



FIBERGLASS FOREVER



CORVETTES OF FRESNO

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

ESTABLISHED 1963

AUGUST 2014



OWNER: CHUCK & JESSIE ROBB

MARK YOUR CALENDARS

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"

IMPORTANT NOTICE!!!

2015 MEMBERSHIP DUES ARE DUE & PAYABLE AT THE SEPTEMBER 16, 2013 GENERAL MEETING
DUES PAID AFTER THE SEPT MEETING WILL BE CHARGED A \$20.00 LATE FEE & NAME WILL NOT APPEAR IN
THE 2015 DIRECTORY

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

2014 COF BOARD OFFICERS WILL BE NOMINATED AT THE SEPT 16, 2013 GENERAL MEETING



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**

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 Saturday Morning & Afternoon along the shores of Lake Tahoe
with lunch at the last stop, (lunch not included) extra hands \$5.00)**

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 along the shores of Lake Tahoe ending with lunch at Red's Old 395 Grill (lunch not included with registration)

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 LAST STOP (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

2011 TRIVIA

Two Z06 exclusive options debuted in 2011. The CFZ Carbon Fiber package featured black carbon fiber splitter, rockers, roof panel and body-color ZR1 style full-width rear spoiler while the Z07 Performance Package had Brembo ceramic brakes, Magnetic Ride Control, larger Michelin Pilot Sport 2 tires and competition gray 20-spoke wheels.

The ULZ Carbon Limited Edition package for the 2011 Z06 was created to celebrate Corvette's 50th anniversary at LeMans.

CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

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

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

Webmaster: 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 Everyone,

It's time for Tahoe 46!!!

Kaye and I have been the last 3 years and it has gotten bigger and better every year. This year looks to be the best yet, with fun activities and time to relax. Please join us for this great event !!!

If you haven't registered yet, please take care of it soon. It's tough when we get hit with a pile of registrations at the last minute. Call Allen Teixeira or Jim Agar if you have any questions.

We had a great General Meeting in July, great to see everyone who participated. A vote was taken concerning the dues we pay to the ACCC (Association of California Car Clubs). The majority vote was in favor of discontinuing our participation with this organization. Once our membership runs out at the end of this year, we will not renew. Note: To those members who are interested in continuing a relationship with this organization, you can do so by becoming an Individual Member for \$25.00. You can join yourself, by going to their web site at www.acccdefender.org.

Membership dues: COF Membership dues need to be paid by the September General meeting. At the August General Meeting, Kaye Campbell will be handing out invoices to those present and mailing out the rest. Please return the invoice copy with your payment and please get them in on time. You will also receive a copy of your Membership Directory information that we have on file. Please check this, make any corrections and return it with your payment. If we don't get any corrections from you, we will assume it is correct.

See you at the next event and Save The Wave!

Thank You!

Chris Campbell





CORVETTES OF FRESNO - GENERAL MEETING MINUTES July 15, 2014



Call to Order: President Chris Campbell called the meeting to order at 7:02 P.M. Board Members present were Kaye Campbell, Jacklyn Christani, Steve Profera, Jim Agar, and Pam Forrester. The Pledge of Allegiance was shared by all.

Secretaries Report: Minutes of the June 2014 are published in the COF newsletter. A motion to waive the reading of the June 2014 minutes was made by David Dutton, and seconded by Lynne Agar, Motion carried. A motion to accept the June 2014 minutes as published in the Fiberglass Forever newsletter was made by Chuck Ware, and seconded by Allen Teixeira, Motion Carried Unanimously!

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

Membership: Pam Forrester reported attendance for the June 17, 2014 meeting. There were 56 members and 5 guests present. Guests in attendance were Randy Miles, Don and Donna Zapata. Skip Hurleman and Friend (Past Member came late).

New members to Corvettes of Fresno were announced as follows: None for the month of June. Corvettes of Fresno current membership now have 120 members and 75 corvettes. All July Birthdays and anniversaries were acknowledged. All July birthdays and anniversaries can be found in the 2014 membership directory. The amount of the name tag drawing for the month of June is \$20.00. Remember to always sign in at the beginning of all meetings!

President Chris Campbell reminded everyone that an invoice for Club dues will be handed out to the attending membership at the August 19, 2014 General meeting and the remaining invoices will be mailed out to those members not present. Membership dues are due at the September 15, 2014 General meeting. Included with the invoice will be an updated membership information sheet this is to make sure the membership directories are updated with any new information about members, and to correct any information that was printed wrong in the current membership directory.

Communication: Jim Agar announced the July edition of Fiberglass Forever. It was 24 pages printed and 61 pages on the Corvettes of Fresno web site. If anyone has any articles or pictures for the Newsletter for the August edition please submit to Jim Agar by Friday July 18, 2014, in the A.M. An E-mail from Cindy Oricco of Super Sports Corvettes from Southern California was read by Jim Agar inquiring about Tahoe 46 and commenting what a great club Corvettes of Fresno is.

Webmaster: Frank Stafford was not present at this meeting

Activities: Please refer to the Calendar of events in the club newsletter or on the club web site, www.corvettesoffresno.com for more details and up to date information. **Guests are encouraged to attend any event, come join the fun! Remember all sign up sheets are on the side table.** Numerous past events were discussed. Larry Minnich asked if anyone had any Ideas for a Meet & Eat to please notify him. The club would post an e-mail as to the location and time. The July 12, Meet & Eat at Luna's Pizza in Clovis generated 41 members. Hosted by Larry and Sharon Minnich. Thank you Larry and Sharon!

July 26, 2014 Corvettes of Fresno Pick Nick Meadow Lakes: See Nick Diliddo.

August 16, 2014 Family and Friends Back To Back Corvette car show in Vallejo. Club members interested in going, we will be leaving from Herndon and 99 @ 7: A.M. This will be a day run although some may elect to make it an overnighner. See or call Allen Teixeira if interested.

September 4-7 Tahoe 46, See Allen Teixeira, Jim Kozera, Larry Minnich, and Jim Agar

September 28, 2014 Vetts & Jets on the USS Hornet Alameda Ca. See Allen Teixeira other upcoming events were discussed. As these Ideas firm up they will be listed in the newsletter and web site. Sign up sheets will be provided at the General Meetings. Continue checking the web site www.corvettesoffresno.com for the latest events and developments.

Tahoe 46: We are up to 45 registrations! Every where we go we should be promoting Tahoe 46. We are looking for members to sponsor a few of the awards for the car show anyone that would like to help out see Allen Teixeira, Jim Agar, Larry Minnich, or Jim Kozera as much as \$50.00 or as little as \$15.00 would be greatly appreciated. **Next and Final Tahoe 46 meeting August 12, 2014 Mark your Calendar. Please try and attend.** If you are planning on attending please get your registrations in before August 15, 2014 as the cut off for tee shirts will be ending. One Tee Shirt is included with your registration.

WSCC: Allen Teixeira reported, That Margie Zamora Treasurer of WSCC, has scheduled a budget review on August 16 2014 If any club members are interested in going, please let her know. You can E-mail her at treasurer@wscc.ws or phone (408)891-8194. Allen asked if everyone received their Red Line newsletter from WSCC. Make sure if there are any changes such as Addresses, Phone numbers, e-mail, etc. please let Allen know!

Sunshine: Sharon Minnich reported A plant was sent to JoAnn Najarian for a fractured Leg. Get well soon. Gerri Ware had surgery on her Thumb and is recuperating a card was sent. Sharon gave everyone an update on Terri Cavanaugh. Please keep Terri in your prayers she is in the process of beating this battle. After some not so good treatments Terri is making progress. Remember there are many battles but She will win the WAR!

Old Business: President Chris Campbell informed Corvettes of Fresno that the Association of California Car Clubs (ACCC) membership Dues are continuing to increase. A vote was taken by secret Ballot and the results were 10 in favor of continuing to support and 35 against. Therefore Corvettes of Fresno will no longer be funding the ACCC.

New Business: None at this time

Name Tag Drawing: Bob Reinke was not present for the \$20.00 prize money. Next month the Name Tag Drawing money will be \$30.00! Make sure you wear your name tag to the next General Meeting.

Raffle 50/25/25: The raffle was conducted by President Chris Campbell. The winners were Diane Huss and JoAnn Najarian each winning \$41.00 each. There were two \$10.00 gift certificates for dinner @ Yosemite Falls Café Granite Park, Donated by Yosemite Falls Cafe Those were won by Bill Sahatdjian and Arthur Durham

Motion to Adjourn the meeting: @ 8:07 P.M. Motion was made by Dave Dutton and seconded by Don Dukes. the motion carried unanimously.

Respectfully submitted, by Jackey Christani
By / aet

Respectfully submitted, By Jackie Christani
By/ aet



JACKEY CHRISTANI
SECRETARY



PAM'S MEMBERSHIP NEWS



Membership

Pam reported that as of the 2014 Calendar Year COF has 120 members and 75 cars.

Members & Guests

Total attendance: 61 - 56 Members & 5 Guests: Randy Miles, Don and Donna Zapata & Skip Hurleman & Friend.

Nametag drawing

Bob Reinke's Name was drawn, He 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)



PAM FORRESTER
MEMBERSHIP

Bill Sahatdjian and Arthur Durham each won a \$10.00 gift certificate to Yosemite Falls Cafe



AUGUST ANNIVERSARIES



ROLANDO & LORI MARTINEZ 7 - ART & BRENDA DURHAM 7
JOE & MARGARET GONZALEZ 11 - DON & DEBBIE DUKES 17
NICK & ANGIE DILIDDO 18 - BRUCE & SHERI GARLOCK 25
GARY & DIANE HUSS 25 - RANDY & PAM FORRESTER 29



AUGUST BIRTHDAYS



LYNN MOORE 6 - ANGIE DILIDDO 7 - BRUCE GARLOCK 7
FRANK MOORE 15 - CHRIS CAMPBELL 21 - JOANN NAJARIAN 24

50/25/25 DRAWING WINNERS

GARY HUSS
JERRY NAJARIAN

EACH WON
\$41.00



CONGRATULATIONS

**2015 MEMBERSHIP DUES ARE DUE & PAYABLE AT THE
SEPTEMBER 16, 2014 GENERAL MEETING**

**DUES PAID AFTER THE SEPT MEETING WILL BE CHARGED A \$20.00 LATE FEE & NAME
WILL NOT APPEAR IN THE 2015 DIRECTORY**

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

BYLAWS STATEMENT ON DUES (page 3)

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

SEPTEMBER GENERAL MEETING NOMINATION OF 2015 BOARD MEMBERS

**PLEASE HAVE YOUR NOMINATIONS READY FOR THOSE MEMBERS YOU WOULD LIKE TO
REPRESENT COF DURING THE 2015 CALENDAR YEAR!**



CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



**AUGUST 5, 2014 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI FACTORY
ON SHAW NEAR CEDAR AVE**

**AUGUST 12, 2014 TUESDAY - TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON
THE CORNER OF BLACKSTONE & HERNDON - 7:00PM**

**AUGUST 19, TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED
AT 4020 N. CEDAR IN GRANITE PARK**

**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



**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.**

PLEASE PLAN TO ATTEND

**THE LAST TAHOE MEETING WILL BE:
TUESDAY AUGUST 12, 2014 AT DENNY'S ON THE CORNER OF
BLACKSTONE & HERNDON**

TAHOE 46

SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"

ATTENTION ALL MEMBERS

**WE ARE IN NEED OF A FEW PEOPLE TO HELP OUT ON SOME OF THE POKER RUN
STOPS FOR OUR TAHOE 46 EVENT. IF YOU WOULD BE WILLING TO HELP PLEASE
CONTACT ALLEN TEIXEIRA OR JIM AGAR. YOU COULD ALSO SIGN UP AT THE NEXT
GENERAL OR TAHOE PLANNING MEETING.**

THANK YOU SO MUCH

PLAN A RUN - TAKE US TO YOUR FAVORITE PLACE



STOCKTON YACHT CLUB CAR SHOW





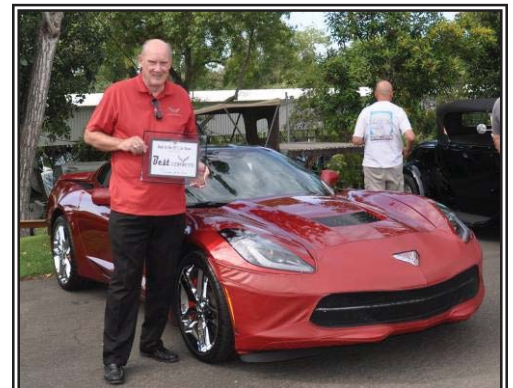
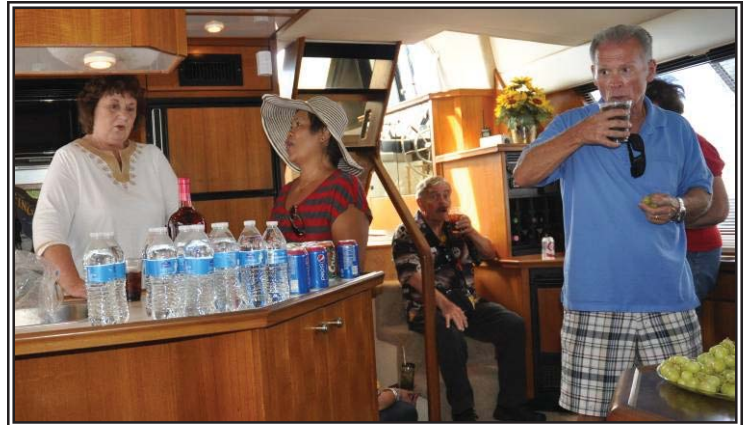
STOCKTON YACHT CLUB CAR SHOW



Dear Chuck & Jessie & Corvettes of Fresno

I wanted to thank you both PLUS Corvettes of Fresno for making this event such a success! The cars were beautiful and the folks very nice. We sure hope this event is one they might want to attend next year. Please make sure your Club knows how much we appreciate the long trip to our hidden Yacht Club.

Randy, Stockton Yacht Club





WORD FROM HOME CAR SHOW



To all of you generous participants that came out to support the small community church and their effort to send packages to our troops. We want to thank you very much for your effort. We know that you all could have found a nicer more comfortable environment to spend your afternoon in. We were impressed with the showing from The Corvettes Of Fresno and proud of our club showing at the event. Great to see everyone make the best of the situation and just get to enjoy each others company.





ALLEN'S WSCC PAGE



Western States Corvette Council Calendar of Events-2014

3/17/2014

Date	Event Name/Location/Site	Type	Host Club	Contact	Phone
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	415-555-1111
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
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

BACK 2 BACK

FAMILY & FRIENDS CORVETTES CLUB

PRESENTS

THE 2nd ANNUAL

TROPHIES

AWARDS

HOT AUGUST DAYS

RAFFLES

MUSIC

LIVE AUCTION

**CORVETTE
CAR SHOW**

FUN

NOT JUST A CAR SHOW ITS A PARTY !!!

**LOCATION : VALLEJO APPLEBEES PARKING LOT
1041 ADMIRAL CALLGHAN LANE**



DATE : AUGUST 16 2014 8AM TO 4PM

REGISTRATION & CLEAN UP 8AM TO 11AM

JUDGING 12PM TO 2PM

AWARDS 2:30PM

EARLY ENTRY \$25 DAY OF SHOW \$30

**DIVISION 1 C6 CLASS 1ST, 2ND, 3RD PLACE
DIVISION 2 C5 CLASS 1ST, 2ND, 3RD PLACE**

**DIVISION 3 C4 CLASS 1ST, 2ND PLACE
DIVISION 4 C3, C2, C1, 1ST, 2ND PLACE**

ALLEN TEIXEIRA 559-449-1505

FOR SIGN-UP SHEET & MORE INFO

FAMILY AND FRIENDS CORVETTES CLUB

“BACK TO BACK HOT AUGUST DAYS CAR SHOW”

Registration form: August 16, 2014

Registration fee: Early Entry \$25 By July 27, 2014
Day of Show \$30

Please fill out form and mail along with check (s) payable to:

“Archie Lee” P.O. BOX 3184 Vallejo, Ca. 94590-0318

Last Name _____ **First Name** _____

Mailing Address _____

City _____ **State** _____ **Zip** _____

Telephone : home (_____) _____ **cell** (_____) _____

E-mail address _____

Club Affiliation : _____

Car Year _____ **Model** convertible ____ coupe ____ roadster ____ **Z Class** _____

Car Color _____

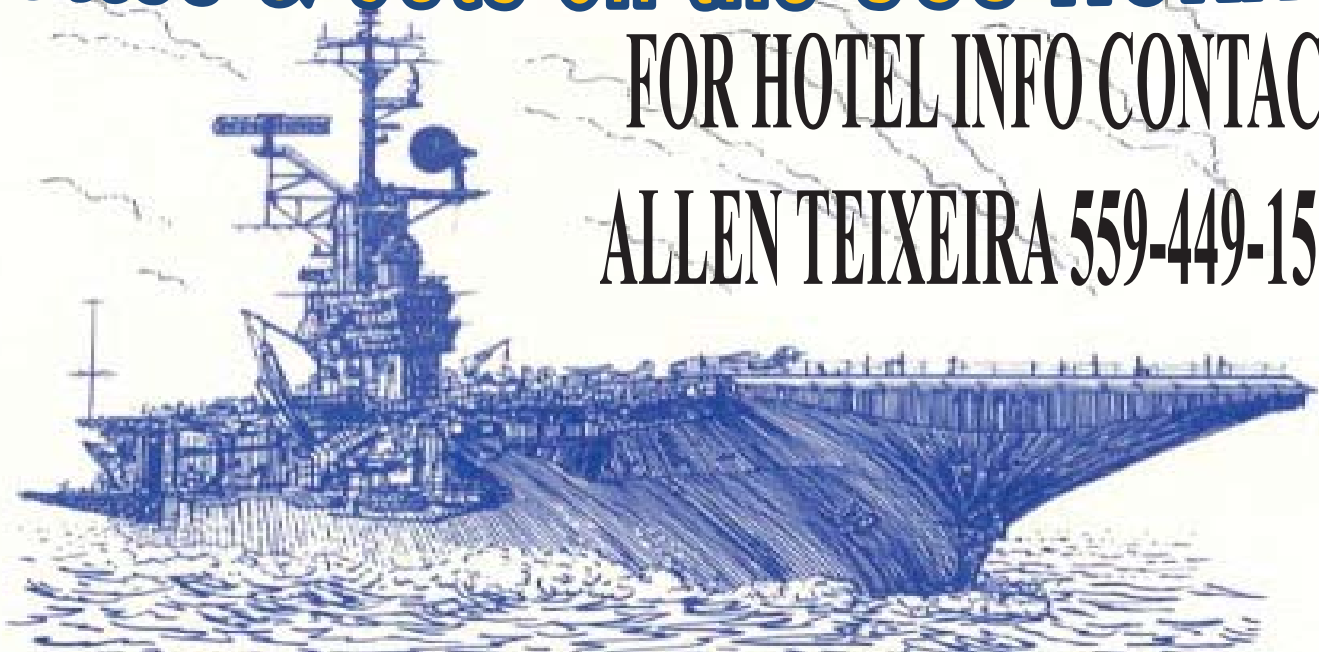
Shirt Size (free shirt with registration) Sm____ M____ L____ XL____ XXL____ 3XL _____

RIO VISTA CORVETTES PRESENTS

Vettes & Jets on the USS HORNET

FOR HOTEL INFO CONTACT

ALLEN TEIXEIRA 559-449-1505



Date: Sunday, September 28, 2014 **Time:** 10AM-4PM **Location:** Pier 3, Alameda Point, Alameda CA.

Price per person: \$35, includes:

Corvette Pier Parking, Museum Entry, Catered Lunch, Docent Tours & Music by Golden Gate Harmony.

----- cut & mail -----

Total amount enclosed: _____ Hotel information available on our web site if needed.

Name(s) _____ Club

Affiliation _____

Address, phone or E-mail, to confirm receipt of check:

Contact Rolf if you have not received confirmation within 10 days of sending in your check.

Checks payable to RVC Please send to: RVC, PO Box 532 Rio Vista, CA 94571

For additional info contact Rolf Sabye @ 707-374-5053 or sabyegrp@frontiernet.net

Also visit our club web site at www.riovistacorvettes.com

Checks must be received no later than Sept. 17, 2014; No refunds after Sept. 22 .

Register early. Maximum capacity for program is 200 - 50/50 Raffle & Raffle for Corvette lift onto ship.

**Hotel suggestions: Hawthorn Suites by Wyndham 1628 Webster St. Alameda CA.
510-522-1000 www.hawthorn.com/alameda**

**1/2 mile from the Hornet in Alameda, Nice fairly new basic hotel with free
breakfast & rear lot parking. Mention USS Hornet for discount.**

Happy Birthday Corvette! America's Favorite Sports Car **Celebrates its 61st Birthday**

The sports car world was changed forever on June 30, 1953 at a temporary automobile facility in Flint, Michigan. That's when the first completed examples of Chevrolet's all new 2-seat roadster called the Corvette cruised off the line assembly line and into the hearts of America where would it remain for the next 61 years.

Codenamed "Opel", the Corvette was the brainchild of famed GM styling guru Harley Earl who wanted a small two-door roadster to compete with the small European roadsters that American servicemen enjoyed while stationed in Europe following the war.



The very first Corvette, EX-122, was completed and displayed at the GM Motorama in January 1953. Thousands came out to the Waldorf-Astoria in NYC to see the car and based on that feedback, GM rushed the Corvette into production with the first cars completed just six months later.

Chevrolet built 300 Corvettes over the course of the 1953 model year. A uniform design allowed the workers to concentrate on putting the bodies together without being distracted by trim and equipment variations. Therefore, all 1953 Corvettes were Polo White with Sportsman Red interiors and equipped with a canvas soft-top, 6.70 x 15 whitewall tires and a Delco signal-seeking radio. Also standard was a 5,000-rpm tachometer and a counter for total engine revolutions. The Corvette's original base price was set at \$3,498.00.

Despite its unique fiberglass body, most of the components for the Corvette came from existing Chevrolets. The 250 ci Blue Flame Special 6-cylinder engine came from Chevrolet trucks. A triple-carb intake was added which did enhance the power and provided the roadster with a little more zip. The two-speed automatic transmission that was sourced from Chevy passenger cars was hardly the stuff of legends, but the little 2-seater could do 0-60 mph in 11 seconds and had a top speed near 105 mph.

Demand for the Corvette was unprecedented in its inaugural year. The month after the first Corvettes rolled off the assembly line, GM issued a notice from the Central Office which proclaimed: "No dealer is in a position to accept firm orders for delivery of a Corvette in 1953." About the only way to drive a new 1953 Corvette in 1953 was to be either a GM executive or be among a group of high profile customers like Hollywood movie star John Wayne.

Today's Corvette is a world away from the revolutionary two-seater that started it all 61 years ago. But that feeling of excitement and anticipation when the car first cranks up and heads out on the open road is just the same today for Corvette owners today as it was in 1953.

The 1953 Corvette is still one of the sought after and collectible models in Corvette's 61 year history. Proof that some cars to indeed improve with age.



CORVETTES OF FRESNO, inc ADVERTISING CORNER



ASSET CREATIONS FINANCIAL INSURANCE SERVICES

SAFER MONEY SOLUTIONS

DANNY OHANO

INSURANCE PROFESSIONAL

danny@assetcreations.com

CA Insurance License #0D20175

7409 N. Cedar Ave. Suite 102

Fresno, CA 93720

P: 559-431-6565

F: 559-431-6050

720 W. Center Ave. Suite A

Visalia, CA 93291

559-738-8684

1-800-236-0134

www.assetcreationsfinancial.com

Don Dukes Truck Repair & Service



Don Dukes: Owner

1570 Menlo

Clovis, Ca 93611

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C5 Corvette Driver Facing Felony Charges After DUI Crash

A 21 year old driver of a silver C5 Corvette is facing multiple charges after running away from an early morning crash that left his 24 year old passenger critically injured in Berkeley California on Friday, June 20th. Police searched the area and arrested the driver on suspicion of felony hit-and-run, DUI and other violations according to acb7news.com.

The one-car accident was reported at 2:22 am and left Tunnel Road closed until around 8:00 am.



When police arrived, they found the 24 year old male passenger seriously injured and transported him to a local hospital where he remains in critical condition.

A police statement read *“The passenger in the vehicle sustained significant injuries and was transported by the Berkeley Fire Department to a local hospital for treatment. Due to the seriousness of the passenger’s injuries BPD’s Fatal Accident Investigation Team (FAIT) has been called in to handle the investigation.”*

1962 Corvette Driven Daily for Over 50 Years

Chalk up three generations of Ann-Shirley Goodell’s family as Corvette enthusiasts.

And enthusiastic about not just any Corvette – but particularly the Fawn Beige one that Ann-Shirley bought new for \$3,747.85 more than 52 years ago at King Chevrolet in Cincinnati, Ohio.

Over the years, her two sons have driven the car to their senior proms, and now her two 10-year-old grandsons are wild about the Corvette, too.



Not surprisingly, Ann-Shirley says don’t bother asking if the Corvette is for sale – it’s likely to be in her family for even more generations to come!

Don’t think this is a trailer queen, either.

“I drive it every day,” Ann-Shirley says. “This has been my baby all these years.”

Her father originally talked her into buying an Oldsmobile, but it turned out to be a lemon so she sold it and went back to her original idea to buy a Corvette and “keep it forever.”

She's definitely lived up to that plan. Some 300,000 kilometers it's still going strong though there have been some minor mishaps but nothing that couldn't be repaired.

Naturally, the Corvette has been there through all of her life's adventures, including her marriage to Rob Goodell 50 years ago.

"He married me for my car," she jokes, "but all he got was the bills."

The Corvette was her wedding car (packed full of clothes including her wedding gown) and was driven on their honeymoon in the Okanagan Valley. It's also followed the couple to San Diego when Rob's work took him there and then on to San Francisco.

"I carpooled taking the kids to school and sometimes had four kids strapped into the passenger seat with a collie on the floor," she recalls. "One could hardly do that today." When she cruises around Vancouver these days, the Corvette is a big hit.

"Everyone wants to talk about my car. People are amazed to know that I am the original owner," she says. "Every time I took it out in California, especially with the top down, people would try to buy it."

Don't bother asking, though.

"It's not for sale," she says. "It's my car for life and it will always stay with me."

We have a feeling it's going to be in this family for a long, long time.

A Stolen C6 Corvette Crashes Into a Cell Phone Store in St.Louis

Police and fire rescue in St. Louis responded to an accident in the early morning hours of June 25th found a stolen red C6 Corvette had crashed into a Boost Mobile cell phone store.

Fox2Now says the Corvette was stolen during a carjacking about an hour before the accident. The Corvette owner was at the scene of the crash and he told police a car had pulled up behind him and was flashing its headlights. He pulled over and was jumped by two individuals while a third man stole the Corvette.



The crash occurred around 3:45 am at the intersection of S. Jefferson and Lafayette near Lafayette Square.

The St. Louis Fire Department was on the scene and they had to extricate the driver from the Corvette. He was transported to a local hospital in stable condition. The report says a St. Louis police officer was on-board the ambulance during the transport.

No additional details have been released but we're thinking speed was probably a factor in the crash.

1979 Corvette Stolen 33 Years Ago Has Been Found

For all you unfortunate folks out there who have had their Corvettes stolen over the years, never to see your pride and joy again, don't give up hope.

You see, George Talley of Detroit, Michigan, offers up a reason to look at the glass as half full.

His 1979 Corvette was parked on Jefferson Avenue 33 years ago when someone swiped it.



“I made a police report,” he told a WXYZ-TV reporter, “and I haven’t seen it since July of 1981.”

That’s about to change, though.

George just got a call from AAA telling him to come pick up his Corvette.

Seems a dubious VIN helped authorities figure out that the Corvette actually belonged to George.

“I was sitting at home last Friday looking at Judge Mathis, and I get a call from AAA telling me you have a Corvette in Mississippi, come and get it. And, uh... I said, ‘what?’”

Apparently the car has been taken care of over the years.

“I’ve heard it was running, it had 47,000 miles on it, and right now, it’s at the police station in Hattiesburg,” George said.

The car appears to have a two-tone paint job similar to a ’78 Silver Anniversary, but with a stinger hood. Based on photos, the interior could also use a little work, with the seats worn down to the foam. Still, it’s a miracle the car will be returned to its rightful owner after 33 years!

At first, George wasn’t sure if he would have the car shipped to Detroit, or if he would just go pick it up on a road trip with friends.

Then GM’s Mark Reuss, Executive Vice President, Global Product Development, Purchasing and Supply Chain, stepped into the picture just this morning, offering the services of General Motors to bring the car back to its rightful owner.

The offer came during The Paul W. Smith show on News/Talk 760 AM WJR radio.

“It’s a lucky day. When I get that car here in that driveway, we’ll go from there,” said George, before learning of the offer.

Corvette Museum's Board Opts to Keep Part of the Sky Dome Sinkhole Visible

With attendance and revenue soaring over last year, thanks to the sinkhole in February that swallowed eight classic cars, the National Corvette Museum Board of Directors decided today to pursue keeping a smaller portion of the hole open, pending further study.

The board had considered two other options: filling the sinkhole and returning the Skydome to its previous condition, or keeping the entire sinkhole as it is.

The option the board chose seems to be a good compromise for all sides.



Under this plan, an opening approximately 25 feet by 45 feet wide and 30 feet deep would remain, allowing visitors to peer down into a portion of the cave. One or two of the damaged cars could also be placed on a dirt embankment.

The decision represents a gradual change in the Museum's philosophy about the sinkhole. Immediate reaction was to repair the damage completely, but after attendance spiked and museum revenues soared, that thinking began to shift.

"I have a responsibility to represent the people who sent me here. We all do for our geographic areas," one board member said. "My own personal opinion changed as time went on. I come here today with my marching orders from my members. About two thirds of my organization says to leave it open in some form or fashion."

Christy Thomas, CFO for the Museum, told the board that the number of visitors from March to June 23, 2014, compared to the same period in 2013, had jumped 59 percent. Admissions income has climbed 71 percent, Corvette Store sales are up 58 percent, Corvette Café sales rose 46 percent, and membership has grown 72 percent. In all, revenue is up 65 percent.

With interest in Corvettes seemingly higher than ever, thanks to the highly regarded seventh-generation Stingray that debuted last year, the Museum appears to be on steady ground – at least financially.

However, Thomas pointed out that if interest in the sinkhole drops, the Museum always would have the option to fill the hole and repair the damage. "If the interest in the exhibit wanes, or if down the road we decided that we don't want the hole any longer there is always an option to put the room back how it was," Thomas said.

Fourteen of the 16 board members attended today's meeting, with much discussion. They finally voted to get more information before making a final decision, particularly on how much the construction would cost and the impact that the open hole might have on the humidity in the Skydome. They will try to find out if that humidity would affect cars on display, as well as any impacts on utility costs to heat and cool the room.

That additional information could lead to a change in the plans.

For now, the sinkhole will remain as is, through September, so that the thousands of visitors coming in for the National Corvette Caravan and the opening of the Motorsports Park in late August will be able to see an unprecedented piece of Corvette history.

One board member pointed out that “we only have one chance to do this right. As a board, we owe it to everyone to explore all possibilities, to completely investigate all financial aspects and impacts, and to make a fully informed decision.”

Executive Director Wendell Strode pointed out that the Museum has to look at creative ways to generate interest. “It would be so much easier to just be a regular automotive museum with our Corvettes on display,” he admitted, “but we have to think outside the box.”

Corvettes on eBay: 1962 Corvette with Rare Fiberfab Centurion Body

If you’re looking for something a little unusual in the Corvette world, and you are handy with tools and know how to work with fiberglass, eBay may have your ideal car. It has a ’62 Corvette frame, a 350 cubic inch motor and a Muncie three-speed transmission. The body is a Centurion made by Fiberfab and if the shape of the body looks familiar to you, it should—it is a copy of Bill Mitchell’s 1959 Sting Ray racer.



The Fiberfab Company was founded in 1964 by Warren “Bud” Goodwin and started off making fiberglass street rod parts and customized body panels for the then-new Mustang. The company branched out into full body kits, with names such as the Aztec, Banshee and Jamaican, designed to fit on a number of chassis platforms. Included in the full body kit lineup was the Centurion designed to fit on a Corvette C1 or C2 chassis. Bud completed the prototype Centurion and, being a race fan, he began racing it. Of course the publicity got back to General Motors who was none too happy about the pretty obvious copy of their Sting Ray. The General let loose the legal eagles to put a stop to the Centurion.

In the meantime, Bud had built seven bodies before his life sadly self-destructed. As the story goes, he found his wife and one of his employees in a compromising position and “accidentally” shot her. The jury didn’t buy the “accidental” part and sent Bud to prison. The company assets were sold and the GM attorneys made sure that no more Centurions would be built.

The photos of the car in the eBay ad clearly show that it is a project, but for someone who is handy it would certainly be unique transportation—it’s not likely that another one will show up at the local cruise-in. The current bid as of June 24 is \$26,949, which has not met the reserve. The car was previously on eBay and that auction ended in a no sale on May 3, 2014 with a high bid of \$31,357.

Corvette Stingray Earns Segment Honors in the 2014 AutoPacific Vehicle Satisfaction Survey

The 2014 Corvette Stingray's trophy cabinet is already pretty full so Tadge and Harlan will have to move over that North American Car of the Year trophy to make room for another award they picked up this week for customer satisfaction. The new C7 Stingray, along with 2014's Impala, Sonic and Camaro were the tops of their segments in the 2014 AutoPacific Vehicle Satisfaction Survey.



The eight annual Vehicle Satisfaction Awards are based on AutoPacific's measurement of customer satisfaction with their new car or light truck. The survey covers how satisfied the owner is with the vehicle in 50 different categories including operation, comfort, safety and purchase. AutoPacific says their total survey measured more than 92,000 new car and truck owners in the USA.

The four Award-winning Chevrolets and their segments:

- Corvette – Sports car
- Impala – Large Car
- Sonic – Economy car
- Camaro – Sporty car

The four awards are the most for any automaker in this survey.

“Today's Chevrolet car lineup is the best in the brand's history with the design, performance, technology and safety that consumers want and expect,” said Brian Sweeney, U.S. vice president, Chevrolet. “Everything we do at Chevrolet is focused on offering the best possible experience for the consumer. These four AutoPacific Vehicle Satisfaction Awards prove we are delivering on that promise.”

AutoPacific is a market research and consulting firm focused on the automotive industry. A search of our archives found the 2006 Corvette was the Sports Car segment leader in the survey's inaugural year.

Forgotten Corvettes Left to Die in Upstate New York

We've all got our childhood memories of Corvettes.

For instance, I remember a fellow who ran the local feed and seed store in my hometown, pulling into the grocery store where I worked as a teenager in a brand new silver 1974 Corvette.

Man, I thought he had the ultimate car back then! While some folks would label the mid-1970s as a bad time for Corvette, for me, they're still as beautiful as the day they were made.



Along those lines, Tim S., a reader of the popular website BarnFinds.com, recently shared his memories of a Corvette “graveyard” that he had discovered many years ago as a child while riding his bike along railroad tracks near his home in upstate New York.



He wasn't sure if the Corvettes were abandoned or just wrecked, but now he figures the latter since they looked pretty new at the time.

Fast forward a few years. After growing up and taking a job near the “graveyard,” Tim found that the old cars were still there, just like he remembered them.

Fast forward a few more years.

Just recently, Tim and his son were riding bikes along the same old rail line, which by now had been converted into a bike path.

Tim began telling his son about the old Corvettes that used to be there, figuring they would be long gone by now, but to their surprise, they discovered the graveyard remains.

Weeds are now growing all around and out of the cars, including out the shattered back glass of a purple late '70s or early '80s C3. Another looks as if it's being slowly consumed by a “weed monster.” We can almost hear the screams of anguish. The most valuable Corvette appears to be a chrome bumper C3 from 1968 to 72, though it's hard to tell how much of the car still exists because the weeds hide all but the tail section.

It's sad in some ways to see these neglected Corvettes.

Still, even if these Corvettes don't ever return to their former glory, they've at least served the purpose of starring in a recurring childhood memory of Tim S.

We'd love to know the story behind this Corvette graveyard. Maybe it's familiar looking to one of our readers.

Head over to www.BarnFinds.com to see all the photos of these neglected Corvettes that were put out to pasture.

Chevrolet Extends Stingray School Offer to Canadian Corvette Buyers

Great news for Corvette enthusiasts in Canada. Chevrolet in Canada has announced that Canadian buyers of the new Corvette Stingray are now eligible to attend the Stingray School at Ron Fellows Performance Driving School in Nevada. The two-day Stingray School is \$1,000 USD which is a \$1,500 discount off the standard driving school rate.



The driving school program was developed by Canadian Motorsports Hall of Fame member Ron Fellows who drove for Corvette Racing and racked up wins at the Rolex Daytona 24, the 12 Hours of Sebring and the 24 Hours of Le Mans and he still serves as the team's ambassador today. He was inducted into the Corvette Hall of Fame in 2011. The two-day school takes place at Spring Mountain Motorsports Ranch in Pahrump, NV.

“We are proud to be the official high-performance driving school for Chevrolet and the Corvette Stingray,” said Fellows. “Our goal is to ensure every driver leaves with enhanced driving skills, more confidence on the street and track and, most of all, a deeper understanding of his or her Corvette’s capabilities and how to safely enjoy the car to the fullest.”

One of the best parts of Stingray School is that students leave their personal Stingrays at home. The wear-and-tear associated with two days of performance driving are all done on Spring Mountain’s fleet of C7 Corvette Stingrays with their tires and gas.

As part of the curriculum, students will spend extensive time driving the Stingray on Spring Mountain’s 2.2 mile road course. Three levels of instruction cover novice drivers to those with high performance driving experience.

“It’s more than simply going fast and learning when to turn and apply the throttle,” said Fellows. “Mind speed and decision-making are key elements in the high-performance world, and our car control exercises and on-track training will help drivers improve their ability to process information quickly and accurately, resulting in a better coordination of eyes, hands and feet to improve their driving skill. It’s great fun – and drivers will definitely challenge their limits to find the limits of the new Stingray.”

The discounted offer for Stingray School is available for one year from the retail purchase of a new Corvette Stingray and applies only to the original owner. Only one attendee per vehicle is eligible for the discount. Attendees are responsible for the cost of travel and accommodations.

“We designed the Corvette Stingray to make its owners better drivers through technologies such as the Driver Mode Selector, Active Rev Match, electronic limited-slip differential and more,” said Tim Mahoney, chief marketing officer, global Chevrolet. “Through the Ron Fellows Performance Driving School, they’ll learn to make the most of its technologies and delve deeper into the Corvette’s capabilities, resulting in a more exciting and fulfilling driving experience.”

Teen Driving a 1985 Corvette Ends Up in a Oregon Ditch

You'd never know from looking at these photos, but the driver of this totaled 1985 Corvette miraculously escaped with no serious injuries.

Unfortunately, the Corvette was a high school graduation gift from the grandfather of the unidentified 19-year-old driver, who is now a Portland Community College student.

You can barely see the car for all the greenery surrounding it after the driver crashed into a stream outside Wilsonville, Ore.



Dispatchers in Clackamas County said the accident happened around 6:15 a.m. Thursday near Southwest Tonquin Road and Morgan Road.

Fire crews answered the one-vehicle call to check for any leaking fluids since the Corvette wound up in a stream.



Deputies said they don't believe drugs, alcohol, or excessive speed caused the wreck, instead putting the blame on driver error as the Corvette had just maneuvered an area marked with 25mph caution turn signs before crashing down an embankment into heavy brush and finally into the creek.

Sgt. Dan Craus, a spokesman for the Clackamas County Sheriff's Office, said recent rains had inundated an otherwise small creek.

The teen suffered minor injuries to his arms from the broken glass, and his father drove him away from the scene of the accident.

"I suspect he's going to be pretty sore tomorrow," Kraus said.

Kraus urged other drivers to use caution when it rains following long spells of dry weather. He said several fender benders Thursday were probably exacerbated by wet conditions.

Corvette Racing and Mobil 1 Extend Partnership in Multi-Year Agreement

When Corvette Racing's two C7.R entries take the green flag Sunday with the rest of the field in the Sahlen's Six Hours of the Glen at Watkins Glen International, the Corvettes will again be running with Mobil 1 Oil.

ExxonMobil and Corvette Racing have just announced they've renewed their collaboration agreement for the 18th consecutive year, with the Mobil 1 brand again a major associate sponsor for Corvette Racing and the "Official Lubricant of Corvette Racing."



"Our affiliation with ExxonMobil and Mobil 1 lubricants has been a tremendously successful partnership in the garage and on the track, ultimately helping us win more races," said Jeff Chew, Manager Business Strategy and Operations for Chevrolet Racing. "It's such a profound benefit to have a sponsor like Mobil 1 that also contributes lubricant technologies to help us optimize powertrain performance, improve fuel economy benefits and increase horsepower output without sacrificing engine durability."

Protecting against wear and increasing efficiency and performance are two big goals of ExxonMobil as its engineers work closely with Pratt & Miller and Corvette Racing in the development and testing of new lubricant technologies.

Not only does this research help the Corvette Racing team, though, but it also leads to better motor oils, gear oils, and greases that are used in many GM production vehicles.

The partnership is definitely working for Corvette Racing, which used Mobil 1 last year to win its second straight ALMS GT team championship. Corvette Racing had also used the same oil to win eight ALMS GT1 titles from 2001 to 2008 and seven class victories in the 24 Hours of LeMans since 2001.

Last season with Mobil 1, Corvette Racing captured their second consecutive ALMS GT team championship. The 2012 and 2013 championships build on a long history of success for Corvette Racing that includes eight consecutive ALMS GT1 titles from 2001 to 2008 and seven class victories in the 24 Hours of Le Mans since 2001.

Corvette Racing at Watkins Glen: Third Straight Victory For Garcia, Magnussen

In its 15 years of existence, Sunday marked Corvette Racing's first event at Watkins Glen International. The team made its debut one to remember with a dominating GT Le Mans (GTLM) victory in the Sahlen's Six Hours of The Glen for Antonio Garcia and Jan Magnussen in the No. 3 Chevrolet Corvette C7.R.



Win equals GT Le Mans championship leads; Gavin and Milner fourth after penalty

The duo led most of the day to earn their third straight class victory in the TUDOR United SportsCar Championship. In the process, Garcia and Magnussen moved into the lead of the GTLM driver's championship, as did Chevrolet in the manufacturer standings and the No. 3 Corvette C7.R in team points.

"The Corvette C7.R team's first race at Watkins Glen was exciting given the challenging track and intense competition that kept the pressure on all race," said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. "Antonio and Jan drove a great race and the crew executed quick pit stops. We are thankful to come out of The Glen with a GTLM class win and the class championship lead."

Garcia and Magnussen also won the third round of the Tequila Patrón North American Endurance Cup – a four-race championship made of the TUDOR series' four endurance events.

The Garcia/Magnussen combination led 154 of the 185 GTLM laps. Magnussen drove the opening stint and took the lead from the pole-sitting BMW on the first lap. Despite holding as much as a 30-second lead at various points, the final minutes were tense ones. A full-course caution with 25 minutes left brought the Corvette inside its fuel window for the rest of the race. A final yellow period just after the restart meant a final-lap dash that saw Garcia hold off the second-place Viper by 0.185 seconds.

Oliver Gavin and Tommy Milner finished fourth in their No. 4 Corvette C7.R after running second to their teammates for most of the day. A stop-and-go penalty inside the last hour for what race officials judged to be avoidable contact halted their podium charge.

The day wasn't a complete loss. Gavin and Milner moved into the lead of the Patrón Endurance Challenge with just the 1,000-mile Petit Le Mans remaining at the end of the season.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

"The car was really good. I was running perfect. Jan (Magnussen) made perfect start and pulled a gap. Then we got a caution but we made the gap back up from zero to almost 20 seconds. Whenever I was able to go full-on we went up to almost a 30-second lead. Strategy-wise we were like two or three laps short (on fuel) I believe. We decided because the Viper ... maybe they gambled a little bit more at the beginning so they were out of sequence to stretch their fuel to start with; they were good to go to the end. We decided to go too, and it was hard. To go through traffic, it was really difficult to save fuel. At the end we would have been OK to the end (without the last caution). That yellow obviously helped us a little bit more just in case. We weren't really on it, but I believe Corvette Racing again did a perfect race. I think we led everything but qualifying."

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

"I have to say I am so pleased for how things have gone for the team this year, with the No. 3 car especially, but how we have developed a new car and we keep finding better things to do with it. We are finding better race speed over one lap over the whole distance and making the Michelin tires last for the whole stint. We have a fantastic race car. It's a very competitive category and you have to be on your game with everything you do. There is no room for any mistakes otherwise you lose it."

(First race in the Corvette C7.R at The Glen) *"I have been here before in other categories, the GRAND-AM GT and also the GRAND-AM DPs earlier. Driving the Corvette C7.R around here is just a fantastic feeling. It's such a fast race track. It's almost like there is a part missing of the corner – normally you would have a big braking zone downshifts and everything getting the car ready to rotate and then shoot out the corner."*

Here that little bit is gone so basically for every corner you barely touch the brake, downshift, back to full throttle. It's all about the momentum here to build the speed, and that is where dealing with all the traffic was very important; you didn't get bogged down too much because it would kind of ruin your rhythm. I think both of us did that really well today."

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

"Certainly we made a step forward with the car after yesterday morning. We went back to basics with stuff, we changed a lot chassis-wise with the car. So was it the perfect setup? No because it was just really a bit of a stab at it, but it was good enough to race and be in the hunt. I genuinely think we should have had a second-place. Tommy (Milner) did a great job at the start and really got us in a fantastic position. It looked like we were going to be able to race cleanly for second."

(Race impressions) "On the double stint that I did, the first on the medium tire was good and I hung with Jan (Magnussen) pretty much. And then on the harder tire it was trickier. It made it a lot more difficult. But we were still there still in second-place looking like we were going to be able to fight for that and then Tommy (Milner) just got a crazy decision with the penalty. We went back and forth for a long time and it's a great shame that it ruined our race. We went from second to fourth and I think we should have really had a second. That would have been a great result for the team and the guys. They worked so hard over the whole weekend."

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

"First and foremost, I'm very proud of our guys. After Oliver (Gavin) and I were not very happy with the car in practice they put a lot of work into trying to fix the car and it seems like that we have done that. The car was certainly quite a bit better in the race. We were just kind of behind the eight ball – just needed some more practice time to kind of fine tune it, but I think we are back in the ballpark again. That is obviously really encouraging for going forward."

(Race impressions) The race was pretty good. I had a really fun start there. It was just a shame that I got a penalty for something that I don't believe should have been a penalty. Obviously the race control saw it differently. We can only just move on and kind of put that behind us and be proud of what we achieved. Obviously a great job by the No. 3 car guys; they executed very well. Our guys did as well. We had great pit stops, great strategy calls... they did everything right. We deserved a podium today, but we had it taken away."

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

"Today was emblematic of one of my key racing axioms – 25 percent great car, 25 percent great team and 50 percent good fortune. We had all those in our corner today, backed up by flawless pit stops and a great strategy by our engineers. With plenty of power from GM Powertrain, you add all that up and it's a victory in our first visit to Watkins Glen International in the Sahlen's Six Hours of the Glen. I couldn't be more proud of our guys for standing on that top step. Everyone worked very hard to earn this one."

Happy Birthday Corvette! America's Favorite Sports Car **Celebrates its 61st Birthday**

The sports car world was changed forever on June 30, 1953 at a temporary automobile facility in Flint, Michigan. That's when the first completed examples of Chevrolet's all new 2-seat roadster called the Corvette cruised off the line assembly line and into the hearts of America where would it remain for the next 61 years.

Codenamed "Opel", the Corvette was the brainchild of famed GM styling guru Harley Earl who wanted a small two-door roadster to compete with the small European roadsters that American servicemen enjoyed while stationed in Europe following the war.



The very first Corvette, EX-122, was completed and displayed at the GM Motorama in January 1953. Thousands came out to the Waldorf-Astoria in NYC to see the car and based on that feedback, GM rushed the Corvette into production with the first cars completed just six months later.

Chevrolet built 300 Corvettes over the course of the 1953 model year. A uniform design allowed the workers to concentrate on putting the bodies together without being distracted by trim and equipment variations. Therefore, all 1953 Corvettes were Polo White with Sportsman Red interiors and equipped with a canvas soft-top, 6.70 x 15 whitewall tires and a Delco signal-seeking radio. Also standard was a 5,000-rpm tachometer and a counter for total engine revolutions. The Corvette's original base price was set at \$3,498.00.

Despite its unique fiberglass body, most of the components for the Corvette came from existing Chevrolets. The 250 ci Blue Flame Special 6-cylinder engine came from Chevrolet trucks. A triple-carb intake was added which did enhance the power and provided the roadster with a little more zip. The two-speed automatic transmission that was sourced from Chevy passenger cars was hardly the stuff of legends, but the little 2-seater could do 0-60 mph in 11 seconds and had a top speed near 105 mph.

Demand for the Corvette was unprecedented in its inaugural year. The month after the first Corvettes rolled off the assembly line, GM issued a notice from the Central Office which proclaimed: "No dealer is in a position to accept firm orders for delivery of a Corvette in 1953." About the only way to drive a new 1953 Corvette in 1953 was to be either a GM executive or be among a group of high profile customers like Hollywood movie star John Wayne.

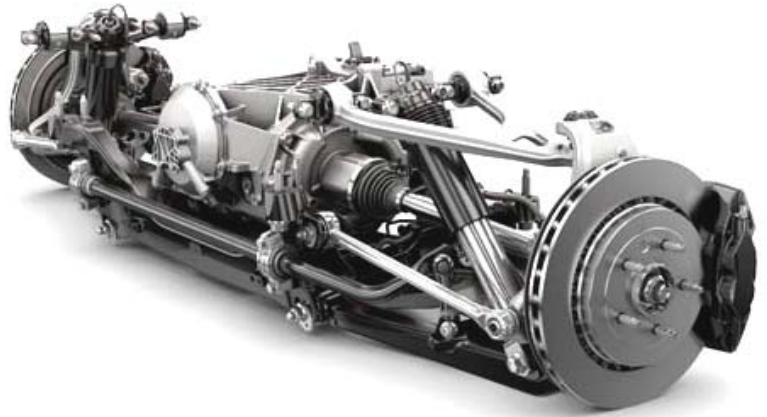
Today's Corvette is a world away from the revolutionary two-seater that started it all 61 years ago. But that feeling of excitement and anticipation when the car first cranks up and heads out on the open road is just the same today for Corvette owners today as it was in 1953.

The 1953 Corvette is still one of the sought after and collectible models in Corvette's 61 year history. Proof that some cars to indeed improve with age.

GM Issues Recall for Corvette Stingrays Over Rear Shocks Issue

On Friday, GM issued a recall notice for four vehicles, one of which was the 2014 Corvette Stingray. Specifically, the potential issue has to do with the rear-shock absorbers in Stingrays with the FE1 or FE3 suspensions.

GM says the recall notice affect 1,939 Corvettes total in the US, plus 33 in Canada. Another 82 Corvettes with the issue have been exports.



Here's the notice issued Friday:

Dealers will replace the two rear shock absorbers in 1,939 2014 model year Chevrolet Corvettes in the U.S. with the FE1 or FE3 suspension to repair a possible insufficient weld in the rear shocks that could lead to a fracture and/or reduce the shocks' service life. Thirty-three additional vehicles were sold in Canada and another 82 were exported. GM is not aware of any crashes or injuries related to this issue..

All Corvettes Stingrays have either the FE1 or FE3 suspensions. The FE1 RPO code is for the base Stingrays while Corvettes with the Z51 Performance Package have the FE3 suspension. Based on the number of Corvettes being recalled, we assume the issue begins and ends during a certain range of VINs.

This is the third recall for Corvette Stingrays in June and the cumulative total is now at 2,799 Corvettes. At the beginning of June, GM recalled 33 Stingrays for a short circuit in the sensing and diagnostic module that could disable front air bags, safety belt pretensioners and the Automatic Occupancy Sensing module. Two weeks ago, 712 Corvette Stingrays were recalled due to issues with the passenger side airbags in the Competition Sports Seats.

Owners with Corvettes that are caught up in these recalls will receive a letter from General Motors letting them know when they can bring in their vehicles into a dealership for the free repairs.

Vaterra Introduces New 1/10 Scale Corvette Stingray RC Car

A new Corvette Stingray Z51 will be on the market in mid-July.

But don't look for it at your neighborhood Chevy dealer.

This Stingray is the latest radio controlled 1/10 scale replica from Vaterra, and it appears to be much more high-tech than the New Bright RC Stingray that came out last year.

Vaterra – a well-known radio controlled car manufacturer – says its Stingray will provide users with a high level of craftsmanship and impressive handling and power, just like the real Z51.



Of course, quality like that doesn't come cheap, as this Vatterra model will be priced at \$289.99 – more than quadruple the New Bright model that can be purchased online for around \$65. But you get what you pay for.

According to Vatterra, this one-of-a-kind replica of the 2014 Corvette Z51 Stingray comes completely assembled and ready to run with an officially licensed body that is exclusive to this vehicle. Underneath the gorgeous exterior is the power and poise of a Vatterra® V100-S chassis. Its potent Dynamite® power system and shaft-driven 4WD provide a perfect blend of speed, traction and control that make this car fun to drive right out of the box.

The list of features includes:

- AVC Technology Compatible
- Officially licensed 2014 Corvette Z51 body
- Ready-to-Run with everything included, including a battery and charger
- Waterproof electronics including ESC, receiver & servo
- DX2E Spektrum 2.4GHz radio system
- 4WD Shaft-driven
- ESC is 2S Li-Po compatible
- Sealed gear boxes
- Friction dampening, adjustable shocks
- Double wishbone suspension
- Fully upgradable
- Universal body mounts
- Dynamite 540 size brushed power system

In case you don't know what Spektrum™ AVC™ (Active Vehicle Control™) technology is, it uses a combination of sensors and software algorithms to adjust steering and throttle output at a rate faster than humanly possible, facilitating a more manageable driving experience. The level of stability provided by AVC technology can be adjusted to suit your preference and feels completely natural. AVC Heading Hold and Throttle Management features make driving perfectly straight and taking precision turns at high speeds more manageable than ever before. There is no lag in response or limits on your control. If you upgrade to AVC, you'll feel like you're driving a finely tuned vehicle, one that handles with precision at any speed and through every turn.

So if you can't afford a real Z51, this might be just the ticket for you.

You can see a video of the Vatterra Stingray in action and even pre-order at horizonhobby.com.

June 2014 Corvette Sales

It's the first of the month and that means its sales reporting time for the major auto manufacturers.

General Motors sales report for June 2014 shows 2,723 Corvettes were sold during the month. That's 219.2% higher than the 853 Corvettes sold during the same month in 2013. June's Corvette sales lagged



approximately 605 units behind the 3,328 Corvettes sold in May 2014 for a decrease of -18.2% between the two months.

For the calendar year, 17,744 Corvettes have been delivered between January and June, which is a 212.8% increase over the same time period in 2013.

Another interesting statistic about the calendar year sales is that we've seen 17,744 Corvettes sold from January-June 2014 while the 2013's total calendar year sales figure (Jan-Dec) was 17,291. So more Corvettes were sold in the first six months of 2014 than the 12 months in 2013.

Corvette Delivery Statistics for June 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
June	2,723	853	219.2%	Jan-Jun	17,744	5,673	212.68%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2014	2,261	2,438	3,480	3,514	3,328	2,723							17,744
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

Chevrolet Reunites Detroit Man with His Stolen 1979 Corvette

With all the discouraging news coming out of Detroit these days, thanks to millions of recalls, here's a story that will bring a smile to a Chevy enthusiast's face.

First, though, we have to go back to 1981. That when George Talley, in his late 30s, reported that his 1979 Corvette had been stolen just three miles from General Motors' world headquarters in Detroit.

Over the years, he had given up hope of ever seeing the car again when out of the blue on June 13, he got a call from AAA telling him his Corvette was indeed alive and well in Hattiesburg, Miss. Today, Talley, now 71, was finally reunited with his Corvette. Though he's owned three more Corvettes, he says the '79 was always his favorite.



“It was a lucky day to hear that my car had been found,” Talley said. “They told me it was running, had 47,000 miles on it and was ready for me to pick up!”

Talley wasn’t sure how he would get the Corvette back home, however, but Mark Reuss, executive vice president for GM Product Development, stepped in with unexpected good news, offering to have GM ship the car to Detroit for Talley.

“George’s story brought a smile to my face,” Reuss said. “As a longtime Corvette owner myself, I know the passion the car inspires. I also knew that car belonged home in Detroit, with its rightful owner, and we could make that happen.”

Talley says he had been a Corvette enthusiast since seeing a neighbor’s first-generation ‘Vette back in the 1950s.

Corvette Stingray Totaled in Crash, Driver Walks Away

There’s little doubt that today’s Corvette is much stronger and safer than previous generations. Like most modern cars, the Corvette Stingray has predetermined crumple zones that absorb the energy of an impact while the cockpit’s front and side airbags deploy to help protect the driver. And after all that happens, OnStar is there to call emergency services as soon as a crash is detected.



The picture of this crashed Arctic White Corvette Stingray comes from a poster on reddit.com. His comments are brief but to the point:

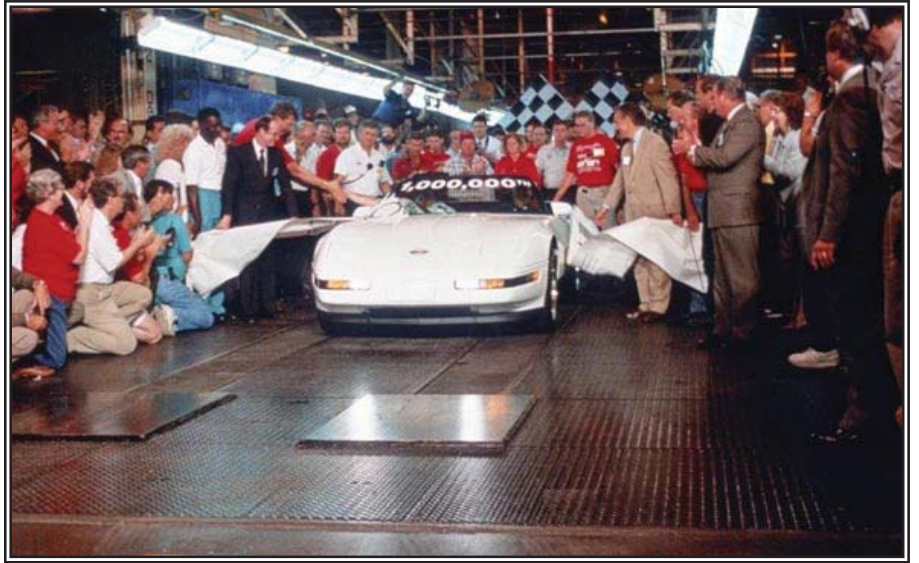
So I totaled my Vette yesterday. I walked away without a scratch. I am so grateful to Chevy for building such a solid car. I felt so protected, even as it flipped. Thankful to be alive.

We’re thankful that driver is okay as well. Flipping around inside a car has to be a terrifying experience but knowing that the car will not only protect you during the crash, but will help after the fact by calling for help is great piece of mind.

Today in Corvette History: The One Millionth Corvette is Built

On July 2, 1992 at around 2pm, Chevrolet completed the production of a 1992 Corvette wearing VIN # 1G1YY33PXM5119134. With media and special guests on hand to witness the occasion, the white Corvette would forever be known as the 1 millionth Corvette.

Similarly outfitted like the original 1953 Corvettes, the 1 Millionth Corvette wears a white exterior with a red interior. Options include multi-port fuel injection, 4-wheel anti-lock brakes, acceleration slip regulation, 4-wheel independent suspension and a 5-link independent rear suspension. A special windshield banner and embroidered seats read 1,000,000th.



For the first 21 1/2 years of its life, the 1 Millionth Corvette led mostly a pampered life. After its competition at the Bowling Green Assembly Plant, it toured the country in a special hauler along with a 1953 Corvette.

Following its donation to the Corvette Museum, the C4 became one of the centerpieces of the NCM's collection under the museum's Sky Dome where it would eventually be joined with the 2009 Corvette that was the 1.5 millionth Corvette to be built.

In 2014, the life of the 1 millionth Corvette took an unexpected turn. In the early morning hours of February 12th, a sinkhole opened under the Museum's Sky Dome and swallowed eight Corvettes including the milestone C4. The 1 Millionth Corvette survived the fall and came to rest on its side inside the giant 40 foot deep cavern.



Three weeks later, construction crews were able to get to the C4 Corvette and they lifted it out of the sinkhole. Damage from the fall is moderate with the windshield frame mostly flattened and the front and passenger side of the car scrapped up. Luckily, the Corvette is in good enough shape that it will most likely be one the first Corvettes to be repaired by GM once the process of restoration begins later this year.

Bloomington Gold 2014 – 1953 Corvette VIN 009

One of the great aspects of the Bloomington Gold show each year is seeing the rarest of the rare Corvettes. You never know what's going to show up on that last weekend in June. This year's big surprise was 1953 Corvette VIN 009. That's right, the 9th Corvette ever built. It was being displayed for the first time since being discovered in Oregon in 2010.



VIN 009 is prominently featured in Noland Adams' book *Corvette: American Legend* where its unique history is documented throughout. Its primary was as a styling car by General Motors showcasing various future design proposals. In this case the car was essentially split in two in order to showcase different features on each side of the car.

Like most styling cars, VIN 009 features a number of unique aesthetic features. In this case they vary from side-to-side. Note the standard headlight cover on the left hand headlight and the split chrome bezel on the right hand headlight. Other features include different side gills on each front fender where one set consists of separate bezels while the other side is inset into the body. There are also Chevrolet emblems at different heights on each door. Up front you'll see the left and right turn signals are at different heights on each side of the car. Out back note where the original exhaust outlets have been glassed over and moved outboard like on later C1's.

Mechanically the car was bone stock, but VIN 009 has worn several shades of paint while on duty at GM. It was painted 3 times alone by the plant. Colors worn include the original Polo White, a silver-blue, green, 1955's Harvest Gold, and lastly black when it was discovered a couple years ago. You can see the remains of each color in various spots on the car.

The car was being displayed at Bloomington by its new owner Roger Roberts in bare fiberglass. This was the first time the car had been seen in public in decades. Next up for VIN 009 is a removal of the body and completion of the remainder of the restoration.



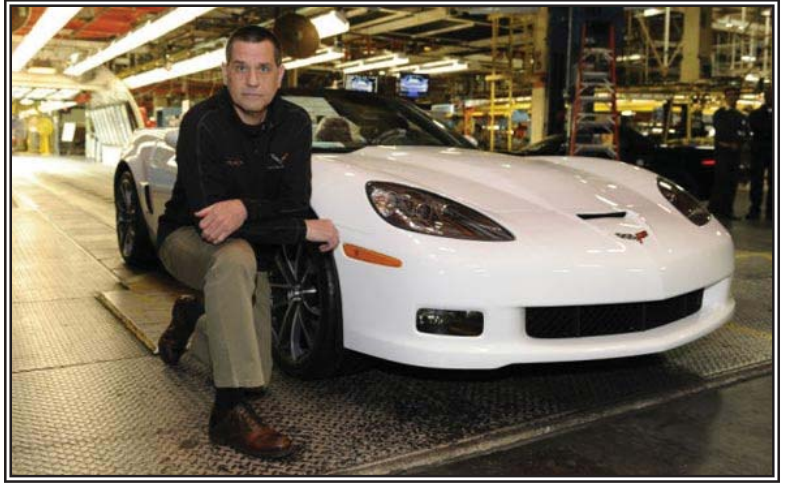
We're looking forward to seeing the finished product and we've asked Roger to keep us in the loop throughout the restoration.

Former Corvette Assembly Manager Dave Tatman Named Head of Kentucky Automotive Industry Association

The oil runs thick in Dave Tatman's veins.

That's why it's no surprise that the recently retired general manager of the Corvette Assembly Plant in Bowling Green has already turned up in a new and exciting post related to the auto industry.

Tatman was named yesterday as the first executive director of the Kentucky Auto Industry Association, which aims to promote the state as a world leader in the automotive industry.



"Dave is the best person for the job," said Larry Hayes, chairman of the association's 12-member board of directors. "His experience in the industry and his strong relationships with manufacturers and suppliers throughout the state will be invaluable assets as we further strengthen our position as a leader in the global automotive marketplace."

The personable Tatman said he is "delighted and humbled" to serve in the new position, adding that he is "very excited" to draw on his 34 years of automotive experience to help Kentucky solidify its position in the auto industry.

"We have long needed a united voice on matters of mutual concern," he said, "and the association gives us the platform for that voice."

Tatman began working for GM in 1980 as a college graduate in training and moved up to assume many leadership positions in the United States, Canada, and South America. He served as plant manager at the Corvette plant from 2010 until his retirement earlier this year.

Kentucky already is among the leading producers of vehicles in the U.S., with more than 1.2 million vehicles produced last year. That number ranks third overall in light vehicle production and first per capita. Nearly 82,000 people work in the state's 460 motor vehicle-related establishments.

Tatman will try to build on that legacy that has already produced about 300 motor vehicle-related projects in the state during the past five years, leading to more than 17,600 new jobs and \$4 billion in new investment. Furthermore, the state's motor vehicle exports reached a record \$5.5 billion in 2013.

In the past five years, nearly 300 motor vehicle-related projects have been announced statewide, representing more than 17,600 new jobs and \$4 billion in new investment. Kentucky's motor vehicle exports reached a record \$5.5 billion last year.

Tatman and the Kentucky Automotive Industry Association will offer auto manufacturers, suppliers, and supporting entities their first opportunity to work together to share best practices and encourage meaningful dialogue and action. The association will also take a leading role in forming collaborative partnerships to advance the auto industry now and in the future.

Corvettes on Craigslist: 1974 Corvette with a VW Diesel Engine

Where do 1970s Corvettes go to die?

Apparently New London, Connecticut, if this Craigslist ad is any indication.

The owner describes it as a “one of a kind project car.”

We’d be inclined to believe him in that summation.

If you think the 2014 Stingray is a fuel-efficient monster, then take a look at this 1974 Stingray that has been sliced, diced, chopped, and mutilated with a 2002 VW diesel engine that’s visible through a hole cut in the hood and a Toyota truck 5-speed transmission, all put together with an Acme Adapters adapter plate.



This CorVWette doesn’t know whether to speak English, German, or Japanese!

If you doubt that the operation was a success, the owner claims the CorVWette has been a “blast to drive” during the past three years when he’s used it as a daily driver. It even delivers an incredible 55+ miles per gallon, he claims.

Best of all, if you happen to like Corvettes (or CorVWettes) that need a paint job, especially on the front bumper, and feature an interior that’s best described as “needs a little work,” then this is your lucky day. The owner says it cost him a whopping \$12,000 to put it all together, but he’s willing to take \$6,000 today...or best offer. Oh, we forgot to say that the CorVWette has a “custom” cup holder and even got new tires last fall – so there are two expenses you won’t have to worry about!

Somehow, we have to think the owner might have been better off taking his \$12,000 and buying a very nice late C3 Corvette that didn’t need any work.

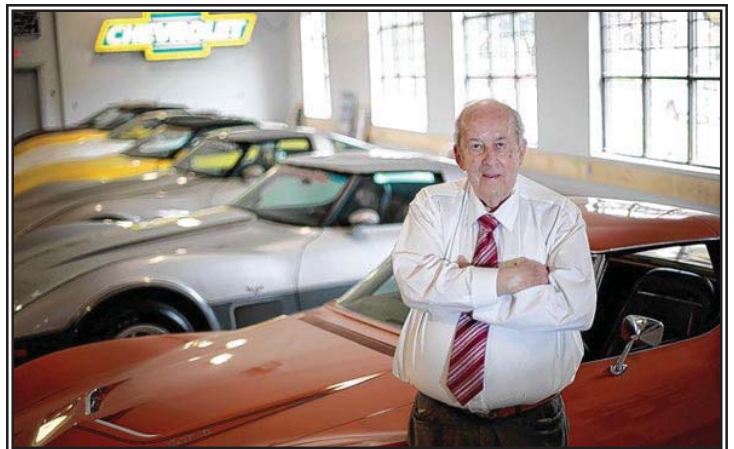
Corvette Hall of Famer Bob McDorman Opens Automotive Museum

Bob McDorman has been in love with cars since he was just a kid.

Now he’s sharing that enthusiasm with the public in a big way.

McDorman, a familiar face in the Corvette world thanks to his nearly half a century as a Chevrolet dealer, opened the Bob McDorman Automotive Museum in Canal Winchester, Ohio on the Fourth of July.

On display is McDorman’s huge collection of Corvettes, other rare cars, and automotive memorabilia.



McDorman celebrated with a ribbon-cutting last week, and the new museum opened to the public on Friday the 4th. Regular hours will be 1 to 6 p.m. Wednesday through Saturday. Admission is \$10 for adults, \$7 for seniors and veterans, and free for children 12 and under.

“This is something I’ve dreamed of building all my life,” McDorman said. “In 2015, I’ll have my 50 years in as a Chevy dealer and retire from that officially, but I’ll keep my dealer license and we’ll have four or five classic cars here on consignment, along with the 38 permanent cars in there.”

You may remember that McDorman sold some of his auto collection a few years ago to help keep his car dealership going, including several “celebrity Corvettes” owned by John Mellencamp, George Strait, Dolly Parton, and Dina Shore, for example. Now, he’s in the process of searching for some more Corvettes to join the museum collection.

Among the special Corvettes already there are a 1978 Indy 500 Pace Car with the serial number 003; a 1978 25th anniversary edition; a 1988 35th anniversary edition; and a 1963 split-window Stingray.

An antique service station previously displayed at his dealership has been relocated to the museum, which also will be the new home of McDorman’s large collection of model cars, neon signs, vintage gas station items, dealership items and vintage bicycles, along with awards and press recognition he has received over the years.

Local officials are excited about the museum and what it will mean to the community.

“I think this is one of the top three most-anticipated construction, ribbon-cutting, grand opening, projects in Canal Winchester since Diley Ridge Medical Center and the first phase of the high school was constructed with a new gymnasium back in the mid-1970s,” Mayor Michael Ebert said.

“Bob’s museum has created quite a bit of conversation within the city and it should bring a new, interested group of visitors to our downtown, which will be good for any business that wants to join in and enjoy the exciting times in Canal Winchester.”

McDorman, who was inducted into the Corvette Hall of Fame in 2012, is just glad to share his good fortune with others.

“I’ve been car-crazy since I was a kid, playing with my toy cars and trucks on our gravel driveway,” McDorman said. “Sometimes those cars would get run over, and to this day, I still remember how I felt — that crushing those cars was like crushing my heart.”

Massachusetts Man Donates 1974 Corvette **He’s Owned Since New to the Corvette Museum**

Paul Marseglia recently said goodbye to an old friend, the 1974 Corvette Stingray that he’s owned since it was new.

The Franklin, Mass., man donated his brown Corvette to the National Corvette Museum because he knew it would be treated with the same respect and love that he had shown it during the past 40 years.



“I’m a founding member of the Museum so I know that people donate their Corvettes. I figured that was the best thing to do... to take it somewhere for other people to enjoy, and for other people to take care of. I don’t want to sell it locally and see it getting beat up or neglected by somebody. I wanted it to go to someone who would take care of it. I get emotional when it comes to my cars.”

No wonder. Paul has been a car enthusiast his whole life. In fact, years ago, a friend bought a used 1959 Corvette, and the two used to go cruising in it frequently when they were young men. “Gas was cheap back then, so we went riding in it all the time,” he said. “I had to have one after that.”

His first Corvette was a rough 1958 model that he bought in 1969.

“It was a ten year old car that needed everything,” he explained.

Thought he knew his way around tools and garages, Paul soon found himself thinking it might be nicer to have a brand new Corvette instead. Fortunately, his brother also liked Corvettes at the same time, so they ended up buying 1974 models together.

Paul grew to love his Corvette more and more through the years, taking painstaking care of it, including keeping the leather seats treated to keep them looking like new. He also kept a logbook of the work he did to the car and tried to keep it as original as possible.

He says he always liked each generation of Corvette after his ’74, but he says he loves everything about the car and never considered buying a newer model.

“Every generation of Corvette that has come out I’ve liked,” he explains, “but not enough to trade in my 1974 or buy a new one and hold on to the old one.”

Now he can rest easy knowing that his beloved Corvette is safe and sound with the Corvette Museum.

Former Barn Find 1968 L88 Corvette Known as ‘Bounty Hunter’ Headed to Mecum Monterey

This 1968 L88 Corvette has come a long way since we first saw it as a fresh barn find in 2008.

The former psychedelic-painted racer was found in North Florida by our friends at ProTeam Corvette who rehabbed the street-raced L88 that was known locally as “Bounty Hunter”. Armed with a pedigree of awards, the Rally Red Convertible is headed to Mecum’s Monterey Auction in August where it will be offered for sale.



Only 80 L88 Corvettes were produced in 1968 and Bounty Hunter’s Rally Red with Red interior and white soft top is 1 of only 2 known existing Red/Red L88 Convertibles. The Corvette was purchased new at Modern Chevrolet in Winston Salem, NC by Ronnie Reid Joyner who proceeded to race the car against all comers until the clutch blew up and the car was retired in 1980.

In 2008, the Corvette was purchased by Terry Michaelis of ProTeam Corvette who brought the car back to his shop in Napoleon, Ohio where it was certified in its raw, unrestored condition as an L88 by experts including David Burroughs, Gary Nabers, Kevin Mackay, John Ballard, Tom Christman and Chuck Berge.

Following the “thumbs up” from the experts, the car was sent to Houston, Texas where the Nabers Brothers restored the car to its pristine original condition as ordered by Joyner. Equipment on the L88 includes a Muncie M22 4-speed, G81 Positraction rear end, J50/J56 Heavy Duty power disc brakes, K66 Transistor Ignition, F41 Heavy Duty Suspension, N11 Off Road exhaust, A01 Tinted Glass, A.I.R. Smog Control system and Rally wheels with PT6 Red Stripe tires.

Once the restoration was completed, ProTeam took the Corvette on the road where it racked up an impressive amount of awards and acknowledgements including Bloomington Gold, NCRS and various Concours d’Elegance awards.

ProTeam parted with the Corvette at Mecum’s 2013 Kissimmee auction where the L88 was bid up to \$500,000 but was a no sale. The car later sold through Mecum’s *The Bid Goes On* for what Terry says was considerably more than the original high bid. Not to shabby for a Corvette that was considered a basket case just a few years prior.

Ah-Mazing! Man Creates Corvette-Themed Maze in Cornfield

If you’ll be one of the thousands of Corvette enthusiasts who will be taking part in the National Corvette Caravan in August, here’s a “really cool” thing for you to add to your agenda.

Owners of the Just Piddlin Farm invite everyone who will be in town for the Caravan to come out to their farm, located on Ky. 73 in Simpson County just south of South Union, and take a walk through their Corvette-themed corn maze.



Chip and Jill Willingham and Katie Frassinelli, marketing and communications manager for the National Corvette Museum, joined forces to come up with what could be the world’s only corn maze featuring the shape of the NCM’s Skydome and the outline of a Corvette.

The eight-acre maze will open Aug. 27 in time for the museum’s 20th anniversary celebration, with a kickoff event for the maze slated for Aug. 29 with live music, hayrides, and food.

On Wednesday, The Corn Maze Guy, also known as Don Watts of Doylestown, Pa., was on a tractor using a GPS system to carve out the design, simply looking at a screen that showed him the exact path to follow to create the Skydome and Corvette outline.

“It’s kind of like following a video game,” Watts said.

While Watts has finished cutting the path, the Willinghams will still have to keep the two-mile-plus path trimmed while the remaining corn, now only 2 feet tall, continues to grow.

“By the time we open, it will be well over head height,” Chip Willingham said.

Checkpoints with Corvette trivia questions will also be added throughout the maze.

The final design blew Frassinelli away, she said. “It’s really detailed and it’s a really large maze. It’s really cool.”

She believes that it will be a big draw for the thousands of Corvette enthusiasts who will be in town for the Caravan and the 20th anniversary celebration.

Update:

On the Friday evening of the Corvette Museum’s 20th Anniversary Celebration, the Just Piddlin’ Farm will be hosting live music specifically for Corvette enthusiasts. You can purchase a “carload pass” in advance on their website, or pay at the gate. Should be a nice activity.

GM Fires the Corvette Assembly Plant’s Longtime **UAW President Eldon Renaud**

The leader of the UAW chapter that authorized a potential strike at the Bowling Green Corvette Assembly Plant back in April has been fired by General Motors after 46 years as an employee.

Eldon Renaud, president of Bowling Green’s United Auto Workers Local 2164 for the past 32 years, had been leading the union’s recent concerns over safety and other issues at the Kentucky plant, where the highly popular seventh-generation Stingrays are being built.



Since the union authorized a potential strike by a 93 percent affirmative vote if the issues couldn’t be settled by negotiation three months ago, we haven’t heard much about the controversy.

Was there trouble brewing behind the scenes all this time, though? Was his firing today from General Motors a strike back against Renaud for his stand over those issues?

Of course, nobody from GM is talking publicly, using the old “we can’t talk about personnel matters” excuse.

But back in April, Renaud appeared to be letting the process take its course, apparently refusing to use the media as a pawn for the union. For example, he wasn’t specific in listing the safety concerns other than to say that “in an unsafe area you might have to go down into a pit or something like that. It’s just the safety procedures that are being followed,” he told WBKO.

And while the UAW said then that safety is the big issue inside the plant, Renauld said he believes the rank and file don't have enough say in the matter over quality control.

"There's some management practices going on. Maybe overriding the work of our inspectors saying, 'Oh I think that one is good enough.' We have to make sure that that stops. We don't want management with punches to be able to punch something off that is our work. If we think it's good enough then it's good enough," Renaud said in April.

Renaud had been the plant's UAW president since 1982.

His firing today has left at least one plant worker upset.

"Whoever started this stuff with Mr. Eldon should be the same way. He should get the same treatment or whatever. And, if it's all bull, Mr. Eldon needs to go back to work. That's what's wrong with this place. This place is built on people's blood, sweat and tears from the UAW. The management doesn't have the authority to run over us like they run over us," Howard Weeks said.

Weeks said he thinks Renaud's years of dedicated service to GM should have been considered.

"You know, the guy's been at GM for 46 years and you're just going to throw him at the door? Come on, man! This is America. It was built on hard workers. You know, it's not a free ride for nobody."

We just hope the firing doesn't stop negotiations between the two sides and lead to a work stoppage at the plant.

In April, the union was quick to point out that holding the strike authorization vote was the first step in the process of negotiating with GM and doesn't necessarily indicate that a walk-off is imminent. In addition to Local 2164 members approving a strike, it also must be approved by the regional and national UAW leaders before Corvette workers would actually walk off the job.

The Top Corvette Dealers of 2014 – Mid Year Report

Since we are halfway through 2014, we wanted to provide an update to the popular post we made after 1st Quarter 2014 regarding the Top dealers of the Chevrolet Corvette. For the calendar year starting in January and running through June 30, 2014, GM has reported a total of 17,744 Corvettes sold. The top Corvette dealers on this list account for 41.5% of those sales which total 7,370.



So why do we put this list out there?

We believe when buying any car that knowledge is power, but let's face it, the Corvette is a niche vehicle and some dealers know more about the new C7 than others. Knowing as much as possible about the sales environment can help a buyer a number of ways: Identifying the dealers that have experience with Corvette sales, negotiation of the sale, and finally deciding which dealer may earn your service business after the delivery.

We have several dealers who sponsor our website and they all sell new Corvettes at (or below) MSRP. If you're in the market for a new Corvette Stingray or want to start thinking about where you are going to purchase a 2015 Corvette Z06, please check them out and go with the one that makes the most sense for you:

Here's the latest GM sales figures per dealership through the halfway mark of 2014:

Calendar Year to Date Report		
Rank	Total Retail Deliveries (Retail + Retail Direct)	Corvettes
1	KERBECK CADILLAC CHEVROLET BUICK GMC	672
2	MAC MULKIN CHEVROLET CADILLAC	528
3	LES STANFORD CHEVROLET CADILLAC INC.	337
4	CRISWELL CHEVROLET, INC	277
5	COUGHLIN AUTOMOTIVE, LLC	272
6	RICK HENDRICK CHEVROLET	266
7	STINGRAY CHEVROLET	151
8	CLASSIC CHEVROLET, LTD.	128
9	LORENZO BOMNIN CHEVROLET	124
10	HENDRICK CHEVROLET	123
11	ROSS DOWNING CHEVROLET, INC.	122
12	VAN CHEVROLET	120
13	BOARDWALK CHEVROLET	117
14	BILL STASEK CHEVROLET, INC.	116
15	HENDRICK CHEVROLET SHAWNEE MISSION	116
16	BUDS CHEVROLET-BUICK, INC.	107
17	KEVIN WHITAKER CHEVROLET CADILLAC	105
18	RICK HENDRICK CHEVROLET OF BUFORD	101
19	JON HALL CHEVROLET, INC.	93
20	DAVID STANLEY CHEVROLET OF NORMAN	91
21	PAUL MASSE CHEVROLET, INC.	90
22	COURTESY CHEVROLET	88
23	CLASSIC CHEVROLET	88
24	MAHER CHEVROLET, INC.	83
25	RYDELL AUTOMOTIVE GROUP	83
26	BOB STALL CHEVROLET	80
27	JIM ELLIS CHEVROLET	70
28	KARL CHEVROLET, INC.	69
29	CAMPBELL CHEVROLET OF BOWLING GREEN KY, INC.	66
30	W. HARE AND SON, INC.	63
31	RICK HENDRICK CITY CHEVROLET	63
32	LONE STAR CHEVROLET	62
33	MAXIE PRICE CHEVROLET, INC.	60
34	TROPICAL CHEVROLET	58
35	GEORGE MATICK CHEVROLET, INC.	56
36	LOEHMANN-BLASIUS CHEVROLET, INC.	55
37	ESTERO BAY CHEVROLET	54
38	RELIABLE CHEVROLET, INC.	53
39	CABLE-DAHMER CHEVROLET, INC.	51
40	SELMAN CHEVROLET COMPANY	50
41	PURIFOY CHEVROLET CO	47

42	BACHMAN AUTO GROUP, INC.	46
43	SPORT CHEVROLET COMPANY, INC	45
44	MUNDAY CHEVROLET	45
45	WIN CHEVROLET, INC.	45
46	SUNSET CHEVROLET, INC.	44
47	PARAMUS AUTO MALL CHEVROLET-GEO, INC.	44
48	ELCO CHEVROLET AND CADILLAC, INC.	43
49	COMMUNITY CHEVROLET COMPANY	42
50	TIM LALLY CHEVROLET, INC.	42
51	PARKWAY CHEVROLET, INC.	42
52	THOROBRED CHEVROLET, INC.	41
53	FRIENDLY CHEVROLET, LTD.	41
54	BUFF WHELAN CHEVROLET, INC.	40
55	SCHUMACHER CHEVROLET-BUICK-GMC	39
56	KNAPP CHEVROLET, INC.	38
57	PENSKE CHEVROLET	38
58	COX CHEVROLET, INCORPORATED	37
59	DIMMITT CHEVROLET, INC.	37
60	HARCHELROAD MOTORS, INC.	36
61	LYNN LAYTON CHEVROLET, INC.	36
62	SUBURBAN CHEVROLET	36
63	PERFORMANCE CHEVROLET	36
64	DAVE MCDERMOTT CHEVROLET, INC.	36
65	BILL JACOBS CHEVROLET – CADILLAC	35
66	WESTSIDE CHEVROLET, INC.	35
67	PETERS CHEVROLET, INC.	35
68	GUNN CHEVROLET, LTD.	35
69	BOB TAYLOR CHEVROLET, INC.	34
70	BOB JOHNSON CHEVROLET	34
71	STRICKLAND CHEVROLET, INC.	34
72	YOUNG CHEVROLET, INC.	34
73	GREEN CHEVROLET, CHRYSLER	34
74	RELIABLE CHEVROLET	34
75	SERPENTINI CHEVROLET OF STRONGSVILLE	34
76	BILL KAY CHEVROLET	33
77	AUTONATION CHEVROLET GREENACRES	33
78	CLAY COOLEY CHEVROLET	32
79	RED RIVER CHEVROLET	32
80	COLUMBIA CHEVROLET	32
81	REEDMAN-TOLL AUTO WORLD	32
82	LEWIS CHEVROLET COMPANY, INC.	32
83	ED BOZARTH NEVADA #1 CHEVROLET	31
84	FICHTNER CHEVROLET	31
85	PHILLIPS CHEVROLET INC	31
86	CAPITOL CHEVROLET	31
87	AUTONATION CHEVROLET DELRAY	31
88	LOU BACHRODT CHEVROLET	30
89	VICTORY LAYNE CHEVROLET	29
90	AUTONATION CHEVROLET WEST AUSTIN	28
91	HENDERSON CHEVROLET CO.	28
92	FAIRWAY CHEVROLET	28
93	LINDSAY CHEVROLET	27

94	FREEDOM CHEVROLET	27
95	JOE BASIL CHEVROLET, INC.	26
96	ROSNER CHEVROLET	26
97	AUTONATION CHEVROLET PEMBROKE PINES	26
98	AUTONATION CHEVROLET NORTHPOINT	26
99	KOONS CHEVROLET	26

TOTAL SALES: 7,370

Toledo Plant Ready to Start Production on the 2015 Corvette's 8-Speed Transmission

Production is ready to gear up, literally, for the slick new eight-speed transmission that will power some 2015 Corvettes, including the highly anticipated Z06.

GM expects to start building the high-tech automatic gearbox by the end of July, according to Ray Wood, president of United Auto Workers Local 14.

The transmission will be built at the Toledo (Ohio) Transmission Plant, which has been closed for



a couple of weeks for the annual summer hiatus but will be roaring back to life Monday.

Wood says GM wants to make sure “we get everything right” with the production of the transmission. “With everything that’s going on, we don’t want to have any issues whatsoever. We’re checking, double-checking, and making sure everything is solid, and it looks good from here.,” he said.

During the past few weeks, about 150 new workers have joined the staff at the production facility, also known as Powertrain, with most coming to Ohio after being laid off from GM’s Romulus, Mich., factory. That facility is being retooled to produce new V-6 engines and new 10-speed transmissions.

By September, the Toledo facility hopes to be turning out more than 500 eight-speeds a day.

The transmission will debut as an option for the 2015 Corvette, but it’s anticipated that it will eventually find its way into many other GM products, including Cadillacs and Camaros.

The production of the transmission will cap a \$260 million investment into the Toledo plant since GM announced it three years ago.

Corvette Racing in Canada: Garcia, Magnussen Earn Hard-Fought GTLM Win

Antonio Garcia and Jan Magnussen kept the momentum going for Corvette Racing and the Chevrolet Corvette C7.R with a victory Sunday in the Mobil 1 Sports Car Grand Prix presented by Hawk Performance at Canadian Tire Motorsport Park.

Garcia, Magnussen and the No. 3 Corvette C7.R won their fourth consecutive race in the TUDOR United SportsCar Championship's GT Le Mans class. Garcia finished 11 seconds clear of the second-place Viper as he and Magnussen extended their lead in the GTLM driver's championship, along with Chevrolet's and Corvette Racing's advantage in class manufacturer and team points, respectively.



“Today was an exciting day for Corvette Racing at Canadian Tire Motorsport Park,” said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. “The win in the GTLM class did not come easily. Strategy, teamwork and persistence of Antonio Garcia, Jan Magnussen and the Corvette Racing crew were key to the win. The No. 3 Chevrolet Corvette C7.R also showed improved performance each time it was on the track throughout the weekend.”

Magnussen started and ran second for the majority of his stint before the class leader went off track just before the first round of pit stops. Magnussen pitted a lap later and handed off to Garcia, who had to fend off several challenges from the Viper before race traffic stabilized the Corvette's advantage.

“Congratulations to Antonio, Jan and the Corvette Racing team on a hard-fought and well-earned victory today,” said Mark Kent, Director of Chevrolet Racing. “It took strategy, skill and even just a little luck. Today's result is a tremendous achievement and continues to grow the championship lead in the GT Le Mans class.”

The story was not as bright for the No. 4 Corvette of Oliver Gavin and Tommy Milner. Running third 30 laps into the race, Milner was hit and spun by a slower GT Daytona car in heavy traffic at the exit of Turn 3. Milner had light contact with the tire barrier but was able to continue albeit in sixth position. Gavin and Milner, last year's winners at Canadian Tire Motorsport Park, finished seventh class.

WHAT IT IS ABOUT THIS PLACE THAT SEEMS TO WORK WELL FOR THE CORVETTE?

“I don't know, but we end up winning. As you see, last year and this year it was really close between us and the Viper. During the first stint, we were bumper-to-bumper. During the second one, I went out with a little bit of a lead – like three seconds. The most it went was eight seconds because of traffic. So it was really hard. (Before the race) I was expecting safety cars. And I was also counting on them to help save just a tiny bit of tires to have at the end. But everything ran perfect. The Corvette Racing team did a perfect job everywhere, in every single situation.”

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R – GTLM RACE WINNER

THREE MONTHS AGO WOULD YOU EVER OF THOUGHT THAT WE WOULD BE TALKING ABOUT THE NO. 3 CORVETTE C7.R HAVING FOUR WINS IN A ROW?

“No, not in this category. It’s such a tough category and every tenth of a second counts. For us to be here now with four wins in a row is just an absolutely fantastic result. We owe it all to the team and everybody behind Corvette Racing to first of all give us a fantastic race car, but also making sure that it runs every time. Our engineers are making really good decisions every time we are racing.

I’m just super pleased and very proud to be part of this.”



OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R – FINISHED 7TH

ON THE RACE

“We came into the weekend confident but today despite a tremendous effort by everyone at Corvette Racing, we again faced frustrating challenges. It seems that no matter what we try, nothing is giving us the positive results we need to turn this season around. That combined with Tommy’s unfortunate hit by a slower car is the epitome of our season. Our luck has to turn around at some point. Hopefully it comes at Indianapolis.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R – FINISHED 7TH

ON HIS STINT AND ON-TRACK INCIDENT

“We came up on two slow guys in GTD cars who didn’t know where they were or what they were doing. They caused a big pile of cars behind them. There was nowhere for me to go and nowhere for anyone to go. They were kind of two-wide and just blocking the road. I had a little bit of a gap for the two or three GTD cars that were behind me. I got a decent run through Turn 2 and the guy in the Ferrari just came up on the situation; he may have gotten squeezed a little bit by one of the other cars in the group. It obviously wasn’t on purpose but it was a bad situation made by two guys who didn’t know what was going on. It’s like they were saying, ‘You go ahead. No you go ahead. No you go ahead.’ Then what happens is that I get hit from behind. That’s sort of our luck this year.”

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

“Anybody who watched the Watkins Glen race would have to notice the similarities between there and Canadian Tire Motorsport Park. The tracks are both very quick. The No. 3 Chevrolet Corvette C7.R crew simply has it figured out. The car is hooked up, the drivers are performing flawlessly and the crew showed a total team effort with great pit stops. If you look at the traffic at the end, Antonio was masterful working his way through it. That’s what really created the opportunity to win. It was just a great opportunity by everyone on this team.”

Corvette Museum Wants to Turn Your C7 Corvette Stingray into a Police Car for the 20th Anniversary Caravan

If you'd like for your new Stingray to have a special role in this year's National Corvette Caravan, then the National Corvette Museum would like to talk to you.

The Museum is looking for four 2014 blade silver or cyber gray 2014 Stingrays that will then have the honor of leading huge Corvette Caravans into Bowling Green on Aug. 27.

You won't get to drive your car. Instead, a Kentucky State Police trooper will be behind the wheel of each car, which will have KSP light cars installed temporarily across the top. But the owners will get to ride shotgun in their cars for the thrill of a lifetime.



The stipulations? The four Stingrays will need to be at the Museum Aug. 25 for the striping and installation of light bars, and then they will meet up with caravans at least 66 miles away. Rest easy, too. The cars will only be moved if troopers are behind the wheels and won't be driven until Aug. 27.

If you're interested, let the Museum know by e-mailing Karen@corvettemuseum.org or Bryce@corvettemuseum.org. If more than four Stingray owners are interested, a drawing will be held. This will be a very special Corvette Caravan, marking the 20th anniversary of the NCM. More than 30 Caravans are slated to roll into Bowling Green on Aug. 27 or Aug. 28, and National Captain Paul Mariano says that around 7,000 Corvettes will take part.

(In fact, this writer will lead the Georgia Caravan into Kentucky on Aug. 28, accompanied by the Florida Caravan, slated to meet up with us that morning in Acworth, Ga. If you're interested in taking part, e-mail me at photosbymitch59@yahoo.com. But you better hurry. Last day to sign up via the Internet is July 21; you can still sign up on Aug. 27 at the NCM.)

Caravans have taken place in 1994, 1999, 2003 (moved up because it was the Corvette's 50th anniversary), and 2009.

In 2009, more than 4,000 people pre-registered for the Corvette event and 5,000 people attended.

Even bigger crowds are expected next month for the latest Caravan for several reasons, not the least of which may be the lure of the sinkhole that swallowed eight of the Museum's cars in February. Then there is the fact that it's the 20th anniversary of the NCM. It doesn't hurt that the seventh-generation Stingray has been a huge hit during the past year, and then throw in the opening of the NCM's new Motorsports Park that same weekend, and well, you get a feeling Bowling Green is going to be swamped with Corvettes and Corvette enthusiasts, come August.

Previous Caravans have drawn people from as far away as Australia (they rode in vans). In 2003, some owners had their cars shipped from Hawaii to California, then drove to Bowling Green in a Caravan. This year, Mariano expects participants from Austria, The Netherlands, Hungary, and England. He recalled one previous participant who drove a 1954 Corvette without air conditioning from California to the Museum, passing through the Mojave Desert and temperatures of 115 degrees. How did he survive? That's a dedicated enthusiast, huh?

New Owner Finds Out His Corvette was on a Crashed Auto Transporter

Back in 1989, I ordered my second new Corvette – a 1989 red on red coupe.

My girlfriend at the time and now my wife of 25 years (our anniversary is July 15, coincidentally) Cindy worked at a day care center.

She knew, of course, that I had ordered a new Corvette and just happened to be looking out the window at work one afternoon when she saw a truckload of Corvettes pass by – with a shiny red one on the back! In those days, they didn't come giftwrapped in a white cover like the C7s!



“I think I just saw your Corvette pass by!” she called excitedly to tell me.

Sure enough, it was.

Fast forward to last weekend, and classic car collector Luigi Capilupi had a similar moment – but just one that wasn't quite as happy for the owner as my own story.

On the day he was supposed to get the classic 1977 Corvette he had always wanted, Luigi found out that the car hauler had been involved in a crash on I-80 East.

His son Antonio made some calls and confirmed the Corvette had indeed been involved in a wreck in New Jersey. He did a further Internet search and found an article about the crash, complete with a photo of the hauler. Sure enough, his dad's beautiful blue '77 was on the top of the trailer. Fortunately, here's where the story turns much better for the Capilupis. Five of the seven vehicles on the trailer were damaged – but the Corvette and an older Saturn made it through the accident mostly unscathed. Unfortunately, all the cars are being held in impound at the direction of the New Jersey State Police.

It could have been much worse, though.

“Some of them are just a few dents and scratches. Others have thousands of dollars of damage from the trees falling on top of them and everything,” H&K's recovery supervisor Eric Schnorrbusch said.

It may take a few days extra to get his Corvette, but perhaps Luigi's dream will finally come true.

“He's wanted one of these cars for the past 30 years, and he finally got one, and it gets into an accident,” Antonio said. “It's a series of unfortunate events. That's all.”

At least he'll have a story not many Corvette owners can tell. But we might be tempted to go pick up the car ourselves once it's released.

California Man Crashes and Rolls His C4 Corvette

The driver of this red C4 Corvette convertible may have lost much more than his bumper after the car collided this week with a power pole and rolled at least once.

Authorities say the man may have lost his thumb in the accident, which happened west of Modesto, California veered right off Finney Road north of Beckwith Road about 1 p.m. Monday and crashed into a power pole, a spokesman for the California Highway Patrol said.



The rear bumper can be seen lying upside down on the ground as the Corvette is being loaded onto a flatbed truck to be hauled away.

Interestingly, the accident just sheared the pole below the lines but didn't knock off the power, and Modesto Irrigation District employee Wade

Wilkinson said crews were planning to repair the damage while the wires were "hot" to prevent outages to nearby customers.

Wilkinson said he's fixed a lot of power poles hit by cars but noted it was unusual to see a crash like this one that didn't affect the lines. The impact knocked out about a 10-foot section of the pole but left the rest of the pole dangling from the slack wires.

No word on who the driver was or his age.

Chevrolet Awards a Corvette Stingray Convertible to Baseball's All Star MVP Mike Trout

That noise you heard after the All-Star Game Tuesday night was the sound of young Corvette enthusiasts practicing on their hitting skills.

Who could blame them after the Most Valuable Player of this year's game, the Angels' Mike Trout, won a new Stingray for his outstanding performance?

Trout – who doubled, tripled, drove in two runs, and scored a run to lead the American League to a 5-3 win – actually had his choice of either a Stingray or a Silverado full-size pickup during the MVP award ceremony, but naturally the 22-year-old standout picked the latest rendition of Chevy's popular sports car.



But Trout isn't the only baseball fan who will soon be riding around in a new Stingray.

Chevrolet announced it's auctioning off another unique 2015 Stingray, this one with a hood autographed by the game's All-Star players, with proceeds going to charity. The high bidder will also get a factory original hood to use while driving their car.

Bidding started immediately after the MVP ceremony at ChevyBaseball.com and continues until 5 p.m. EDT on Aug. 1. The bidding was already up to \$65,000 for the special Z51 Corvette by Thursday morning.

"Tonight, we honor the achievements of Mike Trout, the 2014 All-Star Game Most Valuable Player, while we showcase our own MVPs, the Corvette Stingray and Chevrolet Silverado," said Paul Edwards, U.S. vice president, Chevrolet Marketing. "We hope many of our fellow baseball fans join us to help raise funds for a worthy cause."

Chevrolet, which has been the Official Vehicle of Major League Baseball since 2005, isn't stopping with those two Stingrays, however.

The company is also giving MLB and the Players Association a commemorative Stingray hood, also signed by 2014 All-Star players and coaches, including the legendary Derek Jeter of the New York Yankees, with proceeds going to benefit MLB Charities and the Players Trust, the 501(c) (3) charitable organization created and administered by active Major Leaguers.

The high bid for that hood had climbed to \$3,550 as of 8:27 a.m. on July 17.

Chevy Youth Baseball, currently in its ninth year, has reached 3.8 million youngsters, and nearly 1,700 Chevrolet dealers support a youth league in communities around the country and have hosted more than 200 youth baseball clinics in 2014.

The Corvette Stingray Wins Again, Beating Rivals Where it Counts

The Corvette Stingray has been a great story for Chevrolet, winning an unprecedented number of awards including being named the 2014 North American Car of the Year. But the Stingray is also beating its rivals where it counts – the dealership sales floors.

Corvette sales have been on roll since production began last August. In the calendar year of 2014, Chevrolet has sold 17,744 Corvette Stingray coupes and convertibles, far outpacing the annual calendar year sales of the C6 Corvette during its final years of production.



GM Authority noted a report by the National Automobile Dealers Association showing the Stingray has far and away exceeded the sales of several rivals.

Where the Corvette Stingray had 17,744 deliveries through June, Porsche sold 5,169 911s and sales of the SRT Viper have tanked to a meager 354. Nissan's 370Z which is far less expensive (MSRP \$29,990) than the Stingray managed sales of 4,114.

The Stingray vs Viper comparison isn't quite fair with the cross-town rival from Dodge boasting an 8.4L V10 engine and an MSRP greater than \$100,000. The Porsche 911 seems to be a more natural competitor to the Stingray, but the cost to play in one starts at \$84,300 compared to the Stingray's starting MSRP of \$53,995.

The NADA also notes that the situation for Corvette's rivals won't be getting better anytime soon. Chevrolet will start production of the the 2015 Corvette Stingray with a new 8-speed automatic transmission in August and in early 2015, the 650-hp 2015 Corvette Z06 will hit the streets and is guaranteed to keep the spotlight focused on America's favorite sports car.

Bill Mitchell's XP-700 Corvette Concept

Bill Mitchell was heading GM's Style Department in 1958 when he supervised the building of the XP-700 Corvette Concept. Built using many regular 1958 Corvette components, the red concept also had a number of custom touches including the long nose with the Corvette logo centered inside, "Grand-Prix" styled side vents in front of the doors, a side mounted exhaust system and rear brake ducts that were situated just behind the doors. Completing the "Grand Prix" look were the Dayton wire wheel covers.



Perhaps the most striking feature on XP-700 is the unique bubbletop. The plastic canopy was coated to help block the sun's rays and it also had a unique rear view mirror which was designed into the top and worked much like a periscope.

Mitchell drove the car personally for a year and then in 1959 XP-700 was further modified with an elongated rear that eventually would show up on the 1961 Corvette while the new front end featured large air scoops beneath the Lucas "Flame Thrower" headlamps. The Corvette was repainted to a pearlescent silver and it was shown at the 1960 New York Auto Show.

Powering the concept was a chevrolet 283 V8 engine rated at 230 horsepower and it was mated with a manual 4-speed transmission.

So what happened to the XP-700 Corvette Concept?

According to Mark Jordan, the son of GM Designer Chuck Jordan who designed the car, XP-700 was disassembled sometime in the early sixties and a Corvette concept labeled XP-755 was built on its chassis. It's better known today as the first Mako Shark Concept.

Holley Performance Products Becomes a Sponsor of the NCM Motorsports Park

Today marks a new partnership for two performance organizations that both happen to call Bowling Green, Kentucky home.

Holley Performance Products and the National Corvette Museum's

Motorsports Park today announced the sponsorship of the track's control tower and event center.



The two-level Holley Control Tower and Event Center will mimic the look of the National Corvette Museum and construction is slated to begin sometime in 2015.

Holley has been based in Bowling Green since 1951 and today they employ over 250 people who make the company's award-winning line of carbs, fuel injection systems and other high performance products. In addition to its carburetors and fuel injection units being found under the hood of many classic Corvettes, Holley has also powered every NASCAR team since the 1960's.

"It is only fitting that two great American motorsport brands like Corvette and Holley unite with our sponsorship of the NCM Motorsports Park," said Trevor Wiggins, Holley VP of Sales. "This track is going to secure Bowling Green's identity as a motorsports town and we're proud to be a part of it."

The overall structure will contain 12,600 total square feet and includes meeting and classroom space, a lobby/retail area, catering kitchen, reception office, administration offices as well as the race control room. The two-story building will boast a open-air viewing deck and a Winner's Circle Podium is planned for the paddock side of the building.

"We have been talking to Holley since we first announced that we were building a Motorsports Park and they were as excited as we were," said Mitch Wright, General Manager of the NCM Motorsports Park. "Those conversations grew into something bigger and we are thrilled to have them on board."



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