



FIBERGLASS FOREVER

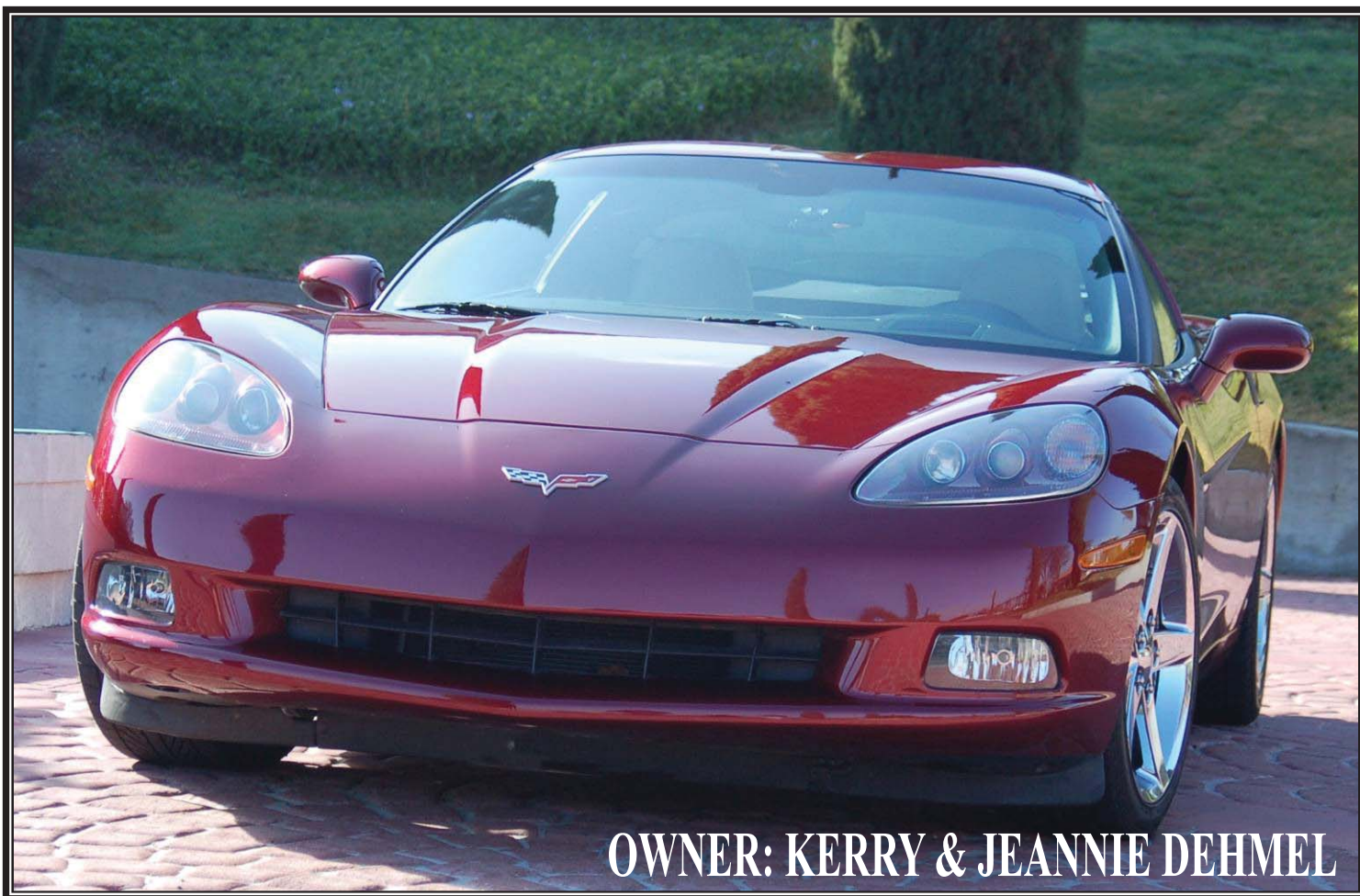


CORVETTES OF FRESNO

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

ESTABLISHED 1963

JULY 2014



OWNER: KERRY & JEANNIE DEHMEL

MARK YOUR CALENDARS

JULY 12, SATURDAY - MEET & EAT - MORE INFO TO FOLLOW LARRY MINNICH 559-449-3331

JULY 26, SATURDAY - COF PICNIC AT MEADOW LAKES - NICK 559-439-7267 OR DAVE 559-439-7519

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

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

TAHOE 46 - SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"



Tahoe 46

"THE LONGEST RUNNING ANNUAL CORVETTE EVENT ON THE PLANET"

September 4-7, 2014

Silver Legacy Resort Hotel & Casino - Reno, Nevada

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

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

Registration must be Received by August 15, 2014

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

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

Highlights

Welcome Social Thursday Night

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

Slot Tournament \$10.00pp - Friday Afternoon

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

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

Awards Dinner at Silver Legacy - Saturday Night

PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL

www.corvettesoffresno.com for Additional Details & Updates

All Net proceeds from Tahoe 46 will be donated to Charity

Accommodations

**Silver Legacy Hotel & Casino: (800) 687- 8733 Use the Group Code 914CORV
Room Rates: Thursday \$75.00 Friday & Saturday \$119.00 (plus tax & resort fee)
Buffet Breakfast for 2 each Day is Included!**

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

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

Register by August 15, 2014 for Room Rate Guarantee



SCHEDULE OF EVENTS



Thursday:

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

Friday:

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

10:00 am – 1:00 pm - Participant's Choice Shine "N" Show at Legends Mall - Home of Scheels "worlds largest sporting goods store"

3:00 – 5:00 pm - Slot Tournament - Silver Baron Room - \$10.00 p/p

Payable at Event - 4 GUARANTEED WINNERS

(all event participants invited to attend)

7:00 - 9:00 pm - Catch A Rising Star Comedy Show - Special Guest Appearance by Donnie (out of control) Dukes (some parts may be objectionable)

Saturday:

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

10:00 am - 2:00 pm Scenic Poker Run along the shores of Lake Tahoe ending with lunch at Red's Old 395 Grill (lunch not included with registration)

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

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

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

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

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

FIBERGLASS FOREVER



CORVETTES OF FRESNO, INC

Is a non-profit organization formed by those owners who are proud to drive America's only true sports car
THE CORVETTE

Our club meetings are held at 7:00 pm on the third Tuesday of the month at Yosemite Falls Cafe 4020 North Cedar Between Dakota & Ashlan on the East side of Cedar

If you are an interested Corvette owner, we invite you to attend.

The one time initiation fee is \$30.00 and covers the cost of your Corvettes of Fresno window sticker, membership directory, club by-laws, nametag and many other goodies.

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

COF BOARD MEETING NOTICE

CORVETTES OF FRESNO BOARD MEETINGS ARE HELD THE FIRST TUESDAY OF EACH MONTH AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE START TIME IS 6:30 PM EVERYONE IS WELCOME

2010 TRIVIA

2010 saw the return of the legendary Grand Sport model nomenclature but with less exclusivity than the 1996 limited edition of only 1,000 special VIN-sequenced, uniquely painted blue & white cars.

The 2010 Grand Sport model replaced the Z51 performance handling option and features the base LS3 engine but is equipped with the wide body panels, larger wheels/tires, and other parts derived from the Z06.

CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

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

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

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

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

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

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



(559) 291-7711

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

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

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

EMAIL TO:

jim.agar@att.net



THE PRESIDENT'S EXHAUST



Hello Everyone,

At the last General Meeting our Membership Director, Pam Forrester, announced that we now have 120 members in our club. It's great to see new people joining our organization, please welcome them and make them feel at home.

We have a few runs and car shows coming up this summer. Dinner runs have been a fun addition to our activities and there are more to come.

Make sure and sign up early for Tahoe 46, looks like the planning is just about finalized and its going to be a great event. Let's see if we can get record number of club members to attend, it would be great to see you all there!

Club Business Topic:

ACCC (Association of California Car Clubs) membership dues.

At the General Meeting in July, members will be asked to cast a vote, for or against, spending \$500.00 per year to contribute to this organization.

Please see the next page for a rundown of this situation.

Thank You!

Chris Campbell



Club Business Topic:

At the last COF Board Meeting (June) the amount of money paid for our membership in the ACCC (Association of California Car Clubs) came up for discussion.

The amount has risen to \$500.00 per year, up from \$288.00 for the first year.

After some discussion, the COF Board Members felt that it was not in the best interest of the club to continue paying the \$500.00 per year and the money could be put to better use. The decision was made to present the topic to the General Meeting in June and call for a vote on the subject.

At the June General Meeting the ACCC Membership Dues topic was presented to the members. The floor was open for statements for or against paying the dues. After many members spoke, a motion was made to delay the vote until the next General Meeting (July), in order to give members time to consider the available information. A second motion was made, a vote was taken and a majority of the members approved the motion to delay the vote on the ACCC Membership Dues until the next General Meeting (July).

Below is available information on the subject. The membership will be asked to vote on this subject at the July COF General Meeting.

Available Information:

-ACCC (Association of California Car Clubs) web site www.acccdefender.org
-Lee Delap (ACCC representative for COF) see membership directory for contact info.

-Corvettes of Fresno Bylaws - www.corvettesoffresno.com/bylaws.pdf
Excerpt from the COF Bylaws
Article II
Purpose

The purpose of this club shall be to bring together owners of Corvette Automobiles, who enjoy driving their cars, having fun, fellowship and conducting various activities during which the Corvette automobile will be used.

-Corvettes of Fresno – Board Members - see membership directory for contact info.



CORVETTES OF FRESNO - GENERAL MEETING MINUTES June 17, 2014



Call to Order: President Chris Campbell called the meeting to order at 7:01 P.M. Board Members present were Kaye Campbell, Jacklyn Christani, Steve Profera, Jim Agar, and Pam Forrester. The Pledge of Allegiants was shared by all.

Secretaries Report: Minutes of the May 2014 are published in the COF newsletter. A motion to waive the reading of the May 2014 minutes was made by David Dutton, and seconded by Nick Diliddo, Motion carried. A motion to accept the April 2014 minutes as published in the Fiberglass Forever newsletter was made by Jackey Christani, and seconded by Arthur Durham, Motion Carried Unanimously!

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

Membership: Pam Forrester reported attendance for the May 20, 2014 meeting. There were 47 members and 1 guests present. Guests in attendance were Mike Shandley. New members to Corvettes of Fresno were announced as follows: None for the month of May. Corvettes of Fresno current membership now have 120 members and 75 corvettes. All June Birthdays and anniversaries were acknowledged. All June birthdays and anniversaries can be found in the 2014 membership directory. The amount of the name tag drawing for the month of June is \$10.00. Remember to always sign in at the beginning of all meetings!

Communication: Jim Agar announced the June edition of Fiberglass Forever. It was 28 pages printed and 59 pages on the Corvettes of Fresno web site. If anyone has any articles or pictures for the Newsletter for the July edition please submit to Jim Agar by Friday June 20, In the A.M. Pictures of the Corvette Museum sink hole were submitted by Bruce Looney for the July edition of the Fiberglass Forever newsletter. A tribute to Corvettes of Fresno member Chuck Robb was announced for his 60 years as a pilot and 50 years of safe flying as published in the Fresno Bee on Monday June 16, 2014.

Webmaster: Frank Stafford was not present at this meeting

Activities: Please refer to the Calendar of events in the club newsletter or on the club web site, www.corvettesoffresno.co for more details and up to date information. **Guests are encouraged to attend any event, come join the fun! Remember all sign up sheets are on the side table.**

Numerous past events were discussed.

July meet eat and greet will be held on July 12 the host are Larry and Sharon Minnich

June 29, 2014: 7th Annual Word from Home Car Show Madera Ranchos Lifetree Assembly of God Church: see Jim Kozera

July 6 -11: WSCC Convention Medford Oregon

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

August 16, 2014 Family and Friends Back To Back Corvette car show in Vallejo. See Allen Teixeira

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

September 28, 2014 Vets & Jets on the USS Hornet Alameda Ca. See Allen Teixeira

Numerous upcoming events were discussed. As these Ideas firm up they will be listed in the newsletter and web site. Sign up sheets will be provided at the General Meetings. Continue checking the web site www.corvettesoffresno.com for the latest events and developments

Tahoe 46: We are up to 42 registrations every where we go we should be promoting Tahoe 46. We are looking for members to sponsor a few of the awards for the car show anyone that would like to help out see Allen Teixeira, Jim Agar, Larry Minnich, or Jim Kozera as much as \$50.00 or as little as \$15.00 would be greatly appreciated. Or if you would like to contribute a gift basket that would really help out as well. **Next Tahoe 46 meeting July 8, 2014 Mark your Calendar**

WSCC: Allen Teixeira reported on the WSCC meeting that was held on June 7 in combination with Vette Magic in Sacramento Ca. Club Members Derrick & Carla Duerksen attended Vette Magic and participated in the Drag races, with their beautiful ZO6. 12.3 seconds and 122 miles an hour not bad! Allen asked if everyone received their Red Line newsletter from WSCC. Make sure if there are any changes such as Addresses, Phone numbers, e-mail, etc. please let Allen know!

A motion was made by Lee Delap and seconded by Chris Campbell for a write up to be made by Allen Teixeira for the Red Line in regards to Tahoe 46 After the event takes place. The motion Passed Unanimously

Sunshine: Sharon Minnich reported no new illness at this time. Sharon gave everyone an update on Terri Cavanaugh. Please keep Terri in your prayers she is in the process of beating this battle. Terri is making progress.

Old Business: President Chris Campbell informed Corvettes of Fresno that the Association of California Car Clubs (ACCC) membership Dues are continuing to increase. Lee Delap Corvettes of Fresno representative for ACCC explained the Value of the (ACCC). Derrick Duerksen made a motion and was seconded by Allen Teixeira to have a write up on the pros and cons and the value to Corvettes of Fresno, in the July newsletter if time is allowed. If not it will be in the August edition of the Fiberglass Forever newsletter. Motion was tabled until the July 15 General Meeting.

New Business: None at this time

Name Tag Drawing: Kathy Yergat was not present for the \$10.00 prize money. Next month the Name Tag Drawing money will be \$20.00! Make sure you wear your name tag to the next General Meeting.

Raffle 50/25-25: was conducted by President Chris Campbell, the winners were Jerry Clark and Jo Johnson each winning 35.00 each. There were two \$10.00 gift certificates for dinner @ Yosemite Falls Café Granite Park, Donated by Yosemite Falls Cafe Those were won by David Dutton and Lan Mumby

Motion to Adjourn the meeting: @ 8:30 P.M. Motion was made by Nick Diliddo and seconded the motion carried unanimously.

Respectfully submitted, By Jackie Christani
By/ aet



JACKY CHRISTANI
SECRETARY



PAM'S MEMBERSHIP NEWS



Membership

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



Members & Guests

Total attendance: 48 - 47 Members & 1 Guest: Michael Schanley

Nametag drawing

Kathy Yergat's Name was drawn, She was not present.
Next Months Drawing will be for \$20.00.



PAM FORRESTER
MEMBERSHIP

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)

Lan Mumby & Dave Dutton each won a \$10.00 gift certificate to Yosemite Falls Cafe



JULY ANNIVERSARIES

GENE & EVELYN FOX 5 - JON & LIZ DEVOE 7 - BOB & JUDI REINKE 29



JULY BIRTHDAYS

JOE BRATTON 3 - CLIFF SHAUL 3 - KATHY YERGAT 5
BRENDA DURHAM 12 - EVELYN FOX 15 - GLEN MICHAELS 19
BUDDY MCGUIRE 20 - KAYE CAMPBELL 21
THOMAS RICHTER 23 - CHUCK ROBB 24



50/25/25 DRAWING WINNERS

JERRY CLARK
JO JOHNSON

EACH WON
\$35.00



CONGRATULATIONS

REMEMBER WHEN?





RECOGNITION PAGE



CHUCK ROBB IS ONE OF TWO FRESNO PILOTS TO RECEIVE THE WRIGHT BROTHERS AWARD

CHUCK ROBB IS AN ACCOMPLISHED FRESNO PILOT WHO WILL RECEIVE THE WRIGHT BROTHERS MASTER PILOT AWARD ON JUNE 28 AT THE CHANDLER DOWNTOWN AIRPORT-AN ANNUAL AWARD ONLY THREE OTHER FRESNO PILOTS HAVE RECEIVED THIS YEAR.

THE AWARD WAS INSTITUTED BY THE FEDERAL AVIATION ADMINISTRATION IN 2003 TO RECOGNIZE PILOTS WHO HAVE PRACTICED SAFE FLYING FOR MORE THAN 50 YEARS. SINCE THEN, MORE THAN 2,800 CERTIFIED PILOTS HAVE RECEIVED THE AWARD.

CHUCK HAS HAD HIS PILOT'S LICENSE FOR 60 YEARS NOW AND HAS LOGGED 20,500 HOURS IN FLIGHT. HE HAS MORE THAN A DOZEN DIFFERENT AVIATION LICENSES.

THOUGH HE RETIRED ABOUT FIVE YEARS AGO, HE STILL WORKS DOING WHAT HE LOVES--FLYING

CHUCK WORKS AT ROGERS HELICOPTERS INC. AS THE DIRECTOR OF SAFETY. HE DOES IT SO HE CAN STAY INVOLVED IN AVIATION.

WHETHER A PLANE OF A HELICOPTER, CHUCK ENJOYS FLYING ANYTHING.

IT'S A WHOLE DIFFERENT WORLD UP THERE, HE SAID. IT'S QUIET AND SMOOTH. YOU LEAVE ALL YOUR CARES AT HOME

CONGRATULATIONS CHUCK!!!





CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



JULY 1, 2014 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE

JULY 8, 2014 TUESDAY - TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM

JULY 12, SATURDAY - MEET & EAT - MORE INFO TO FOLLOW LARRY MINNICH 559-449-3331

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

JULY 26, SATURDAY - COF PICNIC AT MEADOW LAKES - NICK DILIDDO 559-439-7267

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

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



STEVE PROFERA
VP ACTIVITIES

COF GENERAL MEMBERSHIP MEETING

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

PLEASE PLAN TO ATTEND

THE NEXT TAHOE MEETING WILL BE HELD
TUESDAY JULY 8, 2014 AT DENNY'S ON THE CORNER OF
BLACKSTONE & HERNDON

TAHOE 46

SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"

ATTENTION ALL MEMBERS

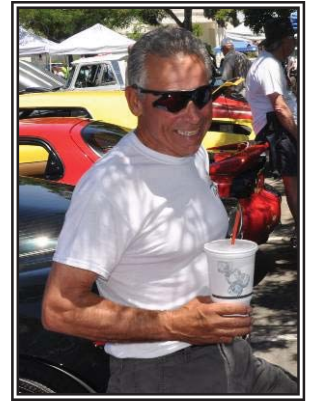
WE ARE IN NEED OF A FEW PEOPLE TO HELP OUT ON SOME OF THE POKER RUN STOPS FOR OUR TAHOE 46 EVENT. IF YOU WOULD BE WILLING TO HELP PLEASE CONTACT ALLEN TEIXEIRA OR JIM AGAR. YOU COULD ALSO SIGN UP AT THE NEXT GENERAL OR TAHOE PLANNING MEETING.

THERE ARE STILL SOME CAR SHOW AWARDS THAT NEED SPONSORS. THE COST FOR THESE AWARDS IS \$15.00. CONTACT JIM AGAR IF INTERESTED.

THANK YOU SO MUCH



PEOPLES CHURCH CAR SHOW





CORVETTE MUSEUM SINK-HOLE CARS



PICTURES SUBMITTED BY BRUCE LOONEY





CORVETTE MUSEUM SINK-HOLE CARS



PICTURES SUBMITTED BY BRUCE LOONEY





CORVETTES OF FRESNO MEADOW LAKES PICNIC SATURDAY JULY 26, 2014



START TIME: 10:30 TO ??

THERE IS NO COST TO CLUB MEMBERS.

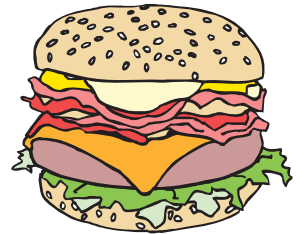
EVERYONE TO BRING SOME DIPS, CHIPS, DESERTS, FRUIT, ETC

PLEASE BRING YOUR CHOICE OF BEVERAGE - WATER WILL BE PROVIDED

DIRECTIONS



- 1) Applebee's parking lot @ 8430 No. Friant Road. @ Fresno St.
- 2) Head northeast on Friant Rd 6/min. to Copper Ave. Turn right
- 3) Copper past Willow Ave to Auberry Rd. 5/min. Turn left.
- 4) Continue on Auberry Rd about 24/min to town of Prather
- 5) At stop sign turn left on ca 168 for 1 mile, turn left at Auberry exit
- 6) Passing through Auberry, stay to right at the Y, up the grade
- 7) Now you are about 15 minutes from Meadow Lakes sign & mailboxes on right
- 8) Go past sign about ¼ mile, next exit on right is Alva Snow Lane. Turn right
- 9) You will see lake and small cabin on lake, turn right behind cabin.
- 10) U- R THERE



Please drive slow in parking lot, it is not paved; keep the dust down, THANKS! Your total miles from Applebee's are about 36 miles, about a 58 minute drive. Please drive carefully. Try to be there about 11am /12pm.

The menu is Hotdogs, Hamburgers, Italian Sausage, Chile Beans, and all the goodies that go with it. We will furnish soft drinks & water; we also will have extra ice as needed. Please bring beverage of your choice, and small snacks, chips, dips, fruit, veggies, desert of your choice.

Jerry Clark is going to have his homemade ICE CREAM there, maybe we will need that after eating Dave Cavanaugh's Chile Beans, OH YA!

Have Fun C-U on Saturday July 26th....

HOT DOGS & HAMBURGERS WILL BE ENJOYED WITH DAVE'S FAMOUS NO GAS CHILE BEANS.

**COME AND ENJOY A FUN DAY AT MEADOW LAKES
PICNIC AREA BY THE LAKE.**

CALL NICK 439-7267 OR DAVE 439-7519 FOR MORE INFO



ALLEN'S WSCC PAGE



Western States Corvette Council Calendar of Events-2014

3/17/2014

Date	Event Name/Location/Site	Type	Host Club	Contact	Phone
July					
6-12	WSCC 2014 Convention-Medford Or.	V	WSCC	Daniel Divita	707-395-0153
26	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
27	Autocross Nord Fjord 74	I	NBCA	Nick Kambur	415-516-3221
Aug					
2	SCC Autocross-Crows Landing	I	SCC	Stuart Calhoon	650-465-5523
9	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
10	Autocross Nord Fjord 75	I	NBCA	Nick Kambur	415-516-3221
16	Car Show Glass Fantastic	I	GPC	Jim Neylan	925-676-1422
22-27	NCM Caravan-20th Anniversary	VS	WSCC	Don Herzer	209-586-3079
23	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
24	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
Sept					
4-7	Tahoe 46	V	COF	Jim Agar	415-516-3221
7	Dublin Chevrolet Car Show II	I	GPC	Jim Neylan	925-676-1422
13	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
14	Autocross Nord Fjord 76	I	NBCA	Nick Kambur	415-516-3221
21	Car/ Park Show Corvette Spectacular-Los Altos	I	SCC	Roger Hector	408-210-4067
27	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
Oct					
4	Wings and Wheels Autocross-Rio Vista Airport	V	DCC/NBCA	Rich Willhoff	530-318-0696
TBD	WSCC/HOD/NCM Tour & Lunch	V	WSCC	Buzz Marston	408-358-6211
TBD	HOC/HPDE Thunderhill	V	WSCC	Buzz Marston	408-358-6211

BACK 2 BACK

FAMILY & FRIENDS CORVETTES CLUB

PRESENTS

THE 2nd ANNUAL

TROPHIES

AWARDS

HOT AUGUST DAYS

RAFFLES

MUSIC

LIVE AUCTION

**CORVETTE
CAR SHOW**

FUN

NOT JUST A CAR SHOW ITS A PARTY !!!

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



DATE : AUGUST 16 2014 8AM TO 4PM

REGISTRATION & CLEAN UP 8AM TO 11AM

JUDGING 12PM TO 2PM

AWARDS 2:30PM

EARLY ENTRY \$25 DAY OF SHOW \$30

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

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

ALLEN TEIXEIRA 559-449-1505

FOR SIGN-UP SHEET & MORE INFO

FAMILY AND FRIENDS CORVETTES CLUB

“BACK TO BACK HOT AUGUST DAYS CAR SHOW”

Registration form: August 16, 2014

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

Please fill out form and mail along with check (s) payable to:
“Archie Lee” P.O. BOX 3184 Vallejo, Ca. 94590-0318

Last Name _____ First Name _____

Mailing Address _____

City _____ State _____ Zip _____

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

E-mail address _____

Club Affiliation : _____

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

Car Color _____

Shirt Size (free shirt with registration) Sm ____ M ____ L ____ XL ____

XXL ____ 3XL ____

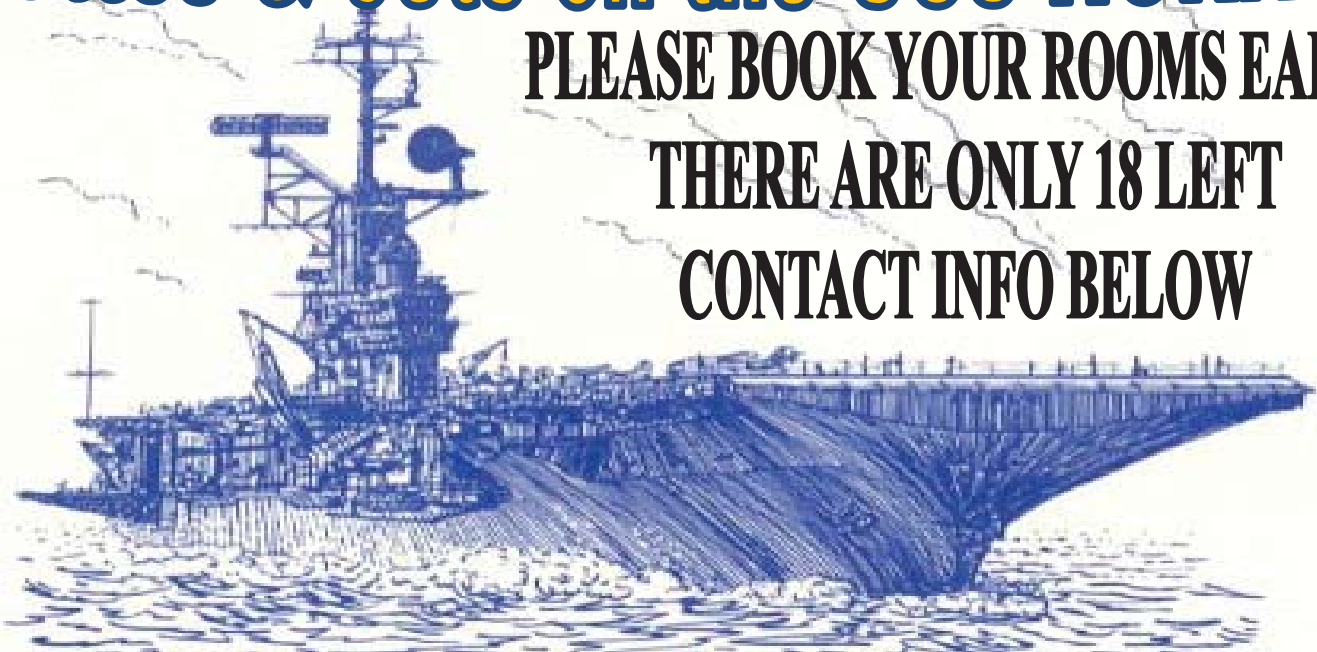
RIO VISTA CORVETTES PRESENTS

Vettes & Jets on the USS HORNET

PLEASE BOOK YOUR ROOMS EARLY

THERE ARE ONLY 18 LEFT

CONTACT INFO BELOW



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

Price per person: \$35, includes:

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

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

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

Name(s) _____ **Club**

Affiliation _____

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

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

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

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

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

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

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

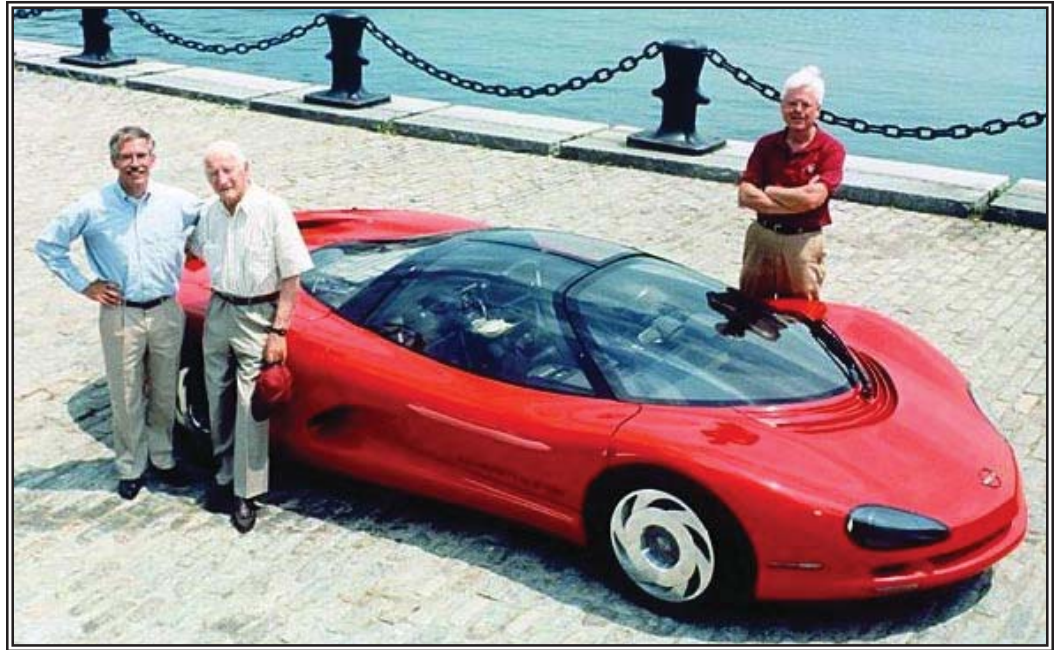
**Hotel suggestions: Hawthorn Suites by Wyndham 1628 Webster St. Alameda CA.
510-522-1000 www.hawthorn.com/alameda**

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

The First Three Chief Engineers of Corvette

Here's a group shot featuring the first three chief engineers of the Chevrolet Corvette standing by the 1986 Corvette Indy concept.

Zora Arkus-Duntov (lower right) joined GM as an assistant staff engineer in 1953 after seeing the Corvette in person at the GM Motorama in New York City. His



exploits and achievements are well documented and there is no doubt that it was Zora who infused the Corvette with the performance persona that would carry into the 21st century. Zora retired from General Motors in 1975, but was always part of the Corvette hobby right up until his death in 1996.

Dave McLellan (upper right) joined GM in 1959 and went to work at the Milford Proving Grounds as a noise and vibration engineer. He moved to Chevrolet in 1969 and worked mostly on the Nova and Camaros. He worked briefly under Zora as a staff engineer and then officially took over as Corvette Chief Engineer in 1975 when Zora retired. During his tenure, he launched the C4 Corvette platform and got Corvette back into the performance game with the ZR-1. Dave retired from GM in 1992.

Dave Hill (lower left) began his career at GM in 1965 where he worked as an engineer for Cadillac and eventually became the Engineering Program Manager for Cadillac in 1992. Later that year, he got the Corvette Chief Engineer title following Dave McLellan's retirement. Dave oversaw the introductions of two new generations of Corvettes, the C5 and the launch of the C6. He retired on January, 1, 2006.

The Corvette Indy Concept made its debut at the 1986 Detroit Auto Show. Although it had a Lotus built mid-engine twin-turbo 2.6L V8 rated at 600 hp, later prototypes were powered by an experimental 32 valve all-aluminum 5.7L V8 engine. Advanced technology showcased on the car included 4-wheel drive, 4-wheel steering, active suspension, traction control and a rear view camera with in-dash screen.

The Corvette Museum Welcomes its 3,000,000th Guest

An unassuming couple walks up to the counter on June 9 to purchase their tickets to get into the National Corvette Museum, oblivious to the fact that they are about to become a part of the museum's storied history.

"Ladies and gentlemen," comes the woman's voice over the loud speaker, "announcing our 3 millionth visitor to the National Corvette Museum!"



Cheers, whoops, claps, and hollers erupt from the enthusiastic crowd that had gathered behind Brandon, the lucky visitor, and his partner, Amy, both from Nashville, Tenn.

"We were going to come last Monday," Amy explains, "but he had to work so we decided to come today instead."

"We saw there was a huge crowd of people," Brandon continues. "We're like, we should've got tickets earlier."

Amy laughs and says she texted Brandon while he was in the restroom and told him, "wow, now we have to wait in line to get our tickets!"

That wait was certainly worth it, though, as the couple received a trunkful of prizes, including a one-year membership to the National Corvette Museum, gift certificates at the Corvette Store and Café, free admission, and a Flint Brick from the factory where the 1953 was built.

So continues one of the most eventful periods in NCM history, what with the sinkhole, the 20th anniversary celebration and the unveiling of the Motorsports Park coming in August, and the introduction (and delivery at the museum for many lucky customers) of the award-winning C7.

Corvette Assembly Plant Gearing Up for Production of the New LT4 Engines

The seventh-generation Corvette continues to generate good economic news for Bowling Green, Ky.

General Motors said this week it's started hiring workers at its Corvette assembly plant there. For the first time since the plant opened in 1981, Bowling Green will be tasked with the assembly of engines, but not just any engines. These are the high-performance motors that will power the company's latest rocket ships, the 2015 Corvette Z06 and the 2014 Camaro Z/28.



It's all part of a plan by GM to move its Performance Build Center, where the special engines had been assembled in Wixom, Mich., to the Corvette plant in Kentucky.



CORVETTES OF FRESNO, inc ADVERTISING CORNER



McKinley Insurance Services

Home . Auto . Business .
Life . Health

David McKinley
CA LIC # 0E05573
Office 559.447.1747
Fax 559.272.5228
5629 N Figarden Dr
Suite 105
Fresno, CA 93722
david@mckinleyinsurance.net
www.mckinleyinsurance.net

Garlock
Collision Repair Specialist

20 Years Experience

1919 E. Holland ♦ Fresno, CA 93726 (559) 229-6900

ASK BRUCE ABOUT BILLY BOAT EXHAUST PRODUCTS!

Bruce Williams

Auto Body & Paint

(559) 299-0685 982 Barstow
Fax (559) 299-0902 Clovis, Ca. 93612

**FORRESTER
FAMILY
CHIROPRACTIC**

Dr. G. Randall Forrester, DC.

875 W. Ashlan, Suite 101
Clovis, CA 93612
(559) 292-6191 * Fax 292-6193

BEST UNIFORMS

BILLIE TALLEY, OWNER
HEADQUARTERS FOR YOUR OFFICIAL
"CORVETTES OF FRESNO" APPAREL
LAW ENFORCEMENT - POSTAL - FIRE
INDUSTRIAL - TUXEDOS
CUSTOM EMBROIDERY

5091 N. FRESNO #112 (559) 226-4235

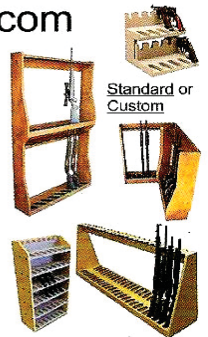
www.GUN-RACKS.com
Gun Storage Solutions

Chris Campbell

Campbell Industrial Supply
Sanger, CA

Ph# 800-932-9518
Ph# 559-876-1376
info@gun-racks.com
www.gun-racks.com

Made in USA



Sunnyside Trophy

"We Have Bright Ideas!"



4836 E. Belmont Suite #104
Fresno, CA. 93727

PHONE: (559) 251-2500
(559) 252-9273

FAX: (559) 251-8653

559-395-4873
**Christi's
Place**

37275 Avenue 12
(559) 395-4873
Madera Ranchos, CA 93636
Christie's Place on
Serving Lunch & Dinner



CORVETTES OF FRESNO, inc ADVERTISING CORNER



ASSET CREATIONS FINANCIAL INSURANCE SERVICES

SAFER MONEY SOLUTIONS

DANNY OHANO

INSURANCE PROFESSIONAL

danny@assetcreations.com

CA Insurance License #0D20175

7409 N. Cedar Ave. Suite 102

Fresno, CA 93720

P: 559-431-6565

F: 559-431-6050

720 W. Center Ave. Suite A

Visalia, CA 93291

559-738-8684

1-800-236-0134

www.assetcreationsfinancial.com

Don Dukes Truck Repair & Service



Don Dukes: Owner

1570 Menlo

Clovis, Ca 93611

Shop: 559-297-0552

Cell: 559-908-9782

Fax: 559-297-1304

Kerry Dehmel
Owner

RAPID PRINT

2941 Larkin • Clovis, CA 93612

559-292-7274 • 292-7276 fax

rapidprint@sbcglobal.net

CLARK CONSTRUCTION



559-906-0800



clarkconstruction@aol.com

JERRY CLARK: OWNER

**THERE'S NOTHING MAGICAL
ABOUT GETTING A GREAT CAR
AT A GREAT PRICE.**



OFFICIAL CLUB SPONSOR SINCE 1965

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."



HEDRICK'S CHEVROLET

FIND NEW ROADS™

(559) 291-7711

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

1978 Corvette Paces the Indy 500

It's race week in Indianapolis with the running of the 98th Indy 500 on Sunday so it seems fitting to feature a little history about the first time a Corvette was used as the pace car at the famous race. It was 36 years ago this weekend that Corvette first made its appearance at the Brickyard with the 1978 Corvette Indy 500 Pace Car.

When the Indianapolis Motor Speedway selected Corvette to pace the 1978 Indy 500,

Chevrolet commemorated the event with an official replica of the Pace Car that would be sold. Initially, only 300 Indy 500 replicas were planned but after an outcry from Chevrolet dealers, GM instead increased production to over 6,000 so that each Chevrolet dealer would get a least one replica to sell.



Chevrolet showed off the Pace Cars for the first time at the 1978 New York Auto Show. The black and silver Corvettes were an instant hit with consumers, but after an article by the Wall Street Journal talked about the potential investment windfall these Corvettes may bring, demand for the cars shot through the roof with some dealers charging \$10,000-\$15,000 over the MSRP of \$13,653.

The driver of the 1978 Corvette Pace Car was well-known at GM as well as in the circles of racing. Jim Rathmann was a Florida-based Chevy/Cadillac dealer who had raced at Indianapolis from 1949 through 1963 and he was the winner of the Indianapolis 500 in 1960. Jim is also known for being the dealer that came up with the brilliant marketing idea to lease new Corvettes for \$1 to NASA's astronauts in the sixties.

According to Bruce Troxell's 2-part Examiner article on the 1978 Corvette Pace Car, Chevrolet built four 1978 Pace Cars that served the cause. The actual Indy 500 Pace Car driven by Rathmann at the race is now home at GM's Heritage Center. A second backup car that was used by the track steward during practices is on display at the Indianapolis Motor Speedway's Museum. The number 3 Pace Car was used in VIP parades and was presented to the winner of the 1978 race, Al Unser, Jr, who still owns the car. The final Pace Car was used for promotional events and was the second of two VIP Parade Cars. It was eventually sold to the public and its last known owner was a Kansas Chevrolet dealer.

Including the 1978 Indianapolis 500, Corvette has paced the Greatest Spectacle in Racing a total of 12 times – more than any other car. The 2014 Corvette Stingray paced last year's Indy 500 while pace car duties this year fall to the new 2015 Camaro Z/28.

Latest Aerial Photos Give Best View Yet of the Corvette Museum's Motorsports Park

Construction at the National Corvette Museum's Motorsports Park is well underway and getting closer everyday to its grand opening at the end of August. We recently came across some new aerial photos of the racetrack on their facebook page which gives us the best views yet on how the track will look when completed.

The NCM Motorsports Park will feature over three miles of track in its maximum configuration. The track can be divided into two configurations which will allow for a two mile, 13-turn west course and a one mile, 10-turn east course. There is also a huge 16 acre skid pad for autocross competition which is the paved area on the east side of the property.



According to a recent email from the NCM Motorsports Park, the lime stabilization process has been completed and now a fine-grade road base is being placed on the track. The track's guardrails will soon be up and hopefully we'll start to see paving on the course in the near future.

The NCM Motorsports Park was built entirely from donations from Corvette owners and enthusiasts and its our slightly biased opinion that the track will become one of the best racing facilities in the region. The park is scheduled to host its grand opening during the Corvette Museum's 20th Anniversary Celebration at the end of August.

Damaged C7 Corvette Stingray with 293 Miles to be Auctioned

You really hate to see this.

A wrecked 2014 Corvette Stingray with only 293 miles on the odometer sitting in an insurance auction lot waiting to be sold.

Somebody's baby no more.

The pending auction was spotted by our friends at Corvette Online who, like us, can only wonder what could have caused the significant front end damage which deployed both the driver and passenger airbags.



Did we say 293 miles!

That's less than the wrecked Corvette Stingray with only 562 miles we previously covered. At least that guy was able to get it out of the break-in mode.

Selling the car is the State Farm Group Insurance company. The value of the Corvette is listed as \$70,065 and the estimated repair cost is a whopping \$38,482. The auction page says its waiting on a certificate which is probably why a date of sale has yet to be set.

The good news is the auction will be open to the public if you're so inclined to want some Stingray bits and pieces for a project car. The location of the Stingray and the auction is Albuquerque.

C7 Corvette Widebody Rendered for a 2014 SEMA Project

No other Corvette garnered as much attention at last year's SEMA Show than the Forgiato Widebody C7 Stingray. Not only did the crowds love it, but SEMA's judges gave it the design award for best Chevrolet exterior.

It appears that others took notice of the C7 widebody and the crowds it generated. Today, we got this new picture from the automotive imagery experts at Gurnade who rendered this C7 Widebody for a potential project for the 2014 SEMA Show.



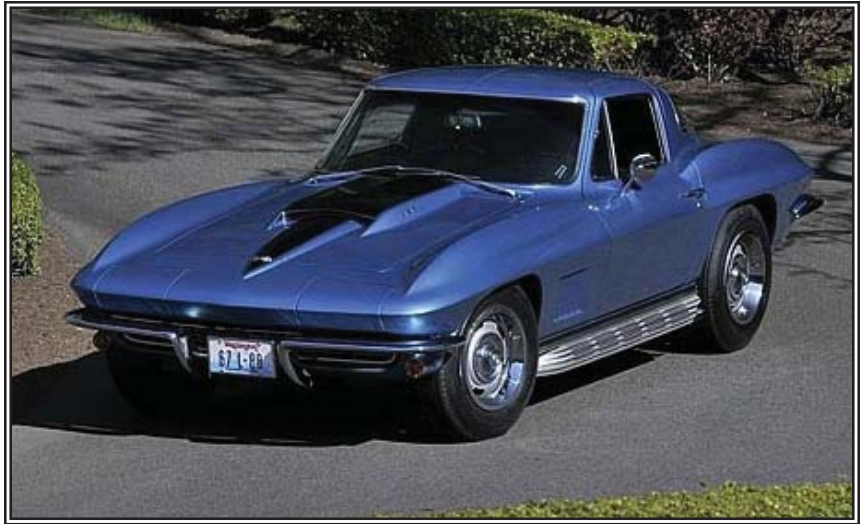
Gurnade told us the widebody C7 would support Wounded Warriors as part of the Rev-It-Up for Wounded Warriors Memorial Tour. Their Facebook page says they are a 501c non-profit organization that helps provide Wounded Warriors with free working Service Dogs.

Also sponsoring the C7 Widebody project is American Racing Headers which is probably where the finished project car will be displayed at the SEMA show.

According to the calendar, the 2014 SEMA Show takes place November 4 – November 7, 2014 at the Las Vegas Convention Center. Let's hope that this render becomes reality in the next five months so we can write about the real thing!

Blue Chip 1967 L88 Corvette to be Featured at Mecum's Inaugural Seattle Auction

Now that Mecum has wrapped up their 27th Annual Spring Classic in Indianapolis, Corvette enthusiasts are looking forward to the latest addition to Mecum's already extensive schedule of collector car auctions, this one in Seattle. And the reason for the anticipation is that one of the "bluest" of blue chip Corvettes will cross the block on Saturday June 14th, one of only twenty 1967 L88's ever produced. Rarely do these special Corvettes ever change hands and when they do a world's record price is usually at risk of being broken.



The ultra-rare Marina blue coupe is scheduled to cross the block during Mecum's inaugural Seattle event taking place Friday, June 13th and Saturday, June 14. For most Corvette enthusiasts just being able to inspect one of these special cars is a rare treat. Second generation L88's, only produced in 1967, are considered to be a true "crown jewel" for Corvette collectors, unobtainable for most since for the last several years they consistently bring seven figures and usually set a new record price for a Corvette in the process.

This highly awarded example, Lot S113, and will be the third 1967 L88 to be auctioned in less than a year, the two prior both set new world's records when they were hammered sold. The first, a Marlboro Maroon convertible, was sold at Mecum's Dallas auction in September, 2013, and was hammered for \$3.2M (\$3.456M including fees) and set a world's record for a Corvette selling at auction. Just four months later a Red/Red 1967 L88 coupe shattered that record at Barrett-Jackson in Scottsdale when it was hammered at \$3.5M (\$3.85M with fees).

The legendary 1967 L88 is one of the rarest of all Corvettes and certainly the fastest of all production Corvettes for its time. Only twenty 1967 L88's were produced and until recent times no other production Corvette could match its potency. Today these cars rarely publicly change hands so Corvette collectors from around the world will be watching, if not bidding on this well-documented, Nabers Brothers restoration which has been featured in several Bloomington Gold Special collections over the last thirty years.

The most potent of Corvette production engines in 1967, the L88 427 CI engine was intentionally underrated for horsepower at 430 when in actuality it produced in excess of 550. One of the reasons it was rated as the second most powerful engine option for 1967 was GM wanted to discourage street use and tried hard to get the L88 optioned cars in the hands of successful racers. To help accommodate that objective the engine was not promoted in much of Chevrolet's sales literature. But that wasn't the only deterrents to keeping the L88 off the street. In addition to requiring the cars ordered with the L88 to eliminate most comfort and convenience amenities Zora Arkus-Duntov had to personally approve the order. Duntov wanted to make sure that the buyer understood that the car was best suited for the race track and as such the owner needed to understand the car's special requirements.

The L88 engine was not available as an individual, stand alone option. When the aluminum head and intake L88 was ordered it required the legendary M22 “rock crusher” four speed manual transmission, K66 transistorized ignition with no ignition shielding, J50 power boosted brakes, J56 dual pinned brake calipers with semi metallic brake pads with a front/rear proportioning valve, F41 special heavy duty suspension which consisted of heavy duty front and rear springs as well as larger shock absorbers and sway bars and G81 positraction. The standard gear ratio was 3.70:1 but other ratios were available from 3.08:1 to 4.56:1. In addition it required the selection of the C48 option which deleted the heater and defroster to not only reduce weight but to help discourage street use. Since the car was intended for high speed track use there was no radiator fan shroud which improved air flow through the radiator at high speed but frequently led to overheating if driven in traffic. In order to maximize “road feel” power steering was not available.

The 103 octane fuel required by the L88 was served up by a massive specially built 850 cfm Holley carburetor designed and calibrated for the low vacuum produced by the cam. The engine did not have a choke and as a result was difficult to keep the car running at idle until normal operating temperature was reached. As a reminder to the driver a sticker was affixed to the console warning that the engine required 103 research octane fuel or serious engine damage may result.

In addition to the required L88 options the Marina Blue with black interior L88 being offered in Seattle also has the N14 side exhausts, A01 tinted glass and the 4:11 to 1 gears. Delivered in April of 1967 to Bast Chevrolet in Seaford, New York, the original owner had a roll bar and harness installed since he raced the car for a time. In the early 1980’s the third owner did a cosmetic restoration on the car and was awarded Bloomington Gold certification in 1985 with a score of 95.9. It was a part of the Bloomington Gold special collection in 1988 and 1992. In 1998 the car was the recipient of a Nabers Brothers body off restoration. The car has the original tank sticker and complete documentation.

It will be exciting to watch what the latest 1967 L88 brings in the untested Seattle market as long as the consignor has not set an unrealistic reserve price on the car, which we have seen far too often recently. By all rights this car should bring over \$2.8M but an unrealistically high reserve may very well inhibit bidding so it’s anyone’s guess on where this car ends up after the dust settles. I just wish I had an extra \$3M lying around.

Corvette Racing’s Doug Fehan to be Honored With The 2014 “Spirit of Le Mans” Award

Corvette Racing’s program manager wears many hats when it comes to managing one of the most successful racing programs ever for a manufacturer, but as our friends at BadBoyVettes.com recently reminded us, his role is much larger than you may think.

Since the team’s inception in 1999, Corvette Racing has been guided by Fehan and let’s just say that the pairing has been a successful one, with 92 victories in endurance racing including 7 wins at the 24 Hours of Le Mans, plus 10 manufacturers and team championships in the American Le Mans Series.



Fehan's day is usually spent managing the team's operations, which despite the professionalism of Pratt & Miller, is still no cake walk. After all, this year in the newly constituted TUDOR Championship, not only has Doug had to keep an eye on the new rules and regulations coming out of IMSA during the ALMS/Grand AM merger, he's also had to content with rolling out two new race cars, the Corvette C7.Rs, and making sure they were ready to race in January 2014, a full three months earlier than the previous ALMS racing schedule.

And because the Corvettes go overseas to race in the 24 Hours of Le Mans every year, he also deals with the turmoil and never-ending changes that mark international road racing and their sanctioning bodies, the FIA and 24 Hours of Le Mans Automobile Club de l'Ouest as they grapple with balance of performance standards which makes the racing of different cars competitive in the same class.

In addition to being Program Manager for Corvette Racing, Doug also holds a seat on the FIA Sporting Group as the manufacturer's representative – meaning he is the representative for all manufacturers for the FIA.

Doug's participation in working with the international governing bodies of sports cars racing has not gone unnoticed. The Automobile Club de l'Ouest is recognizing Doug's hard work and dedication to international road racing by honoring him with the 2014 "Spirit of Le Mans" award on Friday, June 13th. The award will be presented to him by the President of the Automobile Club de l'Ouest, Pierre Fillon.

New Corvette Z06 Convertible Raises Open-Air Driving to Supercar Level

The 2015 Corvette Z06 convertible takes open-air driving to new heights. In addition to the high-tech 6.2-liter, supercharged V8 engine, the 8-speed automatic or the 7-speed manual transmission and the aerodynamic innovations it shares with the Z06 coupe, the convertible expands the performance bandwidth of the Z06 to include the 360-degree, top-down driving experience that only a true convertible can offer.

**The Z06 Coupe and Convertible:
Equal Partners**



The foundation for the performance capabilities of the Z06 lies in the high-tech, all aluminum frame that gives the convertible the same rigidity as the coupe, allowing them to share the same chassis tuning, powertrain output, driver technologies and equipment options, including the Z07 performance package. The only structural differences between the Z06 coupe and convertible are provisions for mounting the power-folding top, and repositioned seat belt mounts.

The convertible also shares the same quality interior components of the coupe, featuring a fully wrapped cabin with surfaces covered by premium, soft-touch materials. Depending on the trim level, the available materials include Napa leather, carbon fiber and micro-suede. The convertible, however, offers something that the coupe cannot—a thick fabric top in four colors that includes sound-absorbing padding and a glass rear window.

Brief History of the Corvette Convertible

Back in ancient Corvette times, from 1953 through 1962, all Corvettes were convertibles. When a coupe joined the family in 1963, convertibles continued to outsell the coupes each year from 1964 until 1969, when sales fell into decline. Sales continued to fall and Chevrolet ceased production of Corvette convertibles after the 1975 model year.

Following its reintroduction in 1986, the convertible proved itself to be an essential part of the Corvette lineup, annually accounting for about 30% of Corvette sales. General Motors astutely recognized the significance of the convertible when it came time for the seventh generation Corvette and expanded its reach into the supercar marketplace with the Z06.

1963 Z06 Convertible

The Z06 name is synonymous with high performance. The designation refers to a special performance package initially available only on the '63 Sting Ray coupe, but later extended to include the convertible. Chevrolet made 199 Z06s in 1963 and only one of them was a convertible.

The convertible's original owner was a colorful character and, in the late 60s, when a traffic judge offered him the option of giving up driving the car or losing his license, he took the judge up on his offer and put the car away in his garage with less than 7,500 miles on the odometer—and there it sat until 2003 when the original owner's estate sold the car. The world's only documented 1963 Z06 convertible has been pampered by several owners since then and now resides, in its original unrestored condition, in a private Corvette collection in Maryland.

The new Z06 convertible is scheduled to be in your local Chevrolet dealer's showroom by early 2015. Final performance data and pricing will be announced later this year closer to the start of production.

2015 Corvette Order Guide

While we've already detailed many of the changes coming for the 2015 Corvette Stingray and the emergence of the all new 2015 Z06, the 2015 Corvette Order Guide still has a few surprises.

Of course the big news for the 2015 Stingray is the new eight-speed automatic transmission which should help push the sports car's highway mpg numbers to 30+ according to some estimates. The new gearbox will come with a 2.41 limited-slip differential as well.



There will be two "Design Package" Corvettes available, the Atlantic Convertible (RPO ATI) and the Pacific Coupe (RPO PFI). These are "check-one-box" packages with all the goodies to either set up the car as a luxury convertible or performance coupe. The surprise option we mentioned is RPO ZF1, an appearance package designed to make a base Stingray look like one equipped with the Z51 performance package. The ZF1 comes with the 19"/20" alloy wheels and a full-width body color spoiler.

Chevrolet is also rolling out two new colors for 2015, Shark Gray Metallic (RPO G1B) and Daytona Sunrise Orange Metallic (RPO G1H). Also new is the Carbon Fiber Ground Effects Package (RPO CFZ). These are the same front splitter and rocker panels found on the Pacific Design Package but keep in mind that these are only painted carbon fiber and are not actually made from the lightweight material.

Finally, two other changes worth mentioning is that two previous options have now been combined into packages which should help buyers save a few bucks. The Performance Exhaust (RPO NPP) is now included with the Z51 Performance Package and the Suede Upper Level Interior Trim Package (RPO IWE) is now included on 3LT interiors.

Here's the list of expected changes for the 2015 Corvette Stingray

Deletions

- **(G7J) Lime Rock Green Metallic exterior color**
- **(GBV) Cyber Gray Metallic exterior color**
- **(MYC) 6-speed paddle shift automatic transmission**
- **(GM8) 2.56 rear axle ratio**

New Features

- **(G1B) Shark Gray Metallic exterior color**
- **(G1H) Daytona Sunrise Orange Metallic exterior color (extra cost)**
- **(M5U) 8-speed paddle shift automatic transmission with automatic modes**
- **(VV4) OnStar with 4G LTE**
- **(UQT) Performance data and video recorder**
- **(EYK) Chrome Badge Package**
- **(EYT) Carbon Flash Badge Package**
- **(CFZ) Carbon Fiber Ground Effects Package – Carbon Fiber-painted**
- **(QCC) 19" front and 20" rear Black machined aluminum wheels**
- **(WC1) 1816 front and 19" rear 5-spoke, Black aluminum wheels**
- **(RPK) 18" front and 19" rear Black machined aluminum wheels**
- **(PFI) Pacific Design Package for Stingray Coupe with Z51 on 2LT and 3LT (late availability)**
- **(ATI) Atlantic Design Package for Stingray Convertible with Z51 on 2LT and 3LT (late availability)**
- **(ZF1) ZF1 Appearance Package for Stingray without Z51, includes 19" front and 20" rear wheels and tires and body-color Z51-style rear spoiler**
- **(E57) Carbon Fiber tonneau inserts for Convertible**
- **(WA8) Clear protective film**
- **(GXB) 2.41 rear axle ratio**
- **(SDN) Black and Silver Custom Valve Stem Package, LPO**
- **(VTB) Rear fascia protector, LPO**

Changes

- **Chevrolet MyLink audio system with 8" diagonal Color Touch screen display RPO code changes to (105)**
- **Chevrolet MyLink audio system with Navigation RPO code changes to (106)**
- **(IWE) Sueded Microfiber-Wrapped Upper Interior Trim Package is now included on 3LT**
- **(NPP) Performance exhaust is now included with the Z51 Performance Package**

Harlan Charles Talks with Bloomberg Radio about the Corvette Owners School

Harlan Charles admits he has the ultimate job for a Corvette enthusiast in his role as Corvette product and marketing manager for GM/Chevrolet.

In the span of a short six-minute interview with Bloomberg Radio's Pimm Fox and Carol Massar on May 22, Charles manages to give a brief rundown on all the great things happening with Corvettes now and in the coming months.

That includes the special Stingray School that's being offered to new Corvette owners for \$1,000 (some \$1,500 off the normal price) at the Ron Fellows Performance Driving School at Spring Mountain Motorsports Ranch near Las Vegas.



“You get to go to ‘Corvette Stingray School’ and drive Corvettes on the track,” he said. “You don’t have to use yours, you use up ours – gas, tires, rubber – and just have a good time learning the limits, the fantastic limits of these cars – over 1G cornering, 0 to 60 in 3.8 seconds. It’s really a performance envelope that’s best experienced on the track.”

The neat thing about the new Stingray, he notes, is it has these great handling limits but it can still be configured for everyday driving with the twist of a dial.

“You can put it in tour mode, there’s a sport mode, and there’s the track settings mode. And it really adjusts the car, the steering, the way the exhaust sounds, the way the pedals feel, the engine mapping, throttle progression, even the gauges – all those things adapt just by turning this knob. The car will adapt to the track, and that’s really the way to experience the settings is on the track.”

Charles points out that the 2015 Stingray will have a performance data recorder to record and document with audio and video the driver’s experiences behind the wheel.

He says he likes all Corvettes ever made but admits that he is obviously partial to the new Stingray because he’s been working on it for years.

“We keep trying to push the Corvette further in technology, performance, and refinement,” he says, “making the car not just a great race car for the street but also a luxury GT that you and your partner can drive in comfort across the country or to work or whatever adventures you want to go to.”

Charles also gives a preview of the upcoming 2015 Z06 that will offer at least 625 hp and zoom from 0 to 60 in 3.4 seconds. At the same time, the supercharged engine can be switched to a naturally aspirated V8 or even a four-cylinder to maximize fuel economy.

The Z06 will also be available for the first time as a convertible and with a new eight-speed paddle shift transmission, “so it really opens up the audience for that car,” he says. Charles also talks about the success the Corvette Racing team has enjoyed.

Ms. Hamm asks Charles what it's like to grow up and have your childhood dream job become a reality. "It's really great," he says. "I have to pinch myself sometimes. I have the best job I could ever possibly have. Somebody once said I have the Corvette enthusiast's dream job. It really is a lot of fun to work on the future Corvettes and see them come out and see the excitement about them with all the new features and technology that you've put in."

The 2014 Corvette Stingray is NOT a Speedy Boat

Despite the Corvette being named after a boat, that's doesn't make it one as the owner of this 2014 Corvette Stingray unfortunately learned the hard way.

We don't have any details as to the numbskull who actually tried to traverse this river in a road, but our friends at the National Corvette Museum's Insurance Agency who posted the photo on their facebook page remind us that they do indeed insure new Corvettes as well as the classics.



Seriously, just the thought of rain hitting a Corvette is enough to send many owners scurrying home to get their cars under cover. But not this Stingray owner. Nope. He sees the water level reaching the top of the road's guardrails and decided to go for it!

In defense of the driver, the water level was probably less that what is shown in the pic when he made his ill-advised crossing attempt. But it doesn't take long for the water to make its way halfway up the doors. So let this be a lesson to those who think it's just a little water covering the road...what could go wrong? This!

Corvette Racing at Le Mans: First Steps Toward Eighth Class Victory

The biggest challenge yet for the new Chevrolet Corvette C7.R beckons across the Atlantic. Sunday is the annual Test Day ahead of the 24 Hours of Le Mans and eight hours of track time for the C7.R and Corvette Racing's six drivers. It's the only time cars can run on the 8.3-mile circuit ahead of official practice and qualifying for the world's most grueling auto race June 14-15.



Le Mans is the biggest event on Corvette Racing's schedule, and for good reason. It tests man and machine like no other in some of the most extreme conditions imaginable. And it's one where Corvette Racing has a strong history – seven class victories since 2001. Once again, the team will compete in the GTE Pro class.

The driver lineups are the same in each Corvette for the third straight year. Antonio Garcia, Jan Magnussen and Jordan Taylor will drive the No. 73 Corvette C7.R. Oliver Gavin, Tommy Milner and Richard Westbrook will share the No. 74 Corvette. The group has a combined 12 victories at Le Mans – four each for Gavin and Magnussen, three for Garcia and one for Milner.

All six drivers tested the Corvette C7.R in a low-downforce aero package during a two-day test earlier this month at Road America. It marked a significant change in feel and handling from the high-downforce setup the two Corvettes use in the TUDOR United SportsCar Championship. The team hopes the success in North America transfers to Le Mans. Garcia and Magnussen are on a two-race winning streak and stand second in the GT Le Mans championship. Gavin and Milner are tied for third.

The Corvette C7.R debuts at Le Mans nine years after its predecessor – the C6.R – made its first start in 2005. Much has changed with new design and engineering efforts that will aid Corvette Racing and its drivers at the 24 Hours. Even with limited downforce, the C7.R is much more stable and predictable than the previous generation Corvette, drivers say. That will make the Corvettes that much stronger in the medium- and high-speed corners that dot the Le Mans layout.

This also is the first race at Le Mans for a Corvette with a direct-injection engine since the final GT1 race for the C6.R in 2009. Corvette Racing engineers expect a 3 percent gain in fuel economy over the C6.R which could mean one less pit stop over the course of 24 Hours – a potentially huge advantage.

Sunday's test sessions at Le Mans run from 9 a.m. to 1 p.m. and 2 to 6 p.m. Central European Time or 3 to 7 a.m. and 8 a.m. to noon ET.

ANTONIO GARCIA, NO. 73 CHEVROLET CORVETTE C7.R

(Benefits of Road America test) "Every single lap we do is important. We did all we can to get to Le Mans with the maximum amount of knowledge about the car and maximum amount of development. It took me a few laps to get used to the car in a low-trim setup. Even Road America isn't a low-downforce track. You have to adjust your style to the aero more than the track. What I remembered about Road America was completely different because we ran a completely different aero configuration. You have to focus on driving the car and forget about where you are. We know we could have adjusted the car to go faster around there, but the focus was our Le Mans program and gain as much data as possible."

(Test Day outlook) "When we left Road America, we were happy with how things progressed and how the car behaved on the track. Now we have to wait to see how this new C7.R is around Le Mans and where we are compared to our competition. The test will be important considering the weather. It has been difficult the last three years. If we have a week like we had last year – with almost no dry running – it will be difficult for us. We hope to have a good, clean run Sunday with nice weather that is good enough to confirm that all we have is good enough for the race and what we expect."

JAN MAGNUSSEN, NO. 73 CHEVROLET CORVETTE C7.R

(Road America test) "As usual at Le Mans, everyone is looking for top speed and stability. I think we got through a good number of things at the test that will help us at Le Mans. But we won't know how we stack up against the competition probably until the race at Le Mans. Even at the Test Day, people are testing stuff and not exactly going for a lap time. But we will get a good idea of where we are on the Test Day. Unfortunately if we are not near the top, there is not a lot we can do between the test and the race other than some fine-tuning. But I do think we are much better prepared this year than we were last year."

(Test Day outlook) *“We are in a much better position this year. Last year we were a huge amount of time off the fastest cars. This year I don’t think the gap will be that big. But if you are a half-second or a second off, that’s still a problem. We’ve done everything we can to be as well-prepared as possible.”*

JORDAN TAYLOR, NO. 73 CHEVROLET CORVETTE C7.R

(Being back with Corvette Racing) *“It’s been a long time since I drove the C6.R – since last year’s Petit Le Mans. It was nice to finally get laps in the C7.R. It’s a way different car –everything from the cockpit to the way it drives and the seating position. I sat in it at Daytona and Laguna Seca to get a feel for it, and to get to drive it at Road America was really fun. Getting up to speed in a car like that in such a competitive class is always difficult. It’s great having guys in the car with you like Antonio and Jan, who are obviously on it in the class and won the last two races. So I have the perfect guys to compare my data to and really figure out the car.”*

(First C7.R impressions) *“The biggest thing for me is how much more comfortable to drive and how much more predictable it is. The C6.R was always on edge; when it started to slide, it would slide quickly and it was hard to catch. Finding the limit of the car was always a little intimidating because there wasn’t much time to react when the car started to break loose. But once I got in the C7.R, I could instantly feel the grip and a much better sensation of where the car is in the corner. You know what’s about to happen and you can react much quicker. For our type of racing, it’s huge to have that predictability just for consistency over a run.”*

OLIVER GAVIN, NO. 74 CHEVROLET CORVETTE C7.R

(Road America test) *“It’s always good to go to Road America and test. I felt pretty confident in the car. You know from many years of going to Le Mans what the car needs to be fast at Le Mans. Did we tick all those boxes? I’d say we ticked some of them but you never know if you ticked all of them until you get to Le Mans and you see what your pace is like and what your straight-line speed is like. Le Mans is so unique and it’s so hard to replicate that and reproduce it anywhere in the world.”*

(High-downforce vs. low-downforce setups) *“Fundamentally the balance of the car is very similar. Just the level of grip in medium- and high-speed corners go down when you have a light-downforce package. So you know you have to be a little more delicate with the wheel, the brakes and slow with your hands and feet so as to not upset the car under braking – the sort of mindset that you need for when you go back to Le Mans. And that was another great thing about having that test at Road America. After running the cars with the highest levels of downforce possible for first part of the year, it was a bit of a culture shock to how the car needs to be set up and how it needs to be in order to go fast around 8.3 miles at Le Mans. You have to make those adjustments so not only is it good for us to go to Road America to test the car and see what it’s like in those configurations, it’s good for the drivers to get that experience and feel.”*

TOMMY MILNER, NO. 74 CHEVROLET CORVETTE C7.R

(Driving with low-downforce settings) *“It was a big difference in general from what I’m used to. But you have to reset your brain a little bit on what the car feels like in high-speed corners and under braking. Certainly for a first stab at it, the car wasn’t too bad. But over the two days (at Road America), we worked really hard on making it more comfortable to drive. We definitely achieved that – as comfortable as it can be with very little downforce. At a place like Road America, if you can be pretty comfortable in the Carousel with little downforce, then that usually bodes well for Le Mans.”*

(Team preparations) *“The atmosphere within the team doesn’t change much. But everyone on the team is a little more anxious to see how the car feels, how fast it can be and what we say about it over the radio because in some ways it is our first taste of what to expect for Le Mans. The biggest difference is just those first impressions and they make a bigger impact on the mood of the team a little bit early on. The car was*

obviously not very fun to drive to start with (at Road America) but nobody panicked. We put our heads down and started working on the car. We definitely left the test feeling pretty optimistic about going to Le Mans with a car that should be quick and one that is fairly nice to drive. But having said that, I'd trade a comfortable car to drive for a fast car at Le Mans any day. That's part of Le Mans – trying to find that elusive balance."

RICHARD WESTBROOK, NO. 74 CHEVROLET CORVETTE C7.R

(Back with Corvette Racing) "It's great to be back in the Corvette Racing family. It feels like it has been too long. I had to sit out Daytona and Sebring because of my duties with the Corvette Daytona Prototype, so I was really excited to get back with the team and I was keen to try out the Corvette C7.R. I certainly wasn't disappointed. It's an amazing piece of machinery and engineering. Everyone at Pratt & Miller and Chevrolet did a fantastic job in improving on the successful C6.R in every department. It was a very encouraging test."

(First impressions) "The thing that struck me was the lower center of gravity in the car. You can feel that right away. You can feel the added stability especially at high speed. The thing that was a big, big step is the lateral grip. The advancements in the center of gravity are just incredible. It was a real joy to drive and I have to say it was a little easier to drive and step into than what I was used to before. It feels much more like a racing car – something you can grab hold of and drive. When you have quick sections like the Porsche Curves, it's all about confidence and this car really introduces a lot of confidence into its driver."

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

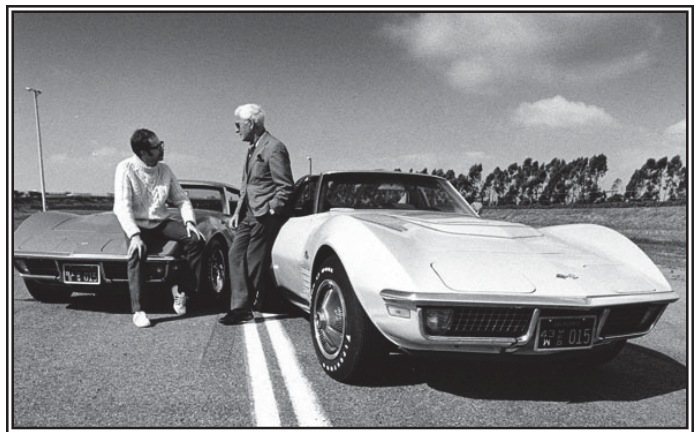
"I know all our fans are anxious to see the new Chevrolet Corvette C7.R turn its first laps at the upcoming test day at Le Mans. Experience tells us that any track time there proves to be extremely valuable and fundamental to success. While our recent two-day test at Road America was beneficial to get our first taste of running the car in a Le Mans-style, low-downforce setting, you simply can't simulate actual Le Mans conditions at any other track in the world. That's what makes the challenge and allure of Le Mans special and why it is the cornerstone of our racing program year in and year out."

Zora with a Couple of 1971 Corvettes

I don't have any context for the photo so we'll just present it as is. But I will drop this cool piece of trivia for fans of the 1971 Corvette.

It was the 1971 model year that featured detuned Corvette powerplants as the sports car began its long downward slide in horsepower through the 1970s and '80s.

The LS6 engine first appeared in 1971 Corvettes. It was a 454 cubic inch big block rated at 425 hp and added a whopping \$1,200 to the base MSRP of \$5,496 (Coupe). This engine was going to be called the LS7, a big block version of the LT1 (with aluminum heads) rated at 460-465 hp. Due to the tightening fuel economy regulations on the horizon, the LS7 was cancelled along with the ZR2 upgrade package and instead, the detuned version of the LS7 became the 1971 Corvette's LS6.



1971 was a year that could have been very special for Corvette and Chevy performance fans. Instead it is now known as the start of a different kind of era for performance and muscle cars

Barrett-Jackson to Auction Ron Pratte Collection

Barrett-Jackson® confirmed today in a conversation and subsequent press release that they will offer one of the most significant automobile collections in the world at their Scottsdale Auction in January 2015, the esteemed Ron Pratte collection. A spokesperson for Barrett-Jackson confirmed in a phone interview that the final details for liquidating the major part of Pratte's collection at the 2015 Scottsdale auction are being finalized by Craig Jackson, Steve Davis and Gary Bennett. Due to the size and significance of the collection



a special catalog will be produced as soon as all of the details have been decided. The importance and magnitude of the event was best summarized by Steve Davis, President of Barrett-Jackson, "This is going to create excitement beyond anything we've ever seen." And based on excitement the "World's Greatest Collector Car Collection Auction" has produced, that is clearly saying a lot.

Most enthusiasts and collectors recognize Ron Pratte as the quiet, low key collector sitting in the front row of Barrett-Jackson's auctions, bidding for the very best cars crossing the block. His preferences were varied and was the high bidder for cars ranging from the \$5.5M Shelby Super Snake Cobra to the \$4.1M General Motors Futurliner. In January of 2012 he sold a Tucker Torpedo from his collection at Barrett-Jackson for over \$2.9M.

In a thirteen year period the Chandler, Arizona, businessman and entrepreneur has assembled a world renowned automobile collection which encompasses hundreds of significant muscle, sports, racing, custom and classic cars, trucks, motorcycles and special interest vehicles, as well as thousands of pieces of automobilia.

In addition to the millions of dollars he has invested in his collection, he has also donated millions of dollars during Barrett-Jackson's auctions to several charities including the Darrell Gwynn Foundation, the National Marrow Donor Program, Muscular Dystrophy as well as donated millions to several veteran's charities and organizations.

Pratte compiled his massive collection in a little over a decade and has been a part of many of the most exciting and greatest moments at Barrett-Jackson's extravaganzas. In 2003 Pratte bought over 50 cars at Barrett-Jackson to start his collection and since then has added to it continually, much of it during Barrett-Jackson's Scottsdale events. Though he enjoys cars of all types, he is particularly fond of Carroll Shelby's cars paying \$5.5M for Shelby's Super Snake Cobra and millions for several Shelby Cobras, including \$675K for Carroll Shelby's personal 1969 Shelby GT500. But Pratte also likes Corvettes and several reside in his diverse collection, which includes the heavily promoted "Last Sting Ray," subject of a three part TV show and once owned by well known Corvette expert Terry Michaelis.

"This is arguably the most significant collection ever offered in Barrett-Jackson history," said Craig Jackson, Chairman and CEO of Barrett-Jackson. "We are so privileged to be given this opportunity to showcase Ron Pratte's unparalleled offering."

Ron Pratte is the founder and former CEO of Pratte Development Company, Inc., one of the biggest wood framing and concrete foundation companies in the United States. Pratte sold the company to Pulte homes at the peak of the housing boom in Arizona and cashed out before the housing market crashed. His collection is not open to the public and being intensely private Pratte avoids most media contact and requests for interviews. He does open the collection occasionally for the benefit of charity.

1967 Chevrolet Corvette Coupe Un-restored with 2,996 Miles

In the fall of 1966, 30-year-old Don McNamara of Colorado Springs, Colorado, celebrated his retirement from the United States Marine Corps with a trip to Las Vegas. It was the one and only time he would visit Sin City, and it proved fortuitous when Lady Luck intervened and a slot machine Don was playing paid out the massive sum of \$5,000. By the time he returned to his parents' home where he lived, he knew what he would do with his winnings. He asked his father, a car salesman, to take the money and buy a new Corvette.



At first glance, Don's dream car appeared to be just out of reach; the features he specified pushed the price tag more than \$500 past the \$5,000 mark, but his father's persistence paid off when he found a dealership in Lamar, Colorado, about 125 miles away, that agreed to sell a 427 coupe for under \$5,000. Built on May 10, 1967, and delivered to McNamara on May 20 by Ray Motor Co. in Lamar, the Corvette coupe was exactly as Don had ordered, with the L36 427/390 HP engine, M20 4-speed manual transmission and 3.36 Positraction rear end; tinted glass, telescopic steering wheel, AM/FM radio, side exhaust and bolt-on aluminum wheels. Don's innate patriotism influenced his choice of colors: Ermine White paint, Red Stinger stripe and Red interior – a match-up he completed by replacing the factory Black wall rubber with a set of double White-and-Blue stripe tires.

Don drove his new Corvette only sparingly for the first several months, until it inexplicably disappeared. When asked of its whereabouts, he would always answer that he no longer owned it. And yet, rumors that it was parked in his heated single-car garage persisted for years afterward, even after Don McNamara passed away in July of 2011. Only then was the truth revealed: the Corvette had been there the entire time, a full 45 years, discovered by the neighboring couple McNamara had befriended in his later years and to whom he had willed his entire estate.

Recorded interviews with the couple uncovered the story not only of the Corvette but of its enigmatic owner as well. Don McNamara was a unique man, one who loved his country and surrounded himself with its symbols of freedom and individuality while maintaining an intensely private life. He never married or had a family, never had a checking account or a credit card and always presented himself as barely getting by. He had decided to put the Corvette under wraps when after the first year the time came to pay license and insurance renewal fees, and began driving it only late at night, away from prying eyes and ever faithful to the pursuit of happiness. When the Corvette's odometer approached the 3,000-mile mark in the mid-Eighties, he retired it from the road for the rest of his life.

When the Corvette was removed from the garage in 2012, the late McNamara's next-door neighbor of 22 years saw it for the very first time. It had been discovered wrapped in a car cover, over which was draped a shipping blanket decorated with large Stars and Stripes and Marine Corps flags. It was in a virtually flawless state of preservation, entirely original except for a few personal touches under the hood comprising polished Edelbrock aluminum valve covers and four Corvette emblems mounted on the air cleaner. McNamara's Team USA Olympic jacket was draped over the back of the passenger seat, another reminder of his love of country.

The Don McNamara Corvette coupe was purchased from the executors of the estate in 2012 by Dr. Mark Davis, who arranged for it to be unveiled and displayed in the entrance to the Bloomington Gold Great

Hall in June of that year. At that time, as now, its odometer showed 2,996 miles. Until its unveiling there, it had been seen by only 12 people. It had only ever been driven by Don McNamara. Only two other people were ever known to have sat in the driver's seat, and no one had ever occupied the passenger seat. It had never seen the rain or been washed with water and since its discovery had never been cleaned, sat in or touched.

The car instantly caused a sensation in the Corvette community. Numerous high profile Corvette experts including John Rettick have thoroughly documented the car with over 4,000 detail photographs, which along with the car itself serve as in-depth educational resources for Corvette restorers.

The Don McNamara Corvette is not only quite likely one of the most well-preserved, lowest-mileage and exceptionally original 1967 Corvettes in existence, it is also accompanied by exquisitely unspoiled documentation. The paperwork was kept by McNamara in a bank safe deposit box and remains in crisp as-new condition. It includes the original window sticker, showroom sales brochure, Chevrolet warranty book with Protect-O-Plate, the original keys and fob and a duplicate set of keys; the original owner's manual and plastic pouch, dealer record book issued by Ray Motor Co., a cashier's check for a deposit and a receipt for the balance of the purchase price, the original State of Colorado license registration and title issued to McNamara dated May 22, 1967 and the NCRS Shipping Data Report confirming delivery at Ray Motor Company in Lamar, Colorado.

Also included are McNamara's last driver's license, a photograph of the car he always carried with him in his wallet and video and photos documenting the car's discovery, its removal from the garage and its unveiling and display at Bloomington Gold 2012. Documentation is contained in two 4-inch binders that also include CD's containing copies of all documents and photos of Don McNamara's dream Corvette.

Yep, 2,996 original miles...

- Unrestored with 2,996 original miles
- One owner until July 2011
- Original 427/390 HP V-8, M20 4-speed and 3.36 Positraction rear end
- Original paint, interior and chrome
- Documented with practically every original document including the window sticker, Protect-O-Plate, purchase receipt, title, registration, photos and owner's manual
- The original owner, Don McNamara is the only person to have driven the car
 - 3 people are known to have sat in the car
 - No one has sat in the passenger seat
 - Factory original side exhaust
 - Telescopic steering wheel
 - Tinted glass, AM/FM radio
 - Original Kelsey Hayes bolt-on wheels
 - Double whitewall and Blue stripe tires
- Last driven regularly in October 1967 and not driven since the mid 1980s
- Stored in a dry Colorado Springs garage for over 40 years under a car cover
 - Displayed in the entrance to the Bloomington Gold Great Hall in 2012
 - Mr. McNamara's belongings remain in the car
 - Discovery photos from McNamara's garage
 - Unveiling video from 2012 Bloomington Gold
- One of the best preserved, lowest mile, original 1967 big block Corvettes in existence

Man Arrested After Driving a Borrowed 1971 Corvette Into a Saltwater Marsh

Some days it just doesn't pay to get out of bed.

Just ask 56-year-old Philip G. Aleo of Malden, Massachusetts.

Aleo was driving a 1971 rally red Corvette Sunday afternoon on Bourne Avenue in Wells, Massachusetts when for unknown reasons he lost control of the car and wound up in a salt-water marsh.

Rescue workers found Aleo, dressed in shorts and a white T-shirt, with his knees on top of the car's rear lid and his hands on the roof support, waiting to be saved.



As if that weren't bad enough, the car wasn't even Aleo's. It belonged to a yet-unidentified friend (or should we say ex-friend?).

To add insult to injury, though, when police ran a routine check on Aleo's license, they discovered he had an outstanding arrest warrant in Alfred Superior Court, where he had allegedly failed to appear in court and still owed fines.

After being rescued, Wells Police Lt. Jerry Congdon said Aleo was promptly arrested and then released on \$711.60 bail.

No word on how badly the Corvette, valued at about \$20,000, was damaged, but you can imagine the news won't be very good after it was sitting halfway up the tires in saltwater.

"Not only did he ruin a friend's car, he also got arrested. So it was not his best day," Congdon said. "I imagine someone's crying."

GM's Reuss Confirms the C8 Corvette is Already in Development

During an event last week to promote the Chevrolet Detroit Belle Isle Grand Prix, General Motors global product manager Mark Reuss addressed the crowd and talked about some of the issues facing the automaker in the wake of a series of recalls and an ongoing investigation into faulty ignition switches.

Being the Global Product Manager, Reuss also made a few comments about the future of the Corvette that will make any crossed-flags fan happy.



Reuss said that the automaker is already working on the next generation Corvette, the C8. Details are light of course as Chevrolet is still in the first year of C7 production, but that won't stop speculation for the future of America's favorite sports car.

According to the Detroit Free Press, Reuss would not rule out a hybrid or electric Corvette either, echoing comments he made last August to the *LA Times*.

High-end sports cars are already utilizing hybrid technology and energy recapturing systems like the KERS on Ferrari's La Ferrari and the McLaren P1. Of course, the trick for Corvette's engineers is to find a way to make such technology cost effective for Corvette's price point.

But there's plenty of time between now and the next Corvette to work out these questions. The C7 Stingray is still in its inaugural year of production with the flagship Corvette Z06 coming in 2015. If we estimate a five to six year production run for the C7, now we're looking at a 2018-2019 time frame for introducing the C8.

Drowned C7 Corvette Stingray To Be Sold at Auction

A lot of us Corvette owners make a point to get home pronto if it just looks like it might sprinkle on our beloved cars.

But apparently not all of us.

A few days ago, we told you about a Torch Red 2014 Corvette that took some "swimming lessons" as the driver tried to cross a flooded road – rather unsuccessfully, we might point out.



The car was apparently a total loss, and now Insurance Auto Auctions, Inc., based in Ohio, already has the Stingray listed on its website (along with five other unfortunate wrecked 2014 models).

The actual auction date in Cleveland, Ohio, has not been set yet by Insurance Auto Auctions, Inc., but the company estimates that the repair costs could be a whopping \$56,586.

We have no details on the extent of the damage, but IAA does say that the car's digital displays don't work. Somehow they were able to ascertain that the Stingray had covered just 1,800 miles before its untimely "drowning," proof once again that low-mileage doesn't always translate into a great car.

On the bright side, the body appears to be in good shape, though, so it's possible that the bulk of the damage will be in repairing the soggy, probably mildewed-by-now interior, fancy electronics, and maybe the LT1 engine. Of course, those are definitely some high-dollar items to be fixed.

We're wondering if someone might be smart to buy all six of the wrecked Stingrays IAA has listed on its website and piece together a couple of good Corvettes from the parts.

On the other hand, the market price for salvaged Stingrays isn't going to be nearly as high as an unscathed car, so we're wondering if it's even cost-effective to invest so much money in a car that will always have a stigma attached to it.

The 2015 Corvette Z06 is Officially Rated at 650 Horsepower

It's official! The all new 2015 Corvette Z06 had its LT4 engine certified by SAE and the numbers are sure to leave any Corvette enthusiast smiling. At 650 horsepower and 650 lb-ft of torque, the Z06 will be the most powerful production car ever made by General Motors.



“The LT4 Small Block sets a new benchmark for power and torque at GM,” said Steve Kiefer, vice president, GM Powertrain Engineering. “The engine also puts the new Corvette Z06 on par with the most powerful supercars offered in America, while delivering performance with impeccable manners that make it suitable for daily driving.”

General Motors says their new engine for the Z06 produces 40 percent more peak torque (180 lb-ft) than the previous Z06's 7.0L LS7 and 7.5 percent more than the supercharged 2013 Corvette ZR1's 604 lb-ft of torque. The LT4's 650 horsepower rating is 29 percent greater than the LS7's 505 horsepower and 12 horsepower more than the ZR1's LS9 engine.

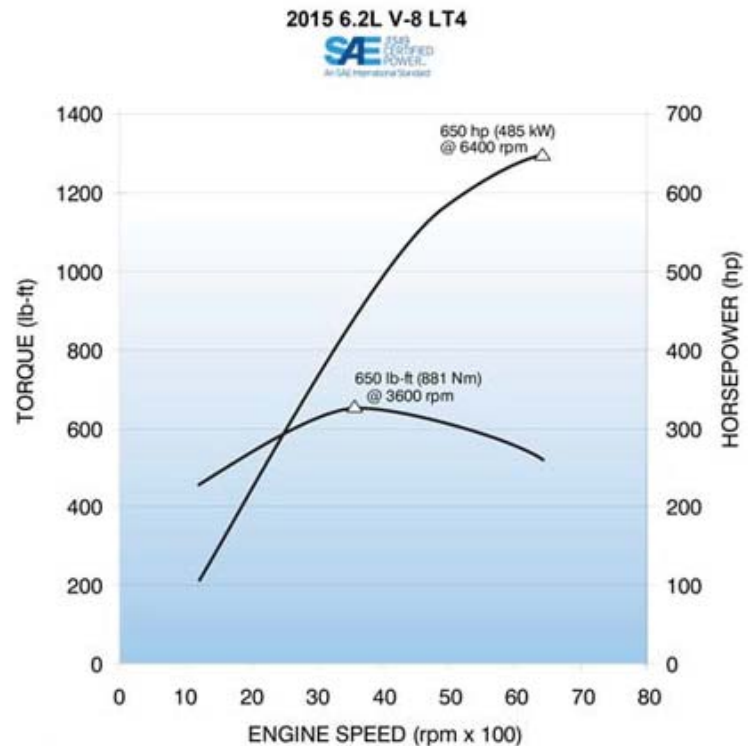
“Torque is the pulling power of an engine and the LT4's abundance of it at every rpm in the engine's speed range helps the 2015 Corvette Z06 accelerate quicker and respond nearly instantaneously,” said Jordan Lee, chief engineer for Small Block engines. “It's the very definition of power on demand.”

Here's the official graph:

GM describes the LT4 as a “veritable fountain of low-end torque” as it produces 457 lb-ft just off idle and 625 lb-ft by only 2,800 rpm. The LT4 maintains 90 percent of peak torque, or 592 lb-ft, from 2,500 to 5,400 RPM.

“The new LT4 engine builds on the design strengths of our previous supercharged engine and leverages the technologies introduced on the Corvette Stingray – direct injection, cylinder deactivation and continuously variable valve timing – to take Corvette performance to an all-new plateau,” said Lee. “Our new, very compact supercharger also helps the engine make power more quickly, and perhaps more importantly, it helps produce more torque earlier in the rpm band.”

“It's also worth mentioning that the LT4's supercar performance numbers are achieved with an engine that is nearly the same size as the very compact LT1 engine introduced in the 2014 Corvette Stingray,” Lee said. “The power density of the LT4 makes it one of the smallest and lightest 650-hp engines in the industry.”



LT4 details

The new LT4 engine is based on the same Gen 5 small block foundation as the Corvette Stingray's LT1 6.2L naturally aspirated engine, incorporating several unique features designed to support its higher output and the greater cylinder pressures created by forced induction, including:

- Rotocast A356T6 aluminum cylinder heads that are stronger and handle heat better than conventional aluminum heads
- Lightweight titanium intake valves
- Machined, forged powder metal steel connecting rods for reduced reciprocating mass
- High 10.0:1 compression ratio – for a forced-induction engine – enhances performance and efficiency and is enabled by direct injection
- Forged aluminum pistons with unique, stronger structure to ensure strength under high cylinder pressures
- Stainless steel exhaust manifolds and an aluminum balancer that are lighter than their LT1 counterparts
- Standard dry-sump oiling system with a dual-pressure-control oil pump.

The 1.7L Eaton supercharger is more compact than the one found on the LS9 and it spins at up to 20,000 RPMs – 5,000 more than the ZR1 too. The smaller rotors spin up faster which enables the boost earlier in the RPM band.

The MSRP of the Corvette Z06 has not been released, but the Corvette Team has previously said if you could afford a C6 Z06 then you can afford the C7 Z06. We think the car will start slightly north of \$75,000. Considering that the ZR1's MSRP started at \$105,000 and the new Z06 will be more powerful for nearly \$30,000 less is an amazing gift to Corvette buyers.

Graph Shows the C7 Corvette Z06 Belongs in an Elite Group

Proving that the 2015 Corvette Z06 belongs to an elite club of production cars with more than 600 horsepower, Chevrolet is showing off a graph on just where the Z06 comes in comparison with others in same class.

That 650 hp number is huge for all of us horsepower fans who like to start (or end) flame wars on the forums and youtube posts as in *“The Corvette Z06 has 650 horsepower, bitches. Get over it”*. But the real beauty of the LT4 is that torque curve which produces 457 lb-ft of torque just off idle and 625 lb-ft of torque by 2,800 rpms. Chevrolet says the supercharged LT4 maintains 90 percent of its peak torque from 2,500 to 5,400 rpms.

THE LT4 SMALL BLOCK SC V-8 IS ONE OF THE MOST POWERFUL PRODUCTION ENGINES AVAILABLE IN THE U.S.

2015 Model Year	Horsepower
Ferrari LaFerrari (hybrid)	963
McLaren P1 (hybrid)	890
Porsche 918 Spyder (hybrid)	887
Ferrari F12 Berlinetta	730
Lamborghini Aventador LP 700-4	700
Ferrari FF	651
Corvette Z06	650
McLaren 650S	641
SRT Viper	640
Lamborghini Huracán LP 610-4	610

In the official press release, Chevy points out that the V12 powered Ferrari F12 Berlinetta produces 28 percent less torque than the Z06 despite offering about 12 percent more horsepower. The Ferrari doesn't even reach peak torque until 6,000 rpms. The Corvette Z06 reaches a peak torque of 650 lb-ft at 3,600 rpms.

With 650 horsepower, the Corvette Z06 feels right at home in the list of super cars. But in terms of pricing, the Z06 stands alone (or maybe a couple steps in front of the SRT Viper). Looking at the cars ahead of the Z06, two cost more than a million dollars, one is almost a million and the others would set you back several hundred thousand dollars.

Corvettes on eBay: 1957 Chevrolet Engineering Fuelie Corvette for \$6.5 Million

The headline is not a typo or a joke — a price for anything that includes seven digits is a serious matter and especially so for a car that hasn't been started since 1967. Our friends at roadtrippers.com noticed this ad on eBay and understandably wondered if the ad and the car were legitimate. Certainly it's not every day that you see a price that high on eBay, but it's not even close to the highest eBay sale on record—that belongs to a Frank Mulders designed, 405-foot yacht that sold for \$168,000,000 in 2006.



According to the ebay ad, the car is one of three Corvettes ordered on a Chevrolet work order and specially prepared by Chevrolet engineering for racing competition. It is advertised as the only known unrestored 56/57 Corvette factory racecar that retains the original drivetrain, including the prototype fuel injection unit, the engine from Chevrolet engineering, original interior, special engineering steering column, pre-production big brakes, Sun tach with GM part number, roll bar and more.

The ad goes on to say that the car, along with two sister cars, was sent to the Nassau Speed Weeks in December of 1956 and competed in the Governor's Trophy Race. The following February, it ran in the first ever NASCAR sports car race at New Smyrna Beach, Florida.

Shortly thereafter in 1957, General Motors was a party to the Automobile Manufacturer's Association agreement banning all racing activities and ordered all GM racing programs terminated, and the cars and equipment sold. Our car was sold to a friend of legendary GM designer Harley Earl who used it sparingly and put it in storage in 1958, where it sat until the present owner bought it in 2004.

We did some digging around to shed some light on this car and the meticulous information maintained in the database of the Registry of Corvette Race Cars (RCRC) confirms that this car is a real 1957 Corvette that was specially ordered and modified by Chevrolet engineering for competition as described above. We also spoke with a couple of Corvette collectors/experts who verbally confirmed the fact that this car is, in the words of the RCRC, "a very well documented engineering Corvette."

But, before you grab your checkbook and start filling in zeros, there is a bit of a cloud hovering over the car. None of the experts that we spoke with have had a chance to inspect the car in detail and none could vouch for the claimed racing provenance. Engineering Corvette racecars are very special cars that are replete with non-standard, specially made parts. It would take a team of Corvette forensic historians to inspect every part of the car to verify its racing authenticity.

There were three Corvettes prepared by Chevrolet engineering for the Nassau races and each bore the same color scheme—white body with blue stripes and coves, and red wheels. Car number 15 was driven by Dick Thompson, car 36 driven by Jim Jeffords and car 72 driven by Fred Windridge. The ad makes reference to the Governor's Trophy Race on Dec. 7, 1956, a race in which only car numbers 15 and 36 competed. All three cars ran in the Nassau Trophy Race two days later. In an email response to my question, the owner indicated that he believes his car to be the number 15 car, but we were unable to find any independent verification of this belief.

In the eBay ad, the owner cites a YouTube video of the Nassau races. At about the 3:33 mark, the video shows the side of the number 15 car with fiberglass damage to the right rear quarter panel behind the wheel well. While not debilitating, the damage looks severe enough that the car would not have been raced unless it was fixed. If there was some indication of a repair to this area of the sale car, it would go a long way to verifying that it is the number 15 car. But, from what we can determine, this inspection has not been made.

Hertz to Offer Corvette Stingray Rentals

If your idea of a dream car isn't a Camry, then you might want to try Hertz.

The popular rental car company has offered a yellow C6 with a black stinger hood over the past few years. Now Hertz has announced that fans of the seventh-generation Corvette can also get their Stingray fix in several select cities across the United States – and at a reasonable price.

The 2014 Stingray and the Jaguar XJL have just been added to Hertz's Dream Car Collection.



You can get the Stingray Hertz edition in velocity yellow or blade silver, all with black interior, starting at just \$250 a day. As with the C6, the Hertz edition will feature a black hood stripe.

It'll be available in Miami, Orlando, San Francisco, Las Vegas, Los Angeles, Dallas, Atlanta, Houston, Phoenix, San Diego and a few other lucky locations.

The Stingray, of course, features a 6.2-liter V8 that produces 460 horsepower and scoots from 0 to 60 in 3.8 seconds.

Hertz has long been a fan of offering its rental customers more than the usual boring family sedans. Remember the Shelby Mustang GT-H it offered in 1966 as part of its Rent-a-Racer program. Nowadays, the Hertz Adrenaline Collections includes the Camaro SS, Ford Mustang GT, and Challenger R/T.

Corvette Racing at Le Mans: Bidding for Eighth Class Victory

LE MANS, France (June 9, 2014) – The biggest race on Corvette Racing’s calendar is here: the 24 Hours of Le Mans – one of racing’s marquee events. The twice-around-the-clock endurance classic will see the Le Mans competition debut of the Chevrolet Corvette C7.R in its toughest test to date. The C7.R is the first completely new racing Corvette to compete at Le Mans since 2005 when the C6.R made its debut.



The goal is simple: an eighth class victory for Corvette Racing since 2001. The lineups in each of the two Corvettes are formidable. The No. 73 Corvette C7.R has Antonio Garcia and Jan Magnussen – winners of the last two races in the TUDOR United SportsCar Championship – driving with Jordan Taylor. Oliver Gavin, Tommy Milner and Richard Westbrook share the No. 74 Corvette. The driver pairings in each of the Corvettes are the same for the third straight year.

Gavin was fourth-fastest in the GTE Pro class during the annual Test Day on June 1, and Magnussen was sixth. Less than two seconds separated the top six cars around the 8.3-mile track that is a mix of purpose-built race track and public roads.

Corvette Racing will go for its first win at Le Mans since 2011 with a race car that has the latest in engineering technology. The C7.R, based on the 2015 Corvette Z06 production car, has a 40 percent stiffer aluminum chassis compared to the C6.R. It gives the driver a more stable and predictable car – a facet noted by the Corvette Racing roster on multiple occasions.

On the aerodynamic front, the team tested its low-downforce setups during the Test Day and earlier this month at Road America. The aggressive aero advancements help the C7.R go faster on the straightaways while still being consistent under braking and during cornering. Those areas traditionally were strengths in previous versions of the Corvette but are that much more enhanced in the C7.R.

The use of direct-injection technology within the Corvette’s 5.5-liter engine provides another advantage over recent years. It has been five years since Corvette Racing competed with a direct injection engine as part of the GT1 era. Corvette engineers believe the C7.R can see as much as a 3 percent gain in fuel economy, which could save Corvette Racing at least one regular pit stop over the course of the race.

The next time Corvette Racing takes to the circuit at Le Mans is 4 p.m. CET/10 a.m. ET on Wednesday, June 11 for free practice and qualifying. Corvette Racing will go for its eighth class win at the 24 Hours of Le Mans since 2001 at 3 p.m. CET/9 a.m. ET on Saturday, June 14 with live coverage on SPEED.

ANTONIO GARCIA, NO. 73 CHEVROLET CORVETTE C7.R

(Expectations) *“The main thing about having a new car is that we don’t know how the car will behave during the race. We proved at all the TUDOR Championship races – including Daytona – that we have the*

speed although we had some issues in the first couple of races. We are confident in how fast the car is, so I think we will have the baseline to compete with the rest of our competition. But we have to be careful and not to make any mistakes. We will see if that's enough to win the race. If everything runs according to plan, I think we have a good shot."

(About Le Mans) "The event is huge and very important, and it's very good to be a part of it. At Le Mans you always need to wait and see on things. There can be surprises that come up. It helps that now I'm on the best team to approach the race. If something wrong does appear, I'm on the best team to work through it."

JAN MAGNUSSEN, NO. 73 CHEVROLET CORVETTE C7.R

(Test Day recap) "We made some good changes to the car and found a good balance. Our Corvette C7.R feels comfortable and not on edge like (the C6.R) last year. At Le Mans it's very important to have a comfortable car because often you're out in a situation where you're not on the ideal racing line – either overtaking slower cars or being passed by the prototypes – and that's a lot easier when you have a comfortable car. It's still new and you can't guarantee a good result at any 24-hour race because it is so hard on the equipment. We go there well-prepared but also with the aim to win."

(About Le Mans) "I wasn't a big fan of Le Mans when I first started coming there. That all changed when I joined Corvette Racing, and we've had a chance to win every time out since. That makes a huge difference. You can really enjoy it, and it really motivates you when you know you have a team behind you and the car to do it. Year after year and since I've joined Corvette, Le Mans has grown on me and it definitely is the highlight of my racing season. I look forward to going there to compete and be part of the world's biggest sports car race."

JORDAN TAYLOR, NO. 73 CHEVROLET CORVETTE C7.R

(About Le Mans) "The past two years, I've left Le Mans thinking, 'Wow that was a whirlwind of emotions during the whole week.' It's hard to remember what happened the whole time. The first year was very hectic, and my head definitely wasn't in the right place. But going back for the second time, I knew what to expect and had a lot more focus on the driving side of it rather than just experiencing Le Mans."

(Driving in last year's race) "Last year with all the condition changes throughout the race, it felt like we got a year's worth of experience in that one day. Oliver Gavin said it was the toughest race he's ever done... and he's done this for 14 or 15 years. For him to say that – and for us to make it to the finish and not making any mistakes – I was really happy. It makes me a lot more comfortable knowing that no matter the conditions, we've already been through it once. We can focus on going forward."

OLIVER GAVIN, NO. 74 CHEVROLET CORVETTE C7.R

(Test Day recap) "The C7.R has very nice and stable characteristics around this track and feels very strong through Porsche Curves. It's still difficult to know where we are compared to the competition, but all in all, with the weather being nice and sunny, it was almost perfect conditions on the Test Day."

(Preparation) "New gearboxes have been saved for this event. Lots and lots of bodywork, spares and new bits all get set aside for this. We haven't been able to run all the newest, brightest and shiniest bits of equipment through the first few races of the season so we can run them at Le Mans. It's our biggest race and our biggest event. Le Mans carries that cache because it's that event in the sports car world that you want to win. You're going to show up with your crew, team and car as finely tuned as possible with the newest parts so you can compete against the strongest competition in the world."

TOMMY MILNER, NO. 74 CHEVROLET CORVETTE C7.R

(Long-distance racing) *“It doesn’t hurt that we’ve done a 24-hour race and a 12-hour race. Does it help? Maybe a little bit. We were able to run the car in long-distance endurance races to prove some parts and find some weaknesses; unfortunately we found a couple of those at Daytona and Sebring while we were leading. The good thing is that we were able to correct them as best we can. In the first year of a car, getting miles and races under its belt means more than with another team or manufacturer who has had a couple of years. All the teams we race against are professionals and they’ve all done long races like Le Mans many times.”*

(About Le Mans) *“In some ways, Le Mans is just another race. As a driver, you don’t want to hype the race up too much and get yourself too excited about it. Inevitably, you realize how big of a race Le Mans is and how important it is on many levels. So it’s not just another race but you try to go about things as you would at any other. Certainly it’s a race that you have to see what it gives you. You start clicking off laps and try not to make any mistakes. That’s the name of the game – having a clean race. It doesn’t have to be perfect but keeping it out of the pits is a key.”*

RICHARD WESTBROOK, NO. 74 CHEVROLET CORVETTE C7.R

(Expectations) *“We’ve made massive strides in developing a more advanced racing car and a faster racing car. I feel a lot more confident after the test than I did before. It’s definitely something that suits me when I step into it. All we can do as drivers is get in the maximum out of the car. I feel like we will be able to do that. I have every faith in Corvette Racing that it will be giving us a car that is capable of fighting at the front because usually that’s where we are.”*

(About Le Mans) *“You always try and treat Le Mans like it is another race but you can’t. When you get there, you just can’t ignore the atmosphere, history and importance to every manufacturer in the GTLM field. You can get carried away with that. With the nature of the circuit, the development in tire technology and the cars, every lap is flat-out. You’re qualifying every lap. It’s the most intense racing I’ve ever been involved in and you can’t treat it as routine. Everyone has to be at the top of their games and you have to give it 100 percent for every single minute.”*

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

“The Test Day proved to be a very rewarding experience for all our guys. Both cars ran flawlessly, responded well to the planned testing protocol and looked to be very competitive. The drivers were particularly pleased with both the handling and braking of the new C7.R. The initial look at the new BOP standards was promising with the entire field closely bunched. So now on to qualifying and see what that brings. The challenges of Le Mans are many and diverse. But we have the experience, the product and the personnel to bring home victory number eight and that remains our primary objective.”

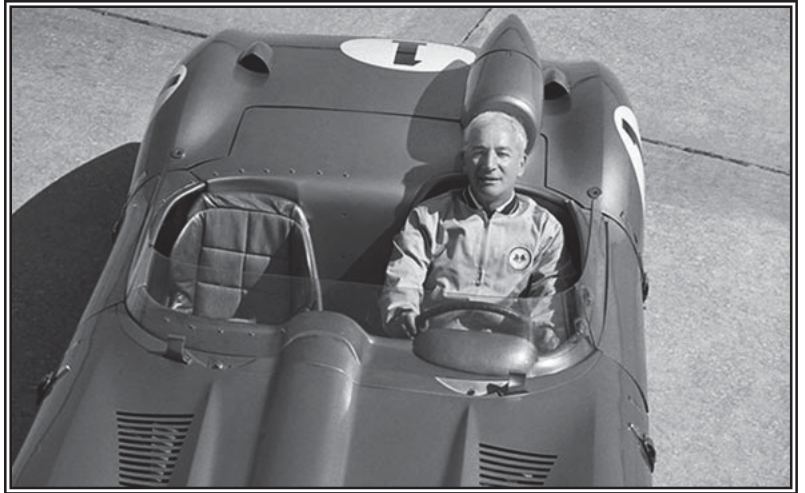
GM Trademarks the Iconic Name of Corvette’s First Chief Engineer “Zora”

Has General Motors got something in the works to pay homage to Corvette’s first Chief Engineer Zora Arkus-Duntov? Earlier this month, the automaker filed a trademark application for “Zora” under the category of “Vehicles and Products for locomotion by land, air or water”. Could a future special or namesake edition Corvette be in the works?

Zora’s name is almost synonymous with early Corvette performance. Joining Chevrolet Engineering in 1953 as an assistant staff engineer, Zora quickly rose through the ranks to become the chief engineer of the Corvette, a post he held until his retirement in 1975. Zora’s custom Duntov cam helped early Corvettes achieve speed records and from there you can tick off a long list of achievements including the

introduction of the Rochester fuel injection system, independent rear suspension as well as preparing factory Corvettes for the race track.

Of course, one of the programs most identified with Zora were the original five 1963 Grand Sport racers. Before the ultralight cars were able to really show what they could do, the corporate heads found out and as the company had a ban on corporate racing, the program was halted. Zora arranged for several racing teams to take the cars racing and today these are some of the most collectible Corvettes on the planet.



Zora also had a thing for mid-engine designs and never gave up with the idea of creating a mid-engine Corvette. Now I doubt that GM will be created a special mid-engine edition Corvette during the C7 generation, but we can dream, right?

Since we've been around, we've seen several patents from GM come to fruition. Recent applications that have come true include Stingray and ZR1. The Stingray name was applied for in 2010 – three years before the introduction of the C7 Corvette. The ZR1 name was trademarked in 2007 – two years before the introduction of the C6 Corvette ZR1.

As an aside, the ZR in ZR1 has been commonly attributed as meaning “Zora Racer 1” when it first debuted as an RPO in 1970.

Recent patents that have been filed include the LTX and LT5 engine names, L88 and Turbo-Jet. Now that General Motors has acted to protect the “Zora” name, let's hope that any namesake badged Corvette is as special as the man himself.

1963 Corvette Sting Ray in Jay Leno's Garage

It's a segment of Jay Leno's Garage in which the now retired “Tonight Show” host talks for about 20 minutes to master restorer Mike McCluskey about the 1963 Corvette Split Window fuelie he restored to original condition for the famous comedian/car lover. It's just one of 24 frame-off restorations of Corvettes that McCluskey has done.



Mike tells us about the many unique features of the 1963 model, including, of course, the famous split window so beloved by Bill Mitchell and so detested by Zora Arkus-Duntov. Zora eventually won out, making the split window a one-year only classic, though Jay tells the story of how some folks eventually had it replaced with one piece of glass. Did you know, though, that the original hubcaps are made of 17 pieces and were only used one year, making them very hard to find these days?

Mike points out that Chevy designed a lot of things for the '63 that proved very difficult to make work in actual production, and when it came to 1964 models, they made some subtle changes so the factory workers could actually assemble it. Some of those changes, in fact, actually came late in the 1963 model year. That's why Chevy changed the side mirrors, for example, giving them a longer stem so they could actually be useful for drivers.

The best part about this segment of Jay Leno's Garage, however, may be the special test drive that he takes with Mike in the passenger seat and talking more about the Sting Ray Coupe. It's not very often that we get a look at a Split Window Coupe actually going down the road, not to mention the inside camera work that gives viewers an idea of what it would be like to drive one of these rare Corvettes. After all, only about 10,000 of them were ever built by Chevrolet.

This is the way the Sting Ray looked when Jay first saw one when he was 13 years old and it knocked his socks off back then, he says! In fact, this 1963 Corvette is probably one of the most correctly restored Split Windows around since Jay is a big believer in making his cars the way they were when they left the factory – no restomods for him!

Jay points out that they kept the car stock, including the exhaust, so driving it today gives you a realistic idea of what it was like to be behind the wheel back in the day.

“So there you have it, suddenly it's 1963,” Jay concludes.

Corvette Stingray Gets a Matte Purple Metallic Wrap

A purple Corvette Stingray? You don't see one of those, well, ever.

Unless you're at Stingray Chevrolet in Plant City, Florida.

The top 10 Corvette dealership located between Orlando and Tampa recently had a 2014 Z51 Corvette Stingray Coupe wrapped in Avery Matte Purple Metallic by the pros at Redline Design Custom Graphics. The end result is an updated Purple People Eater for the 21st Century.



The matte purple metallic Corvette Stingray is outfitted with black wheels and the black mirrors and rear spoiler which we think is the perfect combo for this color. We also see the addition of a black front splitter and rocker panels on the side the of the car. The interior color is Adrenaline Red and we also see a splash of red on the exterior via the brake calipers.

The Corvette Stingray is sporting a regular Florida license plate so the wrap was mostly likely done for a customer.

May 2014 Corvette Sales

General Motors came out with their monthly sales report last week and the sales gods continue to shine on the Chevrolet Corvette Stingray. For the month of May 2014, Chevrolet sold 3,328 Corvettes. That's 267.7% higher than the same time period last year when only 905 Corvettes were sold. Corvette sales were slightly less with deliveries running 186 units or -5.29% less in May 2014 vs April 2014.

For the calendar year, 15,021 Corvettes have been delivered between January and May which is a 211.6% increase over the same time in 2013.

Corvette Delivery Statistics for May 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
May	3,328	905	267.7%	Jan-May	15,021	4,820	211.6%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2014	2,261	2,438	3,480	3,514	3,328								15,021
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



Get the ZF1 Appearance Package on a 2014 Corvette Stingray

One of Regular Production Options to come out in 2015 is making an early appearance on late 2014 Corvette Stingrays. The ZF1 Appearance Package makes a base Stingray look like a Z51-equipped Corvette with the larger wheels and a full width body-colored spoiler. If you like the looks of the Z51 Corvette but don't think you need all the track goodies, then the ZF1 is for you!

But you better hurry as this is the last week to order a 2014 Corvette Stingray from the factory. The ZF1 Appearance Package can be ordered on both Coupes and Convertibles from the factory. Included in the package is the Silver Z51 split-wheel, Z51 tires and the body colored Z51 spoiler. The package adds \$1,995 to the cost of the Stingray, but you get the aggressive Z51 look for half the price of ordering the Z51 Performance Package.

Of course, the ZF1 package can be upgraded to the Black Q7T Wheels for an additional \$495 and the TTV Carbon Flash painted mirrors and spoiler can add another \$100.

This is a great opportunity to further customize your Stingray from the factory but time is of the essence as Corvette dealers are entering their final ordering period for the 2014 Corvette Stingray.

INTRODUCING THE 2014 CORVETTE STINGRAY ZF1 PACKAGE



It's easy to see that the Corvette Stingray was created for optimal performance with its provocative, purposeful and sculpted design. Now, it's possible for your customers to order a more aggressive look on Stingray models without the Z51 Performance Package.

THE NEW ZF1 PACKAGE (MSRP: \$1,995) INCLUDES:

- Z51-style 19- and 20-inch (Q7S) Silver-painted aluminum wheels
- (XFJ) Michelin® Pilot® Super Sport run-flat, summer-only tires¹ (P245/40ZR19 front and P285/30ZR20 rear)
- Z51-style body-color painted rear spoiler

ZF1 PACKAGE EXTRA-COST OPTIONS:

- (Q7T) Black aluminum wheels
- (TTV) Carbon-flash painted spoiler and mirrors

AVAILABLE FOR ORDER NOW (RPO: ZF1)

FIND NEW ROADS™

Available only on 2014 Corvette Stingray models without the Z51 Performance Package.

¹ Do not use summer-only tires in winter conditions, as it would adversely affect vehicle safety, performance and durability. Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance characteristics. For important tire and wheel information, go to chevy.com/safety or see your dealer. Not intended for advertising purposes. Available equipment shown on model. GM reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, features, specifications, models and availability.

CHEVROLET



1963 Corvette Recovered After Thief Wrecks During Police Chase

Maybe the guy who stole a 1963 Corvette from a storage facility in Moses Lake, Washington should take some driving lessons.

Just after midnight Tuesday, June 10, someone stole the classic Corvette and then led police on a wild chase that at times reached speeds in excess of 100 mph.

In a move that was dangerous for other law-abiding citizens, the thief even turned his headlights off several times in an attempt to elude the cops and get away with his ill-gotten gain.

He almost made it, too, turning off the main road onto a gravel road and into a field where the lawmen lost sight of him.

They soon found him, though, or at least the car. It seems the bad guy had crashed the Sting Ray and then took off running into the darkness. No word on how much the damage the Corvette sustained.

So far, he's managed to avoid capture, but the investigation continues by police. Hopefully he left behind some fingerprint or DNA evidence that might lead to his identity.



The Last C1 Corvette to be Auctioned at Mecum Seattle

Much of the hoopla surrounding Mecum's inaugural Seattle auction this weekend is focused on the 1967 L88 Corvette, a '63 Z06 tanker and several other prized Corvettes. But after reviewing their online catalog, we found this little gem cruising just under the radar.

On Saturday, Mecum will offer a 1962 Corvette was the last first generation Corvette ever built.



Many collectors love to own either the very first of a model run or the very last. The fact that this Corvette has been off the market and with its 2nd owner since 1965 should make for a lively sale on Saturday.

The final Straight Axle Corvette is VIN #14531, a Tuxedo Black roadster with a fawn beige interior. The Corvette features a factory auxiliary hard top as well. Powering the last '62 is the original 327/300 V8 engine coupled to a 4-speed manual transmission.

The Corvette is documented with its 1965 purchase paperwork, service records as well as receipts and photos from its frame-off restoration in the mid-1990's.

Corvette Racing at Le Mans: Spirit of Le Mans Award for Fehan

Corvette Racing Program Manager Doug Fehan is presented with the Spirit of Le Mans award today from the Automobile Club de l'Ouest – the sporting authority of the 24 Hours of Le Mans. Fehan, who oversees the Corvette Racing program on behalf of Chevrolet, received the honor the day before the start of the 82nd running of Le Mans.

The Spirit of Le Mans award is presented annually by the ACO to the person who has been instrumental in the growth in stature of the 24 Hours.

Fehan has been the program manager for Corvette Racing since its debut in 1999. Three years earlier, he and former GM Racing executive director Herb Fishel – a Spirit of Le Mans recipient in 2003 – helped put the plans in place to launch Corvette's return to professional road racing in 1999, and the program debuted at Le Mans in 2000. A year later, Corvette Racing captured the first of its seven class wins at Le Mans.



"I am deeply honored and grateful to receive the esteemed Spirit of Le Mans award," Fehan said. "To be in a group that includes some of endurance racing's most famous names is extremely humbling.

"Returning to the 24 Hours of Le Mans each year is a very powerful and emotional time for me personally, along with everyone at Corvette Racing," Fehan added. "Le Mans is one of the world's great competitions and one where we have had considerable success. But even without that, Le Mans would still retain the mystique that comes over me each time I drive into the track for the first time each year. Those experiences – and many others we have achieved at Corvette Racing – are ones that I will remember for the rest of the my life."

Corvette Racing debuts the Chevrolet Corvette C7.R this year at Le Mans with a two-car attack in the GTE Pro class. Antonio Garcia, Jan Magnussen and Jordan Taylor will drive the No. 73 Corvette with Oliver Gavin, Tommy Milner and Richard Westbrook manning the No. 74 Corvette.

Corvette Racing at Le Mans: Runner-Up Finish for Corvette C7.R

In its debut at the 24 Hours of Le Mans. Antonio Garcia, Jan Magnussen and Jordan Taylor were runners- up in the GTE Pro class in Corvette Racing's No. 73 Corvette C7.R thanks to late-race heroics by the trio.

Despite losing valuable laps due to safety car nuances and a faulty valve stem for the Corvette's air jack system, the No. 73 Corvette and its drivers completed 338 laps and finished a lap shy of the team's first victory at the French endurance classic since 2011. The runner-up Corvette traveled 2,862.52 miles in the event.



“It was an honor to race the Chevrolet Corvette C7.R at the 2014 24 Hours of Le Mans in the GTE Pro class,” said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. “While Corvette Racing has won in class seven times, we are proud of the persistence, determination and teamwork from the drivers, engineers and crew that delivered a runner-up finish for the new Corvette C7.R. The team’s ‘never-give-up’ approach was evident during each lap, pit stop and driver rotation.

“Every race, including the 24 Hours of Le Mans, provides a great opportunity to learn on the track and then enhance the technologies in the Corvette road car.”

Campbell added: “Thanks to the Corvette and Chevrolet owners who supported the Corvette Racing efforts at Le Mans or followed the racing action this weekend from around the world.”

The first daylight hours Sunday saw the trio fighting back after losing laps to a faulty valve stem for the car’s air jack and twice being separated from its competitors by a safety car in the race’s opening 12 hours. The No. 73 Corvette led for extended periods in the early portion of the race.

The final four hours of the race started with Taylor trailing the third-place Porsche by about 90 seconds before the young American drove a storming triple-stint to close the gap by more than half to 47 seconds. By the time he handed the No. 73 Corvette over to Magnussen and the Dane completed his first flying lap of his final stint, the interval to the new second-place Porsche was 28 seconds with an hour and 40 minutes left.

Magnussen drove a single stint and handed over to Garcia. The Spaniard took out huge chunks of time and took the second position for good when the Porsche pitted with trouble 75 minutes from the end.

The No. 74 Corvette C7.R of Oliver Gavin, Tommy Milner and Richard Westbrook placed fourth in class. The car had been running in podium contention as well before losing eight laps due to a slipped alternator belt and gearbox leak.

Gavin had reported a low voltage reading and a burning smell inside the car near the halfway point. Upon further examination, the crew found the alternator belt covered oil.

“As always, Le Mans was a stern test,” said Mark Kent, Director of Chevrolet Racing. “Achieving a runner-up position for the No. 73 Corvette is remarkable. It is a great reward for the dedication and work ethic of our team at Corvette Racing, Pratt & Miller and our Powertrain Group. We look forward to continuing this momentum when we return to the TUDOR United SportsCar Championship at Watkins Glen in two weeks.”

GM Recalling 2014 Corvette Stingrays with Competition Seats for Airbag Issue

General Motors issued another round recalls and this one impacts owners of the 2014 Corvette Stingray with Competition seats. At issue is the passenger seat airbag and GM is warning that an unbelted child and door trim may block the deployment of the seat airbags in an accident.

The recall affects a total of 712 2014 Corvette Stingrays with the optional competition sport seats.



Owners of recalled 2014 Corvette Stingrays will receive a formal notice from General Motors in the mail before taking action. Until then, the automaker advises customers to not allow small children in the passenger seat until the airbag has been replaced with a redesigned version.

GM says that they are unaware of any crashes or injuries related to the passenger airbag on the competition seats.

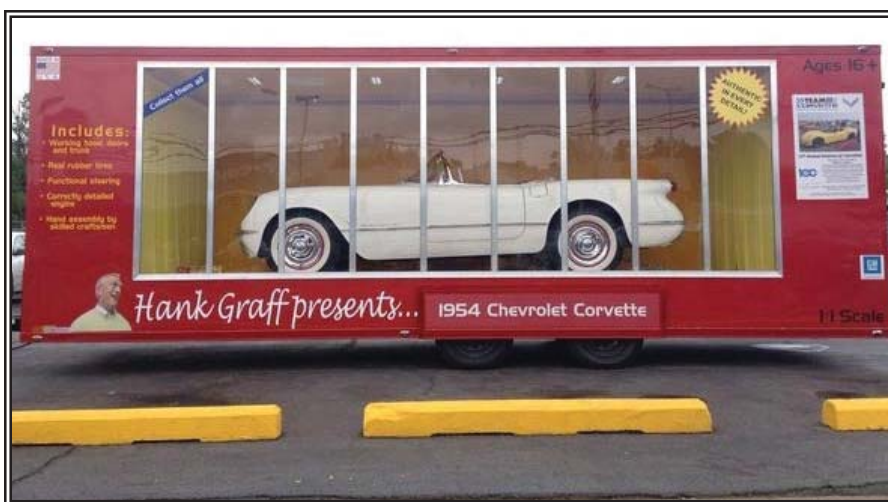
Here was the notice that was included in another round of massive recalls facing General Motors:

712 model year 2014 Chevrolet Corvettes with optional Competition Sport Seats, because an unbelted child and door trim may block the passenger seat side air bag vent in a deployment. Dealers will replace the current air bag with a redesigned version. GM is unaware of any crashes or injuries related to this condition, but advises customers to not allow small children in the front seat until the vehicle is serviced.

Son Gives Dad a Life-Sized 1954 Corvette in a Box for Retirement

We've all heard of trailer queens, but this might be the ultimate!

Chris Graff decided to give his father Hank a very unique retirement gift: a boxed Corvette. But this wasn't a 1/25 scale model in a box; this was a real 1954 Corvette on a trailer with a custom-made 8.5-foot-tall by 24-foot-long box built around it that makes it appear as if the Jolly Green Giant has a new toy to play with.



The public got their first glimpse of the boxed-car in person at the Graffs' Chevy dealership during their Festival of Corvettes in Davison, Michigan. It'll also be on display at the June 20-24 Back to the Bricks Michiana promo tour, July 11-12 gathering in Mt. Pleasant and Aug. 12-16 signature events in Genesee County.

"We fell in love with a car box and we thought we'd build a car box at one point and time. That transformed from a trailer to a box to move a car around in," said Tom Kelly, the dealership's special projects manager. "We hated the feeling of going to a car show and having to cancel because of the weather."

When a 1954 Corvette was traded in at the dealership, they began a seven-month restoration that Hank didn't realize was actually going to wind up being a retirement gift for him from his son.

"We built the car that Chevrolet would have loved to build had they had the technology back then that we have today," Kelly said.

The box features a life-size photo of the car's rear end on the back with operating tail lights and Hank's photo. A neat feature is a graphic that points out the "toy" is for ages 16+ since you have to have a license to drive it! It also promises "real rubber tires" and "functional steering," among other features.

The box takes on a really cool look at night when LED lights from above and below put the Corvette in the spotlight.

“As handsome as it is in the daylight and unique as it is, it is amazing when it sets out on display for the evening hours,” Kelly said.

The life-sized toy box is already drawing a lot of attention, having made its public debut last weekend at Back to the Bricks in Cadillac, where it was the subject of many double takes and subsequent photos.

The Corvette Museum Welcomes its 3,000,000th Guest

An unassuming couple walks up to the counter on June 9 to purchase their tickets to get into the National Corvette Museum, oblivious to the fact that they are about to become a part of the museum’s storied history.

“Ladies and gentlemen,” comes the woman’s voice over the loud speaker, “announcing our 3 millionth visitor to the National Corvette Museum!”



Cheers, whoops, claps, and hollers erupt from the enthusiastic crowd that had gathered behind Brandon, the lucky visitor, and his partner, Amy, both from Nashville, Tenn.

“We were going to come last Monday,” Amy explains, “but he had to work so we decided to come today instead.”

“We saw there was a huge crowd of people,” Brandon continues. “We’re like, we should’ve got tickets earlier.”

Amy laughs and says she texted Brandon while he was in the restroom and told him, “wow, now we have to wait in line to get our tickets!”

That wait was certainly worth it, though, as the couple received a trunkful of prizes, including a one-year membership to the National Corvette Museum, gift certificates at the Corvette Store and Café, free admission, and a Flint Brick from the factory where the 1953 was built.

So continues one of the most eventful periods in NCM history, what with the sinkhole, the 20th anniversary celebration and the unveiling of the Motorsports Park coming in August, and the introduction (and delivery at the museum for many lucky customers) of the award-winning C7.

Fargo Police Seize a C6 Corvette in Drug Stop

It doesn't pay to run from the long arm of the law.

A 26-year-old Fargo, N.D., man is facing multiple charges after he floored a 2006 Corvette he was driving and was subsequently pulled over Moorhead Police.

Police originally just stopped Thomas Schultz for driving at a high rate of speed at Eighth Street South and Main Avenue about 9 p.m. Tuesday.

That's when they discovered he didn't have a license and furthermore that the Corvette was not registered.



More bad news for Schultz came when the car was searched before being towed and officers discovered 4.25 pounds of marijuana and nearly \$10,000 in cash in the vehicle.

Now Schultz is behind bars in the Clay County Jail facing a felony charge of possession of a controlled substance, not to mention counts of reckless driving, driving without a license and failing to register the car.

"This is just another example of a very large quantity in possession of one individual, 4.25 lbs., initiated through a traffic stop," said Lt. Torey Jacobson of the Moorhead Police Department, "so clearly something we're seeing more and more of, sometimes daily."

Corvette Assembly Plant Gearing Up for Production of the New LT4 Engines

The seventh-generation Corvette continues to generate good economic news for Bowling Green, Ky.

General Motors said this week it's started hiring workers at its Corvette assembly plant there. For the first time since the plant opened in 1981, Bowling Green will be tasked with the assembly of engines, but not just any engines. These are the high-performance motors that will power the company's latest rocket ships, the 2015 Corvette Z06 and the 2014 Camaro Z/28.



It's all part of a plan by GM to move its Performance Build Center, where the special engines had been assembled in Wixom, Mich., to the Corvette plant in Kentucky.

They've already hired 13 new workers, and three others have transferred from Michigan. In all, there could be as many as 17 more new employees, most being hired in the Bowling Green area, needed to run the new engine facility.

"These are new hires, whereas we transferred in almost 400 employees last year for the new (Corvette) C7, who were current GM hourly employees," plant spokeswoman Andrea Hales said.

They'll be making some of GM's most powerful engines ever, including the 6.2-liter LT4 engine that will provide 650 horsepower and 650 ft-lb of torque for the 2015 Corvette Z06 coupe and convertible models that will go on sale late this year or in early 2015.

Bowling Green workers have already started producing the 7.0-liter V8 engine that delivers 505 horsepower and 481 ft-lb of torque for the Z/28. In fact, the first engine shipments left Bowling Green in April, and the Z/28 went on sale the next month at a price of \$75,000.

The Bowling Green plant has room for the Performance Build Center in the old body shop, which was vacated when a new body shop was built to make the aluminum frame for the C7.

Customers also can look forward to the day when they can pay extra to actually build their own engine with the help of GM workers.

"We haven't yet decided when that program will start," said Monte Doran, GM's Corvette and Camaro product specialist. "The intention is there; we just haven't announced the details yet."

The standard LT1 V8 that is used in the Corvette Stingray will continue to be built at GM's engine facility in Tonawanda, N.Y. Tonawanda will also build some of the Z06 engines.

Information Wanted: 1953 NASCAR Corvette

Our friends over a ProTeam Corvette Sales are looking for more information their unique 1953 Corvette number 211. The car is 1 of 2 Corvettes assembled by Chevrolet Engineering to compete at the 1956 NASCAR Performance Trials and Flying Mile in Daytona Beach.

1953 Corvette VIN 211 is one of two Corvettes (the other was a 1955) specially built by Chevrolet Engineering Shop Order #3950 entitled "Rebuilding of NASCAR Corvettes for Stock Car Racing.". Both cars were modified with high output 1956 engines, 3 speed manual transmissions, and heavy duty 3.27:1 rear ends.



External enhancements included plastic tonneau covers, chopped racing windshields, and relocated gauges.

The cars travelled to Daytona Beach in February 1956 for the annual NASCAR Performance Trials and The Flying Mile competition. There it was seen in promotional photos with NASCAR founder Bill France. At that time the car wore #27, but it is believed that it could have sported #62 at NASCAR tracks in the Carolinas. After competing at Speed Week both cars had roll bars added and then were raced at Bowman Gray Stadium piloted by drivers Pee Wee Jones and Billy and Bobby Myers. They were

maintained by Hubert Westmoreland for NASCAR sports car races. Gray Tuttle of Clinton, NC later bought #211 from NASCAR/Jack Hawkins in 1958 and helped verify some of the car's history.

VIN 211 is documented the Chevrolet Engineering department build orders and vintage photos from both the Chevrolet and NASCAR archives. This first year C1 is the earliest known Corvette to run NASCAR's sanctioned events. It could also be the earliest Corvette (by VIN) to ever race.

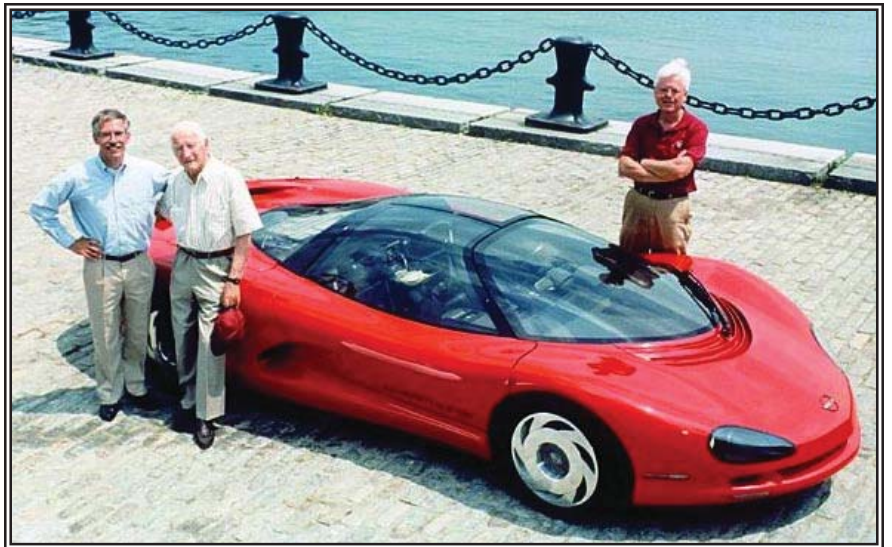
ProTeam credits Corvette historian Loren Lundberg for helping to verify the history of VIN #211. Other Corvette gurus who participated in the archeology of this Corvette include John Hutchins, Noland Adams, Dave Bartush, David Burroughs, Tim Jones, Chocolate Myers, Chevrolet archives, and the Daytona Beach NASCAR archives.

Since being restored to its #27 livery the car been invited to and participated at several notable events including the 2012 Muscle Car and Corvette Nationals, the 2014 Amelia Island Concours d'Elegance, the 2014 Ault Park Concours d'Elegance, and 2014 Concours d'Elegance of America.

The First Three Chief Engineers of Corvette

Here's a group shot featuring the first three chief engineers of the Chevrolet Corvette standing by the 1986 Corvette Indy concept.

Zora Arkus-Duntov (lower right) joined GM as an assistant staff engineer in 1953 after seeing the Corvette in person at the GM Motorama in New York City. His exploits and achievements are well documented and there is no doubt that it was Zora who infused the Corvette with the performance persona that would carry into the 21st century. Zora retired from



General Motors in 1975, but was always part of the Corvette hobby right up until his death in 1996.

Dave McLellan (upper right) joined GM in 1959 and went to work at the Milford Proving Grounds as a noise and vibration engineer. He moved to Chevrolet in 1969 and worked mostly on the Nova and Camaros. He worked briefly under Zora as a staff engineer and then officially took over as Corvette Chief Engineer in 1975 when Zora retired. During his tenure, he launched the C4 Corvette platform and got Corvette back into the performance game with the ZR-1. Dave retired from GM in 1992.

Dave Hill (lower left) began his career at GM in 1965 where he worked as an engineer for Cadillac and eventually became the Engineering Program Manager for Cadillac in 1992. Later that year, he got the Corvette Chief Engineer title following Dave McLellan's retirement. Dave oversaw the introductions of two new generations of Corvettes, the C5 and the launch of the C6. He retired on January, 1, 2006.

The Corvette Indy Concept made its debut at the 1986 Detroit Auto Show. Although it had a Lotus built mid-engine twin-turbo 2.6L V8 rated at 600 hp, later prototypes were powered by an experimental 32 valve all-aluminum 5.7L V8 engine. Advanced technology showcased on the car included 4-wheel drive, 4-wheel steering, active suspension, traction control and a rear view camera with in-dash screen.



FIBERGLASS FOREVER



CORVETTES OF FRESNO, INC

P.O. BOX 26223
FRESNO, CA. 93729-6223
www.corvettesoffresno.com



FIND NEW ROADS™

(559) 291-7711

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



BRUCE & RUTH LOONEY AT INDIANAPOLIS MOTOR SPEEDWAY