

FIBERGLASS FOREVER

CORVETTES OF FRESNO



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

ESTABLISHED 1963

NOVEMBER 2015



OWNER: DAVE & TERRI CAVANAUGH



MARK YOUR CALENDARS

NOVEMBER 11, 2015 - WEDNESDAY - VETERANS DAY PARADE - BILLIE TALLEY 559-960-4666

DECEMBER 4TH CHRISTMAS PARTY AT TORNINOS - SHARON MINNICH 559-449-3331

JANUARY 12, 2016 TUESDAY - TAHOE 48 MEETING 7PM AT DENNEY'S

FEBRUARY 27, 2016 SATURDAY - ICE BREAKER TO MONTEREY - INFO TO FOLLOW

TAHOE 48 - SEPTEMBER 8 - 11, 2016



CORVETTES OF FRESNO

2016 BOARD



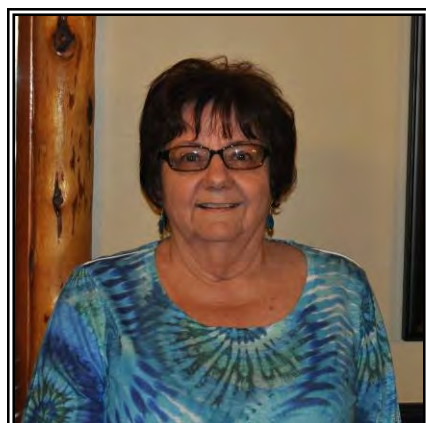
BERT SHERMAN
PRESIDENT



CHUCK FECCIA
VP ACTIVITIES



CLAY MUMBY
MEMBERSHIP



NANCY TEIXEIRA
SECRETARY



GERRI WARE
TREASURER



CHRIS CAMPBELL
WEBMASTER



JIM AGAR
NEWSLETTER



ALLEN TEIXEIRA
WSCC REP:



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

1963 TRIVIA



Luxury amenities such as power steering, air conditioning, and leather seats were first available in the 1963 Corvette.

The earliest serial number air conditioned Sting Ray has a production build date in October, about 6 months before the rest of the A/C cars. It seems the owner was a GM executive who had the car returned to Chevrolet for refitting with A/C.

The 1963 roof panel molds were built using wrong dimensions, such that all roof panels were too small. This left a gap seen in the door pillar above the door latch in all but a few cars. The ones where it is not found were cosmetically covered up with body filler.

The famous "split" rear window for the new Corvette almost never came to be. It seems that Bill Mitchell and Zora Arkus-Duntov argued over the design. Bill Mitchell won out for the 1963 Model, but it was removed for 1964 never to be seen again.

The 1963 Grand Sports, while originally looking much like the production coupes, had no body parts in common. The fiberglass body panels were roughly half the thickness of production panels to save weight.

CORVETTES OF FRESNO, INC 2015 OFFICERS

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

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

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

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

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

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

Newsletter: Jim Agar
E-mail: newsletter@corvettesoffresno.com
Phone: 559-593-1234

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

Sunshine: Ruth Looney
E-mail: sunshine@corvettesoffresno.com
Phone: 559-439-4951



FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

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

newsletter@corvettesoffresno.com



THE PRESIDENT'S EXHAUST



Hello Everyone,

At the October General Meeting the vote was taken to elect the Board Members for the 2016 term. Congratulations to the new Board Members elected, Bert Sherman for President, Gerri Ware for Treasurer and to the Board Members that were re-elected, Chuck Feccia for VP of Activities, Clay Mumby for VP of Membership and Nancy Teixeira for Secretary.

Appointed positions are, Allen Teixeira - WSCC Rep., Jim Agar - Newsletter, Ruth Looney - Sunshine, Chris Campbell - Web Master.

Let's give all of the Board Members and Appointees, our support and appreciation for their efforts.

Had two great runs in October, the Fall Fun Run put on by the Battaglia's with a meal at Bravo Farms and Ice Cream in Three Rivers. Then the Melodrama Run to Oceano by the Biglieri's and Trauger's, we had a great time at the Melodrama and a nice dinner at the hotel. Thanks to everyone who put on these runs!

Time to look forward to the Veterans Day Parade put on by Billie Talley, make sure you let her know if you are attending, we don't have another meeting before the parade. I should be there with my Father, he was (will always be) a Marine.

The next big event is the Christmas Party put on by Sharon Minnich with help from Larry (husband). Please sign up and pay as early as possible, we want to make sure we have an accurate account for the restaurant. Should be a great time, this takes the place of the December General Meeting. Hope to see you all there!

It's been a great year for Corvettes of Fresno, our membership has grown and the year has gone fairly smooth. I am looking forward to 2016 and seeing what comes next! Be careful out there and drive safe!

**Thank you,
Chris Campbell**





CORVETTES OF FRESNO - GENERAL MEETING MINUTES October 20, 2015



Call to Order: President Chris Campbell called the meeting to order at 7:03 P.M. Board Members present were Kaye Campbell, Nancy Teixeira. Chuck Feccia, Clay Mumby and Jim Agar were absent. The Pledge of Allegiance was shared by all. President Chris Campbell welcomed all members and guests.

Chris Campbell announced that Bert Sherman is a write in candidate for President and ballots will be collected and counted by Chuck Ware and Harry Bellow.

Secretaries Report: Minutes of the meeting September 2015 are published in the COF newsletter. A motion to waive the reading of the September 2015 minutes was made by Carol Trauger and seconded by Ron Mattos Motion carried.

A motion to accept the September 2015 minutes as published in the Fiberglass Forever newsletter was made by Carol Trauger and seconded by Harry Bellow motion carried unanimously!

Treasurers Report: Kaye Campbell reported the accounts activity for September, which is on file to be reviewed by members only. A Motion was made to approve the treasures report as read by Larry Dami and Steve Profera seconded. Motion Carried Unanimously.

Membership: Clay Mumby was absent so Chris Campbell reported we have 66 members present and 3 guests Corvettes of Fresno have 133 members and 87 corvettes. Guests introduced were Jack and Margie Back and Misty Grossi. Pete Cholakian was presented with his new membership package. All October Birthdays and Anniversaries were acknowledged. The amount of the name tag drawing for the month of October is \$10.00. Remember to always sign in at the beginning of all meetings!

Communication: Jim Agar was absent, but Allen Teixeira talked to him and the deadline for the newsletter is Friday October 23.

Webmaster: Webmaster Chris Campbell reported that he has posted pictures from Tahoe 47 and also the Fall Run.

Activities: Chuck Feccia was absent so Chris Campbell gave the report, please refer to the Calendar of events in the club newsletter, or on the club web site, www.corvettesoffresno.com for more details and up to date information. **Guests are encouraged to attend any event, come join the fun! Remember all sign up sheets are on the side table.**

Past Events:

Oct 3 Fall Run to Bravo Farms for Lunch and Three Rivers for Ice Cream hosted by Battaglia's 21 cars attended

Oct 6 COF Board Meeting at Spaghetti Factory 6:30 pm

Oct 10-11 Valley Nationals Car Show and Run on the Bluffs

Oct 13 Tahoe 47 wrap-up meeting at 7pm Denney's Herndon and Blackstone

Oct 17 Run to Oceano, to the Melodrama hosted by Biglieri's and Trauger's, 9 cars attended.

Up Coming Events:

Nov 11 Veteran's Day Parade, Billie Talley chair person sign up sheet available she will let everyone know the time and place to meet. After parade will be going to her house for dessert.

Dec 4 COF Christmas Party TorNinos at 6pm sign up sheet, Sharon Minnich chairperson, must be paid by middle of November.

Feb 27 Ice Breaker to Monterey, Steve Profera chair more details later.

April 15 Corvettes of Bakersfield Run to Laughlin Nevada

June 3, 4, & 5 Monterey Corvette Club Event in Monterey

Allen Teixeira thanked everyone who helped with Tahoe 47 both physically and monetarily. We didn't make as much as we hoped but \$1500.00 will be divided between the three charities that were decided on earlier in the year. Allen read comments from Corvette Super Sports about how they enjoyed our event; we also received comments from Alamo Corvettes and many others. Tahoe 48 is now in the planning stages and Jim Agar and Allen Teixeira will be chairing again.

WSSC Allen Teixeira announced that the next Redline should be out in December and he sent in an article and pictures of Tahoe 47. The Quarterly meeting was Oct 3rd but he was unable to attend and has not received a copy of the minutes yet as to what was discussed.

Sunshine Report given by Sharon Minnich, cards were sent to the following members, Rob and Cindi Kochevar for the loss of her father, Chuck Feccia for back surgery, Kaye Campbell for broken foot, Chuck Robb for eye surgery, and Tom Ochoa for mouth surgery.

Old Business: Ballots were collected and counted and the following have been elected as our board for 2016. Bert Sherman President, Chuck Feccia 1st Vice (Activities), Clay Mumby 2nd Vice Pres(Communications), Treasurer Gerri Ware, Secretary Nancy Teixeira. Appointed offices are WSSC Allen Teixeira, Newsletter Jim Agar, Website Chris Campbell, and Ruth Looney Sunshine.

New Business: Skip Hurlimann reported on their experience at Vette Magic in Sacramento and encourages those who may be interested in racing to attend next year. .

Name Tag Drawing: Ron Miller's name was drawn but he was not present so the drawing will be \$20.00 in November.

50/25/25 Raffle: Jim Kozera was the first ticket drawn for \$55.00 and the second was Marj Harp who also won \$55.00.

There being no further business a motion was made by Jerry Najarian to adjourn the meeting and was seconded by Carol Trauger the meeting was adjourned at 7.56pm

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 133 members and 87 cars.

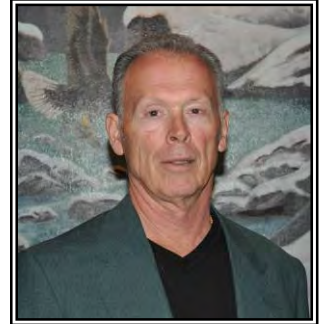
Members & Guests

Total attendance: 69 - 66 Members & 3 Guests: Jack and Margie Back and Misty Grossi.

Nametag drawing

Ron Miller's name was drawn He was not present, the drawing will be for \$20.00 next month.

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



Club Directories and Updates

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

**CLAY MUMBY
MEMBERSHIP**

NOVEMBER ANNIVERSARIES





NOVEMBER BIRTHDAYS



ALLEN TEIXEIRA 5 - JUDI REINKE 6 - SHERI GARLOCK 7
PATTY SHERMAN 12 - SANDY DAMI 12
NINA GAGNEBIN 14 - JOAN KOZERA 16 - DON DUKES 17
BILL SAHATDJIAN 17 - SHIRLEY DOSHER 30

50/25/25 DRAWING WINNERS

**JIM KOZERA
MARJ HARP**

 EACH WON \$55.00 
CONGRATULATIONS



**PRESIDENT CHRIS
CAMPBELL PRESENTS**

**PETER & CATHY
CHOLAKIAN**

**WITH THEIR NEW MEMBER
PACKET**

(Cathy not pictured)

CONGRATULATIONS!

**WELCOME TO
CORVETTES OF FRESNO**



CHUCK'S 2015 CALENDAR OF EVENTS PAGE



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

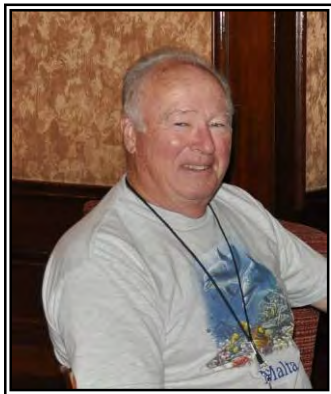
NOVEMBER 17, 2015 - TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK

NOVEMBER 11, 2015 - WEDNESDAY - VETERANS DAY PARADE
BILLIE TALLEY 559-960-4666

DEC 4TH CHRISTMAS PARTY AT TORNINOS, \$35.00 PER PERSON FROM 6 TO 11. SHARON MINNICH CHAIRPERSON. 559-449-3331

JANUARY 12, 2015 TUESDAY - TAHOE 48 - MEETING 7PM AT DENNEY'S - HERNDON AND BLACKSTONE

FEBRUARY 27, 2016 SATURDAY - ICE BREAKER TO MONTEREY - INFO TO FOLLOW



**CHUCK FECCIA
VP ACTIVITIES**

TAHOE 48 MEETING

**TAHOE 48 MEETING WILL BE HELD AT 7:00PM
TUESDAY JANUARY 12, 2016 AT DENNY'S ON THE
CORNER OF BLACKSTONE & HERNDON**

WSCC

Allen Teixeira announced that the next Redline should be out in December and he sent in an article and pictures of Tahoe 47. The Quarterly meeting was Oct 3rd but he was unable to attend and has not received a copy of the minutes yet as to what was discussed.

**PLAN A RUN
TAKE US TO YOUR FAVORITE PLACE
TAHOE 48 - SEPTEMBER 8 - 11, 2016**

Sunshine Report given by Sharon Minnich

Cards were sent to the following members, Rob and Cindi Kochevar for the loss of her father, Chuck Feccia for back surgery, Kaye Campbell for broken foot, Chuck Robb for eye surgery and Tom Ochoa for mouth surgery.

THIS ARTICLE WAS POSTED BY CORVETTE SUPER SPORTS ON THEIR WEBSITE ABOUT OUR TAHOE EVENT - ALONG WITH SEVERAL PAGES OF PICTURES

TAHOE 47 – “THE LONGEST RUNNING ANNUAL CORVETTE EVENT ON THE PLANET”

The “Tahoe Tour” started in 1968 when a group of Corvettes of Fresno (“COF”) members decided to drive to Tahoe. Thus began the run of “47”.

This 3 day non-stop Corvette event was highlighted by several events:

Upon arrival we were greeted in the parking structure by COF members who guided us to our “personal” parking spots. (1½ spaces for each car). A “Welcome Social” was held Thursday evening. Friday was filled with 3 events: A Car Show, Slot Tournament and tickets to the Laugh Factory Comedy Show (very funny). Saturday featured a scenic Poker Run along the shores of Lake Tahoe. A Dinner Banquet was held that evening where \$3,000 in cash, prizes and trophies were passed out. The weekend was non-stop.

Our Club was the recipient of many Car Show Trophies, cash prizes and goodie awards. CSS attendance resulted in a trophy for “Club with Most Members”. We had 12 Corvettes and 24 people attending. Each CSS car from Southern California was given a trophy for “Long Distance” and a \$50 gas card.

Thanks go to the team leaders from COF: Allen & Nancy Teixeira, Jim & Lynne Agar, Jim & Joan Kozera, Larry & Sharon Minnich and the entire Corvettes of Fresno Club for a great show.

Looking forward to number 48 and beyond.

**The Fresno Corvette club did a superb job and
made us feel like royalty!
Class Act!**



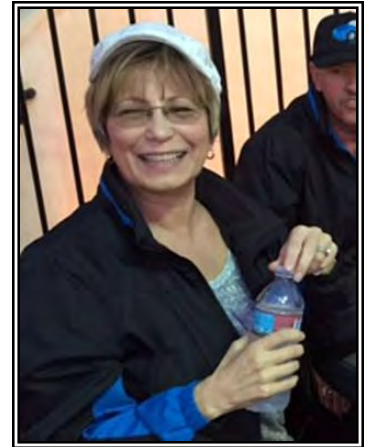
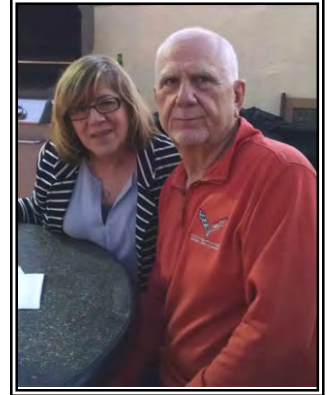


BRAVO FARMS RUN





OCEANO MELODRAMA RUN

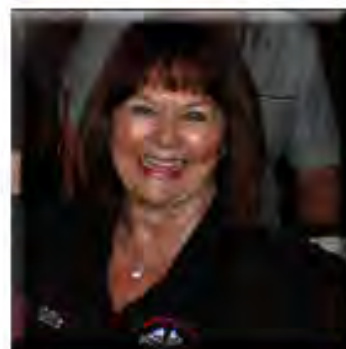


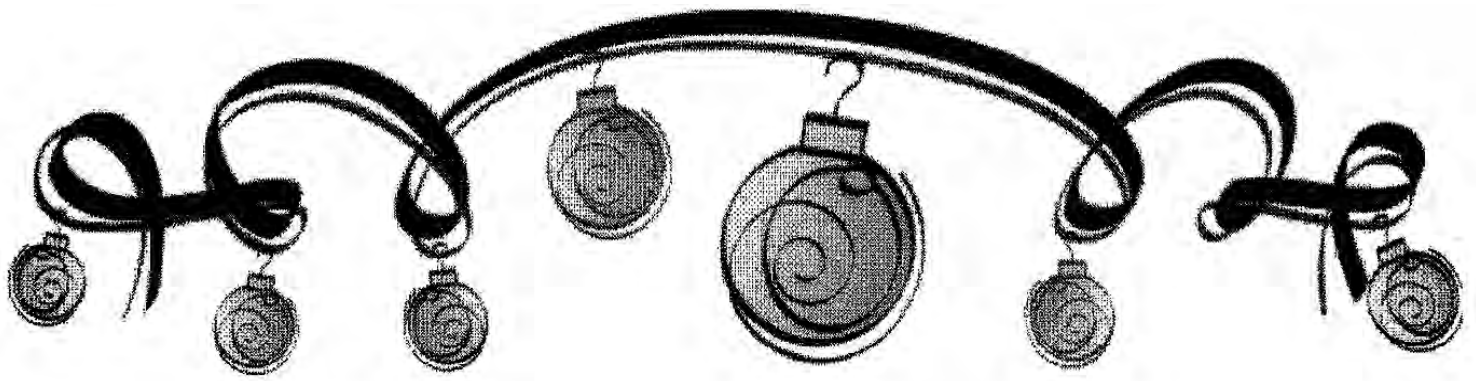


Corvettes of Fresno

Will be participating in the Veteran's Day Parade on Wednesday, November 11, 2015. We would like to invite all of our club members and all Veterans who have a Corvette to join us. This is always a heartwarming event and I want all of you to know how much I appreciate your participation in showing our Veterans the support they very well deserve. We will be meeting sometime that morning, exact time to be determined, in the parking lot on the NW corner of Fresno St. at Shaw Ave.

Billie will notify participants of the times once the parade committee gives us final details. If you have any questions, please contact Billie Talley at 559-960-4666.





Corvettes of Fresno

Invites you to our

ANNUAL CHRISTMAS PARTY

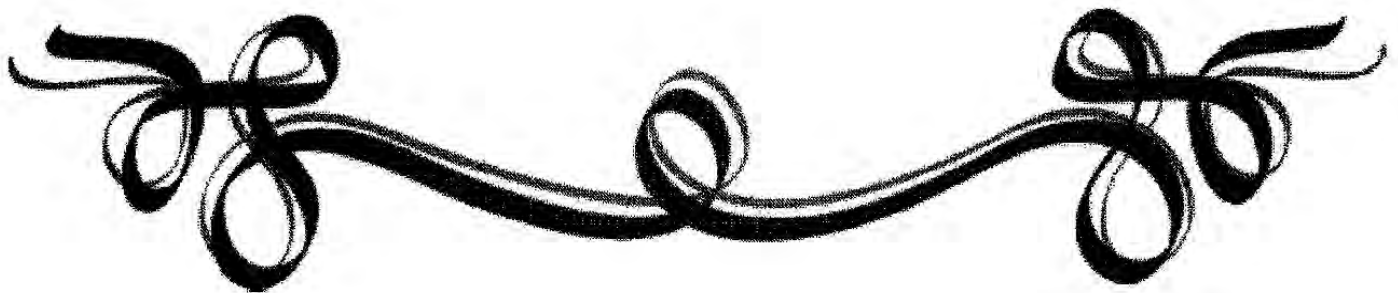
Friday, December 4th
6:00 p.m. to 11:00 p.m.

TorNino's
5080 N. Blackstone Ave.
Fresno, CA 93710
Ph 559-222-2453

Dinner: Buffet Style
Price: \$35.00 per person

Host: Sharon Minnich
Ph #559-449-3331

Entertainment: DJ
(same as last year)





For Sale

1985 Corvette

103K Miles

\$6,500

Call or Text Karen for details:

(559) 917-5185

|

We're Back! April 15 – 17th 2016

19th Gambler's Classic is on!

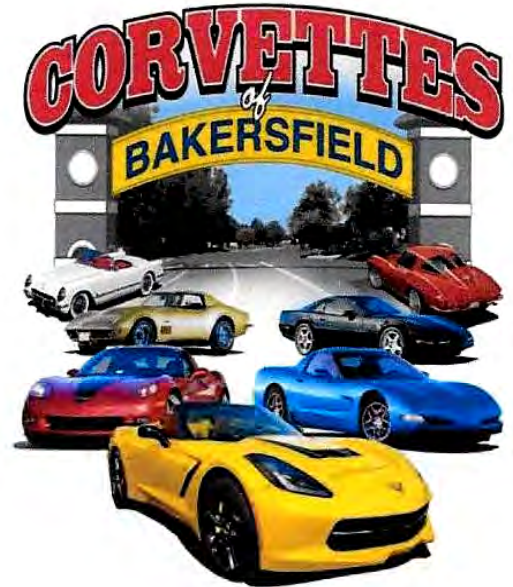


FOR MORE INFO
& REGISTRATION
FORMS FOR
THESE RUNS
CONTACT

ALLEN TEIXEIRA
teixeira2k@att.net

OR

JIM AGAR
jimagar14@gmail.com



The host hotel for the 19th Gambler's Classic presented by Corvettes of Bakersfield is again Don Laughlin's Riverside Resort and Casino in Laughlin Nevada. The hotel is right on the banks of the beautiful Colorado River.

The Riverside Resort is offering Gambler's Classic participants a very special rate of \$35.00 week night (Thursday) and \$55.00 weekend rates (Friday and Saturday) for a standard room. Upgrades are available at an additional cost, call hotel for details. We will have a "fenced in secured" parking lot for all participants vehicles.

Three hundred rooms at The Riverside have been blocked for this event and will be held until 30 days before the event. We encourage you to make your reservations early, we expect a full house.

For reservations please call The Riverside at 800 227 3849 and reference "C/GCCOB to get the special rate.

Any questions please feel free to call Bob Vella @ 661 809 7387.

2016 Monterey Coast Corvette Cruise

June 3, 4, and 5

Hosted by Monterey Peninsula Corvette Club

It's time to register for the 2016 Monterey Coast Corvette Cruise Event. Prepare yourselves for a fun packed weekend on California's beautiful Monterey peninsula. For those who have participated in prior years, we hope you decide to join us in 2016. For those of you presently "scoping out upcoming events", this event will be all you could hope for. Whichever category you fall into, old or new, spread the word, register, then set back and relax. This is by far one of the best events in the state.

Some of our events over-lap so you participate in those you like, skip the others, or you can send your significant other one way and you go the other. Whatever works for you works for us! We have two goals. One is to make sure our event participants have a wonderful weekend. The second goal is to raise money for The Food Bank of Monterey County, a well deserving organization in the county providing food for individuals and families in need. To date we have raised over \$20K to support their efforts, which equates to over \$140K when combined with other generous partnerships they have built. That makes this weekend a WIN-WIN for everyone!

If you have questions, call Katie Ruskell, Event Coordinator, at 831.624.9018 or email her at cypresspainting@sbcglobal.net. During the event, an MPCC member will be available in our hospitality suite everyday to assist you.

Scheduled Activities

You can expect

- Reserved parking for all event participants.
- Thursday - Casual BBQ for early arrivals hosted by MPCC members. (Pre-registration required).
- Friday and Saturday - Cannery Row Treasure Hunt. (Pre-registration required).
- Friday - Red Nines Tournament, training and tournament. This tournament requires \$1 bills. (Pre-registration required).
- Friday / Saturday - "Stan The Man" (Corvette expert) will be strolling around ready to answer your Corvette questions.
- Entire weekend - An incredible raffle display, 50/50 Reverse Drawing, and a Mystery Gift Drawing.
- Friday and Saturday "car races" in the hospitality suite.
- Saturday - Show N Shine held in our reserved parking area.
- Saturday - Poker Run, beginning and ending at Embassy Suites. Pebble Beach 17 Mile Drive is a part of the run.
- Saturday - Dinner, awards presentation, and money pay-outs!
- A full buffet or cooked-to-order breakfast each day for those participants staying at Embassy Suites.
- Complimentary cocktails from 5:30pm to 7:30pm each evening at a private bar in the hospitality suite.
- Our hospitality suite is open each day from 9am to 10pm. Registration begins Friday morning at 9am.



This year we will draw from the first 50 registration forms received for room upgrades ...

One drawing for the Presidential Suite and 4 draws for Bay View Suites.

Four complimentary Embassy Suite Amenity trays will be provided to the club with the "most" MEMBERS in attendance (registered first). All at no additional costs to participants!

ALL AWARDS AND WINNINGS WILL BE DISTRIBUTED AT THE AWARDS CEREMONY ON SATURDAY EVENING

Local Dining Suggestions

Friday evening dining is up to individuals, groups, or parties. Some favorite local restaurants are

Monterey / Monterey Wharf: Fish Hopper or Domenico's, Montrieo Bistro, El Cantaro (vegan Mexican), or Cibo's Ristorante Italiano

Carmel: The Flying Fish, Flaherty's Seafood Grill and Oyster Bar, A.W. Shucks Oyster Bar, Il Fornaio, The Grill, Forge in the Forest

Carmel Valley: Café Rustica, Casa Linda, or Wills Fargo

Pacific Grove: Loose Noodle Pasta House

Moss Landing: Haute Enchilada

Embassy Suites Lodging ... Single/DbI Occupancy \$179; Triple Occupancy \$199; Quad Occupancy \$219, plus taxes & \$5 per day parking

Arrangements have been made with Embassy Suites to provide rooms for our event participants at significantly reduced summer rates. Although the event is limited to the first 100 registrants, we have arranged for only 75 rooms to be set aside as some participants stay with family, friends, or at other pre-arranged lodging. If you plan on staying at Embassy Suites, book your room as soon as you receive the event group code. Rooms go fast! Reserved rooms include a mixture of single, double, triple, and quad availability with double or king beds. We continually monitor the room block to insure other groups do not infringe on rooms set aside for our event participants. Embassy Suites has graciously agreed to extend the room rates for two days before the event and two days after the event for those of you planning an extended stay. Visit Embassy Suites online to see other hotel accommodations.

September 2015 Corvette Sales

This morning, General Motors released their monthly sales report for September 2015 and the outlook still looks great for Corvette. For the month, GM sold 2,572 Corvettes, an increase of 4.3% over the 2,467 Corvettes sold in September 2014. For the Calendar Year to Date, a total of 26,398 Corvettes have been built and we are trending 1.7% ahead of the 25,950 Corvettes sold during the same time period last year.

For the comparison of sales in September 2015 vs August 2015, there was a decrease of 153 Corvettes (2,572 vs 2,725) or -5.61%.

Probably the best news to come out of Bowling Green was that production has started on the 2016 Corvette Z06 C7.R Edition, of which VIN 001 was presented and sold at Barrett-Jackson for \$500,000 last weekend. Chevrolet is building 650 Corvette Z06 C7.Rs with 500 dedicated to the United States and 150 will be exported. GM promised these cars in 4th quarter so its great to see them in early 4th quarter as opposed to later in the year.

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

Corvette Delivery Statistics for September 2015							
Month				Calendar Year-to-Date			
Month	2015	2014	% Change	Months	2015	2014	% Change
September	2,572	2,467	4.3%	Jan-Sep	26,398	25,950	1.7%

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	2,605	3,785	3,469	3,514	2,807	2,794	2,725	2,572				26,398
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 September 2015, GM delivered 251,310 vehicles in the United States. Retail deliveries were up 17% compared to a year ago and total sales were up 12 percent.

Chevrolet was up 19% with sales of the Malibu up 38 percent while Equinox deliveries were up 42 percent and Traverse was up 15%.



CORVETTES OF FRESNO, inc ADVERTISING CORNER



DANIEL JAY OHANO

INSURANCE PROFESSIONAL
danny@creationsinsuranceinc.com
CA Insurance License # 0D20175

7409 N. Cedar Ave. Suite 102

Fresno, CA 93720

P: 559-431-6565

F: 559-431-6050

www.creationsinsurance.com

720 W. Center Ave. Suite A

Visalia, CA 93291

559-738-8684

1-800-236-0134

Insurance Products Offered Through: Creations Insurance Services, Inc.
CA Insurance License # 0188631

Don Dukes Truck Repair & Service



Don Dukes: Owner

1570 Menlo

Clovis, Ca 93611

Shop: 559-297-0552

Cell: 559-908-9782

Fax: 559-297-1304

Joe Gonzalez
President/Owner

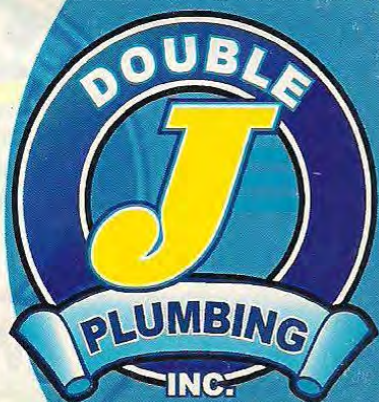
Phone (559) 226-4600

Fax (559) 226-7205

2219 N. Grantland Ave.

Fresno, Ca. 93723

Joe.papa59@yahoo.com



CLARK CONSTRUCTION



559-906-0800



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Chrome C7 Corvette Stingray Crashes into a Gas Station

Here's a couple of things you don't see every day – a Chrome C7 Corvette Stingray – and a wrecked Chrome C7 Corvette Stingray that crashed into one of those round barriers by some fuel pumps at a Shell Station.

I believe we've actually seen this Stingray before as it has been posted on social media numerous times. It's hard to miss a

Chrome Stingray. For the driver, it was the gas station's fuel pumps that he just missed crashing into at this gas station in Marina Del Ray, California.



The word on the street is that a young Middle Eastern man was driving the car when it wrecked. We're not sure what that has to do with this crash other than it seems similar to last week's news reports of two middle easterners racing exotic sports cars in Beverly Hills.

Eye witnesses say that before coming to rest against one of the barriers that protect the fuel pumps, the Chrome C7 Stingray reportedly crashed into several other cars.

The damage the Corvette took is pretty severe with the front of the car completely mangled and it looks like there was major damage inside the engine compartment.

It's an accident that could have been much worse as the driver could have hit one of the fuel pumps directly, perhaps causing even a bigger spectacle of a chrome C7 Corvette Stingray on fire!

1968 L88 Corvette Sells for \$330,000 at Barrett-Jackson Las Vegas

On Saturday evening at Barrett-Jackson's Las Vegas auction, this red/red 1968 L88 Corvette found a new home for the low, low price of \$330,000. That's somewhat surprising given the fact that other 1968 L88 Corvettes have sold for quite a bit more at recent sales.

So what may have caused this prized performance sports car to stumble at BJLV?



We think the biggest issue with this Corvette was the originality of the car. Collectors are stilling willing to pay top dollar these days for cars that are correct and documented. This L88 appears to have had a couple of issues that probably turned away most serious buyers.

While this 1968 L88 Corvette was advertised as a two-owner car with only 24,760 miles on the odometer, Barrett-Jackson's resident Corvette expert Ray Sinor commented about the engine not being original to the car:

"It is an exception to the rule to find an L88 with its original engine block," Sinor said. "These cars were built for racing, and overstressed parts were a fact of life. When an engine broke, it was replaced."

No matter how closely the replacement engine and components match the original or how "period-correct" they appear, it's still not the original engine and therefore, the serious L88 collector will pass despite the discount.

Most serious collectors will also shy away from a car with a color change, even if the new color is now considered an improvement over the original. This Red/Red Corvette was originally a White/Red Corvette. The repaint was professionally done in lacquer and everyone loves a red Corvette, but it's not original.

This Corvette L88 still has a lot of potential despite being snubbed at Barrett-Jackson and the new owner should take solice that they now own one of 80 1968 L88 Corvettes produced, documented by the still-attached tank sticker, and had for an almost unheard price of \$330,000.

Couple Donates Two Anniversary Corvettes to the National Corvette Museum

We Corvette enthusiasts often refer to our cars as our "children." Just as with our real children, though, sometimes we have to let our Corvettes go so they can soar on their own.

That's never been truer than in the case of a Texas couple who recently donated their 1978 25th Silver Anniversary Corvette and their 2003 50th Anniversary Corvette to the National Corvette Museum.



"These are their children, and now we're responsible for them," Gary Cockriel, Museum Development Officer, said during a ceremony to accept the donation of the cars belonging to Craig and Sharon Conde.

“They’ve asked for visitation rights from now on, of course,” he joked, “but it’s just a great honor to help keep our museum and their museum going for future generations. That’s what we’re all about. People like this are what keeps this museum alive. They’re stepping up and doing it not only with their cars, but also a donation to help keep up the cars.”

The Condes have been Corvette enthusiasts for years, being Lifetime Members of the NCM as well as members of the Corvette Legends of Texas Club in the Dallas/Fort Worth area.

When it became impossible for Craig to enjoy riding in the Corvettes because of medical issues, he and his wife knew it was time to find a good home for their “babies.”

Craig decided on a whim to visit the NCM after a trip to Wisconsin, to check out the Skydome, now nicely restored after the sinkhole damage of 2014.

While there, Craig saw the special Anniversary and Special Edition Corvette display, prompting his decision to donate his own special cars.

“I looked at the 25th and 50th that were on loan to the Museum, and I thought – this just isn’t right,” Craig said. “The Museum has been open 21 years, and somebody should have already donated these cars to the Museum. So I felt this was something that needed to be fixed.”

And fix it they did!

The Condes made the donation official on Sept. 11 when they traveled in Sharon’s 2005 Daytona Sunset Orange Corvette Coupe to Bowling Green to hand over the keys to their cars.

The anniversary Corvettes had been picked up earlier in McKinney, Texas, and were waiting on them at the NCM for the special “adoption” ceremony.

As staff and visitors showed their enthusiastic support, Sharon drove the ’78 into the Museum, with Craig right behind in the ’03.

“We want to thank Johnnie Downs, the NCM staff and volunteers that came to our home on Labor Day and assisted in the appraisals and transportation of the cars to the NCM,” Craig said. “I look forward to continuing to support the Museum.”

The decision to donate the cars proved to be the right one for the Condes.

“I had stopped showing them about two years ago because I was not able to take care of them,” Craig recalled. “I couldn’t bring myself to sell them – emotionally I couldn’t.”

Now he and Sharon can rest easy knowing that their “babies” are in good hands with the NCM and thousands of visitors can enjoy seeing them, too.

Combination of Speed and Bad Tires Led to Corvette Crash on Interstate 15

Worn-out rear tires and excessive speed appear to be two factors that caused the driver of a black C5 Corvette coupe to lose control and collide with the median guardrail on Interstate 15 in New Harmony, Utah on Thursday afternoon, trapping his wife inside the car.



Emergency crews from New Harmony Fire Department and Gold Cross Ambulance had to remove the passenger door to extract the woman, who was transported with moderate injuries to Dixie Regional Medical Center in St. George. The man refused treatment but rode along with his wife to the hospital.

The Idaho couple was part of a group of sports car drivers enjoying an interstate joyride when the Corvette crash occurred shortly after 12:30 p.m.

Utah Highway Patrol Sgt. Jake Hicks said the driver appears to have entered the on-ramp too fast and lost control of the Corvette before slamming into the guardrail.

“So, he comes up and loses it this way,” Hicks said, turning his body in a counterclockwise circle to demonstrate how the driver lost control when he hit the gravel on the median. “And then his passenger side, right here, collided with the guardrail, and that took the brunt of the force.”

Hicks noted that the back tires had no tread, a fact supported by photos from the scene.

Members of their traveling group pulled over to help in the aftermath of the crash but were asked to leave to keep them, first responders, and other motorists safe.

“They were actually traveling with a group of other exotic cars,” Hicks said. “So, there was Corvettes and Mustangs and that was the other people that pulled over.”

Fortunately, the two were wearing their seatbelts or they might have been ejected from the Corvette, Hicks pointed out.

He said citations may be issued after more investigation is completed, considering the Corvette’s speed and the condition of the tires.

First VIN Corvette Z06 C7.R Edition Sells for \$500,000 at Barrett-Jackson

On Saturday evening, the VIN 001 2016 Corvette Z06 C7.R Edition became the latest “first retail” Corvette to be sold at auction with the proceeds going to charity.

The actual VIN 001 limited edition Corvette Z06 C7.R took to the block at Barrett-Jackson’s Las Vegas auction and after an introduction by Corvette’s Marketing Manager Todd Christensen, the Corvette was sold to a phone bidder for \$500,000.



The C7.R Edition was driven on stage and then covered with its very cool C7.R yellow car cover that mimics the livery of the real Corvette Racing C7.Rs graphics. The cover was included in the auction and was signed by the factory race car drivers.

Once bidding started, the cover was removed and the hood raised to show the supercharged 650-horsepower LT4 engine. Bidding quickly reached \$500,000 and the auctioneer hammered the car sold without begging. When the hammer dropped, the announcer confirmed it was a phone bidder that won the car.

The \$500,000 in proceeds for the car was donated directly to the College of Creative Studies, a four-year fine arts and design school based in Detroit.

The odds-on favorite is that Chevy dealer and NASCAR team owner Rick Hendrick purchased the car for his collection which already includes the the first four VIN 001 Corvette Stingrays and Z06s. We know that Rick wasn’t in Las Vegas on Saturday and so if we hear anything else, we’ll keep you updated.

Only 650 Z06 C7.R Editions will be built with 500 available for the United States and 150 will be exported. The 2016 Corvette Z06 C7.R Editions are being produced now and will be available in 4th quarter this year.

Corvette Z06 Breaks During Motor Trend's Best Driver's Car Test

It's happened again.

Motor Trend was provided with a Corvette Z06 to test and compare for the magazine's annual Best Driver's Car feature and once again the Corvette that Chevrolet provided for the test was not up



to par. So much so that in the magazine article, *Motor Trend* ranked the car dead last with a DNF (did not finish).

Now there is video showing MT's test driver Randy Pobst driving the Corvette Z06 at Monterey's Laguna Seca Raceway as part of the review and you can see his reaction as the Corvette goes from world class sports car to dog in less than one lap.

In the November 2015 issue which details the Best Driver's Car test, *Motor Trend* says the following of the Corvette Z06:

"It didn't work. The damn Z06 retarded spark by 8 degrees, and the 1.7-liter TVS supercharger refused to make boost. Chevrolet came up with a 'bad gas' theory, but Big Nasty got filled at the same Chevron stations as everyone else, and even swallowed 8 gallons of 101 octane to wake the supercharger. No luck. What we have here is a failure to compete. What a pity."

This is separate issue than the Z06's known tendency to overheat at the track and it's a different kind of problem than the last time *Motor Trend* tested the Corvette Z06 against the Nissan GT-R where Chevy provided a car with the rear suspension that was severely misaligned.

Chevrolet did have a technician there at the track with the car and the 'bad gas' theory comes from the combination of having the Corvette Z06 tank filled with California's 91 octane that was mixed with 93 octane gas from a prior stop in Arizona. According to the article, the car also got several gallons of 101 octane gas there at the track. MT's Jonny Lieberman calls the 'bad gas' theory "bogus":

"...Not only is California the Z06's largest market and our 'premium' fuel a known quantity, but you're going to tell me this is what will happen to skinflint owners who try to save a buck or two by filling their Z06es with midgrade fuel? That, and this entire ordeal, is unacceptable."

In response to the bad gas explanation, *Motor Trend* also says all the cars got the same gas and one of the cars competing is the Cadillac CTS-V which is running essentially the same engine and that car ran without problems.

Adding insult to injury is that Chevy provided a Corvette Z06 with brake pads that were said to be very worn. Whose even prepping these cars for the magazines?

At the beginning of the test video, the Corvette looks to be making a strong start by crossing the starting line at 112 mph and he hits 126 mph before going into the tight left-hander in turn 1.

Pobst makes several positive comments about how good the car grips the the corners and brakes. But then he senses that the car “really isn’t running right at all” and says “nobody’s home” and calls the car a “sick puppy” when the Z06 should be running triple digits on straight between turns 4 and 5. When finished with his lap, Randy says that it “was an exercise in frustration” and even compared the car to 1962 Ford Falcon.

Despite the record sales numbers, the Corvette Team appears to have some serious problems with its flagship Corvette Z06 when tracking the car. The Corvette Z06 was billed as the most track-capable Corvette ever. And our fear is that after all these failures with its press cars and magazine tests that its now too late to stop the perception that the Z06 isn’t up to the task. Now is the time for Chevy to fix these issues that appear to afflict the Corvette Z06 when tracking the car.

Corvette Museum to Submit New Noise Plan Tonight for Motorsports Park

Tonight could be the night when a potential resolution to the National Corvette Museum Motorsports Park noise controversy could finally be reached.

At 6 p.m. Thursday in the City Commission Chambers, the City-County Planning Commission will consider a new 38-page detailed development plan submitted by the Museum.



If the plan is approved, the matter will likely head back to the Warren County Code Enforcement Board, which recently levied a \$100 a day fine against the Motorsports Park until it’s in compliance with the planning commission.

If the plan is not approved or if neighborhood residents strongly disagree with it, the Museum is prepared to head to court and file an appeal.

“If this doesn’t work, we are prepared to file the appeal and go to court,” said Bowling Green attorney Charles “Buzz” English Jr., who represents the NCM. “It is a good agreement.”

Architects of the new proposal say they’re trying to please the Clark Circle residents and also ensure the continued operation of the park, which English called a “phenomenal asset” for the community.

Under the plan, track officials are requesting a maximum standard of 101 decibels 50 feet from the track, not every day but the highest level allowed under special permit. Put in perspective, a truck passing by on I-65 draws a 65-decibel reading. Track officials want a 65-decibel reading from 7 a.m. to 7 p.m. daily. Track noise would be measured and posted online 24 hours a day on the NCM Motorsports Park website before April 1, according to the plan. The track is also asking that it be allowed to apply for “temporary use” permits for up to 12 “Loud Day Events” annually.

“The initial focus was more on infrastructure and qualitative measurement,” said Frank “Hamp” Moore, attorney for the City-County Planning Commission, on Friday. “We were looking at types of noise abatement with structures. Now, it has shifted to quantitative, and that is a good method for enforcement.”

The sound monitoring system is actual similar to one used by Portland (Ore.) International Raceway that has been in operation since 1989.

earthen berm to be finished by March 1. A sound study this week showed a minimum decibel of 60 and a maximum of 65.8 with no abatement and a minimum 54.5 and a maximum of 63.4 decibels with the berm. Vehicles at the track producing a 109 level would create a minimum level of 52.5 and a maximum of 61.4 for Clark Circle residents.

Wendell Strode, executive director of the NCM, said the track doesn’t have a “total understanding” with its neighbors now. “We hope to accomplish that in the next two or three days,” he said.

Strode told the Bowling Green Daily News he is confident the issue can be resolved and the project could move on.

“We appreciate the leadership of the planning commission staff” in the process of working out a plan for tonight’s meeting, Strode said.

Seized C5 Corvette in New York to be Auctioned

Crime definitely didn’t pay for a Batavia, N.Y., man who is in state prison and lost his 1999 Corvette convertible to the Genesee County (N.Y.) Sheriff’s Department after being convicted of drug crimes.

But crime WILL pay for the local Drug Task Force, which will get the proceeds from the sale of the Corvette through a



County Highway Department online auction next month.

The black over silver convertible has just 28,000 miles on the odometer and is in excellent condition, worth about \$18,000 according to Kelly Blue Book. Bidding will start at \$15,500.

This week's decision by the Genesee County Legislature to declare the C5 Corvette as surplus property was naturally reluctant. After all, who wants to give up a nice Corvette?

In fact, Legislature Chairman Raymond Cianfrini drew laughs from other lawmakers when he said "reluctantly yes" on the vote to dispose of the Corvette through the auction.

"I thought we should have kept this vehicle for county purposes," he quipped during last week's meeting of the County Legislature's Ways & Means Committee.

"I'm all for it, Ray," fellow lawmaker Andrew Young joked. "I don't see a problem with it at all."

The '99 was one of two Corvettes owned by 47-year-old Anthony A. Leone, who won't be driving anything for a while after being sentenced to 18 months in state prison and one year of post-release supervision. Judge Robert C. Noonan also ordered Leone into shock incarceration, similar to military boot camp. His time behind bars can be sliced if he finishes that program.

Leone was driving the '99 when he was stopped on Sept. 15, 2014 by Village Police Officer Jarod Dent, who found crack cocaine, five different kinds of controlled substances, and a crack pipe in the car.

After Dent contacted the Genesee County Local Drug Task Force, the Corvette was seized immediately.

Leone was originally charged with seven counts but eventually reached a plea bargain in Genesee County Court, pleading guilty to fifth-degree criminal possession of a controlled substance, a Class C felony.

"As a result of the disposition of the case he forfeited the Corvette during court proceedings," Sheriff's Department Chief Deputy of Investigations Jerome Brewster said.

Corvette Racing at Road Atlanta: Great Finishes on Challenging Day

A damp Petit Le Mans ended Saturday with Corvette Racing earning a podium finish and a title in the TUDOR United SportsCar Championship.

Corvette Racing's Oliver Gavin and Tommy Milner placed third in GT Le Mans after leading the race overall on multiple occasions. The No. 4 Chevrolet Corvette C7.R started the season with a podium at the Rolex 24 At Daytona and ended it in like fashion.



Antonio Garcia and Jan Magnussen in the No. 3 Chevrolet Corvette C7.R also ended the season in championship style by winning the Tequila Patrón North American Endurance Cup in GT Le Mans. The competition consists of the TUDOR Championship's four endurance races: Rolex 24 At Daytona, Mobil 1 Twelve Hours of Sebring, the Sahlen's Six Hours at The Glen and Petit Le Mans. Garcia and Magnussen won at Daytona and Sebring with Ryan Briscoe to put themselves in control of the championship.

“For the Corvette Racing Corvette C7.R teams, the 2015 season was filled with incredible successes and a few challenges along the way,” said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. “The season started strong with the class win at the Rolex 24 Hours at Daytona and Sebring 12 Hours, and it continued with the eighth class win in the Le Mans 24 Hours – sports car racing's Triple Crown. And after some challenging races, it was great to have the No. 3 Corvette C7.R team clinch the GTLM title in the Tequila Patron North American Endurance Cup championship. Having the No. 4 Corvette C7.R on the podium adds to a great close to our season.”

Gavin began from pole position in class and ran among the leaders for most of his double-stint. He recovered from a minor off in his second stint before handing off to Milner. He drove a storming double-stint to move into the class lead nearly the halfway mark and then the overall lead a couple laps later before handing back over to Gavin.

Not long after the pit stop, race officials threw a red flag to halt the race due to the deteriorating conditions. The stoppage lasted about 30 minutes before the race resumed under full-course yellow conditions. Two more yellows came out over the final hour before the race was called.

Garcia and Magnussen challenged for the class and overall lead at different points, as well. Magnussen led for two laps after the No. 4 Corvette pitted near the 4:15 mark. However a pair of unscheduled pit stops – one early and one with an hour to go hampered their chances.

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R – THIRD IN GTLM:

“Finishing on the podium really bookends our season. We started off the year at Daytona with pole position and finishing third. We got pole position here and ended up finishing third. About 25 minutes ago before they decided to checkered the race, we were in the lead. With strategy and such, it was going to come around to us again that we were going to be in the top two. The Porsche was quick. Were we going to beat them in these conditions? Unlikely. But it was all about survival today. When I had my off early on in the race I was thinking that maybe had blown it for us and I was thinking about what I said to people before I got in the car about being smart and surviving and not doing something crazy. Then I just got into turn one a little bit too deep and just ran a little bit wide and once it was on the grass, I was a passenger. That was frustrating. But Tommy (Milner) drove really well. We had a good strategy. The guys worked really well in the pits and we marched ourselves back to the front and then we were there genuinely on pace which was nice. You can take a lot of positives from the results we had here today. We had a strong start to the season, we are having a strong finish. We can carry that over to 2016 and look forward.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R – THIRD IN GTLM:

“The end result is good. There were good fights when the track conditions were good. I’m glad we’re on the podium because I think we earned it and deserved it. Our Corvette C7.R was great, and the Michelin tires were good. Our pit stops were great all day. We did everything we needed to do to have a good race. It would have been a shame to not get a podium after the pace we showed. I’m a little unhappy with how the race ended – staying out in track conditions that were pretty much undriveable. But we made it through and here we are in third.”

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R – SIXTH IN GTLM, TEQUILA PATRÓN NORTH AMERICAN ENDURANCE CUP GTLM CHAMPION:

“My approach wasn’t quite like surviving; I was going. The car worked really good. All that I couldn’t do in qualifying yesterday I was able to do today. I had good rhythm, and everything seemed to be very good. I took every opportunity I had to pass the 25 BMW, the 62 BMW, and then closed up on Oliver (Gavin) in the 4 Corvette and the 24 BMW. Halfway through that stint, I felt something funny on the rear of the car, and I asked the team if there was something wrong with the pressures. We found out that the nut was loose and we lost track position. Thankfully it didn’t come all the way loose. I went all the way to the back again but was on the move again under green. That’s how good the car was.”

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R – SIXTH IN GTLM, TEQUILA PATRÓN NORTH AMERICAN ENDURANCE CUP GTLM CHAMPION

(Winning the Tequila Patrón North American Endurance Cup): “That’s definitely something. I am glad we came away with a championship this year. The way things were going it didn’t look like it. I’m so very happy and super proud for the whole crew to win that one.”

(On the race): “When the conditions were just a normal wet track, the car was really good and we were competitive. That’s a little bit new for us. But the conditions sometimes got so, so bad, and I don’t understand why they didn’t call a red flag or call the race earlier. At the end there I was screaming on the radio that they needed to stop this right now, it was so dangerous. They stopped the race and that was a good decision.”

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER:

“Sanctioning bodies can control most everything in a racing event. What they can’t control is a team’s enthusiasm, passion and drive. Today, Corvette Racing once again demonstrated against insurmountable odds their ability to get the job done. Winning at Daytona, Sebring and Le Mans, plus the Tequila Patron North American Endurance Cup, shows why Corvette Racing is renowned as the world’s best endurance team.”

Chevy to Unveil New 405 Horsepower Small Block Crate Engine at SEMA

If you’ve got a project car waiting for its powerplant, you might want to consider Chevrolet Performance’s newest ZZ6 crate engine that will be officially unveiled at the SEMA show next month.

The new engine will produce 405

horsepower and 405 lb-ft of torque, more than enough to put some pep in that old car you’re restoring.

In fact, the ZZ6 produces more power than any factory produced 350 engine ever installed in a Chevrolet production vehicle and is one of the most powerful 350 Small Block-based crate engines during the 27-history of the ZZ lineup.

“The new ZZ6 is the ultimate ZZ 350-based crate engine from Chevrolet Performance,” said Jim Campbell, GM U.S. vice president of Performance Vehicles and Motorsports. “After more than six decades, our powertrain engineers continue to refine and update the classic Small Block architecture, adapting new technologies to advance the legacy of the industry’s most adaptable V-8 engine and giving customers new choices from the company that pioneered the concept of high-performance crate engines.”

The engine uses modern technologies, including updated Fast Burn cylinder heads with beehive-style valve springs inspired by the LS engine family to enhance high-rpm capability.



You'll be able to buy two versions of the engine – the Base kit that will include single-plane aluminum intake, distributor, water pump, damper and flexplate but no carburetor and other accessories, or the Turn Key kit that will add the carburetor, air cleaner matching the unique valve covers, starter, distributor, alternator, air conditioning compressor, and front-end accessory drive system.

Corvette Z06 Competing for Road and Track's 2016 Performance Car of the Year

Will the Corvette be able to continue its winning ways in Road & Track's Performance Car of the Year competition?

The 2014 Corvette Stingray Z51 captured the magazine's first contest in 2013.

To be chosen for the contest, a car had to have significant updates over the previous year's car (leaving out the BMW M3, Alfa 4C, and Nissan GT-R) and had to be at the top of the performance bracket (leaving out cars like the Mazda Miata). In addition, manufacturers of the Lamborghini Huracan and McLaren 675LT said they didn't want to compete this year.



That means the Stingray isn't eligible to defend its title, but that does mean that the Z06, all-new for the 2015 model year, can compete.

And if there is such a thing as homefield advantage, then the Z06 gets it this year since the competition is being held in its old stomping grounds – the roads of rural Kentucky and Tennessee and two days at the National Corvette Museum's race track.

Using those guidelines, Road & Track finally narrowed a long list of contenders to eight, including, of course, the Corvette Z06. The magazine had some nice words to say about Chevy's great car, including:

"The Z06 should need no introduction. A supercharged V8 with 650 horsepower and 650 pound feet of torque make it basically a supercar. And it's no stranger to victory lane, the Corvette won our competition in 2014."

The Z06 will be competing against the Dodge Viper ACR, Mercedes-AMG GT S, Porsche Cayman GT4, Ferrari 488 GTB, Ford Mustang GT350R, Bentley Continental GT3R, and its cousin, Cadillac ATS-V.

We won't know the winner for a while (though we are naturally inclined to believe the Z06 is clearly the champ).

Chief Engineer Tadge Juechter Talks Corvette with Stanford Business School

Here's a great interview with Corvette chief engineer Tadge Juechter by Stanford's Graduate School of Business that offers probably the best insight into the genius behind the C7.

Tadge – after meeting him just one time at the National Corvette Museum, his personable demeanor makes you feel like you've known him for years – has been with General Motors for 37 years, long enough to see GM go from an arrogant “Apple Computer of its day” to an entity just struggling to survive to a company that has now reinvented itself and is making some of the best cars in the world. It's interesting to get Tadge's take on why the Corvette has been able to survive – and thrive – for the past 63 years:



“It's staying true to the mission of the car. Corvette has had its moments where it almost died. I don't want it to seem like we've had a free ride the whole way. But if you look at other vehicles that are successful long term, they tend to stay true to their mission. They don't try to wander off and be something they're not. There are plenty of examples where cars tried to get bigger, or go from four passengers to two, or tried to migrate upmarket. They get cocky and think, ‘Wow, we could sell these things at a much higher price — let's do an upscale version.’ That doesn't work. You have to stay true to what you are.”

To those people who believe General Motors should be focusing on energy-efficient small cars to save the planet, Tadge has a quick answer:

“But what they don't realize is that Corvette is the tip of the technology spear. What we do helps the whole portfolio because things that are great for making a sports car are also great for making an efficient car. We need very efficient engines to get high horsepower. We need great aerodynamics to get a high top speed, the exact same thing you need to have low drag in an efficient vehicle. A lot of the same technologies we push the envelope on apply to every market segment. We have a big poster here full of things where Corvette was first in the industry, and now they're commonplace. We were the first composite body car, for example. Way ahead of the curve. Now most companies use composites.”

His take on the current push toward self-driving cars offers a great insight into why Tadge is at the helm of the Corvette and why it is such a great car.

He admits the technologically advanced Corvette will likely be “last to the party” when it comes to autonomous cars, saying “the whole purpose of our car is to enjoy the experience.”

“We want you to be the computer behind the wheel,” he adds.

But then I love his idea – the first time I’ve seen anyone espouse such a theory – about using the same autonomous technology in a beneficial way for the driving experience:

“For example, have the car be an on-track driving coach. You could use autonomous driving to show you the capabilities of a car on the track. I mean, this has already been proven — an autonomous car can drive the track the same way a racecar driver could. You have the car give drivers feedback when they’re deviating from optimal driving. You might even use that technology to scale up the level of assist you’re getting so you’re effectively coached by the car on how to drive quickly and safely on a racetrack. So even for what looks like a completely foreign technology to a sports car, we might be able to use it to create a unique driving experience.”

Can you imagine driving – or self-driving – a future Z06 that handles Road Atlanta the way Jordan Taylor does? Sounds like the ultimate thrill ride at Six Flags to us.

Corvette Museum Has Appealed the \$100 Noise Fine for the NCM Motorsports Park

Here’s the latest on the National Corvette Museum Motorsports Park’s efforts to come up with a way to appease nearby residents who have been complaining about excessive noise levels created by vehicles at the park.

The NCM was scheduled to present a 38-page noise reduction and monitoring plan to the Warren County City-County Planning Commission on Oct. 1. That meeting was postponed until Oct. 15.



In the meantime, though, new developments have occurred, according to the Bowling Green Daily News. The National Corvette Museum Foundation on Friday appealed the \$100 a day fine levied against it by the Warren County Code Enforcement Board for failing to meet the “substantial noise increase” standard outlined in the existing approved plan.

The NCM Foundation in its appeal says that the code enforcement board violated the Museum’s constitutionally protected due process rights by ordering actions well beyond the scope of the citation, which contemplated only the potential imposition of a monetary fine not to exceed \$200.

“The board failed to provide the (museum) with advance notice that the board would consider matters outside the scope of and contrary to the citation, including an injunction on further operations at the Motorsports Park, a requirement to file an amended Detailed Development Plan, and an increased per-day monetary penalty that continues until action is taken by the Planning Commission,” the NCM argues in its appeal, filed in Warren District Court.

By contesting the citation and asking for a hearing, the Motorsports Park should face a maximum potential penalty of \$200, the appeal claims. The code enforcement board’s decision to impose the \$100-a-day fine violates the NCM’s constitutional rights, according to the appeal.

Meanwhile, the planning commission is scheduled to hear a staff revamped detailed development plan on Thursday, calling for the park to install an online neighborhood property line noise monitoring system on the park’s website, accessible 24/7.

NCM attorney Charles E. “Buzz” English Jr. says the staff’s proposal is too restrictive, and the NCM has not agreed to the new plan.

English says that plan doesn’t consider increased noise levels in the Clark Circle neighborhood not created by vehicles at the park. He says sound-monitoring equipment already set up in the neighborhood has seen spikes caused by such non-park-related events such as a lawnmower being used in the neighborhood or an airplane flying overhead.

In its new plan, the planning commission also unveiled a “neighbor noise policy” that the park must follow prior to any 2016 activities there, with loud activities having to be granted a temporary use permit. The new plan allows only six potential “loud days,” down from the 12 being sought by the park.

The new plan also calls for the park to send a certified letter concerning “loud day” requests to all adjacent property owners within seven days of the event. English argued that this requirement would prevent the park from bringing in a special vehicle for a run on short notice if it would create too much noise.

Chief Engineer Juechter Responds to Corvette Z06 DNF in Motor Trend Best Driver’s Car Test

If you’re like most Corvette enthusiasts, your chest puffed out when the new Z06 ran the second fastest Lightning Lap ever in *Car and Driver’s* competition.

But then that huge smile likely turned into sobs of disappointment when the same Z06 did not even finish (coming in dead last, obviously) in the *Motor Trend* Best Driver’s Car competition a few weeks later.



How could Chevy let such a thing happen, you may have asked yourself.

Well, *Corvette Forum* recently got the answer from none other than the man himself, Chief Engineer Tadge Juechter.

The short answer is that yes, the cars are checked by Chevy as much as possible before such important testing, but two things managed to escape detection that were just plain ol' human foul-ups. Hey, stuff happens. We're all human, after all, even Corvette's seemingly infallible engineers.

During *Car and Driver's* testing, the Z06 ran off the track and hit a tire wall, causing just cosmetic damage that was quickly repaired enough to make the car track-worthy enough to run that second fastest ever Lightning Lap.

With the *Motor Trend* competition coming up right after that, Chevy had to tear the car down, replace broken parts, and make it like-new again in a short time, Tadge reports.

But with the pressure of that deadline looming, they somehow missed two important problems. "We always replace brake pads before delivering a car, but this was missed," Tadge says. "I can't remember this ever happening before, but it did. We have since changed our pre-test check procedure so this can never happen again."

Chevy's on-site engineer noticed the worn linings, which were immediately replaced and burnished the day before Randy Pobst ran the Z06 on track.

A second oversight, however, wasn't caught, and unfortunately, it was a big one.

Tadge explains:

"The second unfortunate occurrence related to the intercooler circuit. One of our pre-loan checks is to bleed the intercooler circuit to make sure there is no air in it. Some customer complaints about overheating Z06s have been traced to improperly bled intercoolers. The technician doing the work plugged in the electrical connector for the intercooler pump and it seemed to seat and 'click' into position, but the secondary latching mechanism did not fully lock into position leading to intermittent operation. Without the pump running there is no coolant flow, no intake charge cooling and the engine pulls spark to protect itself."

That's what happened to *Motor Trend* during the Best Driver's Car competition.

Why did it show up then and not when Chevy had the car. Well, Tadge says the connector was seated enough that the pump and engine worked just fine in all pre-testing done before the car was sent across the country to *Motor Trend* in California.

Since there was suddenly a lot of spark retard when *Motor Trend* was running the car, Chevy thought maybe bad fuel was responsible.

The real cause, though, didn't show up until the car had returned to the Milford Proving Grounds after the test. Chevy has now changed its procedure to run the pump remotely during the bleed process to avoid a recurrence of this issue, Tadge says.

But this was just one inning in a long ballgame, and that's good news for Corvette enthusiasts. "Bottom line is that like any team we have good days and we have bad days," Tadge admitted. "We showed well at Car and Driver Lightning Lap and stumbled at Motor Trend. We engineers and technicians on the team are even more disappointed than any in the Corvette community. We are reviewing our prep processes, which loans we prioritize and even the size of our media fleet."

The best news from Tadge: "We will get better. We will live to fight another day. *Motor Trend* is planning another test at Laguna Seca in a few months with some very, very capable competitors. We intend to be ready."

We have no doubts.

Qatar Issues Recall for 2014-15 Corvettes for Transmission Reprogramming

For the second time in just a few weeks, the Ministry of Economy and Commerce in Qatar has recalled Corvettes.

This time, the recall applies to 2014-15 Corvettes to reprogram the transmission control unit in accordance with GCC specifications.

The ministry says the recall falls under its ongoing mission to keep a check on vehicle defects and repair them to protect consumer rights.



The recall is in cooperation with Jaidah Automotive, Chevrolet car dealer in Qatar, a small country next to Saudi Arabia on the coast of the Persian Gulf.

The ministry stressed that it will coordinate with the dealership to follow up on maintenance and repair, while communicating with customers to make sure the defects are repaired.

The ministry urged consumers to report any abuses or irregularities to the Department of Consumer Protection and Commercial Fraud Combat which will receive complaints, suggestions and inquiries through its communication channels.

A recall announced in September targeted 2005-07 Corvettes “due to a defect in the work of front lighting,” according to the ministry.

General Motors had already announced a similar recall in May 2014 over concerns that the low-beam headlights can go off unexpectedly in 111,889 2005-07 Corvettes.

“When the engine is warm, the underhood electrical center housing could expand, causing the headlamp low-beam relay control circuit wire to bend slightly,” said GM in its description of the Corvette recall. “After the wire is repeatedly bent, it can fracture and separate. When this occurs, the low-beam headlamps will not illuminate. As the housing cools and contracts, the low-beam headlamp function may return.”

GM said loss of low-beam headlamps when required could reduce the driver’s visibility and increase the risk of a crash, noting that it is aware of “several hundred complaints as a result of the condition but no crashes, injuries, or fatalities.”

Corvette Racing to Switch to E20 Fuel in 2016

Racing teams in IMSA’s GTLM class will have a new fuel blend available in 2016 as the North American racing league moves to provide similar fuel options to those used at the 24 Hours of Le Mans.

The new blend is E20 (20 percent ethanol, 80 percent gasoline) and it will join E10 and E85 cellulosic fuels already available to cars in GTLM.



IMSA President and COO Scott Atherton told Sportscar365.com, “We were approached by some manufacturers that expressed a desire to have E20 added as another fuel option. It doesn’t replace anything; it’s an incremental offer.”

“The motivation was to match up the same fuel characteristics in this championship as they use at Le Mans and in some cases the WEC,” said Atherton.

Corvette Racing has already confirmed that it will make the switch from E85 to E20 in 2016. The team has been using cellulosic E85 since it was approved for competition in 2008. Cellulosic E85 is 85 percent ethanol and 15 percent gasoline and is created primarily from waste wood and racing fuel.

Atherton says that all eight cars in GTLM ran E85 in 2015 and he hopes that some will continue to use the cellulosic E85 in 2016. “I hope there will be some that will continue with E85 because I think, for us, it’s our fuel of choice in terms of its connectivity to our green racing initiatives,” said Atherton.

Also confirming the use of E20 is Chip Ganassi Racing who will be racing the new Ford GTs. The new Ford GT cars will also be racing in the FIA World Endurance Championship and they will be using E20 there as well.

GM Hit with Class Action Lawsuit for Defective C6 Corvette LS7 Engines

A group of Corvette owners has filed a class action lawsuit against General Motors, alleging that the company is not taking action to correct a problem with the 7.0-liter V8 engine used in the Corvette 427 and Z06 models from 2006 to 2013.

The defect automotive lawsuit claims that GM is aware that the Corvette engines have excessive valve guide wear leading to engine failure and repairs, despite the company advertising the high quality and durability of the engines.

In the suit, the plaintiffs say that GM has taken no steps to correct the problems with the engines, noting that “despite GM’s repeated assurances that the subject engines were performing as designed, the engines fail at a high rate.”

The problem even affects cars with low mileage, the suit claims.

Furthermore, when the company came up with a “wobble test” to determine whether the valve guides were out of specification, too many engines failed the test and GM dropped the method, the suit says.

“When GM determined that its adopted test would lead to more repair and investigations than it wished to perform, the test was summarily rejected,” the lawsuit states. “In dealing with multiple complaints concerning the subject engine in the class vehicles, GM acted, at all times, to deflect criticisms, defer investigations and repairs, and minimized the extent of the problems.”

The suit says that owners have suffered significant costs for inspection and repairs, and that GM still has not come up with a solution to the problem, claiming only that “valve train noise” is an inherent engine feature and not a defect.



Despite such claims by GM, the suit contends that drivers have incurred significant expenses for inspection and repairs of the cars.

According to the complaint, there are over 70 claims including violations of the RICO Act, unjust enrichment, negligence and consumer fraud.

The plaintiffs are represented by Andre E Jardini of Knapp Petersen and Clarke. The case is Pilgrim et al. v. General Motors Company LLC, case number 2:15-cv-08047 in the U.S. District Court for the Central District of California.

Neighbors File Lawsuit Against the National Corvette Museum

With all the back-and-forth going on between the National Corvette Museum Motorsports Park, the City-County Planning Commission, the Code Enforcement Board, and the neighbors near the track, we figured the disagreement would wind up being settled in court.

Thursday night, the Warren County City-County Planning Commission voted unanimously to join the Residents Against Motorsports Park Noise in their lawsuit.



The planning commission was going to consider a revised detailed development plan for the park at its Thursday night meeting, but the NCM withdrew that plan from the agenda Wednesday after hearing about the lawsuit filed by the neighborhood.

“Because of this action, we are withdrawing our application for the Revised Detailed Development Plan that was on the agenda for the Oct. 15th Planning Commission meeting,” Strode told Planning Commission Executive Director Steve Hunter in an email obtained by the Bowling Green Daily News. Let’s hope a compromise can be reached allowing the Motorsports Park to remain open, but we have a feeling this has the potential to get nasty.

Chris Davenport, attorney for Residents Against Motorsports Track Noise LLC, told the Daily News Wednesday that the residents want their day in court and have lost patience with county officials working out a solution.

There will actually be two days – or more – in court, however.

The first case will be heard by Warren District Judge John Brown about the NCM Foundation's appeal of the Warren Code Enforcement Board's unanimous decision Sept. 11 to levy a \$100 a day fine for noncompliance with the planning commission. The NCM filed the appeal last week.

The second case will be heard by Warren Circuit Judge John Grise, who has been asked by Clark Circle residents to shut down the facility and consider monetary damages for the residents. Clark Circle residents Janet Jent and Sara Buckley are named as plaintiffs, along with the residents' group. Residents Against Motorsports Track Noise LLC, Jent and Buckley are seeking legal action against the NCM Foundation, the planning commission and the county code enforcement board.

Strode told WBKO TV in Bowling Green that the Museum has been working hard to comply with the agreement and lower the noise levels.

"That included building the berm that is now complete," the NCM executive director said. "That included building some trees that's now complete. That included putting up some noise abatement near the edge of the property that is now complete."

No court dates have been set for either case.

Barrett-Jackson to Offer the 1954 'Entombed' Corvette at its January Auction

Sometimes when you run across an old Corvette story, it really makes you wonder about your fellow man – like, what the heck were they thinking! We've covered the infamous 1954 'Entombed' Corvette" previously in 2013 when it was offered for sale and for those that have never heard how it got its nickname, it makes for a good tellin' especially around Halloween.



So the story starts back in 1954 when Richard Sampson bought a new 1954 Corvette. Sampson owned a chain of 33 grocery stores in New England and I didn't know this previously, but he also ran for Governor of Maine and actually served as a state senator from Maine.

Sampson drove his Polo White 1954 Corvette until 1959 and the car only had around 2,331 miles on the odometer. One day, Sampson stopped by a site in Brunswick where one of his new stores was under construction and he instructed the workers to enclose the car in a brick and mortar vault, with only a small window available in a stock room to view the car.

His initial plans were to leave the car 'entombed' in the vault until 2000 and even had that provision in his will. But he eventually removed those instructions prior to his death in 1969.

After a change in ownership at the property in 1986, the vault was torn down brick by brick and the 1954 Corvette, now yellowed and blistered from being stored for all those years, finally saw daylight once again. The car was in remarkable good shape as the tires still held decades-old air and the chrome, top and interior were all in good shape.

Sampson's daughter Cynthia was present at the car's rescue and she took the Corvette back to her home in Daytona Beach. Ironically, she parked the car in the living room of her house where it sat for another 10 years before finally selling it to a Corvette collector.

The collector promised to preserve the car rather than restore it and the car made its first public debut at the Bloomington Gold Special Collection in 1996 where it was displayed in Richard Sampson's honor.

Today, the 1954 Corvette still shows the signs of its entombment despite the car now having 2,335 miles – four miles more than what was on the odometer when it saw daylight 28 years after being freed from the vault.

As I mentioned, we've previously featured the story before. The 1954 'Entombed' Corvette was one of the star cars at Mecum's 2013 Kissimmee auction where it failed to find a new owner after reaching bids of \$100,000.

The 1954 "Entombed" Corvette will be offered for sale at Barrett-Jackson's 2016 Scottsdale auction in January. The Corvette will be sold at no-reserve and so if you're a collector who prefers a good story to go along with their rides, this one just might fit the bill.

Corvette Driver Loses Life in Failed Attempt to Pass Slower Cars

We always hate to hear when a fellow Corvette enthusiast loses his life while enjoying his car. Let's all take a minute and think about what we're doing behind the wheel and be extra cautious. Sunday afternoon, a 64-year-old man from Bend, Ore., lost control of his red 1969 Corvette while trying to pass other slower vehicles on U.S. 97 about 20 miles north of Chiloquin.



Unfortunately, it didn't turn out well. His Stingray left the road, flipping several times and tossing him out of the vehicle.

Authorities pronounced him dead at the scene.

The only part of the car still recognizable as a Corvette is the passenger compartment; the front fenders and hood and the rear fenders of the convertible are basically destroyed. You can tell it was an early C3 by the chrome bumpers that are still intact.

We know people drive Corvettes because they're fast, but don't let that be the reason for losing your life. Police say speed is a possible factor in this accident.

Corvette Owners Attempt Guinness World Record on the Tail of the Dragon

Last weekend was the annual Corvette Expo car show in Tennessee and this year organizers had something special planned for Corvette owners for the Friday night cruise – an attempt to make the *Guinness Book of World Records* for most Corvettes to run the Tail of the Dragon.



The Corvette Expo show runs twice per year, Spring and Fall in Tennessee and while we've never been, we hear that it's a good show to attend.

The Expo is normally held in Sevierville, TN near Knoxville but for this fall show, it was moved to Loudon, TN so that it would be closer to Tennessee's state road 129 which is home to the Tail of the Dragon, an 11-mile stretch of mountain roads featuring 318 curves.

Participants with the Corvette Cruise of the Dragon were escorted by police for the 50 mile trip through the back roads of Eastern Tennessee and into North Carolina to the famous Deal's Gap.

The event group applied for a *Guinness World Record* for the Most Corvettes on the Dragon in one Day. Corvette Expo founder Byron Cooper posted the following on the *Corvette Forum*:

"We got cars from 8,900 miles away that have driven here for this event and to cruise the Dragon. There is no record, so we'll set the record and that will give us something to play off for years."

So how did the group do? We don't have an official count yet and we are not sure if there was an actual record set, but the unofficial count has 423 Corvettes which ran the Tail of the Dragon on Friday.

Corvette Museum's Motorsports Park Applies for Certificate of Occupancy

Still more news coming out of Bowling Green this week regarding the ongoing saga with the National Corvette Museum's Motorsports Park's dealings with the Warren County Planning Commission. The Motorsports Park is request a certificate of occupancy from the City-County Planning Commission to show compliance with county ordinances according to the Bowling Green Daily News.



It was back in February 2014 that the NCM first requested the certificate. At the time, the planning commission approved the development plan but also imposed six conditions which included the building of an earthen berm as a noise abatement structure and planting trees.

The Corvette Museum's Executive Director Wendell Strode requested the new certificate of occupancy to Warren County building inspector Craig Hunt last week. Public Works confirms that it received the request and Hunt has asked the planning commission to review the property and determine whether its met the conditions.

Steve Hunter, executive director of the planning commission, said the review would take a day or so. "We'll basically write a review that says, 'We reviewed this. It looks good,' or 'We reviewed this. We have a few questions,'" he said.

The NCM has finished construction of an earthen noise berm that is 1,630 linear feet long with an average height of 14 feet high. It has also installed an noise-reducing fabric called Acoustifence and repositioned the garage and pavilion to absorb more noise from the track. As part of the original six conditions, over 100 trees were also planted.

Strode says the Motorsports Park has also established noise limits, prohibiting sounds that are over 103 decibels which is the national standard of the Sports Car Club of America (SCCA).

"We want to be a good neighbor, and this is a big step in that direction, we think," Strode said. He went on to add that they will continue to add measures to decrease track noise at the Motorsports Park.

The Warren County Code Enforcement Board fined the Motorsports Park \$100 a day for operating without having a certificate of occupancy. The NCM is appealing the fine.

Seattle Seahawks RB Fred Jackson Crashes His Corvette Z06

Things seem to be getting worse for the Seattle Seahawks by the day.

Sunday, the 2-4 Seahawks lost to the surging and unbeaten Carolina Panthers.

Tuesday, Seattle running back Fred Jackson crashed his black 2016 Corvette Z06 into a stop sign near the team's practice facility in Renton, Wash.

Some in the media earlier reported that Jackson was drag racing teammate Marshawn Lynch at the time, but Renton police said today there is no indication Jackson was racing and that he simply lost control of the car.



“There is no evidence he was drag racing anyone,” Renton police spokesman David Leibman said to the Seattle Times. “He was leaving the facility, and he was clearly driving too fast when he hit a street sign.” TMZ backed off its reports about the drag racing but added this update to its story:

Law enforcement tells TMZ at this point in their investigation, there is nothing to indicate a drag race. However, our witnesses insist both cars were driving at a VERY high rate of speed. We're told the responding officer gave team personnel permission to take Jackson and evaluate him.

Jackson didn't get hurt in the crash, though he was checked out by team personnel after being taken to the practice facility. Reports say the Corvette sustained “moderate front end damage.”



Jackson was driving the Corvette southbound on Seahawks Way at the time of the accident, which ended with the car resting on the north side of Lake Washington Boulevard.

It was good to hear Jackson was cooperative with police and remained at the scene until he could be interviewed by authorities.

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