

# FIBERGLASS FOREVER



## CORVETTES OF FRESNO

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

**ESTABLISHED 1963**

**MARCH 2015**



**OWNER: MARVIN & MARY ANN SCOTT**

### MARK YOUR CALENDARS

MARCH 7, 2015 - SANGER BLOSSOM DAY FESTIVAL & CAR SHOW - SEE FLYER FOR INFO

MARCH 14, 2015 - MYSTERY DINNER RUN - CHUCK FECCIA - 559-432-4228

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

MAY 16, 2015 - SATURDAY CORVETTE FEED & SPEED - JIM KOZERA - 559-260-0304

# 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](http://www.corvettesoffresno.com)  
also released via e-mail - [jim.agar@att.net](mailto: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](http://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](http://www.corvettesoffresno.com)

also released via e-mail - [jim.agar@att.net](mailto: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

## 1955 TRIVIA



The 1955 Corvette finally achieved "true" sports car status with the introduction of 265 cubic inch, 195 hp V-8 engine and 3-speed manual transmission.

To commemorate the new V-8 engine, 1955 Corvettes featured an enlarged, gold "V" in the "Corvette" script on the front fender panels.

## CORVETTES OF FRESNO, INC 2015 OFFICERS

**President:** Chris Campbell  
**E-mail:** [president@corvettesoffresno.com](mailto:president@corvettesoffresno.com)  
**Phone:** 559- 289-8054

**Vice Pres.:** Chuck Feccia  
**E-mail:** [events@corvettesoffresno.com](mailto:events@corvettesoffresno.com)  
**Phone:** 559-432-4228

**Secretary:** Nancy Teixeira  
**E-mail:** [secretary@corvettesoffresno.com](mailto:secretary@corvettesoffresno.com)  
**Phone:** 559-449-1505

**Treasurer:** Kaye Campbell  
**E-mail:** [treasurer@corvettesoffresno.com](mailto:treasurer@corvettesoffresno.com)  
**Phone:** 559-681-1510

**Membership:** Clay Mumby  
**E-mail:** [membership@corvettesoffresno.com](mailto:membership@corvettesoffresno.com)  
**Phone:** 503-507-3059

**Webmaster:** Chris Campbell  
**E-mail:** [webmaster@corvettesoffresno.com](mailto:webmaster@corvettesoffresno.com)  
**Phone:** 559-289-8054

**Newsletter:** Jim Agar  
**E-mail:** [newsletter@corvettesoffresno.com](mailto:newsletter@corvettesoffresno.com)  
**Phone:** 559-297-2200

**WSCC Representative:** Allen Teixeira  
**E-mail:** [representative@corvettesoffresno.com](mailto:representative@corvettesoffresno.com)  
**Phone:** 559-449-1505

**Sunshine:** Sharon Minnich  
**E-mail:** [sunshine@corvettesoffresno.com](mailto:sunshine@corvettesoffresno.com)  
**Phone:** 559-449-3331



(559) 291-7711

At Shaw and Freeway 168 in Clovis  
[www.hedrickschevrolet.com](http://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](mailto:newsletter@corvettesoffresno.com)



# THE PRESIDENT'S EXHAUST



**Hello Everyone,**

**Excellent attendance at the February General Meeting, with guests we had around 75 people. It's great to get together and see everyone, but let's keep in mind, the acoustics of the room allow even the lowest voice to travel. It's not easy to get up in front of everyone, please keep that in mind and be respectful of the person who is speaking. You can show your respect by not carrying on conversations during the meeting.**

**Looks like we have a full year coming up, with many different types of runs and events. Chuck Feccia did a great job covering all of the dates and details, see this Newsletter or the Web Site for more information.**

**Clay Mumby had the Membership information well organized and took good care of our many visitors. No winner for the name tag drawing, so it's up for grabs next time, good thing, I have to find my name tag!**

**Kaye Campbell was loud and clear at the meeting with her Treasurers Report, with the help of an amplifier and mic. Thanks to the restaurant for providing the equipment. This will also come in handy for those who want to speak in front of the Membership.**

**Billie Talley has spent many years planning and running our annual Christmas Party, it takes a lot of time and effort to set up this yearly event and she has done a great job over the years and we appreciate all of her hard work. This year she has decided to pass on the responsibility to someone else. Sharon Minnich offered to take over the Christmas Party duties, if we couldn't find anyone else. I know that Sharon will do a great job, she has already been in contact with many restaurants and is working out the details. Join me in thanking Sharon for taking on this new role.**

**Our Newsletter, by Jim Agar, continues to be the best one around and the Tahoe Committee has all of the details covered, this should be an epic event.**

**Well that's all for now, be safe and "Save the Wave"!**

**Chris Campbell**





## CORVETTES OF FRESNO - GENERAL MEETING MINUTES February 17, 2015



**Call to Order:** President Chris Campbell called the meeting to order at 6:58 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 January 2015 are published in the COF newsletter. A motion to waive the reading of the January 2015 minutes was made by Lynn Agar and seconded by Nick DiLiddo, Motion carried. A motion to accept the January 2015 minutes as published in the Fiberglass Forever newsletter was made by Jackey Christani and seconded by Margaret Gonzalez, Motion Carried Unanimously!

**Treasurers Report:** Kaye Campbell reported the accounts activity for January, 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 Allen Teixeira Motion Carried Unanimously.

**Membership:** Clay Mumby reported attendance for the February 17, 2015 meeting. There were 61 members and 13 guests present. Guest who introduced themselves were, Tony Greco, , Louis & Socorro Biglieri, John & Cece Karlie, Joe & Aleyda Valencia , Sam Smith, David & Carol Trauger, and Michael & Toni Labrucherie. Tom & Amelia Kutz. Were presented their membership package and welcomed as the newest club members. Corvettes of Fresno, has 116 members and 75 corvettes.

All February birthdays and Anniversaries were acknowledged. The amount of the name tag drawing for the month of February is \$10.00. Remember to always sign in at the beginning of all meetings!

**Communication:** Jim Agar announced that the February edition of Fiberglass Forever was 20 pages printed and 62 pages on the Corvettes of Fresno web site. If anyone has any articles or pictures for the Newsletter for the MARCH edition please submit to Jim Agar by Wednesday February 18, 2015 in the am.  
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. The web page had 20,000 hits and 8,000 views. Chris announced that members can put car ads on the webpage for free but for non members we will charge \$25.00 for up to 3 months. Nick DiLiddo asked about putting car parts also and Chris said he has enough space to do that also.

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

Past events were discussed.

**February 4** Meet & Eat was held at Texas Road House hosted by Larry & Sharon Minnich. John Johnson was celebrating his birthday & bought everyone dessert.

Report on upcoming events.

**February 28<sup>th</sup>** 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. 25 cars have signed up and they will leave at 8:00 am from Herndon & 99.

**March 7<sup>th</sup>** Sanger Blossom Trail Car Show, flyers on table

**March 14<sup>th</sup>** Mystery Run and Lunch hosted by Chuck & Celia Feccia sing up sheet on table, details will be announced later.

**March 20<sup>th</sup>** Meet & Eat to be announced by email, hosted by Larry & Sharon Minnich.

**April 11 & 12** Nethercutt and NHRA Museums 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. We will meet at 5:30 at Denny's at Jensen and 99. Sign up sheet in back, dinner is \$17.50 single and \$35.00 couple with choice of beef or chicken.

**May 16<sup>th</sup>** Corvette Feed and Speed hosted by Jim & Joan Kozera with invitation to other Corvettes, Central Valley Corvette Club was extended an invitation to attend, more details later, but sign up sheet on table.

**June 25-28** Lake Tahoe Corvette Club event at Monte Blue South Lake Tahoe let Allen Teixeira know if you are interested in going.

**July 10-12** Southern Oregon Corvette Assoc. Weekend Run, if interested they only have room for 3 more cars.

**Tahoe 47**, Allen reported that everything is on track, we have 28 registrations in and the next Tahoe meeting will be on Tuesday April 14 at Denny's Blackstone and Herndon @ 7pm. New events have been added, Poker Tournament, Dinner Thursday night, and different Poker Run route.

**Christmas Party:** Billie Talley wanted to thank everyone who has helped her over the years putting on the Christmas Party and especially Liz Devoe for the gifts and decorations. She has decided to step down as chair person and Sharon Minnich will be chairing this year, details to follow soon.

**WSCC report**, Allen Teixeira reported that you should be getting your Redline any day. The deadline for the next Redline is April 15<sup>th</sup>.

**Sunshine Report** given by Sharon Minnich, she didn't have anything new to report, but was happy to see Lloyd Cox & Terry Cavanaugh in attendance. Art Durham was present & we had sent him a card as he had surgery recently and Nick DiLiddo had a procedure done and also was present and doing okay. Lloyd Cox thanked everyone for the golf balls and hopes to use them soon. Pam Forrester reported on the birth of her granddaughter. .

**Old Business;**

Angie DiLiddo wanted to thank all our members who have stepped up in the past helping in any way they can to help our club be what it is.

**New Business:**

No new business was brought forward.

**Name Tag Drawing:**

The drawing for this month is \$10.00 and Donna Zepeda's name was drawn, she was not present so the drawing will be \$20.00 next month.

**50/25/25 Raffle:**

First ticket drawn was Patty Sherman for \$51.00, second ticket drawn was Harry Bellow also for \$51.00, third ticket was Steve Moe for gift certificate for Yosemite Falls and the fourth ticket was John Karlie also for gift certificate from Yosemite

Falls, and the fifth ticket drawn, donated by Pam Forrester, was Teresa Ochoa which was also a gift certificate to Yosemite Falls.

Allen Teixeira wanted to compliment Chris Campbell for the good job he is doing as Webmaster.

There being no further business a motion was made by Debbie Dukes to adjourn the meeting and was seconded by Art Durham the meeting was adjourned at 8:07pm

Respectfully submitted by Nancy Teixeira  
By/ net



**NANCY TEIXEIRA**  
**SECRETARY**

# CLAY'S MEMBERSHIP NEWS



## Membership

Clay reported that as of the 2015 Calendar Year COF has 116 members and 75 cars.

## Members & Guests

Total attendance: 74 - 61 Members & 13 Guests: Tony Greco, Louis & Socorro Biglieri, John & Cece Karlie, Joe & Aleyda Valencia, Sam Smith, David & Carol Trauger, and Michael & Toni Labrucherie.

## Nametag drawing

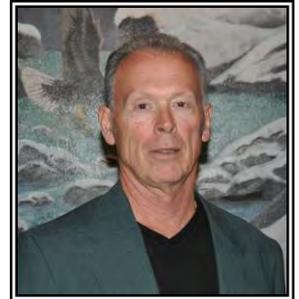
Donna Zapata's Name was drawn, She was not present.  
Next Months Drawing will be for \$20.00

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](http://www.corvettesoffresno.com) (contact Chris Campbell for the new access info)

Steve Moe, John Karlie & Teresa Ochoa each won a \$10.00 gift certificate to Yosemite Falls Cafe.



CLAY MUMBY  
MEMBERSHIP

	<b><u>MARCH ANNIVERSARIES</u></b>	
CLAY & LAN MUMBY 2		
	<b><u>MARCH BIRTHDAYS</u></b>	
CHUCK WARE 1 - TOM OCHOA 3 - JERRY PELOIAN 18 CHUCK FECCIA 26 - STEVE MOE 30		

<b><u>50/25/25 DRAWING</u></b> <b><u>WINNERS</u></b>
PAT SHERMAN HARRY BELLOW
EACH WON \$51.00
CONGRATULATIONS



<b><u>OUR NEWEST MEMBERS</u></b>
TOM AND AMELIA KUTZ
RECEIVE THEIR NEW MEMBER PACKET FROM CLAY MUMBY
CONGRATULATIONS!
WELCOME TO CORVETTES OF FRESNO



# CHUCK'S 2015 CALENDAR OF EVENTS PAGE



MARCH 7, 2015 - SANGER BLOSSOM DAY FESTIVAL & CAR SHOW - SEE FLYER FOR INFO

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

MARCH 14, 2015 - MYSTERY DINNER RUN - CHUCK FECCIA - 559-432-4228

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

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

MAY 16, 2015 - SATURDAY CORVETTE FEED & SPEED - JIM KOZERA - 559-260-0304



CHUCK FECCIA  
VP ACTIVITIES

## TAHOE PLANNING MEETING

THE NEXT TAHOE MEETING WILL BE HELD AT 7:00PM  
TUESDAY MAY 12, 2015 AT DENNY'S ON THE CORNER  
OF BLACKSTONE & HERNDON

## PLAN A RUN

## TAKE US TO YOUR FAVORITE PLACE

**SAVE THE DATE-JUNE 25-28, 2015**

**CORVETTES at LAKE TAHOE**

FOR MORE INFO:  
CALL CHARLIE HYATT @ (818)298-0473; E-MAIL [laketahoecorvetteclub@hotmail.com](mailto:laketahoecorvetteclub@hotmail.com) OR  
GO TO [www.laketahoecorvetteclub.org](http://www.laketahoecorvetteclub.org)



# Corvettes of Fresno



## CARAVAN RULES OF THE ROAD FOR COF RUNS

1. **Turn on your cell phone.** Have the leader and other members' numbers handy.
2. **Your vehicle should have a good FRC/GMRS radio.** Be prepared to relay messages to those around or behind you that may not be in range of the event leader's radio signal when asked to do so. While participating in an event, try to use your radio sparingly so as not to interrupt necessary directions from the event leader.
3. **Enter traffic safely.** Safest way to pull onto the roadway is the *Lemans* method: all vehicles angle 45 degrees onto road and move forward together at the *same* time.
4. **Be courteous to other drivers.** This includes both personal and on-air etiquette. You are representing COF while on runs. Watch your language and don't give COF a bad rap.
5. **Follow instructions.** The leader knows the best route; any changes, hazards and/or detours should be avoided.
6. **Caravan leader should select a "sweeper" with a strong FRS/GMRS radio to be at the rear of the group.** The sweeper's role is to keep the group together, notify the leader of situations that arise, and notify the leader if anyone needs assistance or plans to separate from the group. The leader then can decide what action to take for a disabled vehicle. If the group becomes spread out beyond radio range, the sweeper should have the leader's cell phone programmed in his/her cell in order to make calls to the leader as necessary.
7. **Don't tailgate or lag too far behind.** Tailgating creates dangerous situations and does not allow time to react or room for civilians to maneuver through the column. Lagging too far behind can cause those behind you to become lost and/or separated from the group.
8. **Communicate.** If you are having car or any other type of problems, or if you observe a dangerous situation, inform the leader and others in the group of the situation and the available options. It is the responsibility of the leader to set a safe pace. If you feel that the pace is too fast for you, do not slow down and separate the group. Communicate with the leader. The leader will then make a decision as to what action to take. Remember, an overly slow group can be more dangerous than a fast one. The CHP will pull over a group that becomes a traffic hazard.
9. **Keep in single file with enough room for traffic to maneuver through the column when necessary.** In heavy traffic areas, the leader may call for multiple groups if appropriate. The caravan can re-group when traffic thins out. Safety is more important than keeping cars in formation. If you become separated from the group, communicate with the leader with your FRS/GMRS radio or your cell phone.
10. **The practice of pulling the group over to wait for others to catch up is not recommended and is discouraged.** The leader should try to anticipate areas where a separation might occur and plan for them. When this is not possible, other strategies should be used, such as slowing down or picking a rendezvous point. If pulling over is necessary, do so only where the group can do so safely - where the cars are fully off of the roadway and re-entry can be done safely. Also see #14.
11. **Absolutely no passing of other members unless that member waves you around.** If you have a reason to be at the front, arrange this with the leader before leaving.
12. **If you need to separate from the group before the event is over, be sure to inform the event leader.** If you are unable to reach the leader or others in the group by radio, be sure to use a cell phone to make contact with the event leader. He/she is responsible for you and your actions for the duration of the event. If you leave the group and don't tell anyone - others will be going back to look for you.
13. **Divide and Conquer.** In today's traffic, it is becoming impossible to keep a large group together even on short runs. The event leader should assess the route and decide what size group is manageable. Divide the column into groups (about 5 to 7 cars) each with a leader. Each member in that group can then communicate with that sub-leader. That way, communication errors and lost members can be avoided or improved upon.

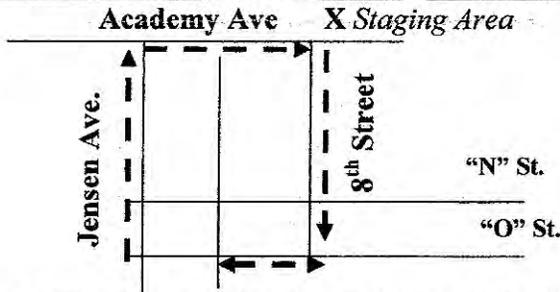
# KEEP IT SAFE - PLEASE DON'T DRINK & DRIVE

# 27<sup>th</sup> ANNUAL SANGER BLOSSOM DAY FESTIVAL AND 9<sup>TH</sup> ANNUAL SANGER CHAMBER BLOSSOM TRAIL CAR SHOW



- **When:** Saturday, March 7, 2015    **Where:** Downtown Sanger, South of 7<sup>th</sup> Street on "O" Street.
- **Time:** Staging **10AM** off Academy Ave., on "8th" Street, Car Show **11am-3pm**, Awards after 2:45pm
- **Registration: \$25.00** = Car Entry, Commemorative Gift & Dash Plaque (for first 50 Pre-registered entries ONLY). Pre-registration highly encouraged! Arts/Crafts/Food/Entertainment/Kids Area & more 9am-4pm!
- **Trophies for:** Best of Show, Best Muscle Car, Best Street Rod, Best Truck, Best Interior, Best Engine, Best Stock Original, Best Custom, Best Convertible, Best Paint, Best Low Rider, Best Rat Rod, Best Flames, Best Special Interest, Best Mustang, Best PT Cruiser, Best Mo-Par, Best GM, Best Ford, Best Corvette, Best Import, Best Camaro, Best Motorcycle, & Mustang's 50th Year Recognition.
- **Trophy Sponsorships available for \$25.00. See below.**

Location of the Car Show is Downtown Sanger, on "O" Street and overflow on 7th Streets. Staging area is off Academy Avenue and "8th" Street at 10AM. RAIN or SHINE!



*The Staging Area for entries will be off of Academy on 8<sup>th</sup> Street **AT 10AM**. Line up on 7th Street and on "O" Street. Overflow will be able to park on "7th" Street **AFTER** the run area is cleared of runners.*

This Car Show is in conjunction with the Blossom Day Festival & Blossom Trail 10K Run which includes a Points Race, Arts & Crafts, Food Booths, Exhibits, Kid's Activities, Entertainment, and more, 9am-4pm, in Downtown Sanger! The Sanger Chamber of Commerce Blossom Day Car Show is a non-profit car show and the proceeds will go toward sponsoring our community events.

## CAR SHOW APPLICATION

Name: \_\_\_\_\_ Club Affiliation (if any): \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Day Phone #: \_\_\_\_\_ Evening Phone# \_\_\_\_\_ e-mail \_\_\_\_\_

**Vehicle Information:** Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

**Trophy Sponsorships Available for \$25.00:** Sponsor's Name: \_\_\_\_\_

MasterCard/Visa: Name on Card \_\_\_\_\_ Exp. Date \_\_\_\_\_

Billing address on Credit Card: \_\_\_\_\_ City: \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

3-Digit code on back \_\_\_\_\_ Card # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

**Total Fees Enclosed/Charged: \$ \_\_\_\_\_** Waiver & Liability: I/we, hereby release, waive and discharge all right of damage from the Sanger Chamber of Commerce, the City of Sanger, it's members and volunteers for injuries, losses and/or damage that may occur as a result of participation in this car show. **ENTRY FEES ARE A DONATION AND NO REFUNDS WILL BE GIVEN, RAIN OR SHINE!**

Signature \_\_\_\_\_ Date \_\_\_\_\_

*No playing of radios/stereos, no blowing of horns, or racing of engines during the show. Rules of the road will be strictly enforced by the Sanger Police Department. Please mail/fax application to the Sanger Chamber of Commerce, 1789 Jensen Avenue, Suite B, Sanger, CA 93657, OR call 559-875-4575. Fax: 559-875-0745. Dash Plaques & Commemorative gifts available to the FIRST 50 applications received!*



# 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.

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**When: Saturday May 16, 2015 ----- 11 am**

**IMPORTANT!** Please arrive a little early as **we will leave at 11 am sharp!**

**Cost: NONE – ALL FREE! -- Just Show Up With Your CORVETTE**

**REQUIRED FOR ATTENDANCE: YOUR CORVETTE AND RSVP**

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**RSVP by Wednesday May 6, 2015 by calling: 559 260 0304 or 559 876 2519**

**OR email: [jimkozera@gmail.com](mailto:jimkozera@gmail.com) or [joankozera@gmail.com](mailto:joankozera@gmail.com)**



# ALLEN'S WSCC PAGE



## WESTERN STATES CORVETTE COUNCIL 50<sup>th</sup> Anniversary Convention and Celebration July 6<sup>th</sup> – July 12<sup>th</sup> 2015 ~ Reno Nevada

1965 - 2015  
www.wsc.wc



### *Schedule of Events*

#### **Monday, July 6<sup>th</sup> -**

**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 7<sup>th</sup>**

**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@wsc.wc](mailto:convention@wsc.wc) for club sign ups)**

#### **Wednesday, July 8<sup>th</sup> –**

**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 9<sup>th</sup> -**

**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 10<sup>th</sup> –**

**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 11<sup>th</sup> –**

**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 12<sup>th</sup> - Convention Ends**



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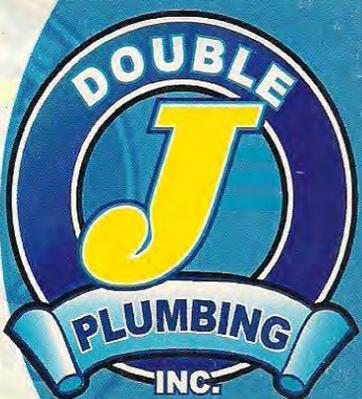
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## Corvette Racing at Daytona: Rolex 24 GTLM Win for Corvette C7.R

Corvette Racing returned to Victory Lane for the Rolex 24 At Daytona on Sunday, scoring a hard-earned GT Le Mans class victory in the opening race of the 2015 TUDOR United SportsCar Championship. Antonio Garcia, Jan Magnussen and Ryan Briscoe won in their No. 3 Chevrolet Corvette C7.R in Corvette Racing's second race back at Daytona since 2001.

Garcia crossed the finish line by 0.478 seconds. The winning trio completed 725 laps – 2,581 miles – for the team's second Rolex 24 victory. Corvette Racing captured and Rolex 24 overall win 14 years ago but didn't race at Daytona again until last season in the first race for the TUDOR Championship as well as the Corvette C7.R.



GTLM pole-sitter Oliver Gavin, Tommy Milner and Simon Pagenaud placed third in class following a strong run.

“This is my second 24-Hour race with this team,” said Mark Reuss, GM Executive VP of Global Product Development, Purchasing & Supply Chain. “To come here to see the Z06 in its second year win at Daytona is special. It has been a long time since this team has won at Daytona. Everybody on this team worked so hard and it shows. They never gave up, and there were a couple of things that went wrong as they always do in a 24-hour race. The car and the drivers and the team, they worked so hard, and it all came together. The harder you work, the luckier you get. So here today with the C7.R, just so proud.”

Jim Campbell, U.S. Vice President Performance Vehicles and Motorsports added: “To have both of the Corvette C7.R teams on the GTLM podium for the Rolex 24 Hour is a testament to the Never Give Up attitude of the crew and drivers. Oliver Gavin, Tommy Milner and Simon Pagenaud continually battled back from adversity to get a podium finish.

“It is a special day to take this victory in front of our Chevrolet and Corvette owners,” Campbell added. “The support from our guests in the Corvette Corral at Daytona and Chevrolet fans around the world is a huge reason for today's success.”

The two Corvette C7.Rs were the class of the field throughout the race. For much of it, the GTLM fight resembled a 24-hour sprint race. The rate attrition was extremely high with nearly every car in the class experiencing at least a moderate amount of damage or mechanical trouble. The only one that stayed out of significant trouble was the class-winning Corvette.

The Garcia-Magnussen-Briscoe trio led more than 360 GTLM laps and took the lead for good with 90 minutes left when the then-class leader experienced trouble in the pitlane. The No. 3 Corvette responded shortly thereafter with a perfect stop for tires and fuel to increase its lead. Garcia – as he, Magnussen and Briscoe had been throughout – was precise and clean in the final run to the checkered flag.

Gavin, Milner and Pagenaud were the equals to their teammates three-quarters through the race. Despite two unscheduled stops to repair slight damage, the No. 4 Corvette ran with its sister car until Milner came upon a slow prototype car that nearly came to a stop just before the Turn 6 complex just three hours from the end.

The crew of the No. 4 Corvette had to repair front and front-side components and lost four laps in the meantime. Nevertheless, the result was enough to send both Corvette C7.Rs to the TUDOR Championship podium for the first time since last April's Long Beach round.

Sunday's results placed both Corvette Racing entries in the top two positions of the Tequila Patrón Endurance Challenge in GTLM. The competition is made up of the four long-distance events on the TUDOR Championship

### **NO. 3 CHEVROLET CORVETTE C7.R – ROLEX 24 AT DAYTONA GTLM CLASS WINNERS**

**NATE SIEBENS:** *Let's slide over to the GT Le Mans winners. Let's start with the trio from the No. 3 Corvette Racing Chevrolet Corvette C7.R. It's the team's second Rolex 24 at Daytona win, first since taking an overall victory in 2001. It's also Antonio Garcia's second Rolex 24 win where Jan Magnussen and Ryan Briscoe, both this is their first win. Ryan, let's start with you. How does that new Rolex feel?*

**RYAN BRISCOE:** *It's beautiful. I've been coming here since 2005, so yeah; I wasn't a big fan of this place until now. It's just such a tough race. Jan and I were talking about it before we came in, for both of us it's the first time we've ever done the race without going back to the garage. I think that was a huge part of us winning today was staying out of trouble. There's so much action all race long. I felt like it was a sprint race out there from the word go, in our class at least, and the racing was very good but very tough, a lot of fun, but very hard fought. I think the key was keeping our nose clean, having a fast race car at the end of the day.*

**NATE SIEBENS:** *Antonio, obviously you know what it feels like to stand atop the podium here at Daytona. You did it in 2009 with Brumos Racing in an overall victory. Any difference here today with this group?*

**ANTONIO GARCIA:** *Not really. Every time you win here it's very, very special. I've been chasing this victory since 2009, even if I won it back then. This is a very unique race. The first race of the year, so it's very difficult to be at 100 percent right away for the team, for the drivers, and it was just a normal perfect race not normal I have to say. Everything ran perfect, and as Ryan said, we just kept our nose clean, and I had the best car to fight on the last eight minutes of the race.*

**NATE SIEBENS:** *Jan, you've had other big wins obviously in your career, but maybe put into perspective getting this one here for the first time.*

**JAN MAGNUSSEN:** *Well, it was a hard one for me to win. I've tried 11 times. I've always felt that I was within a shot of winning the race, but we always had to go back to the garage sometime to fix something, and that was the big thing this weekend was that we had a really, really fast race car, and we were able to push hard. We stayed out of trouble, no mistakes; no damage to the car, good pit stops, great pit stops, and that was the key to winning this race.*

**NATE SIEBENS:** *Early in the morning I think you and some other GTLM teams drove nearly identical lap times with the prototype cars. Do you think this new United SportsCar Championship and GRAND AM together, we can see or expect in maybe one of the next races a GTLM car taking the overall win?*

**JAN MAGNUSSEN:** *I doubt that. This place is pretty unique. We have really long straights in the GT cars. The GT cars have quite good top speed, so that counts for us. I don't know that the tracks that we're going to that we will have a situation where a GT car can win overall, but that really depends on if they go completely berserk in the P class. Maybe.*

**NATE SIEBENS:** *Can you talk about the level of competition in your class? Seems like top to bottom every team and every driver lineup is really, really strong.*

**ANTONIO GARCIA:** *That's the good thing about this race. It's the first race of the season, and you have drivers coming from many other series. You have every single manufacturer has their best drivers coming here, and we show that, BMW, Porsche, Aston Martin, Ferrari. You couldn't see a better lineup overall for all the manufacturers here. And I think we show that. Since lap 1 all the way to the last lap, we showed that GTLM is very competitive and teams are extremely competitive, too, and you can't afford to do any single mistake. Very proud that I was in the right car, and we just did what we had to do, drive a perfect car.*

## **Ivan and Mary Schrodtt Donate Five Corvettes to the National Corvette Museum**

Ivan and Mary Schrodtt of Sherwood, Wisconsin made headlines in the Corvette world recently when they donated five Corvettes to the National Corvette Museum (NCM). The five included one Corvette from each of generations C2 through C6 and initially were to be included in the Schrodts very generous gift to the NCM as part of their estate. However, after their first trip to the NCM Motorsports Park during the 2014 Labor Day Celebration, they had a change of heart.



### **Lifetime Car Lovers**

Ivan and Mary Schrodtt were car people from the get-go sharing their mutual love of fun cars. Sports cars of all kinds found places in their garage and in their hearts. Camaros, Datsuns, MR2s and the like came and went over the years, but for some reason, they never owned a Corvette. That situation soon changed and when it did it altered the direction of their lives.

After donating their MR2 to charity, they were looking around for their next car. Ivan recalls, “We were without a fun car and looking for something new. We were thinking that maybe a convertible would be good this time as it had been awhile since we had one of those.” Mary took the initiative and made an offer on a 1996 Polo Green Corvette convertible. “That was our first Corvette. Mary loved that car and it is one of the ones we donated to the Museum.” Ivan remembers.

### **The Schrodts Embrace the Corvette Lifestyle**

“We almost immediately joined Valley Vettes Corvette Club out of Appleton, Wisconsin—a great group of folks that we are still a part of today. Shortly after that we attended a C5 Bash and became members of the National Corvette Museum.” As the Schrodts came to know the museum staff and interact with the museum family and other enthusiasts, their commitment to the NCM grew. Ivan served on the Board of Directors and they became lifetime members as well as Duntov Society Members, making the NCM part of their estate planning.

As their love of Corvettes grew, so did their collection. When they decided to donate their cars to the NCM, the collection included:

- 1966 Rally Red convertible
- 1980 Dark Blue coupe
- 1996 Polo Green convertible
- 2002 Millennium Yellow Z06 coupe
- 2007 Black Z06 coupe

### National Corvette Museum Donations

When the Schrodts got on the NCM Motorsports Park track for the first time during the 2014 Labor Day Celebration, they decided to change their donation plans. “I got to thinking that instead of waiting years before making the donation, we’ve got two cars that could be put to good use now by the National Corvette Museum on this track. The cars would be where they belong. While a lot of people donate their cars to be preserved and rightfully so for their history, those two cars were donated to be used up.” He says with a grin, “We hope they get a lot of track miles and give a lot of track smiles.”

We think that it’s a fair statement to say that most Corvette donors to the NCM do so with the thought that their pride and joy will live its life indoors out of the elements and be pampered by the museum staff, while being enjoyed by the thousands of museum visitors. That will certainly be true of the Schrodts 1966 and 1996 convertibles, and their 1980 coupe. But, not only will the 2002 and 2007 Z06s be delivering smiles to their drivers at the track, we think that deep down inside, the cars will be also be smiling because they will be doing what they were designed to do—going fast.

### One-Owner 2000 Corvette has an Amazing 650,000 Miles on the Odometer

As the owner of a Torch Red 1997 C5 that has around 69,000 miles on the odometer, it was good to see this video that proves the durability of fifth-generation Corvettes.

A fellow named Mark says he bought his 2000 C5 new and ever since hasn’t been afraid to put it to the test, racking up an amazing total of 650,000 miles as he drives back and forth from Florida to Georgia for business purposes.

Mark has owned five Corvettes, he appears to have done a great job taking care of his latest.



He doesn’t tell much about what he’s had to do to the car as far as maintenance and new parts, but we’re hoping he might see this blog and let us and the world know.

While some of the folks who posted comments seem to be skeptical about Mark’s car – wondering if it’s been repainted or had major engine work, etc., etc., we’re just glad to see someone enjoying his C5 so much that he wanted to drive it 650,000 miles in the first place.

Nowadays, it seems as if no one keeps a car for more than four or five years, meaning they’re lucky to even crack the 100K mark.

## GM Issues a Recall of Forty-Three 2015 Corvettes for a Suspension Issue

More proof arrived today that General Motors is taking its responsibility to deliver safe cars more seriously than ever before.

GM announced Wednesday a recall of about fifty 2015 Corvettes because a part on the rear suspension may not have been tightened the right way and could cause a crash.

The 43 Corvettes in the United States, two more in Germany, and one in Canada were all built in Bowling Green between Sept. 26 and Oct. 2 and represent the first recall this year by the company.



To us it shows that Chevy is keeping a close watch on how it makes cars by the fact that the problem was caught after such a short time of assembly.

GM says the “toe link outer ball joint on the rear suspension may not have been properly tightened during the assembly process. The toe link may loosen with the vehicle use and eventually separate.”

Vehicle stability and steering control could be reduced as a result, upping the risk of a crash.

GM spokesman Alan Adler added that the problem could also lead to loud metallic noises coming from the rear suspension, especially while cornering or going over bumps or potholes.

Dealers will inspect and replace any parts at no charge and have been instructed by GM to provide owners with free courtesy transportation to make fixing the problem as convenient as possible.

Let's hope this small recall is indicative of the rest of the new year after a troubling 2014 when the Detroit automaker issued 84 recalls encompassing more than 30 million vehicles worldwide.

## Chevy Debunks Report of a 2015 Corvette Z06 Lapping the Nurburgring in 6:59.13

Team Corvette has a Nurburgring problem.

After testing the new Corvette Z06 at the famous 12.9 mile track in Germany last year, circumstances which include a crash and rainy weather stopped the team from laying down a complete timed lap. Instead of staying in Germany and making it a priority, the team left town and that has ceded the conversation to others.

In the age of the internet and the bench racing that goes on daily on the forums, blogs and social media, a timed lap around the Nurburgring for a car that has shattered expectations like the corvette Z06 is expected. No, it's required. Corvette's Chief Engineer Tadge Juechter can argue until he is blue in the face that it's not a priority, but for Corvette owners, enthusiasts and fanboys (as well as Chevy PR), it is part of the lore of Corvette that is now missing from the conversation. And it's not just the Z06's time.

The C7 Corvette Stingray has been there two years in a row now and we still don't have a time for it either.

So instead of having a video to share and talking about the official lap time, the Corvette Team has left a void in the conversation and in its place is speculation, rumors and innuendo.

Tadge says the Corvette Z06 ran a 2:41.3 at VIR and to

“Do The Math” to figure out what a Nurburgring time might be. Some Corvette enthusiasts did the math, which is all well and good, but it's not an official time.



Now we have another site claiming video evidence of what would be a historic run of 6:59.13 around the ring. *HorsepowerKings* is claiming just that a Corvette Z06 equipped with the Z07 Performance Package and the 8-Speed Automatic ran the 'ring in under 7 minutes. They even have a graphic of a Blue Corvette Z06 which looks similar to the Laguna Blue backup car that Chevrolet also tested with last fall:

A sub-seven minute lap would be an amazing time and would most likely cement the Corvette Z06's place in history as only two other production-based cars have done the Nurburgring in under 7 minutes, the Porsche 918 and the McLaren P1.

Jalopnik asked Tadge about the sub-seven minute ring time and he claims that the story is “not accurate”.

*HorsepowerKings* has an embedded youtube video in their story but its been blocked for a copyright claim. In the story, they claim that “more (official) information to be released in the coming weeks”. We say if you got it, release it.

Because there is no official time from Team Corvette, you are going to see more “click bait” hackery and false claims and it's only going to get worse the longer its allowed to go on. Not only that, but expectations are so high that despite whatever time the Z06 can do, people will remember the non-official times. The Corvette ZR1's last Nurburgring time was a 7:19.64. Say the Corvette Z06 is faster by 5 seconds to lay down a 7:14 time. That's a really fast time around the Nurburgring, but it's also disappointing because all you will remember is the speculation, rumors and innuendo of a sports car that is supposed to be faster than that.

# 2015 Chevy Corvette Z06 Road Test

## Quick Summary

**Wicked power. Endless grip. Fantastic brakes. Functional aerodynamics. If that were all the 2015 Chevy Corvette Z06 offered it would still be a winner, but it also has the same superb ride quality as the normal Corvette, which makes it a class leader by a country mile. If the new Z06 was wearing anything other than a Chevy badge, it would be twice the price.**



## What Is It?

The 2015 Z06 starts with the superlative platform of the new Corvette Stingray and turns every knob to 11. The normal Corvette has a 6.2-liter V8 that makes up to 460 horsepower and 465 pound-feet of torque. For the Z06, Chevy added a supercharger to the 6.2-liter V8 that pushes output to 650 hp and 650 lb-ft of torque.

To help wrangle all that power, Chevy added ultra-fat (285/30ZR19 front, 335/25ZR20 rear) tires that required widening the fenders by more than 2 inches up front and more than 3 in back. Beyond the less-than-obvious width increase, the Z06 also gets additional external changes including a unique front splitter, spats by the front wheels that lead into black fender extenders, larger side vents, and a hood and rear spoiler made from carbon fiber. Interior changes are minimal, a flat-bottom steering wheel with a "Z06" logo being one of the only noticeable upgrades.

## What Body Styles and Trim Levels Are Available?

The 2015 Chevy Corvette Z06 is available as coupe (with removable roof) and, for the first time ever, as a convertible. Pricing for the coupe starts at \$79,990, while the convertible starts at \$84,990. A slick seven-speed manual transmission is standard, while the eight-speed automatic adds \$1,725 to the price.

Like the Corvette Stingray on which it's based, the Z06 is available in three trim levels: 1LZ, 2LZ and 3LZ. The differences here are mostly to do with interior trim and options. The 3LZ trim comes with napa leather seating, navigation, Chevy's Performance Data Recorder and the highest price tag. More important and interesting, however, is one line-item on the options chart, the Z07 Performance package. This \$7,995 option transforms the already racy 2015 Z06 into a track-ready beast that will run with any street car in the world. At any price. From any manufacturer.

Additions include functional aerodynamic enhancements that produce downforce you can actually feel, a stiffer suspension and carbon-ceramic brakes the size of cymbals (15.5 inches up front). A set of ultra-sticky Michelin Pilot Sport Cup 2 tires are also part of the package. They're so close to slicks, a Michelin rep told us that they're counting on Chevy and dealers to warn people about using them around standing water.

## How Does the Base Z06 Drive?

The base C7 Z06 with a manual transmission is remarkably civil. As with the Stingray, if you keep to a reasonable speed with the standard magnetorheological suspension in Comfort mode, the Z06 loafs along, barely above idle, cruising over road imperfections as if they're not even there. Road noise is minimal, wind noise nonexistent. It's not twitchy and on edge, goading you into driving like a lunatic the way a Porsche 911 GT3 or the last-generation Chevy Z06 does. The C7 Z06 is restrained until you want it not to be and then...whoa.

Engage Track mode, punch the gas and try to remember that a death grip on the wheel isn't doing anyone any good.

You hear the supercharger whine, the exhaust changes from a muted whoosh to an open-mouthed belch and the traction control light flashes what we can only assume is Morse Code for "650 horsepower through the rear wheels and you went full throttle?" With the manual, 1st gear is just a smokescreen generator. With a smart shift, 2nd hooks up and rockets you past 90 mph. Bang it into 3rd and hang on. With hot tires there's no wheelspin as you think about how decent a life you've lived as 120 mph rolls on by.

When it comes to cornering, like the Stingray, the Z06 is pointy. There's no steering delay and the nose goes where you point it the millisecond you ask it to. The difference is that with nearly 200 more horses, things happen faster. With Chevy's genius traction management turned off, the base Z06 takes a delicate right foot and quick hands to stay straight. Unsurprisingly, it can get a little loose. Keep the system on. Adding to the trickiness, the Z06 comes with steel brakes that simply aren't up to the task of keeping the Z06 in check. On a short loop at Spring Mountain Motorsports Ranch that saw top speeds in the low 130s, we experienced brake fade on the first hot lap, which is a disappointment. The Z07's carbon-ceramic discs would make a great upgrade, but aren't available on the base car.

Though this isn't the fastest way around a racetrack, it's so much more exciting than anything else you can get for \$80,000. Alive and responsive, frightening but controllable, this could be our favorite Corvette ever.

## How Much Difference Does the Z07 Package Make?

The Z07 package takes all of that speed potential and adds the brakes, aerodynamics and tires the Z06 so desperately wants. The result is a car with videogame-like manners. More speed means more downforce means more grip means better cornering. Couldn't get back on the power soon enough at exit? Who told you to slow down so much going in? Front end got squirrely at that corner entry? Go faster.

Every bit of the Z07 echoes this ethos. The giant carbon-ceramic brakes are unflappable. The liquid in your inner ears will fail before they do. The Michelin Pilot Sport Cup 2s are racecar tires in disguise. The automatic transmission is an outstanding track-day secret weapon that should be banned by any sane regulating body. Yes, the automatic Z06 is the fastest Corvette you can buy.

On the road, the eight-speed is fine for cruising, but can be jerky at very low speeds, fails to respond to manual inputs well and times out of its more aggressive sport modes far too early. On the track, however, the 8AT is as close to perfect as we've experienced.

Ignore the paddles, stick the thing in Drive, turn the dial to Track and go set the fastest lap of your life. The transmission, talking to all of the other sensors in the car, knows what you're doing and predicts without fail when to hold gears, when to upshift and exactly how quickly it needs to downshift. Go boot up Forza, select your favorite high-dollar exotic and race in fully automatic mode. It's like that but better.

On the track we were some 20 mph faster through certain corners and on the road, there are no sacrifices beyond a lower top speed and the fuel efficiency hit that the aero and tires will ultimately cause. The only downside is the Z07 car makes it almost too easy: Endless grip, flawless brakes, predictable electronics. Who needs experience?

### What Is the Interior Like?

The Z06's interior is exactly like that of the Corvette Stingray. The only difference is a small plaque that tells you how much horsepower and torque the Z06 makes, and a flat-bottomed steering wheel that says "Z06" on it.

Like the Stingray, the Z06 is available with either the touring seats or the more aggressive competition seats. We like the look of the Competition seats better, but found they can be a little tight in the shoulders and we're disappointed that they don't sit lower than the normal seats.

In a car like the Z06 where a driver has a high chance of wearing a helmet, we'd like to see more headroom available. We also noticed on Z07-equipped cars that both seats rocked forward slightly on hard deceleration.

### What Kind of Unique Safety Features Does It Have?

The 2015 Z06 is a road car and has everything you'd expect like antilock brakes, a back-up camera, a host of airbags and GM's OnStar suite of emergency services. And with this motor, we're going to lump Chevy's magical Performance Traction Management (PTM) into the safety category.

PTM is what makes it possible for a mainstream company to sell a 650-hp rear-drive car to normal people. When fully engaged, PTM allows a whiff of wheelspin, even under full throttle. Even midcorner. As you get more comfortable with the way the car behaves, there are a handful of more advanced modes that require you to know what you're doing, but simply help the car put down the power. In the focused Track modes, it's clever enough for the driver to go full-throttle at the apex, steer toward the exit and let PTM figure out the traction. It's not as fun as sliding around like a lunatic, but it is way faster.

**What Are Its Closest Competitors?**

**Dodge Viper:** The bad boy among bad boys. The Dodge Viper was finally forced to add traction control, but it's still a beast. The 8.4-liter V10 now makes 645 hp and 600 lb-ft of torque. The only transmission is a six-speed manual, and the most advanced traction control available is the one that links your brain and right foot. In a comparison test against a Z51-equipped Corvette Stingray, the Viper barely eked out a victory on the track. After a massive price drop, the Viper now starts at \$86,990.

**Nissan GT-R Nismo:** The Nismo might be the final iteration of this generation of Nissan GT-R, and, boy, is it a doozie. The Nissan's twin-turbo 3.8-liter V6 makes 600 hp and 481 lb-ft of torque, and that's delivered to the pavement through all four wheels. Add the upgraded suspension and aerodynamic tweaks and the \$150,000 price doesn't seem so bad. Unless you compare it to the Z06.

**Porsche 911 GT3:** Call it the gentleman's racer if you must, but Porsche managed a real feat with the new GT3. Porsche squeezed 475 hp from a naturally aspirated 3.8-liter six-cylinder, and the GT3 does zero to 60 in 3.3 seconds. Not bad for a car that's made for racetracks, not straight lines. Prices start around \$150,000.

## Why Should You Consider This Car?

You want a car that'll get you to the track comfortably and then whoop everybody out there. Horsepower doesn't scare you, but being boring does.

## Why Should You Think Twice?

The 2015 Chevy Corvette isn't subtle. It shouts its performance potential from the rooftops and looks every bit the part of almost-racecar. That's not everyone's bag.

*Edmunds attended a manufacturer-sponsored event, to which selected members of the press were invited, to facilitate this report.*

## Man Plans to Use a 2015 Corvette Z06 as his Winter Beater

When Tadge Juechter and his crew were busy coming up with the 2015 Corvette Z06, they were probably hoping for somebody just like Gene Sanchez Leeds to climb behind the wheel.

You see, Mr. Leeds does “ridiculous things with Corvettes,” as he puts it in his blog post on Road and Track.

Put another way, he doesn't park his Corvettes

on a pedestal, instead preferring to enjoy them, and enjoy them HIS way.



Take, for example, his current ride – a 2015 Corvette Z06 (with the Z07 package) that he plans to drive every day this winter, including on his two-hour round trip into and out of Manhattan. He's a braver man than most, wouldn't you say?

Leeds admits he isn't sure how his experiment will wind up, whether it's in a “boisterous post about how the new Z06 can not only be driven around Virginia International Raceway faster than a Porsche 918, but can also be daily driven in the absolute harshest of conditions” or “in a selfie of me with frozen tears on my face and yellow tow-truck lights reflecting off a cracked-up bumper.”

Leeds is no stranger to weird things behind the wheel of his Corvette. After installing a 100 dry shot of nitrous on a Hertz ZHZ rental Corvette, he emptied the bottle racing in Southern California. He's also ripped the roof off his C6 Z06 – while parked along a freeway with cars whizzing past – just so he could enjoy the drive a little more since the car didn't come that way from the factory.

This may be the ultimate challenge for him, though, and no matter what happens over the next few months, we'll get to see it through the eyes of his Performance Data Recorder.

That includes during the monster blizzard that's hitting New York City any minute now. Somehow we don't think those long-hanging splitters will last long in those conditions.

## Ryan Briscoe Set to Join Corvette Racing for the 24 Hours of Le Mans

Helping the team of Jan Magnussen and Antonio Garcia win last weekend's Rolex 24 at Daytona apparently has iced another race for Ryan Briscoe.

Autosport is reporting that Briscoe has been tapped to compete again with Corvette Racing in the Le Mans World Endurance Championship in June, though official confirmation isn't expected until Feb. 5 when the entry list will be released.

Briscoe himself is remaining quiet about the decision, saying only that "hoped to go back" to compete in Le Mans.

Briscoe has already been tapped to race with Magnussen and Garcia at the Sebring 12 Hours in March.

The 33-year-old Australian teamed with those two drivers last week to lead the Rolex 24 for more than 360 GTLM laps, and the trio took the lead for good with 90 minutes left when the then-class leader experienced trouble in the pits. Their No. 3 Corvette then responded with a perfect stop for tires and fuel, increasing their lead with Garcia behind the wheel.

Briscoe joined the factory Corvette team last season for three races in the Tudor United Sports car Championship Enduros and doesn't have an IndyCar drive for 2015 after Chip Ganassi Racing released him.

Richard Westbrook has raced for the Corvette team at Le Mans since 2011, but having Briscoe take over his slot there is believed to be a way for Westbrook to focus on his USC Prototype program.

The other Corvette team at Le Mans is expected to be Jordan Taylor, Oliver Gavin, and Tommy Milner, according to the Autosport report.

Briscoe told Racer at Daytona that the Corvette team is a "great team to be with" and he is "absolutely" excited about the possibility of racing with them at Le Mans.

"It's the factory GM Corvette racing team and you don't get much bigger than that," he said.

"I've got great teammates with Jan, Tonio, Olly, and Tommy. We'll see what happens."

Briscoe's first Le Mans entry came with LMP2 squad Level 5 Motorsports during 2013, when he was also without a full-time IndyCar seat.

Autosport says Briscoe will also likely be a "floating" third driver for the USC finale at Road Atlanta in October, just like he was in 2014.



## Corvette Museum Names Three Inductees for the 2015 Corvette Hall of Fame

Three individuals who have contributed to the success of Corvette during the past 50-plus years will be honored for their overwhelming dedication and love for America's Sports Car when they are inducted into the Corvette Hall of Fame this fall.

It's hard to think of three individuals who are more deserving of this honor than these three men, who have gone above and beyond in their love for the Corvette.



The 2015 inductees slated to be honored at the 18th Annual Corvette Hall of Fame Ceremony on Sept. 4 at the National Corvette Museum are Herb Fishel in the category of Racing, Rick Hendrick in the category of Enthusiast, and Russ McLean in the category of GM/Chevrolet.

All three men are humble about their induction, saying that they represent a much larger group of people just as enthusiastic about the Corvette.

Fishel grew up in the 1950s and read about Zora Arkus-Duntov in the pages of hot rod magazines. By 1964, he had joined his hero at GM and was helping to make the Corvette into one of the world's leading race cars in his roles as Director of Chevrolet Racing and Executive Director of GM Racing.

In fact, Fishel's list of accomplishments is beyond impressive as, under his watch, Chevrolet won 25 NASCAR Manufacturers Championships (including 11 in a row!), 12 Indy 500s, and class wins in the Baja 1000, Pikes Peak Hill Climb, 24 Hours of Le Mans, and Daytona 500 and Indy 500.

Says Fishel: "I didn't want to just coast through a career. I wanted to leave something substantial behind me that was significant and noteworthy. The Corvette's success in racing was a key chapter in the story of Corvette. I had the vision and provided the leadership to make it happen, but I didn't do it alone. It took a team of people to do that. To be inducted into the Corvette Hall of Fame now for that contribution and to be placed in the same framework as people like Zora Arkus Duntov, who I'd looked up to as a kid, is humbling. I'm very grateful."

You'd have to be living under a rock not to have heard about Rick Hendrick and his passion for Corvettes, since he always seems to be the winning bidder on the first or last of numerous Corvette models, including the most recent purchase for \$1 million of the first 2015 Z06 to help the Karmanos Cancer Institute!

But what you might not know is that Hendrick started from very humble beginnings, opening a small used car lot with another car dealer when he was just 23.

His hard work and enthusiasm has now resulted in the Hendrick Automotive Group, with more than 120 franchises in 13 states and 10,000-plus employees. He founded Hendrick Motorsports in 1984 and now has a 430,000-square-foot facility to help four full-time Chevrolet teams in the NASCAR Sprint Cup Series. His drivers have included familiar faces like Kasey Kahne, Jeff Gordon, Jimmie Johnson, and Dale Earnhardt Jr., and the teams have won a NASCAR record 14 national series owner's championships and 15 overall.

**Says Hendrick: “I can’t tell you how excited I am to be selected for the Corvette Hall of Fame. My love for Corvettes goes back to when I was a teenager, and it was the love for the car that got me into racing and the automobile business. To be honored at a place where so many of the Corvette greats are honored — it’s just humbling. I never dreamed that I’d be recognized in such a way.”**

**Of course, Hendrick might not have those new Corvettes to buy if not for the clandestine efforts of Russ McLean a quarter of a century ago.**

**In the 1990s, McLean was brought in to turn the Corvette program around but then was suddenly told by GM brass to let the Corvette die.**

**Faced with such a problem, he chose not to follow those orders, joining with other rebels in the company to quietly keep the Corvette program moving forward into the highly successful fifth generation model that has now led to the amazing C6 and C7 editions.**

**Says McLean: “This honor is really for the Corvette people working with me who did their jobs extremely well; who interphased and cooperated with each other; who were so dedicated and supportive of each other. My job was to kill the Corvette, but together we did all we could do to improve the C4 and keep the C5 viable. I’m very happy to be representing all of those people in the Corvette Hall of Fame.”**

**The National Corvette Museum established the Corvette Hall of Fame in 1998 to confer the highest honor and recognition upon the most influential individuals in the history of the Corvette. The award recognizes those who have made significant contributions to their respective fields, each having reached the highest level of accomplishment. Inductees must also reflect the highest standards of integrity and character to positively enhance the prestige of the Corvette and the National Corvette Museum.**

**We can’t think of three individuals more deserving of this honor than Fishel, Hendrick, and McLean, and on behalf of enthusiasts around the world, we say thank you for your vision, dedication, and passion that have made it possible for others to enjoy their Corvettes, too.**

## **Corvette Z06 Driver Killed in High Speed Crash in Arkansas**

**A new 2015 Corvette Z06 was destroyed and its driver was pronounced dead at the scene following a fatal accident in Arkansas over the weekend.**

**Police say the car was traveling at a high rate of speed when the driver lost control. The Z06 went off the road and hit some trees, ejecting both the driver and the passenger.**

**The crash happened Saturday around 12:20 pm on Highway 365 about 3 miles north of White Hall in Jefferson County Arkansas.**



**A follow up post says the passenger was in surgery with broken arms and legs and that he will survive.**

## Corvette Values: Mid Year Corvette Auction Price Pull Back

Right on the heels of the Scottsdale auction where the six auction houses reported a combined 18% increase in sales, Mecum announced record setting sales for their ten-day Kissimmee event, the largest collector car auction in the world. And Mecum's results were truly impressive; total sales for the 10-day event approached the \$70-million mark, currently standing at \$68,801,987, selling 1,771 cars of the 2,404 that crossed the auction block, for an exceptionally strong 74% sell-through. So based on the results of the January auctions, long considered to be a barometer of the collector car market for the coming year, collectors are feeling "warm and fuzzy."



Hagerty, classic car insurance company and price guide publisher, launched a new marketplace rating tool which ranks the classic car market at 70.22, which means it is "expanding but not overheated." Hagerty chief executive McKeel Hagerty, explained to ClassicCars.com, "We developed this as a tool to allow anyone who is serious about treating collector cars as investments to immediately take the temperature of the classic car market and truly understand the factors that cause the classic car market to move up or down." But if you are a Corvette collector before you get too excited, based on January results Corvette auction prices are slipping.

Though the overall collector car market looks healthy, it is not true for all segments of the market. McKeel Hagerty said. "Yes, some segments are overheated and some have recently cooled. However, on the whole, the current market rating is a healthy, expanding market through January." Evident by the results of the January and late 2014 auctions, one of those segments that have "cooled" is the Corvette collector car market, specifically the second generation Corvette market. Prices for collector Corvettes have on the whole leveled off and for big block C2's the market is one of the markets that have not only "cooled" but has dropped from the high prices being paid in late 2013 and early 2014.

One market analyst who declined to be named said, "From our analysis the slow down in the mid year Corvette market occurred in the spring following Mecum's strong Houston sale. We are staying close to the numbers due to the impact the mid year Corvettes have on the overall Corvette market."

And Corvetted's analysis of the January auctions, particularly Barrett-Jackson and Mecum, confirmed that finding. After analyzing the Scottsdale auctions where most of Barrett-Jackson's Corvette offerings were overshadowed by Ron Pratte's collection of hot rods and muscle cars, Mecum's Corvette results became an even more important barometer in evaluating the collector Corvette market segment. Due to Mecum Kissimmee's diverse and numerous offerings it serves as a microcosm of the Corvette collector world. At Barrett-Jackson, aside from a just a handful of Corvettes it was difficult to get a firm read on the market although the softening of the mid year market were evident by the weak bids on some excellent midyears. In addition it was apparent that the previously red hot vintage Corvette racecar market has definitely cooled off with none of the three most important and documented Corvette racecars at the sale did not sell. In the hopes of capitalizing on the "Rebel's" \$2.85M sale in 2014 the two third generation L88's were bid to a relatively weak \$1.5M. Of course there are tiny segments of the Corvette market that are still holding their values, like the strong 1971 LS6's. That finding was also confirmed by Mecum's Kissimmee results.

But we also found evidence that the Corvette market overall no longer had the momentum that was evidenced in the rapidly appreciating market of 2012, 2013 and early 2014 (See chart below). The first Kissimmee indicator that the Corvette market had changed showed up before the first car crossed the block. The number of Corvettes consigned had slipped from 2014 consignments and there simply were not the number of high quality mid year Corvettes that were consigned in the past few years. The number of Corvettes offered over the ten days slipped from by almost 100 cars from 2014's 398 to 281 in 2015.

On the upside, Mecum's sell-through jumped from a bleak 58% in 2014 to 63% this year and although it was still more than 10% below the overall auction sell-through, nevertheless it is very respectable compared to other Corvette sell-throughs.. This year 176 of the 281 Corvettes offered found new homes, in 2014 that number was 232.

The improved sell-through is a welcome improvement and is most likely not attributed to increased demand, but rather other factors. The first factor was the consignors were more open to dropping their reserves and more realistic in their expectations evidenced by the increased number of Corvettes sold below estimated value. The second factor was the quantity of high dollar value Corvettes consigned (where sellers are not as likely to lower reserves) was less than in 2014.

This year in order to get a better read on the Corvette market we analyzed the results not only by generation but separated out entry level sales and results from the more desirable higher priced collector quality cars. In addition to the entire Corvette auction results, we examined sales of the best Corvettes consigned, the 90 first through third generation Corvettes scheduled to cross the block on Friday and Saturday. Then, where applicable, we examined how specific Corvettes did compared to their pre sale estimate.

The first thing that came as a surprise from the research was the sell through on C1, C2, and C3 Corvettes for Friday/Saturday was as strong or stronger than their generational sell though for all day combined, a fact contrary to past Kissimmee Friday-Saturday Corvette sell throughs. During the two-day period 90 first, second and third generation Corvettes crossed the block and 57 sold, a 63% sell through for the two days. Historically due to the higher quality and consignor expectations on peak days the sell though usually drops below the accumulated sell through for the entire event. This year this was not the case for collector Corvettes and was likely the result of more realistic expectations on the part of the seller.

### **First Generation**

The encouraging news for enthusiasts who own or are considering a first generation Corvette is that the market is stable, no decline or major appreciation in value was evident. The best description is the first generation market is flat and no major shift has occurred recently like was seen in the second-generation big block models. One reason is that, unlike the second-generation models, first generation values have been relatively stable for the last few years experiencing only a moderate increases in prices and has not experienced the dramatic jump in prices like the performance optioned second generation Corvettes.

Increased prices for first generation cars over the last couple years has been proportionate to the car's performance options. Higher horsepower and big brake optioned first generation cars valuation is significantly higher than other optioned C1's. Graphing the C1 price jump over the past few years is not as vertical as we see with second-generation cars; later first generation models with higher horsepower and rare performance optioned cars have increased 8% to 10% percent over the last few years, significantly less than the 40% or more experienced by some big block second generation Corvettes. As a result, the first generation Corvettes have not experienced the slip in prices that C2 Corvettes have experienced in January.

**Of the 23 first generation Corvettes that crossed the block on Friday and Saturday 14 sold with half of them selling for over \$100K (two were resotmods). Only four first generation Corvettes had pre sale estimates set and one, Lot S188, sold above the high estimate (something not seen with C2's). It was the top seller for first generation Corvettes and the only Corvette in the sale that sold above estimate. The recently restored silver blue 1958 and hammered for \$155K on a pre sale estimate of \$125K to \$150K.**

**Lot S140, beautiful Duntov award winning 1957 Corvette, was sold for \$115K, \$10K below its low estimate of \$125K. A rare 1955 Corvette roadster, Serial #002, Lot 194, was Bloomington Gold certified, and bid to \$225K, right at midpoint of its \$200K to \$250K pre sale estimate, but failed to meet reserve. And another consignor took home his rare harvest gold 1955 with a green convertible top, Lot S200, after it was bid to a realistic \$130K, well below its high \$150K to \$200K pre sale estimate.**

**Like we saw in Scottsdale and understandable, the first generation Corvettes were the most prone to being modified and the restomodded first generation cars were bringing strong money. No longer is it considered heresy to modify an early generation Corvette, particularly if you want to drive and use the car.**

**The results for first generation Corvettes indicated the market demand and prices for top quality condition 1 and 2 first generation cars is steady while the lesser condition cars are experiencing some decrease in demand prices from 2012 and early 2013 levels. Though demand for top quality first generation Corvettes is currently stable don't expect to see much appreciation in value.**

## **Second Generation**

**The sales results for second generation Corvettes, particularly the high horsepower later models experienced what can best be described as a market correction, especially for those models which jumped so dramatically in price over the last couple years (the high horsepower big block cars). Prices have clearly softened for these cars and was evident not only at Mecum's but also at Barrett-Jackson.**

**Before we examine the Mecum second level sales results two examples from Barrett-Jackson should be examined as examples of the market shift. They are both very solid, authentic, big block 427/435 1967 coupes, lots 1307 and 1321. In spite of one of the most respected Corvette authorities in the country validating these cars calling them "bulletproof," they still sold for considerably below the Hagerty low price valuation based on estimated values for December 2014. The first Lot 1307, a solid condition #2 coupe, should have brought a minimum of \$140K to \$165K and it sold for \$115.5K (including buyer fees). The second, Lot 1321, with several Regional Top Flights, that should have brought no less than \$125K sold for \$106.7K (including buyer fees).**

**In Kissimmee similar results were the norm with only a few mid year Corvettes selling within estimate range. Though prices were clearly not bringing the prices anticipated, the highly desired C2's had a relatively strong sell though for Friday and Saturday of 64%, selling 34 of the 53 cars, attributed to, as previously explained, the consignors being more realistic in their expectations with fewer high dollar blue chip second-generation Corvettes as in the past. As example there were no L88's, L89's, only one Z06, and fewer of the coveted 1967 427 big blocks offered, possibly because owners knew the market was softening for those models. In 2014 there were 3 second generation Z06's consigned (only one of the three sold) while there was only one this year and it did not sell. Last year there were 25 1967 427 Corvettes (including a rare 1967 L89) consigned versus this year's 16. Only 8 of the 2014 67 427's sold while 7 of 2015's 16 hammered sold. (Editor Note: To be fair in the past we have been critical of Mecum's low Corvette sell through percentages so we are pleased to see that they have weeded out some of the speculators that were just testing the market.) The results indicate the second generation Corvette market has lost the unsustainable momentum it has been used to since 2012 and prices are pulling back. That can be seen in the prices bid for strong blue chip second-generation cars. A total of 53 C2 Corvettes**

crossed the block on Friday and Saturday and 64%, 34 were sold. With the exception of a highly desirable and rare 1964 big tank coupe (Lot S164) that hammered for \$415K (estimate \$400 to \$475) most of the other blue chip C2's were flat or weak, selling below the pre sale estimate. In fact of those 16 second generation cars that had pre sale estimates set, only three managed to sell at or above the minimum estimate, nine sold below the minimum and four failed to meet the reserve and went unsold. Those blue chip collectibles that sold hammered for an average of only 88% of their pre sale LOW estimate. Considering prices bid for other blue chip C2s, those where a pre sale estimate was not set, an overall weakness and softening of second generation Corvette market is apparent, with none selling within the Hagerty estimate range.

One of the best examples of the price weakness can be seen in one of the feature Corvettes, the 1963 styling car that once belonged to Mrs. Harley Earl. At last year's Kissimmee auction the same car was offered and it failed to meet the consignor's reserve though it was bid to \$340K. This year it was brought back with a pre sale estimate of \$375K to \$500K. The car was bid to a disappointing \$230K, almost a third less than it was bid to last year; amazingly the consignor accepted the bid and the car sold.

But there were other signs as well, like the only second generation Z06 in the 2015 auction, Mickey Thompson's personal Z06. The highly promoted and documented authentic 1963 coupe had a pre sale estimate of \$725K to \$850K and could only garner a bid of \$575K and went unsold.

Restored 427 cubic inch 1967 Corvettes, though always enticing are commonplace and the competition to own one is not as intense as it was a year or two ago. That comment in no way diminishes the desirability of those magnificent cars, it is only a statement on the current market conditions which have changed from the double digit appreciation in value we were seeing in 2013. What was considered a "seller's market" two years ago is quickly becoming a "buyer's market."

It is important to also keep in mind that prior to last year most Corvettes were not at their all time market high levels. Most Corvettes enjoyed those high prices back in 2006. The market high prices were dramatically impacted by the economic downturn of 2008 where prices of condition 1 and 2 collector Corvette values fell by as much as 40%. For the next four years prices continued to fall even further. But as the economic conditions improved by 2012 several collectors and enthusiasts realized the relatively low prices and began buying the bargain collector Corvettes. That caused the Corvette market to boom through mid 2014 when Corvette prices began to approach 2006 and 2007 levels. In mid 2012 and through the next two years the most desirable #1 and #2 condition early Corvettes with rare options escalated in price by forty to fifty percent. Graphing the value growth showed an almost vertical line from 2013 to 2014. Clearly that growth was unsustainable and is similar to the recent growth in value of rare European cars. So what we are experiencing currently the the Corvette segment is a leveling or market correction to help bring the unsustainable and often unrealistic pricing in line.

To see the change in Corvette values over the past nine years Hagerty offers several examples using their first-rate valuation tools, which can be tailored to a specific Corvette model. As an example we looked at the price changes of a 1967 Corvette Coupe with a 427/435 HP 3x2bbl L71 engine. Note the almost vertical jump in prices which occurred during the middle of 2013 where the price of condition 1, 1967 Corvette L71 coupes jumped from an average of \$135K to \$211K by August of 2014, an unsustainable 56% increase in prices. Even condition 2 examples jumped from \$115K to \$153K. Similar jump in prices can be seen on most other second-generation big block Corvettes.

### Third Generation

There was not a sufficient number of blue chip third generation Corvettes offered to justify a specific conclusion about the C3 collector market. For the entire auction 80 third gens were consigned, most entry level Corvettes, and 42 sold. The 52% sell through was the weakest of all generations and surprising

based on the fact that most of the unsold cars were unremarkable cars. If a conclusion can be drawn from that statistic it is mediocre Corvettes aren't selling, especially third generation mediocre Corvettes. In support of that conclusion though only 14 third generation cars were offered on Friday and Saturday, 9 sold.

Worthy of note is the relative strength of the 1971 LS 6 Corvettes. At Barrett-Jackson a beautiful, authentic LS6 convertible sold for \$203K and at Mecum a coupe (Lot 206.1) sold for \$162K. Both cars sold within the estimate. Conversely, three 1969 L68 (427/400 HP) cars were offered and two sold below estimate around \$50K while the third with factory air was bid to \$65K but did not meet reserve.

One of the critical requirements for a third generation Corvette to hold or increase in value is the absolute necessity of a documented history and verified authenticity and originality. Clearly those cars without it either sold well below estimate or didn't sell at all. And often even a documented, original rare example did not sell within estimate. One example was an exceptional 1971 LT1 (Lot T263) that hammered for \$62K. And over the last few months we have even seen outstanding C3 L88's sell below estimate. At Barrett-Jackson a Nabers Brothers restored 1969 L88 sold for \$495K, more than \$50K below Hagerty's minimum estimate. The best advice for third generation market predictions is to keep a close watch on the market until a trend can be established, but do not expect much outside of market stability

## Summary

Clearly the Corvette market in total is experiencing a slowdown. At best the collector Corvette market may be considered stable, but within it certain segments are experiencing a market correction and prices have slipped. The concern is that this is occurring to the second generation cars and more concerning the big block, second level cars. Though it may be understandable based on the unprecedented growth in value in the relatively short period of 2013 -2014 a market correction may be healthy to avoid a long term decline or collapse in prices.

But keep in mind that most blue chip collector cars do not sell at auction, they change hands privately, often in clandestine negotiations rarely publicized. And it is not the auction prices alone that determine the values and estimates on cars; private sale play a big part in collector car price estimates. And those private purchases are usually not influenced by emotion like often happens in a volatile auction.

The best advice for sellers at auction for blue chip Corvettes is to make sure you have all your documentation available and accessible to potential buyers. Provenance and history are important and incomplete documentation gives rise to questions. As a seller either you or your representative should be on site to answer questions about your car and it is helpful to have a certified appraisal by a recognized authority available. The more legitimate documentation the better including judging sheets from the NCRS and Bloomington Gold. And spend a little money to market your car using professional pictures in auction catalogs or brochures. If the car has been restored pictures of the restoration and pictures of part and chassis numbers is helpful. And if you are serious about selling the car do not "test the market" with a high price. When the car fails to sell if you want to consign it to another auction the "no sale" at the first auction diminishes its value to bidders. A common error is to overestimate the desirability of your car, remember your car is more valuable to you, especially if you have a lifetime of memories invested in it. Keep in mind that with rare exception your Corvette is not unique.

As a buyer you have heard countless times to get the advice of a recognized expert. I cannot stress that enough when buying a legitimate blue chip collector Corvette. Aside from the piece of mind it will give you it may save you from making a potentially disastrous and costly mistake. But after the fact is too late, find out before you place the first bid. Right now we appear to be headed into a Corvette buyers' market so the ball is in your court, take your time and check prices of cars that have sold in the last few weeks or

months to avoid over paying. Prices can easily fluctuate 10% or more in a month and basing your bid on the most current information may save you a lot of money And remember price estimates are only that, estimates; as we saw at Kissimmee several blue chip cars sold below estimate so don't think you have to bid in that range. As a buyer do your homework, get help and try to keep emotion out of your bid.

Finally in reality a car, even a Corvette, is worth only what someone is willing to pay regardless of what the experts or anyone else tells you. So as you have heard several times before, if you are buying your Corvette as an investment buy the very best example you can afford, in the long run it is the safest investment. But for most Corvette enthusiasts keep in mind that most Corvettes are not investment cars, they are cars to be driven and enjoyed. So the best advice on the market is to invest in a Corvette that you are going to love and enjoy without regard to investment value or the thought of selling it.

## January 2015 Corvette Sales

The latest monthly sales report from General Motors was released this morning which contains the delivery statistics of Corvettes in the month of January, 2015.

Last month, Chevrolet sold 2,127 Corvettes which was a decrease of -5.9% from the 2,261 Corvettes sold during January 2014. Since this is the beginning of the calendar year, those stats for Calendar Year to Date sales are the same as well.

Looking at December 2014 sales compared with January 2015, we see a huge decrease of -40% as December's 3,552 Corvette deliveries were skewed with the first deliveries of the Z06 taking place. The difference between the two months is 1,425 units and that difference would mostly be from the first Corvette Z06s produced.

Here's the GM Sales Report for Corvettes in January 2015:

Corvette Delivery Statistics for January 2015							
Month				Calendar Year-to-Date			
Month	2015	2014	% Change	Months	2015	2014	% Change
Jan	2,127	2,261	-5.9%	Jan-Jan	2,127	2,261	-5.9%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2015	2,127												2,127
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 January, GM delivered 202,786 vehicles in the United States which was the best January sales figure in seven years. Chevrolet had its best January total and retail sales since 2008. The all-new Colorado has overtaken the Nissan Frontier to become No.2 in retail market share in the mid-size pickup segment.



## **The Sinkhole at the Corvette Museum has been Filled**

As the one-year anniversary of the sinkhole that ate eight significant Corvettes in the Skydome of the National Corvette Museum nears, restoration work continues on track.

Zach Massey, restoration project manager for Scott, Murphy & Daniel LLC, gave another update this week on the progress that's being made on the damage done by the sinkhole on Feb. 12, 2014.



Over the past week or so, crews have been working on finalizing the HVAC duct bank. They have formed all the walls on that duct bank, and the top slab – eight inches of concrete over a metal deck – has been poured.

“So we’ve finally got our HVAC duct bank repaired,” Massey said. “I know that’s been something that’s been laying there for a long time that people have seen so we’re happy to have that piece of the project.”

Crews are working this week to finalize the subgrade in the Skydome area. “We’ve got a crew here doing that final grade work to get things to where we need it before we start drilling,” Massey said.

“We’re gonna have crews still busy doing concrete form work,” he said, “and we’ve always had Hayward Baker, our micropile drilling contractor, on schedule for the second week of February.”

Those workers began arriving in Bowling Green Monday from all over the country, including some from Hawaii as well as a drill rig from Italy.

Hayward Baker crews will be mobilizing Thursday and Friday and will begin work on Monday, Feb. 9. They’ll be installing 46 micropiles and grade beams to make sure the new floor will remain in place in the event of another collapse. Those micropiles will be 15-20 feet apart at an average depth of 141 feet.

After that will come the addition of more stone and a new concrete slab floor, a process likely to take until mid-April. Work is still on track to be completed by July.

Massey said a few other miscellaneous items are going on the rest of this week, including looking at electrical layouts in the floor and some of the finishing touches now that the hole is filled.

## **2015 Corvette Z06 Has Wheels Stolen While Parked at an Apartment Complex**

Back a few years ago, I was restoring my dad's 1970 Impala and had taken it to a friend's house to have the motor rebuilt.

The paint was rusty and the interior was musty, but I had splurged for \$1,819 worth of new tires and wheels just to spruce up the old girl.

While my car was there, though, in the dark of night, out in the country of North Georgia, somebody jacked up the car and stole my tires and wheels, leaving the first car I ever drove by myself (at age 16) sitting on top of concrete blocks.



I thought that was a depressing sight.

But then I saw this posting on *Corvette7* and changed my mind.

Yes, someone actually had the nerve to steal the tires and wheels off a shiny red 2015 Corvette Z06, jacking it up on a block of wood and then leaving it resting on the wood and its rear brakes.

But then I remembered what I told myself when the same thing happened to my Impala: It could have been worse! What if they had taken the whole car?

The owner of this beautiful Z06 posted the following on Feb. 5, asking for help finding his wheels:

“Heads up fellow owners, someone stole my wheels in front of my gf’s apartment this morning! If anyone sees wheels for sale, let me know!”

Let’s hope someone out there is able to help him find his stolen items. After all, how much of a market could there be for those wheels since the Z06 has only been out for a few months and most legitimate owners wouldn’t need such wheels – or hopefully would have more morals than to buy hot (literally) wheels!

The owner did follow up with a new post on Feb. 7:

“So General Motors called me this morning someone is supposed to come move my car via magical means, we’ll see if it happens. I’ll post pictures if successful.”



Let’s hope this story has a happy ending so this fellow can get back to doing what you’re supposed to be doing when you own a Z06.

On Sunday, Feb.8, the owner shared this photo showing the Corvette Z06 on the back of a tow truck. Unfortunately, he says “Well GM Roadside was NO help. After setting up the tow they backed out of their desire to help..car is off the street”.

## Corvette Racing Receives Invitation for the 2015 24 Hours of Le Mans

While Corvette Racing has been planning on running the 83rd annual 24 Hours of Le Mans as part of its 2015 campaign, the race requires an invitation from the ACO. Last week the field was announced and the factory-backed race team did indeed receive two of the 21 at-large invitations available for the race at Circuit de la Sarthe in France this June.

The twin Velocity Yellow C7.Rs will join seven other cars to round out the GTE-Pro class which will feature a total of nine entries.



With the invitations in hand, Corvette Racing announced the endurance drivers that will be joining the four full-time drivers for the race. Ryan Brisco will rejoin his class winning Rolex 24 at Daytona teammates Jan Magnussen and Antonio Garcia in the No.63 Corvette C7.R while Jordan Taylor will join Oliver Gavin and

Tommy Milner for the first time in the No.64 Corvette C7.R.

*“Le Mans is the biggest challenge an endurance sports car driver or team can face,” said Mark Kent, Director of Racing for Chevrolet. “Over the 15 years that Corvette Racing has been an annual participant at Le Mans, we have captured seven class victories. Winning at Le Mans requires not only a great race car like the Corvette C7.R and outstanding drivers, but also great execution by the entire team. In addition to victories, another measure of our success at Le Mans includes the lessons we learn by competing in this grueling race and how we transfer these learnings to our production vehicles. The Corvette C7.R and Corvette Z06 are perfect examples of technology transfer between the race track and the Chevrolet showroom.”*

This will be the second year that the Corvette C7.Rs have taken the grid at Le Mans. Last year at the 2014 24 Hours of Le Mans, both cars placed in the top-four in GTE Pro. Garcia, Magnussen and Taylor were runners-up in the No. 73 car while the No. 74 Corvette placed fourth.

Thirty-Five of the 56 entries for this year’s 24 Hours of Le Mans are competing in the full FIA World Endurance Championship. That left just 21 at-large spots available to round out the field. It was believed that about 70 entry requests were filed in December.

Corvette Racing’s two C7.Rs are the only TUDOR series contenders in GTE-Pro with the other seven entries campaigning in the FIA WEC. Here’s the nine cars that will be competing in the GTE Pro class:

- 51 – AF Corse – Ferrari F458 Italia
- 63 – Corvette Racing-GM – Corvette C7.R
- 64 – Corvette Racing-GM – Corvette C7.R
- 71 – AF Corse – Ferrari F458 Italia
- 91 – Porsche Team Manthey – Porsche 911 RSR
- 92 – Porsche Team Manthey – Porsche 911 RSR
- 95 – Aston Martin Racing – Aston Martin Vantage
- 97 – Aston Martin Racing – Aston Martin Vantage
- 99 – Aston Martin Racing – Aston Martin Vantage

This will be Corvette Racing's 16th 24th Hours of Le Mans. The team will be bringing a wealth of experience to the race with 7 wins in 15 starts at Le Mans. Its six drivers have a combined 12 victories at Le Mans – four each for Gavin and Magnussen, three for Garcia and one for Milner. The group of six has 49 Le Mans starts between them: Magnussen 16 and Gavin 14 (all consecutive starts for both), Garcia with nine, Milner with six, Taylor with three and Briscoe with one.

## All C7 Corvette Coupes Get a \$1,000 Price Increase

Unless you already had an order in the system for a new 2015 Corvette, the cost to buy the Coupe version of America's Sports Car just got a little more expensive.

GM notified dealers on February 2nd of the price increase, the second time Corvette prices have gone up in the 2015 model year.

The new MSRP for the 2015 Corvette Stingray Coupe will start at \$55,995 for the non-Z51 version or \$60,995 for the Coupe with the Z51 Performance Package. The 2015 Corvette Z06 Coupe's MSRP is raised from \$78,995 to \$79,995. These prices include the \$995 destination fee.



The price increase only affects the Coupe version of the Corvette, while the convertible models will stay priced as is for now.

Pricing for the 2015 Corvette Stingray was first announced last summer with the Z51 Coupe and Convertible models receiving a \$1,000 increase over the 2014 models. At the beginning of 2015 model year, the non-Z51 Corvette Coupes started at \$53,995 and the Z51 Performance Edition Coupes started at \$58,995. All 2015 Corvette models received another price increase of \$1,000 in August 2014.

The 2014 Corvette Stingray was initially priced at an MSRP of \$51,995 for the non-Z51 Coupe when the car was introduced in January 2013.

## Inside the Development of CORSA's C7 Corvette Exhaust Systems

Corsa exhaust systems have found their way onto countless C5 and C6 Corvettes.

Now the aftermarket exhaust manufacturer has unveiled its latest system for the C7 Corvette. It sounds great, offers a big increase in performance, and even offers customization not previously offered.

Corsa officials explain the process behind its new systems for the Stingray, and you'll see, it definitely wasn't easy.



Brent Noward, marketing manager, says Corsa had a three-pronged goal for its system.

**“We needed to create an aggressive exhaust note that perfectly matches up to the C7’s aggressive styling,” he explains. “We had to produce a high-performance exhaust system that flows freely and outperforms the stock systems to unlock additional horsepower and torque from the C7’s engine. And of course we had to deliver a system that does not drone ... the way our customers expect.”**

**Noward says Corsa has spent more than eight months of research and development and over 1,000 manhours of engineering and design time and hundreds of hours of testing to come up with its new system. Corsa engineer Dave Niksa notes that the C7 exhaust system has been the “most complex” to develop in the company’s history.**

**“The C7 with its wide range of newly advanced technologies forced Corsa to deliver a range of solutions that works perfectly in harmony with these technologies,” Niksa says. “Producing an exhaust system that delivers more flow and the proper sound in all Corvette driving modes, including four-cylinder eco mode, took additional development and engineering expertise.”**

**Through a series of creative solutions and multiple alliterations, Niksa says, Corsa’s C7 valveback design utilizes the best of General Motors’ technology with the latest developments in Corsa’s acoustics engineering to deliver “the ultimate C7 Corvette exhaust solution.”**

**Hundreds of hours of testing, including the evaluation of the removal of the upstream axle pipe valves from the stock Corvette exhaust system, showed that there was no significant difference with the removal of these valves, Niksa says.**

**Final testing confirmed only a minute horsepower difference between the valved and non-valved axle pipe designs, but the valved design would have required a significant price increase to the customer to incorporate components Corsa felt are unnecessary, he says.**

**But cutting to the chase, the new Corsa system when equipped with its all-new Double Helixx X-pipe design adds up to 20 horsepower and 15 lb-ft of torque over the stock exhaust system.**

**Also, the new system offers a choice of clamp-on tip designs so that customers can customize their system to their preference.**

**And of course, the sound is out of this world.**

## **Driving a Corvette Z06 in Track Mode in the Rain is Not a Good Idea**

**Driving a real-wheel drive 650 hp super car in crappy weather can be done if you follow the rules and play it safe. Unfortunately for this brand new Corvette Z06 with less than 100 miles on the odometer, the owner learned those rules the hard way and now the car sits at the dealer waiting for repairs.**

**The wrecked Corvette Z06 was first spotted sitting at a Hendrick dealership in South Carolina by a *Corvette Forum* member named “b4z” who took these two photos. The rear passenger wheel is turned out at an angle and there is body damage to the lower quarter panel. Right away without knowing the details, many forum members offered their take on wrecked Corvette by thinking the back end slammed into a curb:**



Another *Corvette Forum* named “soulsea” chimed in with the official details according to one of the sales guys at the dealership:

*My salesman there called me to let me know about this Z06. This happened a day or two after purchase (it could even had been the same day I can't remember exactly) and with less than 100 miles. The owner lost it in the rain at around 80mph and slammed the rear wheel into the curb. He was lucky not to flip it.*

*The cause? He had it in Track mode in the rain and with no experience behind the wheel of a Z06.*

*So they called me out of courtesy to tell me not to do that. I told them only an idiot would.*

The rules are pretty simple when it comes to driving your Corvette Z06 in the rain. The first is to recognize the car's limits. Driving around on Michelin Pilot Sport Cup tires in the rain should be avoided but if you find yourself caught in the rain, put the car into “Weather Mode” while making sure the traction control is engaged and SLOW DOWN.

Even professionals have to follow these rules. Remember this wrecked Corvette Z06 Convertible that lost it on a Michigan highway? The professional driver was working for a third-party engineering company that helps put the miles on these cars for testing and even he got bit.

Look, everybody loves the “Track Mode” because of the display change on the gauges and the deeper sounding exhaust. But there's a time and place for everything and in a storm, track mode is the wrong option. Doing those simple things would have most likely saved this Corvette Z06.

Finally, our last rule to consider would be to “Mod the Driver” by learning how your Corvette Z06 drives and how to react in certain situations. The best way to get that experience is to attend the Corvette Owner's School out at Spring Mountain Motorsports Ranch. There in a safe environment you can learn how to drive your Corvette Z06 safely and with confidence. Oh, and the best part is that yes, you get to engage “Track Mode”.

## Corvette Museum Marks One Year Anniversary of the Sinkhole that Swallowed Eight Corvettes

Special activities are planned at the National Corvette Museum on Thursday, Feb. 12, to observe the one-year anniversary of the sinkhole that formed inside the SkyDome and swallowed eight classic Corvettes.

The disaster actually has turned out to be a blessing in disguise for the museum, which earned major news coverage around the world and actually experienced a 67 percent increase in attendance for the year.

“Everyone has joked that the Museum ‘made lemonade’ out of this situation, so we thought it fitting to end our ceremony with a lemonade toast to continued good fortune for the Museum,” said Katie Frassinelli, Museum Communications Manager.



Also planned Thursday is a ceremony where the first person to actually see the sinkhole – Betty Hardison, Museum Library & Archives Coordinator – will recount her experiences after being contacted by the security company early that day.

Zach Massey, Project Manager with Scott, Murphy and Daniel Construction, will also talk about the repair efforts already completed inside the building and the work that remains to be done. Of course, the big star of the day will be one of the eight Corvettes that fell 30 feet into the Earth. The 2009 ZR1 “Blue Devil” will be displayed for the first time at the museum after undergoing repairs. Ironically, it was the last car to fall into the sinkhole and was the first to be removed, actually cranking up that day to loud cheers from spectators after its disastrous fall.

Frassinelli also noted that the Museum is working with Creative Arts Unlimited out of Florida to come up with “a meaningful, first-class exhibit to tell the story of our sinkhole.” The construction crew has already installed a manhole which leads into one side of the cave, and the exhibit will include a kiosk connected to a camera and lights inside the cave, allowing visitors a live view of what’s underneath them.

“The exhibit should be educational and entertaining with plenty of hands-on and interactive features,” Frassinelli said.

As for the rest of the damaged cars, the Museum reports that the 1992 “One Millionth” Corvette began a six-month restoration process at the GM Design Center in Warren, Mich., last month. The Museum will be working with a private Corvette restoration shop to repair the 1962 Tuxedo Black Corvette. Currently six of the Corvettes are on display in the Museum’s Exhibit Hall. All eight are planned to be reunited later this year when the Skydome construction is complete and the building is re-opened to the public for tours. The main portion of the Museum continues to remain open for tours during the construction process, which can be observed through a Plexiglas window.

Of course, as Executive Director Wendell Strode says, the main thing about the sinkhole disaster was that “we were fortunate the good Lord was watching over us, because no one was in the Museum at the time.”

Security cameras actually caught the first moments of the 5:39am sinkhole collapse, and the footage has garnered 8.5 million views world-wide on YouTube, plus countless more via news media outlets and television documentaries:

### Stolen 1972 Corvette Found after 43 Years but Legal Roadblocks Prevent Reunion with Owner

‘Tis better to have loved and lost than never to have loved at all.

A Georgia woman probably isn’t so sure about that old saying, especially after her heart may wind up being broken twice – but not by a man, but by a Corvette.

Our story begins in 1972 when a teenage Terry Dietrich of DeKalb County, Ga., bought a 1972 blue Corvette Stingray.

She was instantly in love.



**But six months later, the love of her life was ripped from her heart, stolen right out of the parking lot where she worked!**

**For years, she just figured it had been stripped of its parts and dumped in the Chattahoochee River and moved on, accepting an insurance claim from Allstate.**

**Fast forward 43 years to 2015, when a used car dealer in Forest City, N.C., named Gary Greene enters the story.**

**He had always seen a blue 1972 Corvette rolling through town since 1975, and since he likes to restore cars, when a local widow offered this one for sale, he jumped on it.**

**“I’ve known this car all my life. It’s never been hidden from anybody,” he told 11 Alive News in Atlanta. Red flags soon went up, though, when he discovered the VIN and title were for a 1969 convertible, not a 1972 T-top.**

**Fortunately, he was able to find the real VIN on the car’s engine and frame, and soon DeKalb County police were able to track down the car’s real owner from a 1972 theft report. In fact, Dietrich’s family still has the same phone number and lives in the same house, so police were able to find her easily.**

**“If I could get that car back, it could roll back up the same driveway, pull back into the same carport it left 11-14-72. How awesome is that?” asked Dietrich.**

**Unfortunately, the “lovers reunited angle” of this story takes a sharp turn into a ditch right here.**

**North Carolina authorities have locked up the car saying they won’t give the car back to anyone without the original title. Nobody can find a copy, not even Allstate or the State of Georgia.**

**“What I fear is if maybe all the dots don’t connect, the car would go to auction and disappear and be gone. It would be a horrible end to the story,” said Greene.**

**Terry could get the car back with a court order, according to the North Carolina Department of Motor Vehicles, but since Allstate already paid the claim in 1972, Terry doesn’t technically own it.**

**It’s not clear how far Allstate will go to help Terry get her car back, even for a customer who has to this quote from Terry just break your heart? “If I cannot have the car back, I do not want to see it. And I will have to get over this all again,” she said.**

## **Corvette Museum’s Sinkhole Also Brings Record Visitors to the Corvette Assembly Plant**

**Remember how nervous you were that first day on a new job?**

**Well, imagine Corvette Assembly Plant Manager Jeff Lamarche’s feelings when he arrived for his second day on the job on Feb. 12, 2014 – only to find out that a sinkhole had swallowed eight Corvettes in the National Corvette Museum just next door during the night!**

**His wife actually delivered the news to him first.**

**“She was going to the museum that day,” Lamarche recalls. “So, I actually found out about the sinkhole from her because she went to the museum and said, hey, it’s closed.”**

The next day, though, proved even busier for Lamarche, he says.

“...It really became a big flurry of activity because immediately GM wanted to jump in and say we want to help with the restoration of the cars,” he said.

Lamarche doesn't believe the sinkhole influenced the sales of the popular new seventh-generation Stingray that went on sale in 2013, but he does believe the disaster positively affected the assembly plant as far as its popularity with tourists who can visit and see just how America's Sports Car is built.



“Just like the museum had a record number of visitors last year in 2014, we did as well,” Lamarche says. “Over 55,000 tourists came to the plant to take our public tours.”

Fortunately, Lamarche has worked at nine GM plants, so he had the experience to handle the hoopla over the sinkhole. Now things are beginning to calm down, though there is sure to be a flurry of activity again when the restoration work is complete at the museum.

## Chance Parking Lot Encounter Leads to Love for Two Corvette Owners

Sometimes love is not just in the stars – it's in the cars!

For instance, I met Cindy, my wife of 25+ years, on a warm spring Saturday night while cruising the streets of Dalton, Ga., in my red 1986 Corvette.

It was really love at first sight, at least for me, as I quickly – and boldly for me – asked her to go to a Corvette show at Day's Chevrolet in Acworth, Ga., the next afternoon.



“I don't know you,” she replied.

Well, some three or four hours later, after we had talked non-stop about everything under the sun and become great friends, I asked her again to go to the Corvette show.

“You know me now!” I countered.

“I guess I do,” she answered.

Five kids and a mortgage later, we're still together.

That's why I could really relate to this story about a fellow named Peter Gapp.

It seems fate involving a pair of Corvettes led to his love connection.

**Peter bought a 1992 Corvette in black rose and drove it to work the next day, parking next to the only other Corvette in the lot, a white 1977 model.**

**Naturally he was admiring the car when its owner, Lisa, came out and told him it wasn't for sale.**

**“When I got to my car, I noticed a great-looking guy standing between my '77 Corvette and a gorgeous black rose Corvette,” said Lisa, who fortunately had forgotten something in her car and came back to get it.**

**From that chance meeting, they quickly forged a relationship that turned into marriage, and they're still cruising around in the same Corvettes 23 years later! Cupid Arkus-Duntov strikes again!**

**In fact, the '77 has been nicely restored now, and Peter's '92 still turns heads with its unusual black rose paint.**

**“When my wife and I cruise around we get a lot of interest from people because you don't see a color like black rose on the road today,” said Peter. “It's a unique color that appears differently depending on where I'm driving. In the sun, the light bounces off the hood like a gem, but in the shade, it really gives off a black tint.”**

**Since they keep the C4 at their home in New Jersey and the C3 in Florida, they joke that they're in a “long-distance relationship.”**

**Happy Valentine's Day to Peter and Lisa, and a special Valentine's shout-out to my lovely bride, Cindy, as well.**

## **Winter Storm Forces Closure of the Corvette Assembly Plant and National Corvette Museum**

**Anyone who had been hoping to see their Corvette Stingray or Z06 roll down the assembly line Tuesday will have to wait at least one more day.**

**That's because of the havoc being created by winter storm Octavia that has already dumped more than 6 inches of snow from Missouri to Kentucky, forcing General Motors to shut down the second shift at the Corvette Assembly Plant on Monday night and both shifts on Tuesday. (Maintenance crews were told to report for their regular shifts, however.)**



**Production is expected to crank up again at the Bowling Green, Ky., facility on Wednesday, according to GM spokesman David Darovitz.**

**Meanwhile, officials at the National Corvette Museum announced it will also be closed Tuesday because of the wintry weather.**

**GM also blamed the weather for its decision to cancel the Spring Hill, Tenn., plant's second and third shift, where workers produce a multitude of products, including the Chevrolet Equinox, four-cylinder engines, metal stampings, plastic molding and paint bumper fascias.**

Three to 5 inches had already fallen across the Louisville metro area, the National Weather Service reported by early Monday afternoon. Snowfall was forecast to peak at 2 inches each hour in much of Kentucky later Monday.

Fortunately, bad weather has been easier on automakers this year, compared to 2014 when widespread weather-related closures contributed to a 5.1 percent decline in national auto production over January 2013. The impact has been negligible so far in 2015.

## **Car and Driver Infographic Shows Maximum Operating Temperatures of the Corvette Z06**

The 2015 Corvette Z06 is one hot car, and we're not just talking about the way it looks and performs. With its 6.2-liter supercharged V8, the Z06 systems produce heat, and a lot of it.



In fact, Car & Driver recently came up with an informative graphic that tells exactly how much heat the various parts of the Z06 makes when it's being put through the paces on the track.

For instance, the exhaust valves reach 1,652 degrees and the exhaust gas at the manifold hits 1,922 degrees while the exhaust gas at the catalytic converter hits 1,238 degrees!

Those all-important carbon-ceramic disc brake pads reach 1,382 degrees! The transaxle clutch hits only 572 degrees but that is three times hotter than the boiling point of water!

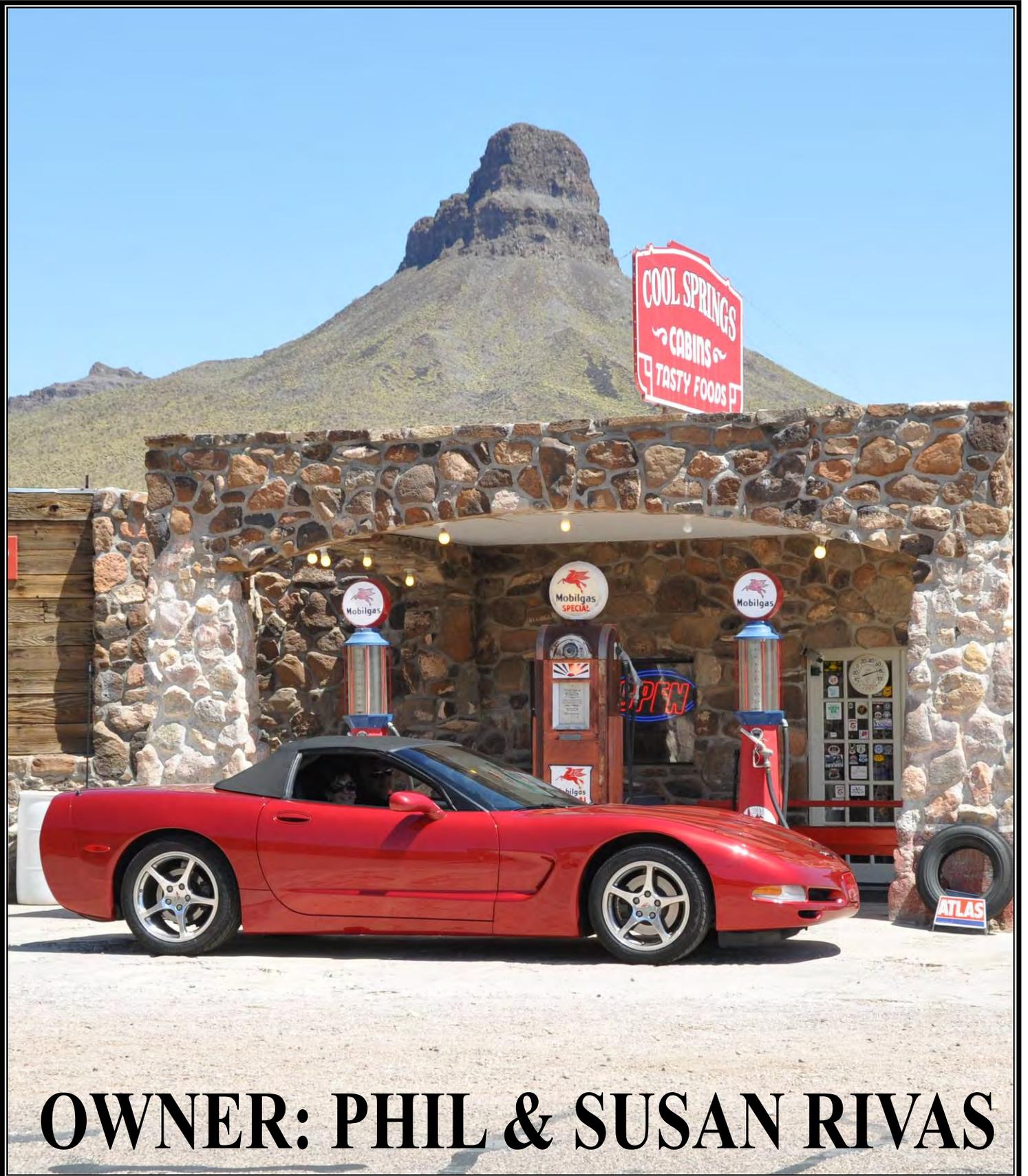
The magazine points out that these maximum temps will only be reached on the track, with the normal temperatures about 85 percent of the highest figures. Still, though, engineers had to make the car capable of handling the most heat.

All that heat is created from the 650hp Z06 engine through combustion, friction, and intake-air compression.

Engineers had to work hard to overcome the high temperatures, especially with the Corvette's low hoodline and other front-end design features, but they were able to do it thanks to extensive testing in hot-weather climates like Arizona and heat-related stress analysis and modeling.

Some of you may still not be that impressed, but consider that the engineers working on your iPhone only had to worry about operating temperatures between 32 and 95 degrees – a virtual walk in the park compared to what Tadge Juechter and his crew had to overcome with the Z06.

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