



FIBERGLASS FOREVER



CORVETTES OF FRESNO

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

ESTABLISHED 1963

APRIL 2014



OWNER: TOMMY RICHTER

MARK YOUR CALENDARS

APRIL 12, SATURDAY - AIR NATIONAL GUARD OPEN HOUSE - STEVE PROFERA 559-681-7865

APRIL 18, - FRIDAY - KINGSBURG CAR SHOW & DINNER - HARRY BELLOW 559-761-6696

APRIL 26, SATURDAY - CLOVIS RODEO PARADE - STEVE PROFERA 559-681-7865

MAY 2 & 3, 2014 - PALM SPRINGS RUN - BILLIE TALLEY 559-960-4666

MAY 3, SATURDAY - ST. AGNES MISSION CHURCH 4TH ANNUAL CAR SHOW - NICK DILIDD0 559-439-7267

JUNE 14, SATURDAY - CAR SHOW @ PEOPLES CHURCH - LARRY MINNICH 559-449-3331

JUNE 21, SATURDAY - STOCKTON YACHT CLUB CAR SHOW & DINNER DANCE - CHUCK ROBB 559-255-7005

JUNE 29, SUNDAY - WORD FROM HOME CAR SHOW - JIM KOZERA 559-876-2519

AUGUST 16, SATURDAY - FAMILY & FRIENDS 2ND ANNUAL CAR SHOW - ALLEN TEIXEIRA 559-449-1505

SEPT 28, 2014 SUNDAY - USS HORNET TOUR - ALLEN TEIXEIRA 559-449-1505

TAHOE 46 - SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"



Tahoe 46

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

September 4-7, 2014

Silver Legacy Resort Hotel & Casino - Reno, Nevada

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

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

Registration must be Received by August 15, 2014

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

**DUE TO CONTRACTS WITH OUR VENDORS WE CANNOT ISSUE ANY REFUNDS
ON CANCELATIONS AFTER AUGUST 15, 2014**

EARLY BIRD DRAWING

**ALL PAID REGISTRATIONS POSTMARKED BY MAY 1, 2014 WILL BE ENTERED IN A
DRAWING FOR A CHANCE TO WIN \$100.00 CASH!**

Highlights

Welcome Social Thursday Night

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

Slot Tournament \$10.00pp - Friday Afternoon

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

Scenic Poker Run with lunch at the midway point - extra hands \$5.00) – Saturday Morning & Afternoon

Awards Dinner at Silver Legacy - Saturday Night

PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL

www.corvettesoffresno.com for Additional Details & Updates

All Net proceeds from Tahoe 46 will be donated to Charity

Accommodations

**Silver Legacy Hotel & Casino: (800) 687- 8733 Use the Group Code 914CORV
Room Rates: Thursday \$75.00 Friday & Saturday \$119.00 (plus tax & resort fee)**

Buffet Breakfast for 2 each Day is Included!

(must book through group code 914CORV to get included breakfast buffet)

Register now so you don't miss out on the 46th Tahoe Tour

Register by August 15, 2014 for Room Rate Guarantee



SCHEDULE OF EVENTS



Thursday:

5:00 pm - 8:00 pm - Welcome Social - Rum Bullions Island Bar

Friday:

8:00 - 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 – 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 - 9:00 pm - Catch A Rising Star Comedy Show - Special Guest Appearance by Donnie (out of control) Dukes (some parts may be objectionable)

Saturday:

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

10:00 am - 2:00 pm Scenic Poker Run from the Silver Legacy with lunch at the midway point

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

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

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

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

- 1. ONE EVENT TEE SHIRT**
- 2. BREAKFAST FOR 2 EACH MORNING AT FLAVORS BUFFET**
(must book through group code 914corv)
- 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 WITH LUNCH AT THE MIDPOINT (lunch not included)**
- 7. SATURDAY NIGHT AWARDS BANQUET**

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

2007 TRIVIA



Daytona Sunset Orange Metallic, a popular color choice in 2005 & 2006, was replaced by Atomic Orange in 2007, an extra cost color choice.

Two special editions were introduced for the 2007 model year... the Arctic White Ron Fellows ALMS GT1 Z06 (399 built) and an Indy Pace Car replica convertible in Atomic Orange (500 built).

CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

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

Membership: Pam Forrester
E-mail: membership@corvettesoffresno.com
Phone: 559-323-8302

Webmaster: Frank Stafford
E-mail: webmaster@corvettesoffresno.com
Phone: 559-324-0518

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

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

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



(559) 291-7711

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

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

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

EMAIL TO:

jim.agar@att.net



THE PRESIDENT'S EXHAUST



Hello,

I want to thank everyone who makes my job easier; the Board is settling in and doing a great job at performing their duties. The Tahoe Committee is on top of the event and working to make it a great time for everyone.

The best thing about this club is there are a lot of people who jump in and get things done. To all of the people that put on runs, help at events and contribute time to the club, Thank You, you are appreciated.

One person that needs a special mention is Allen Teixeira, we had a major problem with the membership directory and without being asked, Allen took on the task with a vengeance and with the help of others he enlisted, didn't let it go until it was complete (well 99% complete, in his words). He did a great job and I know myself and the rest of the club appreciate his hard work.

We had a great General Meeting on March 18th everyone seemed to have a good time. The new facility is working out and we are working with management to accommodate more people. Terri and Dave Cavanaugh came to the meeting, it was great to see Terri up and around after her surgery. Both Dave and Terri said a few words thanking the members for their thoughts and prayers. We know Terri is tough and her determination is inspiring, we are all praying for her quick recovery.

Spring is here and we have a lot of runs coming up. Check this newsletter for places and times.

See you on the next run and at the next meeting.

**Save the Wave!
Thank you,
Chris Campbell**





CORVETTES OF FRESNO - GENERAL MEETING MINUTES

March 18, 2014



CALL TO ORDER: President Chris Campbell called the meeting to order at 7:05 PM. Board Members present were Kaye Campbell, Jacklyn Christani, Pam Forrester, Steve Profera, and Jim Agar. The Pledge of Alliance was shared by all.

SECRETARY'S REPORT: Minutes of the February 2014 meeting are published in the COF newsletter. Motion to waive the reading of the January Secretary's Report was made by Lynne Agar and seconded by Glen Michaels. Motion carried. Motion to accept the minutes as published in the Fiberglass Forever club newsletter, was made by Lee Delap and seconded by Chuck Ware. Motion carried.

TREASURER'S REPORT: Kaye Campbell reported the accounts activity, which is on file to be reviewed by members only. Motion was made to approve the Treasurer's report as read. Motion made by Larry Minnich to accept the reading of the report, seconded by Billie Tally, a unanimous vote. Motion carried.

MEMBERSHIP: Pam Forrester reported attendance at for this evening's Meeting: 62 members and 4 guests – Garrol White, Terry, Steve MoE and Jerry Baldwin. March birthdays and anniversaries were acknowledged. All birthdays and anniversaries can be found in the COF Membership Directory. COF has a current membership count of 114 members and 73 corvettes. New members were given their COF Club packages for new membership and a Kodak moment was soon in progress. Remember when you walk in to the meetings, please "SIGN IN" with Pam.

COMMUNICATIONS: Jim Agar announced this month's newsletter was 24 pages printed and 55 on the web. Friday, March 21, is the deadline for anything to be included in the newsletter.

WEBMASTER: Frank Stafford was not present this meeting.

ACTIVITIES: Please refer to the Calendar of Events in the club newsletter or on the Club website, www.corvettesoffresno.com for more details and up to date information. Guests are encouraged to attend any event, come join the fun! REMEMBER all signup sheets are on the side table.

Meet & Greet - Larry Minnich has been arranging interesting impromptu get together for the early dinner group, who like to meet at a selected restaurant (usually announced via email).

April 12 – Sunday 8:00 AM – 4:00 PM – Fresno Air National Guard – all day event. Vettes and Jets – We are invited to corral up a few corvettes for show and to tour the first open house of the Guard since 9-11. Remember this requires advance sign-up and security check.

April 18 – Friday – Dinner at Diane's – Friday night of the Kingsburg Car show, meet Harry Bello before 5:30 PM at Hwy 99 & Jensen – we will cruise down the old Golden State Freeway to Kingsburg. This is always a FUN event!

April 26 – Saturday – Clovis Rodeo Parade – Everyone to queue up at 8:00 AM at Wallgrens, corner of Willow & Herndon, in Clovis.

May 3, 4 – Palm Springs with Billie Talley, a drive to Palm Springs, CA.

Numerous upcoming events were discussed and as these ideas firm up they will be listed in the newsletter and sign-up sheets will be provided at the meetings. More fun events in June! Check the Fiberglass Forever “online” for the latest events and developments.

Tahoe 46 – September 4, 5, 6, & 7 in 2014 the *continuing saga* of the longest running Corvette Club Event in the U.S.A.

Chairpersons present are Allen Teixeira, Jim Kosera, Larry Minnich and Jim Agar.

All club members are welcome to the Tuesday night meetings (2nd Tues of every month) at Denny’s in Riverpark.

Allen asked for folks to consider volunteering for some of the fun committees to get the ball rolling, get involved! Time to think about the raffle donations and the contents of those theme baskets. The sooner donations come in, the sooner the basket creativity can flow. If you have any great ideas, come join in the fun! Margaret is heading up that team. See Jerry Najarian for gifts, cards, and donations for the event.

WSCC: Redline Magazine is mailed quarterly. If you are not getting your copy, see Allen Teixeira.

OLD BUSINESS: None.

Sunshine Sharon made her report, thanks Sharon. Love and Blessings to Terri Cavanaugh who was able to be with us tonight. Outstanding! You go girl.

NEW BUSINESS:

The President, Chris Campbell presented the charity selections the COF Board of Directors discussed to the General Membership. The Charities are: Marjaree Mason Center, Hinds Hospice, Ronald McDonald House, any one or all three depending on the amount raised for the donations by Tahoe 46. A vote was presented to the membership and all were in favor of the choices, with no objections. A sheet was offered to the membership to be filled out to give the charities an order of preference (1,2,3), in case the T-46 proceeds were inadequate to donate to all three of the charities.

Lee Delap made a short presentation for the ACCC update, please direct any questions to Lee, we appreciate the diligence and following of the current industry news and laws concerning auto enthusiasts. Thanks again Lee!

NAME TAG DRAWING: Kitty is \$20.00. The winning chip was drawn for Laurie, she was not present. Kitty increases by \$10.00 for the next month general meeting, in April.

RAFFLE: 50/25/25 was conducted by Pam Forrester, there were the two lucky winners of the cash, Chris Campbell and Billie Tally. Two more tickets were drawn for the two - \$10.00 Food Certificates donated by Yosemite Falls Cafe. Thanks Guys!

Motion was made to adjourn the meeting by Chuck Ware, seconded by Dave Cavanaugh. The meeting adjourned at 8:25 PM.

Respectfully Submitted, by Jackey Christani



JACKEY CHRISTANI
SECRETARY



PAM'S MEMBERSHIP NEWS



Membership

Pam reported that as of the 2014 Calendar Year COF has 114 members and 73 cars.

Members & Guests

Total attendance: 66 - 62 Members & 4 Guests: Steve Moe, Garroll White
Teri McMichael & Jerry Baldwin

Nametag drawing

Lori Kovocavich's Name was drawn, She was not present.
Next Months Drawing will be for \$30.00

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

Club Directories and Updates

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

Steve Moe & Margaret Gonzalez each won a \$10.00 gift certificate to Yosemite Falls Cafe



**PAM FORRESTER
MEMBERSHIP**



**PAM FORRESTER PRESENTS
TOM & TERESA OCHOA
WITH THEIR NEW MEMBER PACKET
WELCOME TO COF**



**PAM FORRESTER PRESENTS
DAVE DUTTON & BETTE FOSTER
WITH THEIR NEW MEMBER PACKETS
WELCOME TO COF**



APRIL ANNIVERSARIES

BERT & PAT SHERMAN 1 - LARRY & SHARON MINNICH 1
JIM & JOAN KOZERA 4
BUDDY & Jo ELLEN McGUIRE 12 - JOHN & JO JOHNSON 28



APRIL BIRTHDAYS



ROGER MERRITT 4 - VIRGINIA GIMBARTI 5 - VALERIE MERRITT 6
CHRISTI PROFERA 10 - LORI KOVACEVICH 11 - DARRICK DUERKSEN 14
GERRI WARE 17 JONATHAN BAKER 19 - BILL HERRON 19
JOHN ASHLEY 22 - Jo ELLEN McGUIRE 23 - TERRI CAVANAUGH 24



50/25/25 DRAWING WINNERS

**CHRIS CAMPBELL
BILLIE TALLEY**

**EACH WON
\$55.00**



CONGRATULATIONS



CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



APRIL 12, SATURDAY - AIR NATIONAL GUARD OPEN HOUSE - DAVE CAVANAUGH 559-439-7519

APRIL 18, KINGSBURG CAR SHOW & DINNER - HARRY BELLOW 559-761-6696

APRIL 15, TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK

APRIL 26, SATURDAY - CLOVIS RODEO PARADE - STEVE PROFERA 559-681-7865

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

MAY 13, 2014 TUESDAY - TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM

JUNE 14, SATURDAY - CAR SHOW @ PEOPLES CHURCH - LARRY MINNICH 559-449-3331

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SEPT 28, 2014 SUNDAY - USS HORNET TOUR - ALLEN TEIXEIRA 559-449-1505



**STEVE PROFERA
VP ACTIVITIES**

COF GENERAL MEMBERSHIP MEETING

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

THERE WILL BE NO TAHOE MEETING IN APRIL

THE NEXT TAHOE 46 MEETING WILL BE HELD TUESDAY MAY 13, 2014 AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM
PLEASE PLAN TO ATTEND

TAHOE 46

SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"

ATTENTION ALL MEMBERS

WE ARE LOOKING FOR MEMBERS WHO WOULD BE WILLING TO DONATE & PUT TOGETHER THEMED GIFT BASKETS FOR US TO GIVE AWAY AS RAFFLE PRIZES
WE NEED SEVERAL MEMBERS TO HELP US OUT TO RELIEVE THE BURDEN
AS AN EXAMPLE YOU COULD PUT TOGETHER A BASKET WITH CAR CARE PRODUCTS
THE TAHOE COMMITTEE APPRECIATES ANY HELP YOU CAN GIVE

THANK YOU SO MUCH



SANGER CAR SHOW





SANGER CAR SHOW AWARDS



JIM & JOAN KOZERA WIN BEST C6



ALL CORVETTES ARE RED



JIM & LYNNE AGAR WIN BEST C7



BILL HERRON WINS BEST GM AWARD



CHRIS & KAYE CAMPBELL WIN BEST C5

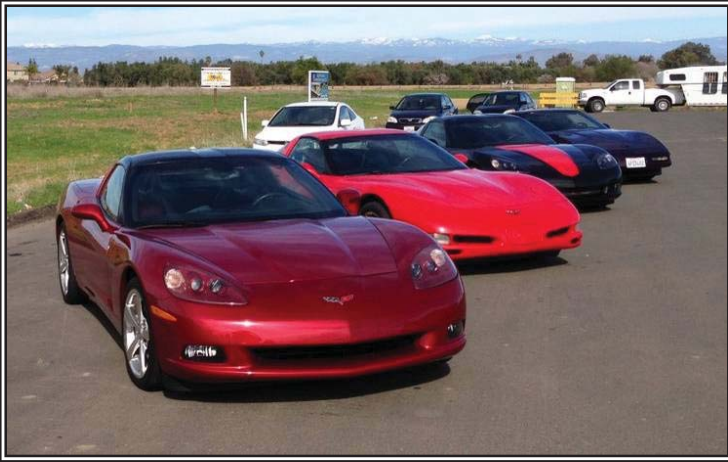




FOOTHILL & DINNER RUN

MARCH 8th

HOSTED BY JIM & JOAN KOZERA





COF DINNER RUN TO DIANE'S

**KINGSBURG, CA.
FRIDAY APRIL 18, 2014**

**DRAPER STREET
MAIN STREETS OF SWEDISH VILLAGE**



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

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



**CALL HARRY TO MAKE YOUR DINNER SELECTION
559-761-6696**



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





St. Agnes Mission Church 4th Annual Car Show Cinco de Mayo Celebration

**AT
ST. ANTHONY'S OF PADUA
5770 N. Maroa, Fresno, CA 93704**

**Saturday, May 3rd
2014
1:00 to 5:00 PM**

"Special Blessing of the Cars"

MEXICAN FOOD - MUSIC - RAFFLES

**CAR, TRUCK & MOTORCYCLE AWARDS
VENDOR BOOTHS - BEER GARDEN**



**Special appearance by
Jeremy "Elvis" Pearce**



**Questions? Contact: Phyllis Carmona at 559-299-5549 or
Manny Fernandez at 559-323-6314**

(See reverse side of flyer for registration and vendor information.)

Revised - January 20, 2014



CORVETTES OF FRESNO



*A non-mystery run to
A beautiful desert getaway!*

Where: Palm Springs, CA
When: May 2nd & 3rd, 2014
Hosted by: Billie Talley

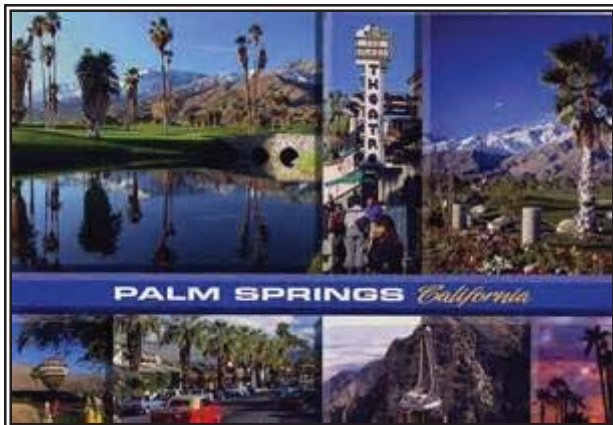
Hotel Reservations - Best Western Inn. Group rate for COF on 5/2 and 5/3 is \$99.99 plus tax per night, which includes breakfast and parking. Send an email directly to Craig Gilmore, craig@bwpalmsprings.com, to get this special price. Tell him you are with Corvettes of Fresno.

Itinerary:

- May 2, 2014 - Departure time to be determined. A stop in Pioneer Town to have lunch/dinner at Pappy & Harriets. Continue on to Palm Springs.
- May 3, 2014 - Air Museum/Tramway up the Mountain/lunch. More activities as time allows. All times to be determined. For those interested in attending The Follies: 760-327-0225 or www.psfollies.com

Make hotel reservations early to assure yourself accommodations for this trip!

Questions? Call Billie at 559-960-4666





CORVETTES OF FRESNO



STOCKTON YACHT CLUB CAR SHOW - DINNER - DANCE

SATURDAY JUNE 21, 2014

ARRIVAL TIME: 11:00 AM

CAR SHOW:

NO ENTRY FEE

INCLUDES ALL KINDS OF CARS ; 20's - 30's TO NEW
LAST YEAR: MASARATTI, FERARRI & CORVETTES

LUNCH:

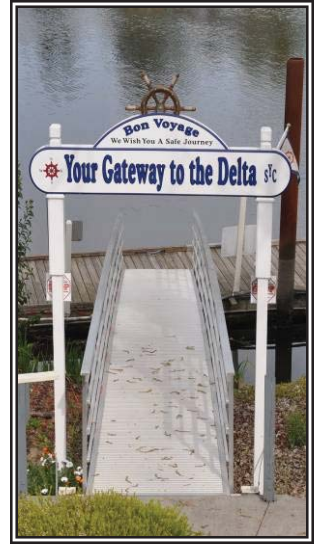
HAMBURGERS, HOTDOGS AVAILABLE TO PURCHASE

DINNER:

APPROXIMATE START TIME 6:00 to 7:00PM
COST: TO BE DETERMINED - USUALLY \$20 to \$30 pp

MUSIC:

BACK TO THE 50's



ROOM & BOOKING INFORMATION



LA QUINTA INNS & SUITES
2710 WEST MARCH LANE
STOCKTON, CA



ROOM RATES

1 KING BED \$80.10 - 2 DOUBLES \$71.00 + TAXES
FREE CONTINENTAL BRESKFAST INCLUDED

Waffles - Hot and cold cereal - Bread and muffins - Fresh fruit

All you-can-drink coffee and juice - Pastries - Bagels - Milk

CALL 1-866-527-1498 - MENTION GROUP CODE:0625GROTZP
MUST RESERVE BY 5-30-2014

CHUCK & JESSIE ROBB 559-255-7005
JIM & LYNNE AGAR 559-297-2200



CORVETTES OF FRESNO



7th Annual Word From Home Car Show and Freedom Celebration to Support Our Troops

Sunday June 29, 2014 5:00 P.M. til Dark

Lifetree Assembly of God Church 35849 Ave 13 ½ Madera Ranchos

Call Pam Hansen (559) 474-2330 for more information



FIREWORKS



SNOWCONES

BARBEQUE, HAMBURGERS AND HOTDOGS

RAFFLE PRIZES



**DESSERT
AUCTION**



BINGO



BOUNCE HOUSE

Name _____

Address _____ City _____ Zip _____

Vehicle Information – Year _____ Make _____ Model _____

Fee Enclosed \$10.00 preregistration checks payable to Lifetree Assembly of God Church.

In consideration of the acceptance of the right to participate, entrants by the execution of this entry form release and discharge the sponsors and their representatives from any and all known damages, injuries, losses, and/or claims from any causes whatsoever that may be suffered by entrant to his person or property. Further, each entrant expressly agrees to indemnify all of the foregoing from any and all liability occasioned or resulting from the conduct of entrants or any participant assisting or cooperating with entrant under the discretion or control of entrants. Sorry no Refunds on entry fee.

Entrants signature _____ Date _____



JIM KOZERA FOR INFO

559-876-2519





ALLEN'S WSCC PAGE



Western States Corvette Council Calendar of Events-2014

3/17/2014

CORVETTE

Date	Event Name/Location/Site	Type	Host Club	Contact	Phone
April					
5	Beginners Autocross	V	NBCA/DCC	Rich Willhoff	530-318-0696
6	Spring Fling Autocross	I	NBCA/DCC	Rich Willhoff	530-318-0696
26	Spring Fling Autocross 2	I	NBCA/DCC	Rich Willhoff	530-318-0696
27	Car/Park Show Legends 34-Blackhawk	I	NCCA	Stephen Logan	415-425-3105
May					
2-4	United SportsCar Series-Laguna Seca	VS	WSCC	Buzz Marston	408-358-6211
3	Corvette Racing Banquet	VS	WSCC	Buzz Marston	408-358-6211
17	Abel Chevrolet Corvette & GM Fun Car Show	N/A	N/A	Rich Willhoff	530-318-0696
24	Run to the Lake VI	V	COLC	Steve Cleveland	707-533-0641
25	Car/ Park Show VI	I	COLC	Steve Cleveland	707-533-0641
31	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
June					
1	Autocross Nord Fjord 72	I	NBCA	Nick Kambur	415-516-3221
7	Car/ Park Show Vette Magic 39	I	NCCA	Stephen Logan	415-425-3105
8	Vette Magic Drags 39	V	NCCA	Tim Sullivan	925-886-8867
TBD	Car/ Park Show Vette-O-Rama	I	DVC	Dave Spellman	925-678-4588
21	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
22	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
29	Autocross Nord Fjord 73	I	NBCA	Nick Kambur	415-516-3221
July					
6-12	WSCC 2014 Convention-Medford Or.	V	WSCC	Daniel Divita	707-395-0153
26	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
27	Autocross Nord Fjord 74	I	NBCA	Nick Kambur	415-516-3221
Aug					
2	SCC Autocross-Crows Landing	I	SCC	Stuart Calhoon	650-465-5523
9	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
10	Autocross Nord Fjord 75	I	NBCA	Nick Kambur	415-516-3221
16	Car Show Glass Fantastic	I	GPC	Jim Neylan	925-676-1422
22-27	NCM Caravan-20th Anniversary	VS	WSCC	Don Herzer	209-586-3079
23	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
24	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
Sept					
4-7	Tahoe 46	V	COF	Jim Agar	415-516-3221
7	Dublin Chevrolet Car Show II	I	GPC	Jim Neylan	925-676-1422
13	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
14	Autocross Nord Fjord 76	I	NBCA	Nick Kambur	415-516-3221
21	Car/ Park Show Corvette Spectacular-Los Altos	I	SCC	Roger Hector	408-210-4067
27	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	USS Hornet Tour (Pending)	V	Rio Vista	Rolf Saybe	707-374-5053
Oct					
4	Wings and Wheels Autocross-Rio Vista Airport	V	DCC/NBCA	Rich Willhoff	530-318-0696
TBD	WSCC/HOD/NCM Tour & Lunch	V	WSCC	Buzz Marston	408-358-6211
TBD	HOC/HPDE Thunderhill	V	WSCC	Buzz Marston	408-358-6211



ALLEN'S WSCC PAGE



WSCC CONVENTION 2014 - July 6th–July 11th

Medford, Oregon

Hosted by North Bay Corvette Association



wscconvention.com

(PLEASE TYPE OR PRINT LEGIBLY)

northbaycorvettes.com

REGISTRATION (Please PRINT all entries)

WSCC # _____
 Last Name _____ First Name _____ M.I. _____
 Spouse/Guest Participant _____ WSCC # _____
 Address _____ City _____ State _____ Zip _____
 Phone (____) _____ – Email Address _____
 Club Affiliation _____ Drivers License #(s) _____
 Car Color & Type _____ Year _____ Car License(s) _____

REGISTRATION INCLUDES BASIC PACKAGE

Couple registration prior to June 1st \$100 _____
 Individual registration prior to June 1st \$ 80 _____
 Add \$10 per person for late registration after June 1st \$ 10 _____
TOTAL REGISTRATON COST: \$ _____

Refund Information

No refunds after June 1, 2014.

Convention Events

	Number	Cost	Total
Bar-B-Q	per person	_____ × \$15	_____
Autocross <u>Class</u>	per person	_____ × \$40	_____
Park & Show	<u>per car</u>	_____ × \$25	_____
Drag Racing	per person	_____ × \$40	_____
Poker Run (Includes one hand)	<u>per car</u>	_____ × \$15	_____
Additional Poker Hands	per hand	_____ × \$ 5	_____
Bowling (3 games including shoes)	per person	_____ × \$10	_____
Jetboats (3hour) Lunch included	per person	_____ × \$65	_____
Jetboats (5 hour) Lunch available	per person	_____ × \$55	_____
Golf (\$50 Greens Fees on site)	per person	_____ × \$15	_____
Banquet	per person	_____ × \$40	_____
Convention Events Total		\$ _____	

Basic Package Contents per person

Event Shirt – One shirt per person *prior to June 1st only!*
Participation Plaque
 One per package.
Welcome Party Entry
 One per person.
Event Badge
 One per person.
Raffle Ticket – One per person.
You must be present at the awards banquet to win!

Hotel Information

Inn at the Commons
 200 N. Riverside Avenue
 Medford, OR 97501
Contact only following receipt of Registration Code.

Barbecue Selections:

Beef _____ (Qty)
 Chicken _____

HOTEL INFORMATION

WSCC has reserved a block of rooms at the Inn at the Commons. The Convention Guest rate for the hotel is \$73.95 plus tax/per night, (select room accommodations may be slightly higher), for the duration of Convention. These rates will be honored from July 5 through July 12, to allow for early arrival/late departure. **Room availability is limited. After your Convention Registration is processed, you will be given the phone number and Registration Code to make your hotel reservation. Reservations made without an authorized registration code will be cancelled. NO EXCEPTIONS!** Room rate reservation cut-off date is June 15.

CONVENTION SHIRTS

One shirt per participant with registration prior to June 1st.

Package Shirt for Applicant Circle **M** or **W**
 Circle Size **S M L XL XXL XXXL**

Package Shirt for Spouse/Guest Circle **M** or **W**
 Circle Size **S M L XL XXL XXXL**

Additional Shirts Order will be placed by May 15th Circle size(s)

Men's **S M L XL XXL XXXL** × \$15 _____
 Women's **S M L XL XXL XXXL** × \$15 _____

(COMPLETE REVERSE SIDE)



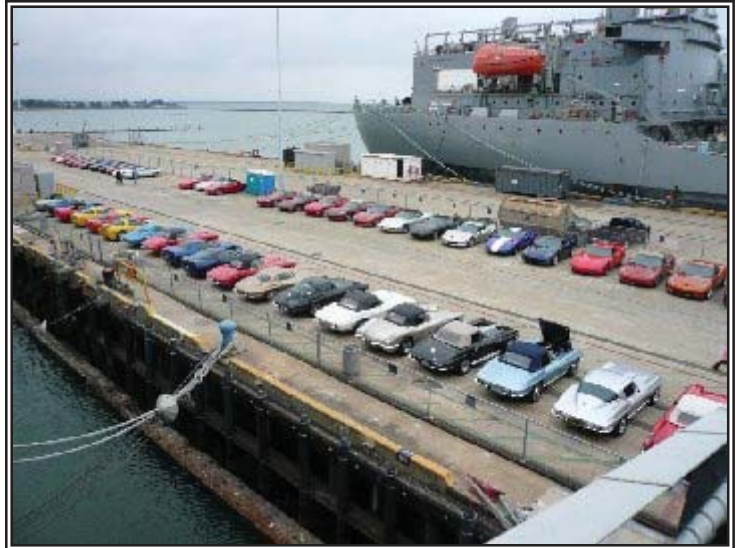
ALLEN'S WSCC PAGE



All WSCC Clubs

Rio Vista Corvettes is considering another run to the USS Hornet this fall. For those who joined us at one of our four earlier events, 2007 - 2010, you will recall it was known as Vettes & Jets on the Hornet. This will be the fifth such event. Vettes & Jets V.

Because of certain fixed costs associated with the event on the ship, we need a way to estimate potential attendance before we commit. So please review the details below, check with your club members and let me know by e-mail what the interest level is.



The event included secured pier parking for Corvettes only, admission to the ship, docent and self guided tours, a catered buffet lunch, and the Swinging Hornet Blue Stars, www.swingingbluestars.com . Possibly a few surprises as well.

Cost is estimated at \$30 - 31 per person.

Date will be Sunday, September 28, 10 am admission, lunch at about noon.

You may remain on the ship until closing if you wish.

PLEASE LET ALLEN KNOW IF THIS IS SOMETHING YOU WOULD BE INTERESTED IN

559-449-1505

ALLEN TEIXEIRA

WSCC REP



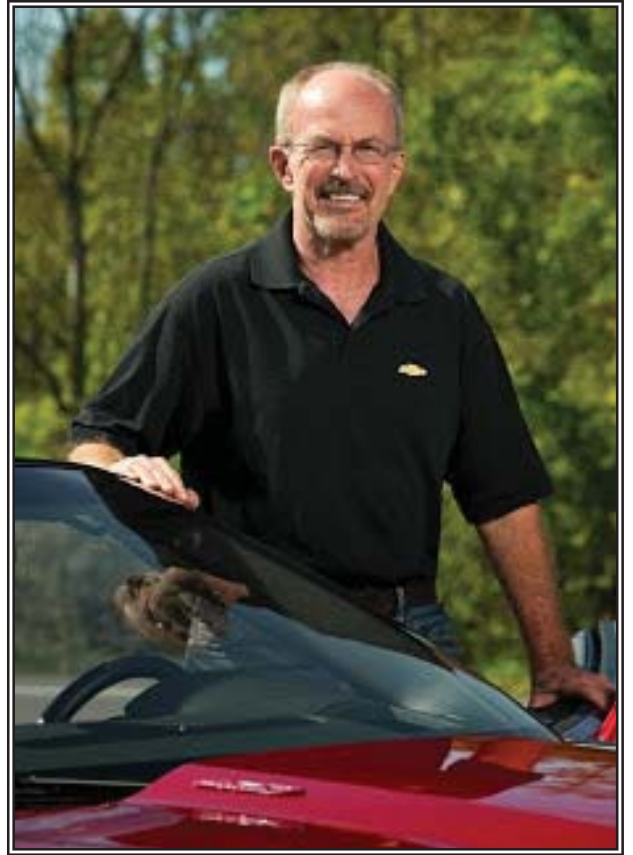


Corvette Hall of Fame



John Heinricy (2014 Induction)

Corvette Hall of Fame Inductee John Heinricy's influence on the car and hobby can be seen by visitors of the National Corvette Museum in the 1989 Corvette ZR-1 "Record Run" display featuring not only the car, but also the statues of those involved – a display that pays homage to the team that set 12 international world time / distance speed records in a ZR-1 and L98 Corvette, averaging as high as 175.885mph over a 24-hour period. Heinricy has won 11 SCCA national championships driving a Corvette, was intimately involved in developing the Corvette showroom stock racing program that won 19 consecutive races between 1985 and 1987, and was a key member of the Corvette Racing C5R effort in 1999.



Heinricy worked for decades behind the scenes to create the kind of finely tuned driving dynamics that allowed modern Corvettes to compete with and beat the best sports cars in the world. He has also logged more racing miles and hot laps in Corvettes than any other. Heinricy served for many years as the manager of the Corvette Development Group at the GM Proving Grounds at Milford, Michigan and in 1990 was named Corvette Assistant Chief Engineer responsible for the C4 through 1996, including the 1995 Corvette Pace Car, 1996 Grand Sport and Collector's Edition. Most recently, "Heinrocket" set multiple lap records in a Cadillac CTS-V at tracks in China and the Middle East and continues to do engineering, consulting and automotive work as president of his own company.



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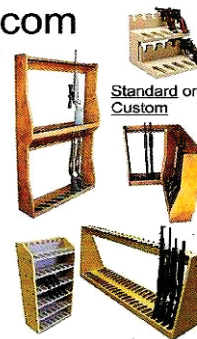
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Corvette Museum Making the Best of the Sinkhole Situation

Corvettes have always been known for taking a little and turning it into a lot.

The current C7, for example, is being praised for its massive “bang for the buck.”

That’s why it is really no surprise that the National Corvette Museum is seeking “tasteful” ways to turn the misfortune of the sinkhole that swallowed eight of its rare Corvettes earlier this month into a way to raise funds that will ultimately help support the mission of the museum.



Sort of a lemons to lemonade story, in the words of the Bowling Green Daily News.

Mike Murphy, the CEO of Scott, Murphy & Daniel which is overseeing the reconstruction of the museum and the recovery of the vehicles, says the carpet tiles that used to cover parts of the museum floor, now stacked outside the building, will ultimately be sold as souvenirs.

“We’ve had people tell us that they would pay for some of the rocks or a piece of concrete that we might recover,” Murphy said.

The gift shop also will soon be selling T-shirts commemorating the mishap.

“They really are taking a lemon and making lemonade,” Murphy said.

First though, Murphy’s crews are stabilizing the building by drilling holes several feet into the ground outside the museum and filling them with a spray grout, then also reinforcing the building in certain spots. The cars will then be removed after which crews will spray the dirt and rock sides with gunite, the same material used to make swimming pools.

NCM Motorsports Park Gets OK for Development Plan

More approval by a governmental agency came speeding down the straightaway for the National Corvette Museum Motorsports Park last week.

After hearing Wendell Strode, executive director of the museum, explain that the museum has “gone above and beyond” with its plans, the City-County Planning Commission gave its OK to a detailed development plan Thursday for the motorsports park.



The park will open during the National Corvette Caravan in late August after construction is completed on the 184-acre site at Grimes Road and Porter Pike, just across I-65 from the museum. The detailed development plan was approved with six conditions of approval, most of which will have to be completed before the park can be opened, including:

- Construction of a left turn lane from Porter Pike into Grimes Road
- Reestablishing some portions of a required vegetative buffer along I-65
- Extending an earthen berm to reduce noise for neighbors
- Recording a plat to consolidate the tracts of land within the park
- Approval of a variance for a proposed sign along the interstate
- Showing proposed parking with the application for a building permit

Strode is concerned about the requirement for the vegetative buffer, unsuccessfully asking that it be eliminated since “we’re certainly hoping that we can move forward without having to have a motorsports park over there that no one can see from I-65,” he said.

As far as the berm to cut noise for neighboring properties, Strode said he felt like it was never required in the original language in the binding elements, only that the park wouldn’t result in a big hike in noise over that already made by I-65 traffic. A noise study, he said, ultimately showed that the park wouldn’t increase the current noise levels substantially. Excess soil was available, so the berm will be built anyway, he said.

“We feel like we have gone above and beyond,” Strode said, pointing out that a concrete wall and buildings will also help keep noise levels down.

The planning commission eventually passed the detailed development plan with all the conditions in place, but Steve Hunter, executive director, said that amendments might be offered to the existing binding elements later.

Corvette Museum to Start Removing Corvettes from Sinkhole Next Week

The National Corvette Museum issued another update regarding the Sinkhole in the Sky Dome yesterday and the good news is that we may see the first three Corvettes extracted from the hole as early as next week.

Providing the latest update is Mike Murphy with Scott, Murphy and Daniel, the construction management company that was hired to help with the extraction and repairs of the structure.

This week the company finished borings into the sky dome floor to insure there was no immediate danger of another collapse as well to study the ability of the remaining floor to be able to hold some of the heavy equipment needed to extract the Corvettes. Since all the data returned positive readings, the first crane was guided into the Sky Dome through a hole in the side of the building yesterday.



Mike refers to the extraction of the Corvettes as “Operation Corvette Plus” with the plus signifying the altitude the corvettes will be going as they are lifted out of the hole.

If all goes as planned, the extraction of the first three Corvettes will begin on Monday with the goal to recover all three cars by Wednesday. The 2009 Corvette Blue Devil ZR1 will be the first car to be extracted followed by the Black 1962 Corvette roadster and then the 40th Anniversary Corvette.

According to Mike Murphy, although the 1962 Corvette looks to be an easy get based on its upright position, because that 5-ton slab of concrete is resting against the front the car, they will be lifting both the car and the slab of concrete simultaneously.

The NCM will be allowing selected media to document the extraction process and we’ll be following all the action on the live Sky Dome webcam.

Corvette Sting Ray Designer Peter Brock on Jay Leno’s Garage

Can you imagine wanting to watch an interview with the guy who designed the 1974 Vega?

But that’s what makes the Corvette so great for enthusiasts. We crave to know every minute detail about how our beloved sports car came into existence.

If you’re like me, that makes a new book by someone who was actually there when the 1963 Corvette Sting Ray was in the planning stages, very special indeed.



Fortunately, Peter Brock, who was responsible for sketching the lines of what would become the 1963 Corvette Split Window in 1957, decided to tell the story of that very special Corvette in his new book called Corvette Sting Ray: Genesis of an American Icon.

“Well, I’m the last remaining guy on the whole team that put the Sting Ray together,” Brock says in a new segment of Jay Leno’s Garage video series. “Nobody had ever put the story together, and I thought that it was important because it took six years from the time that the project started till it went into production.”

Brock was right there, in his early 20s, working alongside the Big Four of Corvette fatherhood – Ed Cole, Harley Earl, Zora Arkus-Duntov, and Bill Mitchell.

“These four people were the key guys that made the Corvette happen,” Brock says, “and if you’d pulled any one of them out, the Corvette would have disappeared. So through a lot of different political problems, financial problems with the company, poor sales, whatever, the Corvette barely made it. But if it hadn’t been for Bill Mitchell, we wouldn’t have a Corvette today.”

“And it was this particular car,” Brock says, pointing to a silver 1963 Split Window behind him and Leno, “that really put them over the top and we ended up with this American icon.” Brock points out that the controversial split window, which hindered vision out the rear, became Mitchell’s signature design.

While Brock sketched out an initial design in 1957 that turned into the C2 Corvette, he modestly says “this is really Bill Mitchell’s design. We were simply the guys that interpreted it for him.”

Brock says that the split as envisioned originally by head designer Mitchell was a “very elegant little thin line,” but it became a few inches wide after engineers got hold of it and rubber and chrome were put around the two split windows.

Zora, as has been well documented, was adamantly opposed to the split window, but it was Cole who made a compromise that satisfied all parties, Brock says.

“Finally Zora was kind of banned out of styling” over the controversy, “but Ed Cole who was Zora’s boss at Chevrolet Engineering solved the problem politically,” Brock recalls. “He said, Zora, we’ll let you have it as soon as we have one year of Bill Mitchell’s split window and then we’ll switch it over. So everybody got what they wanted. It was a matter of compromise.”

Brock believes that the decision ultimately was critical in adding to the increased interest in the 1963 Split Window over the split-less 1964 through 1967 models.

“I think (the ’63) would have lost some of the mystique,” Brock says, if the split had run the entire five years of the second generation Corvette. “And that’s the thing that makes this particular car so fantastic when guys are looking for a Corvette coupe – they are looking for a ’63 coupe. That is the whole essence of Bill Mitchell and why this car is so special.”

Interestingly, Brock apparently is not a fan of the resto-mod craze.

“If you take and change an era, even a thing like running the wrong color of paint on a car, it ruins the car,” he tells Leno. “I mean, you have to stay with the original, what was available at the time and the designer’s original intent.”

And, if you’re wondering how someone is even still alive from those

days, be aware that Brock was just 20 years old when he sketched the prototype car that Larry Shinoda and another designer turned into the 1963 Corvette.



Brock offers an insight into the passion that drove the men responsible for keeping the Corvette alive in those early days.

“Bill Mitchell was a big guy in his persona,” he says. “He actually wasn’t physically big, but when he walked into a room, he filled it up. I mean, he was a very powerful person. He was a very loud, ribald character, dressed beautifully all of the time, and he had such a great love for what he was doing. He knew exactly what he wanted to do. If he saw it, he was passionate about it. And if you ever veered off that line, he would set you straight on it right away – this is the way we’re gonna do it.”

It took that kind of passion to keep the Corvette alive in a corporate mindset like General Motors in those days, Brock says.

It was hard to push the idea of a sports car intended for curvy roads when management operated on a straight-line philosophy “because a lot of the ideas that went into American cars (back then) was that you got into this living room and it took you some place. The whole idea of a sports car really didn’t make much sense at all because there was no sport driving in straight lines,” Brock says. “So the whole mid-western idea of doing this car was very, very foreign, and if it hadn’t been for people that had a little bit more understanding of European cars.... Bill, of course, had traveled to Europe and had seen all those cars over there, and all those things influenced him into doing it.”

Brock says the book All Corvettes Are Red (which chronicles the development of the C5) was important because it showed “if you were a real car guy, you wanted to work on Corvettes, (but) that was pretty much the end of your career in ascendancy into management in General Motors because that wasn’t the kind of cars they built. The Corvette wasn’t a moneymaker and it was a car guy’s project. And it shows in the difficulty in doing that, and how much you cared about it wasn’t really important to top management at the time.”

Brock says he did the sketches of the Sting Ray in November 1957. “This really defined the lines that Bill Mitchell had wanted, and as you can see, everything that’s on this car behind us (a 1963 Corvette Split Window) was laid out in 1957. But it didn’t really happen that quickly because there was so much resistance from management that the project didn’t go and the only way that we were able to finally get it over the top was Mitchell said I’m gonna build a race car.”

Mitchell turned Brock’s design into the 1957 Sting Ray race car that carried no badging to indicate that it was a Chevrolet or a Corvette or anything connected to General Motors, a move necessary since GM, Ford, and Chrysler had agreed not to support racing in any way.

But the Sting Ray racer was such a hit with the public that GM management finally changed its mind and allowed Mitchell to build the production Sting Ray, according to Brock.

February 2014 Corvette Sales

General Motors released the monthly sales figures this morning for February 2014. The reports shows that sales of the Corvette Stingray are up 148% over last February with deliveries totaling 2,438 vs 980 in February 2013. We also see that the 2,438 Corvettes delivered in February 2014 was an increase of 7.8% over January 2014's sales of 2,261 Corvettes. For the calendar year (January-February 2014), Corvette sales are up 148.9% with 4,699 delivered this year compared to 2013 sales of 1,888.

Looking back historically, the February 2014 deliveries was the best February for sales since 2007 when 2,784 Corvettes were delivered.

Corvette Delivery Statistics for February 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Feb	2,438	980	148.8%	Jan-Feb	4,699	1,888	148.9%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2014	2,261	2,438											2,261
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



The First of Eight Corvettes is Rescued from the Corvette Museum's Sinkhole

This morning at the National Corvette Museum, construction workers successfully lifted the first of the eight fallen Corvettes from the massive sinkhole that opened inside the Sky Dome last month. The first Corvette to make it back to street level was the 2009 Corvette ZR1 Blue Devil which had landed upright on top of the pile.

Utilizing a number of straps, workers secured the Blue Devil Corvette to one of two cranes inside the building and lifted the car out of the sinkhole around 11:30 am Monday morning.



The NCM set up a live video stream on ustream and between that and the live webcams inside the Sky Dome, we had a first row seat to watch the recovery.

After the Corvette touched down on the concrete floor, the Blue Devil's supercharged LS9 roared to life and was driven outside under its own power. A remarkable moment to say the least.

Corvette Museum Recovers the 1993 40th Anniversary Corvette from Sky Dome Sinkhole

The workers at the National Corvette Museum have had a very busy Monday. This morning they were able to successfully extricate the 2009 Corvette ZR1 Blue Devil from the sinkhole inside the Sky Dome and this afternoon they went after car number two which was the 1993 40th Anniversary Corvette known as "Ruby".

The 1993 Ruby Red 40th Anniversary Coupe is one of two donated Corvettes that fell into sinkhole. The C4 anniversary Corvette was a donation from members Hill and Karen Clark of Bay Village, OH. Karen surprised her husband Hill by giving him the brand new 1993 Corvette on his 50th Birthday.

When "Ruby" fell into the sinkhole, it came to rest at a 3/4 angle on its roof and passenger side with the front facing down. Workers were able to loop the straps from the crane around the driver side wheels and the car picked it up and returned to street level.

When the 1993 Corvette came to rest on all four wheels, the amount of damage was much more extensive than the 2009 Corvette ZR1 Blue Devil which was fortunate to land on its wheels.

We were told that the 2nd car to come out would be the black 1962 roadster and then the 3rd car would be 1993 40th Anniversary car. Obviously, the construction crew went after the easier of the two first and so now we do expect the next Corvette to arise from the sinkhole to be the 1962 roadster.





Barrett-Jackson to Sell First Production 2015 Corvette Z06 at Palm Beach Auction

Back in January, GM unveiled the highly anticipated C7 Z06 at the North American International Auto Show. According to the General Motors, the 2015 Corvette Z06 will be “the most track-capable Corvette ever, designed to deliver supercar levels of performance through unique powertrain, chassis and aerodynamic features.” Corvette enthusiasts from around the world have been waiting for the reintroduction of the legendary model and if you want to be the owner of the new Z06, VIN 001, then you need to be in Palm Beach, Florida for the Barrett-Jackson auction that runs April 11th through 13th.



Once again Gary Bennett, Vice President of Consignments at Barrett-Jackson, has struck a deal to offer a first retail production Corvette model. In 2013, the first retail production Stingray Coupe was offered in Scottsdale while the Stingray Convertible followed in Palm Beach.

Like its C7 predecessors, the proceeds from the sale of the first production 2015 Corvette Z06 will be donated to charity. Chevrolet will be donating the money raised from the sale of the Z06 to the Barbara Ann Karmanos Cancer Center Institute in Detroit, Michigan. Because this is a charity sale, Barrett-Jackson will waive all buyer and seller fees as well.

Last year many Corvette enthusiasts were astounded to learn that on the very same day that thousands braved the winter cold and packed Cobo Hall in Detroit to catch a long awaited glimpse of the seventh generation of America’s sports car, Craig Jackson’s consignment team managed to not only have the new C7 on stage at their January extravaganza in sunny Scottsdale, Arizona, but were offering it to the highest bidder, with all the proceeds going to charity.

The first C7 Corvette Stingray sold to Rick Hendrick, Chevrolet dealer, Corvette enthusiast and motorsports team owner, for \$1.1M. Introducing an entirely new generation of Corvette at auction was a precedent setting event, even at one of the world’s biggest automobile events. It was however only typical of “raising the bar” from one year to another; at their 2012 event, Barrett-Jackson offered the first 2013 427 Convertible model, selling it for \$600K with the proceeds going to charity.

Corvette enthusiasts have waited for the return of the Z06, the Corvette Mark Reuss introduced as the “big nasty.”

Mark Reuss tells us that the new Z06 is powered by an all new supercharged 6.2L LT4 engine producing 625 HP and 635 Ft/Lbs of torque. In addition the Z06 will offer two transmissions, the 7-speed manual with “rev matching” and an all new, GM built, no-compromise, high performance 8-speed automatic with paddle shifts. The similarity to the C7.R is no coincidence. The two cars were produced simultaneously.

So if you want to be the very first to try and tame the “big nasty” then you need to be in at Barrett-Jackson’s in Palm Beach. And there are several benefits of seeing the Z06 at Barrett-Jackson’s besides the great Florida sunshine. From April 11th through the 13th, you can see some of the finest collector cars being sold in the country. Being a bit partial to Corvettes you can see several other ones, like a silver 1967 427/435 from Rick Hendrick’s personal collection to a beautiful 1954 award winning black convertible. What a great way to get to see the long awaited Z06!

Chevrolet Raising Prices on the 2014 Corvette Stingray and Z51 Performance Package

When Chevrolet initially priced the 2014 Corvette Stingray coupe at \$51,000 and the Convertible at \$56,000, we were shocked at how much car an owner was getting for the money. Add to the fact that the very popular Z51 performance package added a mere \$2800 to the sticker price and we can see how that pricing eventually led to demand outpacing supply.



To help meet the demand, Chevrolet is raising the prices on both the base Corvette Stingray Coupe and Convertible, which will see their prices go up \$2,000. The Z51 package increases \$1,200 for a total package cost of \$4,000.

The pricing increase went into effect on Monday, March 3rd and dealers were notified this morning via an internal communications memo.

The base price of the 2014 Corvette Stingray increases from \$51,000 to \$53,000. Add the Z51 Performance Package and the base price for a Z51 coupe is now \$57,000. The changes in the Convertible Stingray are similar. The base price for the convertible increases from \$56,000 to \$58,000 and when you add the Z51 Performance Package, the base price for a Z51 Convertible is now \$62,000. There is still a \$995 destination charge on all Corvettes.

The Z51 Performance Package includes the larger 19-inch front and 20-inch rear wheels and tires; larger slotted rotors and brake-cooling ducts; Performance Traction Management; electronic limited-slip differential and differential cooling system; unique chassis tuning; and available Magnetic Ride Control active-handling system with Performance Traction management. Equipped with the Z51 package, the Corvette Stingray is capable of accelerating from 0 – 60 mph in under four seconds, and more than 1g in cornering.

We spoke with a representative from Chevrolet who told us that “customer demand for both Stingray models and especially the Z51 has exceeded expectations and we are trying to meet that demand.” The Chevy representative added “Customers who have an order in the system are not subject to the price increase.”

So that’s great news for those who already have an order in the system. We reached out to our friends at Kerbeck Corvette this morning who confirmed the price increase. Kerbeck’s Dave Salvatore says that the pricing increase is only on cars built after 3/3/2014 and that Kerbeck has a large selection of existing Corvette Stingrays in stock that are not subject to the price increase.

So the good news is that demand for the 2014 Corvette Stingray is at record high levels. The bad news, unless you have an order already in the system or you buy an existing Stingray off a dealer’s lot, prices are going up to meet that demand head-on.

1962 Corvette Roadster Pulled from the Corvette Museum Sinkhole

The workers at the National Corvette Museum were back it today and they successfully raised the third Corvette in two days from the massive 40 foot diameter sinkhole which swallowed eight Corvettes last month.

Today's get was the 1962 Black Corvette roadster, one of two Corvettes donated by members to the Museum.

Everyone said this would be the hardest of the first three Corvettes to extract due to the car leaning on a 5-ton piece of concrete. Workers took their time and slipped various cables around the car and from the pics it looks like they went through the engine bay and around the frame.



At around 1:30 ET, the Corvette slowly started its ascent and after it cleared the hole, it was rotated over to the landing zone. With the Corvette's nose still pointing up, workers attached straps to the rear of the car and hooked it to the bobcat. As the crane let down the Corvette, the bobcat pulled it slowly backwards so that it would come to rest gently on its tires.

Once all four tires touched the ground, another chorus of cheers were let out. Following pictures and brief walkaround by various staff members, the Corvette was wheeled around the building and took its place in the display hall with the previous rescued 2009 Corvette ZR1 "Blue Devil" and the 1993 "Ruby" 40th Anniversary Corvette.

Corvette Museum's Motorsports Park Announces New Hire and Shows Off Building Renders

With the opening of the National Corvette Museum's Motorsports Park just six months away, the team that will be responsible for running the park continues to grow.

This week, the Museum announced that Matt Busby has been hired as Track Operations Manager.



"I am excited to have Matt join the Motorsports Park team," said Mitch Wright, General Manager of the park. "Matt has experience in what it takes to open a new facility, and to develop infrastructure for operations, and is very focused on customer service and building programs, which is a natural fit."

Busby's duties will include managing the track schedule and rentals, as well as overseeing High Performance Driver's Education programs, managing daily track activities, and working closely with Wright on track operations.

Busby will be relocating to Bowling Green in the next few weeks from NOLA Motorsports Park in New Orleans. He also owns and operates a racing data acquisition company called Aevum Racing that provides race data services to club and regional users.

"I'm incredibly excited to be a part of such an extraordinary project with the Museum!" said Busby. "It's not every day that these kinds of opportunities arise, and I feel blessed to be a part of it all."

Rare Corvette ZR1 Heads to the Block at Mecum's Houston Event

A ZR1 coupe, one of the rarest Corvettes ever produced, will cross the block in Houston at Mecum's three day auction April 10th through 12th. The 1972 Corvette ZR1 is one of only twenty produced and one of less than ten actual numbers matching production cars known to exist.

The Elkhart Green with saddle interior award winner is fully documented and has two tank stickers and is part of the Bloomington Gold Special Collection. With only 16,300 miles the car has the matching numbers LT1 engine, M22 "Rock Crusher" 4-speed transmission, J56 and F41 heavy duty brakes and suspension. It will cross the block on Friday, April 11, at Houston's Reliant Center.



Only 53 ZR1's were produced during their three year production run from 1970 through 1972 making these models one of the rarest of all Corvettes. There were 25 produced in 1970, only 8 in 1971 and twenty in 1972.

To illustrate the rarity of the C3 ZR1 some of the most sought after Corvettes are the vaunted L88s produced from 1967 through 1969 of which 216 were produced. Like the L88 equipped cars the ZR1's were essentially built for the race track except with the lighter weight, high revving 350 cubic inch LT1 engine rather than the 427 cubic inch engine found in the L88 equipped cars. Since the small block 370 HP LT1 was so much lighter than the big block 427, the performance of the ZR1 was close to the 550+ HP L88. The ZR1's were named for Zora Arkus Duntov, chief engineer of the Corvette and high performance advocate. It is believed that the ZR1 stood for "Zora Racer 1".

Currently the C3 ZR1's may be one of the best investments in Corvettes going forward due to their outstanding performance, rarity and drivability. Recently L88 Corvettes have brought between \$500K and \$3.85M at auction; two world's records were set last year on 1967 L88's selling for \$3.53M and \$3.85M. In January at Barrett-Jackson a 1968 L88 was sold for \$880K and a 1972 ZR2, virtually a ZR1 with a 454 cubic inch big block, sold for \$495K.

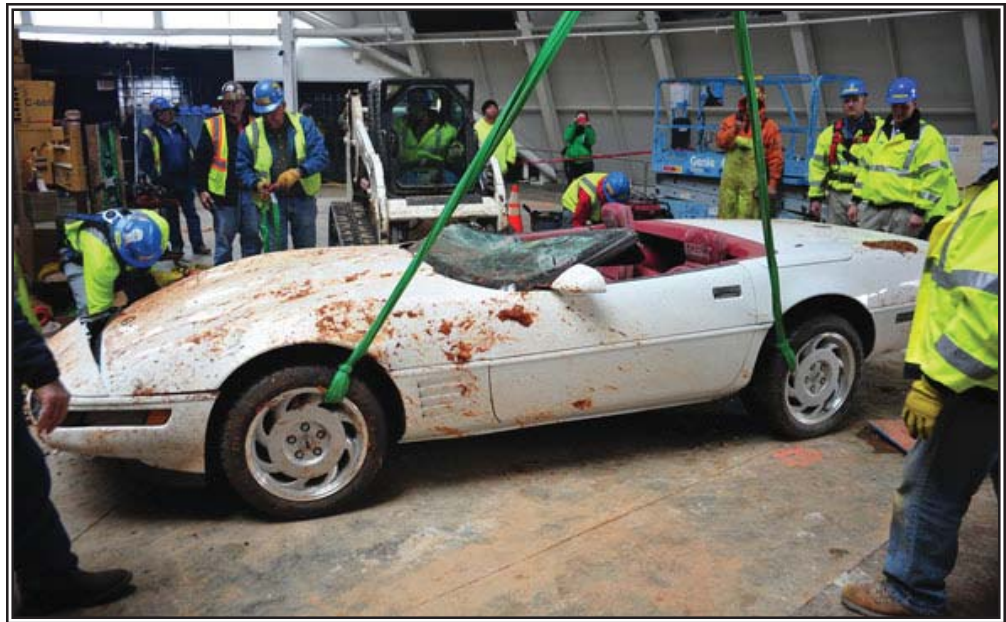
Now there is no doubt that big block Corvettes hold a special allure, especially the L88's and L89's but based on the rarity and race track performance capabilities of the ZR1 prices below \$200K represent a relative bargain. And that is where most recent prices have been.

Though a number 1 condition 1970 ZR1 sold for \$220K at the same Barrett-Jackson action, most sold prices over the past few years have been below \$200K. In 2012 Mecum sold two 1972 ZR1's one in Kissimmee that was also Elkhart Green that hammered for \$130K and another in Indianapolis which brought \$115K. And this past January in Kissimmee Mecum sold a 1970 ZR1 convertible for \$130K. If the Corvette market remains strong going forward prices of ZR1's approaching \$300K would not be surprising. Though in the foreseeable future the ZR1 will never be as valuable as an L88, even though the ZR1 is rarer, but the upside investment potential of the ZR1 is extremely strong. As the Corvette enthusiast's and collector's average age continues to drop the stigma of the 350 small blocks will fade away and the resulting price of the C3 ZR1 will continue to appreciate.

This important Corvette will join several other Corvettes, including the 1963 "Bunkie" Knudsen styling Corvette and the 1967 rare survivor of Don McNamara with less than 3K miles, at Mecum's upcoming Houston auction.

Corvette Museum Rescues the 1992 One Millionth Corvette from Sinkhole

Work continued today on the sinkhole inside the National Corvette Museum after three of the eight Corvettes were rescuing earlier this week. Although the next recoveries were not expected to happen for a few weeks while the crew reinforces the Sky Dome Spire, the opportunity arose today to grab not one but two more Corvettes, the 1992 1 Millionth Corvette and the 1984 PPG Pace Car.



The first opportunity came a knocking after the large slap of concrete that was propping up the 1962 Corvette was removed. The crew looked at where the 1 Millionth Corvette was located and decided today offered the best chance to grab it.

"Initially there was no intention to bring the Millionth out, but as we got in there and saw more this morning we did feel like this might be our best chance," said Danny Daniel, President of Scott, Murphy and Daniel Construction.

The crew was able to pull the car by one wheel and then it swung free into the middle of the cavern. After setting it down on its top, the crew strapped up the driver side tires and pulled it to ground level.

"The Millionth Corvette has been through a lot, but the damage at first glance seems to be less extensive than what it could have been, especially given the precarious spot the car landed," said Bob Hellmann, Facilities and Displays Manager at the Museum. "The undercarriage and frame look to be in good condition and everything is repairable."

Rescue of the 1984 Corvette PPG Pace Car from the Corvette Museum Sinkhole

Construction workers surprised us yesterday by going after two more Corvettes. In addition to the 1992 1 Millionth Corvette that was pulled from the sinkhole inside the National Corvette Museum's Sky Dome, workers also were able to snag the 1984 PPG Corvette Pace Car (or at least most of it).

After the white 1,000,000th Corvette was pulled out, the construction team used the cranes to lift a large piece of concrete from the cavern. Under that slab was the 1984 Corvette.

The C4 Pace Car is by far in the worst shape of the five Corvettes removed from the sinkhole. When the car fell into the hole, another slab of concrete came down on the back-end of the car like a guillotine, severing the rear from the rest of the body. That part of the PPG Corvette is still in the sinkhole.

The Corvette was lifted by straps on its front axle and was brought over to the landing zone where it was examined and photographed, and then it was moved into the Corvette Museum to be displayed with the other four Corvettes previously rescued.

The 1984 PPG Corvette Pace Car will probably be one of the hardest Corvettes to restore as it had many customized components not found in regular production Corvettes.

The Corvette saw track time back in the day by pacing some of the world's biggest auto races including the PPG Indy Car World Series. The Corvette was one of the original exhibits on display when the the NCM first opened its doors in 1994.



Behind the Scenes of the Corvette Recovery Operation at the National Corvette Museum

During the recovery efforts this week at the National Corvette Museum, GM sent down a film crew to document the excavation of the first three Corvettes from Sky Dome sinkhole. Here is their video featuring our NCM friends Wendell Strode, Adam Boca and Chevy Communications guru Monte Doran.

Bowling Green, KY: March 2014: Generations of car fans worldwide are relieved to know that the iconic, irreplaceable vehicles damaged in the National Corvette Museum sinkhole are in the process of being retrieved. Five of the eight cars have been removed from the cavernous sinkhole.

The crews have been working six days a week since the sinkhole incident that swallowed eight Corvettes in the National Corvette Museum's Skydome exhibit area. On Saturday, March 1, the crews rigged up the ZR1 and did a few test lifts.

Two of the eight cars that fell into the sinkhole are completely buried, and the process of stabilizing the walls and getting every car out could take four to six weeks.

On Monday morning, March 3, nearly three weeks after the February 12 collapse, workers in a cage were lowered to hook straps around the cars to hoist them from the sinkhole – which is approximately 40 feet wide and 60 feet deep.



2014 Corvette Stingray with 562 Miles is a Totaled Mess

The Cyber Gray C7 is in pretty bad shape with all the exterior panels missing along the drivers side including the door. The front and rear bumper covers are gone as well.



The Corvette was well-equipped with the Z51 performance package and a 3LT Kalahari interior. The auction site provides helpful descriptions of the car, saying the car won't start, that the loss was due to a collision with the primary damage being to the left side while secondary damage is listed as "ALL OVER".

Perhaps the saddest part of seeing this Stingray languishing in a Detroit salvage yard is the original mileage on the odometer which reads 562 miles. Perhaps the owner waited until the 500 mile break-in period before he started to hoon, but if that's the case, he only really enjoyed full use the Stingray for 62 miles before it crashed.

Not knowing exactly what happened to this Stingray leads to speculation, something we are quite adept at. Interestingly, the C7 comes with 4 airbags and the only airbag to deploy was the drivers side airbag in the seat. The steering wheel airbag as well as both of the passenger airbags are still intact.

Corvette Salvage Yard for Sale in Ohio

If you're looking for some used Corvette parts to help with a restoration, this might be your big chance.

Eric and Keith Hay, owners of Wayne Auto Parts in Dover, Ohio, say after 57 years it's time to retire so they will be shutting their doors for good at the end of June unless someone buys the land before then.



They originally planned to close at the end of 2013 but soon found out "we have a lot of stuff to sell," as they put it in their Craigslist ad.

That stuff includes 110 Corvettes they have collected since 1970 in varying stages of being torn apart – but "no complete rebuildable cars," they say.

The Hays say that they have Corvette parts from 1968 to 2003 for sale – "mostly used parts, engines, trans, wheels, headlights, doors, hoods, bodies, etc., all kinds of parts."

This might be a good opportunity to pick up some parts for early model Corvettes as the photos with the ad show what looks like a Corvette hospital.

But you might want to hurry. An addition to their ad says the car crusher is there this month and “a lot” of the Corvettes may be smashed.

By the way, the owners say you can buy the land with or without everything on it, meaning this might be your chance to open up a Corvette salvage yard.

Corvette Racing’s New Track Paddock Garage is an Inflatable Dome

Corvette Racing is pretty much a brand new team in terms of their equipment branded now with the C7 crossed flags logo and of course, the new Corvette C7.Rs. They are even two new drivers handling the endurance races.

But maybe the BIGGEST change we’ve seen in the new paddock garage which is a huge inflatable dome.

The inflatable dome is suspended between the two car haulers. The distance between the two haulers is most likely the same. But the amount of space that is gained from not having the previous roof structures’ side posts which acted as a separator between the two Corvette teams is huge!



GM Designer Jose Gonzalez Talks About Working on the 2015 Corvette Z06

Jose Gonzalez isn’t a household name, but his recent efforts at General Motors are being talked about over supper tables all over America these days.

You see, Gonzalez served as the lead designer on the 2015 Corvette Z06 and the Corvette Stingray convertible and as a support designer for the 2014 Corvette Stingray coupe.

Gonzalez says he can’t wait until the day when he can plunk down the money to get a white Z06 of his own. He currently drives a silver Chevrolet Cruze.



“But hopefully, I’ll have enough saved up for a Z06 when they come out,” Gonzalez said. “I want a white one. It has a Storm Trooper feel.”

Gonzalez' passion about car design comes through in the Corvette Stingray in a big way.

“Basically, I’m an artist,” he says. “When they came to me with the Z06, we started with the base Stingray. Aircraft, fighter jets, and Formula 1 race cars were the inspiration for the Z06. We needed tons and tons of aero time.”

Gonzalez, who was born in Lorain, Ohio, came back to his home state for the Cleveland Auto Show, where two of his “babies” were on display – a yellow 2015 Z06 and a white 2014 Stingray convertible.

“It’s an amazing experience to be in something you designed,” Gonzalez said.

Gonzalez said he and his Z06 team relied heavily on aerodynamic testing in a wind tunnel and also were inspired by the new Corvette race car, which was developed simultaneously with the Z06.

He pointed out that proper downforce and cooling were essential factors in designing the Z06. “The front grille has a large opening with two integrated brake cooling ducts,” he said. “If you take the grille out, the car does worse aerodynamically. Everything on the car is absolutely functional. It’s not just style.”

While he was in Ohio last week, Gonzalez also took time to visit the Cleveland Institute of Art and tell students about design as it moves through the manufacturing process. He is a 2000 graduate of that school, where he earned a bachelor of fine arts degree in Industrial Design.

He hopes his story will serve as an inspiration for students who might be struggling with what they want to do with their lives.

With his work on the Stingray completed, Gonzalez has moved on to a next-generation truck that he is not at liberty to talk about now.

But he does know that he relishes his time on the C7.

“It feels awesome because you’re doing something you’re passionate about,” he said. “You always have that new drive, as in keeping things fresh.”

Chevrolet Offers a Track Preparation Guide for Your 2014 Corvette Stingray

With the new Corvette Stingray Z51, Chevrolet is not only giving you a world-class sports car for the open road, but a car that has been designed and engineered for the track as well.

While conventional wisdom is that manufacturers don’t want you to race your cars, and may even void your warranty if evidence suggests that you were racing your car at a track event, Chevrolet has taken a different approach by providing an official guide for preparing your Corvette Stingray with the Z51 Performance Package for track events.



Last month we spoke with Corvette Product Manager Harlan Charles about the Corvette Stingray Track Preparation Guide and he told us that following these guidelines will not only help you get the near out of your Z51 Corvette Stingray, it will also help you keep the warranty intact.

“We want people to enjoy driving their car and if you’re making a car with this level of performance, to be honest, the best way to enjoy it is on the track.” said Corvette Product Manager Harlan Charles. He then added “We made the guide so if you keep the car in un-modified condition and then make our recommendations to that, then you’re in good shape [in regards to your car's warranty]”.

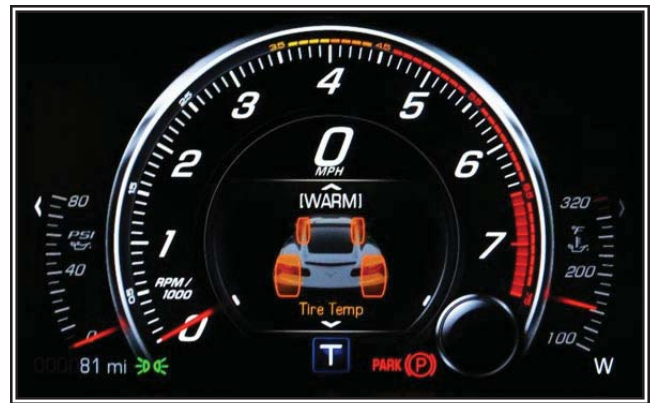
Harlan tells us that although the previous generation’s owners manual had some recommendations for track driving, this is the first time that they’ve come out with a separate guide for owners who want to track their Corvettes.

The Track Preparation Guide is divided into five parts with part six being about returning your Corvette to street use once the event is over. It’s important to note that this guide is only for Corvette Stingray’s equipped with the Z51 Performance Package and that non-Z51 Corvettes should not undergo these procedures.

The five parts are:

- Attain the Right Mileage (Break-in Period)
- Season the Brakes
- Adjust the Four Corners
- Check the Fluid Levels
- Turn Up the Precision
- After the Track

Attain the Right Mileage (Break-in Period)



While you are probably familiar with the prerequisite 500 mile break in procedure, the Corvette Stingray has a set of recommendations up to the first 1,500 miles. That break-in period includes no track events, sport driving schools or the like until the car has surpassed 1,500 miles. The digital tachometer even shows when its safe to get into the upper revs if the car is under 500 miles or the engine is cold.

Season the Brakes

When you purchase the Corvette Stingray with the Z51 Package, Chevrolet includes a set of brake rotor cooling rings. Harlan says if you’re doing some hard track events, “these will help to keep the brake rotors cool and and it will prolong the life of the brake rotors as well”.

The other part of seasoning the brakes is the burnish procedure which involves repeatedly applying the brakes from 60 mph to 15 mph while decelerating at 0.8 g and to repeat the process until the brake pedal travel starts to increase. After the procedure, its important to let them cool and then they are good go.

Adjust the Four Corners

This step makes sure that the tires are properly inflated. The guide recommends a tire inflation of 26 psi with one driver and no cargo. There is also a recommendation for making some camber adjustments to the alignment for the track event. Harlan tells us that the alignment changes come from their driving engineer Jim Mero and it’s really for those very serious drivers while the first timer or non-professional driver can usually stick with the normal street alignment.

Harlan also reminds us that if you're in a state which requires the front license plate, make sure the aero plate holder is removed so that the engine can receive the maximum amount of air during the event.

Check the Fluid Levels

For track events, Chevrolet wants you to use Mobil 1's 15W50 motor oil and DOT 4 brake fluid. Fluids should be changed before the event and then checked at regular intervals during the event. There is also a recommendation for changing the rear axle fluid as well.

Turn Up the Performance

Utilizing the Drive Mode Selector on the center console, turn the knob until Track mode is displayed. For Corvette Stingray Z51's that have the Magnetic Selective Ride Control, you will have the Performance Track Management (PTM) that integrates the traction control, Stabilitrack and Selective Ride Control systems. PTM provides five different selections based on track conditions and your level of driving and that you should experiment to find what works best in the conditions and track that you're on.

What to Check at the Track

Harlan says that during the events, especially between sessions, make sure to check the brake pads and tire pressures. You'll want to check all the fluids again and make sure that the brake and oil levels are topped off.

After the Track

Once the event is over, the Track Preparation Guide recommends removing the brake rotor cooling rings, returning the tire pressure to factory specs, return the wheel alignment if changed and reattach the front license plate (if required in your state). You will also want to replace the oil and change the brake fluid to DOT3 and replace the rear axle fluid.

We know that there a lot of non-Z51 Corvettes out there and so we asked Harlan about applying the guide to the base (non-Z51) Stingrays. Harlan tells us the fluids and tire pressures are pretty standard but that the non-Z51 is not recommended for doing anything other than the occasional novice type of event:

"The Z51 is what we call our track capable package so for any type of serious track use we definitely recommend that you have the Z51 package because it has the extra cooling, the dry sump system... Without the Z51 package, you might run into warnings that would come on for temperatures and things like that if you did a sustained track use, deepening on your skill level. So we definitely recommend if your going to do a lot of tracks other than just the occasional novice type of event, we recommend the Z51."

Bloomberg TV Takes a Closer Look at New Seats in the 2014 Corvette Stingray

You already know about the longstanding complaints regarding the seats in the previous generation Corvette and that new seats were one of the priorities that GM set out to rectify in the new C7 Corvette. Automotive journalists and new owners will most likely agree that the Stingray's new seats are the best that have ever been put into America's favorite sports car.



Bloomberg's Matt Miller went out Detroit where he met with C7 seat designer Shawn Meagher who not only showed him how the new seats were designed but also took him out to Milford's Proving Grounds for some fun on Black Lake to demonstrate how much more supportive the new seats are.

Meagher tells the Bloomberg reporter that "the important thing about a seat, especially in a car like this, its your main communication with the road. You're feeling everything that's going on. That's what's communicating what the car is doing. That's going to help you get the most out of the car."

Meager explains how they assembled a "Drive Team" consisting of GM employees representing all different kinds of shapes and sizes to help with the new seat's design. These members then sat in a special seat lab where a digital pressure mapping system measured 4600 data points of their backs and butts. GM then used this data to create a seat optimized for comfort and support.

Corvette Racing at Sebring: Disappointing End in Florida Classic

After leading during the day, sixth and eighth for Corvette C7.Rs

SEBRING, Fla. (March 15, 2014) – Corvette Racing's two Chevrolet Corvette C7.Rs each led in class at Sebring International Raceway on Saturday but ultimately ended the 62nd Mobil 1 Twelve Hours of Sebring Fueled by Fresh from Florida on disappointing notes.

The No. 4 Corvette C7.R of Oliver Gavin, Tommy Milner and Robin Liddell finished sixth in GT Le Mans for the second round of the TUDOR United SportsCar Championship. The car led in class for significant portions throughout the race before two late spins and an engine issue with 30 minutes remaining put a halt to the car's charge.



Up until that point, it was smooth sailing for the No. 4 Corvette. Gavin set the class' fastest race lap (1:59.521).

The No. 3 Corvette C7.R of Antonio Garcia, Jan Magnussen and Ryan Briscoe had an up-and-down day with the “down” part coming into play again with four hours to go. The trio eventually finished eighth in class after suffering an opening-lap collision and fuel pressure problems that ultimately resulted in the replacement of the Corvette’s fuel pump just past the eight-hour mark.

The No. 3 Corvette also lost a lap early with front bodywork damage it sustained on the opening lap when Garcia was hit by a competitor from behind and shoved into a BMW ahead of him on the opening lap. But timely yellows and strategy calls put the Spaniard into the lead just past the halfway point.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

“It is a shame. It went from a disaster to really enjoying the fight back. The car was running really good. The team did a really good job just to get it back after we crashed on the first lap, and the car was behaving really good. Good strategies, and step-by-step we were going up. It was going perfect. Then again, everything went south. It’s definitely something we need to take care of for sure. We can take this as learning and try to fix every single thing because we have the speed, we have best team and we have a really good car.”

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

“It’s been up and down all day. It didn’t start so well. Antonio got hit from behind on the first lap and smacked into somebody else. There was quite a bit of damage to the front – the fenders and we had to change the whole nose. We went a lap down but got that back and into the lead of the race. Then we had the unfortunate issue with the fuel pump and spent time trying to fix it. The car was pretty good. We could drive as fast as anyone out there. It was a shame about the little things. But the Corvette Racing guys were great. We all are massively disappointed.”

RYAN BRISCOE, NO. 3 CHEVROLET CORVETTE C7.R

“The engine started running worse off the corners like it wasn’t running clean. It started to get worse and worse and worse as we went on. In the end it was the fuel pump. At least we were able to go until we got a full-course caution so that helped us out a little bit. Unfortunately we were three laps down. It was just so good to have the lead and run 1-2. We were the quickest cars on the track, for sure. It’s just a real shame.”

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

“It’s very frustrating that we had that problem and issue at the end. Up to that point we were looking very strong. I got in the car toward the end to do the last couple of stints. I had a couple of issues inside the cockpit with lights that we moved around after night practice. And we’re still finding our way a little bit with this new car. I got a bit hot coming into Turn 17 and had a bit of a spin. We caught back up to the Viper and Porsche. As I was right there with them, we started to have this problem with the engine and it started to miss a bit. I was pushing harder and harder to try and keep up. I pushed a little too hard coming out of Turn 5 and looped it off there. It was pretty clear we had a problem after that. It was a case of managing the situation until the finish. But I think the guys did an absolute fantastic job with the car this weekend. For 11 hours we had one of the quickest cars and best cars. We were in a position to fight with anyone and seemed like we were the class of the field.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

“It’s a bummer. It’s unfortunate, for sure. It was kind of like Daytona, unfortunately. The car was good for 95 percent of the race. That last five percent now has been a little bit of a problem. But it’s a new car. I’m excited about how quick we’ve been... and good teamwork. The No. 3 car guys had a problem early on and

they were able to fight back from that. We had our own little issues throughout the race. I kept fighting and got back up front there toward the end. It was just unlucky.”

ROBIN LIDDELL, NO. 4 CHEVROLET CORVETTE C7.R

“It was disappointing obviously. Tommy (Milner) and Olly (Gavin) did the lion’s share of the work, by far. And it would have been their win really, and the team’s win if we’d gotten to that point. But obviously it’s disappointing. We came pretty close at Daytona and then again here. But ultimately we’ve got to be reasonably happy with the performance of the car and obviously the team. But it’s always hard when you get close to the end in a race like this, looking like you’re going to get results, and then you start running into difficulties. But essentially it’s just new car blues. Having these two races as the first two of the season makes it incredibly tough. I think the car has shown itself to be not just a contender, but a race-winning car. It’s been a great experience. I’m happy to have the opportunity to drive for Corvette. On that side, it’s good.”

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

“The Sebring 12 Hours typically is one of the most challenging and unpredictable auto races in the world. Today was no different. Similar to the first race of the year at Daytona, the Chevrolet Corvette C7.R showed its tremendous potential with both cars leading significant portions of the race – including the No. 3 after facing adversity on the opening lap. At Corvette Racing, we don’t give up and that was on full display again. We’re encouraged with the performance of both Corvette C7.Rs and are eager to get back to racing at Long Beach.”

Team Corvette Wins the 2014 Golden Gear Award

These are indeed Golden times for the Corvette Stingray, literally.

The latest award of many presented to the 2014 Stingray during the past few months came this week in Washington at the Annual Gala of the Washington Automotive Press Association.

This time, the Stingray and its development team received the Golden Gear Award for breathing new life into the Corvette while respecting its treasured past.



“We felt that the team managed to breathe new life into the C7 in a way that both embraced the model’s storied past and invited drivers to dream about its future,” said WAPA President Melanie Batenchuk, editor of Be Car Chic.

She called the new Corvette “the quintessential American performance car,” praising “its powerful and efficient small-block V8” as well as “its lightweight construction.”

“The 2014 Corvette showcases the best of 21st century automotive technology wrapped in a shell that evokes the ’63 Sting Ray,” Batenchuk said.

Auto journalists and manufacturer and industry representatives from across the United States attended the WAPA Annual Gala.

The Golden Gear Award dates back 30 years and is presented to an individual or organization for making an outstanding contribution to the automotive industry.

Stacy Summers, district sales manager for Northern Virginia and Washington, D.C., for Chevrolet, accepted the award on behalf of the Corvette development team.

Likewise, Russ Clark, director of marketing, mid-size, performance, and compact utilities for Chevy, thanked WAPA for the honor.

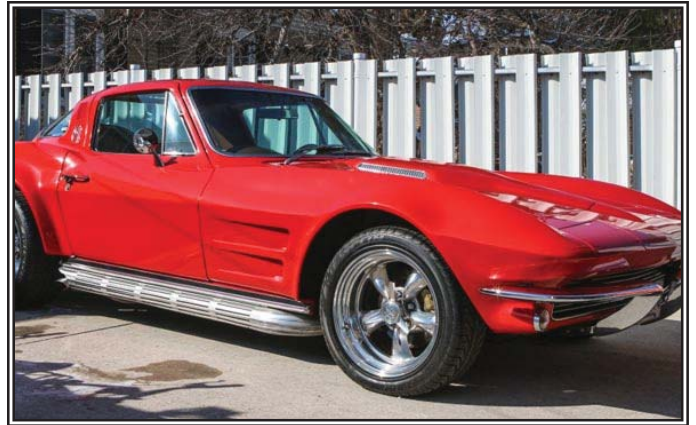
“The Corvette Stingray delivers world class technology and performance by every measure,” Clark said, “and breaks new ground visually, while remaining instantly recognizable as a Corvette. It truly lives up to its iconic legacy.”

The goals of the Washington Automotive Press Association are to improve communication between automotive journalists in the Baltimore-Washington area and the automotive industry, regulators, and other related groups and further the accuracy and quality of automotive journalism.

Restored 1964 Corvette Has a Rock N Roll Past

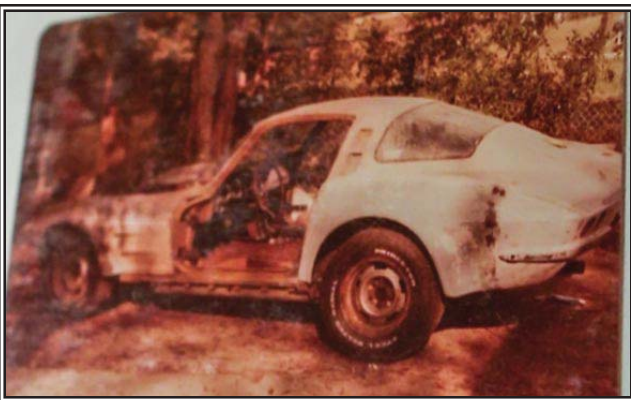
Brought back from the dead, this 1964 Corvette is ready to rock into the night for many years to come.

When Rick Thompson found the Sting Ray in 1988, the red beauty was a far cry from its current appearance. In fact, it was sitting neglected in an IRS impound lot and had even partially damaged by a fire. There was even a hole in the floorboard that had been “repaired” with license plates after an axle half-shaft had penetrated through it.



Not to worry, though, as Thompson lovingly brought the car back to better than new over the years, including the addition of a 383 inch V8 engine he built and has since maneuvered to quarter-mile times of 12.8 seconds.

This resto-mod also features a custom suspension that has improved the handling tremendously, and Thompson also added air conditioning and a six-speed transmission.



The car would be nice enough to speak on its own, but the story turns even more interesting when you hear that the ‘Vette once belonged to the drummer for the popular Southern rockers .38 Special, a fellow named Jack Grondin. Thompson didn’t know about the celebrity connection until years after he bought the Corvette, when his brother did some research and they found some photos in the car.

Ironically, one of .38 Special’s biggest hits was a tune called Rockin Into the Night, which featured the lyrics “Cruising down the motorway, got my girl by my side.”

Fitting words, indeed, since Thompson now carries his “girl,” his wife Rita, as they cruised all last summer in their Corvette.

Cadillac Europe to Sell Chevy Camaro and Corvette Models

In a stunning move last December, General Motors announced that it would be phasing Chevrolet out of the European market by the end of 2015 due to a challenging business model and instead it will focus its efforts on the automaker's existing European brands, Opel and Vauxhall. GM did say that it would continue to sell "select iconic" Chevrolet-badged models in Europe but details were unspecific at the time.



This week, the automaker confirmed that two of those iconic Chevrolet models, the Camaro and Corvette, will be distributed through Cadillac showrooms. All Corvette models and body types will be available including the next year's high performance Corvette Z06. All coupes and convertibles in the Camaro line-up will be available through Cadillac as well.

The plan was outlined by Cadillac this week at the Geneva Motor Show. The luxury brand laid out its plans for its future growth strategy in Europe saying its going to be focusing on customer service and an expanded model lineup to match its offerings in the USA.

"We at Cadillac see ourselves as a true 'challenger brand' in Europe and we fully understand that we have a lot of work ahead of us to make ourselves relevant to the European premium customer," said Thomas Sedran, managing director of Chevrolet and Cadillac Europe. "Being a niche player, we have the opportunity to challenge the traditional approaches to marketing and selling premium vehicles."

Cadillac plans to offer the new ATS Coupe and the newly redesigned Escalade SUV which were introduced at the Geneva Motor Show last week. Also included is the ATS Sedan, the CTS sedan and the SRX crossover.

"The engine of growth for Cadillac is our cars, with a fresh new take on premium. The unique personality of the brand makes Cadillac the distinctive new face in the crowd. Europe is a key region for any premium brand and will play an important part for Cadillac in the future," said Cadillac global chief marketing officer Uwe Ellinghaus.

Corvette Production Team Seminar at the 2014 12 Hours of Sebring

Corvette's Chief Engineer Tadge Juechter and Product Manager Harlan Charles were in Sebring last weekend for the 12 hour race and on Friday morning they spoke to the Corvette owners and enthusiasts in the Corvette corral.

But before we heard from the Corvette Team, former Corvette Racing driver and VP at Bondurant Driving School Johnny O'Connell led the crowd in singing Happy Birthday to Tadge who celebrated his birthday on Friday.

Tadge led off the conversation and spoke about the new 2015 Corvette Z06. The reason why it was introduced so early even though there is still a year's work of testing and refining was that the Z06 was developed in tandem with the new C7.R which made its racing debut at the Daytona 24 Hour race in January.



“The truth is that we have a lot of work to do to finish the work on the street car” said Chief Engineer Juechter and he added “In fact, all this year we’ve been to a couple of warm weather tracks this winter, and we’ll be going additionally this spring, and then we’ll use our own Milford road course all summer to complete the fine tuning and the handling and even some of the aerodynamics. The stuff that we’re showing you on the car is where we think the car’s going to end up, but it will actually change a little bit between now and the end of the year. Perfectly balancing the aerodynamics, everything about the car for both track and street use.”

Harlan took to the microphone and discussed the 2015 Corvette’s Performance Data Recorder. Harlan talked about the how the system works and reiterated that the recorded video is your data to own or share. Harlan also showed off some of the customizations available for the 2014 Corvette Stingray including a factory installed racing strip and the accessory spoiler.

Finally, Harlan reminded us that the Corvette is the North American Car of the Year award and is now up for the World Performance Car which will be awarded in New York City next month. Tadge says not only was the Corvette the most awarded car in 2013, it was the most awarded car ever.



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