

# FIBERGLASS FOREVER



## CORVETTES OF FRESNO

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

ESTABLISHED 1963

MARCH 2014



**OWNER: GENE & EVELYN FOX**

### MARK YOUR CALENDARS

APRIL 12, SATURDAY - AIR NATIONAL GUARD OPEN HOUSE - DAVE CAVANAUGH 559-439-7519

APRIL 18, - FRIDAY - KINGSBURG CAR SHOW & DINNER - HARRY BELLOW 559-761-6696

APRIL 26, SATURDAY - CLOVIS RODEO PARADE - STEVE PROFERA 559-681-7865

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

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

JUNE 21, SATURDAY - STOCKTON YACHT CLUB CAR SHOW & DINNER DANCE - CHUCK ROBB 559-255-7005

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

JULY 6-11 - WSCC CONVENTION IN MEDFORD OR. - 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](http://www.corvettesoffresno.com)  
also released via e-mail - [jim.agar@att.net](mailto:jim.agar@att.net)**

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

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

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

**EARLY BIRD DRAWING**

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

**Highlights**

**Welcome Social Thursday Night**

**Shine & Show Friday 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](http://www.corvettesoffresno.com) for Additional Details & Updates**

**All Net proceeds from Tahoe 46 will be donated to Charity**

**Accommodations**

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

**Buffet Breakfast for 2 each Day is Included!**

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

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

**Register by August 15, 2014 for Room Rate Guarantee**



## SCHEDULE OF EVENTS



### Thursday:

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

### Friday:

**8:00 - 9:30 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

## 2006 TRIVIA

2006 saw the re-introduction of high performance Z06 model, weighing only 3132 pounds with a 427 cubic inch dry sump engine producing 505 HP.

A six-speed paddle shift automatic transmission was introduced as an option in 2006.

## CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

**Treasurer:** Kaye Campbell  
**E-mail:** [treasurer@corvettesoffresno.com](mailto:treasurer@corvettesoffresno.com)  
**Phone:** 559-681-1510

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

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

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

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

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



(559) 291-7711

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

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.  
PLEASE SUBMIT ARTICLES NO LATER THAN THE THIRD FRIDAY OF EACH MONTH VIA  
EMAIL TO:  
[jim.agar@att.net](mailto:jim.agar@att.net)



# THE PRESIDENT'S EXHAUST



**Hello Everyone,**

**We had our first General Meeting at the new location (Yosemite Falls Café, Granite Park). The Restaurant did a great job preparing the room for our meeting and they had plenty of staff on hand to take care of us. The food was good and the service was excellent. We have a few details to work out, but it looks like this move is a success.**

**There is a lot of activity happening on upcoming runs, many are still in development, but it looks like it will be an active spring and summer for our club runs and events. Keep an eye on the news letter and web site for updates.**

**Keep in mind, we are in this club to celebrate the Corvette and to have a great time! So, participate in the activities, come to the meetings and have fun!**

**Save the Wave!**

**Thank you,  
Chris Campbell**





**CORVETTES OF FRESNO - GENERAL MEETING MINUTES**  
**February 18, 2014**



**CALL TO ORDER:**

President Chris Campbell called the meeting to order at 7:00 PM. Board Members present were Kaye Campbell, Jacklyn Christani, Pam Forrester, Steve Profera, and Jim Agar. The Pledge of Alliance was shared by all.

**SECRETARY'S REPORT:**

Minutes of the January 2014 meeting are published in the COF newsletter. Motion to waive the reading of the January Secretary's Report was made by Lynne Agar and seconded by Gary Gagnebin. Motion carried. Motion to accept the minutes as not read, was made by Bruce Looney and seconded by Margaret Gonzalez. Motion carried.

**TREASURER'S REPORT:**

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

**MEMBERSHIP:**

Pam Forrester reported attendance at for this evening's Meeting: 54 members and 2 guests Dave Dutton and Betty Foster. February birthdays and anniversaries were acknowledged. All birthdays and anniversaries can be found in the COF Membership Directory. COF has a current membership count of 114 members and 73 corvettes. Past V.P. of Membership, Harry Bello gave out the award certificates for Perfect Attendance in 2013. Recipients were Debbie Dukes, Larry Minnich, Steve Profera, Bert Sherman, Jacklyn Christani and Chuck Feccia. Remember when you walk in to the meetings, please "SIGN IN" with Pam.

**COMMUNICATIONS:**

Jim Agar announced this month's newsletter was 20 pages printed and 57 on the web. Friday, February 21, is the deadline for anything to be included in the newsletter.

**WEBMASTER:**

Frank Stafford was not present this meeting.

**ACTIVITIES:**

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

Feb. 01- The Ice Breaker !! 20<sup>th</sup> year of this event, Nick DiLiddo heading up this one, fantastic run to the Coast, stay at Casa Munros and outstanding BBQ in the chilly weather was a great success with 32 corvettes. We met "R" Way Corvettes with 14 more cars at the restaurant and enjoyed a bite and camaraderie with friends. A colorful display of 46 corvettes in the reserved parking area made quite the splash at Moss Landing.

Meet & Greet & Eat – Larry Minnich (Meat and Eat? Or was it Greet & Eat?) Larry Minnich has been arranging interesting impromptu get together for the early dinner group, who like to meet at a selected restaurant (usually announced via email).

May 3, 4 – Non-Mystery Run by Billie Talley to Palm Springs, CA is coming up, get your hotel reservations now!

Numerous upcoming events were discussed and as these ideas firm up they will be listed in the newsletter and sign-up sheets will be provided at the meetings.

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

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

Allen asked for folks to consider volunteering for some of the fun committees to get the ball rolling, get involved! Time to think about the raffle donations and the contents of those theme baskets. The sooner donations come in, the sooner the basket creativity can flow. If you have any great ideas, come join in the fun! Margaret and Celia are heading up that team.

**OLD BUSINESS:**

None. Sunshine Sharon made her report, thanks Sharon.

**NEW BUSINESS:**

Changing of the location for the General Meetings: An informal vote of hands was taken by our President Chris to poll the members tonight on the new meeting location. General consensus was everyone present approved, only Billie Tally went to the wrong location, her car was on auto-pilot. The food and service at the restaurant was outstanding, well organized wait staff.

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

**NAME TAG DRAWING:**

Kitty is \$10.00. The winning chip was drawn for Joanie Stafford, she was not present.

Kitty is now at \$20.00 for next month general meeting, in March.

**RAFFLE:**

50/25/25 was conducted by Pam Forrester, there were the two lucky winners of the cash, Lynne Agar and Steve Profera. We held two drawings for \$10.00 Food Certificates from Yosemite Falls.

Motion was made to adjourn the meeting by Chuck Robb, seconded by Dave Cavanaugh.  
The meeting adjourned at 8:30 PM.

Respectfully Submitted, by Jackey Christani



JACKEY CHRISTANI  
SECRETARY



# PAM'S MEMBERSHIP NEWS



## Membership

Pam reported that as of the 2014 Calendar Year COF has 114 members and 73 cars.

## Members & Guests

Total attendance: 57 - 55 Members & 2 Guests: Dave Dutton & Betty Foster

## Nametag drawing

Janie Stafford's Name was drawn, She was not present.

Next Months Drawing will be for \$20.00

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

## Club Directories and Updates

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

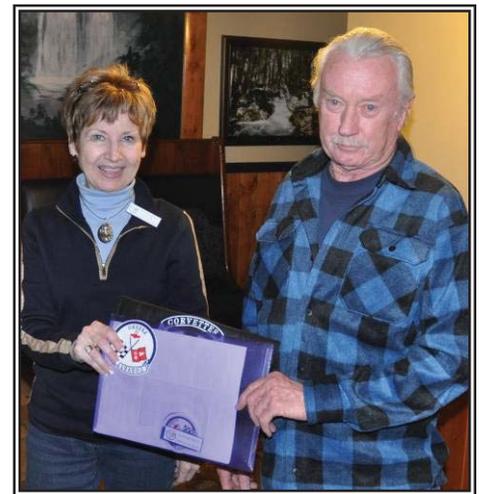
Cliff Shaul & Bill Herron each won a \$10.00 gift certificate to Yosemite Falls Cafe



PAM FORRESTER  
MEMBERSHIP



100% ATTENDANCE AWARD FOR 2013 IS PRESENTED TO:  
CHUCK FECCIA - DEBBIE DUKES - LARRY MINNICH  
STEVE PROFERA - JACKY CHRISTANI - BERT SHERMAN  
CONGRATULATIONS!



PAM FORRESTER PRESENTS  
GLENN MICHAELS WITH HIS  
NEW MEMBER PACKET  
WELCOME TO COF

## MARCH ANNIVERSARIES

CLAY & LAN MUMBY 2 - FRANK & LYNN MOORE 18

## MARCH BIRTHDAYS

CHUCK WARE 1 - TOM OCHOA 3 - JERRY PELOIAN 18  
CHUCK FECCIA 26

## 50/25/25 DRAWING WINNERS

LYNNE AGAR  
STEVE PROFERA

EACH WON  
\$47.00

CONGRATULATIONS



# CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



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

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

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

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

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

APRIL 12, SATURDAY - AIR NATIONAL GUARD OPEN HOUSE - DAVE CAVANAUGH 559-439-7519

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

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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.

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

## TAHOE 46

**SEPTEMBER 4 - 7, 2014**

**"longest running annual Corvette event on the planet"**

### 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



# Corvettes of Fresno



## CARAVAN RULES OF THE ROAD FOR COF RUNS

1. **Turn on your cell phone.** Have the leader and other members' numbers handy.
2. **Your vehicle should have a good FRC/GMRS radio.** Be prepared to relay messages to those around or behind you that may not be in range of the event leader's radio signal when asked to do so. While participating in an event, try to use your radio sparingly so as not to interrupt necessary directions from the event leader.
3. **Enter traffic safely.** Safest way to pull onto the roadway is the *Lemans* method: all vehicles angle 45 degrees onto road and move forward together at the *same* time.
4. **Be courteous to other drivers.** This includes both personal and on-air etiquette. You are representing COF while on runs. Watch your language and don't give COF a bad rap.
5. **Follow instructions.** The leader knows the best route; any changes, hazards and/or detours should be avoided.
6. **Caravan leader should select a "sweeper" with a strong FRS/GMRS radio to be at the rear of the group.** The sweeper's role is to keep the group together, notify the leader of situations that arise, and notify the leader if anyone needs assistance or plans to separate from the group. The leader then can decide what action to take for a disabled vehicle. If the group becomes spread out beyond radio range, the sweeper should have the leader's cell phone programmed in his/her cell in order to make calls to the leader as necessary.
7. **Don't tailgate or lag too far behind.** Tailgating creates dangerous situations and does not allow time to react or room for civilians to maneuver through the column. Lagging too far behind can cause those behind you to become lost and/or separated from the group.
8. **Communicate.** If you are having car or any other type of problems, or if you observe a dangerous situation, inform the leader and others in the group of the situation and the available options. It is the responsibility of the leader to set a safe pace. If you feel that the pace is too fast for you, do not slow down and separate the group. Communicate with the leader. The leader will then make a decision as to what action to take. Remember, an overly slow group can be more dangerous than a fast one. The CHP will pull over a group that becomes a traffic hazard.
9. **Keep in single file with enough room for traffic to maneuver through the column when necessary.** In heavy traffic areas, the leader may call for multiple groups if appropriate. The caravan can re-group when traffic thins out. Safety is more important than keeping cars in formation. If you become separated from the group, communicate with the leader with your FRS/GMRS radio or your cell phone.
10. **The practice of pulling the group over to wait for others to catch up is not recommended and is discouraged.** The leader should try to anticipate areas where a separation might occur and plan for them. When this is not possible, other strategies should be used, such as slowing down or picking a rendezvous point. If pulling over is necessary, do so only where the group can do so safely - where the cars are fully off of the roadway and re-entry can be done safely. Also see #14.
11. **Absolutely no passing of other members unless that member waves you around.** If you have a reason to be at the front, arrange this with the leader before leaving.
12. **If you need to separate from the group before the event is over, be sure to inform the event leader.** If you are unable to reach the leader or others in the group by radio, be sure to use a cell phone to make contact with the event leader. He/she is responsible for you and your actions for the duration of the event. If you leave the group and don't tell anyone - others will be going back to look for you.
13. **Divide and Conquer.** In today's traffic, it is becoming impossible to keep a large group together even on short runs. The event leader should assess the route and decide what size group is manageable. Divide the column into groups (about 5 to 7 cars) each with a leader. Each member in that group can then communicate with that sub-leader. That way, communication errors and lost members can be avoided or improved upon.

# KEEP IT SAFE - PLEASE DON'T DRINK & DRIVE



**ICE BREAKER, 2014  
SATURDAY, FEBRUARY 1ST**



**WELL THE GOD'S WERE GOOD TO US AGAIN. OUR FIRST RAIN OF THE YEAR WAS ON THE THURSDAY, 2 DAYS BEFORE GOING TO MONTEREY FOR OUR ANNUAL ICE BREAKER. BY SATURDAY THE WEATHER DID A FLIP FLOP AND IT WAS GREAT AND SUNNY.**

**HEADED OUT AGAIN FROM 99 & HERNDON IN TWO GROUPS. FIRST ONE WAS LED BY ALLEN TEIXEIRA AT 7:50AM, WITH ABOUT 12 CARS. SECOND GROUP OUT WAS LED BY FRANK STAFFORD AT 8:05AM, WITH ABOUT 16 CARS. ALL WERE HEADED TO LOS BANOS, CARL'S JR PARKING LOT FOR COFFEE AND DONUTS.**

**NEXT STOP, WITH TWO GROUPS AGAIN, TO FORTINO'S WINERY FOR A LITTLE WINE TASTING AND GIFT SHOPPING. THEN OFF TO PHIL'S FISH RESTAURANT OVER HECKER PASS WHERE WE MET UP WITH R-WAY CORVETTE CLUB. THEY HAD 13 CARS AND 25 MEMBERS THAT JOINED OUR CLUB FOR LUNCH. THE WEATHER WAS SUNNY AND BEAUTIFUL.**

**NEXT STOP WAS TO CASA MUNRAS FOR CHECKING IN. MANY OF OUR GROUP HEADED FOR DOMINICO'S ON THE WHARF FOR AFTERNOON REFRESHMENTS. ALL WERE HAVING A GREAT TIME AND DONINICO'S WAS VERY GRATEFUL FOR OUR PATRONAGE, AND THANKED DAVE AND I MANY TIMES FOR IT.**

**BACK TO THE MOTEL ABOUT 4:30PM TO GET OUR BBQ'S SET UP, GET THE BEANS AND DOGS GOING, AND SET UP THE GREAT APPETIZERS THAT ALL OF THE MEMBERS BROUGHT, AND I WANT TO THANK THEM ALL FOR THAT.**

**"THANKS TO ALL OF YOU THAT BROUGHT ALL OF THE GREAT GOODIES AND DESSERTS. WHAT A GREAT GROUP".**

**WANT TO THANK EMILE AND SUE NATALIE FOR PICKING UP THE DONUTS, SETTING UP THE TABLE IN LOS BANOS AND BRINGING A LOT OF STUFF FOR THE BBQ TO THE MOTEL.**

**DAVE AND TERRI CAVANAUGH, YOU OUT DID YOURSELVES, BRINGING ALL THE ITEMS FOR TAILGATE/ MOTEL PARTY, SETTING UP, AND GREAT GAS-LESS BEANS. THEY MUST HAVE LIKED THEM. YOU COOKED ENOUGH FOR 100 PEOPLE AND THE BEANS WERE ALL GONE, WOW!**

**THANKS TO DAN AND FRAN SMITH FOR BRINGING UP SUPPLIES AND SETTING UP, "THANK YOU".**

**ALLAN TEIXEIRA, ROLL OFF, WHAT A GREAT JOB YOU AND DAVE DID ON THE BBQ WITH THE DOGS AND THE SAUSAGE. ALLEN, AFTER THAT BBQ JOB YOU DID, WE'LL HAVE TO COME UP WITH A RE-NAME, NOT "ROLL OFF" ANY MORE!! THANKS.**

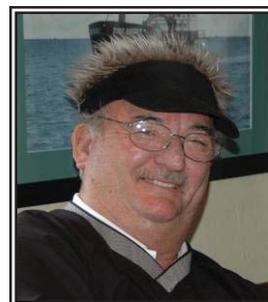
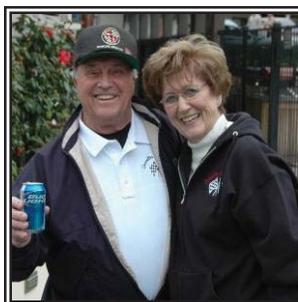
**DAVE AND I WOULD LIKE TO THANK EVERYONE WHO CAME AND MADE THIS ANOTHER SUCCESS STORY. YOU MEMBERS AND FRIENDS ARE AMAZING. WE COULD NOT DO THIS WITHOUT YOUR PRESENCE AND FRIENDSHIP.**

**COF, THANK YOU.**

**LAST, BUT NOT LEAST, SORRY FOR THE RAIN ON SUNDAY; BUT WE REALLY NEED IT IN CALIFORNIA. HOPE ALL OF YOUR VETTES MADE IT HOME SAFE AND SOUND.**

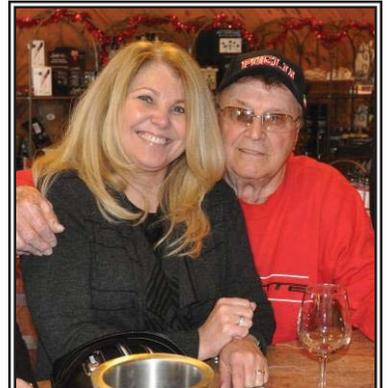
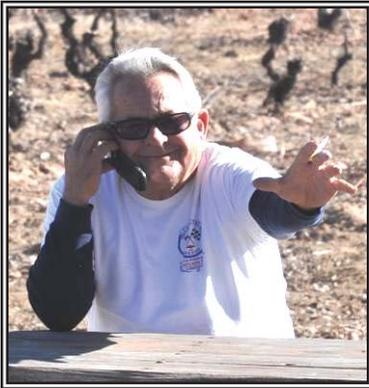
**THANKS,**

**NICK AND ANGIE DILIDDO  
DAVE AND TERRI CAVANAUGH**





# ICE BREAKER



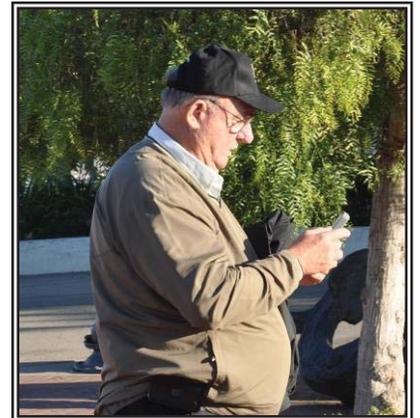


# ICE BREAKER





# ICE BREAKER





# ICE BREAKER





# **COF DINNER RUN TO DIANE'S**

**KINGSBURG, CA.  
FRIDAY APRIL 18, 2014**

**DRAPER STREET  
MAIN STREETS OF SWEDISH VILLAGE**



**WE ARE HAVING A FUN DINNER AT DIANE'S IN KINGSBURG AS PART OF THE KINGSBURG CAR SHOW. WE WILL HAVE DINNER, HANG OUT, LOOK AT THE CARS AND DO SOME BROWSING IN THE SHOPS. PLEASE JOIN US FOR A FUN EVENING WITH YOUR FRIENDS.**

**WE WILL MEET IN THE DENNY'S PARKING LOT AT JENSEN & 99  
& LEAVE PROMPTLY AT 5:30PM - DINNER WILL BE SERVED @ 6:30 PM**



**DINNER MENU & MORE INFO & SIGN-UP SHEET  
AT THE MARCH GENERAL MEETING**



**NEED MORE INFO - CONTACT:  
HARRY BELLOW 559- 761-6696**





# CORVETTES OF FRESNO

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



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

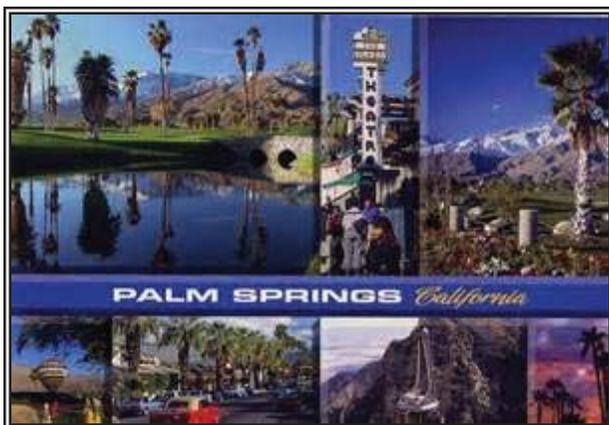
**Hotel Reservations** - Best Western Inn. Group rate for COF on 5/2 and 5/3 is \$99.99 plus tax per night, which includes breakfast and parking. Send an email directly to Craig Gilmore, [craig@bwpalmsprings.com](mailto:craig@bwpalmsprings.com), to get this special price. Tell him you are with Corvettes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

## **Itinerary:**

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

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

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





# CORVETTES OF FRESNO



## STOCKTON YACHT CLUB CAR SHOW - DINNER - DANCE SATURDAY JUNE 21, 2014

ARRIVAL TIME: 11:00 AM

### CAR SHOW:

NO ENTRY FEE

INCLUDES ALL KINDS OF CARS ; 20's - 30's TO NEW  
LAST YEAR: MASARATTI, FERARRI & CORVETTES

### LUNCH:

HAMBURGERS, HOTDOGS AVAILABLE TO PURCHASE

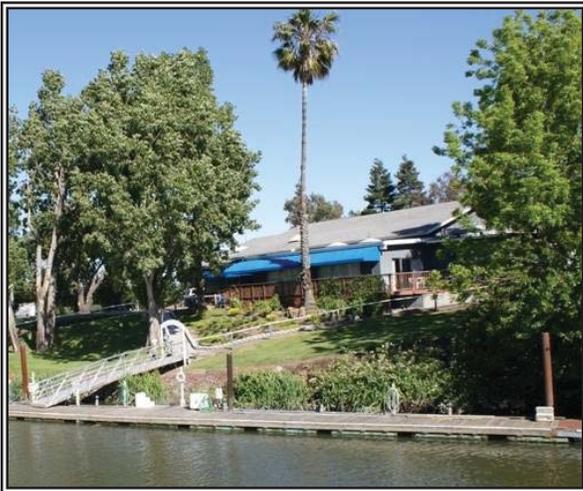
### DINNER:

APPROXIMATE START TIME 6:00 to 7:00PM

COST: TO BE DETERMINED - USUALLY \$20 to \$30 pp

### MUSIC:

BACK TO THE 50's



CHUCK & JESSIE ROBB FOR INFO

559-255-7005

MUCH MORE INFO TO FOLLOW





# CORVETTES OF FRESNO



## 7<sup>th</sup> 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 1/2 Madera Ranchos  
Call Pam Hansen (559) 474-2330 for more information



FIREWORKS

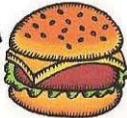


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Vehicle Information – Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

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 forgoing 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



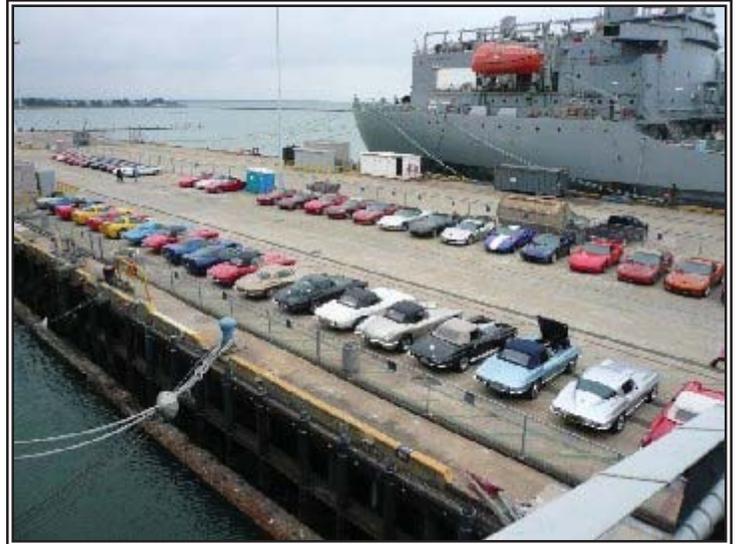


# ALLEN'S WSCC PAGE



## All WSCC Clubs

Rio Vista Corvettes is considering another run to the USS Hornet this fall. For those who joined us at one of our four earlier events, 2007 - 2010, you will recall it was known as Vettes & Jets on the Hornet. This will be the fifth such event. Vettes & Jets V.



Because of certain fixed costs associated with the event on the ship, we need a way to estimate potential attendance before we commit. So please review the details below, check with your club members and let me know by e-mail what the interest level is.

The event included secured pier parking for Corvettes only, admission to the ship, docent and self guided tours, a catered buffet lunch, and the Swinging Hornet Blue Stars, [www.swingingbluestars.com](http://www.swingingbluestars.com) . Possibly a few surprises as well.

Cost is estimated at \$30 - 31 per person.

Date will be Sunday, September 28, 10 am admission, lunch at about noon.

You may remain on the ship until closing if you wish.

**PLEASE LET ALLEN KNOW IF THIS IS SOMETHING YOU WOULD BE INTERESTED IN**

559-449-1505

**ALLEN TEIXEIRA**

**WSCC REP**





# ALLEN'S WSCC PAGE



## WSCC CONVENTION 2014 - July 6<sup>th</sup>-July 11<sup>th</sup>

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: \$ \_\_\_\_\_**

### 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!*

### 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	_____
<b>Convention Events Total</b>			<b>\$</b>	<b>_____</b>

### 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 1<sup>st</sup>.

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 15<sup>th</sup> Circle size(s)

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

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## Corvette Racing at Daytona: Promising Showing in C7.R Debut

In its return to the Rolex 24 At Daytona, Corvette Racing experienced the highs and lows of the twice-around-the-clock endurance classic. In their competitive debut, both of the team's Chevrolet Corvette C7.Rs led the opening round of the TUDOR United SportsCar Championship. The new racing Corvette showed promise with impressive speed and economy ahead of its full-season campaign in North America's new sports car racing championship.



The No. 4 Corvette C7.R of Oliver Gavin, Tommy Milner and Robin Liddell led the Corvette Racing effort placed a disappointing fifth in the GT Le Mans class following a problem with the car's gearbox with less than three hours to go. Milner, running second at the time, was chasing the eventual race-winning car when the Corvette's gearbox temperature rose dramatically. Milner went directly to the garage where the team diagnosed the problem as a transmission bearing failure. The Corvette Racing crew switched out the gearbox in 30 minutes and sent Milner back to the race.

Antonio Garcia, Jan Magnussen and Ryan Briscoe each had impressive drives to take the No. 3 Corvette C7.R from the rear of the grid at the start to the class lead at the six-and-a-half hour mark. The balance and stability of the Corvette was evident in the track's infield section and allowed all three drivers to cut through slower traffic. Unfortunately the engine began to overheat during Garcia's stint near the halfway mark. He handed over to Briscoe, who was called first to the pits then to the garage on more than one occasion to try and solve the cooling problem – a task that ultimately proved unsuccessful.

“This is an example of how difficult the Rolex 24 can be,” said Mark Kent, Chevrolet's Director of Racing. “On one hand, we are very encouraged with the initial showing of the new Chevrolet Corvette C7.R. The promise the car displayed was evident on both the No. 3 and No. 4 side. Unfortunately these things happen in a race as long and grueling as this one. Hats off to the efforts by everyone at Corvette Racing and Team Chevy for their efforts. We will examine these issues, find the root causes and resolve them prior to the next race at Sebring.”

The next round of the TUDOR Championship is the Mobil 1 Twelve Hours of Sebring on Saturday, March 15

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

*“I had quite a good couple of stints. Luckily both the yellows came two-thirds or three-quarters into each of the stints so it wasn't easy to make decisions on pit strategies and tires. We just did fuel on the first one and chose just right-side tires and fuel on the second one. I got out again with no problem. The Porsche had four tires so he had an advantage. In the end, I was having some issues with some sudden oversteering. I thought there was oil on the track but it was me that was leaking water from the engine so I spun on my own water. It got worse and worse and we decided to stop to check everything.”*

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

*“This definitely wasn’t the result everyone was looking for. All in all, the car was quite fast. We weren’t the fastest car out there but a podium was definitely in the cards. I feel really sorry for all the guys who worked so hard to get us here. We will come back to Sebring stronger. For me the opening stint was about me staying out of trouble and trying to make up as much of the ground as possible. I really thought I would get by all the GT Daytona cars and then have a big gap up to the GTLM cars but it wasn’t that big when I finally came through. I thought I needed a safety car to bunch everyone up but we were right there at the end of my first double-stint. After that, we all had a good couple of stints to get into the lead. It all went downhill from there, unfortunately. It’s a new car with a ton of potential. We are just scratching the surface. It already is a great car. We just need to iron out the bugs.”*

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

*“I was having a great time driving the Corvette C7.R The car was really good to drive. It was the best-handling car as far as I could see. We were really good and really strong, and we were definitely contenders until we started having some overheating issues. It was a real honor to be part of Corvette Racing for the first time. I’m looking forward to more.”*

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

*“It was great to finally race the Corvette C7.R. I really enjoyed my stints in the car and racing against the competition in our class. It was building up to a really grandstanding finish between us, the Porsche and the BMW. Unfortunately both Corvette Racing and the fans were robbed of that due to our transmission problem. But that is the nature of endurance racing. The C7.R is a brand new race car, and for it to go 22.5 hours with a major problem is a real testament to the team, Chevrolet and Pratt & Miler. Kudos to the Corvette Racing team for working as hard as they did to get the gearbox changed; it was a massive effort by everyone involved. So while the result is frustrating, I can’t thank everyone enough for all they gave this weekend.”*

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

*“I got warnings on the dash coming out of NASCAR Turn 4 that the gearbox was hot. Then it got real hot real fast. As I worked down the gears at Turn 1, it was very rough-sounding at the back of the car and was getting worse. The car was running OK. I could still go very quick. I did about half a lap. But when I got to Turn 6, there was a lot of smoke out of the back of the car so I pulled down to the inside.”*

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

*“Your expectations change in a race like this depending on how you’re doing. When you’re in a position suddenly with three hours to go and the potential to win it, suddenly your expectations ramp right up. Then when something happens, you feel like you’ve been robbed. But stepping back from that, overall we had a pretty good showing with a brand new car. It was a particularly hard race with the lack of class disparity between the speeds of the classes. In the end, the car performed very well. It’s clearly a contender. Once the season gets under way and everything settles down, it will all start to come together. I’m really happy to be part of this team and be part of this first race.”*

**DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER**

*“Our return to the Rolex 24 At Daytona proved once again that Corvette Racing never gives up. It was a phenomenal effort by the drivers and crews of both the No. 3 and No. 4 Corvette C7.Rs to get both cars to the front under difficult circumstances. The potential of the C7.R package is clear. As we witnessed today, Daytona gives so much but can just as easily take it away. The results maybe not be what we wanted but, the excitement we generated today will be carried right over to Sebring!”*

## Edmunds.com Editor Recounts Harrowing Tale of Driving a 2014 Corvette Stingray in a Blizzard

Last year Edmunds.com bought a 2014 Corvette Stingray Z51 Coupe to use as a long-term test vehicle and we've been following some of the car's tests on their twitter feed. Recently, Edmunds staff drove the Corvette to Detroit for the North American International Auto Show and on the way encountered a huge snow storm in the Colorado mountains.

The guys at Edmunds knew that they may be seeing some winter weather which is why they outfitted the Corvette with Pirelli Sotto Zero Serie II winter tires before leaving California.



As the Corvette began the trek up the mountains, Edmunds.com Editor in Chief Scott Oldham utilized the Corvette's Drive Mode Selector in "Weather" mode to keep the Corvette moving. But at one point, he was forced to stop and once stopped, there was no going forward.

So there he was, stuck and blocking a lane of travel on I70 in a blizzard. Things looked so desperate that a call was even placed to 911. So how did he break free get to a hotel room several miles down the road? By backing down the highway to where he could get some traction so he could move forward again.

We know some will say that he had no business driving a car like a Corvette though the Rocky Mountains in January, but others will appreciate the "Drive It Anywhere" attitude.



## The 1956 “Real McCoy” Corvette Sells for \$2.3 Million at Mecum Kissimmee

We knew that the 1956 Corvette that some have dubbed “the Corvette that saved the brand” should go for big money when it was auctioned at Mecum Kissimmee and we were not disappointed.

The hammer fell on Saturday afternoon with “The Real McCoy” reaching a high bid of \$2.3 Million, catapulting the little white roadster with the rumbling V8 engine into the top five list of Corvettes sold at auction.



In its fourth year of production, the Corvette was relatively untested in competition, with some saying the Corvette still lacked the credentials that other sports cars had earned on the track.

Zora took the criticism to heart.

Begun as an Engineering Project, the mule known originally as #6901 was assembled under the guidance of Corvette engineer Zora Arkus-Duntov. Under the hood was a 307 ci V8 engine hopped up with the first known version of the “Duntov Cam” and dual Carter four-barrel carbs.

Zora identified Daytona’s Flying Mile record which then stood at a two-way average of just over 127 MPH as beatable. In February 1956 the 6901 mule Corvette shattered that record with a two-way average of 150.583 MPH. And in doing so just days before the opening of the 1956 GM Motorama at the Waldorf Astoria, he created a buzz that generated new found respect for the car.

But Chevy wasn’t finished yet with #6901 yet. Ed Cole announced that the mule would join a factory-backed three car team of production Corvettes for an assault on Sebring’s 12 hour race. With John Fitch leading the team and driving 6901 as the #1 Corvette in the race with Walt Hansgen, the Corvette faced its share of issues but persevered to win the class and finish ninth overall.

Chevrolet celebrated the class win with an advertisement that called #6901 “The Real McCoy”. The Corvette was finally bonafied with a class win at one of the world’s biggest races and would continue to be a force in national and international sports car race for the next 56+ years.

## 2015 Corvette Stingray Will Not Get Eight-Speed Auto Transmission

Those Corvette enthusiasts who are thinking of holding out for a 2015 Stingray to get the new eight-speed automatic transmission might want to rethink that position.

The new transmission may be available at first only in the 2015 Corvette Z06, according to chief engineer Tadge Juechter.

You see, it's not as simple as just announcing that the transmission is available in

any car and then letting customers put a check beside "Transmission, Eight Speed Automatic" on the order blank. Each model has to be engineered specifically for the transmission, a process that isn't all that simple when it comes to the Stingray.

"You would think, 'OK you've validated the high horsepower one, so validating the low horsepower one is like falling off a log, you just judge it.' But that's not true," Juechter tells Autoguide.com.

Juechter says his crew will have to recalibrate everything, not just the powertrain calibration.

"It's all the stability systems because you're managing torque," he says. "So traction control, launch control, performance traction management, all that stuff has to be re-done when you just change the transmission."

The chief engineer says his team already has "a lot on our plate to get done" with bringing the highly anticipated Z06 to market in about a year, so that may not leave much time to tinker with the base Stingray in 2015.

Don't fret, though, because the eight-speed transmission is apparently destined to become a workhorse for General Motors, which wants to spread its development cost across as many lines as possible. That means the tranny will definitely make it into the Stingray one day, just maybe not as soon as some customers would prefer.

General Motors truck engineer Jeff Luke hinted at the recent North American International Auto Show in Detroit that it will also be used in GM's lineup of trucks, too, to help compete with the huge weight loss recently announced by the new Ford F-150. Juechter said re-calibrating the eight-speed for a non-transaxle use will be relatively easy.



## SRT CEO Ralph Gilles Says Viper Isn't A Corvette

Maybe this is what the boss has to say when your competition is smashing you in the sales – and critical reviews – departments.

“We’ve never tried to be Corvette. We never will be. We’re handmade. It takes 18 hours to paint the stripe on a Viper. We color sand the entire car, inside and outside. All the panels are beautifully finished. We’re trying to build a custom show car that you can own. This is not a disposable device here.”



Those are the words of SRT CEO Ralph Gilles during a recent interview with Automotive News.

To Corvette fans, that might sound like a little sour grapes.

After all, while the Corvette has been selling like hotcakes since its release in September, the Viper has had to cut production since its less than critically acclaimed redesign debuted last year.

Still, Gilles told Automotive News he’s not worried about the Viper because the plant still has hundreds of orders to build, Gilles said.

What else can he say?

Gilles also said SRT’s consumer test drive program has been crucial in helping customers understand that the new Viper is more than just an evolution.

“It’s a whole new machine. It’s direct. It’s handmade. It’s tight,” Gilles said.

Of course, not as tight as that “disposable” Corvette Stingray, according to media reviews of the two cars.

Gilles also maintains that the Viper doesn’t need an optional automatic transmission, though the company remains “open-minded to it.”

He maintains that the Viper, while ignoring paddle shifters that everyone else seems to offer, is distinguishing itself from the competition.

“We’re also seeing now where people are noticing and saying, ‘Wow, it’s like the last driver’s car left,’ ” he said. “That’s exactly what it’s been about all along.”

## Wrecked 2014 Corvette Stingray on Ebay

Remember the character Harvey Dent in the 2008 movie *The Dark Knight*? He's the guy who had half of his face was mangled after *The Joker* blew up the building in which Dent was being held captive. From one side his injuries were not noticeable, but the other side of his face told a different story. This damaged 2014 Corvette Stingray reminded us of *The Dark Knight* when we stumbled across it on eBay. The passenger side looks fine, but the driver's side shows some battle scars.



The Laguna Blue Stingray on eBay is VIN 3,460 and sports the gray interior. It's travelled just 2,552 miles since new. Options on this Stingray include automatic transmission, heated/cooled seats, HUD, and chrome wheels among others.

The seller states that they acquired the car from the original owner. They also say that the car does come with a clean title since insurance never got involved after the "incident".

When viewed from the passenger's side, the Stingray appears to be a normal, low-mile C7. Swing around to the driver's side and that's where things go downhill. This Corvette has sustained a punch in the left side of its nose taking out the left front fender, fascia, and numerous other bits.

The auction listing points out that the frame shows no indication of damage and that the cooling system is still in good shape. They also mention that the car will need a left headlight, left front wheel, driver, passenger and seat airbags as well as a host of miscellaneous small parts. We've certainly seen Stingrays in worse condition.

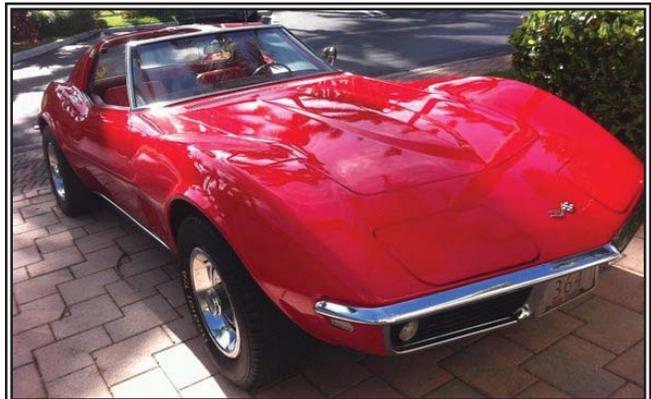
So if you're looking for a good winter project this may be a good option for you. The noted damage doesn't appear to be too bad and the car does still have a clean title. As we write this, the car already has 23 bids and is up over \$41,000. If you must have it immediately there's a \$48,900 Buy-it-now option.

## Florida Rabbi has been Driving the Same 1968 Corvette Since New

If you visit the American Collectors Insurance website, you'll find a page called "Tell Us Your Story," where enthusiasts are encouraged to share tales about their vehicles.

That's where we found a very unusual story that proves Corvette fever can afflict anyone, even a Rabbi!

Rabbi Barry Konovitch's story begins in 1968 when he says he saw a new C3 Corvette and immediately knew he had to have one.



Fortunately, a friend of his Dad owned a Chevy dealership in Yonkers and had a red ‘Vette available because the dealer’s wife decided she wanted a diamond necklace instead! Oh well, guess everyone can’t be a Corvette fanatic.

Rabbi Konovitch says he was a little embarrassed about his new Corvette to start with since he was the associate Rabbi at one of the largest congregations in New York and a flashy sports car might set tongues wagging. So he parked his beautiful new love around the corner for a few days until one of his parishioners finally squealed on him.

Come to find out, though, there was no need for him to worry. He says most of his congregants thought the car was cool.

Now here’s the really cool part – he still has the car 45 years later!

Even cooler, though, is the story he tells of his first big trip in his new Corvette in the summer of 1968 with his wife, Aileen.

Naturally, with the 327/350 engine, Rabbi Konovitch found it hard to maintain the legal speed limit and soon found himself being followed closely for miles by an officer of the Canadian Mounted Police. Finally, the blue lights came on, and the Rabbi was terrified he was about to be hauled in front of a judge for speeding, though he had been careful to stay at a reasonable speed after seeing the law enforcement officer in his rearview mirror.

To his surprise, though, all the officer wanted was to take a look at what was then a pretty rare sight, especially in Canada. Probably the owners of the 2014 Stingray can relate!

“I haven’t seen the new Corvette in Canada,” the officer said. “Yours is the first one, and I couldn’t help but taking a good look. I hope you don’t mind.”

Like all proud new “fathers,” the Rabbi was quick to tell the officer all about the car, even letting him sit behind the wheel and show him under the hood.

We get the feeling that Rabbi Konovitch is just as enthusiastic about his Corvette nearly half a century later.

## Early 2014 Corvette Production Stats from Harlan Charles

The Corvette Stingray has been in production since August 2013 and thousands of new C7s have already found their way to customers. At the Rolex 24 Hours of Daytona, Corvette Product Manager Harlan Charles was asked about providing some production stats for the new Stingray and he happily obliged.

According to Harlan, a total of 16,000 Corvette Stingrays have either been built or there are orders to build in the system. He says they are building about 3,000 Corvettes per month in Bowling Green.



The top three exterior colors so far are Torch Red, Black and Arctic White. He also mentioned that Cyber Gray and the new Laguna Blue were also “up there” in terms of customers’ ordering preferences. The Black interior is still tops while the new Adrenaline Red is very popular as well.

In the past, the Chrome wheel options were typically the top choice from buyers, but Harlan says the new black wheels are very popular and now it’s really close between black and chrome for the most popular color of wheels.

The Z51 package has been running close to 60% of all Corvettes ordered which Harlan claims is about all they can handle. Magnetic Selective Ride Control is on more than half of the Z51 orders.

Finally, Harlan says the most popular equipment group is the top-of-the-line 3LT.

Just one tidbit about the new 2015 Corvette Z06. Harlan was asked if there would be a true Corvette Z06 convertible to which he replied, “I don’t really have an announcement at this time.” Hey, that’s not a denial so stay tuned!!

## No Corvette Stingray for the Super Bowl MVP This Year

One of the coolest prizes in all of sports is the awarding of a Corvette for being MVP. Over the last few years, Corvettes have been given to Super Bowl MVPs Eli Manning and Joe Flacco, as well as baseball’s Mariano Rivera who won Major League Baseball’s All Star MVP last July.

But sadly, no Corvette will be offered this year to the Super Bowl MVP. Instead, Chevrolet has officially confirmed to us that they will be offering the games most valuable player a new Silverado High Country pick up truck.



We learned earlier in the week that the Chevrolet Silverado would have a presence during the biggest TV event of the year, with two commercials set to air during Super Bowl XLVIII. The first commercial is for the Silverado Heavy Duty pickup truck and the commercial is called “Romance”:

We spoke with John Fitzpatrick, Marketing Manager for Chevrolet Performance Cars at NAIAS about seeing the Corvette Stingray given away to the MVP. His reply was “that depends if we can get some TV time out of it”. Last year’s post-season celebration was sponsored by another company and CBS went out of their way to not show the Corvette sitting on the field.

Having the Silverado as the MVP prize makes a lot of sense as its one of the best selling pickups in the country and has a much wider user base than the Corvette Stingray. And since Chevy has committed to two commercials running during the big game, we’re sure that got them some sort of reciprocity to see the upscale Silverado High Country on the field during the celebration following the game.

## Ralph Eckler Offering Signature Corvette Restomods

There aren't many names more familiar to the Corvette enthusiast than that of Ralph Eckler, founder of Eckler Corvette Parts, which has grown into one of the top suppliers of quality Corvette parts and accessories over the past 40 years.

Mr. Eckler is now retired from the company that bears his name, but that doesn't mean his love for Corvettes has gone away.

Just the opposite. He's now taken his enthusiasm for Corvettes to a new and exciting level with the introduction of his Ralph Eckler Signature Car Collection.



Mr. Eckler believes there is a demand for high-quality resto-mod Corvettes, and he's stepping up to the plate to fill that demand.

In fact, he just recently announced the first of his Signature Car Collection, a 1965 Sting Ray convertible that was stripped and upgraded with a custom frame that accommodates a C4 suspension and brakes, a new LS6 engine, and a 6-speed Tremec transmission. It bears an ID plate certifying that it is Number 001 of the series.

“The timing is quite favorable for such a launch,” Mr. Eckler believes. “We are excited about this new venture. We will create happy, satisfied customers that will be served with exceptional quality and the ultimate Corvette ownership experience.”

Basically, with the Signature Car Collection, a buyer will get a totally restored car that has the upgraded features of a late model Corvette, just covered with the beautiful body of a classic.

“Unlike a restoration, we rebuild the entire car including installing a new engine, new interior, all new electrical components and wiring, with the transmission and suspension as well,” Mr. Eckler points out.

He says a resto-mod is a car that is meant to be driven, giving the owner the full experience of the classic Corvette design, along with the performance, reliability and the comfort of a later model Corvette. “America has not lost its love for the Corvette,” he says. “The older they become the more desirable and valuable they are.”

With the new Signature Car Collection, buyers can feel secure in knowing that their new pride and joy has the same attention to detail and quality that Eckler Corvette Parts has been known for for decades.

## January 2014 Corvette Sales

General Motors released their monthly figures this morning for January's new car deliveries which showed 2,261 Corvettes were sold. In direct comparison, only 908 new Corvettes were sold in January 2013. The January 2014 figure is the lowest number of Corvettes delivered since last September when the new C7 Corvettes started shipping and the dip in sales is most likely a combination of the plant being closed for the holidays as well as the winter weather that covered much of the United States last month.



Despite the weather, Corvette's January was red hot. First the car was named the 2014 North American Car of the Year and then the new 2015 Corvette Z06 was shown to the public for the first time during the North American International Auto Show in Detroit. The C7.R was also displayed for the first time in full livery at NAIAS and then it made its racing debut at the Rolex 24 Hours of Detroit where it finished fifth in class.

Corvette Delivery Statistics for January 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Jan	2,261	908	149.0%	Jan	2,261	908	149%

### 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												2,261
2013	908	980	1,053	974	905	853	671	655	831	3,929	2,527	3,005	17,291
2012	629	927	1,376	1,396	1,219	1,475	987	1,210	1,351	1,167	1,104	1,291	14,132
2011	721	955	1,163	1,454	1,304	1,299	1,291	936	1,147	946	910	1,038	13,164
2010	854	624	955	1,089	1,428	1,405	1,199	1,135	1,109	1,011	836	979	12,624
2009	842	1,027	1,183	1,407	1,643	1,396	966	746	1,585	1,154	952	1,033	13,934
2008	2,015	2,071	2,692	3,190	2,904	2,082	1,870	4,242	2,318	1,170	1,093	1,324	26,971
2007	2,234	2,784	3,158	3,227	3,300	2,377	2,377	2,877	2,837	2,484	2,438	2,914	33,685
2006	2,579	3,058	3,655	3,516	3,317	2,938	2,794	2,990	3,056	2,761	2,773	3,081	36,518

## **Corvette Assembly Plant Manager Dave Tatman Announces Plans to Retire From GM**

**Sadly, Mr. Tatman announced Tuesday that he has decided to retire from General Motors after 34 years, effective March 1.**

**“I have been considering a move of this magnitude for a while, and I felt that after the incredibly successful launch of the iconic new C7 Corvette Stingray, this seemed like a good time,” he said in an e-mail. “Kinda like retiring after a Super Bowl Championship, you know? LOL.”**



**Besides leading the launch of the seventh generation Stingray, Mr. Tatman also had the honor of driving the last C6 Corvette off the assembly line last year.**

**Mr. Tatman says GM has been “a terrific and important” part of his life for a long time.**

**“However, Barbie and I are keenly aware that God has other plans for us,” he said. “I certainly don’t think that I am done working, but time will tell how my skills and experiences will play into the next chapter of my life. I see this as the opportunity to make the change that had been on our minds and hearts for some time.”**

**The good news for Corvette enthusiasts is that Mr. Tatman says he and his wife “certainly plan to continue our involvement in the great community of Bowling Green, and heaven knows there are plenty of chores around our horse farm to keep me busy until the next adventure comes along! I look forward to continuing my relationship with the National Corvette Museum, the BGA Corvette Club, and the Corvette community in whatever ways I can be of service.”**

**He has been plant manager at Bowling Green since 2010 and told his fellow employees about his decision on Tuesday.**

**“We’re hoping to have an announcement for his replacement sometime soon,” plant spokesperson Andrea Hale told the Bowling Green Daily News.**

**“He will be missed, and we wish him well in his future endeavors,” she said.**

**A sentiment seconded by countless Corvette enthusiasts, including this blogger and his son**

## Top Corvettes Go Unsold at Mecum Kissimmee

More than the weather failed to cooperate for the world's largest collector car auction, Dana Mecum's 2700 car Kissimmee event held January 17th through January 26th. Each year hundreds of Corvettes change hands during the ten day event as thousands of collectors and enthusiasts leave the cold weather blanketing most of the country and make their pilgrimage to the event in sunny, warm Florida. This year, though hundreds of airline flights were cancelled due to the weather, the pilgrimage still managed to take place even though the pilgrims were greeted with sunny but not very warm weather in Florida, the attendance slipped by over 6% and sales dropped by over \$8M, down 11.4%.



Though the severe weather in the rest of the country was a contributor to the results, it was not the only problem this year for the world's largest collector car auction. Though consignments were up by 140 cars to 2750, the number of cars sold fell by 2% from last year to 1759. As a result, the sell thru dipped from last year's 70% to 64%.

Mecum did their usual exemplary job of promoting and marketing the consignments but even so, more than a few of the "featured" and "star" cars simply did not sell, not meeting their reserves. To illustrate, in a January 6, 2013, press release Mecum touts eight important featured consignments, five of them Corvettes. Of the eight cars featured in their press release only one of the eight sold.

The five Corvettes promoted in Mecum's press release were the main auction attraction Lot S132, the highly promoted 1956 Corvette SR Prototype, S148 a concours winning 1963 Corvette Z06 race car originally driven by Dick Lang, S153 a 1963 Corvette "Styling" car formerly owned by Mrs. Harley Earl, F259 the famous 1988 Corvette Callaway "Sledgehammer," and S150.1 another pristine 1963 Corvette Z06. Add to those important cars another five of the most important Corvettes in the auction: three third generation L88's, another 1963 Z06 and a 1967 L89 and you have, arguably, the top ten Corvettes of Mecum's 2014 Kissimmee event.\* Of these important and rare ten Corvettes only three of them sold. The main auction feature, the 1956 Corvette SR prototype, was hammered "sold" for over \$2.3M but has been postponed due to third party claims of ownership of parts used in the restoration.

Of course Mecum's sell thru was higher for the entry level Corvettes that crossed the block earlier in the week, selling 232 of the almost 400 Corvettes offered during the ten day event and the sell thru of all Corvettes in the auction was 58%.

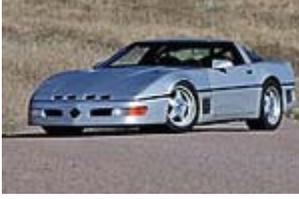
Several Mecum enthusiasts who had hoped to watch the Saturday auction live on TV were disappointed to find only two hours of live TV coverage were scheduled for the most important day of the auction. The two hours of live coverage that were broadcast on Saturday were the least important time of Saturday's auction, not broadcasting live the most important attractions. More than a few loyal Mecum viewers lit up social media with their disappointment in the TV coverage and format this year.

Of course the main objective of an auction is to sell cars and no auction company is better at this than Dana Mecum and his team. He markets and promotes his star and feature cars on the internet, in his catalogs, in press releases and then actively tries to bring buyer and seller together on the selling floor during the auction, earning him the title of “The Dealmaker.” The biggest catalyst to a great auction is to have a balanced array of quality consignments that attract bidders, an area Mecum has excelled in prior years .

In addition to historic blue chip collectibles, one of Mecum’s unique strengths has always been to offer first time buyers a good assortment of entry level cars and as in the past Mecum once again came through. At the other end of the balance spectrum is to entice owners of rare and important cars to consign them to be sold. Hopefully consignors will put realistic reserves on their cars, not far above the market value. Unfortunately, though several cars got bids at or above the market value many still did not meet the consignor’s high reserves.

In spite of the difficulties Mother Nature dished up for this year’s Kissimmee event, impressively over 1759 cars changed hands, 232 of those were Corvettes generating almost \$12M which is a tribute to Mecum’s staff who work hard to stage the world’s largest collector car auction. Though the Saturday TV coverage was clearly an opportunity it had little to do with the sales performance; and knowing Mecum’s commitment to his loyal following it will be fixed in the future. Those that braved the weather and made the trip got to see some historic cars and enjoy one of the premier automobile events in the country.

**\* Top Ten Corvette Lot Results Mecum Kissimmee 2014**

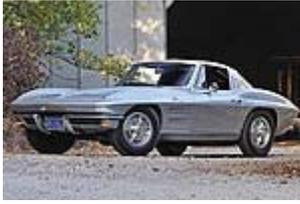
Lot	Year	Description	Result	High Bid
	1956	Corvette SR prototype	Postponed	\$2.3 M
	1963	Corvette Z06 Dick Lang Race Car	No Sale	\$900,000
	1988	Callaway Sledgehammer	No Sale	\$600,000
	1963	Mrs. Earl Styling Corvette	No Sale	\$340,000



1963 Corvette Z06 Tanker

SOLD

\$475,000



1963 Corvette Z06 Tanker

No Sale

\$550,000



1969 Corvette L88

No Sale

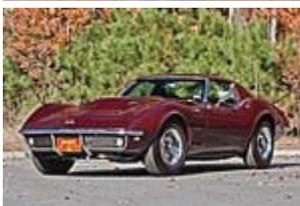
\$735,000



1969 Corvette L88

SOLD

\$510,000



1968 Corvette L88

SOLD

\$520,000



1967 CORVETTE L89

NO SALE

\$425,000

## The Corvette Stingray Takes On Europe's Best Cars

It doesn't come with a trophy, but the new Corvette Stingray can still feel pretty good about itself after earning some pretty high praise from the folks at Autocar.co.uk.

“As car enthusiasts, we love the new Corvette Stingray,” says Autocar’s Steve Sutcliffe. “We think so much of it, in fact, that we’ve lined it up here beside the very best sports cars that Europe can offer, each of which has been handpicked to gauge just how good the new seventh-generation Corvette has become.”



That competition included the Porsche 911 Carrera S, chosen to see how fast the new Corvette is and how well it can stop; the Jaguar F-Type V8, here to compare against for noise and general behind the wheel entertainment; and the Audi R8 V8, invited to test how sharp the Corvette's handling is on and beyond the limit.

Sutcliffe starts with an overview of the new Stingray, saying that there's so much new on the car that it's easier to start with the bits that aren't new. He praises the gearbox, says engineers have the "sweet spot" on the chassis, and notes that the ride is "good" and the steering "just miles better than I can remember." Then come the performance tests against Europe's best, and we don't think it will spoil the ending for you if we say that the Corvette can hold its head up very high in this elite company, in Autocar's view.

"No question," Sutcliffe brags. The Corvette "sounds great, it goes better than any of them, it looks good, it stops well, and it's an absolute peach of a car to drive at the limit.

"But here's the thing, though," he concludes. "At 62 grand (in pounds), it's also a complete bargain beside Europe's best (that cost as much as 30,000 pounds more). It's just a great car, full stop, really," easily the best Corvette ever, he says.

## **Bloomington Gold Adds the National Corvette Museum to The Great Hall**

Ten by 10, they've been marching into the Bloomington Gold "Great Hall" since 2010, an honor designed to recognize the 50 most influential people, cars, and organizations that have had a pioneering influence on the Corvette world.

The National Corvette Museum in Bowling Green, Ky., is among the 10 honorees selected this year.

Corvette enthusiasts don't have to be reminded of the special place that the Museum holds for their beloved sports car.



NCM will celebrate its 20th anniversary in August, having grown from 47,000 square feet to 115,000 square feet during that time. The latest expansion project will be unveiled during another original Museum event, the National Corvette Caravan, which is held every five years when thousands of Corvettes from across the country gather in long lines to head down the roads of America to the Museum for special activities.

This year's Caravan will be especially meaningful since the museum's latest undertaking, the Motorsports Park, will have its grand opening once the Corvette drivers arrive. On the new track, enthusiasts will be able to learn high performance driving skills that will allow them to better enjoy the outstanding capabilities of their cars. Also planned are teen driver safety classes and possibly training for law enforcement officers. The Corvette Racing team also plans to use the facility as their "home track," so the public will have a chance to see these expert drivers at work.

"This is a big honor for the Museum, and we pledge to do our best to live up to the standards of this prestigious recognition from Bloomington Gold," said Museum Executive Director Wendell Strode. The official induction ceremony will be part of the popular Bloomington Gold event held on the University of Illinois campus in Champaign, Ill., June 27-29.

## A Sinkhole Under the National Corvette Museum Opens and Swallows 8 Corvettes

A sinkhole under the gold rotunda at the National Corvette Museum opened this morning and swallowed at least eight Corvettes according to multiple accounts. The hole is estimated to be around 40 feet wide and 20 feet deep.

The Bowling Green Fire Department was alerted when alarms started going off at 5:38 am this morning. “It’s about 20 feet deep. As best as I can see it is about as big as the pedestal area where we had the cars displayed,” said NCM Executive Director Wendall Strode.



According to a press release from the Museum, the eight Corvettes swallowed by the sinkhole include the following collector vehicles:

- 1993 ZR-1 Spyder on loan from General Motors
- 2009 ZR1 “Blue Devil” on loan from General Motors
- 1962 Black Corvette
- 1984 PPG Pace Car
- 1992 White 1 Millionth Corvette
- 1993 Ruby Red 40th Anniversary Corvette
- 2001 Mallett Hammer Z06 Corvette
- 2009 White 1.5 Millionth Corvette

Two of the Corvettes were on loan from General Motors, the other six were owned by the Corvette Museum. None of the Corvettes on loan by individuals in the Rotunda were affected.

The 1983 Corvette, which is the only one in the world, was saved from the Rotunda after the fire department allowed staff to move it from the area.

Strode told the Bowling Green Daily News that structural experts are expected to review the situation. “We also have called some karst people from Western Kentucky University to come out and see what is going on,” he said.

According to Strode, this is the first incidence of a sinkhole on the property. Bowling Green is surrounded by natural caves and one of the largest known cave networks in the country is Mammoth Cave National Park which is just north of Bowling Green in Cave City, KY.

While the Skydome area is closed, the remainder of the Museum is still open to visitors.

## 2014 Corvette Stingray Wins “Best of the Year” Honors from MotorWeek

The honors continue to roll in for the seventh generation Corvette Stingray.

The latest came last week during the Chicago Auto Show, and Tim Mahoney, Chief Marketing Officer, Global Chevrolet, called it “a fabulous award and one that we are exceptionally proud to call our own.”



Mahoney was referring to the Stingray’s choice this week as *MotorWeek’s* “Best of the Year” 2014 Drivers’ Choice Award winner for delivering exotic performance at far less than an exotic price.

“The Chevrolet Corvette Stingray is an amazing effort at an amazingly affordable price,” *MotorWeek* host John Davis said. “It looks great from every angle, and is a total high performance package that is truly world class. Nothing is left out – from track-ready features, to impressive driver comfort, to the kind of fuel economy that is the envy of the sports car world.”

The awards rank among the auto industry’s most coveted honor.

“With *MotorWeek’s* longstanding reputation for representing the pulse of the consumer and best market choices, Chevrolet is honored and delighted to be the recipient of the Drivers’ Choice, Best of the Year, 2014 with the Chevrolet Corvette Stingray,” Mahoney said.

*MotorWeek* ranks vehicles each year in 13 lifestyle categories, with the Stingray also earning “Best Sports Performance Car” honors, in addition to being judged the best overall among all the winners, which included other impressive names like the Porsche 911, Jaguar F-Type, BMW 4-Series, and Cadillac CTS.

Motorweek.org will feature all Drivers’ Choice winners, which will also be on a special episode (No. 3323) of *MotorWeek* on public television stations beginning Feb. 8 and on the Velocity network beginning Feb. 18.

*MotorWeek* and the 2014 Driver’s Choice Awards are nationally sponsored by RockAuto, Tire Rack, and DieHard.

## These are the Eight Corvettes that Fell into the Corvette Museum’s Sinkhole

The news that a huge 40 foot wide sinkhole opening up under the National Corvette Museum has shocked many of us. After watching much of the activity and videos from the Museum yesterday via social media and webcams, we thought it appropriate to now take a closer look at those eight Corvettes which fell into the cavern under the gold skydome.

1992 Corvette – The One Millionth

The 1,000,000th Corvette was built around 2:00 pm on July 2, 1992 at the Bowling Green Assembly Plant. Wearing the VIN 1G1YY33PXM5119134, it was similarly outfitted in a white exterior and red interior like the very first Corvette made on June 30, 1953. Options include multi-port fuel injection, 4-wheel anti-lock brakes, acceleration slip regulation, 4-wheel independent suspension and a 5-link

independent rear suspension. The Corvette was donated to the National Corvette Museum by General Motors.

### 2009 Corvette – The 1.5 Millionth Corvette

The 1,500,000th Corvette was built on May 28, 2009. It was painted white and has red leather interior like all 300 Corvettes produced in their inaugural year. This Corvette wears VIN 1G1YY36W295114471 and was purchased by the National Corvette Museum Foundation to preserve its place in history. The C6 Corvette was optioned with the Z51 performance package and the 3LT package. Other features included the forged chrome aluminum wheels, DVD navigation, Dual Mode Performance Exhaust and a paddle shift 6-speed auto transmission.



### 1993 40th Anniversary Corvette

This Ruby Red 1993 40th Anniversary Coupe was a member donation, coming from Hill and Karen Clark of Bay Village, Ohio. Hill's love for Corvettes began when he would wash his neighbor's brand new 1963 split-window Corvette Coupe, and in exchange the neighbor allowed Hill to use it for an hour – so he would take Karen cruising. As newlyweds, the couple purchased their own Corvette in 1970, a new '70 LT1 Mulsane Blue Coupe. The kids came next and the C3 Corvette was sold, but Karen saved here money and in 1993 she surprised her



husband Hill on his 50th birthday with “Ruby”, a brand new 1993 40th Anniversary Coupe. “To have our ‘Ruby’ on display for others to enjoy and learn our unique story is totally fitting. We could never sell her and with this donation we will be able to visit her whenever

### 1962 Corvette

This 1962 Corvette was purchased new by David Donoho and he remained the only owner until it was donated to the National Corvette Museum. David had saved his money and was still in high school when he purchased the car. David's nickname was “The Weather Man” because his friends would tease him about how closely he would watch the weather, and how quickly he would take his Corvette home when there was a chance for rain. He owned four Corvettes in his life and donated this one to the Corvette Museum to ensure it would be well maintained by those who would protect it.

### 1984 PPG Corvette Pace Car

The 1984 model year marked the beginning of the C4 Corvette generation. A bright orange Corvette Concept car developed by PPG in cooperation with Chevrolet was designed to serve as an official pace car. It was one of several pace cars which alternated in pacing some of the world's biggest auto races including the PPG Indy Car World Series. The Corvette features a Katech engine with a chassis by George Foller. The body is by Diversified Glass Products and assembly is by Triad Service, Inc. The color of the car is Deltron paint called Orange Glow Candy. This Corvette was one of the original exhibits on display when the NCM first opened its doors on September 2, 1994. The Corvette is on permanent loan by PPG Industries.



### 1993 Corvette ZR-1 Spyder

This 1993 Corvette ZR-1 Spyder was one of two Corvettes on loan from General Motors which fell into the sinkhole. It made its official debut at the 1991 North American Auto Show in Detroit, MI. The car was produced at the CPC Bowling Green Plant and those who were involved in building the car have their signatures on the underside of the hood and rear deck lid. The ZR-1 Spyder features a unique hood and front quarter panel vents to aid in engine compartment cooling. A new tonneau cover flows from the rear deck lid into the passenger compartment. Individual aero bars are integrated into the bodywork behind the seat. The windshield and side glass were lowered to accent the "slingshot" design. The Spyder does have a stow-away emergency top that can be attached in case of foul weather.



### 2001 Mallett Hammer Z06 Corvette

This 2001 Corvette began life as a normal Z06 but then it was sent to Mallett where it was converted from a 346/385 hp to 700 hp and 575 torque. It was clocked in the quarter mile at 10.6 seconds @ 128 mph. The car participated in a one mile top speed event where it reached 178 mph on radar and 181 mph on GPS. The Mallett Hammer Z06 has been featured on the cover of GM High Tech Magazine. The Corvette was donated to the Museum by Kevin and Linda Helmtoller



of Land O' Lakes, FL. They are lifetime members of the NCM and they donated the Mallett Z06 to help with continued growth and because they felt it would be a good vehicle for training other drivers at the new Motorsports Park.

### 2009 Corvette ZR1 Blue Devil

This experimental Corvette began its life as a 2008 Corvette Z06 with the VIN 1G1YY26EX850022EX. If you remember the early press photos of the Corvette ZR1, this is the car! Nicknamed the "Blue Devil", the 2009 ZR1 is Corvette's 200+ MPH supercar and with 638 hp, it was the most powerful automobile ever sold by General Motors. At a base MSRP of 103,000, it was also the most expensive automobile sold by GM. The ZR1 chassis is an aluminum frame derived from the Z06, but it also has Selective Magnetic Ride Control. VIN 22EX is a sister car to 23EX which ran at Nurburgring as a Z06/Z07. This Corvette was on loan from GM.



Some good news regarding these cars is that all of the Corvettes were insured and yes, the NCM had sinkhole coverage. The Corvette Museum Marketing Director Katie Frassinelli has said that they will attempt to recover all the cars and that they may be used in a "Survivors" exhibit which will showcase Corvettes that survived traumatic events and natural disasters like yesterday's sinkhole.

### Corvette Museum Hires Contractor to Help Recover Corvettes Lost in Sinkhole

After experts determined that the exhibit hall at the National Corvette Museum is still safe for visitors, museum officials have retained a Bowling Green contractor to help them deal with the aftermath of a sinkhole that swallowed eight cars in the Skydome early Wednesday morning.

Scott, Murphy and Daniel will help come up with a plan to try and recover the historic Corvettes, estimated to be worth at least a million dollars, and rebuild the damaged portion of the museum, according to Museum Executive Director Wendell Strode.



"Safety will be paramount, but we will also want to save the cars as fast as we can," Strode said. Strode believes the black 1962 Corvette may be the easiest to remove from the hole, which the Bowling Green Fire Department estimated to be about 25 to 30 feet deep and about 40 feet wide.

After arriving at the museum Wednesday afternoon, Scott, Murphy and Daniel CEO Mike Murphy said he doesn't know how long the work will take, though he told the Bowling Green Daily News that he knew it would be important to operate quickly and safely.

"We want to get a team of professionals assembled and go through everything," Murphy said. "Reconstructing (the SkyDome) and getting it back in its final condition will be our ultimate goal."

Strode is hopeful that the repairs can be finished in time for the museum's 20th anniversary, which will be celebrated in August as the National Corvette Caravan – consisting of thousands of Corvettes convoying to Bowling Green from across the United States and Canada – comes to town. The museum also hopes to open the NCM Motorsports Park that week.

Jason Polk, professor of geography and geology at Western Kentucky University, believes the majority of the collapse has already occurred and that it was an isolated event.

A team of WKU students, faculty, museum employees, fire department members, and state environmental officials spent most of Wednesday inside the Skydome checking the damage.

Polk said they should ultimately be able to determine the cause of the sinkhole, whether it was recent rainy, damp weather or something else.

"We've been staying back and making sure that people are safe because that's our primary concern at this point," Polk said.

WKU civil engineering professor Matt Dettman said he believes the overall structure appears to be stable, though the wall of the sinkhole may develop a bit farther from the Skydome.

The museum plans to reopen the exhibit hall next to the Skydome today after structural engineers determined that the area was safe.

Strode said the Corvette community is saddened by the loss of the cars.

"Every car has a story behind it," Strode pointed out Wednesday afternoon. "There's been tears shed back there this morning."

Nearly all of the cars in the Skydome not affected by the sinkhole, including a one-of-a-kind 1983 Corvette – have been removed, according to Katie Frassinelli, marketing and communications manager who said she was thankful that the collapse didn't happen while the museum was open.

## Meet The New Corvette Assembly Plant Manager Jeffrey Lamarche

The sudden retirement of Dave Tatman at the Corvette Assembly Plant leaves some mighty large shoes to fill. Dave was very passionate about the Corvette and he always had time to talk with us about what was happening at the plant.

We had heard Jeffery Lamarche's name as a possible replacement and this afternoon at the NCM press conference regarding the sinkhole situation, we learned that it's now official. Jeffrey Lamarche will be taking the reins as the new plant manager.



Jeff is a seasoned manager who until Tatman's retirement was head of the General Motors Plant in Brownstown, MI that builds the lithium-ion batteries for the Chevrolet Volt.

Lamarche has been a GM'er since the early 1980s. Prior to taking the Brownstown battery plant manager job in 2011, he was the North American Quality Director for GM from 2006-2010. He holds a degree in Business Administration from Kettering University and also went to Loyola Marymount University.

We also note that late last month he updated his Facebook profile to show the 2015 Corvette Z06 from the floor at the North American International Auto Show.

The new plant manager stepped up today at the NCM press conference and announced that GM will oversee the restoration of all the cars recovered from the sinkhole. Jeff also pledged his support with a personal monetary donation which tells us he is a stand-up guy!

## GM Pledges to Restore the Fallen Eight Corvettes from the NCM Sinkhole

During a press conference at the NCM today, General Motors pledged to restore all eight Corvettes that were damaged when the sinkhole opened under the floor in the Skydome on Wednesday. The Corvettes will be restored to their former glory and overseeing that restoration will be GM's Vice President of Global Design Ed Welburn.

General Motors officially owns two of the Corvettes that were damaged in the sinkhole, the 2009 Corvette ZR1 Blue Devil and the 1993 ZR-1 Spyder convertible. The other six are owned by the Museum.



“The vehicles at the National Corvette Museum are some of the most significant in automotive history,” said Mark Reuss, executive vice president of General Motors Global Product Development. “There can only be one 1-millionth Corvette ever built. We want to ensure as many of the damaged cars are restored as possible so fans from around the world can enjoy them when the Museum reopens.”

Once the cars are recovered from the sinkhole, they will be transported to the Warren Tech Center in Michigan where they will undergo a review to determine the process for restoration.

The group doing the restoration inside GM is the Mechanical Assembly Shop, a small specialty shop within GM Design. The Mechanical Assembly Shop has been part of GM since the 1930's and they are noted for their restoration and preservation of the production and concept vehicles that are in GM's Heritage Center.

According to the contractors who were hired by the Museum to recover the cars and repair the building, the process will take approximately two to three weeks to stabilize the building and the sinkhole, and then about 4-6 days to remove the cars.

The eight Corvettes involved in the sinkhole disaster are:

- 1993 ZR-1 Spyder (General Motors)
- 2009 ZR1 “Blue Devil” (General Motors)
- 1962 Black Corvette
- 1984 PPG Pace Car
- 1992 White 1 Millionth Corvette
- 1993 Ruby Red 40th Anniversary Corvette
- 2001 Mallett Hammer Z06 Corvette
- 2009 White 1.5 Millionth Corvette

The Museum is covered by insurance including damage from sinkholes but we can imagine additional costs arising from the event. If you would like to make a donation to the building fund, the NCM has set up a donation page on [www.CorvetteMuseum.org](http://www.CorvetteMuseum.org) to accept contributions from members and enthusiasts alike.

## The Top 11 Corvettes of the January 2014 Auctions

The January collector car auctions in Arizona and Florida each year help set the tone for the rest of the auction year. Once again there were plenty of high end Corvettes and eager bidders to go around as 6 and 7-figure bids were quite common. We’ve already taken a look at the Mecum Kissimmee results, but how do they stack up against all of the other January sales? Click past the jump to find out.



The top Corvette sale of the month went to the red/red 1967 L88 coupe, as we expected it would, topping the charts at \$3,500,000. Second place went to the 1969 L88 Rebel racer convertible which traded hands at \$2,850,000 with commissions. Each of the top 2 cars was sold at Barrett-Jackson. The “pseudo” 3rd place sale was the 1956 Real McCoy which was hammered sold at Mecum Kissimmee for \$2,300,000, but as we mentioned earlier that sale has been placed on hold.

As you might surmise, the Top 11 January 2014 Corvette sales all took place at the 2 biggest sales: Barrett-Jackson and Mecum. The B-J sale placed 6 cars in the Top 11 while Mecum claimed the remaining 5 spots. There are 5 L88’s on the list this year as well as 2 racecars, a 1963 Z06, and a 1971 ZR2. For the first time in a long time we didn’t see any restomods in the Top 11. Don’t worry, though, there were still several that traded for north of \$100,000 last month.

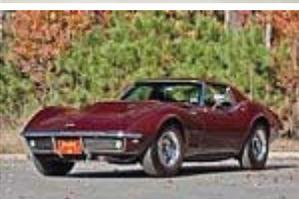
Some of the notable no sales were Dick Lang’s 1963 Z06 racer at \$900,000, a 1969 L88 convertible at \$735,000, the Callaway Sledgehammer at \$600,000 , a silver / black 1963 Z06 at \$550,000.

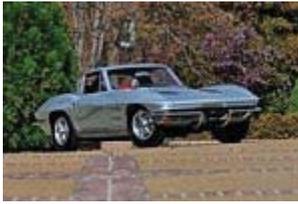
The total value of the Top 11 January sales this year was a staggering \$12,640,000. The average sale price of those cars came in at \$1,140,091. It took a hammer price of \$275,000 just to make it on to the 2014 Top 11 list.

So how do these numbers compare to previous January sales? If we look back just 2 years to 2012 we see a big jump in values. That year a silver 1968 L88 roadster led the pack selling for \$625,000 and the first 2013 427 Convertible sold for \$600,000. The 2012 Top 11 tallied up to \$4,580,000 and they averaged out to \$417,000 per car. Those are jumps of 275% and 263% respectively between 2012 and 2014.

So based on last month's results it looks like we're sure to see more big bucks dropped on high end collector Corvettes. L88's and racers look to still be leading the way in desirability, but well documented rarities will continue to earn attention as well.

Here are the Top 11 Corvette Sales of the January 2014 auctions.

Lot	Year Description	Auction	Sale Price
	1967 Red/Red L88 Coupe	Barrett-Jackson	\$3,500,000
	1969 Rebel L88 Racer	Barrett-Jackson	\$2,850,000
	1956 SR Prototype (Real McCoy)	Mecum	\$2,300,000 (on hold)
	1968 Blue/Blue L88 Roadster	Barrett-Jackson	\$800,000
	1953 53/50th Anniversary with /2003 Matching VINs	Barrett-Jackson	\$600,000
	1968 Maroon/Black L88 Coupe	Mecum	\$530,000
	1969 Black/Black L88 Roadster	Mecum	\$510,000



1963 Silver/Red Z06 Tanker

Mecum

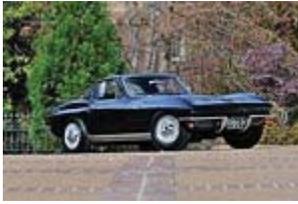
\$475,000



1971 Green ZR2 Coupe

Barrett-Jackson

\$450,000



1964 Black Fuelie Tanker

Mecum

\$350,000



1953 VIN 083

Barrett-Jackson

\$275,000

<b>Total:</b>	<b>\$12,640,000</b>
<b>Average:</b>	<b>\$1,149,091</b>

Looking ahead, Barrett-Jackson and Mecum will go head-to-head in April as they hold sales in Palm Beach, Florida and Houston, Texas on the same weekend. Barrett-Jackson’s car list isn’t online yet, whereas Mecum is already touting the Bunkie Knudson styling car, a 2,996 mile 1967 427/390 coupe, and a 1966 big tank coupe at their April sale.

## Corvette Museum’s Wendell Strode Provides Friday Sinkhole Update

The National Corvette Museum’s staff has been exceptional in providing its members and the media information about the sinkhole that struck on Wednesday morning. On Friday evening, Executive Director Wendell Strode issued this update.

*I apologize in being late in providing an update. The conference room beside my office utilized for meetings today mostly associated with the short term more urgent type issues and mostly involving the Construction Managers and the GeoTech Engineering firm. Discussions included finalizing a plan for Monday and scheduling men and equipment to be here that week when the real work begins.*

*First on the list is to provide support for the red spire – remember that 30%+ of its foundation is not resting on anything. Some of their engineering talk and discussions on how to build the support were really interesting. It was both surprising and comforting listening in as it was just obvious they had dealt with many similar type situations and this was more like another day at the office for them. Bob Hellmann, our Facilities Manager, was a participant in all the discussions. I was in and out some as we had a few interruptions that we needed to address.*

*Bob and I had our own meeting with the Construction Managers. Discussion topics included: (1) Work Hours – we told them we could allow 24/7 if that was what they wanted (2) Continuing to allow media access to the Sky Dome for photos and also the CM's willingness to do interviews with the media (3) parking location for the workers beginning Monday.*

*Most everyone that lived away from Bowling Greek headed home for the weekend.*

*For Saturday, we will have the civil engineering firm onsite, WKU's Center for Cave and Karst Studies faculty onsite and the environmental, Health and Safety engineering firm.*

*Also on Saturday we will be meeting with Kevin Helmtoller and his wife Linda. They donated the red Mallet with 700 HP that they have enjoyed for several years at events. We had been in touch with them a few times and I agreed to take them back to the Sky Dome to see the sinkhole. Their car has not been seen in any of the photos or the video from the drone or helicopter like thing that WKU Mechanical Engineering students had done on Wednesday. Kevin and Linda will be driving up from Florida for our meeting. I am sure this will be a very emotional moment for all of us and especially them.*



*When the media asked what were my first thoughts after seeing the sinkhole, I told them I thought of the 3 owners that I had personally worked with and had gotten to know prior to their donating their cars to the NCM. Kevin and Linda were one of those three. The others were David Donoho (Indianapolis) the 1962 and Hill/Karen Clark (Ohio) their 40th anniversary that they drove down and donated when they took delivery of their new 2013.*

*Psalms 9:10 says "Those who know your name will trust in you, for you Lord have never forsaken those who seek You". God has been with us through all of this. We know His name and hope to seek His guidance even more in the days ahead.*

## Couple Visits Corvette Museum to See the Sinkhole that Swallowed their Donated 2001 Corvette Z06

The owners of the Corvette resting at the bottom of the pile in the shocking sinkhole inside the National Corvette Museum say they're not sorry they donated their 2001 Mallett Hammer Conversion Z06 just six weeks ago.

Kevin and Linda Helmtoller made the trip to Bowling Green on Saturday to see firsthand the sinkhole that ate their car, which appears to be the lowest in the stack of eight Corvettes that suddenly tumbled into the earth on Wednesday.

Kevin is afraid there may not be much left now of the red Z06 that they had heavily modified since buying it in 2001 and driven on several racetracks on the East Coast.



“I still have my doubts about mine because it’s just so deep in the hole,” he told the Bowling Green Daily-News.

Still, he says he has no regrets about making the gift.

“It definitely hurts, and I’ve cried,” he admitted. “There’s no question I’m definitely upset, but there’s no way to conceive of anything like this.”

Fortunately, the Helmtollers didn’t have to suffer the agony of watching their car go down in the hole as power to the security cameras that recorded the incident went off before that happened.

“I think I feel better about not seeing it go in,” Kevin said.

The couple had decided to donate the car to the museum because it was so powerful it was getting difficult to drive on the street and felt that the museum would be a great place to share it with others. The museum “would care about it as much as we do,” Linda said.

Ironically, when she got the call about the collapse, Linda was wearing the same clothes she had on when they had donated the car at the museum.

“It was just surreal. Everything about it is surreal,” she said. “How do you plan for anything like this?”

Helping to ease the pain of knowing their car was swallowed by the earth, however, is the fact that the Helmtollers are on the waiting list to get a new 2014 Stingray.

That one will be the 10th Corvette Kevin has owned since he fell in love with the car at age 16 when he drove his aunt’s 1980 model.

“I thought I’d died and gone to heaven,” he said. “From that moment on, I said ‘I’m going to own one of these.’ ”

Now he can say he donated to the museum perhaps the most famous 2001 Corvette ever made.

## Bloomington Gold Announces Changes to SURVIVOR Judging Program

Back in 1990 Bloomington Gold introduced their SURVIVOR award for original, unrestored Corvettes. Award winners would need to be 20 years old, complete a short road test, and be at least 50% unrestored in 3 of 4 categories. Now, as we count down to the 2014 show, they've announced some sweeping changes to their SURVIVOR judging program.



SURVIVOR Corvettes are those that have remained largely original since new. They can be used as a guide by others restoring similar cars. As the SURVIVOR mantra goes, they're "Worn in, but not worn out." They are historically significant and shouldn't be restored.

The new SURVIVOR award measures a car's originality in Gold, Silver, and Bronze levels similar to Certification judging. SURVIVOR GOLD award winners are 80% or more unrestored in all four sections (interior, exterior, engine, and chassis). SURVIVOR SILVER Corvettes are 66% or more unrestored in all four sections. Finally, SURVIVOR BRONZE winners are more than 50% unrestored in any three sections.

Furthermore, all SURVIVOR Corvettes will have OEM Engine stamps, Trim Tags and VIN Tags. Like before, eligible cars need to be more than 20 years old and successfully complete the 10 mile road test.

The new SURVIVOR judging standards will be used for the first time on Sunday, June 28th at the 2014 Bloomington Gold show in Champaign, Illinois. For more information on SURVIVOR judging, [click here](#) to read a special edition of the Bloomington Gold review. Be sure to check out the Bloomington Gold website for all of the details on the 2014 show.

## Work Begins to Repair the Sinkhole at the National Corvette Museum

Work is well underway at the National Corvette Museum as constructor workers began removing the exterior panels on the Sky Dome to allow greater access to the sinkhole and the Fallen Eight Corvettes inside. The Corvette Museum's Executive Director Wendell Strode released another update Monday on the extraction plan for several of the Corvettes as well some additional information regarding the excavation process. Here is the update from the NCM:



*2/17/2014 Update – activity picked up as workers began doing various tasks back in the Sky Dome, including removing some of the yellow panels. See my previous update from the local TV station. In the meantime, there was a meeting in our conference room with all the major players.....5 from the construction management firm, 4 from the Geo Tech engineering firm, 2 from the civil engineering firm, 2 from WKU Center for Cave and Karst Studies, 1 from environmental engineering firm, 1 from Chubb Insurance, 3 consultants retained by Chubb and 3 from the NCM.*

*Lots of discussion concerning future plans. While there will always be some decisions made onsite and when executing the agreed on plan, this is what I understood to be the agreed on plan.*

- 1. Secure and Stabilize the red spire. Hayward Bacon Inc. the Geo Tech engineering firm will be handling this.*
- 2. Extract the 3 cars that are on top and appear to be easily accessible.*
- 3. Secure and stabilize the sinkhole area (various options discussed)*
- 4. Extract the remaining cars. Please note previous photo from the National Corvette Museum that showed six of the cars.*
- 5. Begin work on mitigating the entire sinkhole area. This will include exploring the caverns that can be seen in some of the previous video/photos. At this time, the plan is to remove all the dirt from the sinkhole to allow the WKU Cave/Karst professionals and others to see the floor and the caverns (some people get excited about going down and into these areas). One observation that was repeated today and I do not believe I have shared with everyone – for the sinkhole to be 25 – 30 feet deep, then it had to fall that far.....so ‘bottom’ will be another 25 – 30 feet deep.....or approximately 60 feet actual depth.*
- 6. Finalize plan and implement plan to mitigate the entire sinkhole area.*
- 7. Finalize plan and then execute plan for repairs to Sky Dome floor.*

*Keep in mind that this is a layman’s understanding and summary of all the discussion and agreements reached from about 7 – 8 hours of talks. Tomorrow I plan to visit with the Construction Manager and confirm this. If different I will share with you in the next day or two.*

*Hayward Bacon will have equipment and employees here within two days and will begin (1) above. This will not be an easy task, but one they are very comfortable doing and I guess this is why they are the # 1 geo tech engineering firm in the world.*



*In the meantime, several other tasks were agreed on. Cost estimates are being prepared for each of these. While every professional associated with this project feels confident that this sinkhole is an isolated case, a series of drillings, borings and tests will be completed.*

*The Sky Dome and the area out back (old PDI and the parking area out back) will become a full fledged construction zone. Temporary fence will be installed and the Construction Manager will be bringing in a trailer (office). We will have night time security and there will be times it will be 24 hours. The companies involved with this plan to work 5 10-hour days and 8 hours on Saturday.*

*We will be renting a warehouse to take the excess cars to as we are crammed tight right now.*

*Scripture tells us that God's compassion never fails.....that they are renewed every morning and great is His faithfulness. His love has been awesome this far on our journey and knowing He will be with us and His compassion for us will be renewed tomorrow and all other tomorrows gives all of us strength for the journey.*

*In the meantime, the public hearing for the Detailed Development Plan for the NCM Motorsports Park is scheduled for 2/20/2014. This will be with the Planning and Zoning Commission. Our new General Manager has stepped right in and has been quite involved in every aspect of that. Working with our Construction Manager, Warren County Public Works, and civil engineering company, DDS Engineering, we believe this should be approved. This DDP will then allow us to apply for building permits for the control tower, garages and move forward with all our plans that are outlined on [www.motorsportspark.org](http://www.motorsportspark.org)*



## **Tennessee Couple Say “I Do” at Corvette-Themed Wedding**

**Here's some good news for Corvette enthusiasts still reeling after last week's shocking sinkhole collapse inside the National Corvette Museum.**

**You might call this one a match made in Corvette heaven.**

**Since Paul and Vance Thompson met in the first place because of their love of Corvettes, it was only fitting that they sealed the deal with a Corvette-themed wedding on Saturday.**

**As the sound of bells filled the air, the couple emerged from the Bridal Path Chapel in Donelson, Tennessee, just outside Nashville not too far from Bowling Green.**

**Outside the lovely white chapel, the newlyweds posed for photos next to their own Corvettes – a crystal red C6 coupe that appeared to be “kissing” another crystal red C6 convertible.**

**Seven other Corvettes belonging to family and friends were also parked outside the chapel where the Clarksville, Tennessee couple said their vows.**

**Vance, 50, pointed out that she has loved Corvettes since she was a child and was glad to see so many ‘Vettes were able to make it for the wedding. She also was happy to see so many of her friends from the Corvette club in Clarksville also were there, cars or not.**

**“I thought there might be snow or ice or be too cold for the dresses,” she said. “But it all worked out.”**





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