



FIBERGLASS FOREVER



CORVETTES OF FRESNO

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

ESTABLISHED 1963

JUNE 2014



OWNER: JACKEY CHRISTANI

MARK YOUR CALENDARS

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

JUNE 21, SATURDAY - STOCKTON YACHT CLUB CAR SHOW & DINNER DANCE
JIM AGAR 559-297-2200

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

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

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

Awards Dinner at Silver Legacy - Saturday Night

PLEASE NOTE - DRESS CODE FOR AWARDS DINNER IS SMART CASUAL

www.corvettesoffresno.com for Additional Details & Updates

All Net proceeds from Tahoe 46 will be donated to Charity

Accommodations

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

Buffet Breakfast for 2 each Day is Included!

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

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

Register by August 15, 2014 for Room Rate Guarantee



SCHEDULE OF EVENTS



Thursday:

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

Friday:

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

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

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

Payable at Event - 4 GUARANTEED WINNERS

(all event participants invited to attend)

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

Saturday:

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

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

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

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

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

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

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

FIBERGLASS FOREVER



CORVETTES OF FRESNO, INC

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

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

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

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

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

COF BOARD MEETING NOTICE

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

2009 TRIVIA

The total 2009 Corvette production run of only 16,956 cars was the lowest since 1962's production run of 14,531 units (not counting 1997's run of 9,752 cars due late introduction of the new C5).

The 2009 ZR1 was the first 200+ mph production Corvette ever made.

The 2009 ZR1 was the first production Corvette ever built with a roots-type supercharger as standard equipment, developing 630 horsepower.

The 2009 ZR1 was the first production Corvette to retail for over \$100,000.

The 2009 ZR1's LS9 engine develops 630 horsepower but actually has less displacement than the Z06's 505 hp LS7 engine (376 vs 427 cubic inches).

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,

Great to see everyone at the General Meeting, regulars, guests and new members joining along with people we haven't seen in a while. Dennis, it's good to see you back.

Our club had cars in the Clovis Parade this year, this is a big parade and a lot of people heard about our club, we even got some applause along the way. Next year our Club Banner, leading our cars, will be a priority.

Billy Talley had her run to Palm Springs, she did a great job, it was well planned and we had a good time.

There are runs planned all the way through September, see the Calendar of Events for more info. There are still plenty of weekends available in July and August, if anyone wants to plan a run.

The Tahoe 46 Run will be here before you know it. Kaye and I have been the last 3 years and it keeps getting better every year. We have a great time and it would be wonderful if we can get more club members to attend. The Tahoe Committee is doing an amazing job, they are working hard to make sure everyone has a good time and leisure time also. So, please sign up early and let's make this year bigger and better than ever.

On a personal note, I ran for President to contribute to the club. Unfortunately, my business life takes up most all of my time and I haven't been able to contribute much to the club, other than running the meetings. So, to all those people who help solve problems, keep things organized, put on runs, etc. Thank You!



Chris Campbell





CORVETTES OF FRESNO - GENERAL MEETING MINUTES May 20, 2014



Call to Order:

President Chris Campbell called the meeting to order at 7:05 P.M. Board Members present were Kaye Campbell, Jacklyn Christani, Steve Profera, Jim Agar, and sitting in for Pam Forrester was Harry Bellow (Past Membership Officer). The Pledge of Allegiants was shared by all.

Secretaries Report:

Minutes of the April 2014 are published in the COF newsletter. A motion to waive the reading of the April 2014 minutes was made by John Johnson Sr. and seconded by Celia Feccia. Motion carried
A motion to accept the April 2014 minutes as published in the Fiberglass Forever newsletter was made by Lee Delap and seconded by David Dutton. Motion Carried Unanimously!

Treasurers Report:

Kaye Campbell reported the accounts activity, which is on file to be reviewed by members only. A Motion was made to approve the treasures report as read. The Motion was made by Larry Minnich and seconded by Liz Devoe. Motion Carried Unanimously. An Audit was conducted by Steven Profera and all the treasury accounts were found in order.

Membership:

Harry Bellow reported attendance for the May 20, 2014 meeting. There were 54 members and 2 guests present. Guests in attendance were Don and Donna Zapata.

New members to Corvettes of Fresno were announced as follows: Steve Moe and Diane Volp. Their packet which included Name badges was presented. Corvettes of Fresno current membership now has 119 members and 75 corvettes. All May Birthdays and anniversaries were acknowledged. All May birthdays and anniversaries can be found in the 2014 membership directory. Remember to always sign in at the beginning of all meetings! Pam Forrester was not present at this meeting (vacation).

Communication:

Jim Agar announced the May edition of Fiberglass Forever. It was 20 pages printed and 57 pages on the Corvettes of Fresno web site. The June edition will have quite a few pictures. If anyone has any articles or pictures for the News letter for the June edition please submit to Jim Agar by Friday May 23. In the A.M.

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.

May meet eat and greet will be held on **Thursday May 22** this month the host are John and Jo Johnson it will be held at Ducey's at Bass Lake. Time 3:00 P.M. All will meet at Ducey's

June 7, 2014 Vette Magic Sacramento Ca. See Allen Teixeira

June 14, 2014: Peoples Church Car Show see Larry 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 – August:??? Possible Corvettes of Fresno Pick Nick Meadow Lakes: See Nick Diliddo.

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:

Pre run trip to Reno and Tahoe was discussed all plans were firmed up and Tahoe 46 is ready to roll. 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 the next meeting for WSCC will be held on June 7 in combination with Vette Magic in Sacramento Ca. Allen is planning on attending the meeting. Allen asked if everyone received their Red Line newsletter from WSCC.

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.

Old Business:

It was announced that an audit was performed by Steven Profera and Kaye Campbell on both bank accounts the general account and the Tahoe account.

New Business:

It was announced that Dave and Terri Cavanaugh are the proud owners of a 2009 C-6 Corvette. Congratulations!!!

ACCC News:

Lee Delap Reported on several new Bill's that are about to take place. For more information contact Lee Delap.

Name Tag Drawing:

Sharon Minnich was the winner of the \$10.00 prize money. Next month the Name Tag Drawing money will start at \$10.00 again! 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 Larry Dami and Lee Delap 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 Larry Dami and

Don the comedian Dukes

Motion to Adjourn the meeting: @ 8:20 P.M. Motion was made by David Dutton and seconded by John Johnson, 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 119 members and 75 cars.



Members & Guests

Total attendance: 56 - 54 Members & 2 Guests: Don & Donna Zapata

Nametag drawing

Sharon Minnich's Name was drawn, She was present & won \$10.00
Next Months Drawing will be for \$10.00.



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)

Don Dukes & Larry Dami each won a \$10.00 gift certificate to Yosemite Falls Cafe



JUNE ANNIVERSARIES

DAVE & TERRI CAVANAUGH 9 - CLIFF & JERRI SHAUL 14
KIRK & KATHY YERGAT 16 - TOM & TERESA OCHOA 19
LARRY & SANDY DAMI 24 - GARY & NINA GAGNEBIN 29
CHUCK & GERRI WARE 29



JUNE BIRTHDAYS



ROSANNE RODRIGUEZ 1 - HELEN JOLLY 8 - LARRY DAMI 10
NONIE DELAP 13 - STEVEN PROFERA 13 - LEE DELAP 15



50/25/25 DRAWING WINNERS

LARRY DAMI
LEE DELAP

EACH WON
\$35.00



CONGRATULATIONS



HARRY BELLOW
WELCOMES STEVE MOE
& DIANE VOLPP
INTO COF
AS OUR NEWEST
MEMBERS

CONGRATULATIONS &
WELCOME TO COF



CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



JUNE 3, 2014 TUESDAY - BOARD MEETING 6:30 PM AT THE OLD SPAGHETTI FACTORY ON SHAW NEAR CEDAR AVE

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

JUNE 17, TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK

JUNE 21, SATURDAY - STOCKTON YACHT CLUB CAR SHOW & DINNER DANCE - JIM AGAR 559-297-2200

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



**STEVE PROFERA
VP ACTIVITIES**

COF GENERAL MEMBERSHIP MEETING

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

NO TAHOE MEETING IN JUNE

**THE NEXT TAHOE MEETING WILL BE:
TUESDAY JULY 8, 2014, 7:00PM 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 LOOKING FOR MEMBERS WHO WOULD BE WILLING TO DONATE & PUT TOGETHER THEMED GIFT BASKETS FOR US TO GIVE AWAY AS RAFFLE PRIZES
WE NEED SEVERAL MEMBERS TO HELP US OUT TO RELIEVE THE BURDEN**

**AS AN EXAMPLE YOU COULD PUT TOGETHER A BASKET WITH CAR CARE PRODUCTS
THE TAHOE COMMITTEE APPRECIATES ANY HELP YOU CAN GIVE**

THANK YOU SO MUCH



CLOVIS RODEO PARADE





CLOVIS RODEO PARADE



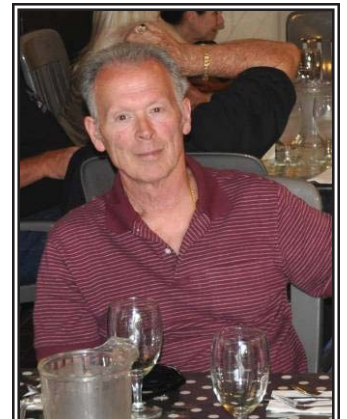
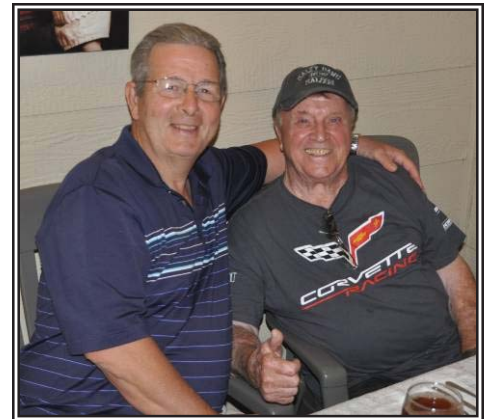
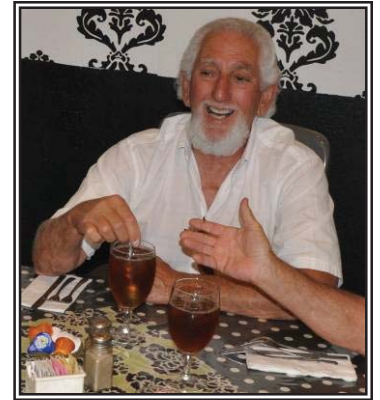


KINGSBURG DINNER RUN





KINGSBURG DINNER RUN





KINGSBURG DINNER RUN





CORVETTES OF FRESNO AT MONTEREY PENINSULA CORVETTE CLUB CAR SHOW



The Nifty Fifty Drive In was created by Chuck August to celebrate the 50 year anniversary of the Monterey Peninsula Corvette Club. Chuck built a Model A Hot Rod in 1962 and cruised it to drive ins like this for several years. Back then, the drive ins were "THE" spot to go to. Chuck graduated from high school in 1964 (the same year the MPCC was formed) and he sold the Hot Rod because he needed a car with more room.

Each award was individually made. Each one is a little different from the others. They were all made totally from scratch. Much of the wood was scrap wood that was recycled and used for these awards. All the graphics and electronics were provided by Acme Software CEO Dave August (Chuck's brother).

I have made the awards for the Monterey Peninsula Corvette Club for the last four years of our five year event. Each award takes me about 30 hours to complete (start to finish). They are all made one at a time. They cost me about \$60 each. The cars cost me on average \$17.00 each. The wood, paint, Plexiglas, metal, trees and graphics cost the rest. I have done it this way for all (what will be) five years. I charge the club nothing. My idea for all this is to build a Legacy for our grandkids and great grandkids. Maybe, someday as (Corvette memorabilia) and folk art they will be worth something. One thing is for sure, you will never see an award for a Corvette show like them. This year's "Nifty Fifty Drive In" is meant to provoke memories of that golden era. Enjoy them. They are great night lights. Chuck August

**THE NIFTY FIFTY DRIVE-
IN PICTURED BELOW
WAS WON AT THE
MONTEREY PENINSULA
CORVETTE CLUB'S
ANNUAL EVENT
CELEBRATING THEIR
50TH YEAR AS A
CORVETTE CLUB. JIM
AND LYNNE AGAR WON
A FIRST PLACE AWARD
FOR THE BEST C7
CORVETTE. JIM & JOAN
KOZERA WON A FIRST
PLACE FOR THE BEST
"Z" CORVETTE AGAINST
ALL OTHER ZO6 AND ZR1
CORVETTES THAT WERE
THERE.**

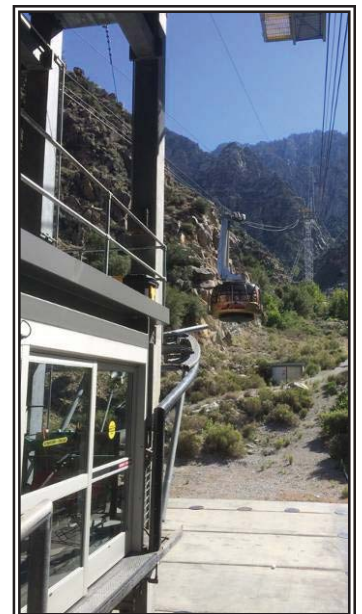
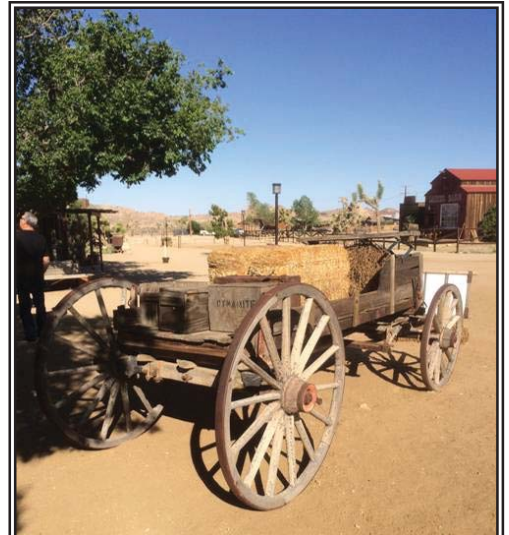




PALM SPRINGS



PICTURES SUBMITTED BY CHRIS CAMPBELL

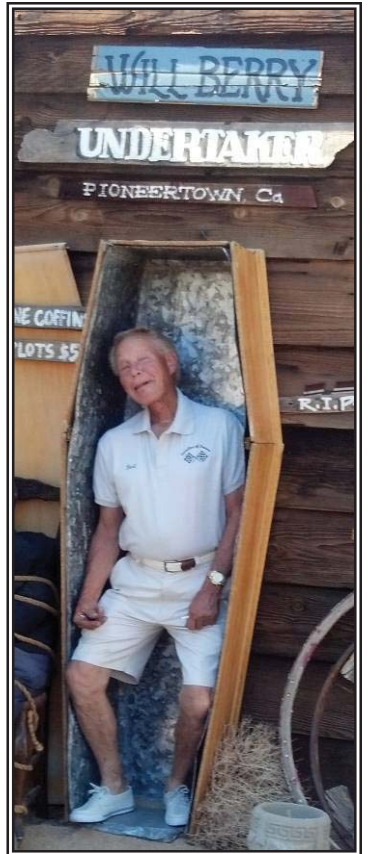
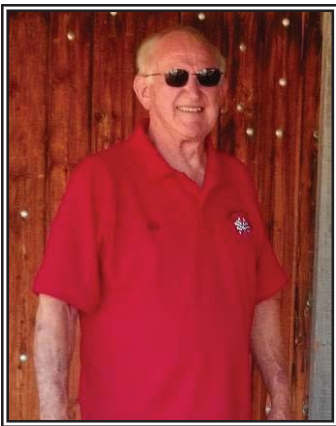
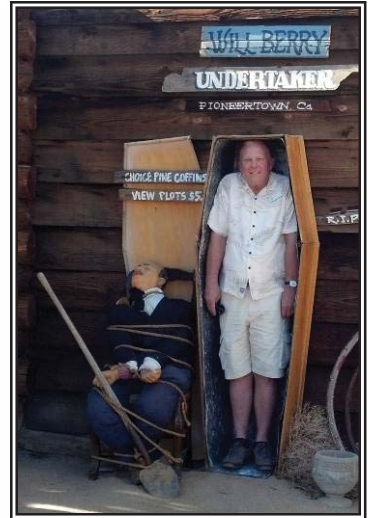




PALM SPRINGS



PICTURES SUBMITTED BY BILLIE TALLEY

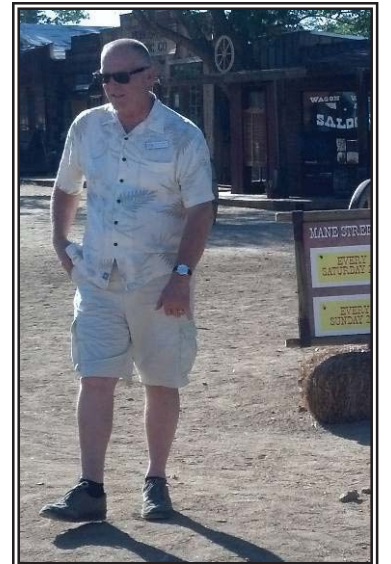
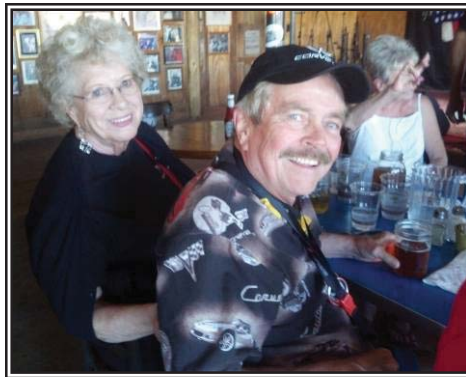




PALM SPRINGS



PICTURES SUBMITTED BY BILLIE TALLEY





Car Show Classes

- | | | |
|--------------------------------|------------------|----------------------|
| 1. Street Rods, 1926-32 | 7. GT-Super Cars | 15. Mustangs |
| 2. Street Rods, 1933-48 | 8. Customs | 16. T-Birds |
| 3. Stock Original - Unmodified | 9. Convertibles | 17. Camaro |
| 4. Classic - Modified | 10. Race Cars | 18. T-Bucket |
| 5. Post 1972 cars | 11. Trucks | 19. Other |
| 6. Muscle Cars | 12. Motorcycles | 20. Special Interest |
| | 13. Tractors | 21. Mini Tractors |
| | 14. Corvette | 22. Rat Rods |

Special Awards

- | | |
|------------------------|------------------------------|
| 1. Best of show trophy | 3. Merchant's awards |
| 2. Pastor's choice | 4. Rescue the Children Award |

Class#		Car Entry Form: #	
Full Name		Home Phone/Cell	Email
Address		City	State Zip
Vehicle Year	Make	Model	Color
Club Affiliation			
Please sign and date		Payment amount	

- No pets please
- Non-alcohol show
- Stereo playing will not be allowed during car show
- Non-legal cars may not be started or driven!

Liability: In consideration of the acceptance of the right to participate, entrants, participants and spectators, by execution of this entry form, release and discharge the Producers and all associated with any and all known damages, injuries, and/or losses.

\$20.00 Pre-Registration
\$25.00 Day of Event

Classics, Customs, Hot Rods, Street Rods,
 Motorcycles, Muscle Cars & Tractors

Proceeds go to Rescue the Children
 Music! Great Food! & Raffle Prizes

Saturday, June 14, 2014

9am to 2pm

Peoples Church

7172 N. Cedar Ave. @ Herndon

Fresno CA 93720

(559) 298-8001 x215

Participants' gates open @ 7am
 1st 150 cars pre-registered receive a free T-Shirt

*Please no pets

Register for the 50/50 Raffle.

Tickets \$5 each

Winning ticket splits the raffle prize with the event sponsor.

Event Sponsors



DerManouel
INSURANCE GROUP
Changing the Equation



Register online www.peoplescarshow.com

or

Mail entries to:

Attn: Pete Gavrilis
 Peoples Church
 7172 N. Cedar Avenue
 Fresno, CA 93720

or

Fax: (559) 299-8182

Email: pgavrilis@peopleschurch.org

T-shirt size (one per registration)

- | | | |
|--------------------------------|---------------------------------|--------------------------------|
| <input type="checkbox"/> Small | <input type="checkbox"/> Medium | <input type="checkbox"/> Large |
| <input type="checkbox"/> XL | <input type="checkbox"/> XXL | <input type="checkbox"/> 3XL |



CORVETTES OF FRESNO STOCKTON YACHT CLUB “BACK TO THE 50’s PARTY & CAR SHOW”



**SATURDAY, JUNE 21, 2014
THE FUN WILL START AROUND “NOON”
WITH COLLECTOR CARS & BOAT TOURS
BOCCE BALL AND HORSESHOES
IN THE PICNIC AREA
PLUS AVAILABLE SNACKS, BEVERAGES & MUSIC**



**Bar Opens at 1:00 pm
Dinner begins at 5:30 pm
*(Note Special Dinner Time)***



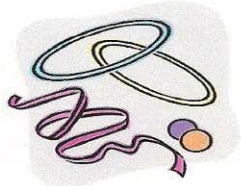
Menu

**Pot Roast, Mashed Potatoes with Gravy
Salad, Vegetables
Bread**

Ice Cream and Coffee

All this for only \$22.00 per person

**After Dinner Dancing to 50’s music
Costume Contest, Raffle and other fun stuff!**



ROOM & BOOKING INFORMATION



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

ROOM RATES

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



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

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

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

CALL JIM OR LYNNE AGAR FOR MORE INFO & SIGN-UP 559-297-2200



CORVETTES OF FRESNO



7th Annual Word From Home Car Show and Freedom Celebration to Support Our Troops Sunday June 29, 2014 5:00 P.M. til Dark

Lifetree Assembly of God Church 35849 Ave 13 ½ Madera Ranchos
Call Pam Hansen (559) 474-2330 for more information



FIREWORKS



SNOWCONES

BARBEQUE, HAMBURGERS AND HOTDOGS

RAFFLE PRIZES



DESSERT
AUCTION



BINGO



BOUNCE HOUSE

Name _____

Address _____ City _____ Zip _____

Vehicle Information – Year _____ Make _____ Model _____

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

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

Entrants signature _____ Date _____



JIM KOZERA FOR INFO

559-876-2519



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

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FOR SIGN-UP SHEET & MORE INFO



ALLEN'S WSCC PAGE



WSCC CONVENTION 2014 - July 6th–July 11th

Medford, Oregon

Hosted by North Bay Corvette Association



wscconvention.com

(PLEASE TYPE OR PRINT LEGIBLY)

northbaycorvettes.com

REGISTRATION (Please PRINT all entries)

WSCC # _____

Last Name _____ First Name _____ M.I. _____

Spouse/Guest Participant _____ WSCC # _____

Address _____ City _____ State _____ Zip _____

Phone (____) _____ – Email Address _____

Club Affiliation _____ Drivers License #(s) _____

Car Color & Type _____ Year _____ Car License(s) _____

REGISTRATION INCLUDES BASIC PACKAGE

Couple registration prior to June 1st \$100 _____

Individual registration prior to June 1st \$ 80 _____

Add \$10 per person for late registration after June 1st \$ 10 _____

TOTAL REGISTRATON COST: \$ _____

Refund Information

No refunds after June 1, 2014.

Convention Events

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

Basic Package Contents per person

Event Shirt – One shirt per person prior to June 1st only!

Participation Plaque

One per package.

Welcome Party Entry

One per person.

Event Badge

One per person.

Raffle Ticket – One per person.

You must be present at the awards banquet to win!

Hotel Information

Inn at the Commons
200 N. Riverside Avenue
Medford, OR 97501

Contact only following receipt of Registration Code.

Barbecue Selections:

Beef _____ (Qty)

Chicken _____

HOTEL INFORMATION

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

CONVENTION SHIRTS

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

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

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

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

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

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

(COMPLETE REVERSE SIDE)

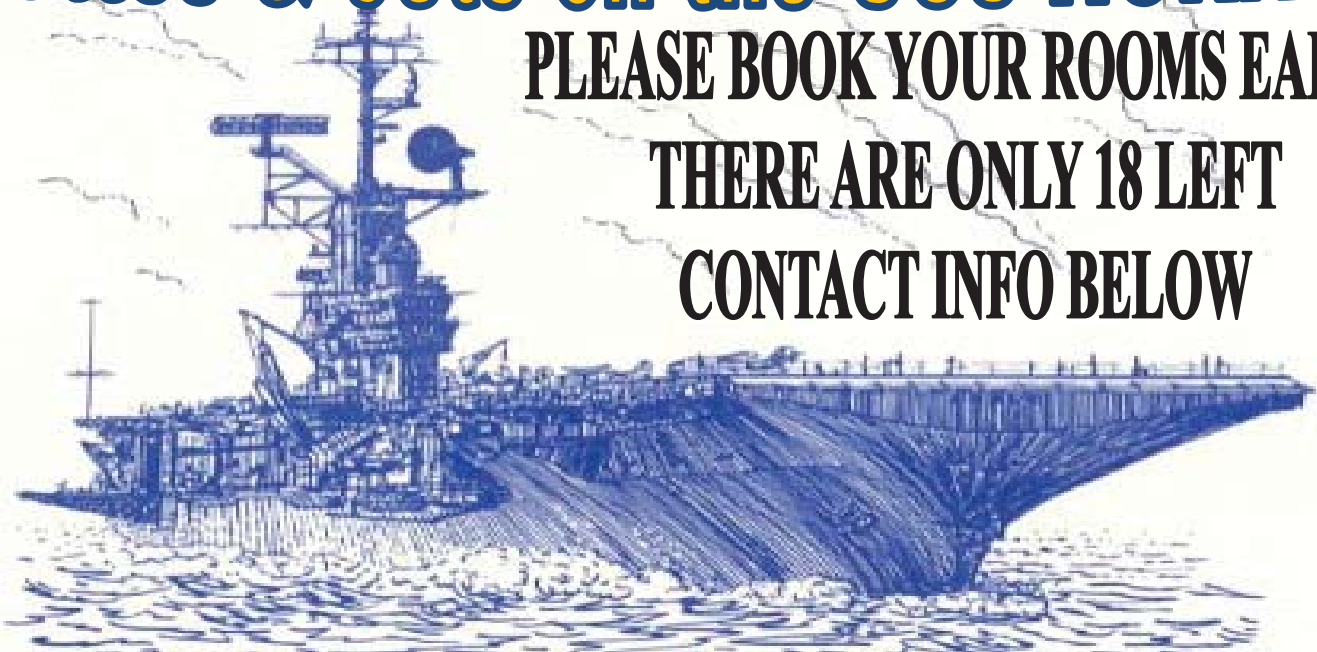
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----- cut & mail -----

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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
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TECH TIPS



How to Fix a Creaky Removable Top on a C6 Corvette Coupe

One of the common nuisances to C6 coupe owners is the creaking of the removable roof panel. If you own a C6 coupe you know we're talking about. If not, just think of a never ending series of popping and/or creaking sounds coming from each of the attachment points on your targa top while you drive. The topic was discussed ad nauseum throughout C6 production and even spawned a GM Technical Service Bulletin to address the issue. Last month at the NCM Bash we caught up with the two best people to help resolve this issue.

If you've attended the Bash, Corvettes at Carlisle, or Mid America Funfest in the last few years you've probably been to or at least heard of the seminars presented by *The Corvette Mechanic's* Paul Koerner and Brittany George. During their talks they cover many of the more common issues seen on later model Corvettes and discuss how to fix or prevent them. In addition they often host diagnostic clinics where owners can drive their own cars up and get expert diagnosis and advice on the spot.

Last month at the NCM Bash they held walk-up assistance sessions for most of the day, each of the three show days. Late in the day on Saturday, we were able to get them to show us the proper way to help stop and prevent that dreaded creaking or popping from your C6 coupe's removable top.

1. Remove the roof panel from the car
2. Clean all of the weather stripping on the car and top with a foaming cleaner and microfiber towel
3. Torque all of the locating pins to 16 ft-lbs
4. Clean and lubricate the locating pins with dielectric grease
5. Remove your front latch handles and also lubricate the T40 shoulder bolt with dielectric grease
6. Reinstall the bolt and handle. Torque to 13 ft-lbs
7. Lubricate the weather strips, allow to sit for 1 hour and then wipe off the excess
8. Reinstall your top and enjoy the quiet time behind the wheel of your C6!



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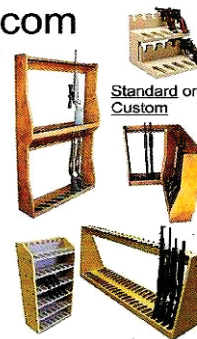
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Top Gear: Corvette Stingray vs Porsche 911

Top Gear Magazine recently got their hands on a 2014 Corvette Stingray and pitted it against its benchmarking target, the Porsche 911. They drove the cars throughout the UK countryside measuring the cars' interiors, styling, and road manners against each other. If you follow the UK version of *Top Gear* you know they were luke-warm on the C6 Corvette. They loved the American V8 power, but lamented the transverse leaf spring suspension and even referred to the rear cargo cover as shower curtain.



So what did the folks across the pond think of the C7? Well, we're happy to report that they were quite impressed with it. Their first impressions are the that Corvette "is the better cruiser of the two...". They also mentioned that they achieved 34.3 mpg where the Porsche returned a tad over 30 mpg.

Next they turn their attention to the interiors. They refer to the Porsche's cabin as "sober and aesthetic, ergonomically brilliant and strangely comforting" and describe the Stingray as "...feels a lot more exciting, if a lot busier and not quite as nicely finished as the 911."

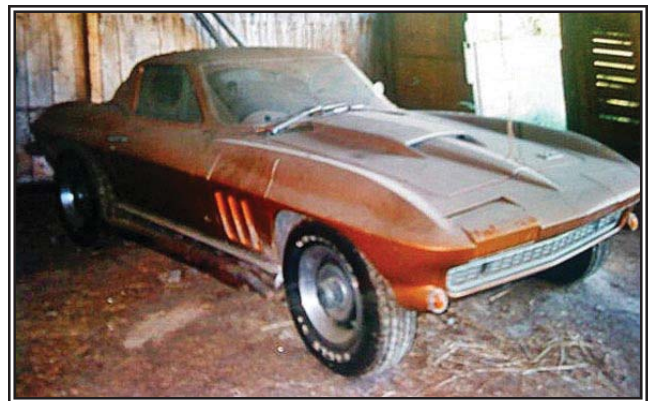
From there they went on to talk about the performance of the cars. They were surprised at the C7's ability to "happily pull away from the Porsche without too much effort – especially given a short straight." This is largely due to the 140ft-lb and 60hp advantage the Corvette holds over the 911. In our favorite quote of the whole article they describe the LT-1's exhaust note as "pure sonic vandalism". We're not 100% sure that means, but it sounds cool so we agree with it. While fans of the Stingray's power plant, they give the Porsche the nod in the steering and suspension departments.

We won't give away all the details of the piece, but they do mention that "...the Corvette C7 Stingray is simply a damn fine sports car..." We couldn't agree more.

1966 Corvette Big Block: From Barn Find to Award Winner

Few things increase the revs in our car collector's hearts more than the prospect of a barn find — you know, your dream car that somebody put in a barn and never came back to collect. A little worn and thoroughly dirty, but mostly there, just waiting for someone to come along and give it a good home.

Roger Thornton is one of us. Not just a mere car fan, he's a Corvette lover who had the dream of one day finding an affordable Vette. A lot of us harbor the same dream, but Roger faced a bigger hurdle most—he lived in Jolly Old England where Corvettes are scarce and the chances of finding one that is affordable are virtually nil, as they say.



After years of looking everywhere, Roger struck gold about 15 miles (or 24 kilometers, if you prefer) from his home. His best friend caught wind of a Corvette hiding in a barn and when they went to take a look at it, they found the Holy Grail of Corvette lovers. A 1966 Corvette coupe with a 427 big block and a 4-speed manual transmission.

Of course, Roger had to have it, but then came the next quest—finding the owner. The car was imported by an American living in the UK at the time and when it came time to move back home, the car was left in the barn. It took Roger over a year to track the owner down and make the deal to buy the Vette.

In short order, Roger and his family had the dream car cleaned up and running, got it through the obligatory MOT (Ministry of Transportation) test, and had it back on the road. After two years of enjoyment, they decided it was time for a comprehensive restoration. It was, indeed, comprehensive, taking seven years to complete, but the results are magnificent and certainly worth the effort.

Supercar Sunday at the Heritage Motor Centre in Gaydon is one of the largest car shows in the UK and the Thornton Corvette stole the show. According to Nicki, Roger's daughter, "My dad's car got noticed after what we like to call a Rev-off competition to see how loud the engine can go. The crowd 'round the car was amazing and the next thing we knew we were having to park in the winner's circle. It was crazy!" It just goes to show that the music made by a 427 with side pipes is appreciated around the world.

Nicki is justifiably proud of her dad and the family Corvette and sent the story to our friends at BarnFinds.com. She also took the time to help us with our report. Thanks, Nicki. Here's hoping the whole Thornton clan has many years of enjoyment with the Corvette.

Classic Corvette Owners Combine for 100 Years of Corvette Ownership

Some things definitely get better with age.

Just ask John McIlvoy and Joe Beatty, who have owned the same two Corvettes for a total of 100 years and 500,000 miles between them!

Ironically, they both grew up in Ohio, where they bought their Corvettes in the 1960s, and both are now members of the Northwest Houston Vette-Rods club.

Beatty bought his 1961 model from his flight instructor while he was a Marine. We think he got the best end of a deal with his superior, who wanted \$1,200 for the 'Vette but agreed to take \$1,000 (all Beatty had at the time) with the addendum that if they ever saw each other again, he would pay the other \$200.

Some 25 years ago, Beatty gave the car a new paint job and "freshened up" the 283/270 engine with the help of his two pre-teen sons. Before he bought it, the Corvette had served as a weekend drag racer for the flight instructor, but it's been pampered since then as a daily driver to get his wife to and from work at the school where she teaches.

He compares the Corvette in its present state to a work of art.



“If you had a piece of Louis XVI furniture, you would not dip it and strip it,” Beatty points out. “This car has patina.”

Switching gears to McIlvoy, we find a similar attitude but then again, maybe not quite.

McIlvoy laid eyes on the 1957 Corvette “Fuelie” while he was in school, looking out the window while daydreaming one day. Four years later, he bought the beauty for himself and has kept it ever since. It’s a rare ‘Vette indeed, as only 713 buyers checked the box for the new fuel injection system that year. Also included was one of the first T-10 four-speed transmissions.

This is no trailer queen, though. He bought the car with 30,000 miles showing on the odometer and added another 70k before he put a new GM short block under the hood. When he reached the 200,000 mark in 2010, another local Corvette enthusiast restored the car for

McIlvoy, who still had the old fuel-injected motor and had it rebuilt and put back where it belonged.

While McIlvoy has restored his old friend, he still notes that the “Three P’s” apply to Corvettes.

“Old Corvettes should have three ‘P’s’, power, patina and provenance,” he says. “These two Corvettes have over 100 years of power, patina and provenance. Maybe the two drivers as well.”

We salute these two enthusiasts who have dedicated so much of their life to their classic Corvettes, which weren’t classics at all when they first climbed behind the wheel!

Corvette Museum Receives Donation of a 1993 40th Anniversary Corvette

The Corvette world continues to make lemonade out of lemons.

When a 40th Anniversary Corvette became one of the sinkhole victims at the National Corvette Museum back in February, the tragedy really hit home for one enthusiast named Lynda Patterson.

You see, she and her husband, Mike, owned a 1993 Ruby Red anniversary model just like the one that was swallowed up by the earth.



Sadly, Mike passed away in 2012 after battling a brain tumor for a year, but 20 years earlier, he and Lynda had agreed that one day they would donate their car to the NCM.

“It was quite a shock,” Lynda said of witnessing their twin Corvette sticking up out of the sinkhole on the national news. “Seeing that other Ruby in the hole made me think that maybe I should give ours to the Museum soon.”

Lynda feels that Mike would be proud of her decision to make the donation now, not later. After contacting the NCM, Lynda says, “The people at the Museum were very excited about having her. It made me feel good that the people there would be taking care of her.”

Still, when she presented her car earlier this month, it proved to be a very emotional time for her, indeed. “This is bitter-sweet. I’m so glad she’s coming here and will be enjoyed by so many,” she said.

The presentation marked the end of 22 years of ownership for the Pattersons, who bought it from Bob Smith Chevrolet after Mike agreed to trade his 1991 black Corvette as a loving gesture to his wife, who had instantly fallen in love with the '93.

“I asked Mike what he thought about it and he said, ‘If you want it, get it and take it home,’ ” Lynda recalls.

Over the years, they received much enjoyment out of the car, including a special meeting of 40th anniversary models at the museum a few years ago.

We especially love her comment about why she got teary-eyed while presenting the car: “Some people may not get why I’d be so emotional about it, but it is more than a car... it is memories.”

C7 Corvette Stingray Goes on Sale in Russia

During the media preview at the New York Auto Show last week, we caught an interview with Corvette Product Manager Harlan Charles. Harlan was talking with a Russian video news agency known as RuptlyTV and during the conversation, he made it known that for the first time ever, Corvettes will officially be sold in Russia.



“The Corvette Stingray is now going on sale in markets around the world. We just started in Europe, and we’re also starting it in Russia for the first time the Corvette will be sold officially in Russia.” said Harlan Charles, Corvette Product Manager.

We had a hunch this was coming as back in early December when Chevy hosted a “Ride and Drive” media event around the Corvette Stingray Convertible in Palm Springs, California, Harlan told us that GM was hosting a contingent from Russia to come drive the new C7 later in the week.

In the report, Harlan specifically mentions only the Stingray going on sale in Russia. We assume that’s because the Stingray is available now while the 2015 Corvette Z06 won’t be available until early 2015 here in the States, and later in 2015 in the rest of the world.

The report also mentioned that General Motors has been pushing to expand its brand in Russia, targeting a much younger demographic than it does in Europe. Currently, we do not have any pricing information or where buyers will go to get their new Corvette Stingray in Russia.

And speaking of the 2015 Corvette, there is one option that we know that Russia and its dash-cam-using citizens will love about the new Corvette – the Performance Data Recorder.

Corvette Assembly Plant's UAW Leader Believes Strike Can Be Avoided

Maybe a work stoppage can be avoided at the Corvette Assembly Plant in Bowling Green.

At least that's the viewpoint of the president of the United Auto Workers Union at the plant, which has assembled Corvettes since 1981, including the very popular 2014 Stingray.

Nearly two weeks ago, workers at the Corvette plant voted to authorize a strike amidst serious concerns over safety and quality issues.



Now, local 2164 President Eldon Renaud says new plant manager Jeff LeMarche seems more interested in solving the problems than his predecessor, Dave Tatman, who unexpectedly resigned in February.

“We think the previous manager had ignored some of those issues,” Renaud said. “We felt it was important to bring in a new set of eyes, and he seems very interested in problem solving.”

The assembly plant had received two OSHA violations under former manager Dave Tatman.

Renaud said he thinks General Motors will comply with the workers’ request to fix those items, adding that “some of it just takes time and engineering to develop fixes.”

The two sides are continuing negotiations on other manpower and quality issues. Also mentioned in earlier reports about the labor unrest at the Kentucky plant was a problem with the personnel director, and Renaud said this week the union won’t be satisfied until a new personnel director is in place.

The negotiations come about a year before the local union’s current contract with GM expires in 2015, but Renaud told a reporter with WKU, the public radio service of Western Kentucky University, that there were too many pressing issues to wait until then.

DUI Corvette Driver Faces Charges After Crash in Kentucky

A Brownsville, Ky, driver faces multiple charges after a Saturday afternoon joyride in a 1993 Corvette turned into a wild airborne crash.

Miraculously, both the driver and the passenger escaped the accident with their lives.

Christopher Snelling, 41, faces the criminal charges after the black Corvette he was driving eastbound on Mammoth Cave Road left the road at a high rate of speed, between 85 and 90 mph, and went airborne for 160 feet before crashing into the ground and making a large indentation.



Snelling didn't have his seatbelt buckled, nor did his passenger, his 14-year-old stepbrother Theron Snelling. Both were ejected from the vehicle and had to be flown by helicopter for treatment in Nashville.

WBKO-TV reports that the teenager was treated and released from the hospital and was back at school Monday.

No word on the condition of the driver.

Lawmen blamed the accident on two big factors, alcohol and speed, and noted that just before the crash, Snelling almost hit a family of five from Ohio traveling on the same road.

"After consulting with the Commonwealth's Attorney, criminal charges will be filed against the driver," said Ricky Sanders of the Brownsville Police Department.

Sanders added that Snelling will likely face five counts of "wanton endangerment" because of the near-collision with the Ohio family, as well as assault charges for the injuries suffered by his stepbrother.

Afterwards, the Corvette, meanwhile, looked like it might have been at the bottom of the sinkhole at the National Corvette Museum, with the front fenders and hood demolished.

Last Chance to Order a Cyber Gray Corvette Stingray

Cyber Gray has been a part of two major launches with Corvette. Back in 2008 the Corvette community got its first look at Cyber Gray when Chevrolet previewed the 2009 Corvette ZR1 in Jetstream Blue and an all new color, Cyber Gray Metallic.

Again, when Chevrolet wanted to introduce a new model, the all-new 2014 Corvette Stingray, they went to Torch Red and then brought back Cyber Gray.



During its run from 2009 through 2013 Cyber Gray was a very popular color, usually being in the top 3 colors. After using it in the launch of the C7 Corvette in 2014, Chevrolet has decided to retire the color and replace it with a new color, Shark Gray for the 2015 model year. Shark Gray is being used to preview the all new 2015 Corvette Z06.

As is usual when a color is being discontinued, Chevrolet will have an "early build out" for Cyber Gray. That means they will stop building the color sooner than the rest of the model year. The reason for that is so that they do not run into a situation where the assembly plant or their suppliers run out of the color or have paint or pre painted parts left over.

With that in mind, GM announced that this week's order cycle (cars ordered from 04/24/14 through 04/29/14) will be the last opportunity to order Cyber Gray 2014 Corvette Stingrays. While Kerbeck Corvette has ordered extra cars in that color to make it through the end of the model year, this will be the last chance to place your own custom order for a Cyber Gray Stingray.

In the past, when a color is in the last week of ordering due to an early build out, the color was constrained and not all orders could be placed. So, if you want to attempt to order a Cyber Gray Stingray coupe or convertible contact your chevy dealer as soon as possible. Orders and deposit would have to be received by Tuesday 04/29/14 to have a chance of being accepted.

Le Mans 1960: Corvette's Dramatic Debut

In the summer heat of Le Mans, France in June of 1960, Corvette took to its first steps onto the stage of world endurance racing at the 24 Heures du Mans. Three were entered by Briggs Cunningham's racing team and the fourth by Lloyd "Lucky" Casner's Camoradi USA team. One of the Cunningham cars was involved in a dramatic finish that still stirs the souls of racing fans around the world.



A Simple Concept

The 24 Hours of Le Mans began life in 1923 as an endurance test for automobiles. The concept was very simple—start racing at 4:00 p.m. Saturday afternoon and wave the checkered flag at 4:00 p.m. Sunday afternoon, with the car covering the longest distance declared the winner. Although the starting and finishing times have moved up to 3:00 p.m., the basic concept remains the same.

However, the devil is in the details. The regulations are many and they are strictly enforced, sometimes depriving those who put forth a superhuman effort of apparent success. For one of the Cunningham Corvettes in 1960, after 23 hours of racing, a couple of rules stood between it and a class victory: 1) to be classified as a finisher, a car must cover a specified percentage of the distance of the overall winner and it must cross the finish line under its own power; and 2) the 1960 rules prohibited the addition of engine fluids more often than once every 25 laps.

The Only Cunningham Car Left

By Sunday afternoon, Corvette #3 driven by John Fitch and Bob Grossman was leading its class and was running without problems. Of the four cars entered by Cunningham's team, it was the only car still running. The Camoradi car was also running, but would not cover the required distance to be classified as a finisher.

The #1 Corvette of Briggs Cunningham and Bill Kimberley went out three hours after the race began, spinning off the track during a rain storm and suffering an engine fire. A lightweight Jaguar E-type 2A driven by Dan Gurney and Walt Hansgen succumbed to a blown head gasket after ten hours. The #2 Corvette of Dick Thompson and Fred Windridge gave up the ghost after twenty hours with a broken piston. Number 3 was Corvette's only hope.

A Sudden Turn of Events

With only about an hour remaining in the race, John Fitch was scheduled to bring #3 into the pits for a routine service stop and a driver change. Many years later, Dan Gurney would be quoted as saying,

“Racing is a cruel sport.” No race can be as cruel as Le Mans. The racing gods had one more mountain for Cunningham’s crew to climb if they wanted to win.

When Fitch pitted, a serious coolant leak was discovered. The car that had run without major issues for twenty-three hours now had a blown cylinder head gasket that was allowing engine coolant to escape. Fortunately, the engine did not appear to have suffered any major internal damage, but the Le Mans rules forbade the addition of any more coolant—it had not yet been twenty-five laps since engine fluid was last added. Knowing that the car had to cross the finish line under its own power and knowing also that the engine would not last another hour without some way to keep it cool, the crew was faced with a seemingly insolvable dilemma. If they couldn’t find a solution quickly, the entire Team Cunningham effort would go for naught—the car would not even be classified as a finisher.

Thinking on Their Feet

The Cunningham team was an experienced group, having competed successfully at Le Mans for many years and they weren’t about to throw in the towel just yet. They came up with a possible solution—ice.

Being experienced endurance racing campaigners, Team Cunningham had a huge cache of ice to preserve their food and beverages at the track. Crewmembers were dispatched to round up all the ice they could find and they duly filled the Corvette’s engine compartment with all the ice that would fit. Alfred Momo, Briggs Cunningham’s right-hand man, instructed driver Bob Grossman to run a slow, fifteen-minute lap and return to the pits for more ice. They would continue that strategy until the end of the race or the engine gave out—whichever came first. No doubt everyone on Team Cunningham had fingers and toes crossed in hope that the engine would last.

Emotional Finish

The delicate dance of keeping the car going without overstressing the engine did not go unnoticed by the public address announcer and the fans. As the word spread about what was happening, the fans seemed to almost forget about the leading Ferrari and turned their full attention to the now wounded Corvette. Each time Corvette #3 completed another lap and crawled into the pits for more ice, the fans watched intently. When the Corvette went back out on the track a big cheer went up. Lap after lap the drama continued until the leading Ferrari was given the checkered flag shortly after 4:00 pm. The crowd collectively held its breath waiting for Corvette #3 to appear—and appear it did, crossing the finish line under its own power!

The game Corvette gave all it had and succeeded in crossing the finish line, but the engine finally expired shortly after taking the checkered flag. Of the finish, Bob Grossman said, “The car was popping and spitting and looked like it might not last. At the finish, I was mobbed by Americans—so many I couldn’t get out. A very emotional moment that I’ll never forget.”

Nor will anyone else. Team Cunningham’s extraordinary effort gave Corvette first place in class and eighth place overall, and set the tone for future Corvette efforts at Le Mans.

One-Owner 1963 Corvette Still Going Strong

It's not every day that you meet the original and current owners of a 1963 Corvette split window coupe at the same time.

But Rick Costa, currently of Laguna Niguel, Calif., is your chance to do just that.

Rick was just a kid when he saw his first Corvette in 1953. He was instantly mesmerized by the car that he termed "a spaceship" parked on the midway at an amusement park in Massachusetts. He knew then that someday he would own one of the "unbelievable" cars, as he also described that 1953 model.



Ten years later, he was a student working his way through college waiting tables when the all-new Sting Ray came out. It was again love at first sight.

Rick knew that he had no business buying a sports car while he was trying to get his college degree, but try telling that to his heart. He was determined to make his dream come true, though, and despite high demand by others who also had fallen in love with the second-generation Corvette, he managed to find a Sting Ray at Park Circle Chevrolet in Baltimore in January 1963. It stickered for \$4,710.

Now, some 51 years later, Rick – now 72 – still has his Corvette coupe.

"Think how much of the personality of the car and the design of the car is missing on a convertible and then picture the sexy back window and there was no choice, it had to be the fastback," Rick says. "It's the thing that made the car so iconic."

(By the way, he must have a liking for spaceships as he is a semi-retired aerospace engineer who worked on the Hubble Telescope, Saturn Cassini mission, and Mars Rover during his long career.)

His Silver Blue Sting Ray was nicely equipped with a 327/340 engine mated with a 4-speed manual transmission.

"The 327 340 is identical to the 360-horse fuel-injection engine except with a 4-barrel carburetor," Costa points out. "I got the 340 because lots of people didn't know how to work on fuel injection then. Less headache. It has a Positraction rear and, of course, heater, radio and all that good stuff."

One thing that was missing, like virtually every other Sting Ray, is air conditioning. Out of the 21,513 built that year, only 278 had air.

He's kept the car in immaculate condition, with the only non-original thing being the paint job, which was done in the 1970s and still looks great.

"Everybody looks at it, they just think it's a brand-new car," Rick says. "What's really amazing is the fact that that car is all original. If you look under the hood, you see all the factory clamps around the

wires and hoses. If you look into the interior, the seat covers are all original, the dash is impeccable. I raised my two kids in that car.”

Only fitting since his own parents were responsible for his trip to the amusement park where he first fell in love with Corvettes.

Rick’s car is full of memories, like the time he took the family on a vacation from Connecticut to Florida when his daughter was just 1 year old. Somehow they managed to pack all their luggage into the back of the car!

Rick also was a strong competitor in autocrosses for several years and drove his Sting Ray to Laguna Seca for the Monterey Historics for 34 years.

Nowadays, he mostly takes the car on cruise-ins and motors around town, always carrying the memories of 51 years of ownership in the passenger seat.

“My kids were born and raised in that car so it’s like it’s been a member of the family for 50 years now,” Costa says. “To them, that’s the car they have known since the day they were born.

I just enjoy it.”

Corvette Museum May Leave Some of the Sinkhole Corvettes As Is

The sinkhole at the National Corvette Museum has been covered extensively by reporters from around the world.

But a CNN.com report out last week has some new information that we haven’t heard before. CNN interviewed renowned Corvette artist Dana Forrester, who’s also lead Corvette restoration member of the museum’s board of directors, and he has some interesting ideas about what to do with the sinkhole.



When it first occurred back in February, the notion was to repair the damage to all eight cars as quickly as possible and fix the sinkhole so no one would ever know it had even occurred.

A coverup of history, literally?

But after attendance at the museum spiked 50 percent in March, thanks to the overwhelming interest in the sinkhole by the general public, that thinking is beginning to change.

As Forrester puts it, the sinkhole and the damaged Corvettes are now “part of the museum’s history – and part of Corvette’s history.” Why not embrace it?

Some folks have suggested leaving the sinkhole open as a permanent exhibit, perhaps even building stairs to allow visitors to walk down into it. Others want the hole filled and all damage repaired.

“I personally lean toward securing the hole — but not filling it — and creating something like a bridge across it so people can actually look down into it,” Forrester says.

It’s all part of that human nature to want to see a disaster up close.

“It’s the rubberneck effect,” the museum’s Katie Frassinelli describes it.

Viewpoints are varied about what to do about the damaged cars themselves.

“I think they should do it the right way and deliver a finished product like it wasn’t damaged at all,” said longtime New York Corvette owner Frazer Bharucha, 47, of the Long Island Corvette Owners Association. “When it’s all said and done, it should look the way it was when it first entered the museum.”

On the other hand, Tom Peters, GM’s director of exterior design for performance cars, points out that the vehicles must be respected, saying they have “souls,” “character,” “being.” If too many parts are restored, is it still the same car that went down into the hole or just a copy that looks like it? Peters worries that replacing too many key original parts might result in “recreations” and not restorations.

“You have to ask, what is it going to take to bring some of these cars back to being authentic?” Peters says. “It’s just terrible, but the last two they pulled out are basically pancakes.”

He notes that it’s too soon to know for sure but “maybe they’re better off just leaving them as they are.”

We should know soon what the plans are since GM and Corvette Museum officials will hold a meeting of the brains sometime next month to discuss their next moves

It’s been said that any publicity is good publicity, even if it’s bad. In this case, more people than ever are talking about Corvettes, and that’s good.

As Forrester put it: “Millions of people in the Corvette culture have pulled together over this. Now more people outside the community are discovering how special this culture really is.”

National Corvette Museum and Michelin Announce Sponsorship for NCM Motorsports Park

The NCM Bash celebrating the new Corvette models took on an international flavor Friday with the announcement that Michelin will be first official sponsor of the NCM Motorsports Park. The three-year agreement names Michelin as the official tire of the NCM Motorsports Park and provides the company with product privileges and displays at both the Museum and the Park.

Michelin will also serve as the presenting sponsor for three events to be held at the NCM and the Motorsports Park during the term of the contract.

“Michelin is pleased to extend our relationship with the Corvette community to include the exciting new NCM Motorsports Park,” said Silvia Mammone, motorsports and sponsorship marketing manager, Michelin North America.

“Since the Michelin technical partnership with Corvette Racing began in 2004, we have developed a strong relationship with Corvette owners and enthusiasts through the Corvette car corrals, the Ron Fellows Driving School at Spring Mountain, and more recently the National Corvette Museum,” said Mammone. “The fact that every new Corvette C7 Stingray and ZO6 Corvette now rolls out of Bowling Green exclusively on Michelin tires aligns perfectly with the launch of the NCM Motorsports Park and our growing relationship with the Corvette Nation.”



The NCM broke ground on the \$25 million, 184-acre, dual-track Motorsports Park in June of 2013. The venue is expected to attract more than 80,000 visitors each year bringing an estimated impact of \$15 million in motorsports tourism and racing events revenue.

In addition to the two circuits that combine to form a high-speed loop of 1.96 miles to an extended 3.15-mile course, the park will also feature a control tower with classrooms, offices and meeting spaces; garages; a fueling station; overnight camping; and commercial property available for businesses that complement the operations of the park.

“In 2008 we purchased our first piece of land for a future motorsports park, and in 2013 we held our groundbreaking ceremony. During that 5-year period our fundraising was primarily grassroots efforts—with key support from Corvette and automotive enthusiasts including individuals, clubs and small business owners,” commented Wendell Strode, Executive Director of the NCM. “This sponsorship from Michelin gives the project a big boost of momentum. We are excited about the opportunities a partnership between Michelin, the Motorsports Park and the Museum will bring.”

“The National Corvette Museum has been a staple in the Bowling Green community since it first opened its doors and continues to be a contributor to the local economy attracting 150,000 visitors annually. Not only will the addition of the Motorsports Park increase the significant economic impact on the community, but the additional services and venues that will be available at the park will further the value of the region as an automotive hub. We are proud to be home to America’s Sports Car,” stated John Mark Fones, Bowling Green Area Chamber of Commerce Board Chairman.

“In addition to the opportunities this sponsorship brings to the Motorsports Park, Museum and Michelin, we look forward to also working with Michelin as a customer at the Park for possible product launches, testing and consumer activities,” said Mitch Wright, Motorsports Park General Manager.

The park is accepting reservations for car and motorcycle clubs, businesses, driving schools and other groups for racing events, high performance drivers’ education, corporate events and hospitality, and other track functions. All makes and models are welcome.

If your group thinks that this is a great opportunity, and it is, for an event, please contact the NCM Motorsports Park. But don’t dally—there are already 130 days booked at the track in the first year. A day in the sun at the racetrack with fellow Corvette fans, the helpful NCM staff and now the Michelin Man! You just can’t do much better than that.

1969 L88 Riverside Pot of Gold to Cross the Block at Worldwide's Houston Classic Auction

The hottest Corvette in the collector market is the epic L88, and it's just not hot, it is scorching. And while Corvette values overall have been on a strong run over the past two years with auction prices among the strongest of all automotive brands, the second and third generation Corvette L88 values are in a league of their own.

And one of the finest third generation L88's in the world is going to cross the block on May 3rd in Worldwide Auctioneers Houston Classic Auction. The Riverside Gold 1969 coupe is an original survivor with less than 2600 miles. But before we look at what makes this Corvette so appealing and what it is likely to sell for, let's take a look at other L88 Corvettes and what is happening in the market.



Within the last eight months we have seen three world's price records set and they all were set by, you guessed it, L88s. In September of 2013 a 1967 L88 convertible was hammered for \$3.2M (\$3.456M including premium) at Mecum's Dallas event setting a record for the highest price ever paid for a Corvette at auction. The second generation Corvette convertible had been a part of Buddy Herin's outstanding car collection.

Then only four months later in Scottsdale at Barrett-Jackson the only Red/Red 1967 L88 known to exist obliterated the same record when the coupe was hammered for \$3.5M (\$3.85M with premium).

Only a few minutes before the 1967 L88 was sold a third generation 1968 L88 race car known as "The Rebel" shattered a record for the highest price ever paid for a third generation Corvette when it sold for \$2.86M. Up until then no third generation Corvette had ever broken the \$2M price barrier.

Certainly the second generation L88's command the highest prices for any Corvette; there were only twenty produced in 1967, the final year of the C2 and they are considered to be the crown jewels of collectible Corvettes. Third generation L88's were produced for only the first two years, 1968 and 1969, of the new third generation body style. They not as rare as the 1967 so they do not command similar astronomical prices. Over the two year production there were a total of 196 L88's produced, 80 in 1968 and 116 in 1969 and because most of these were subjected to the rigors and abuse of racing several of the cars have either perished or have had to be extensively restored.

Nevertheless the third generation L88 prices have been very strong and rapidly escalating. Prices for strong #2 condition C3 L88's consistently now command \$450K to \$550K, while only a few years ago the same cars were being sold in the \$250K to \$350K range. But #1 condition C3 L88's are much more difficult to find and the few that have come to market recently have skyrocketed and are getting a lot of attention among knowledgeable collectors and authorities. An original #1 condition C3 L88 survivor can get 50 to 75% more than the same car in #2 condition. If the Corvette market remains on the same trajectory we could very well see a C3 L88 (without a competition provenance) break the \$1M ceiling this year or early next year.

We have some good third generation L88 comparisons to look at from the January auctions. In Barrett-Jackson's Scottsdale auction an original condition 1968 L88 convertible stunned some experts when it was sold for a staggering \$880K. The blue survivor was fully documented, verified by the highly respected retired chief judge of the NCRS, Roy Sinor, and had been owned by its original buyer for the first 34 years. It was all original and had 13,590 original miles. From a comparison point this L88 may be the closest to Worldwide's consignment.

Then a week later in Kissimmee three third generation L88's crossed the block at Mecum's auction. A restored but beginning to age 1969 Fathom Green L88 coupe was hammered for \$510K. It had been fully restored almost 25 years before and though showing some age was holding up well though not a #1 condition. The second sold L88 was a #2 condition, original surviving 1968 coupe that had been reunited with its original engine and hammered at \$530K. The third and the best of the three was a 1969 LeMans Blue L88 convertible that had undergone a recent \$240K restoration. Though it was a #1 condition car it was a restored car as opposed to an original survivor. It was bid to \$735K but did not meet the seller's reserve.

But the 1969 L88 being offered Saturday, May 3rd, during Worldwide's auction is one of the most desirable original condition third generation L88 in existence and arguably may be the finest; that is saying a lot. What sets this Riverside Gold L88 apart is that the consignor claims it is an all original survivor. Though I haven't inspected the car personally it appears to be in excellent condition that has escaped the wear and tear inflicted on most L88's. The value of original condition survivors in the market carries a significant premium among collectors. As every enthusiast has heard over and over is "A car is only original once," and the great majority of L88's have been fully restored which further enhances the value of this example.

This L88 has full documentation and ownership history. That history reveals that the original owner put the L88 into storage after enjoying it during the summer of 1969, where the car remained until 1972. Afterwards the car changed owners until it ended up in a prominent California collection. Over its life the car had always been well maintained, garaged and transported in an enclosed trailer. With only 2574 original miles, it is likely the lowest mileage example of a third generation L88 in the world. The owner claims that in order to preserve the original build sheet that was glued to the top of the fuel tank, the original tank was removed and replaced and the original fuel tank with the tank sticker in tact will be sold with the car as proof of its provenance. It also will be sold with the factory window sticker, GM Protect-O-Plate, and warranty booklet.

Worldwide Auctioneers has set the estimated value of the rare Corvette at \$650,000 to \$850,000. Based on the recent market activity that estimate seems reasonable and maybe even conservative if the car is everything it is claimed to be and there is no reason to think otherwise. Of course whenever considering a collector car purchase buyers are urged to do their research and due diligence. But based on what we can see, for some fortunate collector this Riverside Gold L88 is truly the pot of gold at the end of a rainbow.

In addition to the featured L88 Worldwide has six other Corvettes scheduled to cross the block, one being a 1968 L89 COPO roadster. Worldwide's auction is a part of a three day motoring weekend that includes a motor tour, known as the Texas Tour d'Elegance, an evening charity event, and concludes on Sunday with the Concours d'Elegance of Texas. All events are being held at the La Torretta Lake Resort and Spa in Montgomery, Texas

Rochester Student Photographer Wins \$5,000 for Best 2015 Corvette Z06 Convertible Photo

At the start of the New York International Auto Show, GM picked three student photographers and had them shoot the new 2015 Corvette Z06 Convertible. Corvette fans from all around the world voted for the best photographer on the Corvette Facebook page and that honor and a check for \$5,000 goes to Dan Wang from the Rochester Institute of Technology.

“The Corvette Z06 photo challenge has been a great experience,” said Wang. “I plan to use the prize money to help fund the pursuit of some of my personal projects, like documenting the Hardcore Happening, an annual Hot Rod Festival in upstate New York.”



Wang’s philosophy for the shoot was to portray how the vehicle would look on the road.

The contestants were given one day to shoot the new supercharged Convertible and their 4 best photos were displayed on the Chevrolet Corvette Student Showcase Challenge facebook page. Wang’s submission included these four images:

Congratulations to Dan Wang and the other two competitors for a great job in capturing the 2015 Corvette Z06 Convertible.



What's New for the 2015 Corvette

At the National Corvette Museum's Annual Bash, Corvette's Chief Engineer Tadge Juechter and Corvette Product Manager Harlan Charles went through the highlights of the 2014 Stingray. The new C7 fared pretty well last year, picking up more awards than any other car. In fact, they said that it was most likely the most awarded car ever.

Following the 2014 highlights, Tadge and Harlan jumped right into the "What's New for the 2015 Corvette" talk, starting with the all new Corvette Z06 coupe and convertible.



Tadge set the tone for the Z06 discussion by talking about how this will be the most capable Corvette ever built. On it's first outing to the MRC track at Milford, the Z06 set a new track record, besting the previous C6 ZR1s time as well as setting a new record for a Z06 around the ring course. Tadge gives credit to improved computer models but also said its a result of the technology transfer between the race program and the production car.

The Z06s design marks the widest production Corvette yet. The design of the car is still not quite locked in as the team continues testing the car and making changes. Tadge said the final rear spoiler will actually be larger than the one shown on the show car. He also mentioned they will be testing the Z06 on tracks "all around the world". Hope that means we'll finally get a Nurburgring video for the C7.

The Z06 will be offered in three levels of downforce. The standard package has a unique front splitter and an aggressive rear spoiler. The second level offers the addition of the "CFZ/CFV" carbon fiber aero package. The CFZ is carbon flash painted while CFV is visible carbon weave. The package contains a carbon fiber front splitter, rocker panels and a new "wicker-bill" rear spoiler. The Z07 performance adds the larger winglets on the front spoiler, and the adjustable-height center wicker-bill on the rear spoiler. The Z06 with the Z07 delivers more downforce of any production car ever tested at the GM wind tunnel.

Finally, Tadge says the Corvette Z06 was previously estimated to have a 0-60 mph time under 3.5 seconds and now he saying it will be under 3.4 seconds.

Production of the Corvette Z06 will begin in 2014 with deliveries beginning in early 2015. The price range will be similar to the the C6 Z06.

Harlan then took over and showed the content available on the interior trim levels. The good news is the 1LZ does have the Heads Up Display as standard. The 2LZ package contains all the driver comfort options including headed/vented seats, the memory package and Bose Premium audio. If you want Navigation and the new Performance Data Recorder, you'll need to step up to the top 3LZ option.

Regarding the Z06's interior, the most obvious change is the flat bottomed steering wheel with a Z06 logo. Two interior colors are exclusive to the Z06, dark gray and a blue leather wrapped interior is available only on the 3LZ trim level. Here are the two new Z06 interior colors as shown on these sample boards:

Four wheel options will be available for Z06. Buyers will be able to choose between Silver, Black, Chrome and Spectra Gray with a machined groove.

Harlan transitioned into some of the new options available for the 2015 Corvette Stingray. Two new colors will be available for all Corvettes including the Stingray. They are Shark Gray and the Daytona Sunrise Orange. Shark Gray replaces Cyber Gray while Daytona Sunrise Orange replaces Lime Rock Green.

The Stingray will have new wheels available for 2015. In addition to the current wheel options, Chevy will be offering a black non-Z51 wheel, a Black machined non-Z51 wheel and a black machined Z51 wheel. Four new accessory wheels are also on the options list including the satin black Z51 wheel with either a red stripe or yellow stripe around the lip. There are also two “Motorsports Design” wheels offered in either polished or black.

The 2015 will have two new gauge cluster screens. The Tour Theme will have show speed with vehicle data. The Sport theme will contain a pocket gauge option showing horsepower and there will be an new eLSD status and Wheel Slip gauge available in all themes. These new screens cannot be flashed or installed onto the 2014 Corvette’s gauges.

The 2015 Corvette Stingray will no longer be limited to just the black colored exterior vents. Buyers can get them now in standard Black, Shark Gray or body color:

- **EYT – Carbon Flash Exterior Badges**
- **EFX – Shark Gray Exterior Vents**
- **EFY – Body Color Exterior Vents**
- **E57 – Carbon Flash Tonneau Inserts for the Convertible**

The Performance Data Recorder is paired with Navigation (I06/UQT) and is optional on 1LT/2LT and included on 3LT packages. The NPP performance exhaust is now included with Z51 and the Suede wrapped upper interior trim (IWE) is now included on 3LT.

Harlan then talked about the new Atlantic and Pacific Design Packages. Again, these are more like a “check one box” allowing the Corvette Stingray to be set up either as a luxury GT-styled Convertible or Performance Coupe.

The Atlantic Design Package (RPO ATI) is a convertible Z51 with 2LT or 3LT interior. Highlights include:

- **Available in all colors**
- **Front Z06 style splitter**
- **Shark Gray Hood Stinger Graphic, Exterior Vents and Tonneau Inserts**
- **Chrome Torque Wheels with Stingray center caps and logo valve stem caps.**
- **Stingray Underhood liner**
- **Custom splash guards**
- **Rear license plate frame**
- **Stingray Floor Mats**
- **Custom Luggage**

The Pacific Design Package (RPO PFI) is a coupe Z51 with 2LT or 3LT interior. Those highlights include:

- **Available in Torch Red, Black, Arctic White, Blade Silver and Shark Gray**

- Satin Black Z51 Wheels with the Red Stripe and Red Brake Calipers
- CFZ Carbon Fiber Ground Effects Package
- Visible Carbon Fiber Roof
- Satin Black Full Length Racing Stripes
- Carbon Flash Spoiler and Mirrors
- Carbon Flash Badges
- Competition Sport Seats in Black or Red
- Carbon Fiber Interior Trim Package
- Stingray Wheels Center Caps
- Stingray Sill plates
- Custom Splash Guards
- Rear License Plate Frame
- Stingray Floor Mats
- Indoor car cover in Gray

Finally, the Performance Data Recorder was reviewed in some depth. We learned that this is a system that Harlan has been working on for about 7 years. We'll have more on the PDR system coming shortly.

Harlan then talked about the 2015 Corvette Z06 Convertible. Once again, the door is apparently closed on any further models in the C7 generation including a Grand Sport or ZR1: *"I had the honor of being at the New York Auto Show last week where we introduced the fourth [model] that basically completes the 7th generation Corvette family,"* said Harlan to the Bash crowd.

Corvette ZR-1 On Display at Mercury Marine Museum

When we think of Corvettes, we naturally think first of the National Corvette Museum. But that's not the only place you'll find rare Corvettes on display.

Mercury Marine – which built the 5.7-liter, 375-hp LT5 engine that powered the legendary C4 ZR-1 in the late 1980s and early 1990s – marked its 75th anniversary with the opening of a museum in Fond du Lac, Wis. Naturally, that museum features a prime example of the ZR-1 Corvette, done in a sinister black with its hood up to show off the LT5 engine.



The roots for the ZR-1 powerplant actually go back to 1985 when Chevrolet first teamed up with Lotus Engineering to design the LT5 that was ultimately manufactured by Mercury's MerCruiser division in Stillwater, Okla.

Tony Rudd, engineering director for Lotus, had promised GM 400 horsepower, but it was not until 1993 that he delivered and then some, when the LT5's output climbed to 405 hp thanks to changes in cam timing, engine porting, and exhaust and intake.

The engine became the first for GM to win the automaker's highest-quality certification: GP3 Level 1.

On the track, the ZR-1 was a standout, with a team of drivers led by Tommy Morrison setting a 24-hour endurance world record by averaging 175.9 mph over 4,221 miles at the Firestone test track in Fort Stockton, Texas, smashing the old mark by nearly 15 mph.

ZR-1s also took the top two spots in the 24-hour World Challenge race in Canada two years later.

Despite its powerful performance, the ZR-1 saw sales steadily falling throughout its run, and production of the LT5 came to a close in 1994. But not without a big show. That year, 70 ZR-1 owners brought their Corvettes to join “Thunder in Stillwater” and arranged their cars on the Oklahoma State University football field to spell out LT5.

The Corvette Z06 and C7.R Design Seminar from the 2014 NCM Bash

Corvette Design Team Members Kirk Bennion and Ryan Vaughan hosted the C7 Corvette Z06 Design Seminar at the Corvette Museum’s Bash. There was also a discussion and slides showing the evolution of Corvette Racing’s identity from C6.R to C7.R as well.

Kirk handled the presentation duties first and after a brief intro, he went right into the Corvette Z06 showing differences between both the Stingray and the Z06 as well as the Z06 Coupe vs the Z06 Convertible. He said that all four Corvette models (Stingray Coupe/Convertible and Z06 Coupe/Convertible) were on the design table at the same time to make sure all the elements worked on both the standard Stingray and the widebody Z06.



Kirk goes through the three stages of aerodynamics available on the Z06 and talks about the flow of air around and through the car. We also see pics of a Z06 clay model inside the wind tunnel. The Z06 creates more downforce than has ever been measured by a production car inside GM’s wind tunnel.

Kirk also talks about the design of the C7.R race car which was also developed side-by-side with the Z06. Corvette’s Interior Manager Ryan Vaughn then took the podium and he went into what’s new for Corvette in 2015. Some of the different changes for Stingray include a design change to the automatic shifter which now shows the words “Eight-Speed” on it. A new eSLD gauge screen shows the wheel slip which automatically adjusts as you drive. Ryan jokes that while the gauge is really cool to look at, you need to keep your eyes on the road.

The Z06 gets a unique flat-bottomed steering wheel with a Z06 logo. As the Z06 is a supercharged car, there is now a boost gauge on the gauge. Ryan also showed off the embossed Z06 on the GT seats. The Z06 will also get two unique interior colors – Dark Gray and Twilight Blue. The Twilight Blue is only available on 3LZ packages. One other change is that on 2LZ/3LZ interiors, the color of the interior wraps around the driver side only whereas the passenger side console stays black.

The last part of the seminar was hosted by Dennis Finos who designed the new C7 logo. His other specialty was helping create the identity package for the Corvette Racing team. With the changes from C6 to C7, the new logo and script design needed to be updated. Dennis shows different Corvette Racing and Jake logos that were considered as well as the final logos chosen. He also showed many other updates which include everything from the race car transporters, pit and driver suits as well as the new inflatable paddock.

April 2014 Corvette Sales

It's the first of the month and that means it's time to talk about the monthly sales report from General Motors. For April 2014, Corvette sales continue their near record setting pace as 3,514 Corvettes were delivered last month. That is a 260.8% increase over the 974 Corvettes sold in April 2013. The sales for April 2014 was slightly higher with a 1% increase in sales over the 3,480 Corvettes sold in March 2014.



For the Calendar Year (January-April) 11,693 Corvettes have been delivered. That's a 198.7% increase over the 3,915 Corvettes sold in 2013 over the same time period.

April 2014's Corvette deliveries are the fifth highest month of sales since we started paying attention to the monthly sales numbers back in January 2006. Looking though April's historical numbers, 2014's sales of 3,514 were just two less than the 3,516 Corvettes sold in April 2006.

Corvette Delivery Statistics for April 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Apr	3,514	974	260.8%	Jan-Feb	11,693	3,915	198.7%

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									11,693
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

GM Begins Work on New Performance and Racing Center

General Motors announced this week that they have begun construction of a state-of-the-art facility for race engine design and development that will also include an electric motor laboratory and a gear center. The new building is expected to be opened and in use by mid-2015 and completed by early 2016.

The Center represents GM's continuing investment in motorsports that stems from the time-tested belief that racing is the ultimate proving ground for much of the technology in the vehicles that GM sells.



“The GM Performance and Racing Center, or GMPRC, will continue to develop some of the world’s winningest race engines for Chevrolet and Cadillac,” said Steve Kiefer, vice president of GM Global Powertrain. “Connecting our race engineers with our global powertrain engineering teams will improve our customers’ powertrains in terms of efficiency, reliability and durability. The center will also provide exciting career opportunities for our engineering organization.”

Engineers and technicians from GM’s race engineering center in Wixom, Mich. will move into the facility in mid-2015. The relocation will centralize North American powertrain engineering expertise for production engines, as well as advanced and racing propulsion programs. Condensing the engineering to one large space is an excellent way to develop race-bred engineers whether they work on production or performance vehicles.

The centralization of talent will provide more collaboration opportunities between racing and production engineers already at GM Powertrain Engineering headquarters and development lab, one of the most advanced facilities of its kind in the world. The move will include about 100 employees who work in powertrain racing development, electric motors, and in the gear center.

The electric motor lab produces prototype electric motors and validates manufacturing processes used in the production of electric and hybrid vehicle motors. Electric motor engineering, design and validation are core competencies for GM in the development, sourcing and manufacturing of electric vehicles and their major components.

The gear center supports design, manufacturing processes, inspection techniques and testing of gears used primarily in the next generation of GM transmissions.

“The GM Performance and Racing Center will serve as a resource to help our race teams and drivers continue to win races and championships,” said Jim Campbell, U.S. vice president, Performance Vehicles and Motorsports. “It will also help advance technical sharing between racing and production engine programs.”

The GMPRC is part of a \$200 million investment GM announced last January to build a new 138,000 sq. ft. test wing. At that time, the company announced work at four remote locations would consolidate on the campus in Pontiac, Mich., helping to reduce development timing for GM's next-generation advanced propulsion technologies. When the moves are complete, about 400 jobs will be added to the Pontiac campus.

Engineers at the GMPRC will work on powertrain-related projects for GM's involvement in the NASCAR Sprint Cup Series, NASCAR Nationwide Series, NASCAR Camping World Truck Series, Verizon IndyCar Series, TUDOR United SportsCar Championship, Continental Tire SportsCar Challenge, Pirelli World Challenge, NHRA (COPO Camaro Program) and Global Rally Cross.

The Chevrolet and Cadillac racing teams have seen much track success. Since its inception in 1999, Corvette Racing has won 10 manufacturer's titles and has 92 global wins in GT competition, including seven prestigious class wins in the 24 Hours of Le Mans. Team Cadillac has amassed 24 wins, 82 podium finishes and 20 pole positions since 2004. The team won the World Challenge Manufacturer's Championship in 2005, 2006, 2012 and 2013.

In NASCAR Sprint Cup Series competition, Chevrolet has captured the Manufacturer's Cup title an unprecedented 37 times, including the past 11 consecutive years. Chevrolet also leads all Manufacturers in the series with 722 NASCAR Sprint Cup Series victories.

Chevrolet returned to the Verizon IndyCar Series in 2012 as an engine manufacturer, and won 23 of the 37 races held since. Chevrolet also won the IndyCar Manufacturer's Championship in 2012 and 2013. Chevrolet IndyCar V6 drivers were on the pole for the Indianapolis 500 in both 2012 and 2013, and Tony Kanaan won the 2013 Indianapolis 500.

Corvette Racing at Laguna Seca: Second Straight Win for Magnussen, Garcia

MONTEREY, Calif. (May 4, 2014) – It wasn't nearly as easy as last time, but Antonio Garcia and Jan Magnussen scored their second straight GT Le Mans victory in the TUDOR United SportsCar Championship on Sunday. The duo won a hard-fought battle for the second consecutive season at Mazda Raceway Laguna Seca – this time in their No. 3 Chevrolet Corvette C7.R.



Garcia won by 4.710 seconds as Corvette Racing took its third straight win at the track and seventh since 2004.

"Today was another fantastic day for Jan Magnussen, Antonio Garcia and Corvette Racing," said Mark Kent, Chevrolet's Director of Racing. "It was a tremendous performance by everyone involved. The strategy and execution was perfect from the start. We saw again why this class of racing is among the best in the world."

Oliver Gavin and Tommy Milner in the No. 4 Corvette C7.R ran among the leaders early and often before finishing fifth in class after Gavin was hit from behind and spun off track late in the race.

Magnussen led all 42 laps of his stint, although this one wasn't nearly as calm as his race to victory at Long Beach last month. Instead of a 10-second lead, he rarely led by more than a second and was under tremendous pressure. Twice, the Dane had to lock up the brakes going into the Corkscrew turn, the first time when he was pushed wide by a prototype just before the braking zone.

On a one-stop strategy following a pit stop and driver change at the one-hour mark, the focus of the battle turned to Garcia and Giancarlo Fisichella's Ferrari. Garcia bided his time and used a slower car as a pick to move into the lead with 22 minutes left. With solid tires and great balance, he was able to steadily pull away.

Corvette Racing's next event is the 24 Hours of Le Mans on June 14-15. The next GTLM round of the TUDOR United SportsCar Championship takes place at Watkins Glen on June 29.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

"I knew we had a really good car going into this race. The C6.R was successful coming into here, and I knew the Chevrolet Corvette C7.R would be good too. We proved that yesterday (in qualifying) because everything was running up to where we wanted it to. I knew the trick would be to save the tires because I saw Jan was having troubles with that. I knew he flat-spotted once or twice the front right, so it was difficult for me getting into the car knowing I had to save the tires. It was a good call on the pits just to do one stop. We lost a position to the Ferrari because Jan lost quite a bit on the in-lap and we lost maybe a second. I tried to overtake once or twice the Ferrari but I saw on pure pace that it couldn't happen. Then getting back on my mind I knew I had to run those tires for half an hour, so I decided just to give up a little bit of pressure on them and just start saving tires as best I could. Doing that I wasn't losing much time to them, maybe a little bit, and as soon as he caught traffic I could get him back. In the end it paid off pretty good and then I used traffic again. When I saw that prototype going to pass (the Ferrari), I really went for it and made a run as much as possible and he had no chance to block me. Then with 20 minutes to go I could use the tires I had saved."

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

"This is the perfect preparation for the team to go on to Le Mans full of confidence. We know when everything works we can win. Antonio did a fantastic job. He was fighting every lap. When the opportunity came there wasn't a clear track where he was able to pass the Ferrari. As soon as the opportunity came he was there and then able to pull away for a safety margin. It was a fantastic job by the whole crew, the engineers, everyone at Corvette Racing."

(His stint) *"This was a tough stint. To begin with I had quite good grip and balance in the car. Towards the end there when the Porsche was catching me, I got pushed a little bit wide by the DeltaWing and had a huge lock-up into the Corkscrew which gave us a flat spot so that kind of took our edge away a little bit. I really, really had to fight for my position then."*

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

"It was another one of those races where we showed a lot of promise, and it just didn't really work out for us whatsoever. With the limited track time we got here, we took a bit of a shot with the setup of the car. For whatever reason, we were working our rear tires just a bit harder than most other cars out there. Tommy did a great job in hanging on to the car for so long with those worn rear tires. We took a gamble with the tires for my stint, and it was looking like it was going to be pretty good. Then the rear of the car just started to

really snap away. It caught me out going into (Turn) Six – I ran wide up the hill there. I was able to get back on it and got going again. But then the No. 56 BMW was coming like no tomorrow; they had stopped and I knew they were quicker than us... I don't know what happened, but as I came through the center of turn one, I got hit and turned around and we lost three spots. It kind of summed up our day really... very frustrating. A lot of effort from all the guys with the stop, and they did a great job. It is frustrating. It just seems right now like we can't seem to catch a break. We always seem to be in the wrong place at the wrong time with people. We've got to turn that around. We go to our next race, which is our biggest race of the year, the Le Mans 24 Hours. Hopefully it is a really nice change in our fortunes this year because it has been a rather testing first few races for us. We need to go back, regroup and think about exactly how we are attacking these weekends and if we are doing something slightly wrong, we need to address it and fix it because we need to be 100 percent for our next big race in Le Mans."

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

"Tough stint there for sure. With the practice schedule, we didn't get a whole lot of running. We weren't too sure how long the tires were going to last. We found out pretty quickly in the race that we were on a little too soft of a compound early on so our lap times suffered quite a bit. Then I made a mistake in (Turn) Four and ran wide. We lost five or six seconds, something like that. Stuff like that makes a difference in a race like this with no yellows. It would be nice to get a yellow to pack everybody up, and go for the race. But, that is probably not going to happen. The gap was pretty big for awhile there, then it kind of closed up as Jan had issues as well. So he kind of brought the whole field back to me again so we aren't too far away. But, it is hard to pass here, so every little mistake and things like that will definitely show itself at the end of the race."

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

"What an incredible day for Corvette Racing! Today, everything had to be perfect to win – the driving, the strategy and execution. Once again, Corvette Racing did it all and that is what enabled this victory. Two victories in a row is a great way to head to Le Mans – the most important race on our schedule."

Tailor-inspired Custom-Fit Covers Protect the C7 Corvette and Other GM Vehicles

We've all pointed excitedly whenever we spot a truckload of Corvette Stingrays coming down interstate, all dressed up in their protective white covers.

Now, here's the inside story about those "fancy suits."

General Motors has joined forces with CoverCar, part of an Italy-based company, to create custom covers for some GM vehicles, including the 2014 Corvette Stingray, Cadillac ELR, and the new Chevrolet Silverado and GMC Sierra HD pickup trucks.



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The goal is to make sure those vehicles make it to their owners looking like they just left the assembly plant where they were manufactured.

“These covers address an important part of the customer experience, ensuring that vehicles delivered thousands of miles away appear as though they just rolled off the assembly line,” said Noel Hunt, GM manager of international quality.

Already, Stingray owners have turned the one-time-use covers into souvenirs of their delivery experience, and many want to be at the dealership when the covers are pulled off so they can capture the big moment with their cameras.

The Stingray was actually the third GM vehicle to take advantage of the covers, with the export versions of the 2013 Chevrolet Volt and Opel Ampera leading the way. Since last year, CoverCar has been working from an operations center in Michigan so that it could be close to the assembly plants to craft the custom covers for the Corvette, ELR, and full-size pickups.

Keeping the elements out with these covers is especially critical when the vehicles are shipped thousands of miles overseas over a period of weeks.

“GM and our dealers in Dubai and the wider Middle East region are delighted that the covers provide great protection not only during the shipping process but also against the unique environmental conditions we see here; namely sand,” said Maurice Williams, president and managing director, GM Middle East.

“The covers help us to deliver our vehicles to our customers at the high levels of quality they expect and we demand,” he said.

In the past, export vehicles were protected from scratches and dirt by a plastic film, but “the best solution is to custom-fit the covers for each model to ensure they stay factory fresh during a lengthy journey that spans weeks and includes time at port and on a ship,” Hunt said.

Right now, an estimated 100,000 GM vehicles will be protected by the new custom covers, but other models could soon see the same special treatment, according to Hunt.

Callaway Debuts C7 Callaway Corvette at the Corvette Museum’s Bash

If you’ve got it, flaunt it.

That might be the motto for Callaway’s third generation supercharger system that was officially unveiled a couple weeks back at the National Corvette Museum in Bowling Green, Ky.

It looks like an ordinary Stingray (if you can call a Stingray ordinary) sitting in a parking lot...almost, but your friends will know you’ve got something very special as soon as they see the supercharger itself sticking up through the hood.



Callaway says that set-up allows more heat transfer capability and that in turn leads to more power.

And power is definitely one thing this car has plenty of – with its 6.2-liter LT1 V8 cranking out 620 horsepower and 600 lb-ft of torque that'll leave just about any challenger in the dust. You'll also be glad to know that that power won't cut very much into your fuel economy as the active fuel management system and modulated supercharger valving kick in with their smarts.

Callaway chose an Eaton 2300cc TVS four-lobe high helix rotor pack for its reliability and thermal efficiency. The intake manifold has been tuned for a wide torque band and excellent peak horsepower, and the new triple-element intercooler allows much lower inlet charge air temperatures than single and dual element designs do. In fact, the system is apparently so new and improved that Callaway has patents pending with the U.S. Patent and Trademark Office.

The company plans to charge \$22,995 for the conversion, which also includes an improved exhaust system, embroidered floor mats, new door sill panels, Callaway badging inside and out, a build plaque on the supercharger, and documentation to prove you have an authentic Callaway, plus a 3-year/36,000 mile warranty.

Of course, Callaway will be competing with the 2015 Z06, which produces about the same horsepower and offers a much bolder exterior design. It's likely that the Callaway Corvette will be a little lower priced, though we don't know the official price of the Z06 yet.

Options on the Callaway – including a 5-year/100,000 mile powertrain service contract, tire and wheel packages, and improved suspension, brakes, body and interior equipment still in the works – could bump that \$22,995 figure up considerably.

Isn't it great to have so many options, though, when it comes to the Stingray?

2014 Corvette Stingray Convertible to Pace the Inaugural IndyCar Grand Prix of Indianapolis

A new chapter at the Indianapolis Motor Speedway kicks off this week with the running of the first ever IndyCar Series Grand Prix of Indianapolis this weekend and the Corvette Stingray will be up front for all the action.

That's because the 2014 Corvette Stingray Convertible will be serving as the Pace Car for the inaugural race.

“Chevrolet and the Indianapolis Motor Speedway have such a long history together, so it is exciting to be able to produce another ‘first’ at the famed Brickyard,” said Jim Campbell, Chevrolet vice president of Performance Vehicles and Motorsports.



“Chevrolet...especially with a V8...leading a field of race cars at the Indianapolis Motor Speedway. There is nothing better. Nothing,” said Doug Boles, president of Indianapolis Motor Speedway.

The Corvette Stingray presided over last year’s Indianapolis 500 as well, marking the 12 time since 1978 that a Corvette has paced the annual 500 mile race. This year, the Camaro Z/28 has pace car duties for the greatest spectacle in racing.

Chevrolet presided in a ceremony at the Indianapolis Motor Speedway on Thursday in which keys to the Grand Prix pace car were handed over to track officials.

Unlike the Indianapolis 500 which takes place on the speedway’s 2.5 mile oval, the Grand Prix of Indianapolis will be raced on the newly redesigned road course for a total of 82 laps.

Corvette Stingray is Between a Rock and Hard Place after Thieves Steal its Wheels

Here’s a pic that made the rounds over the weekend and trust us when we say it ain’t pretty.

This Torch Red Corvette Stingray was left balanced precariously on a rock after thieves stripped the car of its wheels.

The Non-Z51 Stingray wears a Florida license plate and appears to be parked in a well-lit space. It looks like the lug nuts are laying on the ground by each of the wheels.



After seeing this photo and confirming that the 2014 Corvette Stingray doesn’t come with wheel locks, we now think adding a set of wheel locks would be a smart upgrade that owners should do when they first get their new Stingray. After all, why make it easy for thieves and others that want to harm your new Corvette.

GM does make a set of wheel locks for the 2014 Corvette. They are GM Part Number #19211919 and can be ordered from your local Chevy dealer’s part counter. We checked with Paul Koerner, our resident Corvette Mechanic and he confirmed that the wheel locks for C6 Corvettes should also fit a C7 Corvette as they are the same size and thread pattern. The GM Part Number for 2013 wheel locks is #12498078.

Our friends at Corvette Central have a set of 2013 wheel locks for sale for \$42.95. Wheel locks may be available at the other parts companies, but without additional testing for something that “might work”, I am hesitant to list those links here.

We understand that not everyone has the luxury of parking in-doors and hiring an armed guard isn’t the most practical expense, so deterrence and making your Corvette too hard to mess with is the next best option.

On a positive note, the owner can now look forward to a new set of wheels and tires and hopefully a set of wheel locks. Perhaps they can use the opportunity to upgrade from the base 18” non-Z51 wheels or even go aftermarket to find a set of rims that will make the Stingray look whole again.

North Carolina C4 Corvette Owner Injured After Hit and Run

A 61-year-old Corvette driver and father of four grown children out for a pleasure cruise Sunday, May 4 after he had just finished mowing his lawn turned out to be the victim of a hit-and-run accident in Concord, N.C.

Silvio Joseph Cadolino was listed in critical condition as of Friday, May 9 at Carolinas Medical Center in Charlotte, and police are asking for witnesses to come forward and help them track down the driver of the minivan that caused the wreck.



Cadolino's C4 Corvette wound up on its top after being struck by a Ford Aerostar or similar vehicle that did not stop or even call 911.

Cadolino was traveling south on Concord Parkway about 4:15 p.m. when his Corvette was hit by the northbound minivan which was turning onto Carpenter Court from Concord. Police believe the minivan probably has minor damage to the left front quarter or bumper area.

Beth Bruce has lived next door to the Caldolino family for 16 years and told a WSOC-TV reporter "my heart breaks for the family and we're all praying for them. I saw him just before his accident. He had just finished mowing his lawn and decided to go for a drive."

How to Fix a Creaky Removable Top on a C6 Corvette Coupe

One of the common nuisances to C6 coupe owners is the creaking of the removable roof panel. If you own a C6 coupe you know we're talking about. If not, just think of a never ending series of popping and/or creaking sounds coming from each of the attachment points on your targa top while you drive. The topic was discussed ad nauseum throughout C6 production and even spawned a GM Technical Service Bulletin to address the issue.

Last month at the NCM Bash we caught up with the two best people to help resolve this issue.



If you've attended the Bash, Corvettes at Carlisle, or Mid America Funfest in the last few years you've probably been to or at least heard of the seminars presented by *The Corvette Mechanic's* Paul Koerner and Brittany George. During their talks they cover many of the more common issues seen on later model Corvettes and discuss how to fix or prevent them. In addition they often host diagnostic clinics where owners can drive their own cars up and get expert diagnosis and advice on the spot.

Last month at the NCM Bash they held walk-up assistance sessions for most of the day, each of the three show days. Late in the day on Saturday, we were able to get them to show us the proper way to help stop and prevent that dreaded creaking or popping from your C6 coupe's removable top.

9. Remove the roof panel from the car
10. Clean all of the weather stripping on the car and top with a foaming cleaner and microfiber towel
11. Torque all of the locating pins to 16 ft-lbs
12. Clean and lubricate the locating pins with dielectric grease
13. Remove your front latch handles and also lubricate the T40 shoulder bolt with dielectric grease
14. Reinstall the bolt and handle. Torque to 13 ft-lbs
15. Lubricate the weather strips, allow to sit for 1 hour and then wipe off the excess
16. Reinstall your top and enjoy the quiet time behind the wheel of your C6!

Mobil 1 Continues to be the Corvette Assembly

Plant's Oil of Choice for the Z06 and Stingray

ExxonMobil has been the Bowling Green Assembly Plant's motor oil of choice for 21 years and on Monday the oil company announced a new agreement with General Motors for the Chevrolet Corvette. That new agreement ensures that Mobil 1 motor oil will continue flowing as the factory fill of choice for the current 2014 Corvette Stingray and the highly anticipated 2015 Corvette Z06 due out next year.



Chevrolet has named Mobil 1 5W-30 as the recommended oil for all Corvette models. For those owners taking their Corvettes to the track or other high-performance application, the use of Mobil 1 15W-50 is encouraged to ensure full engine protection and optimal engine efficiency.

"It is a testament to ExxonMobil's commitment to advanced lubricant technology that Chevrolet has chosen Mobil 1 synthetic motor oil for the high-performance Corvette engines," said David Tsurusaki, strategic global alliance manager, ExxonMobil Fuels & Lubricants. "As the Corvette Stingray hits roads around the world, we want Corvette owners to know that Mobil 1 motor oil is specifically designed to meet their high-performance demands and will help keep their engines running like new."

The relationship with ExxonMobil goes back 21 years with Mobil 1 being selected as the factory-fill oil at the Corvette Assembly Plant since 1993. In addition to the factory Corvettes, Mobil 1 is the oil of choice for Corvette Racing's C7.R racers competing in the TUDOR United SportsCar Championship. With Mobil 1, Corvette Racing's C7.Rs compete on some of the most demanding endurance races in the world including the 24 Hours of Le Mans, the Rolex 24 at Daytona and the Mobil 1 Twelve Hours of Sebring.

Latest General Motors Safety Recall Involves 2005-2007 Corvettes

A few months ago, we told you about some C6 Corvettes that were having problems with loss of low-beam headlight operation.

Now General Motors announced today that some 111,889 sixth-generation Corvettes are being recalled for that very problem.

The Corvettes are on the list along with about 2.7 million other GM vehicles that being recalled for various problems, including 2.4 million previous generation passenger cars for taillamp malfunctions, 140,000 2014 Chevy Malibus for hydraulic brake booster malfunctions, 19,225 Cadillac CTS 2013-14 models for windshield wiper failures, and 477 full-size trucks from 2014 and 2015 for a tie-rod defect that can lead to a crash.

Fortunately, the recall involving the Corvette is a problem that GM says has not led to any crashes, injuries, or fatalities.

The 2008 to 2013 models are also affected and will be repaired under a Customer Satisfaction Program at no cost to owners.

Apparently, once the engine gets warm, the underhood electrical center housing sometimes expands, causing the headlamp low-beam relay control circuit wire to bend slightly. Eventually, if the wire is bent enough times, it can fracture and separate, causing the low-beams not to come on. Sometimes the low-beams will begin working again once the housing contracts after cooling down.

GM says the high-beam headlamps, marker lamps, turn signals, daytime running lamps or fog lamps are not affected by the problem but notes that losing low-beam headlights when they are needed could cut the driver's visibility and increase the risk of a crash.



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Arsonist Torches a C5 Corvette in Tennessee

A Newport, Tennessee family has lost its peace of mind after a suspected arsonist destroyed three of their vehicle in the early morning hours of Saturday, May 17.

John Scott Jones of 641 Pikeview Street told police that his wife, Leslie Jones, woke him up at 3:43 a.m. after she heard a noise outside and told him that the side of their house seemed to be "really hot", according to Patrolman Derrick Wright.



Mr. Jones looked outside to see three of the family's four vehicles on fire.

Fortunately, the three members of the family inside the house were able to escape without injury.

Unfortunately, the same can't be said for their vehicles, including a silver 1998 Corvette convertible valued at \$21,000, as well as a 2002 GMC Sierra worth \$8,500 and a 2011 Hyundai Elantra valued at \$24,000 – all of which suffered extensive damage. The siding on the end of the house next to the fire also melted away, although the rest of the structure appeared to escape without damage.

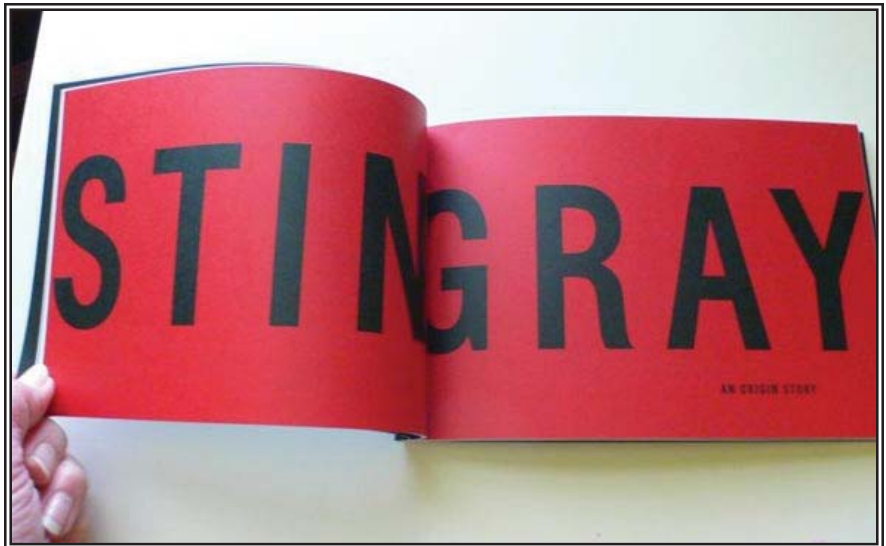
Police believe the arsonist may be a person the Joneses have “had problems with in the past,” according to the report.

“Nothing like this has ever happened in this neighborhood... I'm afraid they'll come over here,” a neighbor told a WVLT news reporter.

Chevrolet Sends a Thank You Gift to New C7 Corvette Stingray Owners

This is class move by Chevrolet.

To honor those customers that were the first to buy the all-new Corvette Stingray, Chevrolet is sending out a nice thank you gift. The gift contains a black box with the C7 crossed flags logo. Open it up and there is a leather pouch which is made of the same color and material as the owners C7 interior. Inside the pouch is a thank you letter and a book about the Corvette Stingray.



The gifts starting arriving over the few weeks and many owners are sounding off about receiving theirs on the Corvette Forum. If you haven't received your gift yet, hang in there as it's most likely on the way. Based on the forum posts, there doesn't seem to be any rhyme or reason as to the order the gifts are being sent out.

We reached out to Chevrolet and asked Corvette's Marketing Manager Todd Christensen about the gift. Todd said *"We wanted to do something special for our dedicated owners that properly welcomes them into the Corvette family. The books were designed to share the design inspiration for the Stingray. We felt tailoring the material of the cover to the owner's interior made it an even more personal touch."*

Like I said, it's a classy move to thank your customers after the sale has been completed and it's a nice way to let them know how much they are appreciated. Way to go Chevrolet!



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