



# FIBERGLASS FOREVER



## CORVETTES OF FRESNO

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

ESTABLISHED 1963

FEBRUARY 2014



OWNER: ALLEN & NANCY TEIXEIRA

### ATTENTION ALL MEMBERS

NEW GENERAL MEETING LOCATION: YOSEMITE FALLS CAFE IN GRANITE PARK  
4020 N. CEDAR FRESNO, CA. LOCATED BETWEEN DAKOTA & ASHLAN ON THE EAST SIDE OF  
CEDAR - MEETING START TIME WILL REMAIN THE SAME AT 7:00 PM - PLEASE ARRIVE EARLY IF  
YOU WANT TO EAT DINNER.

### MARK YOUR CALENDARS

SATURDAY MARCH 1, 2014 BLOSSOM TRAIL CAR SHOW - LEE DELAP 559-375-0622

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

JULY 6 THROUGH JULY 11, 2014 - WSSC CONVENTION IN MEDFORD OREGON

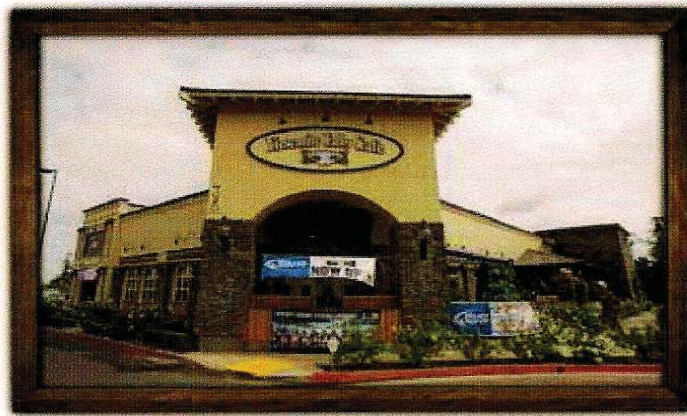
**TAHOE 46 - SEPTEMBER 4 - 7, 2014**

# ATTENTION

## NEW MEETING PLACE STARTING IN FEBRUARY

This is where we will be having our February  
General Meeting

Yosemite Falls Café in Granite Park  
They are happy to serve us.



Granite Park  
4020 North Cedar Avenue  
Fresno, CA  
P: (559) 222-7800  
F: (559) 222-7810

<http://yosemitefallscafe.net>

Between Dakota and Ashlan on the East side of Cedar  
Avenue

Let them know you are with Corvettes of Fresno and you  
are having a meeting in the back room.



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

**Registration must be Received by August 15, 2014**

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

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

**EARLY BIRD DRAWING**

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

**Highlights**

**Welcome Social Thursday Night**

**Shine & Show Friday Morning**

**Lunch & Scenic Mystery Run - Friday Afternoon**

**Slot Tournament \$10.00pp - Friday Afternoon**

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

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

**Awards Dinner at Silver Legacy - Saturday Night**

**PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL**

**[www.corvettesoffresno.com](http://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 - 9:00 am - Complimentary Breakfast at Flavors Buffet**

**9:00 – 11:30 pm - Participant's Choice Shine "N" Show**

**11:30 - 2:00 pm - Lunch & Scenic Mystery Run**

**4:00 – 5:30 pm - Slot Tournament - Silver Baron Room - \$10.00 p/p**

**Payable at Event (all event participants invited to attend)**

**7:00 - 9:00 pm - Catch A Rising Star Comedy Show (some parts may be objectionable)**

### **Saturday:**

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

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

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

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

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

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

- 1. ONE EVENT TEE SHIRT**
- 2. BREAKFAST FOR 2 EACH MORNING AT FLAVORS BUFFET**  
(must book through group code 914corv)
- 3. THURSDAY NIGHT HOSPITALITY IN RUM BULLIONS BAR**
- 4. FRIDAY MORNING CAR SHOW**
- 5. FRIDAY AFTERNOON LUNCH & SCENIC MYSTERY RUN (lunch not included)**
- 6. FRIDAY NIGHT COMEDY SHOW IN THE "CATCH A RISING STAR SHOWROOM"**
- 7. SATURDAY - SCENIC POKER RUN WITH LUNCH AT THE MIDPOINT (lunch not included)**
- 8. 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

## 2005 TRIVIA



2005 marks the introduction of the sixth generation Corvette... the C6.

A major styling change for the C6 Corvette is non-pop up headlights... not seen on a Corvette since 1962.

The base engine for the 2005 Corvette was the 400 HP LS2, only 5 HP less than the LS6 engine of the previous year's high performance Z06 model.

2005 was the first year for keyless access and start.

The Convertible model was a late introduction in 2005 with no Z06 available year.

One factory-painted Torch Red 2005 Corvette actually carried the Precision Red paint code (27).

## CORVETTES OF FRESNO, INC 2014 OFFICERS

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

**Vice Pres.:** Steve Profera  
**E-mail:** [events@corvettesoffresno.com](mailto:events@corvettesoffresno.com)  
**Phone:** 559-681-7865

**Secretary:** Jackey Christani  
**E-mail:** [secretary@corvettesoffresno.com](mailto:secretary@corvettesoffresno.com)  
**Phone:** 559-801-3415

**Treasurer:** Kaye Campbell  
**E-mail:** [treasurer@corvettesoffresno.com](mailto:treasurer@corvettesoffresno.com)  
**Phone:** 559-681-1501

**Membership:** Pam Forrester  
**E-mail:** [membership@corvettesoffresno.com](mailto:membership@corvettesoffresno.com)  
**Phone:** 559-323-8302

**Webmaster:** Frank Stafford  
**E-mail:** [webmaster@corvettesoffresno.com](mailto:webmaster@corvettesoffresno.com)  
**Phone:** 559-324-0518

**Newsletter:** Jim Agar  
**E-mail:** [jim.agar@att.net](mailto:jim.agar@att.net)  
**Phone:** 559-297-2200

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

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



(559) 291-7711

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

**FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.**

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

**EMAIL TO:**

[jim.agar@att.net](mailto:jim.agar@att.net)



# THE PRESIDENT'S EXHAUST



Hello Everyone,

We had a great first General Meeting of 2014, great attendance and we got a lot accomplished.

A plaque was presented to Ron Miller for his 2 year contribution as past President of our club. Ron did a great job, I have big shoes to fill.

Corvettes of Fresno now has a new meeting place, starting on February 18<sup>th</sup> we will be meeting at Yosemite Falls Café in Granite Part (see the flier in this news letter). The management has been very accommodating. We have the meeting room reserved from 5:30pm to 7:00pm for meals and from 7:00pm to 9:00pm for the meeting. So make a night of it and join us for dinner before the meeting!

Bert Sherman gave a report about his Holiday Extravaganza Run. He also mentioned Patty's health issues, we wish her well and hope to see her soon.

We always want to pay attention to our members, who are having health issues, it's important they know we are there for them. If you know of any club members or their immediate family members who are having health issues, please contact our Sunshine Representative – Sharon Minnich – Ph 449-3331 or [saminnich@yahoo.com](mailto:saminnich@yahoo.com).

Billy Talley gave a report on the Christmas Party. She works hard on this party for everyone to enjoy and she is looking for suggestions to improve the experience for everyone. If you have any ideas or want to help out, get in touch with her.

Dennis Christiansen built a nice display for your Corvettes of Fresno Flag that was on display at the Corvette Museum in Bowling Green Kentucky. Good job Dennis!

The next running coming up is the Ice Breaker Run to the coast. Should be a great time for all!

With the lack of weather we are having, it's a great time to plan a run, no matter how short or long. Get in touch with Steve Profera to help set it up and to get it on the schedule.

Be safe,

Chris Campbell





## CORVETTES OF FRESNO - GENERAL MEETING MINUTES January 21, 2014



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

**SECRETARY'S REPORT:** Minutes of the November 2013 meeting are published in the COF newsletter. Motion to waive the reading of the November Secretary's Report was made by Gary Gagnebin and seconded by Billie Talley. Since there was no meeting and no minutes were taken for December. Motion to accept the minutes as not read, was interrupted by Jackey, not realizing we still have to accept the meeting minutes for November 2013. Sorry folks. To be corrected at the February meeting.

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

**MEMBERSHIP:** Pam Forrester reported attendance at for this evening's Meeting: 51 members and 3 guests. January birthdays and anniversaries were acknowledged. All birthdays and anniversaries can be found in the COF Membership Directory. COF has a current membership count of 113 members and 72 corvettes.

**COMMUNICATIONS:** Jim Agar announced this month's newsletter was 20 pages printed and 40 on the web. Friday, January 24, is the deadline for anything to be included in the newsletter.

**WEBMASTER:** Frank Stafford was not present this meeting.

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

Nov. 11 - Veteran's Day Parade – Great success, the Fresno Parade is one of the largest in the United States.

Dec. 07 - COF Christmas Party (Saturday Night same place, same band as last year), see Billie Tally.

Dec. 14 – Great American Melodrama & Christmas Extravaganza in Pismo Beach/Grover City, see Bert Sherman.

2014 Events – See Steve Profera

Feb. 01- The Ice Breaker !! 20<sup>th</sup> year of this event, Nick DiLiddo heading up this one, fantastic run to the Coast, stay at Casa Munros and outstanding BBQ in the chilly weather.

May 3, 4 – Mystery Run by Billie Talley (shhhh... Palm Springs, CA) Please contact Billie Tally for itinerary.

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

Chairpersons present are Larry Minnich and Jim Agar - Allen Teixeira, Jim Kosera, on vacations. All club members are welcome to the Tuesday night meetings (2<sup>nd</sup> Tues of every month) at Denny's in Riverpark.

Allen asked for folks to consider volunteering for some of the fun committees to get the ball rolling, get involved!

**OLD BUSINESS:** An update to the COF Banner that was proudly displayed at the Bowling Green Corvette Museum last year. Dennis Christiansen volunteered to be the “keeper” of the banner that just happens to match his lovely “yellow” corvette. We all know he will bring and proudly display that banner at our local events. Did I mention it was a large, bright “yellow” banner? Did I also mention he designed a nice stand and bright yellow carry/tote sewed up by Miss Billie. Thank you to all who participated, great display.

Sunshine Sharon made her report, thanks Sharon.

**NEW BUSINESS: Changing of the location for the General Meetings:** The hot topic was the dramatic increase in rent for the new year. Ballots were made up for an increase in dues, but a call from the floor by Nick DiLiddo to use the simpler method of raising hands was opted for. The motion to relocate the General Meeting to the Yosemite Falls Cafe at 4020 N. Bullard from the 501 Legion Hall (here). The vote carried 50 hands for and 1 hand against the relocation. Motion made to relocate by Nick DiLiddo and seconded by Ron Miller.

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

**NAME TAG DRAWING:** Kitty is \$60.00. The winning chip was drawn for Kaye Campbell. Kitty is now at \$10.00 for the next month general meeting, in February.

**RAFFLE:** 50/25/25 was conducted by Pam Forrester, were the two lucky winners of the cash, Mr. and Mrs. Ocharro (new members) one ticket each!! Way to go!!!

Motion was made to adjourn the meeting by Chuck Robb, seconded by Nick DiLiddo.  
The meeting adjourned at 8:15 PM

Respectfully Submitted, by Jackey Christani



**JACKY CHRISTANI**  
**SECRETARY**



# PAM'S MEMBERSHIP NEWS



## Membership

Pam reported that as of the 2014 Calendar Year COF has 113 members and 72 cars.

## Members & Guests

Total attendance: 54 - 51 Members & 3 Guests: Jerry Baldwin - Tom & Teresa Ochoa

## Nametag drawing

Kaye Campbell's Name was drawn, She was present. Kaye won \$60.00

Next Months Drawing will be for \$10.00

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



## Club Directories and Updates

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



**PAM FORRESTER  
MEMBERSHIP**

## PLEASE REMEMBER

OUR GENERAL MEETINGS ARE NOW  
BEING HELD AT YOSEMITE FALLS CAFE  
4020 NORTH CEDAR AVE. BETWEEN  
DAKOTA & ASHLAN ON THE EAST SIDE  
OF CEDAR AT 7:00 PM - PLEASE ARRIVE  
EARLY IF WANT TO EAT DINNER



## FEBRUARY ANNIVERSARIES

FRANK & JANIE STAFFORD 1 - LLOYD & GWEN COX 10  
RICK & MELANIE SARKISIAN 18  
ROGER & VALERIE MERRITT 24



## FEBRUARY BIRTHDAYS



GENE FOX 1 - JOHN JOHNSON 5 - HARRY BELLOW 6  
DENNIS CHRISTIANSEN 9 - GARY HUSS 11  
GWEN COX 20 - FRANK STAFFORD 21  
KELLEY ASHLEY 21 - ART DURHAM 21  
JANIE STAFFORD 29

## 50/25/25 DRAWING WINNERS

**TOM OCHOA  
TERESA OCHOA**

**EACH WON  
\$47.00**

**CONGRATULATIONS**





# RECOGNITION PAGE



**PRESIDENT CHRIS CAMPBELL PRESENTS PAST PRESIDENT RON MILLER HIS SERVICE AWARD THANKS FOR A GREAT JOB RON!**



**KAY CAMPBELL WON THE NAME TAG DRAWING OF \$60.00**



**TOM OCHOA WINS \$47.00 IN OUR 50/25/25 DRAWING**



**TOM'S WIFE TERESA OCHOA ALSO WINS \$47.00 IN OUR 50/25/25 DRAWING**



# CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



**FEBRUARY 4, 2014 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE**

**FEBRUARY 11, 2014 TUESDAY - TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM**

**FEBRUARY 18, TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK**

**MARCH 1, 2014 - BLOSSOM TRAIL CAR SHOW - LEE DELAP 559-375-0622**

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**JULY 6 THROUGH JULY 11, 2014 - WSCC CONVENTION IN MEDFORD OREGON - ALLEN TEIXEIRA 559-449-1505**

## SUPPORT YOUR CLUB - PLAN A RUN - TAKE US TO YOUR FAVORITE PLACE



**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.**

**THE NEXT TAHOE 46 MEETING WILL BE HELD TUESDAY FEB 11, 2014 AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM  
PLEASE PLAN TO ATTEND**

# TAHOE 46 SEPTEMBER 4 - 7, 2014

## "longest running annual Corvette event on the Planet"



# Charities Thank You



December 17, 2013

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



Dear Friends:

Thank you for your donation of \$1,000.00. Your donation will help us continue to meet the needs of patients and their families who need help during a very difficult time. In addition to hospice patient care, we provide emotional and spiritual support, bereavement services, and volunteers who help our families in a variety of ways.

As a nonprofit agency, we sincerely appreciate each gift we receive. Every dollar helps us continue our mission to uphold the dignity and ease the suffering of the terminally ill, while supporting their loved ones and those who are grieving. Since we depend on donations from people who understand the great need for hospice in our community, your support is especially appreciated.

Gratefully,

*A R Tobin RN*  
CEO  
Amy R. Tobin, RN, CEO

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December 12, 2013

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



Dear Ron and Friends:

The mission of the Marjaree Mason Center is as vital today as it was in the beginning: **to empower individuals and their children to make informed choices to live free of domestic violence.** To fulfill this mission, we offer a full range of services including:

- Emergency Safe Houses in Fresno, Clovis, and Reedley
- Legal Assistance
- Support Groups
- Life Skills Education
- Transitional Housing and Support Services
- Therapeutic Counseling
- Safety Planning
- Victim Advocacy
- Anger Management and Batterer's Intervention Programs
- 24-Hour Hotline and Crisis Walk-In

As our mission is ongoing, so is our need for support. Your tax-deductible donation of **\$1,000.00** on **12/12/2013** will help ensure that the Center is always here to help those impacted by the horror of domestic violence.

The costs for providing victim services are considerable, but the Marjaree Mason Center is able to offer most of them at no charge thanks in large part to the support of our generous donors and selfless volunteers just like you. Thank you!

With heartfelt thanks,

*Genelle*  
Genelle Taylor Kumpe  
Executive Director  
Tax ID: 94-1156639

*Thank you for your generosity through all of these years!*

## **New DMV Penalties**

**(New California DMV Law Effective 1/1/2014).**

**All are plus administrative fees. Usually more than the fine.**

- Driving without driver license: \$214**
- After 10 days changing of address without notifying DMV: \$214**
- Driving without car insurance & having car accident: \$796 with license suspension for 4 years**
- Run Red Light: \$533**
- Run over 2 yellow double solid lane: \$425**
- Forbidden U-Turn: \$284**
- Exceeding Speed Limit (from 1-15 miles): \$224**
- Exceeding Speed Limit (from 16-25 miles): \$338**
- Driving too slow: \$328**
- Do not stop at Stop Sign: \$284**
- Pass Transportation Bus when light flashing: \$675**
- Using hand phone while driving (first time): \$160**
- Parking in Bus reserved area: \$976**
- Do not turn lights on when it is dark (30 mins): \$382**
- Cover car to block sun while driving: \$178**
- No Seat Belt while driving: \$160**
- Kids without Seat Belt or Car Seat by law: \$436**
- Wear head set on both ears while driving: \$178**

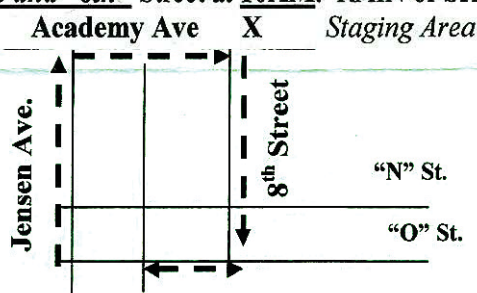
**All of the above tickets require "Traffic Violator Class". After completing class, record will be kept for 18 months.**

# 26<sup>th</sup> ANNUAL SANGER BLOSSOM DAY FESTIVAL AND 8<sup>TH</sup> ANNUAL SANGER CHAMBER BLOSSOM TRAIL CAR SHOW



- **When:** Saturday, March 1, 2014 **Where:** Downtown Sanger, South of 7<sup>th</sup> Street on "O" Street.
- **Time:** Staging 10AM off Academy Ave., on "8th" Street, Car Show 11am-3pm, Awards 2:30pm
- **Registration: \$25.00** = Car Entry, Commemorative Gift & Dash Plaque (for first 50 Pre-registered entries ONLY). Pre-registration highly encouraged! **Arts/Crafts/Food/Entertainment/Kids Area & more 9am-4pm!**
- **Trophies for:** Best of Show, Best Muscle Car, Best Street Rod, Best Truck, Best Interior, Best Engine, Best Stock Original, Best Custom, Best Convertible, Best Paint, Best Low Rider, Best Rat Rod, Best Flames, Best Special Interest, Best Mustang, Best PT Cruiser, Best Mo-Par, Best GM, Best Ford, Best Corvette, Best Foreign, & Pontiac GTO 50 Year Recognition. Trophy Sponsorships available for \$25.00. See below.

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



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

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

## CAR SHOW APPLICATION

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

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

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

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

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

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

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

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

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

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

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



# CORVETTES OF FRESNO



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

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

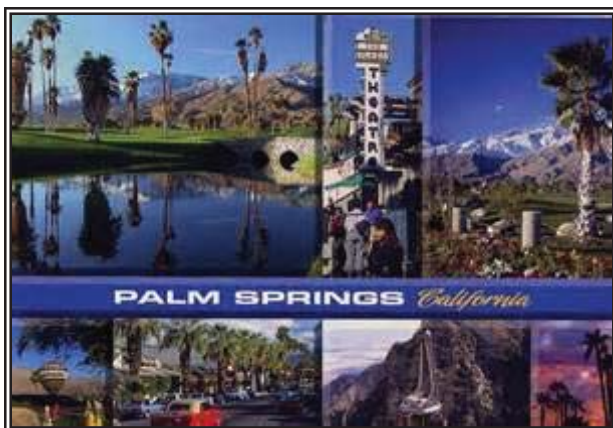
**Hotel Reservations** - Best Western Inn. Group rate for COF on 5/2 and 5/3 is \$99.99 plus tax per night, which includes breakfast and parking. Send an email directly to Craig Gilmore, [craig@bwpalmsprings.com](mailto:craig@bwpalmsprings.com), to get this special price. Tell him you are with Corvettes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

## **Itinerary:**

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

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

**Questions? Call Billie at 559-960-4666**





# Corvette Hall of Fame



## Dave MacDonald (2014 Induction)

Corvette Hall of Fame Inductee Dave MacDonald was recognized by Zora Duntov as one of the two best Corvette drivers in the world, sharing pilot duties with Dick Thompson in the 1963 Stingray being filmed by GM for “Biography of a Sports Car,” a national ad campaign for the car. As a driver during the glory days of Corvette Racing, MacDonald had a better win percentage than any other Corvette racer with 47 victories and 69 top three finishes in 110 career starts. In 1963 he achieved his dream of becoming a professional race car driver, driving the Ford Cobra for Carroll Shelby professionally – but continuing to drive his beloved 1963 Stingray Corvette personally – even to work each day at the Cobra speed shop! It was Corvette that left MacDonald and not MacDonald who left Corvette, as General Motors pulled out of factory supported racing at that time. He ran 33 races on the SCCA, USAC and USRRRC circuits and won 15 times, including the LA Times Grand Prix at Riverside and the Monterey Pacific Grand Prix at Laguna Seca. By then end of 1963 MacDonald was considered one of America’s elite drivers, attracting the attention of team owners from all types of racing. Dave managed to squeeze in two late season runs on the NASCAR circuit; a 2<sup>nd</sup> place finish at the Golden State 400 driving the Woods Brothers #21 car and 2<sup>nd</sup> again at the August 510 driving for Holman & Moody. In 1964 MacDonald remained committed to Shelby America to run the major races in the US while also signing an Indy 500 contract with Mickey Thompson and a 21-race NASCAR contract with Bill Stroppe. He scored three major wins on the USRRRC circuit and finished 10<sup>th</sup> in the Daytona 500, but sadly his racing career and life were cut short in an accident at the Indy 500.



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



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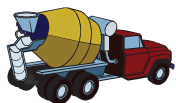




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## **Corvette Stingray Sales Expand to All Certified Chevy Dealers**

**Chevrolet has announced that all 3,000 of its dealers in the United States are now eligible to sell the 2014 Corvette Stingray – if they want to meet certain rules laid down by the automaker.**

**That number is up considerably from the 900 dealers who were originally allowed to sell the Stingray starting back in September.**



**But it remains to be seen how many of the 2,100 dealers who just became eligible to sell the car will be willing to step up to the plate and meet the rigid criteria Chevrolet is demanding.**

**Chevrolet spokesman Monte Doran told Edmunds.com that to sell the Stingray, a dealer must agree to certain rules, including sales and service training requirements.**

**All dealers – no matter whether they sell one Stingray or 10,000 – face the same criteria, which includes a training session at Spring Mountain Motorsports Ranch in Nevada at a cost of \$2,000 per participant, plus travel expenses.**

**Making all the dealers eligible to sell the Stingray probably won't impact sales that much, since the original 900 dealers accounted for 80 percent of Corvette sales last year. Originally, a dealer had to sell four Corvettes during the 2012 calendar year to sell the car when it was introduced in September.**

**Those 900 dealers have been pretty successful so far with the Stingray, selling 7,000 of the new seventh-generation Corvette already.**

**More than likely, a dealership that hasn't sold many Corvettes in the past won't sell many Stingrays either, perhaps because of demographics in their area that lessen the demand for a two-seater sports car.**

**Still, the lure of an exciting new Stingray could help drive traffic to any dealership, Doran believes.**

**“Even if they don't have huge numbers for Corvette, they may want to get one just because people want to see it,” Doran said. “It is an opportunity to get people to come into the showroom, obviously to see the new Stingray, but also to see all the other products in the lineup.”**

## **Corvette C1-C7 in Review...The Most Successful Car in Detroit History?**

2013 may be remembered as the most extraordinary year in Corvette history. Not only was 2013 the last year of the sixth generation Corvette, it was also the 60<sup>th</sup> anniversary of the first Corvette. The only way it could have been better was if the C7 had been released as a '13 model. Arguably, the C7 was the most anticipated Corvette ever seen.

The shining star of the '13 Corvette was the 60<sup>th</sup> Anniversary 427 Convertible. With Z06 looks in a roadster configuration and the mighty Z06's LS7, 505-horsepower engine, many proclaimed it to be "the best Corvette ever!" Considering the Corvette's legendary past, that's a compliment worthy of appreciation. And let's not forget the Corvette Racing Team's ZR1-based racecars. The Corvette Racing Team (as of this writing) is poised to win another championship. Lastly, let's mention sales. With the nation in a recession and a struggling industry, things looked grim for Corvette a few years ago. 2013 Corvette sales closed out at 13,466 units, up from 2012's 11,647 units. So, kudos to the Corvette product planners for turning buying a new Corvette into a boutique, "build your ride" experience.

Let's go back to '53 when a little white, fiberglass two-seater sports car named after a warship stunned the crowds at the GM Motorama. The car was so beautiful, people said, "I want one, now!" It was the most unlikely of cars for Chevrolet to make, as Chevy's were considered "bread and butter cars." Aside from the then-new material called "fiberglass," there was nothing extraordinary about the car. Mechanically it was a total parts bin car, using a sedan frame and suspension, with a slightly enhanced 6-cylinder engine and a 2-speed automatic transmission. Chevrolet rushed the car into production with 300 Corvettes rolling off the assembly line by the end of summer '53.

The cars were expensive, not quick, leaky, and drafty. Some were even given away as gifts to celebrities, including John Wayne. Were it not for the enthusiasm of the newly hired engineer, Zora Arkus-Duntov, the Corvette never would have survived the '50s. Duntov knew that the Corvette needed development, grunt, and racing credibility. When the first generation was completed in '62, it was not the same car as the pretty beauty queen from in '53. The new 265 small-block arrived in '55, followed by a restyling in '56, along with dual-quads. The small-block grew to 283 cubic-inches in '57 and a four-speed transmission and Rochester Fuel Injection option put serious roar into the Corvette. Try as he did, Duntov couldn't get Chevrolet to go along with a factory-backed racing program, so he turned his attention to designing racing parts so his customers could race and win their Corvette. The strategy worked and forged a bond with owner's that lives on today.

The Corvette was on thin ice through the '50s. Though sales increased every year, they weren't big numbers. The first year sales that broke the 10K level was '60 with 10,261 units sold, enough to get the green light for an all-new Corvette. The 283 small-block grew to a 327 in '62. GM design chief, Bill Mitchell's new Sting Ray looked like a car from another planet! Duntov made sure the new parameter frame and four-wheel independent suspension was a quantum leap forward. The public agreed, with '63 sales breaking through the 20K barrier with 21,513 units sold. By '64 the L84 Fuelie pumped out 365-horsepower. Coupled with the special racer parts, the Corvette could be made into a formidable racer.

For '65, 4-wheel disc brakes were standard and a horsepower bomb was dropped with the all-new Mark IV 396 big-block engine. Heads spun faster than 7.75-inch bias-ply tires and through the '60s to '74 the big-block grew to a 427 in '66 and then a 454 in '70. There were plenty of variations, from a 4-barrel hydraulic-lifter setup to the fire breathing L88 and ZL1 racing engines. By the mid-'60s, with loud side pipes, hood bulges, and horsepower, the Corvette was definitely a beast.

In '65 GM's chief stylist, Bill Mitchell unleashed the Mako Shark II show car. It was stunning and simply had to be the next Corvette. To get to market quickly, the chassis and running gear would be the same as

the Sting Ray's. The Mako Shark was actually a tiny car and translating it to a production car was challenging. The new car was rushed into production, but should have had another year of development. Sales hit a new high of 28,566 for '68, but customers were not happy with the quality. The '69 cars were vastly improved and sales rocketed to 38,762 units. While those figures were enough for the Corvette to be "safe" it was a long way from the 243,095 Camaros sold.

Although the C3 Corvette was riding on the C2's frame and drivetrain, the car quickly became an American icon. The 327 small-block grew to a 350 in '70 and the 427 big-block grew to a 454 in the same year. Despite the extra weight and power reduction for safety and clean air concerns through the '70s, the Corvette became more popular than ever. When other cars had heavy chrome bumpers, the Corvette was restyled with soft bumper covers that blended with its shape. The LT1 was phased out in '74 and the convertible was gone for '76. In '78 the roof was redesigned with a beautiful glass bubble fastback that freshened up the car's looks while Chevrolet began work on the C4 Corvette. Though performance was way off by the late '70s, '79 sales hit the all-time high of 53,807 cars!

Sales in the early '80s were still strong, but the Corvette was overdue for a change. The '84 C4 was stunning with its chiseled looks, muscular tires, and racer-like suspension. The 350 cross-fire injection engine was a carryover, but the new suspension and structure capable of over 1.0g on the skid pad wowed the press. "Performance is back!" they declared. For the next 13 years, chief engineers Dave McLellan and then Dave Hill and their teams honed and refined the C4. In '85 the Bosch fuel-injection system was introduced followed by aluminum heads in '86. Then after ten years, the convertible returned in '86. In '87 the first non-Chevrolet-installed option, the B2K Callaway Twin Turbo package was offered. This option took the 240-horsepower L98 to 345-horsepower and 465 lb/ft of torque. While awesome, the B2K was a gap filler while McLellan and his team worked with Lotus and Mercury Marine to design and develop the LT5 engine for the most expensive Corvette to date, the '90 ZR1. Starting with 375-horsepower, the LT5 grew to 405-horsepower in '93. In '92 the 300-horsepower LT1 replaced the 250-horsepower L98.

By the early '90s sales had leveled out around 20,000 units a year, and it was time for a new Corvette. But the economy was in a slump, so for a time the C5 was on-and-off. By the end of '92 Dave Hill was the new chief engineer, so the C5 was his project. The ZR1 was offered up to '95 with a peak price of \$31,683 on top of the base price. Only 6,922 ZR1s were built from '90 to '95. The C4 got a two car special edition send off for '96. The "Collector Edition" was an open-order option, while the "Grand Sport" was a 1,000 unit, limited edition option.

The '97 C5 was the first new Corvette with no carryover parts. Dave Hill's team efficiently designed the car with over 1,200 fewer parts. The styling was a departure from the C4 that was soft and sleek. The suspension was lightweight and attached to a hydroformed steel frame. But the big news was the new, all-aluminum LS1 small-block mated to a transaxle. This was the car that Duntov envisioned 40 years before with the '57 Q-Corvette. Designed to be a roadster, the topless version arrived in '98. The '99 Hardtop was supposed to be the "inexpensive" Vette, but turned out to be only \$394 less than the base coupe. Sales were soft with only 6,120 units sold in two years. Since the hardtop's structure was more rigid than the base coupe, in '01 the Hardtop-based Z06 was introduced with the 385-horsepower LS6 engine that grew to 405 horsepower in '02. Another Corvette legend was born. In '99 Chevrolet decided to back a racing Corvette and the C5-R Corvette racer was born. After two years of development, the Corvette Racing Team won Le Mans in '01, fulfilled Duntov's goal from decades earlier. To date the Corvette Racing Team has won 7 times at Le Mans!

By late '99, chief of styling, Tom Peters started initial sketching for the C6 Corvette. While the structure was evolutionary and the engine was the updated 400-horsepower LS2, the styling was “sharp” compared to the C5. The '05 Corvette was offered as a coupe or convertible. The public loved the car and bought 37,372 '05 Corvettes, up from 34,064 in '04. Tom Wallace took over Corvette engineering in '06 when Dave Hill retired and Tadge Juechter took the reins in December '08 when Wallace retired.

From '06 to '10 Chevrolet offered one stunning Vette after another. In '06 the 505-horsepower LS7-powered Z06 was launched. Various special editions arrived beginning in '07 with the Ron Fellows Z06, with yearly special edition through '13. In '09 Chevrolet blew the lid off with the first-ever, factory-built, supercharged Corvette, the 635-horsepower ZR1. Then in '10 the Grand Sport Coupe and Convertible models were introduced, offering the look of the Z06 widebody with unique trim. The Grand Sport became the most popular model, even though a decked out car could easily cost as much as the Z06.

The C7 made its debut on January 13, 2013, with high expectations. The car has more power than any base Corvette from the past. Thanks to working with the C6.R Corvette Racing Team, there's more “race car” in the entry-level Stingray than ever before. The C7 is sharp, in your face, edgy, and almost as quick as the C6 Z06. And we've yet to see the C7 Z06 and ZR1. It is gratifying to see GM embrace the Corvette as their flagship car. This is a car with a continuous 61-year history, and is now a world-class sports car and a racing champion. Is the Corvette “the most successful car in Detroit history”? I'll vote a solid, yes!

## **C6 Corvette Driver Shot and Killed by Police**

For the second time this month, a Corvette driver has been shot and killed by law enforcement officers after leading them on a high-speed chase.

On Dec. 13, 51-year-old Brian Newt Beaird of Oceanside, Calif., died after being shot after leading Los Angeles Police on a wild hour-long chase into the city and trying to flee after T-boning another car with his C6 Corvette while speeding through an intersection.

This time, it was a 17-year-old Gulf Breeze, Fla., teenager already facing vehicular homicide charges who was killed.



William Goodman was behind the wheel of a 2009 Corvette about 5:30 a.m. on Christmas Eve when officers spotted him driving recklessly in the city at speeds close to 100 mph.

Goodman tried to flee from police, who had to back off twice because of the high speed involved, but they finally managed to block his car at an intersection. He wouldn't give up, though, and rammed police cars in an attempt to flee, even running over the leg of Sgt. Steve Bauer at one point. That prompted Officer Chad Willhite to fire into the Corvette, striking Goodman, who died later at the hospital.

Goodman was scheduled to go to court next month on vehicular homicide charges after he struck and killed a 66-year-old man and injured the man's daughter on March 30 in Santa Rosa County. In that incident, Goodman, then 16, was speeding in a no-pass zone when he tried to pass a vehicle and struck a pedestrian with the front of his Mitsubishi. The mirror of his car also clipped the man's daughter, but she survived.

After the latest incident, police said they found a handwritten note from Goodman to his parents at their home but gave no details about its content.

Officer Willhite, meanwhile, is on paid administrative leave while the Florida Department of Law Enforcement investigates the incident.

## **Corvette Stingray Premiere Edition that Crashed Through Dealers Window Offered at a Discount**

Some dealers are offering \$2,000 discounts on non-Z51 Stingrays.

But we haven't heard of any discounts on Z51s – until now.

Of course, as usual, there is a catch.

You may have seen the 2014 Stingray Premiere Edition Coupe that was recently driven through the window of a dealer's showroom.

Well, here's your chance to own it at a significantly reduced price, if a pending deal hasn't already been consummated.



74 Auto in Cape Girardeau, Missouri – which bills itself as “one of the largest repairable vehicle dealers in the United States” – is offering the fully loaded Stingray for just \$67,900 – down some \$8,100 from the MSRP of \$76,000.

But you will have to pay to have the Stingray's damaged front end and windshield repaired. You would think that wouldn't cost \$8,100, though.

So if you don't mind having a Stingray that's already been partially repainted, this might be the car for you – especially since it has just 167 miles clicked on the odometer.

One Internet site we saw predicted that the Premiere Edition could possibly turn into a highly collectible car in the future, so this could be a way to increase your potential payoff in years to come.

## **Red 2014 Corvette Stingray Crashes in the Snow**

This Torch Red Corvette Stingray Z51 Coupe has seen better days.

Spotted at a car dealership in Milwaukee, the crashed Stingray shows extensive damage to the front end of the car.

Check out that snow that's packed in under the hood and passenger front wheel-well. It looks like this Corvette hit a bunch of the white stuff right in the nose, which also caused the airbags to deploy.



While some will argue that the Corvette Stingray is a car that can be driven in all types of road and weather conditions, we'd like to offer up this pic as a reason why sometimes, you just need to keep it parked in the garage.

## **Corvette Racing at Daytona: The Start of a New Era**

A new beginning for Corvette Racing is on the horizon with a new car set to debut in a new season for a new championship. The Roar Before the 24 at Daytona International Speedway will be the site of first public laps for the Chevrolet Corvette C7.R. The Jan. 3-5 test is a dress rehearsal for the 52nd Rolex 24 At Daytona – the first race for the TUDOR United SportsCar Championship.



The two Corvettes will compete in the TUDOR Championship's GT Le Mans class for the full season. After winning back-to-back driver's, team and manufacturer's titles in the American Le Mans Series' GT category with the venerable Corvette C6.R, the C7.R has big shoes – errr, tires – to fill. The C6.R won 55 races around the world: four at the 24 Hours of Le Mans and 51 in the American Le Mans Series.

“It will be fantastic to finally see the Chevrolet Corvette C7.R on the track alongside our competition in the TUDOR United SportsCar Championship,” said Mark Kent, Director of Chevrolet Racing. “This should be another season of the extremely competitive GT racing that we have become accustomed to seeing. The C7.R is the result of a massive amount of teamwork between our Corvette design team at Chevrolet, Pratt & Miller Engineering and GM's Powertrain group. We hope their collective efforts will provide Corvette Racing a successful debut season with the C7.R.”

The faces behind the wheel remain largely intact from a year ago. Antonio Garcia and Jan Magnussen – ALMS GT champions with three victories in 2013 – will team again in the No. 3 Chevrolet Corvette. Tommy Milner and Oliver Gavin – the 2012 ALMS GT champions – are back together in the No. 4 car winning twice last season. For both the Rolex 24 and Sebring 12 Hours, Ryan Briscoe will join the No. 3 lineup with Robin Liddell in the No. 4 Corvette.

With the full unveil of the Corvette C7.R set for Jan. 13 at the North American International Auto Show in Detroit, the two race cars will run in camouflage livery for the three-day test. Aside from private testing of the C7.R earlier this year, the Roar will mark Corvette Racing's first time at Daytona International Speedway since the team won overall at the 2001 Rolex 24. Ron Fellows, Johnny O'Connell, Franck Freon and Chris Kneifel drove the victorious Corvette C5-R.

The Rolex 24 also was the site of Corvette Racing's debut on Jan. 31, 1999. Since that first race, the team has competed in 150 other events around the globe with 90 victories worldwide, 10 team and manufacturer championships in the ALMS and seven victories at the Le Mans 24 Hours.

The TUDOR Championship is the result of a merger between the ALMS and GRAND-AM's Rolex Sports Car Series. Corvette Racing will compete in 11 races around North America plus the 24 Hours of Le Mans.

## ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

*“It’s definitely a step forward and in the right direction on everything we were probably lacking from last year. We still need to get used to knowing how the car behaves. It’s definitely an important time now to learn every single aspect of the car. Now it’s time to really try different things on our side – driving style and everything else to see if we need to change or adapt a few things to be more efficient in this car. The good thing is that we have been able to improve the whole package. It feels more or less like driving the C6.R but one step above on every single thing. Now we may be in the same spots as the C6 but have to improve on other points. Now we need to improve so we can be better in every area. The transition has been very good. Whatever we were working on and were limited on with the C6, we’ve been able to produce a new car that will launch us forward.”*

*(Participating at the Roar) “It’s important to know where everyone stands. In the end, these are all different cars and they behave differently. We need to know where we are strong and where we are lacking against the competition. The Roar will be the first step for us to learn where we are and where we stand after a short offseason. The Daytona 24 Hours will be the real test to know where everyone stands.”*

## JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

*“This is an evolution and next step for Corvette Racing. Everything has been improved on the car. So far we’ve really felt a lot of the improvements – on the engine side, in the chassis and aerodynamics. It’s a good step forward. The old car was really suffering at the end. We won some races but it wasn’t for being the fastest car. To go into a 24-hour race as the first for the car will be a difficult situation for us. But I’m very confident that if anyone can do it, we can.”*

*(What’s new) “It’s all the small things that have been improved... and there are a lot of small things! We’ve all driven the car now and everyone has the same sort of feedback: that it’s a little bit easier to drive, it has less movement and you can feel the stiffer chassis. We are still early with the new direct injection engine but are making progress there also. We haven’t really hit on something where we think, ‘Eh, this isn’t going to work.’ Everything is going in the right direction. We will see what the competition has for us when we get to Daytona. But at the very least, we will go there with a better car than we had last year.”*

## RYAN BRISCOE, NO. 3 CHEVROLET CORVETTE C7.R

*“I haven’t driven the car yet so I’m really looking forward to getting in there and getting a feel for what it will be like. The car is extremely advanced. From talking to the other drivers, it sounds like they have made gains from last year’s car to the new C7.R. I really want to get out there and get comfortable in the car. I’ve got two amazing teammates in Antonio and Jan. I want to do my part – be smooth, consistent and fast when I need to be. Hopefully I can be the guy they need me to be to win these long races.”*

*(Providing input) “I fully expect there to be a lot of discussion on things like setup direction and things that the team may not be used to with the old car. We will have to be prepared to adjust and make changes – maybe more than would have typically been done last year. Having said that, having input from someone like myself from the outside and not necessarily based on last year’s car could be helpful. It sounds like everyone has been pretty excited so far with the first on-track sessions. We hope it keeps going smoothly and we get plenty of track time with it.”*

## OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

*“As a team, 2013 was a very successful season. Corvette Racing and Chevrolet won every championship we possibly could. Now the focus has completely shifted to 2014 and the Corvette C7.R. It is something the team has had a focus on for most of the last year. The first time I sat in the car at Pratt & Miller was seven months*

*ago, and it's been exciting to have to gone through the process – from a base chassis and the car being built up to finally seeing it testing on the race track. I've been involved with that pretty much every step of the way. It's been great to be a part of that and see the beginning of another fantastic season in the world of Corvette Racing."*

*(2014 outlook) "This certainly looks to be one of the most exciting years of racing I can remember. We all are looking forward to getting on track and seeing where we stack up to our competition. Developing the new Corvette C7.R has been a fantastic experience although we really are still in the early days. The results have been encouraging as the car is an upgrade in many key area and will be important given what we will face this year in the TUDOR Championship and at Le Mans."*

#### **TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R**

*"The first impressions have been really good. I felt really comfortable right away with the car. Initially it was very well connected and well-balanced. It gave me a lot of confidence. Right away, that was a nice feeling. You can tell it's a Corvette. It still feels similar in some ways (to the C6.R) but you can tell it's the next generation of car. It does certain things better than the last generation."*

*(Team continuity) "Having the same fundamental people that helped build the C6.R GT car and now have done the C7.R is evident. In my first test, I did an hour-and-a-half in the car with zero issues and that allowed me to get used to things. I didn't have to think about new teammates, a new engineer... that has been typical for me in my racing career. I'd be with a team for two or three years and go elsewhere for other opportunities. I can definitely see the differences that (continuity) brings and that helps me get up to speed with the program quicker. I was ready to start making changes to the car to help the balance after 10 laps. That's a testament to the team at Corvette Racing and Pratt & Miller for building a car that is much better in many areas."*

#### **ROBIN LIDDELL, NO. 4 CHEVROLET CORVETTE C7.R**

*"We're all looking very much forward to the first two endurance races. Daytona is a track that I know very well. I've raced there every year for the last 10 years plus have done loads of testing. We have all the sum parts. I don't feel any kind of undue pressure to do well. We have all the tools we need to do it. The team has been very good in helping me to integrate myself in and acclimate myself to the car. All the pieces are there to do a fantastic job and achieve great results."*

*(His initial test) "Testing the car for the first time was quite challenging. With the car being new and not being rubbed on very hard, it was a great test and shakedown. At the end of the day, there is a little bit of work on balance and handling. The good news is that the things I was feeling and were sort of finding a little tricky were some of the same things that Olly and Tommy were seeing. So we have a little bit of work to do but that's to be expected because the car is completely new."*

#### **DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER**

*"The 2014 season is one of the most highly anticipated moments in the storied history of Corvette Racing. Building and testing a new car in such a compressed time frame has been a monumental task. But challenge is what fuels the efforts from the groups at Chevrolet, Pratt & Miller and GM Powertrain. As Jan. 25 approaches, the Corvette C7.R stands ready to write yet another chapter in Chevrolet racing history. Debuting the C7.R in Daytona is fitting as it comes precisely 15 years after Corvette Racing's debut at the Rolex 24. We are truly excited to return and start the TUDOR United SportsCar Championship in spectacular fashion."*

## Chevrolet Introduces the 2015 Corvette's Performance Data Recorder at CES

Chevrolet is introducing the new system at the Consumer Electronics Show on Sunday in Las Vegas.

The Corvette Performance Data Recorder is an integrated audio/video recording system which allows Corvette drivers to record high definition video with telemetry overlays while driving both on and off the track. The telemetry can include data ranging from speed and rpms as well as a G-force meter and showing the location on a track via GPS.



*“The Performance Data Recorder combines the ability to record and share drive videos with the power of a professional-level motorsports telemetry system,” said Tadge Juechter, Corvette chief engineer. “Drivers can easily record and share their experiences driving down the Tail of the Dragon or lapping Road Atlanta. In addition, with the included telemetry software users can analyze their laps in incredible detail, and find opportunities to improve their driving and lap times.”*

Three major components make up the Performance Data Recorder system – the camera, telemetry system and the SD card.

Recording a driver's view of the action is a 720p high definition camera which is mounted within the windshield header trim. Audio is also recorded via a dedicated microphone in the car's interior.

The telemetry system, developed with Cosworth who also supplies similar equipment to Corvette Racing, uses a dedicated GPS receiver and operates at 5Hz which Chevrolet claims is five times faster than the in-dash NAV system for more precise positioning. The recorder is hard wired into the Stingray's Controller Area Network to gain access to vehicle's information including speed and rpms, transmission gear selection, braking force and steering wheel angle.

The final piece of the system is the dedicated SD card slot in the glove box for recording and transferring the drivers exploits and the vehicle's data. Recording time is estimated to be up to 800 minutes of video on a 32 GB card. That's more than 13 hours of drive time!

The PDR system can record video with three data overlay options, each rendered in real time:

- **Track Mode** – shows the maximum level of data on the screen, including speed, rpm, g-force, a location-based map, lap time, and more.
- **Sport Mode** – shows fewer details on the overlay, but includes key data including speed and g-force
- **Touring Mode** – no data overlay; it simply records and displays video and audio of the drive
- **Performance Mode** – records performance metrics, such as 0 to 60 mph acceleration, 1/4-mile speed and elapsed time, and 0-100-0 mph runs.

For those that track their Corvettes, the PDR can be used to gain a greater understanding of their performance driving. Cosworth is including a “software toolbox” which will combine professional-level motorsport data analysis with an easy to use interface.

The Cosworth application will give drivers the ability to compare selected laps in detail, from any point on the drive. Comparisons include corner traces, vehicle speed and cornering force.

In addition to downloading the video for later viewing, the video can be viewed on the Corvette Stingray’s eight-inch color touchscreen when the car is parked.

*“The ability to review laps between track sessions can identify immediate adjustments for quicker laps in the next session,” said Juechter. “It’s like having a 32-GB crew chief trackside, proving you with real-time feedback to improve your driving skills.”*

Corvette Racing driver Tommy Milner drove a Corvette Stingray equipped with the Performance Data Recorder at Sebring International Raceway:

From our conversations with Corvette Team members at a recent briefing about the PDR, we were told that the system will ship on 2015 Corvettes and is not something that can be retrofitted for the 2014 Corvette Stingrays.

With the ease that the Performance Data Recorder will allow weekend warriors the ability to capture their drives, we are sure to see a flood of PDR videos on YouTube and other Corvette video sharing websites once the system ships with the 2015 Corvette.

## **Auto Transport Driver Arrested for Joyriding a Customer’s 2011 Corvette**

The temptation to take a joyride in a shiny late-model Corvette apparently proved to be too much for a Florida trucker to turn down.

Pearland, Texas police have charged 49-year-old Ronald Francis Kelly of Sebring, Fla., with unauthorized use of a motor vehicle after a New Year’s Day escapade involving a Corvette and a woman.



Kelly apparently got bored during a two-day layover waiting for more vehicles to haul back to Florida for the auto transport company that he worked for and decided to impress his girlfriend with a ride in a 2011 Corvette that he was hauling. After taking her to dinner on New Year’s night, Kelly was stopped at 9:15 p.m. by police as he was pulling into the parking lot of the La Quinta Hotel, at 9002 W. Broadway in Pearland.

Kelly told authorities that he was authorized to drive the car, but when police contacted them, both the auto transport company and the owner of the Corvette said the trucker was only allowed to load and unload vehicles from the trailer. The owner, as you might expect, asked that charges be filed.

Kelly was taken to the Brazoria County Jail, where he is being held on \$20,000 bond. The charges will likely be reviewed by a Brazoria County Grand Jury later this year.

## **2015 Corvette to Get 4G LTE Connectivity Through OnStar**

**How would you like to turn your Chevrolet vehicle into a mobile hotspot?**

**Starting with the 2015 Corvette, Impala, Malibu, and Volt, customers will be able to option their vehicles with OnStar 4G LTE. Eventually, the Equinox, Silverado, Silverado HD, Spark, and Spark EV will follow suit.**

**Chevy says the majority of its 2015 lineup will have a 4G LTE connection built-in at vehicle launch.**



**That means the vehicle will have a built-in Wi-Fi hotspot so passengers can connect multiple devices like smartphones, laptops, and tablets – at the same time – to high-speed wireless Internet offered on AT&T's network, billed as the nation's fastest and most reliable 4G LTE network.**

**The announcement came at the Consumer Electronics Show in Las Vegas.**

**“Chevrolet is expected to implement the broadest deployment of 4G LTE in the automotive industry,” said Alan Batey, senior vice president of Global Chevrolet. “The fact that OnStar with 4G LTE will be available in models that range from the Chevrolet Spark to the Silverado to the Corvette, is indicative of our broad commitment to deliver more value and convenience through smart technology applications. This new, purposeful technology solution will make our consumers lives easier to connect.”**

**Mary Chan, president, GM's Global Connected Consumer, says that its customers rely on their wireless connections throughout the day, and having a 4G LTE hotspot built into their vehicles “will provide a more consistent and powerful Wi-Fi connection than a smartphone,” she says.**

**Thanks to a partnership with AT&T, customers will be able to get a fast and flexible data plan for their vehicles. Current AT&T customers will be able to add their vehicle to a shareable bucket of data through AT&T Mobile Share plans, or through a standalone plan. More details will be released later this year about other pricing and data packages.**

**The built-in 4G LTE connection will also allow select 2015 Chevys to be updated with the latest software and apps through AppShop via Chevrolet MyLink, Chan says. “This means that the driver's vehicle infotainment systems can keep getting better after purchase as customers can continue to add on and customize their features.”**

## **Cold Weather Forces GM to Idle the Corvette Assembly Plant**

GM was forced to idle several production facilities on Wednesday including the Corvette Assembly Plant. The plant shutdown was due to the extreme winter weather in much of the country which has delayed the delivery of essential parts to the Bowling Green facility.

BGA plant spokesperson Andrea Hales told the Tennessean.com that the line was stopped on Wednesday because trucks bringing those parts to Bowling Green were delayed by the weather. She said several hundred of the plant's 800 hourly workers were affected by the shutdown.



“They all came to work, but we had to send some employees on the assembly line home,” Hales said. “But not all, because our paint and body shops were still working. We feel like we’ll be running full production on Thursday, though.”

Other GM facilities in the Tennessee Valley were also affected with parts shortages.

The Spring Hill assembly plant which makes the Chevrolet Equinox crossover SUV and is responsible for four-cycle engines production, body parts and other GM vehicle components was also partly idled on Wednesday but the line was expected to be back up on Thursday.

## **Mrs. Harley J. Earl's 1963 Corvette to be Offered at Mecum Kissimmee**

Most Corvette enthusiasts are probably aware of the 1963 Corvette built for GM's design boss Harley Earl. The blue roadster has traded hands a couple of times in recent years most recently selling for \$1.5 million in October 2013. But did you know that GM also built a special car at the same time for his wife, Sue? The pink 1963 coupe hasn't been seen in nearly 40 years, and it's being sold at Mecum Kissimmee sale later this month.



For years the car was known to have been built, but it avoided the public eye – until now. The modifications to Sue's 1963 327/300 coupe were performed under Shop Order 10324 which is right after Harley's roadster which was constructed under Shop Order 10323. The 10324 Shop Order number was found on the paper vapor barrier behind the driver's door panel.

The car spent its early life in Florida where the Earls retired. The pink hue was intended to coordinate with their home there. They owned the car until 1965 when it was sold to the 2nd owners. In 1970 the car changed hands again and stayed with the 3rd owners until 1976. In October of that year Joe Cifarelli noticed the car at the then current owner's home. He decided to stop to check out the car and speak with its owner. Less than 10 minutes later he owned it. Cifarelli drove the car a couple of times and then parked it – for 37 years. Recently, the car was spruced up by Mike and Martin Denapole to prepare it for sale.

Today the odometer reads just 27,457 miles since new. Like most special order GM cars the pink 1963 has a number of unique styling features including an Impala rear view mirror, a dual circuit master cylinder, and 4-wheel disc brakes. In addition, the famous split window was replaced with a later style one piece rear window. In 1964, the car received a several 1965 model year add-ons including knock-off wheels, hood, front fenders, grille, gauges, clock, radio, and center console. The list of styling features goes on and on and features 1964 B-pillar vents, a “Stingray” badge on the rear deck, pink leather and interior bits, a white plastic steering wheel as well as many other specialized items. “Normal” 1963 items on the car include the 327/300 motor, automatic transmission, power windows, steering and brakes as well as air conditioning.

Today the car is documented with complete owner history and the bill of sale showing that it once belonged to the Chevrolet Motor Division Engineering Center.

Cars like these are very unique in their own way. Each styling car tells its own story and we'll see what Sue Earl's pink 1963 Corvette sells for in just a couple of weeks. Mecum estimates it'll go for \$500,000 – \$750,000. Back in 2010 Florence Knudsen's 1964 pink coupe hammered for \$280,000. Based on that we think that if this car sells it will be closer to \$500k than \$750k, but the market has improved vastly in the last 3 years. Lot S153 will cross the Mecum auction block around 3:15pm on Saturday, January 25th in Kissimmee, Florida.

## **Recap of 2013's Monthly Corvette Sales**

One of the content features on CorvetteBlogger throughout our eight plus years of blogging about America's favorite sports car has been tracking the monthly sales of new Corvettes. But last year we sort of got away from that when the assembly plant shut down as it prepared to build the new 2014 Corvette Stingray.

So here is a recap of the monthly sales of Corvettes in 2013 and then each month moving forward we'll be back to our regular schedule of bringing you the previous month's official sales numbers from Chevrolet, along with our award-winning and slightly-biased analysis.



Despite the plant shutting down 2013 production in February, sales remained relatively steady through May before falling off in the summer months. The summer of 2013 account for some of the lowest consecutive monthly sales figures since we've been following Corvette sales but that is a given considering

the sales were from remaining 2013 inventories while all the hype surrounding Corvettes was for the new Stingray.

Production of the 2014 Corvette Stingray kicked off in late August but you'll remember how the shipping lot was allowed to fill up behind the plant as Chevrolet conducted an intense round of quality assessments. Those quality checks lasted nearly the month of September before the cars were allowed to be shipped to dealers and delivered to customers.

Deliveries of the new 2014 Corvette Stingray in the 4th quarter illustrate the demand for the 7th generation sports car as sales for the final three months totaled 9,461 units, compared with only 7,830 sold from January-September.

Below are the sales figures for each month in 2013, along with the corresponding sales number from the previous year as well.

Month	Monthly Sales			Calendar Year Sales		
	2013	2012	% Change	2013	2012	% Change
Jan	908	629	44.4	908	629	44.4
Feb	980	927	5.7	1,888	1,556	21.3
Mar	1,053	1,376	-23.5	2,941	2,932	0.3
Apr	974	1,396	-30.2	3,915	4,328	-9.5
May	905	1,219	-25.8	4,820	5,547	-13.1
Jun	853	1,475	-42.2	5,673	7,022	-19.2
Jul	671	987	-32.0	6,344	8,009	-20.8
Aug	655	1,210	-45.9	6,999	9,219	-24.1
Sep	831	1,351	-38.5	7,830	10,570	-25.9
Oct	3,929	1,167	236.7	11,759	11,737	0.2
Nov	2,527	1,104	128.9	14,286	12,841	11.3
Dec	3,005	1,291	132.8	17,291	14,132	22.4

These numbers from 2013 have been included for easy reference into our archive of Monthly Corvette sales going back January 2006:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
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

## **Corvette Stingray's LT1 V8 Engine Makes Wards List of 10 Best Engines**

The new Stingray continues to wow journalists around the world.

This time it's what is under the hood of the 2014 Corvette – a totally reengineered LT1 V8 engine – that's earning the applause.

WardsAuto names Ward's 10 Best Engines each year, and last month they announced that Chevrolet has two winners – the Stingray's phenomenal motor and the Cruze's 2.0L turbo diesel.



Chevy's two motors were competing against 42 other engines from 15 other automakers, with the 10 Best ultimately earning bragging rights based on power, fuel efficiency, new technology, and refinement.

Who can argue with the job that Chevy has done with the Stingray's new engine, which provides more power with better fuel economy than any Corvette engine in history? Going 0 to 60 in 3.8 seconds thanks to its 460 horsepower, the Stingray still rates out at an amazing 29 mpg on the highway.

“At GM – our goal is to design, build and sell the world's best powertrains – this recognition from the experts at WardsAuto provides two additional proof points that we are on the right track,” said Steve Kiefer, vice president, Global Powertrain.

Several high-tech features – including direct injection, Active Fuel Management or cylinder deactivation, and continuously variable valve timing – have come together on the LT1 to make it a powerhouse in every way.

Direct injection ensures that the fuel is more completely burned in the air-fuel mixture thanks to precise control of the mixture motion and fuel injection spray pattern.

Millions of hours of computer time have resulted in making the fifth generation of the famous Chevy Small Block the best in its nearly 60-year history.

“The arrival of a completely re-engineered Small Block engine family is truly momentous,” says Tom Murphy, executive editor of WardsAuto World magazine. “The critics can say what they want about the relevance of pushrod engines, but how can more than a hundred million buyers of small-block engines since 1955 be wrong? The new Corvette couldn't exist without this magnificent V-8.”

## Introducing the 2015 Corvette Z06

A new era of Corvette performance was introduced this morning at the 2014 North American International Auto Show. The 2015 Corvette Z06 finally broke cover and made its public debut in front of eager automotive journalists while thousands of Corvette enthusiasts watched the unveiling live online.

This isn't just another Corvette from Chevrolet. This is a world-class supercar with a race proven aerodynamic design and advanced technologies that makes it the most track-capable Corvette in history.



The 2015 Corvette Z06 builds not only on the strengths of the 2014 Corvette Stingray which debuted exactly one year earlier, but also through its racing experience and technology transfer with the C6.R race car along with Chevrolet's experience in delivering mind-numbing performance throughout the later half of the C6 era with the Corvette ZR1.

In fact, the Corvette Z06 is better than the previous King of the Hill in a number of ways, not just measured by performance, but by the driving experience that it offers.

It's the first Corvette Z06 to offer a supercharged engine. It's the first Corvette Z06 to offer an automatic transmission. And thanks to its stronger aluminum frame, it's the first Corvette Z06 to have a removable roof panel.

The 6.2L LT4 delivers over 625 horsepower and an estimated 635+ lb-ft of torque. Slightly different numbers than those that were leaked last week. Customers can choose either a seven-speed manual transmission with active rev match technology or the all new high-performance eight-speed automatic transmission with paddle shifters for manual control.

"The new Z06 delivers levels of performance, technology and design that rival the most exotic supercars in the world," said Mark Reuss, president, General Motors North America. "And the Z06 leverages the engineering expertise of GM, offering the choice of two world-class transmissions, supercar performance without supercar fuel consumption, and technologies that make it easier to fully enjoy the incredible experience of driving it."

Carried over and enhanced from the C6 program is the optional track-focused Z07 Performance Package which adds Michelin's Pilot Super Sport Cup Tires for enhanced grip, Brembo carbon ceramic brakes for stopping power and unique aerodynamic components that create massive downforce to keep those tires on the road.

In a private briefing on the car, Corvette Chief Engineer Tadge Juechter said that on its first shakedown run at the Milford Proving Grounds, the all new Corvette Z06 set the fastest lap ever and took the course record from the mighty C6 Corvette ZR1. ON A SHAKEDOWN RUN! Just wait until the car is fully dialed in!

**“The Corvette Z06 is a great example of the technology transfer between racing and production Corvettes,” said Tadge Juechter, Corvette chief engineer. “First, we took what we learned on the Corvette Racing C6.R and applied that to the all-new Corvette Stingray. Then, using the Stingray as a foundation, the Z06 and C7.R were developed to push the envelope of performance on the street and the track.”**



**Like the powerful and fuel-efficient 6.2L LT1 V8 in the 2014 Corvette Stingray, the supercharged 6.2L LT4 offers the greatest balance of performance and fuel efficiency ever in a Corvette. Direct injection, active fuel management and continuously variable valve timing are all features that can be found on the new Corvette Z06's engine. To reach its optimal performance targets, the supercharger designed for the LT4 is more efficient and compact than the one found on the Corvette ZR1's LS9.**

**The new Eaton TVS Supercharger spins up to 20,000 RPMs – 5,000 RPMs more than the ZR1. The rotors are shorter too which enables them to get up to speed quicker and that gives the driver more torque earlier in the RPM band.**

**Long on the wish list of Corvette enthusiasts for the high performance cars is an optional automatic transmission and once again Chevrolet listens and delivers.**

**The new eight-speed transmission is built in-house by Chevrolet at its transmissions plant in Toledo, Ohio. Tuned for world-class shift response times, the new automatic has smaller steps between the gears to keep the LT4 within the sweet spot of the rpm band, optimizing the output of the supercharged engine for performance and efficiency.**

**And for those drivers that like the flexibility of going manual by utilizing the paddle shifts, the new transmission has unique algorithms to deliver shifts that rival the dual-clutch/semi-automatics that are found in many of the supercar competitors – but with the smoothness and refinement that comes from a conventional automatic fitted with a torque converter.**

**Chevrolet says that the 8L90 transmission's controller analyzes and executes commands 160 times per second and wide-open throttle upshifts are executed up to eight-hundredths of a second quicker than the dual-clutch transmission offered in the Porsche 911.**

**“Unlike most ultra-performance cars, the Corvette Z06 offers customers the choice between two transmissions to suit their driving styles,” said Juechter. “The seven-speed gives the driver the control of a true three-pedal manual transmission with perfect shifts enabled by Active Rev Matching. The new eight-speed automatic offers drivers the comfort and drivability of a true automatic transmission, as well as lightning-fast shifts and manual control for track driving.”**

**Aerodynamics play a huge role in the Corvette Z06's development and design and this new Corvette delivers more downforce than any car ever tested in GM's wind tunnel.**

**“Virtually every exterior change served a functional purpose, as this beast needed more of everything,” said Tom Peters, Corvette design director, “The flared fenders accommodate larger, wider wheels and tires for more grip. The larger vents provide more cooling air to the engine, brakes, transmission and differential for increased track capability. The more aggressive aerodynamic package generates true downforce for more cornering grip and high-speed stability.”**

**Chevrolet says those design changes started with the tires first, instead of widening the car and then matching the size of tires to fit. To make sure they had the right tire combination, they worked with Michelin for two years to get the levels of tire grip needed to reach the Z06’s performance targets.**

**The new Corvette Z06 is fitted with Michelin’s Pilot Sport tires or for the customers that opt for the Z07 Performance Package, new Pilot Sport Cup tires. The P285/30ZR19 front tires are 1.5 inches wider than the tires on the Stingray, while the 335/25ZR20 rear tires are two inches wider.**

**To accommodate the wider tires, the fenders of the Corvette Z06 are extended by 2.2 inches in the front and 3.15 inches in the rear. The tires are mounted on lightweight cast aluminum wheels that are also wider than the Stingrays wheels and the open design really showcases the massive Brembo brakes.**

**The wider Corvette Z06 is accentuated by a rear fascia that gives the Z06 its own unique look. The same rear taillights are incorporated, but they are pushed three inches further apart than the Stingrays LED taillamps, toward the edges of the body.**

**The Z06 will offer three different levels of aerodynamic downforce from the base Z06 to one equipped with the Z07 Performance Package:**

- The standard Z06 features a front splitter, spats around the front wheel openings, a unique carbon-fiber hood with a larger vent, and the rear spoiler from the Corvette Stingray’s Z51 Performance Package**
- An available carbon-fiber aero package (in either black or a visible carbon-fiber finish) adds a carbon fiber front splitter with aviation-style winglets, carbon fiber rocker panels, and a larger rear spoiler with a fixed wickerbill – a small, vertical tab at the edge of the spoiler that significantly increases downforce**
- The optional Z07 package adds a larger winglets to the front splitter, along with an adjustable, see-through center section on the rear spoiler for track use; with this package, the Corvette Z06 delivers the most amount of aerodynamic downforce of any production car that GM has tested.**

**The cooling vents on the exterior are similar to those found on the Corvette Stingray, but have been enhanced for the increased performance requires of the Z06.**

**The front grille’s mesh pattern was painstakingly designed to deliver the most possible airflow to the supercharged LT4 engine. You’ll also see dedicated brake-cooling intakes integrated into the bottom outside corners of the grille. The vent on the hood is larger to accommodate the greater airflow through the grille, expelling the hot air over the top of the car instead of underneath it.**

**The rear vents feature a scooped design and unique air blades which directs 50% more air into the transmission and differential coolers than those vents found on the C7 Stingray.**

**Finally, the Z06’s signature rear brake cooling vents found low in front the rear tires are back as well and are part of the functional design.**

As far as the interior goes, the all new Corvette Z06 features the two different seating options: the standard GT seats for everyday driving and the optional Competition Sport seats which provide greater support for track events. A unique flat-bottomed steering wheel with a Z06 logo and unique color schemes including an optional blue interior similar to that found on the 2013's 60th Anniversary edition provide emphasis for the driver-focused cockpit.

The 2015 Corvette Z06 leverages the technologies introduced last year on the 2014 Corvette Stingray, with unique features and calibrations tailored for its capabilities.

“Our mission with the seventh-generation Corvette was to make the performance levels more accessible, enabling drivers exploit every pound-foot of torque, every “g” of grip and every pound of downforce,” said Juechter. “It’s a philosophy we introduced with the 460-horsepower Corvette Stingray – and one that’s even more relevant with an estimated 625 horsepower at your beck and call.”

Like the Corvette Stingray, the aluminum frame for the Corvette Z06 is built in the body shop at the Corvette Assembly Plant in Bowling Green. The stiffer frame design allows the Corvette Z06 to be offered with a removable roof panel for the first time. In fact, with the lightweight, carbon fiber roof panel removed, the new Corvette Z06 offers 20 percent more structural rigidity than the previous model’s fixed-roof design – and a 60-percent increase in stiffness with the roof panel installed.

Like the Stingray, the Corvette Z06 features the Driver Mode Selector which allows the driver to select up to a dozen features to the driving environment including:

- **Launch control:** Available in Track mode for manual and automatic transmissions, providing maximum off-the-line acceleration
- **Active handling (StabiliTrak stability control):** A “competitive” setting is available in Track mode and is more suited for on-track conditions. It can also be disabled, giving the driver complete control
- **Traction control:** Weather mode tailors traction control and engine torque for driving in inclement conditions
- **Performance Traction Management:** Available in Track mode and offers five settings of torque reduction and brake intervention for track driving
- **Electronic Limited Slip Differential:** Adjusts the rate at which the limited slip engages, to balance between steering response and stability in different driving conditions; more aggressive performance in Sport and Track modes.

The electronic limited-slip differential (eLSD) is standard on the Corvette Z06 to make the most of the torque split between the rear wheels and is fully integrated with Electronic Stability Control and the Performance Traction Management Systems.

The new Corvette Z06 will be available in early 2015. Performance data and pricing will be announced prior to the start of production.

## Introducing the New Corvette Racing C7.R GT Le Mans Racecar

This morning the all new Corvette C7.R race car was introduced to the public alongside the street version of the 2015 Corvette Z06 at the 2014 North American International Auto Show.

Although we've seen and heard the C7.R at the Roar Before the 24 and at the Monterey Historics last August, this is the first we've seen of the new livery for the 2014 campaign.

Talking with members of the Corvette production team, they said that racing the new Corvette C7.R in early 2014 forced them to introduce the 2015 Z06 a little earlier than they probably wanted to show it, but it became necessary due to the homologation process which qualifies the C7.R for racing duty.



We'll be talking with members of the Corvette production and racing team at NAIAS later today and tomorrow about the new Corvette C7.R.

The C7.R will see its first battle in the unified TUDOR United Sports Car Championship later this month at Daytona.

The new 2015 Corvette Z06 will be available in early 2015. Until then, we'll have to live vicariously through Corvette Racing and their new C7.R as they take the fight to Porsche, Ferrari, BMW and SRT Viper in the GT Le Mans class.

## The Corvette Z06: A Look Back

**Z06.** One letter and two numbers that symbolize a higher level of Corvette performance.

Fifty-one years after the first Z06 Corvette was born, the option package lives on with the 2015 Corvette. Over the years there's been an RPO Z06 in 4 of the 7 Corvette generations. Click past the jump to take a look at the significance of the Z06 moniker – past and present.

The Z06 option code first appeared in 1963 as a package for those looking to flog their C2's out on the track. Buyers opting for the Z06 option package got a 1963 split window coupe with a larger front stabilizer and larger-diameter shocks and springs – almost twice as stiff as the stock pieces. The cars also received power assisted brakes with sintered-metal brake linings, finned drums, a dual-circuit master cylinder, and vacuum brake booster.



All 1963 Z06's featured the 360-horsepower fuel injected 327 between the front fenders which was bolted to a 4-speed manual. Later in the model run a 36.5 gallon gas tank was made available. This allowed drivers to make fewer pit stops during longer races. Of the 199 Z06's produced in 1963, just 63 of them had the "big tank" behind the seats. Back then RPO Z06 added about 40% to the base price a Corvette Sting Ray. Today a pristine example can set you back about \$250,000.

After 1963 ended the Z06 moniker was extinct for 38 years until it returned in 2001 on a fixed roof coupe (FRC) version of the C5. After a luke warm reception to the FRC on 1999 and 2000 (roughly accounting for just 10% of production) Chevrolet upped the ante in 2001. The base LS1 was gone now replaced by a new 385hp LS6. A year later output would be bumped up to 405hp. All cars switched gears via a 6 speed manual transmission. Like the original model, the C5 Z06 was intended to be the ultimate track-ready Corvette. Features like thinner glass, titanium exhaust, lighter wheels, reduced sound deadening, and a smaller battery made the Z06 about 100lbs lighter than its coupe and convertible siblings. The fixed roof body style produced a much stiffer car better suited for race duty.

Other enhancements included the FE4 suspension which contained larger-diameter stabilizer bars and shocks, quicker steering, and a larger wheel-and-tire package.

For its final year in 2004, the C5 Z06 could be ordered with RPO Z16, a commemorative package signifying Corvette's success at Lemans. A new carbon fiber hood took another 10lbs of weight off the car. That same year Corvette became one of the vehicles to lap the Nürburgring in less than 8 minutes. A total of 28,388 fifth generation Z06's were built.

After a 1 year hiatus, the Z06 returned on the new sixth generation Corvette in 2006 and continued on until 2013. This time the fixed roof Z06 was built on aluminum frame which was 136 pounds lighter than the base car's. The big news was under the hood where a new 505-horsepower, 7 liter (427ci) LS7 engine now resided. That LS7 was the most powerful factory rated Corvette motor of all time. The light weight and big power combined for a power-to-weight ratio of 6.2:1 allowed it to race from 0-60 mph in roughly 3.7 seconds and complete quarter-mile in the low-11's. Top speed was north of 190mph.

Overall the sixth generation Z06 borrowed heavily from the highly successful Corvette Racing program. Technologies such as titanium connecting rods and even a dry-sump oiling system were now part of the package. Other high end features included wider front (carbon fiber) and rear fenders, unique front and rear spoilers, front and rear brake-cooling ducts, lightweight 18-inch front and 19-inch rear wheels, and 14-inch 6 piston front brake rotors and 13.4-inch 4 piston rear rotors with four-piston calipers. Suspension upgrades included Z06-specific stabilizer bars, spring rates, and shocks. Later in the model run a Z07 package could be chosen which added on carbon-ceramic brakes, more carbon fiber exterior bits, Magnetic Selective Ride Control, and Michelin Pilot Sport Cup tires to create the ultimate Z06. A Z07 equipped Z06 lapped the Nürburgring in 7:22.68 – over 30 seconds faster than the C5 Z06. In the end 27,979 C6 Z06's left Bowling Green which included 740 with the Z07 performance package. A total of 27,994 C6 Z06's were produced during its 8 year model run.

RPO Z06 took another year off in 2014 only to return with a vengeance for the 2015 model year. The 7th generation Z06 is said to be most capable production Corvette ever. 2015 will mark several firsts for a Z06. It's the first to be offered with a supercharged engine – the 6.2L LT4 throwing down an estimated 625hp. It's the first to be offered with an available paddle shift automatic transmission, this time with 8 speeds to run through (in addition to the 7-speed manual). It's also the first Z06 to be offered with a removable roof panel.

The latest top dog Corvette was developed in conjunction with the Corvette Racing team and the C7.R race car. Various track-ready goodies allow the car to deliver greater down force, more cornering grip, and higher braking performance than ever before. Again a Z07 Performance Package will be available

adding in Michelin Pilot Super Sport Cup tires and carbon ceramic brakes. The Z07 package also includes larger spoiler winglets and an adjustable, see-through center section on the rear spoiler. Early testing shows that the C7 Z06 is faster on a track than even the C6 ZR1. A carbon fiber aero package will tack on a carbon fiber front splitter with aviation-style winglets, carbon fiber rockers and a larger rear spoiler with a fixed wickerbill. All these features give the C7 Z06 the most down force of any GM car ever.

So after 50-plus years the Z06 option package continues to put Corvette at the top of the performance mountain. Racing inspired technologies continue to make their way to the streets to provide for some of the most capable street cars in the world at a fraction of the price of their exotic competitors. The 7th generation Corvette Z06 builds on its lengthy legacy and is the next logical progression in the evolution of America's sports car destined for success both on the track and the street.

## **2014 Corvette Stingray Named North American Car of the Year**

For the first time since 2007, General Motors has won both the car and truck of the year awards at the North American International Auto Show in Detroit.

It was a clean sweep for Chevrolet as the new Stingray was named Car of the Year while the new Silverado was chosen Truck of the Year.

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The honors were announced at a ceremony at 7:30 this morning, and Corvette Chief Engineer Tadge Juechter can be seen on this video proudly holding a glass trophy above his head, with a huge photo of a Stingray behind him.

“Chevrolet is in the midst of the most aggressive product transformation in the brand’s more than 100-year history,” said Alan Batey, General Motors senior vice president, Global Chevrolet. “The Corvette and Silverado truly embody the passion, commitment and focus that is driving us to deliver the most expressive designs, innovative technologies and engaging performance in every vehicle that wears the bowtie,”

The win for the Stingray is just the latest in a long line of honors over the past few months for the highly popular seventh-generation Corvette, which features a greatly improved interior, revolutionary new styling, and impressive performance with its standard 455 horsepower engine – all at a starting base price of just \$51,000, much lower than comparable sports cars.

Silverado’s available 5.3L EcoTec3 V-8 generates 355 horsepower for confident towing and hauling, yet seamlessly switches to four cylinders to save fuel during light-load driving. With an EPA estimated highway fuel economy of up to 23 mpg, Silverado offers the best fuel economy of any V-8 pickup.

The last time one automaker swept the awards at the show was in 2010 when the Ford Transit Connect and Ford Fusion Hybrid were chosen.

## Corvette to Feature Two New Colors for 2015

On display at the 2014 North American Auto Show, this 2015 Corvette Z06 that we thought was Cyber Gray turns out to be a new color for 2015. It wasn't something that jumped out at us until this morning when the show cars were repositioned and the new 2015 Z06 was side-by-side with a 2014 Cyber Gray Corvette Stingray.



We spoke with Corvette Exterior Manager Kirk Bennion about the colors and he confirmed with us that 2014 will be the last year for the popular Cyber Gray. In 2015, the yet un-named color will be take its place.

GM uses different names internally than what we know, and the internal color name is called "Fusion Gray". Bennion says they are still working on the official name but two names he mentioned are "Shark Gray" and "Tiger Shark Gray".

You can see the difference between the two colors with the "Shark Gray" being a much lighter shade of gray than the Cyber Gray.

In addition to Cyber Gray going away, we also learned that this will indeed be the last year for Velocity Yellow. Although the new Corvette Z06 and C7.R show car introduced yesterday at NAIAS were Velocity Yellow, the 2015 Z06 will be wearing the new color when it goes into production in late 2014 or early 2015.

However, you will be able to see a preview of the new Yellow which will appear on Corvette Racing's C7.Rs at Daytona later this month.

The C7.R shown at NAIAS is considered a show car but those in Daytona will be the real deal and they will feature the new yellow. Bennion said they since the C7.Rs were making their official debut in Daytona and throughout 2014, it made more sense to go ahead and race then in the new yellow so it wouldn't have to be changed next year.

Part of the reasoning is that not only are the C7.Rs Yellow, but so are the three transport trucks, the crew's tool chests and just about anything with a Jake logo.

The new yellow was described to us as being brighter than the current velocity yellow and we have no doubt that the C7.Rs will wear it well for their 2014 TUDOR USCC campaign.

## 2014 Corvette Stingray Leads New Canadian Performance Car of the Year Vote

The 2014 Corvette Stingray continues to leave the competition in its rearview mirror, even in Canada.

After exhaustive testing by the Automobile Journalists Association of Canada, the Stingray emerged as the “Best new Sports / Performance” car in the annual Canadian Car of the Year awards – leading the runner-up by some eight points.

The Stingray beat out several impressive foreign competitors, including the new Porsche Cayman, BMW 4-Series Coupe, Mercedes E63 AMG, Mercedes E 350 Coupe, and Jaguar F-Type V6.



You can see the actual scores at [www.ajac.ca](http://www.ajac.ca), where you'll find out that the new Corvette walloped the competitors in categories like throttle response, steering, handling, and brake feel, braking, and Subjective Value, as voted by the panel of voting journalists. The Stingray also tied for best in transmission and drivetrain refinement scores and had the quickest passing maneuver time, going from 80 to 120 km/h in only 3.2 seconds.

Points for performance figures like these are weighted for consumer importance in the category, and factored into the overall score.

The voters – who included dozens of Canada's top road-test experts – drove all the cars on the same day, on the same public roads, and on a handling evaluation course.

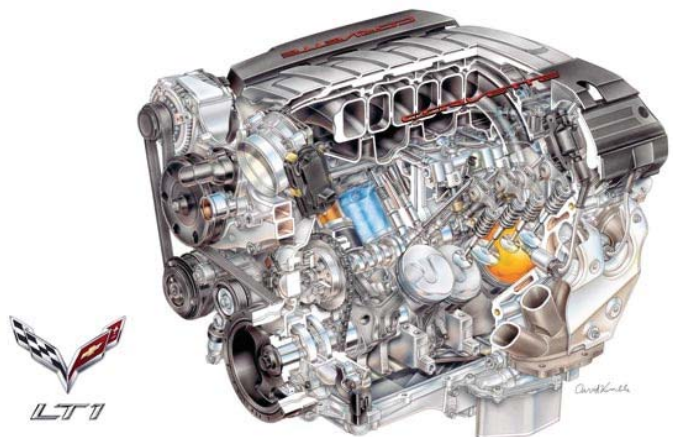
“We thank AJAC for bestowing this prestigious award on the Corvette Stingray, demonstrating that Chevrolet can compete with the very best in the world on and off the track in technology, design and performance,” said Rob Assimakopoulos, general director of marketing and communications for Chevrolet in Canada.

Earlier this week, the 2014 Corvette Stingray earned North American Car of the Year honors as voted on by a group of automotive journalists who are mostly based in the United States.

## GM Utilizing RFID “Smart Bolts” to Improve Corvette Engine Quality

Chevrolet has turned to using “little spies” to make sure the engines going into the 2014 Corvette Stingray and 2014 Silverado are up to par.

Basically, as the engines go through the various stages of building at General Motors' Tonawanda, New York facility, the process is being documented through an RFID (Radio Frequency Identification) data bolt that has been installed on each engine block and engine head.



After the engine has been through the machining process, the data bolts are scanned to make sure that no steps have been missed and to document that each engine block has no leaks when tested.

Each data bolt holds 2 kilobytes of data, sufficient to document the entire block and head's manufacturing history.

Workers can use the information to tell in real time when each block and head went through the machining process. If there should be a flaw, they can use this information to figure out if it was just a fluke or if other parts made before and after need to be checked, too, to keep any defective parts from leaving the plant.

The Gen 5 Small Block is among GM's first to use these RFID data bolts as a way to measure quality during the machining of the blocks and heads.

The data bolts are collected after assembly has been collected, then reused on other motors coming down the line.

## **Corvette Makes First Public Appearance 61 Years Ago**

Here's EX-122, the 1953 Motorama Show car as it made its first public appearance 61 years ago today in New York City.

The Corvette was developed over 1952 and on January 17, 1953 it became the star of the GM Motorama at the Waldorf-Astoria.

Thousands of Americans lined up to see the little white and red two-seat sports car including Zora Arkus-Duntov. Zora was so taken with the car and its potential, he later wrote a letter to Chevy Chief Engineer Ed Cole which got him hired as an assistant staff engineer.



The Corvette went on tour for much of 1953 visiting towns and dealerships all across the country with an estimated 1.4 million people coming out to take a look at the roadster.

After doing duty as a show car, it returned to Detroit where it underwent testing and eventually it ended up in the possession of Russell Sanders who was head of the Experimental Division at GM. Russell sold the car to Jack Engle for \$1,000 in 1959 and Engle owned the car until his death in 2001.

Today, EX-122 is owned by George Kerbeck, the owner of Kerbeck Corvette and it was restored and put on display inside the showroom at Kerbeck Corvette in Atlantic City, NJ.

Nearly 2 million Corvettes have been sold since it went on sale in 1953 and today Corvette is the longest-running, continually produced sports car in the world.

## **The “Why?” Behind the Jump in Corvette Prices at Auction**

Traditionally Thursday at Barrett-Jackson’s eight day collector car auction is a transitional day that bridges the gap between the early “bargain days” where many entry level, “small cap” collector cars are featured and the more expensive “blue chip” high dollar cars which cross the block on Friday through Saturday. This year has proved to be the strongest start to Barrett-Jackson’s auction extravaganza where over 1300 cars will cross the block over the course of the auction.



If the results of the first half of the event are any indication, it appears that 2014 will continue the momentum of 2013 Corvette collector sales. And leading the pack of hot collectibles should continue to be number one and two condition C1, C2, and early C3 Corvettes.

Keep in mind that during the last half of 2013 in addition to strong price jumps for excellent condition first and second generation Corvettes, a new world’s record for a Corvette at auction was set by a 1967 L88 Corvette selling at \$3.2M, almost double the December 2013 suggested valuation of a similar car. And even Condition 3 first, second and third generation Corvettes are seeing double digit price jumps. Overall the Corvette showed some significant price increases during 2013 and outpaced many other segments.

If you are a buyer, you may be apprehensive about the strong Corvette market since 2012. However, don’t expect the prices to fall in the short term since there is some justification for these price increases based on collector car values over the past eight years. Simply put in stock market terms, the market over the last year is simply going through a “market correction”; an upward “market correction.” This is what I am referring to.

Looking back at Corvette market values since 2006, the recommended authority on collector car values, the Hagerty® Value Guide, shows a “good” to “concours” condition first or second generation Corvette at the end of 2013 to be slightly below the value of the same car eight years ago, in December of 2006. That’s right, in spite of the price jumps in 2013 the Corvette segment of the market is still not where it was in 2006, while most of the “Blue Chip” market segment is well above 2006 prices.

For example the Hagerty Valuation Guide shows a number 2 condition 1965 Chevrolet Corvette Coupe with a 327ci/300hp 4bbl L75 to be valued at \$62K at the end of last year while in 2006 that same car was valued at \$66.8. This is also similar to one of the Corvettes on Hagerty’s Blue Chip Index. It shows a concours condition 1967 Corvette Convertible with a 427ci/435hp, 3 -2bbbs valued at \$277K in December of 2013 and the similar car valued \$293K in December of 2006. While many segments of the collector car market are currently at new highs, the Corvette market still has some room to grow.

Most enthusiasts and collectors are aware that the collector car market overall was adversely impacted by the 2008 stock market collapse. And though most collector cars showed some decline the segment of the market most adversely affected was the “muscle car” and “hot rod” segments of the market. Though the Corvette is not technically classified in the “muscle” category it also was hit by the 2008 market decline, but unlike the muscle segment the Corvette had begun its decline since 2006 and by 2008 had already fallen almost 15% and then continued the fall until it bottomed in 2011.

This trend is not the same for other “Blue Chip” European sports cars which have showed almost steady growth overall. By the end of 2013 most European Blue Chip sports car collectibles had appreciated well above their 2006 values. For example looking at a 1967 Porsche 911S in 2006 indicated a value of \$39.8K and at the end of 2013 a value of \$269K, over a 500% increase. Most other results do not show the extreme appreciation of the Porsche example, but unlike the Corvette most all European collector sports cars show 2013 prices above their 2006 value. Another example using a Jaguar XKE, 4.2L 6 cylinder Convertible with a 4235cc/265hp engine shows the 2013 value of a number 2 condition car to be \$130K, almost 15% higher than its 2006 valuation.

While the “muscle car” segment had a solid year in 2013, appreciating under 8%, overall this segment is still selling below the 2008 high values but ahead of the 2006 values. Unlike the “Muscle Car” index the Corvette’s peak was not 2008 but rather 2006 and with the very strong year in 2013 prices are just now approaching the 2006 high values. These jumps will only get the Corvette on a level playing field with other similar collectible cars.

Though it is too early to make an overall projection, the first few days indicate that the strong prices realized for the Corvettes sold so far have not only begun to reach the 2006 highs but in some cases surpassed them. So if the current trend continues, we should continue to see new highs in the Corvette market during the first quarter and likely most of 2014. So stop fretting and procrastinating; get out your checkbook now that you understand the dynamics which have affected the Corvette market, there is no better time to jump in.

Based on the enthusiasm of Corvette fanatics, coupled with the outstanding quality and historic significance of the Corvettes being offered this week at Barrett-Jackson® and next week at Mecum® in Kissimmee, we should be prepared to see some new Corvette records set.

### 1967 Corvette L88 Sells for World Record \$3.5 Million at Barrett-Jackson

Saturday is traditionally when the best of the best collector cars cross the block and in the late afternoon within a little over one hour six Corvette lot numbers sold for a combined total of \$8.63M including bidder fees. These included some of the best known and important Corvettes.

But the real star of the afternoon was a 1967 second generation L88 coupe we called the “crown jewel” of Corvettes in an article back in November, one of only twenty Corvette L88 coupes built that year. Within a few

minutes of the famous “Rebel” racecar selling for \$2.86M (including buyer’s premium), the 1967 L88 red/red award-winning coupe set a new world’s record for a Corvette sold at auction when it hammered for \$3.5M (\$3.85M including buyer’s fees). The bidding quickly rose to \$2M then surpassed the former record price of \$3.2M set by another 1967 L88 last September by almost 10%. When the reserve was lifted the car sold setting a new world’s record Corvette auction record.



The Corvette collector market has been exceptionally strong throughout 2013 and last September during Mecum’s Dallas event a world’s record price was set for a Corvette at auction, selling for a hammer price of \$3.2M (\$3.52 with fees). That car was also a 1967 L88 Corvette from the Buddy Herin collection. It was a Marlboro Maroon convertible.

The new world's record Corvette is a Red on Red coupe and the only L88 coupe of record to receive the highly coveted Duntov Mark of Excellence Award. The new record holder is equipped with the C48 Heater Defrost Delete, F41 Special Front and Rear Suspension, G81 Positraction Rear Axle, J50 Vacuum Power Brakes, J56 Special Heavy Duty Brakes, K66 Transistor Ignition, L88 427 ci, 430 hp (factory rating) Engine, and the M22 Heavy Duty, Close Ratio, 4 Speed Transmission. In addition it also has the RPO A85, shoulder belts and another important feature which sets this L88 apart is the special order rear end ratio of 4.56:1, the drag racing rear end of choice, while most other 1967 L88's came with the 4:11 rear end more suitable to road racing. The car was restored by the renowned Nabers Brothers of Houston, is fully documented and was represented at the request of the owner by Roy Sinor, well-known, recently-retired National Corvette Restorers Society national judging chairman and one of the experts Barrett-Jackson uses for Corvette consultations.



Obviously the 1967 Corvette L88 is one of the rarest and most sought after of all Corvettes and has become not only the zenith of Corvettes but it has been called the American equivalent of the Ferrari 250 GTO, the world's greatest collector car. Roy Sinor says it the best 1967 L88 in the world so the record price was no surprise to him. And based on the bidding and new record more than a few other collectors agreed with him.

## Corvette Museum's Motorsports Park Already Planning Track Events for 2014

We've heard all the good news about the 2014 Corvette Stingray over the past few months, with numerous honors being awarded to the seventh generation of Chevrolet's sports car.

The good news shows no sign of stopping, either. The National Corvette Museum is racing toward its 20th anniversary in August, literally. That's when it will open a widely anticipated Motorsports Park featuring a 3.1-mile road course on 184 acres across the interstate from the museum.



Mitch Wright, general manager of the Motorsports Park, brings a wealth of experience to the park, having raced everything from bicycles and go-carts to SCCA Pro Racing cars and then having managed motorsports parks in Utah, New Orleans, and Pittsburgh before heading to Kentucky.

Based on the early results, it looks like the Motorsports Park will be a hit just like the Stingray. They've already booked 118 events, and the park is still eight months from opening date! Interestingly, the facility will be open to all brands of cars, not just Corvettes, and even motorcycles. In fact, the second event will feature BMWs.

"One of the things that we're facing is that we're not a 'Corvette-only' facility, we're open to any-and-all groups," Wright said. "As a matter of fact, our first group – other than a Corvette event that we've planned in late September – our very first client is Bluegrass BMW club."

Construction is on track, with the road base slated to be laid down in the spring and the pavement going down in late spring, according to Wright.

The park is already getting national attention after CNN selected it as part of its “50 States, 50 Spots for 2014.”

“People are excited,” Wright said. “Obviously the GM plant, the Corvette plant, is a big part of the community and the museum is a big part of the community. People are now saying, this is just another extension and another asset that we’re bringing to the community.”

## **Corvette Racing’s Doug Fehan on the C7.Rs Reveal at NAIAS**

When the all-new C7.R Corvette race car was revealed at the North American International Auto Show last Monday, a small contingent of personnel from Corvette Racing and Pratt and Miller were on hand to witness the event.

We caught up with Doug Fehan, Corvette Racing’s Program Manager, on the show floor and spoke with him about the new race car and the inaugural race of the TUDOR United Sportscar Championship at the 24 Hours of Daytona.



It’s been nearly a year since we last talked with Doug and it’s always refreshing to hear what the good Dr. has to say.

We jump right into the interview by asking him if it felt like Christmas. Fehan responded “It’s almost like Christmas everyday when your working at Corvette but today was an especially proud day for all of us, not only on the race team but on the production side as well, winning the North American Car of the Year Award at the Detroit Auto Show was an amazing feat.”

One of the topics we were interested in hearing from Dr. Fehan was about the technological transfer between the race and street cars. This was a special moment though as the Corvette Z06 and C7.R were developed in tandem. At least that’s what we thought. Doug straightens us out by talking about what was learned on C6 and then transferring that technology and knowledge to the C7 program.

We were especially interested in how the C7.R would be able to take advantage of some of its new capabilities. Direct Injection is now on the production Corvettes and that means the race team has it on the returning 5.5 liter V8 race engines. Doug says the new DI should eliminate the need for one fuel stop at Le Mans. And if you’ve follow the Corvettes at Le Mans where the action in GT is always super tight and the difference between winning and second place can be just a few minutes, you’ll realize how big of an impact this could make.

Finally we talk about taking the new car the grueling 24 Hours of Daytona and Doug fills us in on the two new endurance drivers that will come on board in 2014: Ryan Briscoe (#3 C7.R) and Robin Liddell (#4 C7.R).

The new Corvette Racing C7.Rs will take the track for the first campaign at the 24 Hours of Daytona this Saturday. Follow [CorvetteBlogger.com](http://CorvetteBlogger.com) as well be posting updates from the race throughout the weekend.

## **Corvette Racing at Daytona: Back to Where It All Started**

Fifteen years ago, Corvette Racing stepped onto the world's sports car stage for the first time. Thirteen years ago, it scored a stunning overall victory in the Rolex 24 At Daytona. Now with 90 victories around the world – seven at the 24 Hours of Le Mans – and 10 American Le Mans Series titles, America's premier production-based sports car team is back at Daytona with a brand new car to contend for a brand new championship.



The 52nd running of the Rolex 24 At Daytona will see the competitive debut of the new Chevrolet Corvette C7.R in the new TUDOR United SportsCar Championship.

After several months in black-and-white camouflage, Daytona is the first time the two Corvettes will run in the familiar Corvette Racing velocity yellow. Both cars tested at Daytona as part of the Roar Before the 24 earlier in the month. Oliver Gavin in the No. 4 car was the second-fastest driver in the GT Le Mans class, followed closely by Jan Magnussen in the No. 3 Corvette.

Magnussen and Antonio Garcia won the American Le Mans Series' GT driver's championship in 2013 with three victories. Gavin and Tommy Milner placed third in the final year of the ALMS before it merged with the GRAND-AM Rolex Sports Car Series to create the TUDOR Championship. At Daytona, Ryan Briscoe will join Garcia and Magnussen while Robin Liddell partners with Gavin and Milner.

"Corvette sets the standard for Chevrolet regarding technical transfer between racing and production," said Jim Campbell, Chevrolet Vice President, Performance Vehicles and Motorsports. "The learnings from the race track have helped us design and engineer the new Corvette Z06 for the street and the new C7.R for the track. We are excited to debut the Corvette C7.R at the Rolex 24 At Daytona and race it all season long in the TUDOR United SportsCar Championship's GTLM class.

"In the 2001 24 Hours at Daytona, the #2 Corvette C5-R won its class and the overall race with drivers Ron Fellows, Johnny O'Connell, Chris Kneifel and Franck Freon," Campbell added. "That history makes returning to the 2014 24 Hours at Daytona with the new Corvette C7.R in the GTLM class extra special. In addition, it will be great to have Corvette DP teams competing for the third consecutive year at Daytona in the Prototype class. We can't wait to see the Corvette owners and supporters at the track."

In 1999, Corvette Racing made its debut at Daytona with a pair of Corvette C5-Rs. The team placed second overall a year later and won the event in 2001. Times – and technology – have changed since then. The C7.R shares an unprecedented level of attributes with the Z06 – most notably chassis structure, direct injection on the engine front and aerodynamics.

Both the C7.R and Z06 share the same production-based aluminum frame, both of which are built at Corvette's assembly plant in Bowling Green, Ky. The chassis is 40 percent stronger than on the outgoing Corvette C6.R, which results in better handling and stability at high speeds. Direct injection also returns to a racing Corvette for the first time since the GT1 era that ended in 2009. There are two main gains to be expected. One is better throttle control and response from the engine under power. The other is a gain in fuel efficiency – up to a 3 percent improvement on the C6.R. Those savings have the potential to add up in a race as long as the Rolex 24.

From an aerodynamic standpoint, the package on the C7.R is the most aggressive in the Corvette Racing era. Some of the features carried over from the C6.R to the 2014 Corvette Stingray production car including forward-tilted radiator, functional hood and front-quarter panel vents, and rear transmission and differential cooling intakes. From there, engineers improved the aero details on the C7.R and Z06 with similar front splitters, rocker panels, and front- and rear-brake cooling ducts.

All those factors and other improvements from the C6.R give Corvette Racing an excellent chance to get the C7.R era started on the right foot... err, wheel.

“This is a great start for a new era of Corvette Racing,” said Mark Kent, Director of Racing for Chevrolet. “The Corvette C7.R represents new levels of technology in a number of areas that improve on the championship-winning legacy of the C6.R. It has been fascinating watching the development of the car over the last few months and we all are excited to finally see it in competition.”

## **Barrett-Jackson Sets Records at 2014 Scottsdale Auction**

The curtain came down Sunday, January 19th, on the most successful Barrett-Jackson Scottsdale auction in history. The FOX televised, eight-day event, sometimes called the “world’s greatest reality show,” was hosted in Barrett-Jackson’s brand new bricks and mortar facility with much improved space and amenities, a building that was completed in only eleven months time and completed only days before the auction start on Sunday, January 12th. Barrett-Jackson’s former main auction tent, the largest tent in the world, was connected to the new permanent auction building and created an impressive almost mile long facility from one end to the other.



But as user friendly as the surroundings, the real story here is the success generated inside the auction in both attendance which was up almost 30% and sales figures. This year’s docket included several iconic classic, muscle, sports and race cars with a sprinkling of other means of transportation, a Miami Vice off shore race boat, a fire engine, a few military vehicles, a Cessna military plane, and some special manufacturer new high performance cars which were auctioned for charity.

The Plymouth and Dodge drag racing Hot Wheels® cars and trucks of Don “The Snake” Prudhomme and Tom “The Mongoose” McEwan, restored and built to commemorate the epic drag racing matches and the recent feature film, sold to Corvette enthusiast and collector Rick Hendrick for just \$10K shy of \$1M, and also coincidentally bought a Mustang! Music and television star Simon Cowell sold his Bugatti Veyron for \$1.375. However the real star of the entire auction was the world’s record breaking 1967 Corvette L88 that recognized collector and automobile host and commentator Bob Varsha called “the American equivalent of the Ferrari 250 GTO,” the world’s most desired collector car.

From the first days it was evident that enthusiasts came out in force to spend their money at Barrett-Jackson’s annual Scottsdale auction extravaganza. In addition to the increased attendance, the opening days saw significantly larger bids than prior years when the first days were known for entry level “bargain” cars. That changed this year, though there were still some bargains to be had for astute buyers on Tuesday and Wednesday the top five sellers for the two opening days ranged from \$75K to \$200K, not necessarily “bargain” territory.

**The first two days sales topped \$14M for 429 lots with a 25% increase in attendance. And for the first time ever the first two days of the auction had cars that were sold for over \$100K.**

**Thursday, normally a transitional day bridging the bargain first days' offerings with the much more expensive collector cars offered on Friday and Saturday, turned out to be a preview of what was to come during the peak days. Thursday's attendance jumped to 30% and sales topped \$12M with the top seller being a 1955 Ford F100 pick-up truck which sold for \$220K. All of the top ten lots hammered down for over \$100K.**

**The momentum from the first half of the week continued Friday and Saturday. Barrett-Jackson's on line web site crashed early Friday due to the huge number of users trying to access the site and didn't get back up and running until Saturday afternoon; but it didn't seem to impede bidding. Attendance was still up almost 30% and sales continued to be strong.**

**On Friday two charity cars were sold raising over a \$1M. The first was a 2014 Chevrolet Camaro COPO, lot 3011, which hammered for \$700K with all proceeds to benefit Achilles Freedom Team of Wounded Veterans. The second was a 1956 Ford F-100 Custom Shelby truck that sold for \$450K to benefit the Children's Hospital of Saskatchewan Foundation. Barrett-Jackson traditionally has raised millions for charity and 2014 achieved new highs; partnering with other corporations Barrett-Jackson raised over \$5M for charity throughout the eight day event which kicked off on Sunday with an opening night charity Gala . This year several thousand joined the celebration with entertainment provided by rock legend Bret Michaels.**

**Saturday was highlighted by the best cars of the auction and Barrett-Jackson's "blue chip" Salon Collection crossing the block. These are high-value, historically-important collector cars consisting of pre war classics and rare significant post war cars. This year there were 74 of these cars, 40% more than last year. Eight cars were hammered for more than \$1M including the highest priced car of the entire auction, lot number 5035, a 1967 Corvette L88 which sold for \$3.85M and set a new world's record for a Corvette sold at auction. Just minutes before the 67 L88 was hammered down, the famous Corvette racecar known as the "Rebel" lot 5022, a 1969 L88, sold for \$2.86M including bidder fees, and nailed down the number two car of the auction.**

**For Corvette enthusiasts there were some bargains during the first three days of the auction for weak # 3 condition third and fourth generation cars, but throughout all days of the auction most of the #1, #2 and solid # 3 condition Corvettes from all generations sold at or above their valuation levels.**

**Several exceptional Corvette highlighted this year's auction with over 130 detailed in Barrett-Jackson's two high quality catalogs. There were several award-winning, restored and survivor examples, as well as some outstanding restomod and custom Corvettes. One of the most well known custom Corvettes, the Asteroid, was consigned by Lance Miller, owner of Corvettes at Carlisle, and customized by world famous "king of the kustomizers" George Barris. The Asteroid, lot 5024, was painted in a gleaming gold metalflake paint and built as a dual purpose car to race and show. Based on its strong provenance it was a relative bargain selling for \$110K.**

**One of the hottest categories of Corvettes were first generation restomods and customs. The high dollar, unique C1's in many ways over-shadowed the stock first generation Corvettes. A beautiful 1960 yellow custom, lot 5008, which took over 4000 hours to build sold for \$220K, while a more radical silver 1965 custom, lot 1277, sold for \$110K. A 1962 Pro Touring restomod, lot 1314, built on a C4 chassis sold for \$200.2K while a 1961 dark gray metallic custom, lot 5011 sold for \$269K. An absolutely stunning, totally stock appearing 1958 silver blue, silver coved restomod, lot 1305 sold for \$198K.**

The restomod, custom category wasn't confined to first generation cars. An almost "stock" appearing custom 1965, lot 1288, built by the award winning Carr's Corvettes & Customs of Dallas, and known as the "Black Ray," was anything but stock under the skin and hammered for \$152K (\$167,2 with bidder fees). One of the most well-known second generation cars that crossed the block was the 1963 modified and widened Corvette coupe known as the World's Fastest Street Legal Car, Lot 5027, which sold for \$198K. The twin turbo engine produced 2600 HP and was clocked at 209 MPH in street trim.

As expected the real strength of the auction were the outstanding #1 and #2 first, second and third generation cars and these cars proved to be exceptionally strong, most hammering down above the estimated valuation. With that being said one of the better Corvette buys at the auction was lot #1311 a 1965 Coupe. A first class survivor with the unusual combination of air conditioning and radio delete with less than 10K documented miles, won most every award available including the prestigious Duntov Award, National Top Flight 2005, NCRS Performance Verification 2005, NCRS Duntov Award 2005, Bloomington Survivor Award 2004, Bloomington Gold Certification 2004, Gold Spinner Concours winner 2004 and Corvette Vettefest Triple Crown winner 2004 hammered at the bargain price of \$86K. Apparently the automatic transmission and small block 327 held it back. Almost as good of a bargain was another multiple award winning C2, lot 1331, a 1967 Lyndale Blue, no expense spared restored, big block which hammered at \$100K.

But there were relatively few 'bargains' for Corvette lovers looking for top quality C1, C2, and C3 generations. Lance Miller also consigned a pair of matching VIN Corvettes once owned by his father, Chip Miller. A rare 1953 white convertible, lot 5038, and a 50th Anniversary 2003 convertible, lot 5039, with matching production numbers were hammered down for a combined price of \$770K.

Third generation rare Corvettes weren't so rare at Barrett-Jackson this year. One of the rarest was a 1968 L88 convertible, lot 1318, an all original 13K mile survivor that was owned by the original buyer for thirty four years. The fully documented, matching number, blue convertible also had the original bill of sale, window sticker, tank sticker, protect-o-plate, all manuals and was sitting on the original tires. It took \$880K to take it to a new home.

One of the twelve ZR2's produced in 1972, lot 5018, sold for \$495K while a 1970 LT1/ZR1, Lot 5009, in #1 condition and 1 of 25 built, found a new owner for \$220K. One of the rare cars of the auction, an award winning 1959 black, big brake, fuelie, lot 7003, which crossed the block Saturday night hammered for \$200K (\$220K with fees).

Several second generation condition #1 and #2 Corvettes brought good prices on Friday and Saturday. Though all five model years sold at or above the valuation prices it appeared that the least expensive cars were the 1964 and 1965 model years. That seems to be the case due to the highly desirable 427 cubic inch engine availability in the 1966 and 1967 model years. Second generation condition 1 and 2 cars with high performance engines commonly sold for \$250K or more with some approaching or topping \$200K.

Though actual final numbers from Barrett-Jackson® will not be available for a few days, this year's event was clearly the most successful in their 43 year history. Sales, attendance, registered bidders and cars sold were all ahead of 2013's event. Sales for 2013 were up a staggering 17% racking up \$108M and this year's event will exceed those numbers by \$5M. It was evident that the 3500 registered bidders weren't holding back on the 1399 cars sold. The Barrett-Jackson® team has got to be pleased with their first auction of 2014 and the first in an all new facility. Based on the Scottsdale results it looks like 2014 is shaping up to be a promising year.

## **Gus Grissom's Corvette Sting Ray Will Be Offered at Mecum Kissimmee**

**America may never know a time like the 1960s when our nation was on a frantic race to reach the moon before the end of the decade.**

**This weekend at Mecum Auto Auctions in Kissimmee, Florida, someone will be able to buy a piece of space exploration history when Virgil I. "Gus" Grissom's 1967 Corvette goes on the block.**

**The historic Corvette convertible is expected to bring \$150,000 to \$175,000 when it's auctioned off on Saturday, January 25. That's down from \$275,000 the car fetched at a Russo and Steele auction in January 2009.**



**Sadly, Grissom got to enjoy the car only a few weeks before his untimely death in the fire that also killed two of his fellow astronauts inside Apollo 1 on the launch pad.**

**According to Mecum, the Grissom Sting Ray is "extensively documented" and "more than a highly desirable of the class of the mid-year field; it is a precious artifact from an historic era of 20th century American history."**

**Grissom took delivery of the L71 427/435 horsepower Tri Power Corvette from Jim Rathmann Chevrolet in Melbourne, Florida. Mecum reports that Rathmann – who won the Indy 500 in 1960 and competed in the race 13 other times – "witnessed many a race at the expansive Cape Canaveral NASA complex between Grissom and (Alan) Shepard, who drove an identically-equipped Corvette."**

**What we wouldn't give to see those races on video now!**

**Rathmann supplied Corvettes to the Mercury Seven astronauts (Grissom, Shepard, John Glenn, Scott Carpenter, Gordon Cooper, Wally Schirra, and Donald "Deke" Slayton) as well as other early astronauts.**

**Sadly, Grissom's Corvette will be on display at the auction just two days before the 47th anniversary of his untimely death.**

**Grissom is a true space icon, having been the second U.S. astronaut to fly into space when he was aboard the Liberty Bell 7 in 1961. He also was the first person to fly in space twice, working with John W. Young on Gemini 3 in 1965.**

## Hansen ART Imagines the 2015 Corvette Z06 as a Convertible

The 2015 Corvette Z06 made its debut last week at the North American International Auto Show and one of the exciting new features on the new super car is that this will be the first Corvette Z06 with a removable roof panel. But that hasn't stopped rumors of a full-on convertible Z06.

A Milan, Italy based graphic design shop named Hansen ART took that idea and created this beautiful rendering of what a Corvette Z06 convertible might look like.



Compared to the Corvette Stingray, the all-new Corvette Z06 looks like it's spent months in the gym to perfect its stance. A wider body and the aggressive aerodynamics really give the car some great curb appeal. But the convertible rendering sort of takes some of that seriousness out of the Z06 and softens it, as if to say that it's the perfect sports car for a Sunday afternoon drive.

Based on the success of the 2013 Corvette 427, which was a convertible with the Z06's potent 7.0 liter LS7 V8, we really thought that a C7 Corvette Z06 Convertible might actually happen. After all, Chevy sold 2,500 427's during the C6's final year of production. And although it wasn't announced during NAIAS, we still think this might be on the drawing board.

## Wrecked C7 Corvette Stingray

No, I don't think this will buff out.



## **Corvette Z06 Domination**

**You know the Corvette Z06, any red blooded auto enthusiast does! This head turning, track dominating, ultra-performance sports car has inspired both racers and the everyday Corvette lover to add a little more excitement to their lives. The unique features of the 2015 Z06 are grabbing headlines and causing many of us to check how much equity we have in our house, and it's not even on sale yet.**

**However, the new Z06 isn't the only one that's ever made waves in the auto industry — well actually, every time a Z06 has rolled off an assembly line, it's been a game changer in the industry.**



This option offered enhanced braking, handling, steering, and a larger fuel tank.

Z06 first appeared on the Corvette as an RPO option package.



1963 Corvette Z06

Z06 is pronounced Z-  
"oh"-Six, even though the  
"oh" is a zero.

Only 199 Z06 Corvettes  
were offered this year.

Lighter & more powerful than the  
standard Vette', C5 Z06's were  
equipped with a 5.7L LS6 engine,  
manual transmission, and hardtop.

Back from the dead, this is the first  
modern Z06 made.



01-04 C5 Corvette Z06

Sitting on a FE4 suspension, the C5 Z06  
has larger wheels & tires, revised gearing,  
and brake duct cooling.

The C5 Z06's use of a  
titanium exhaust was a  
mass production  
automotive first.

C6 Z06 Vettes are powered by a  
monstrous 7.0L LS7 engine, which is  
backed by a T-56 6-speed equipped  
with a special cooler.

Z06 wheels are lightweight forged aluminum 18"  
front & 19" rear and the tires are wider. Brakes &  
suspension are upgraded.



06-13 C6 Corvette Z06

Built on a aluminum chassis, all C6 Z06's  
are hardtops. The spoiler & front splitter are larger  
than the standard Vette', and the front fascia is  
unique to the Z06 package.

Another first for the modern Z06, the new  
generation will have a removable top.

GM is giving this model a supercharged,  
6.2L LT4 rated at 625 hp/635 lbs-ft of  
torque.



2015 C7 Corvette Z06

For the first time, Z06 buyers will be able to  
choose between a 7-speed manual OR an  
8-speed automatic.

Goes on sale  
Spring 2015!



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