



FIBERGLASS FOREVER



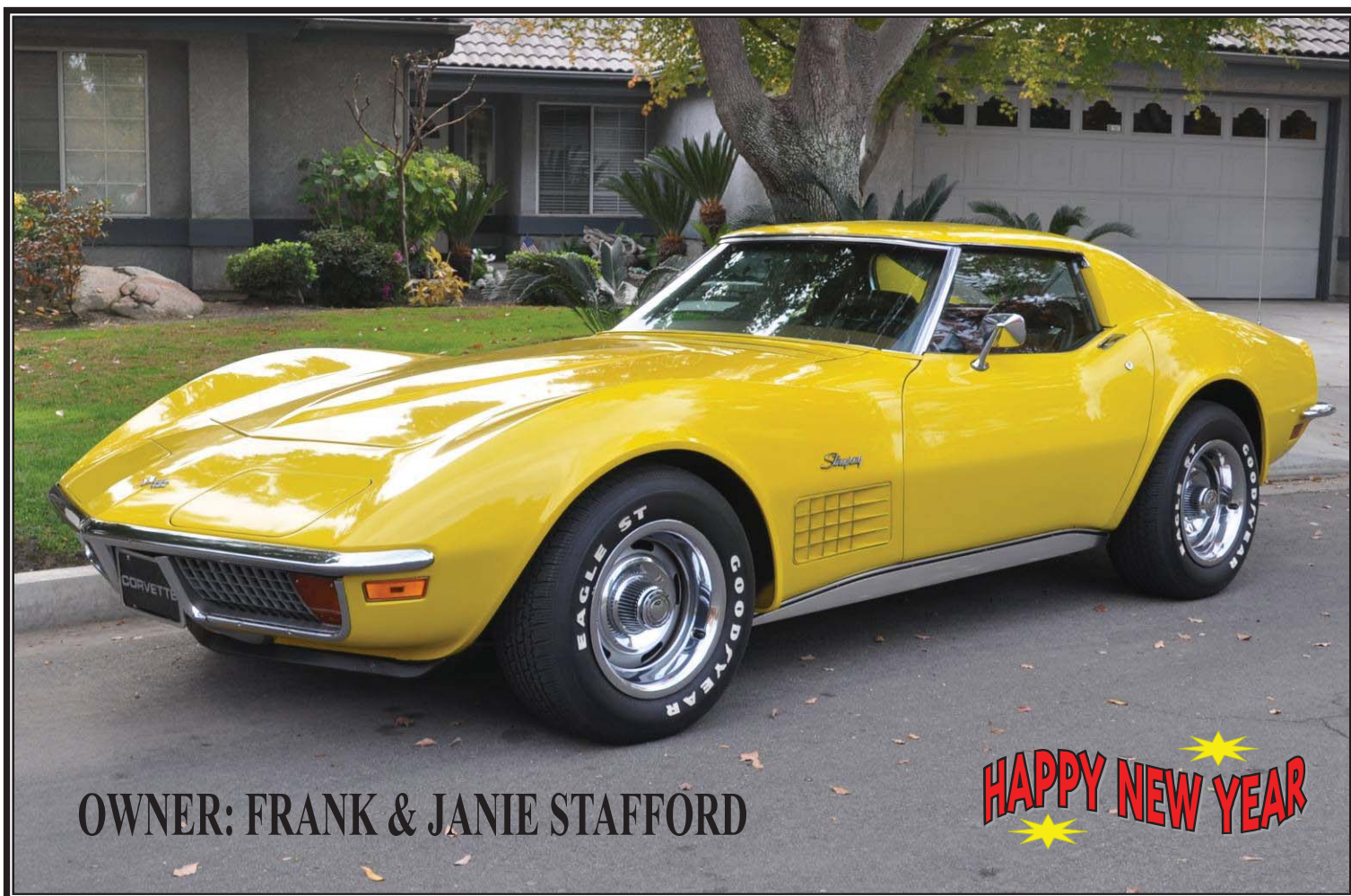
CORVETTES OF FRESNO

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

ESTABLISHED 1963

JANUARY 2014

HAPPY NEW YEAR



OWNER: FRANK & JANIE STAFFORD

MARK YOUR CALENDARS

JANUARY 14, 2014 TUESDAY - TAHOE PLANNING MEETING AT DENNY'S 7:00 PM

FEBRUARY 1, 2014 SATURDAY - ICEBREAKER RUN TO MONTEREY - NICK DILIDDO 559-439-7267

APRIL 11, 2014 FRIDAY - PALM SPRINGS RUN - BILLIE TALLEY 559-960-4666

JULY 6 - 11, 2014 - WSCC CONVENTION - MEDFORD, OR. - ALLEN TEIXEIRA 559- 449-1505

TAHOE 46 - SEPTEMBER 4 - 7, 2014



Tahoe 46

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

September 4-7, 2014

Silver Legacy Resort Hotel & Casino - Reno, Nevada

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

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

Registration must be Received by August 15, 2014

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

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

EARLY BIRD DRAWING

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

Highlights

Welcome Social Thursday Night

Shine & Show at the National Automobile Museum – 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 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 at the National Automobile Museum

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 AT THE NATIONAL AUTOMOBILE MUSEUM**
- 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**



NEW YEAR'S RESOLUTIONS



Myself – Get some of this extra weight off and try to keep it off.

My Corvette – Get it cleaned out and try to keep it clean.

Myself – Exercise more and try to stay fit.

My Corvette – Exercise it more and try to NOT get a ticket.

Myself – Try to enjoy life more this year.

My Corvette – Try to attend more Club activities this year

Myself – Try to appreciate others more.

My Corvette – Try to appreciate other Corvettes,

even though yours is “nicer”

Myself – Be friendlier to others.

My Corvette – SAVE THE WAVE!



“I will not eat, or smoke in my car.”

“I will not text while driving.”

“I will keep my tires properly inflated.”

“I will change my oil every 5000 miles.”

“I will put together a roadside survival kit.”

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 the American Legion Hall located at 3509 N. First Street, (North of Shields on the S/W corner of First Street & Dayton), Fresno.

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

2004 TRIVIA

2004 marks the last of the extremely successful fifth generation Corvette and was celebrated with the special Commemorative Edition Corvettes in Lemans Blue with special badging, graphics and interior appointments.

CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

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

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

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

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

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

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



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www.hedrickschevrolet.com

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

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

EMAIL TO:

jim.agar@att.net



THE PRESIDENT'S EXHAUST



Hello,

I want to start off by thanking everyone who helped make my transition to this position an easy one. Ron Miller and the rest of the board members have been a great source of information and encouragement and I appreciate it. The out pouring of support for myself and the new board, from our club members, has been wonderful.

There was no General Meeting in December, but we did have the COF Christmas party put on by Billie Talley, she puts a lot of work into this event and its appreciated. Burt Sherman had his Holiday Extravaganza run to the melodrama at the coast, I couldn't attend, but I sure everyone had a great time, as always. The next run coming up, is the Ice Breaker run to the coast put on by Nick & Angie Diliddo and Dave & Terri Cavanaugh, this is always a great social event and a chance to hang out with club members.

On December 12, 2013 the Charity Donations to Hinds Hospice and Marjaree Mason Center were presented by Ron Miller along with Jim Agar, Bert Sherman, Larry Minnich, Steve Profera, Kaye Campbell and myself. Both organizations expressed deep appreciation for Corvettes of Fresno's continued support.

It took me a long time to get my Corvette and joining Corvettes of Fresno was part of that experience and the people in the club have made it a great one. Kaye and I have always felt welcome in the club and it has become like a second family to us. I am looking forward to working with the board and the membership to make this a successful year.

I hope everyone had a good Christmas and a safe New Year.

See you at the General Meeting in January.

Chris Campbell



PAM'S MEMBERSHIP NEWS



Membership

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

Members & Guests

No December Meeting

Nametag drawing

Next Months Drawing will be for \$60.00

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

Club Directories and Updates

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



PAM FORRESTER
MEMBERSHIP



JANUARY ANNIVERSARIES
ALLEN & NANCY TEIXEIRA 31



JANUARY BIRTHDAYS



PAM FORRESTER 3 - BOB REINKE 3 - BRUCE LOONEY 7
CAROL McCOLLUM 12 - NANCY TEIXEIRA 15
JEANNIE DEHMEL 20 - KERRY DEHMEL 21 - JACKEY CHRISTANI 23
JIM KOZERA 27

50/25/25 DRAWING
WINNERS





CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



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

JANUARY 14, 2014 TUESDAY TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM

JANUARY 21 TUESDAY - GENERAL MEETING 7:00 PM AT THE 509 AMERICAN LEGION HALL NEAR FIRST & SHIELDS

FEBRUARY 1, 2014 SATURDAY - ICEBREAKER RUN TO MONTEREY
NICK DILIDDO 559-439-7267

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 THE 509 AMERICAN LEGION HALL NEAR FIRST & SHIELDS

APRIL 11, 2014 FRIDAY - PALM SPRINGS RUN - BILLIE TALLEY 559-960-4666

JULY 6 - 11 , 2014 - WSCC CONVENTION - MEDFORD, OR. - 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 THE AMERICAN LEGION HALL LOCATED AT 3509 N. FIRST STREET, (NORTH OF SHIELDS ON THE S/W CORNER OF FIRST STREET & DAYTON), FRESNO, CA
IF YOU ARE AN INTERESTED CORVETTE OWNER,
WE INVITE YOU TO ATTEND.

TAHOE 46 MEETING WILL BE HELD TUESDAY JAN 14, 2014 AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM

TAHOE 46

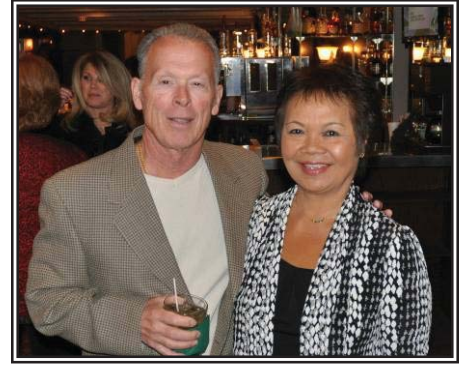
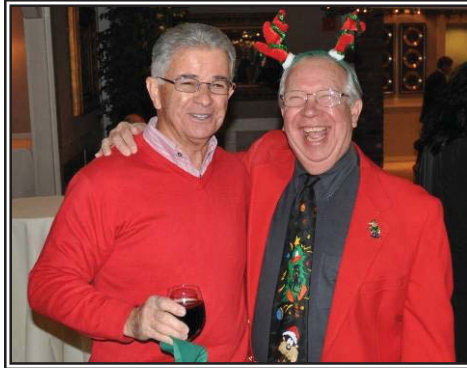
SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"



COF CHRISTMAS

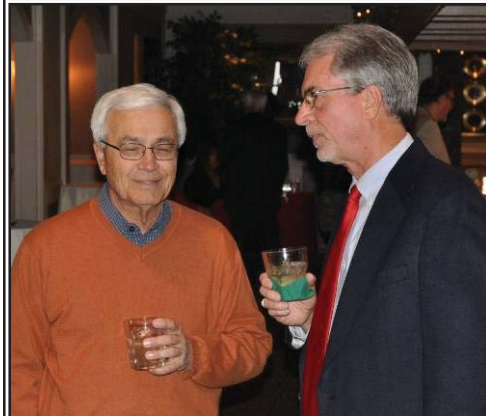
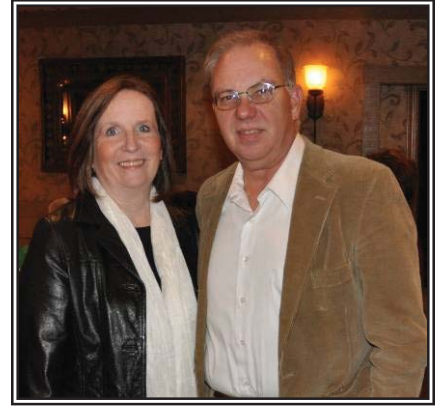
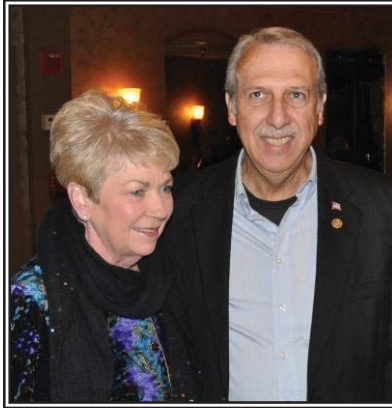
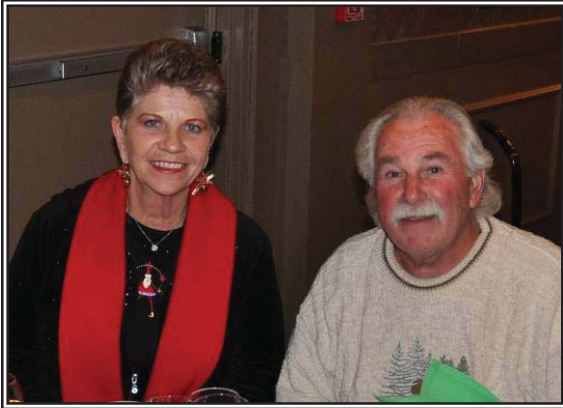
DECEMBER 7, 2013





COF CHRISTMAS

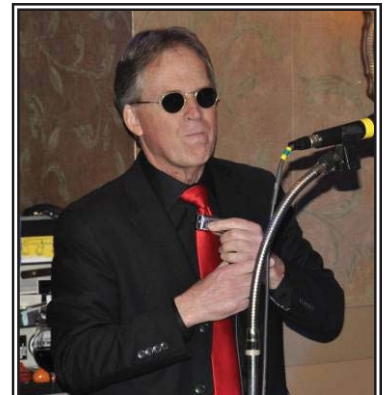
DECEMBER 7, 2013





COF CHRISTMAS

DECEMBER 7, 2013





COF CHRISTMAS

DECEMBER 7, 2013



MEMBER OF THE YEAR AWARD IS PRESENTED TO JIM & JOAN KOZERA BY OUT GOING PRESIDENT RON MILLER & VP ACTIVITIES BURT SHERMAN



**RON MILLER PRESENTS JIM AGAR WITH A REMOTE CONTROL C7 TO MATCH THE ONE THAT IS IN JIM & LYNNE'S GARAGE
THANK YOU SO MUCH!
THIS WAS QUITE A SUPRISE!**



**A SPECIAL THANK YOU TO
BILLIE TALLEY WHO
SERVED AS CHAIRPERSON
FOR OUR
CHRISTMAS PARTY
"GREAT JOB"**



**THANKS TO LIZ DEVOE
WHO PROVIDED ALL THE
BEAUTIFUL HAND
DESIGNED CHRISTMAS
BULBS**



COF CHARITIES GIVE AWAY



**EXECUTIVE DIRECTOR GENELLE TAYLOR KUMPE OF
MARJAREE MASON CENTER ACCEPTS A \$1000.00 CHECK FROM
CORVETTES OF FRESNO PRESIDENT RON MILLER**



**DIRECTOR OF
INPATIENT SERVICES
CHERYL INMAN OF
HINDS HOSPICE
ACCEPTS A CHECK
FOR \$1000.00 FROM
CORVETTES OF
FRESNO PRESIDENT
RON MILLER**

Hinds Hospice
Honoring the Journey



CORVETTES OF FRESNO ICE BREAKER - 2014



SATURDAY & SUNDAY - FEBRUARY 1 & 2, 2014

MARK YOUR CALENDAR & MAKE YOUR RESERVATIONS

CALL: CASA MUNRAS @ 1-800-222-2446 - ROOM RATES: \$109.00 + TAXES FOR KINGS, QUEENS, OR DOUBLE BEDS. IF YOU PREFER A LARGER ROOM W/FIREPLACE IT IS \$129.00 + TAX. TELL THEM YOU ARE WITH CORVETTES OF FRESNO TO GET OUR RATES.

WE WILL MEET AT THE CORNER OF HERNDON & 99 @ 7:45 AM
WE WILL FORM 2 GROUPS OF CARS WITH THE 1st GROUP LEAVING @
8:00 AM & THE 2nd GROUP @ 8:15 AM

PLEASE BRING SOME SNACKS FOR THE POOL PARTY SATURDAY NIGHT
(main course will be provided)

PLEASE NOTE
THERE WILL BE A RUN FEE OF \$12.00 PER COUPLE TO COVER THE COST OF THE MORNING
SNACKS & THE DINNER ITEMS
THIS WILL BE DUE & PAYABLE BEFORE THE RUN!



Destination - Saturday

- | | <u>Distance</u> |
|---|-----------------|
| 1. Carl's Jr, West end of Los Banos for donuts & coffee | 70 Miles |
| 2. Drive to Fortino's Winery | 45 Miles |
| 3. Phil's in Moss Landing for Lunch (reserved parking provided) | 25 Miles |
| 4. Drive to Casa Munros in Monterey | 18 Miles |
| 5. Domenico's on the Wharf for Drinks & Appetizers | (a short walk) |
| 6. Dinner poolside at the Hotel | |

Destination - Sunday

1. Home at your leisure



160 Miles

Weather Forecast

Sat. 62 High 45 Low
Sun. 62 High 45 Low



Communication

Nick's Cell 559-250-5291
Angie's Cell 559-250-5294

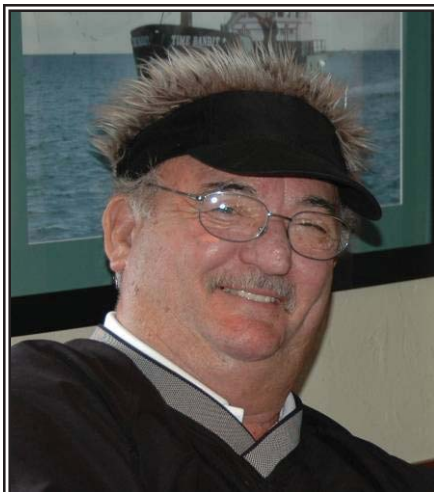
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YOUR ICE BREAKER HOSTS



NICK & ANGIE DILIDDO



DAVE CAVANAUGH



TERRI CAVANAUGH



A CORVETTES OF FRESNO 1st



**A beautiful desert getaway
A non mystery run hosted by
"The desert fox"**

Billie Talley

Where: Palm Springs

When: Leave Friday April 11, 2014

Hosted by: Billie Talley

This is a class act resort with great entertainment. This getaway is at the best time of the year. (before the heat). Make your reservations early as hotels are fully booked at this time.

Your choice, as prices vary greatly.

Questions? Call Billie 559-960-4666





FOR SALE



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1996 LT-1 CORVETTE CONVERTIBLE

50,000 MILES



**WHITE WITH BLACK TOP
CHROME RIMS - AUTOMATIC - A/C
POWER STEERING, BRAKES,
WINDOWS, & SEATS**



**VERY CLEAN & WELL MAINTAINED
ALWAYS GARAGED**

ASKING FAR BELOW KELLY BLUE BOOK

\$17,500 obo (reduced price)

FOR MORE INFORMATION CONTACT:

NICK DILIDDO - 559-439-7267

DAVE CAVANAUGH - 559-351-1920





Corvette Hall of Fame



**Jerry Burton
(2014 Induction)**

**Corvette Hall of Fame
Inductee Jerry Burton's
involvement with Corvette is
immeasurable, serving as
Founding Editor and Editorial
Director of Corvette Quarterly
magazine; Motorsports Editor
for AutoWeek magazine;
Managing Editor of Racecar
magazine; and Editor of**



Haggerty Insurance Automotive magazine. In addition to being an editor and contributor to numerous other automotive magazines, Burton is a Corvette historian, authoring “Zora Arkus-Duntov: The Legend Behind Corvette,” and “Corvette: America’s Sports Car: Yesterday, Today, and Tomorrow.” While heavily immersed in the Corvette World, Burton met and became a trusted personal friend of the Duntovs, with full access to all of Zora’s papers and documents and is personally acquainted with many of Duntov’s associates. In authoring the book he received full support of General Motors and the Chevrolet Motor Division.

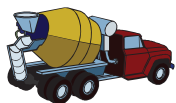
Burton holds a journalism degree as well as a Master of Arts in telecommunications and film, and is the author of the award-winning “Heartbeat of America” themeline for Chevrolet. He along with former Corvette Chief Engineer Dave McLellan were interviewed and featured on the Speed Channel’s documentary on the fifty year history of the Corvette. Burton also served as a Member of the NCM’s Board of Directors.



CORVETTES OF FRESNO, inc ADVERTISING CORNER



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AT A GREAT PRICE.



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Our dealership has been family owned and operated since 1944. We started as a small service station in downtown Clovis with only a handful of new and used vehicles for sale. In 1965, we moved to our current location on Shaw Ave and Freeway 168, still in Clovis. From the early Hallowell Chevrolet days to Hedrick's, lots of things have changed, except for our main goal:

“to provide a quality product and outstanding service to all our customers.”

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PLEASE SUPPORT ALL OUR FINE
ADVERTISERS

BE SURE TO TELL THEM YOU SAW THEIR
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"FIBERGLASS FOREVER"



CORVETTES OF FRESNO
NEWSLETTER





CORVETTES OF FRESNO, inc ADVERTISING CORNER



Kerry Dehmel
Owner

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California Appeals Court Overturns ‘Inconsistent’ \$3.5 Million Verdict in Corvette Fire Case

Calling a decision by a San Diego County Superior Court jury “inconsistent,” a state appeals court in California has overturned a \$3.5 million verdict for a couple who blamed a “defective” 2005 Corvette for causing a fire that destroyed their home in 2010 and then sued General Motors.



The original jury had returned a special verdict, saying that the Corvette had performed as safely as could be expected and GM was not strictly liable, but then turned around and held GM liable for negligence, awarding Herbert and Patti Boekamp \$3.5 million in compensatory damages.

The original judge had instructed the jury to examine the case under *res ipsa loquitur*, which states that negligence can sometimes be inferred from the circumstances of an accident or other outcome.

The appeals court, however, said that *res ipsa loquitur* doesn’t apply to this case because the defendant must have exclusive control over an “agency or instrumentality.” In this case, however, the Corvette had been out of GM’s possession for four years, serviced regularly, and taken in for inspection and repair of electrical components in the dash several times.

A jury therefore cannot find negligence without a defect, according to the appeals court.

“The jury here, however, did just that: It found GM was negligent even though it also found the Corvette was not defective under the consumer expectation test, the only strict products liability test on which the Boekamps requested the jury be instructed,” the panel said, noting that such a judgment must be overturned.

The original settlement had come as part of a lawsuit against GM over what they claimed was a defective telescoping steering column in a 2005 Corvette belonging to Patti Boekamp.

“Two hours after my wife came home and parked the car in the garage, the car caught fire and took the 5,300-square-foot house with it,” her husband, Herbert Boekamp, said.

Also lost in the January 16, 2010 fire was a 1962 Corvette.

Fortunately, the family escaped unharmed, despite the fact that several hard-wired smoke alarms didn’t work because the fire burned the circuits. Herbert Boekamp was awakened by the smell of smoke.

Once they had exited the burning house, Mr. Boekamp noticed a trail of gasoline that leaked out of the garage.

“When the car melted down, the gas rolled out of the garage and caught the outside of the home on fire; that was the first clue that it was the car,” he said earlier.

2014 Corvette Stingray Was Nearly Designed by Brazilians

All along, Chevy has made no secret that with the C7, it was aiming to entice a younger breed of buyer to supplement its already loyal, but graying customer base.

That meant Ed Welburn and his crew were willing to listen to all possibilities when it came time to design the seventh generation of the Corvette a few years back.

In fact, Welburn gave every GM studio designer in the world the chance of a lifetime, the opportunity to show him their vision of what the new C7 should look like.



After sorting through hundreds of drawings, the field was finally narrowed to two: one from the Corvette studio design team and the other from GM do Brasil.

None of the “contestants” could look at anyone else’s ideas, and only Welburn and the other design bosses were allowed to see all the entries.

As we all know now, the Corvette design team, in the end, convinced Welburn that it had come up with the right stuff to convince younger and more affluent buyers to come into the Corvette fold.

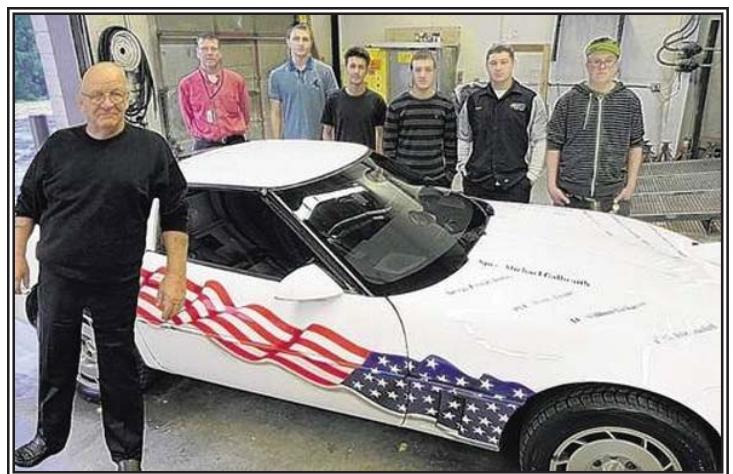
It’s wild to think that the design of America’s sports car – seventh edition- was nearly penned by an artist in Brazil.

Students Restore C4 Corvette to Honor Veterans

Lots of hard work in a short time resulted in this patriotic tribute, just in time for the 2013 New York City Veterans Day Parade last month.

The 1984 Corvette had belonged to a Korean War veteran, whose wife donated it after he recently passed away to the Cpl. David W. Leonard K.I.A. War Memorial Museum in Godeffroy, N.Y.

The donation set in motion a flurry of activity starting in September when Marine Staff Sgt. Julius “Sarge” Leonard asked the Auto Body Class at the Career & Technical Education Center at Sullivan BOCES to restore the Corvette, hopefully in time for the annual parade in New York City.



Thanks to parts and materials donated by various individuals and organizations, the class was able to start work immediately and get the car done in time.

“Working with these students has been one of my greatest experiences,” Leonard said.

The students felt the same way. “Giving back to everyone who serves is a great honor,” said James Terpstra, a senior at Sullivan West who plans to enlist in the Marines after completing his high school education. “We will take great pride to see what people think of the car.”

The Corvette was repainted white with an American flag banner down the sides. The students also wanted to honor veterans in their community and added the names of Sullivan County soldiers killed in action in the wars since World War I to the hood, including CPT Harold Faldermeyer, Spec. James Muller, Cpl. Robert Johnson, PFC Jason Kropat, Lance Cpl. William Yaskanich, 1st Lt. John Crawford, PRC Jerry Evans, Sgt. Lewis Lorio, Spec. Michael Galbraith, PFC Frank Stokes, PFC Anthony Kaiser, and 1st. Lt. Baldomero Lopez.

The Sullivan County Board of Cooperative Educational Services is one of 37 BOCES established across New York. They exist to help school districts and communities by providing shared services that will increase student performance, by providing economic solutions for school districts, and ultimately, by creating a positive impact on the people and communities of Sullivan County.

The Sullivan BOCES boasts an extensive Career and Technical Education (CTE) Program which provides high school students with pre-professional and vocational training in a variety of 21st century career areas including health, technology, environment, and various trades.

2014 Corvette Stingray Hits 186 MPH On Autobahn

The 2014 Corvette Stingray raised the bar not just for GM, but for every automaker seeking to make any kind of sports coupe, because it will inevitably be held to the Corvette standard. Boasting 450 horsepower from its 6.2 liter LT1 engine and an all-new frame built from aluminum wrapped around the most luxurious interior to ever grace a Chevy, the 2014 Stingray sets the bar very, very high.

Which is good, because the Corvette is now competing on a global stage with more competition than ever, which includes markets like Germany, which shares America’s love for performance vehicles. One key difference is that in Germany, the 2014 Corvette can flex its full performance potential on public roads like the Autobahn, where this recent top speed video came from.



GM is making a concentrated effort to push Chevrolet products in Europe and other markets outside of the U.S., trying to make Chevy a global brand in an attempt to unite GM across all continents. With a product like the 2014 Corvette, which serves as a halo car that the brand can tout to potential buyers, it’s all about the numbers and the street cred.

Taking full advantage of the speed limit-free sections of the Autobahn, a very-lucky GM engineer takes the 2014 Corvette to its maximum top speed, 186 MPH, or 300 kph. The combination of the Corvette’s sexy sound and a traffic-free left lane is every Chevy fan’s wet dream, and without having to worry about the po-po, you can let your right foot feel the floor.

2015 Corvette Z06 to be shown at January's Detroit Auto Show

Well, the moment Corvette enthusiasts have been eagerly awaiting is nearly here.

Chevrolet announced today that the 2015 Corvette Z06 will be unveiled to the public in January at the North American International Auto Show in Detroit, the same place where the 2014 Corvette Stingray first saw the light of day a year earlier.

Chevy released a photo showing a much larger front fender vent on the Z06 and a partial view of the wheel, but we'll have to wait a few more weeks to see how the complete package looks.



Nevertheless, in a press release, Chevrolet did call the Z06 “the most track-capable Corvette ever, designed to deliver supercar levels of performance through unique powertrain, chassis, and aerodynamic features.”

Interestingly, that same release noted that the 2015 Z06 – slated to enter production in late 2014 – will complete Chevrolet's performance car lineup that also will include the Corvette Stingray Convertible, Camaro Z/28, and SS sedan.

Does that mean that the Z06 will be the ultimate C7, or will a ZR1 enter the picture later?

Regardless, Chevy can already boast of being America's favorite performance car brand, according to Alan Batey, senior vice president, Global Chevrolet, “and for 2014 we are going to offer enthusiasts more choices than ever before. No other manufacturer will be able to match the breath of performance cars from Chevrolet.”

Consumers are definitely taking note of the work by Chevrolet's engineers. The automaker has sold one out of every four performance cars in the U.S. in 2013, with the Corvette and Camaro both leading their segments.

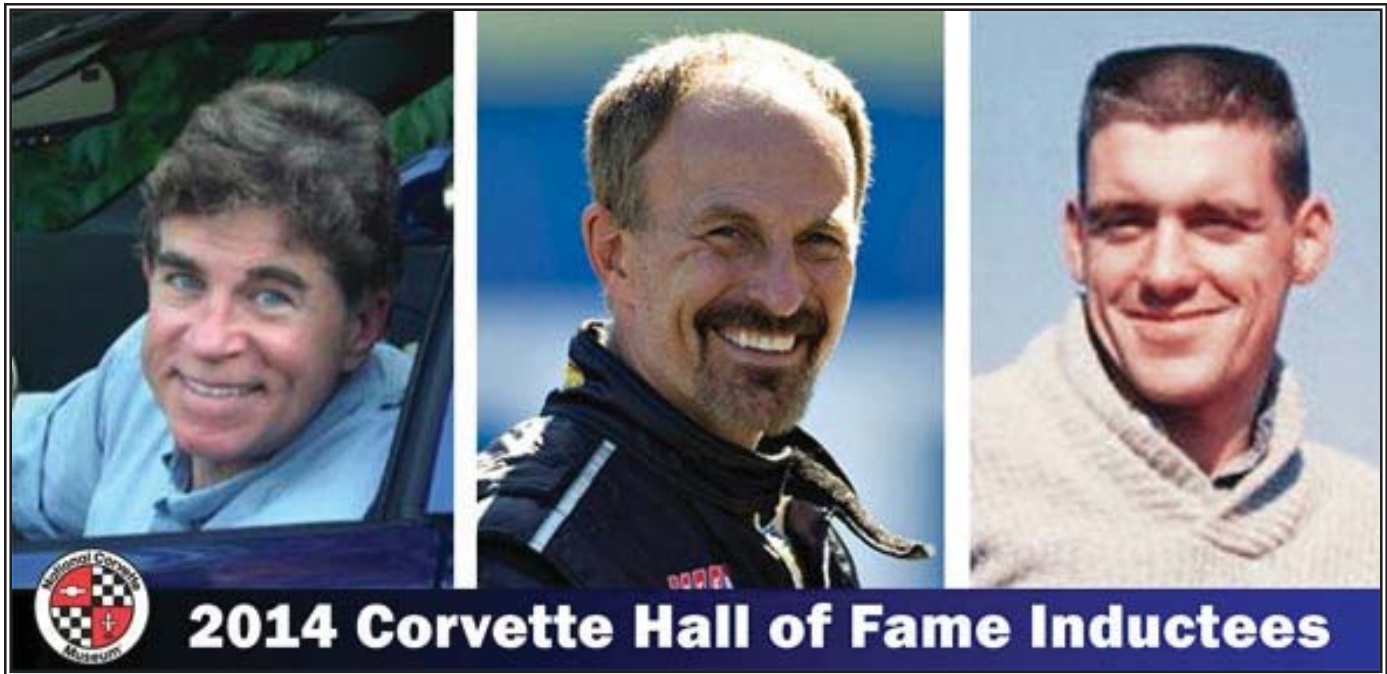
The Corvette – despite seeing production shut down for six months while the assembly plant in Bowling Green switched over to production of the C7 – has seen sales jump 229 percent year-over-year and outsold its closest competitor, the Porsche 911, for the first 11 months of 2013.

Likewise, little brother Camaro also whipped its traditional foe, the Ford Mustang, during the same period, outselling it by 10,000 units in retail sales. That puts the Camaro on track to be the best-selling sports car in America for the fourth straight year.

Chevy expects its performance-car domination to do nothing but increase in 2014 with the first full calendar year of sales of the 2014 Chevrolet SS sedan, the first full year of sales of the 2014 Corvette Stingray Convertible, the arrival of the most track-capable Camaro ever with the Z/28 coming in the second quarter of the year, and the debut of the 2015 Corvette Z06 late in the year.

It's definitely a good time to be a performance car enthusiast in the United States.

National Corvette Museum Announces 2014 Hall of Fame Inductees



In baseball, it's Cooperstown, New York. In football, it's Canton, Ohio. In hockey, it's Toronto, Ontario. For Corvette people, our heroes are enshrined in the Corvette Hall of Fame in Bowling Green, Kentucky. The National Corvette Museum recently revealed their 2014 HOF inductees and this year's class includes a noted author, a former Assistant Chief Engineer, and a celebrated Corvette racing driver.

The National Corvette Museum's annual inductees to the Hall of Fame come from any of 3 genres including GM/Chevrolet, Enthusiast/Historian, and Racing.

Jerry Burton has published several Corvette-related books and served in several editorial roles in the industry. He was the Founding Editor and Editorial Director of Corvette Quarterly magazine, the Motorsports Editor for AutoWeek and served various other roles at numerous other automotive publications. Some of his original works include "Zora Arkus-Duntov: The Legend Behind Corvette," and "Corvette: America's Sports Car: Yesterday, Today, and Tomorrow." In addition to serving on the NCM Board of Directors, he's also the man behind GM's old "Heartbeat of America" tagline.

John Heinricy's already has a spot inside the NCM as a statue with the 1989 Corvette ZR-1 "Record Run" display. That exhibit celebrates the 12 world time and distance speed records averaging in a C4 Corvette.

He also served as Corvette Assistant Chief Engineer and helped developed the e 1995 Pace Car, 1996 Grand Sport, and Collector's Edition. Out on the track he claimed 11 SCCA national championships driving, of course, a Corvette.

Dave MacDonald boasted a better win percentage than any other Corvette racer compiling 47 victories and 69 top three finishes in 110 career starts. He shared the driver's seat with Dick Thompson in the "Biography of a Sports Car" marketing campaign for the then all new 1963 Stingray. Zora Duntov himself considered MacDonald one of the top two Corvette drivers. When GM left factory-backed racing, MacDonald went to drive for Cobra, but continued to wheel his own 1963 Corvette on the streets. Sadly, he lost his life at the Indy 500 in 1964.

1967 Corvette Sting Ray Convertible Sold by the Only Owner its Ever Had

Here's a pretty cool story via our friends at All Vette in West Chester, PA. They recently acquired a 1967 Corvette Sting Ray Convertible from the car's original owner who bought the car when he was in high school.

In 1967, Robert Mumma's father had told him to go pick out a car for a high school graduation present and like many young men at the time, he was smitten by the 1967 Corvette Sting Ray. Robert had good taste as he ordered a Goodwood Green Convertible with a 427/390 hp V8 engine, air conditioning and side exhaust from Sutliff Chevrolet in Harrisburg, PA.



Robert has been the car's only owner for the last 46 years. Over that time, the Corvette racked up just 50,000 miles, making this original Sting Ray one heck of a time capsule. After transferring the car to Lou at AllVette, he signed a certificate saying he was the original owner who had ordered the Corvette with the current configuration that it has today.

At one point in the late seventies or early eighties, the car was returned to the dealership where it was tuned by NHRA Funny Car driver/mechanic Bruce Larson who did the tune as a favor to the owner of Sutliff Chevy as he once worked at the dealership. Larson not only tuned the Corvette, but he signed the car on the rear valance behind the license plate and his signature is still visible today.

Documentation includes the original protect-o-plate as well as a letter from Mumma's father to Robert with the surprise that the Corvette was tuned by Larson. It also has an original, 70's-era, PA License Plate.

The specs on the car are impressive. It features the correct color code 983 Goodwood Green with 421 Saddle Leather with a white convertible top. This Corvette was ordered with the following RPOs:

- A01 Soft Ray Tinted Glass all windows
- C07 Auxiliary Hardtop
- C60 Air Conditioning
- L36 427/390 hp Engine
- 4-Speed Manual Transmission
- N14 Side Mount Exhaust System
- N40 Power Steering
- U69 AM-FM Radio

2015 Corvette Z06 and LT4 Engine Photo Leaked

With the news that Chevrolet will be introducing the 2015 Corvette Z06 at the North American International Auto Show in Detroit next month, speculation about the car's details have ramped up from whispers to a dull roar. Leading the rumor mill over the last two days is this photoshop of a C7 Corvette Z06 which was reportedly done by a Corvette Forum member, as well as a leaked photo allegedly showing the performance car's new supercharged engine dubbed the LT4.



Despite earlier stories suggesting the high performance variant of the C7 Corvette would be called the Z07 as homage to the 7th generation of the sports car, the press release by GM cleared that rumor immediately and we are happy that they are sticking with the Z06 nameplate which first appeared 50 years ago on the first Sting Rays in 1963.

Actual details of the new Corvette will be revealed at NAIAS, but its really no surprise on the progression the body of the Corvette Stingray will make as its recast as the Z06. The teaser pic released by GM on Wednesday shows an exaggerated front fender and rocker panels which we assume will be available in light weight carbon fiber like the car's C6 predecessor.



From that teaser pic which also shows the Corvette wearing Michelin's Pilot Sport PS2 Cup tires on unique black wheels, we can deduce that the C7 Corvette Z06 will have a wider stance, front spoiler and a larger rear spoiler for increased downforce at high speeds like the photoshopped Yellow Stingray shown above. Let's not also forget that recent spy photos published by Automobile Magazine show the Z06 will have massive carbon ceramic brake rotors which are most likely sourced from Brembo and the rear brake vents to keep those brakes cool which appear behind the doors are shown as well.

As for the leaked LT4 engine, its a much better photo than the one with the red supercharger cover that previous make headlines in October. The design of the supercharger cover shows the

words "LT4" and CORVETTE" and the white lines down the center of the cover are reminiscent of the design from the C4's LT4 which appeared for one year only in 1996 Corvette models.

We previously estimated the power of the forthcoming Corvette Z06 to be 600+ hp and it will need that kind of power to live up to Chevrolet's claim that the C7 Z06 *"will be the most track-capable Corvette ever, designed to deliver supercar levels of performance through unique powertrain, chassis and aerodynamic features."*

Chevrolet to Exit Europe but Corvette is There to Stay

General Motors is tossing in the towel in Europe for Chevrolet, leaving the market there except for the widely acclaimed Chevrolet Corvette and an expanded presence for Cadillac as its premier brand.

Starting in 2016, GM says it will rely on its Opel and Vauxhall brands to compete in the volume market and that the Corvette and other “select iconic vehicles” will remain available in Western and Eastern Europe as well as Russia and the Commonwealth of Independent States.



In a press release Thursday, GM blamed the withdrawal on a “challenging business model and the difficult economic situation in Europe.”

Cadillac will also expand its presence in Europe with a focus on its distribution network and new product introductions over the next three years.

GM Chairman and CEO Dan Akerson said Europe is a key market for GM that will benefit from a stronger Opel and Vauxhall and further emphasis on Cadillac.

“For Chevrolet it will allow us to focus our investments where the opportunity for growth is greatest,” he said.

He called the decision “a win” for all four GM brands and “especially positive” for car buyers in Europe because they will be able to buy vehicles from “well-defined and vibrant GM brands.”

The move will improve the Opel and Vauxhall brands, GM says, and cut the market complexity associated with having Opel and Chevy in Western and Eastern Europe. The brands are competitive in their respective segments because they are clearly defined and distinguished in Russia and the CIS.

GM posted a \$214 million loss in the third quarter of this year in Europe.

The move will affect earnings for GM in the last quarter of 2013 by as much as \$1 billion, GM says, as well as 2014 earnings.

Callaway Announces Package and Pricing for 2014 Callaway Corvette SC610

Our friends at Callaway continue to amaze us with the number of projects they have going. After announcing their C7 Aerowagon Shooting Brake and the 570 hp Callaway SS Sedan were greenlighted for 2014, the project we really wanted to know about – the C7 Callaway Corvette – can now be ordered from Callaway dealers.

For over 25 years, the engineers at Callaway have produced high performance versions of the Corvette. And now with the C7 Corvette, Chevrolet's most sophisticated, featured-packed Corvette to date, Callaway will build upon that experience to create the all new Callaway Corvette SC610 for 2014.



The 2014 Callaway Corvette is expected to produce 610 horsepower and 556 lb-ft of torque. That power comes from the addition of an Eaton TVS four-lobe high helix rotor supercharger. New for the C7, Callaway's engineers have completely redesigned the supercharger's housing and manifold for improved airflow and the new intercooler configuration reduces charge air temperatures. The new supercharger design extends through the hood and is framed by a Callaway carbon hood surround panel and integrated underhood extractor. Standard equipment includes the Eaton TVS supercharger, Callaway's honker high flow intake and the carbon hood surround/extractor with "Supercharged" emblems. Callaway also brings back their Double-D stainless steel exhaust system.

The final touches on the Callaway Corvette include exterior badging, door sill panels, floor mats, dash plaque and an underhood plaque with the VIN.

The Callaway Corvette's standard SC610 Package is priced at \$22,995.

Callaway is also rolling out a number of optional equipment packages expected in the Spring of 2014 including:

- Callaway AeroWagon Package
- Callaway Nine Spoke Wheel/Michelin Tire package
- Callaway Coil-Over Suspension with Double Adjustable Dampers
- Callaway ShortThrow Shifter
- Callaway Le Mans GT Brake Package
- Callaway Sport interior Group
- Callaway Carbon Body Package
- Callaway Carbon Splitter
- Callaway Carbon Rear Spoiler
- Callaway Carbon Rocker Panels

The Callaway Corvette is assembled to precise engineering specifications by their expert technicians and that's how they are able to provide a three year/36,000 mile limited warranty as well as an optional 5 year/100,000 extended powertrain service contract.

These are the pre-production performance estimates for the 2014 Callaway Corvette:

- Horsepower: 610 bhp @ 6400 rpm (SAE)
- Torque: 556 lb-ft @ 4500 rpm (SAE)
- 0-60 mph: 3.4 sec
- 1/4 mi ET/Speed: 11.0 sec @ 125 mph
- Max Lateral Acceleration: 1.05g

2014 Corvette Stingray is Unveiled in Japan

The new Corvette Stingray and Cadillac CTS models may be racking up all kinds of prestigious honors in their homeland, but several thousand miles away, it remains to be seen if that hardware will pay off in the form of increased sales in Japan.

GM Japan is anxious to see its efforts pay off in Japan, where it has expanded its lineup of cars to 10 from four in 2010. Despite that expansion, GM still managed to eke out just 1,200 sales in 2012.

Still, GM says it isn't ready to throw in the towel in the third largest automotive market in the world.

"We have just begun our fight," GM Japan Managing Director Sumito Ishii told reporters last week at the Foreign Correspondents Club in Tokyo. "We offer attractive qualities that you can't find in Japanese and European cars."



Things like risk taking, coolness, and Hollywood celebrities especially with the new Corvette and Cadillac models, both of which will go on sale in Japan next spring.

Prices sound competitive, with the Stingray going from \$92,900 to \$115,900 and the CTS selling for \$59,900 to \$69,900.

Ishii said GM hopes to lure buyers who may not have predetermined (negative) opinions about the American automaker, which has finally started offering models with right-hand drive there (the normal way in Japan).

Regardless, GM has a long way to go to catch up with leaders like Lexus and BMW, which sell about 40,000 cars each in Japan each year.

GM officials say they're optimistic that the positive reviews of the Stingray and CTS may be able to keep its sales momentum going in Japan, where it has doubled the sales of its luxury car nameplates in the past three years.

Report: 2015 Corvette to Get 8-Speed Automatic Transmission

Rumors have been going around for months that the C7 Corvette would eventually have an improved automatic transmission.

Based on a technical paper summary previewed on the Web by the Society of Automotive Engineers over the weekend, a new eight-speed automatic will be available for the Stingray, perhaps as early as the 2015 model year.

The current C7 six-speed automatic already is the most miserly Corvette automatic ever when it comes to fuel economy, delivering a 10.5 percent increase of 1 mpg in the city and 3 mpg on the highway compared to the C6.



But the technical paper summary confirms that the new eight-speed automatic will have plenty of room for increased torque (able to handle 738 lb-ft), while still offering gas mileage of more than 30 mpg on the highway for the first time ever.

We hope to find out more details about this impressive new transmission when the full technical paper will go on sale in April 2014.

Update

The SAE Summary Paper has been pulled from the website but luckily we have the text from the page before it was redacted:

*General Motors Rear Wheel Drive Eight Speed Automatic Transmission
Technical Paper
2014-04-01*

James Michael Hart, Tejinder Singh, William Goodrich

General Motors Rear Wheel Drive Eight Speed Automatic Transmission General Motors shall introduce a new rear wheel drive eight speed automatic transmission, known as the 8L90, in the 2015 Chevrolet Corvette. The rated turbine torque capacity is 1000 Nm. This transmission replaces the venerable 6L80 six speed automatic transmission. The objectives behind creation of this transmission are improved fuel economy, performance, and NVH. Packaging in the existing vehicle architecture and high mileage dependability are the givens. The architecture is required to offer low cost for a rear drive eight speed transmission while meeting the givens and objectives. An eight speed powerflow, invented by General Motors, was selected. This powerflow yields a 7.0 overall ratio spread, enabling improved launch capability because of a deeper first gear ratio and better fuel economy due to lower top gear N/V capability, relative to the 6L80. The eight speed ratios are generated using four simple planetary gearsets, two brake clutches and three rotating clutches. The resultant on-axis transmission architecture utilizes a squashed torque converter, an off-axis pump and four close coupled gearsets. The three rotating clutches have been located forward of the gearsets to minimize the length of oil feeds which provides for enhanced shift response and simplicity of turbine shaft manufacturing. The transmission architecture features a case with integral bell housing for enhanced powertrain stiffness. A unique pump drive design allows for off-axis packaging very low in the transmission. The pump is a binary vane type which effectively allows for two pumps in the packaging size of one. This design and packaging strategy not only enables low parasitic losses and optimum priming capability but also provides for ideal oil routing to the controls system, with the pump located in the valve body itself. The transmission controller is externally mounted, enabling packaging and powertrain integration flexibilities. The controller makes use of three speed sensors which provide for enhanced shift response and accuracy. Utilization of aluminum and magnesium components throughout the transmission yields competitive mass. The dedicated compensator feed circuit, used in GM six speed designs, was supplanted by a lube-fed design in order to simplify oil routing and enhance shift response. Packaging is within that of the GM 6L80 design, allowing for ease of application integration. The overall result is a robust, compact, and cost effective transmission which offers significant fuel economy and performance benefit, over its six speed counterpart, and shall provide an attractive balance of overall metrics in the automatic transmission market.

C4 Corvette Crashes into a House in Odessa, Texas

This yellow C4 Corvette crashed Sunday evening into the middle of a home at Richmond Street and Ridgedale Avenue on the north side of Odessa, Texas.

According to police, the driver was cited for failure to control speed after driving through a stop sign at a T-intersection and into the living room of the home, narrowly missing the garage.

Fortunately no one was injured in the wreck, and we couldn't tell how much damage the C5 suffered, though it is probably significant to the front end based on the hole it opened up in the house.



2014 Corvette Stingray Named as Top 3 Finalist for the North American Car of the Year

The odds are getting better with each passing day that the new Corvette Stingray could be named the 2014 North American Car of the Year.

In July, the Stingray was one of 47 vehicles (including nine from General Motors) to be nominated as finalists for 2014 North American Car and Truck/SUV of the Year.

In October, that early list was narrowed to 24 vehicles, six of them made by GM.

Now the three finalists in the car division and the three finalists in the truck/SUV division have been announced, and GM can boast of producing three of the six survivors – including the Stingray, the Cadillac CTS, and the Chevrolet Silverado.



The Stingray and CTS will have to beat out the 2014 Mazda 3, while the Silverado is up against the Acura MDX and Jeep Cherokee in its division.

A writer for Torque News wrote this week that he believes the jurors in the competition may ultimately give the award to the Cadillac since the Stingray is sold in such small numbers but the CTS could provide a big boost to Cadillac sales when it's released in full force to dealers.

Still, that the Corvette is in such high company in North America speaks volumes for the work done by Chief Engineer Tadge Juechter and his team on the seventh generation sports car.

Torque News, in fact, calls the new Stingray “one of the greatest American performance cars of all time” and “a global legend before one ever touched the street” as soon it was revealed to the world last January. They say the Corvette is “a giant killer that will beat some of the best performance cars in the world with a price that makes it cheaper than many of the cars that it will crush.”

We wouldn't argue.

CorvetteBlogger Drives the 2014 Corvette Stingray Convertible

Now that the dust is beginning to settle with Chevrolet's launch of the 2014 Corvette Stingray Coupe, it's now time to turn our attention to the 2014 Corvette Stingray Convertibles that are just now being delivered to customers.

Last week we had the opportunity to drive the new Stingray Convertible through the mountains and high desert country surrounding Palm Springs, CA. The roads and weather were perfect for top down cruising so recline your seats and adjust your lumbar as we are going for a test drive in the new 2014 Corvette Stingray Convertible!



Somewhere on the California's Scenic Highway 74...

As I drove through a series of curves and switchbacks in the high mountains outside Palm Springs, CA, I kept a tight two handed grip on the suede covered steering wheel.

I was driving the 2014 Corvette Stingray Convertible. This particular model was a Cyber Gray with a 1LT with black interior, but it came with the Z51 performance package and 7-speed manual transmission, magnetic selective ride control and the performance exhaust – 460 horsepower and 465 lb-ft of torque are at my beck and whim.

The Corvette Stingray Convertible was in 3rd gear as I threw the steering wheel one way and then the next. Powering out of the corners was fun with the Active Rev Matching automatically adjusting my shifts for 4th gear with the occasion to get up to 5th gear on some of the longer straits in the high desert country.

There is a different mindset when driving a convertible vs a coupe. The open air feeling you get when driving a convertible Corvette is a near zen-like experience as you feel the wind whipping at your face and body while the exhaust note behind you growls and then subsides in tune with the gas peddle. You become one with the car, anticipating where the road will lead you both next.

Previously, if you opted for the Convertible model, it usually meant you had to sacrifice performance for the drop top driving experience. But with the 7th generation Corvette Stingray, those days of compromises are long over.

It all starts with the new aluminum frame which is stiffer and lighter than the previous generation's steel frame. You don't feel any flexing or give as you power through the curves and the near 50/50 weight ratio keeps the car perfectly centered.

From there its content. Nearly every bit of content that goes into the Stingray Coupe is also available on the Stingray Convertible. The Z51's dry sump oil system, active rev matching and the five driver select modes which give you the ability to tailor your drive to the conditions of the road – or should I say – it sets up the car for the kind of driving you want at that moment.

And you cannot talk about the Corvette Stingray and not give kudos to the interior design team. Two seat designs are available in the new car, the standard GT seats and the Competition Sport seats. This was our

first go around with the new racing seat which are now just becoming available. The Competition Sport seat is much more firm than the base GT seats and the that firmness extends down the sides from the bolsters which keep you firmly planted.

The seats' bolsters are adjustable and along with the seat heaters and fans, there are lumbar controls so you can get some modicum of comfort, but with those seats, comfort is secondary. If I was the type of driver that liked to travel long distances or only occasionally did a track event, then I would go with the regular GT seats. Your wife or significant other will thank you as well!

After a brief stop at one of the rally points of the drive, I traded cars with another writer and this time got an Arctic White non-Z51 automatic with the 3LT Brownstone interior.

Now this was the ultimate cruising Corvette. The 6-speed automatic is tuned for the C7 and operating the paddles on the steering wheel provide crisp shifts every time. But mostly I just left it in drive and let the transmission do the work.

Driving the auto gave me some time to check out the Chevy MyLink entertainment center, finding several channels to switch back and forth on Sirius/XM. The stereo really cranks up as there are speakers directly behind seats. The colored HUD was an option that the 1LT Cyber Gray Stingray didn't have and so I would consider at least the 2LT trim to get that must have feature. At one point, the sun was behind me and shining directly down onto the dash, but both the NAV/My Link monitor and the gauge displays were very readable in the bright sun.

Cruising in the high country, I was usually in Sport mode but went through all five of the Driver Modes just to play around with the controls. Of course, Track mode is just about everybody's favorite, especially in the convertible when you can hear the exhaust open up.

The 3LT Brownstone is definitely one of my favorite colors as it looks and feels to be the most luxurious. The 3LT also provides suede accents on the door and instrument panels. The interior color palette for 2014 Corvette Stingray includes Jet Black, Adrenaline Red, Gray, Kalahari and Brownstone.

The Corvette Stingray Convertible boasts an all-new convertible top that does an excellent job of keeping the noise levels down when the top is up. It looks much more streamlined when it's up and the material appears very firm without creases. It can be raised or lowered in just seconds and at speeds up to 30 MPH.

So what are the downsides to the Convertible vs the Coupe? Not many in our eyes. Although the top was redesigned, it still requires quite a bit of room for storage and the mechanics which raise and lower it. So you are sacrificing quite a lot of cargo area for the opportunity to put the top down. Another difference is on the exterior, the vents on the rear quarterpanels that feed air inside the body to the transmission lines and differential are relocated to the underside of the car.

But what this convertible does have in common with the Coupe is the best feature of all. The Corvette Stingray makes you a better driver. There's a level of confidence that it inspires in each curve that falls away. The brakes are once again very tight and exceedingly good. Michelin's contribution is also worth noting as the tires ability to grip and hold you to the road through some of those mountain curves while keeping the road noise down when the top was up make them some of the best tires we've seen on the Corvette.

The attention to details in the interior far exceeds anything that's been done on previous Corvettes. The technology is endless as there was always some new feature or personalization settings that can be customized.

And then there's that feeling you get driving with the top down. Nothing like it in the world.

Corvette Racing's C7.R to Debut at Detroit Auto Show with 2015 Corvette Z06

It was just last week that Chevrolet announced the 2015 Corvette Z06 will make its debut at the 2014 North American International Auto Show in Detroit and now they are confirming that Corvette Racing's new C7.R will be there as well. The C7.R will be shown in full race livery and then will depart to Florida to take part in the Tudor United SportsCar Racing's inaugural race at the Rolex 24 of Daytona on January 25-26th.



It's only fitting that both Corvettes be shown together. Chevrolet claims the Corvettes were co-developed and represent the closest connection between the racing and production Corvettes in modern times.

Chevrolet closed out its ALMS season last year with a sweep of all the major awards. Chevrolet claimed its 10th Manufacturer's Championship and ALMS GT Team Championship for Corvette Racing. Chevrolet also won the Green Challenge GT Championship and the Michelin Green X Championship while drivers Antonio Garcia and Jan Magnussen claimed the GT Drivers Championship.

"We had an amazing year in 2013, winning more championships in professional motorsport than any other manufacturer," said Jim Campbell, General Motors' U.S. vice president, Performance Vehicles and Motorsports. "Our success was the direct result of considerable preparation, strategy, teamwork and great drive from our teams, drivers, and partners in open wheel, stock car, and sports car racing. We are looking forward to continuing that momentum for 2014."

When the new C7.R debuts at the Rolex 24 at Daytona, the Corvettes will be wearing an all new "Jake" logo – the officially unofficial mascot of Corvette Racing.

"The best thing about Jake is that the logo transcends age and gender, uniting the Corvette Racing team and enthusiasts alike," said Tom Peters, director of design, Performance Vehicles. "The new Jake logo reinforces the brand's success on the track and signals the transition from the C6.R to the C7.R."

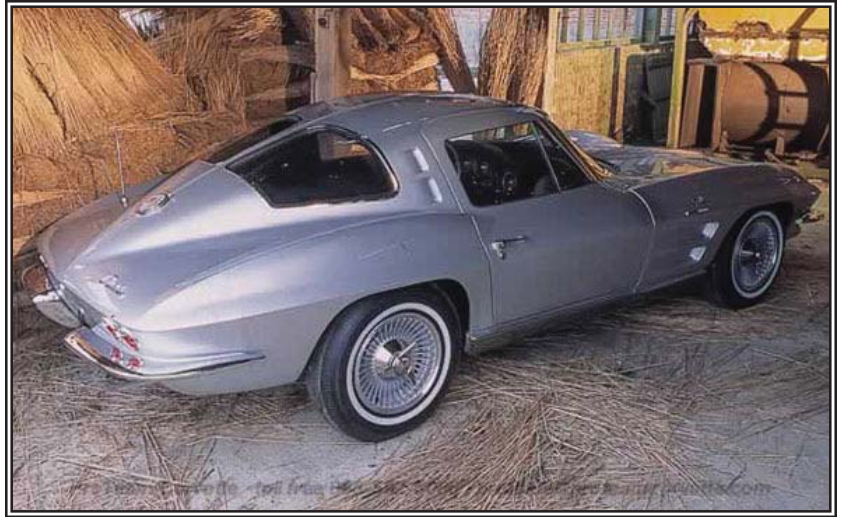
Little is known about the specs of the new Corvette C7.R and it has only been spotted a few times since it made its first public debut at Monterey in August when driver Tommy Milner did a couple of laps in front of shocked fans at the Monterey Historics at Laguna Seca.

The team just wrapped up a private testing session at Sebring.

The Earliest Known 1963 Corvette Sting Ray

Back in 2006 and 2007 ProTeam Corvette Sales purchased, restored, and sold the last 1967 Corvette produced. The Last Sting Ray fetched \$660,000 at the 2007 Barrett-Jackson Scottsdale auction and was the subject of a series on SPEED.

Proteam has an article on their website about the very first Corvette Sting Ray, a silver 1963 coupe built under a Shop Order in 1962. The car spent its entire life in Europe and has been rarely seen. Its last 30 years have been spent in a private collection. Click past the jump to see how this piece of Corvette history came to be.



According to ProTeam's site the car was delivered to GM Styling as a body and frame which had no numbers on it. Documents dated as early as May 1962 show that it was assigned Shop Order #10271. It was described as 63 Corvette Custom.

Shop Order 10271 has numerous unique preproduction features. The floor pan, inner wing panels, lower front panel, doorsills, and spare tire tub are all hand formed. The exterior was finished in primer at this time. There are many locating holes for emblem location experimentation. The interior was swathed in silver leather with a matching silver steering wheel. Also on the inside are one-off items like hand formed brass moldings which were then chrome plated and 1 piece rear window moldings (the one piece moldings were also used on the prototype 4 seat Corvette coupe). The car still retains all of the original interior panels which are marked with the Shop Order number on the back.

Under the hood is a rare hand assembled Flint "Dyne Lab" engine – a 1959 283/290hp lump with 3758584 heads. Inspection letters were hand stamped on to the engine. The red engine wears various handmade, chromed, GM engineering bits. The copper radiator sports a brass tag with "SO T1" on it. The transmission wears "Mitchell Blue" paint and has no stampings on it. The bell housing shows casting number 3788421, but has no casting date. To this date, no one truly knows what kind of internals reside inside the motor.

Some other milestones in this car's history include:

June 28th, 1962: Painted brilliant high metal flake Airframe silver; interior re-trimmed in black hand stitched leather. Today the trim tag shows Trim: BLK COLOR: PRIME

July 1962: car relisted on drawings as S.O. #10271 "LONDON SHOW COUPE" requested by GM Canada. Also added at this time were chrome door locks, chromed plates in the door jambs, unique front side emblems. All the new baubles have the S.O number engraved on them. Some of them are even initialed and dated. The dash instruments are stamped "Show Job" initialed and dated July 16th, 1962.

August 27th, 1962: trim tag stamped; Body given #13 and pilot line VIN Tag #23 attached.

September 1962: show transmission was installed; car left GM Warren Tech Center for England en route to the London Motor Show taking place during the 2nd week of October. 2 days prior to “Press Day” it was discovered that the car did not have the 360hp fuel injection motor in it (it still had the 1959 motor) and it was promptly replaced by (likely) the Turin Show car. Then S.O. #10271 was stored under a cover in a basement garage in central London for several months. It was first registered for the road in January 1963 possibly to GM as a company vehicle. The car remained in the UK since.

A barn find back in 1982, it has remained in a private collection in London for thirty years.

It was shown at Goodwood in 2003 and at LeMans in 2006 where it ran in the Drivers Parade and made a full parade lap of the LeMans circuit.

This car is potentially the most significant C2 out there. ProTeam states that it’s the “only ’63 Styling buck”. It is the earliest, fully documented “Sting Ray”. It is also the earliest C2 S.O. car and the only 63 Show coupe in existence.

AutoGuide.com Proclaims Reader’s Choice Car of the Year is the 2014 Corvette Stingray

Add yet another win for the popular 2014 Corvette Stingray.

This time, it was the readers of Autoguide.com who voted the seventh-generation Corvette as the Reader’s Choice Car of the Year for 2014.

AutoGuide.com combines thorough tests of every car on the market, with up-to-the-minute information on its news blog, to cover the auto industry from all angles.



“Congratulations to everyone involved with the new Corvette and to the entire Chevrolet team,” said AutoGuide.com Editorial Director Colum Wood. “I’m not the least bit surprised by the results. Whether it’s the new look, improved interior, the iconic name or its 455 hp 6.2-liter V8, the Stingray launched hard in the polls and just continued to race away from the competition.”

Wood said he was “excited at the response this year, from AutoGuide readers and from our vast forum community,” noting that social media played a bigger role than ever “in encouraging interaction, resulting in three times as many responses for this year’s awards poll.”

The win for the Stingray came as no shock to the editors of AutoGuide, who referred to the Corvette as “the ultimate performance bargain and a whole lot more” after testing the car earlier this year.

AutoGuide readers chose the Stingray as Car of the Year from a field of 13 finalists, including top sellers, European luxury sedans, and serious performance machines like the new Porsche Cayman and the Jaguar F-Type.

General Motors dominated the results across the board. The seven different vehicle categories voted on by readers of AutoGuide saw GM take home wins in five of them – including the Stingray also in the Sports Car class, the Chevy Silverado in the Truck of the Year, the Cadillac CTS in the Luxury Car of the Year, and the Cadillac ELR in Green Car of the Year.

Hennessey Corvette Stingray Breaks 200 MPH on Texas Toll Road

A boost from Hennessey Performance proved to be enough for a 2014 Corvette Stingray to crack the 200mph barrier for the first time on Dec. 11.

The Stingray had been upgraded with a Hennessey HPE600 system that boosts the car's horsepower to 600 from the factory 460, as well as a Nitrous Express 100-hp nitrous oxide system.

Company founder John Hennessey put the pedal to the metal for the record-breaking performance that was held on a closed section of the newly completed segment E of Texas State Highway 99.



It was a great way to break in the road, which connects Interstate 10 with Highway 290 and will officially open to the public on Saturday, Dec. 21.

Hennessey was able to make the run, thanks to the cooperation of the Texas Department of Transportation and the Texas Department of Public Safety State Troopers.

Those troopers used their radar to confirm that the Hennessey Stingray did indeed reach 200.6 mph, a mark also verified by the VBox GPS-based data acquisition system. After the drive, Hennessey praised the Corvette's performance.

"The road is perfectly smooth, and the Corvette was very stable and easy to drive at 200 mph," he said. "I'd put the Texas highway system up against any other highway in the world, including the German Autobahn. Our roads have proven to be smooth and safe at speeds well above 200 mph."

Hennessey was quick to point out that "under normal driving situations, drivers should observe speed limits that have been determined to be safe for travel on the road."

Of course, the factory Stingray is already one of the fastest cars on the planet, with a top speed of 180mph, but the Hennessey additions of long-tube headers, ported factory cylinder heads, high-flow cats, HPE camshaft and HPE tune – plus the nitrous system and improved aerodynamics – proved to be enough for the Corvette to break the hallowed 200mph ground.

If you don't want to bother with nitrous, Hennessey says its soon-to-be-released HPE700 system can break 200 mph without resorting to that. Installed price for that package is \$22,500.

Corvette Racing Debuts C7.R, Expands Endurance Lineup for 2014

Corvette Racing is continuing its history of strong driver lineups with an impressive roster for the 2014 endurance racing season. The team will field eight drivers across 12 races around the globe in the new Chevrolet Corvette C7.R that will compete in the 24 Hours of Le Mans and the inaugural season of the TUDOR United SportsCar Championship in the United States.



The cornerstones of this year's program are the four full-season drivers that are unchanged from a year ago. Antonio Garcia and Jan Magnussen – last year's GT champions in the American Le Mans Series – are back together after leading the category with three victories. Oliver Gavin and Tommy Milner – third in the ALMS GT championship in 2013 with two wins after taking the class title in 2012 – will drive the other Corvette.

The endurance roster for 2014 sees a mix of familiar faces and newcomers to the Corvette Racing program. Robin Liddell and Ryan Briscoe join Corvette Racing for the season-opening Rolex 24 At Daytona and the 12 Hours of Sebring as part of the GT Le Mans category. At the 24 Hours of Le Mans in June, Jordan Taylor and Richard Westbrook return for the team in the GTE Pro class.

“The 2014 season will be thrilling for Corvette Racing enthusiasts with the debut of the new Corvette C7.R,” said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. “The C7.R will debut with a roster of drivers who bring high levels of experience and a team-first mentality that can help Corvette Racing succeed in the world's most challenging endurance events.”

Briscoe will partner with Garcia and Magnussen in the No. 3 Corvette C7.R for his first taste of GT-spec racing. The Aussie is a star in both prototype sports cars and open-wheel formulas. Last week, he was named as a full-time driver for Chip Ganassi Racing in the IndyCar Series. In addition to seven IndyCar victories, Briscoe won nine times in ALMS prototype competition for such prestigious operations such as Penske Racing and Level 5 Motorsports. His first time in the C7.R will be at the Roar Before the 24 on Jan. 3-5.

Liddell is no stranger to the Chevrolet ranks. He drove for Stevenson Motorsports in a Camaro GT.R as part of the GRAND-AM Rolex Sports Car Series the past six seasons. He won 18 times with a highest finish of second three times in the Rolex Series GT championship. In the ALMS, Liddell won seven times driving both prototype and GT cars.

While full-season duties in the TUDOR Championship's prototype class precludes them from competing for Corvette Racing in the U.S., the familiarity of Taylor and Westbrook with the program at Le Mans is a boost for a team seeking its eighth class win there since 2001. Westbrook will race for fourth time at Le Mans with Corvette Racing and Taylor his third.

“We feel this roster will be extremely competitive,” said Mark Kent, Director of Chevrolet Racing. “This is a program that embraces continuity and teamwork in all areas. It is a key to success in motorsports – evidenced by the roster of drivers who will compete at Le Mans against the most challenging competition in endurance racing. We also welcome championship talents Ryan Briscoe and Robin Liddell to the Corvette Racing program for the opening two races of an exciting new chapter in sports car racing.”

The TUDOR United Sports Car Championship begins with the 52nd Rolex 24 At Daytona from Jan. 25-26 at Daytona International Speedway. All six of the drivers for the TUDOR Championship will participate in the Roar Before the 24 test days from Jan. 3-5. It will mark the first public showing of the Corvette C7.R race cars. Live timing and scoring will be available at imsa.com.

RYAN BRISCOE, NO. 3 CHEVROLET CORVETTE C7.R (Daytona & Sebring)

“It’s an honor to get the opportunity to run Daytona and Sebring with Corvette Racing. I’ve often been pitted alongside the Corvette team (in the ALMS), and I’ve long idolized them. It’s an amazing group of guys that run two amazing cars. I was always a little envious of the guys driving them, and now I get a shot to. So I’m really excited about it. I know Jan and Antonio really well. I should be able to slot into the team pretty well. The closest thing I’ve raced to the Corvette is the V8 Supercars in Australia. The Corvettes will be a much higher performance car as far as cornering. Honestly, having raced around the Corvettes before, they aren’t far off the pace of the prototypes I raced in the P2 class the last couple years. They are really quick and have great tires. They look like they brake really well. But this is really my first time racing in the GT-spec class. The competition is going to be unbelievably strong, as it always is in GT. But I’m really looking forward to getting a feel for the new C7.R on the track. It’s a beautiful looking car. Hopefully it’s as strong as it looks.”

ROBIN LIDDELL, NO. 4 CHEVROLET CORVETTE C7.R (Daytona & Sebring)

“I’m delighted to join the team. It’s a fantastic opportunity for me – the best I’ve had in my career. To be asked to drive this car for Chevrolet and with Pratt & Miller involved... I couldn’t ask for anything more. The new C7.R is a great car, and a real head-turner too. We’re all very much looking forward to the first two races of the year at Daytona and Sebring. All the pieces are there to do a fantastic job and achieve great results. I’m also thankful to Mark Kent, Doug Fehan and Gary Pratt for their faith in giving me the chance to represent the Corvette brand. If you’re in any kind of GM or Chevrolet road-racing situation, getting the chance to drive the Corvette is the Holy Grail moment. I fully recognize and appreciate the opportunity.”

JORDAN TAYLOR, NO. 3 CHEVROLET CORVETTE C7.R (Le Mans)

“I’m honored and grateful to be part of the Corvette Racing program at Le Mans once again. For a sports car driver, Le Mans is the biggest race in the world. It will be terrific going back with Corvette Racing alongside my teammates Antonio and Jan. Le Mans is a very unique and challenging event where you gain massive amounts of experience each time you’re there. Last year we packed a full year’s worth of racing into one 24-hour event with changing conditions throughout. I’m looking forward to going back with that knowledge in 2014. Being able to drive the new C7.R there will make this year’s Le Mans the most important one for myself, the team and Chevrolet.”

RICHARD WESTBROOK, NO. 4 CHEVROLET CORVETTE C7.R (Le Mans)

“It’s great to be going back to Le Mans with Corvette Racing. I’m absolutely looking forward to driving the C7.R for the first time. Obviously I’ve talked to the guys who have been in it, and they are so excited about the C7.R. It’s a mouth-watering prospect being part of the car’s Le Mans debut. The thought of coming away with some success in its first race there is something that really excites me. The goalposts consistently change in GTE Pro. The competition gets stronger and stronger. People keep bringing out new cars. Now it’s our turn. We won’t take this challenge lightly.”

