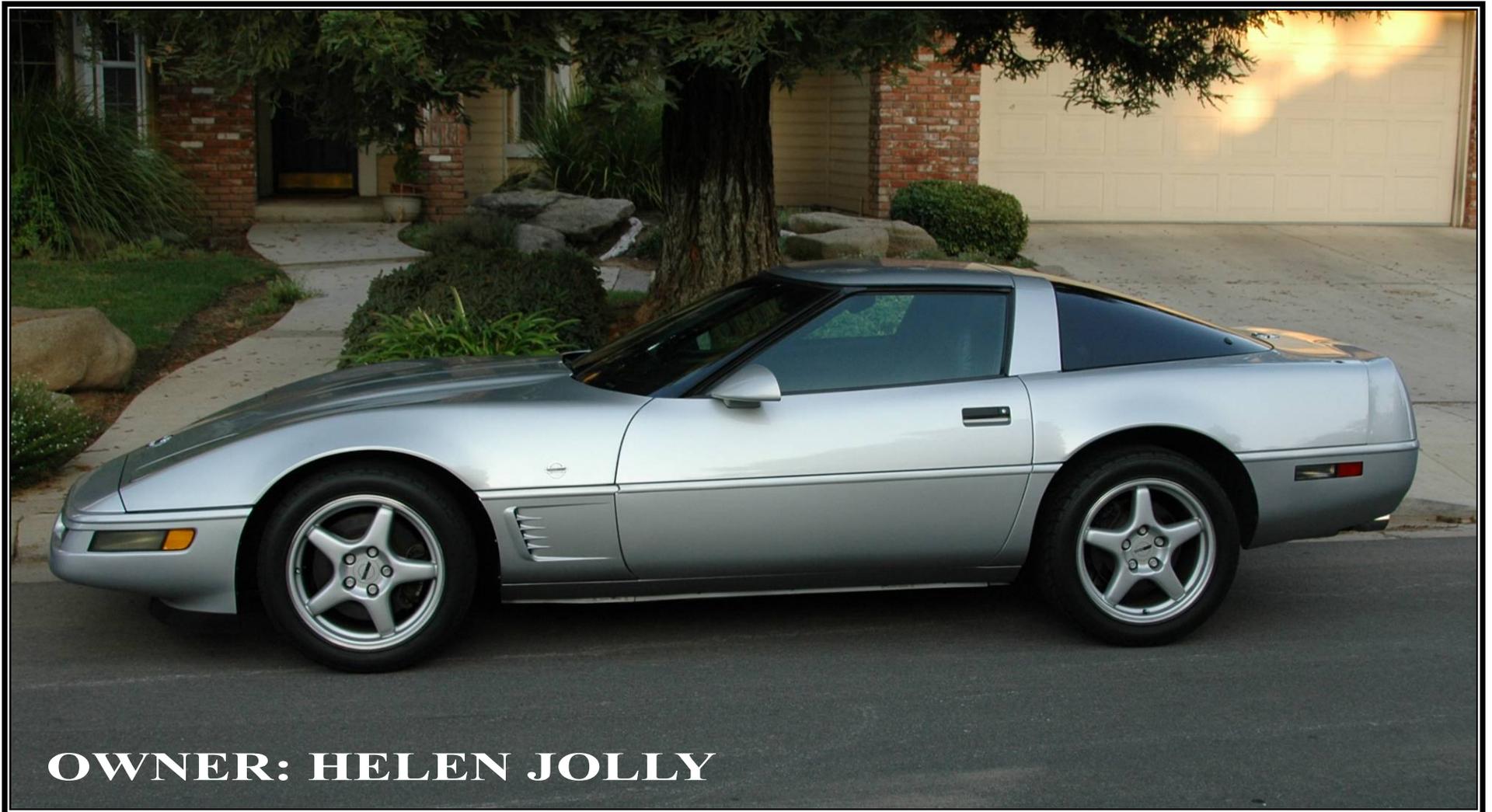
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