



FIBERGLASS FOREVER



CORVETTES OF FRESNO

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

ESTABLISHED 1963

MAY 2014



OWNER: CLAY & LAN MUMBY

MARK YOUR CALENDARS

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

MAY 3, 2014 SATURDAY - ST. AGNES MISSION CHURCH CAR SHOW - NICK DILIDDO 559-439-7267

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

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

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

TAHOE 46 - SEPTEMBER 4 - 7, 2014

"longest running annual Corvette event on the planet"



Tahoe 46

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

September 4-7, 2014

Silver Legacy Resort Hotel & Casino - Reno, Nevada

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

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

Registration must be Received by August 15, 2014

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

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

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 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

2008 TRIVIA



Jetstream Blue Metallic was announced as a new exterior color option for the 2008 model year, also available on the Z06.

For 2008, a 427-Limited Edition Z06 was made available in Crystal Red Metallic paint with all 505 units hand signed by retiring Corvette Assembly Plant Manager, Wil Cooksey.

CORVETTES OF FRESNO, INC 2014 OFFICERS

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

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

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

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

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

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

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

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

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



(559) 291-7711

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

FIBERGLASS FOREVER IS A MONTHLY PUBLICATION.

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

EMAIL TO:

jim.agar@att.net



THE PRESIDENT'S EXHAUST



Hello Everyone,

We had a great General Meeting on Tuesday (15th), great to see everyone's smiling face (I think that was a smile?), anyway. Got finished in just under an hour, good job on keeping it short everyone.

Terri and Dave made it to the meeting, great to see Terri pushing through her illness.

There are a number of runs coming up, make sure you get signed up early. Make sure you let Steve or Allen know if you are going to the USS Hornet Tour, they need to get a count in early to save us a spot.

Let's keep in mind, we are in this club to have fun and enjoy our cars. So, come to the meetings and go on as many runs as you can. Let's get everyone signed up for the Tahoe 46 Tour, work on your fellow members and get them involved.

**Save the Wave!
Thank you,
Chris Campbell**





CORVETTES OF FRESNO - GENERAL MEETING MINUTES April 15,, 2014



Call to Order: President Chris Campbell called the meeting to order at 7:00 P.M. Board Members present were Kaye Campbell, Jaclyn Christani, Pam Forrester, Steve Profera, and Jim Agar. The Pledge of Allegiants was shared by all.

Secretaries Report: Minutes of the March 2014 meeting are published in the COF newsletter. Motion to waive the reading of the March 2014 minutes by John Johnson Jr. and seconded by Gene Fox. Motion Carried.

Motion to accept the March 2014 Minutes as published in the Fiberglass Forever newsletter was made by Angie Diliddo and seconded by Billie Talley. Motion Carried Unanimously!

Treasurers 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 was made by Larry Minnich to accept the Treasures report and was seconded by Allen Teixeira. Motion carried unanimously!

Membership: Pam Forrester reported attendance for the April 15, 2014 meeting. There were 53 members and 4 Guest present. Guests in attendance were Steve Moe, and Diane D. as well as Don and Donna Zapata. All April Birthdays and Anniversaries were acknowledged. All April Birthdays and Anniversaries can be found in the 2014 membership directory. COF has a currant membership count of 118 members and 74 corvettes. Always remember to sign in with Pam when attending the General Membership meetings.

Communications: Jim Agar announced the April addition of Fiberglass forever. It was 24 pages for the printed edition, and 51 pages on the web. If anyone has any pictures of their corvette please get them to Jim so he can place it in one of the future newsletters. Deadline for anything to be included in the May newsletter must be submitted to Jim by Friday April 18, 2014 in the A.M.

Webmaster: Frank Stafford was not present at this meeting.

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

Meet and Greet and 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 e-mail) Last months meet and greet hosted by Chuck and Gerri Ware, was held at Lee's Kitchen.

Air National Guard car show was held on Saturday April 12. 8 Corvettes of Fresno members and their corvettes attended.

April 18- Friday evening –Dinner at Diane's Friday night. This is part of the Kingsburg Car Show and cruise night; you are encouraged meet Harry Bello before 5:30 P.M. @ Jensen and Highway 99 by Denny's Restaurant. We will cruise down the old Golden State Highway better known as Old 99, to Kingsburg. This is always a fun event.

April 26- Saturday Clovis Rodeo Parade. A volunteer is needed to lead the Corvettes of Fresno Division; meet at the Walgreens @ Herndon and Clovis Ave. @ 7:30 A.M. Corvettes of Fresno are in Division 2.

May 3- Palm Springs with Billie Tally, a drive to Palm Springs. Meet @ 7:30 A.M. @ the Northwest corner of Fresno street and Shaw (AKA Billie's Shop, or better known as Best Uniforms). All will have a fun time!

Numerous upcoming events were discussed. As these Ideas firm up they will be listed in the newsletter and web site. Sign up sheets will be provided at the General Meetings. Continue checking the Fiberglass Forever newsletter and Corvettes of Fresno Web site for the latest events and developments.

Tahoe 46: Pre run to Tahoe and Reno are planned for April 21. This is to firm up all the logistics and meet with the responsible people that are in charge of the different sites we will be using. Next Tahoe meeting will be Tuesday May 13, 2013 @ Denny's Herndon and Blackstone 7:00 P.M.

WSCC: Elections are presently being solicited all offices being held will more than likely be the same except for a new events chairperson. Check WSCC'S Calendar of Events It is in the Red Line as well as our newsletter. Don't forget The WSCC Convention July 6-11, 2014 being held in Medford Oregon.

Sunshine: Sharon Minnich reported no illness or health issues this month.

Old Business: None

New Business: We need a Secretary for Corvettes of Fresno for Board meetings and General meetings we are looking for volunteers please contact the Board.

Name Tag Drawing: \$30.00 was presented to Terri Cavanaugh. Corvettes of Fresno had the pleasure of having Terri at our meeting! Next month the prize money will be starting at \$10.00 make sure you wear your name tag to the next General Meeting.

Raffle 50/25-25: was conducted by President Chris Campbell the lucky winners were Jerry Clark and Frank Moore. Two gift certificates were won by President Chris Campbell, and Diane Huss. These certificates were donated by Yosemite Falls Café.

Motion to Adjourn the meeting: @ 7:56 P.M. Motion was made by David Cavanaugh and a second was made by Billie Talley, the motion carried unanimously!

Respectfully submitted, By Jackie Christani
By/ aet



JACKY CHRISTANI
SECRETARY



PAM'S MEMBERSHIP NEWS



Membership

Pam reported that as of the 2014 Calendar Year COF has 118 members and 74 cars.



Members & Guests

Total attendance: 57 - 53 Members & 4 Guests: Steve Moe, Diane Voltt Don & Donna Zapata

Nametag drawing

Terri Cavanaugh's Name was drawn, She was present & won \$30.00
Next Months Drawing will be for \$10.00



PAM FORRESTER
MEMBERSHIP

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

Club Directories and Updates

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

Chris Campbell & Diane Huss each won a \$10.00 gift certificate to Yosemite Falls Cafe



MAY ANNIVERSARIES

JERRY & JO ANN NAJARIAN 7

KERRY & JEANNIE DEHMEL 9 - JOHN & JUDY JOHNSON 9

CHUCK & JESSIE ROBB 18

CHUCK & CELIA FECCIA 24 - JIM & LYNNE AGAR 25



MAY BIRTHDAYS



JACK QUIGLEY 2 - RON MILLER 7 - TERESA OCHOA 7

MARK SPOMER 8 - DEBBIE DUKES 20

RUTH LOONEY 24 - CELIA FECCIA 25 - CLAY MUMBY 27



50/25/25 DRAWING WINNERS

JERRY CLARK
FRANK MOORE

EACH WON



\$45.00



CONGRATULATIONS



**WE ARE IN NEED OF A
SECRETARY TO FILL IN FOR
JACKIE CHRISTANI WHILE
SHE IS OUT OF TOWN ON A
WORK ASSIGNMENT
(THIS WOULD BE TEMPORARY)**



CORVETTES OF FRESNO, INC CALENDAR OF EVENTS 2014



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

MAY 3, 2014 SATURDAY - ST. AGNES MISSION CHURCH CAR SHOW - NICK DILIDDO 559-439-7267

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

MAY 13, 2014 TUESDAY - TAHOE 46 MEETING WILL BE HELD TUESDAY AT DENNY'S ON THE CORNER OF BLACKSTONE & HERNDON - 7:00PM

MAY 20, TUESDAY - GENERAL MEETING 7:00 PM AT YOSEMITE FALLS CAFE LOCATED AT 4020 N. CEDAR IN GRANITE PARK

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

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

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

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



**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 MAY 13, 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



Car Show Classes

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

Special Awards

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

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

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

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

Saturday, June 14, 2014

9am to 2pm

Peoples Church

7172 N. Cedar Ave. @ Herndon

Fresno CA 93720

(559) 298-8001 x215

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

*Please no pets

Register for the 50/50 Raffle.

Tickets \$5 each

Winning ticket splits the raffle prize with the event sponsor.

Event Sponsors



DerManouel
INSURANCE GROUP
Changing the Equation



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

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

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

Register online www.peoplescarshow.com
or

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

or
Fax: (559) 299-8182
Email: pgavrilis@peopleschurch.org

T-shirt size (one per registration)

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



CORVETTES OF FRESNO



STOCKTON YACHT CLUB 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:

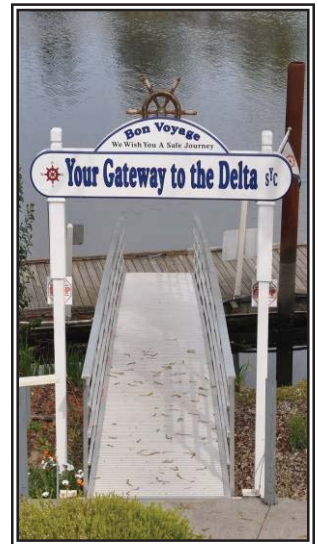
HAMBURGERS, HOTDOGS AVAILABLE TO PURCHASE

DINNER:

APPROXIMATE START TIME 6:00 to 7:00PM
COST: TO BE DETERMINED - USUALLY \$20 to \$30 pp

MUSIC:

BACK TO THE 50's



ROOM & BOOKING INFORMATION



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



ROOM RATES

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

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

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

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

CHUCK & JESSIE ROBB 559-255-7005
JIM & LYNNE AGAR 559-297-2200



CORVETTES OF FRESNO



7th Annual Word From Home Car Show and Freedom Celebration to Support Our Troops

Sunday June 29, 2014 5:00 P.M. til Dark

Lifetree Assembly of God Church 35849 Ave 13 ½ Madera Ranchos

Call Pam Hansen (559) 474-2330 for more information



FIREWORKS



SNOWCONES

BARBEQUE, HAMBURGERS AND HOTDOGS

RAFFLE PRIZES



**DESSERT
AUCTION**



BINGO



BOUNCE HOUSE

Name _____

Address _____ City _____ Zip _____

Vehicle Information – Year _____ Make _____ Model _____

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

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

Entrants signature _____ Date _____



JIM KOZERA FOR INFO

559-876-2519





ALLEN'S WSCC PAGE



WSCC CONVENTION 2014 - July 6th–July 11th

Medford, Oregon

Hosted by North Bay Corvette Association



wscconvention.com

(PLEASE TYPE OR PRINT LEGIBLY)

northbaycorvettes.com

REGISTRATION (Please PRINT all entries)

WSCC # _____

Last Name _____ First Name _____ M.I. _____

Spouse/Guest Participant _____ WSCC # _____

Address _____ City _____ State _____ Zip _____

Phone (____) _____ – Email Address _____

Club Affiliation _____ Drivers License #(s) _____

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

REGISTRATION INCLUDES BASIC PACKAGE

Couple registration prior to June 1st \$100 _____

Individual registration prior to June 1st \$ 80 _____

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

TOTAL REGISTRATON COST: \$ _____

Refund Information

No refunds after June 1, 2014.

Convention Events

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

Basic Package Contents per person

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

Participation Plaque

One per package.

Welcome Party Entry

One per person.

Event Badge

One per person.

Raffle Ticket – One per person.

You must be present at the awards banquet to win!

Hotel Information

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

Contact only following receipt of Registration Code.

Barbecue Selections:

Beef _____ (Qty)

Chicken _____

HOTEL INFORMATION

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

CONVENTION SHIRTS

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

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

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

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

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

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

(COMPLETE REVERSE SIDE)



ALLEN'S WSCC PAGE



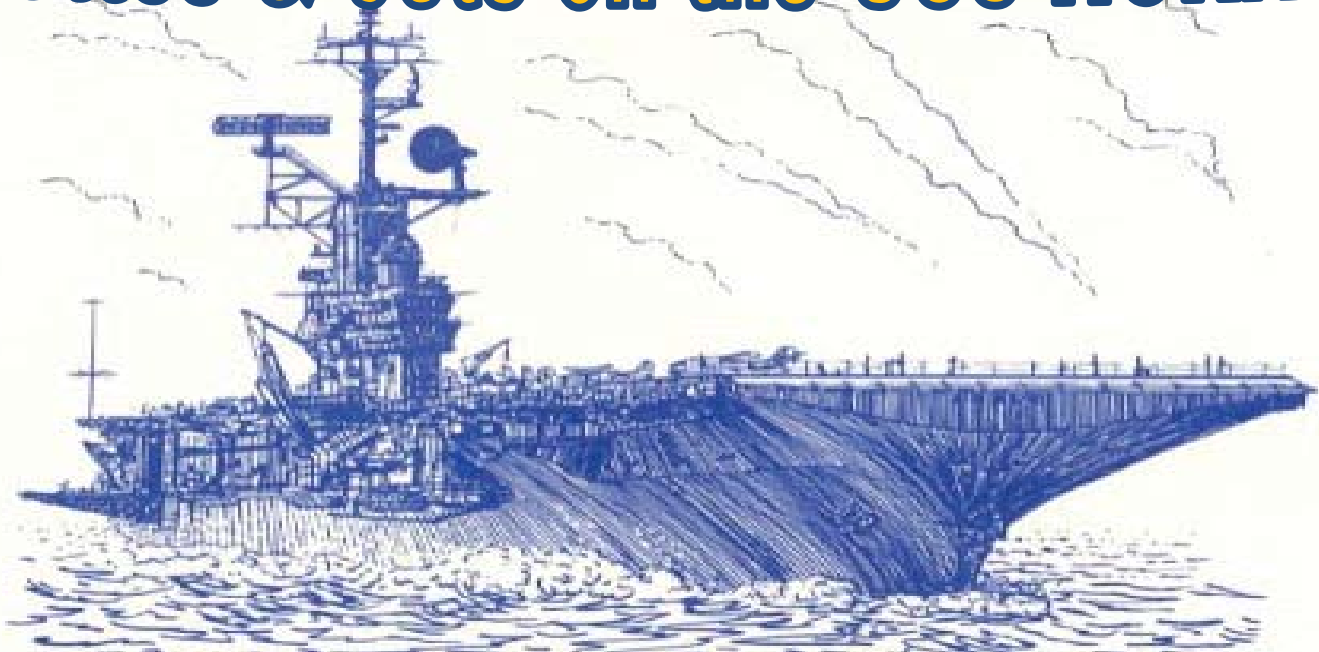
Western States Corvette Council Calendar of Events-2014

3/17/2014

Date	Event Name/Location/Site	Type	Host Club	Contact	Phone
May					
2-4	United SportsCar Series-Laguna Seca	VS	WSCC	Buzz Marston	408-358-6211
3	Corvette Racing Banquet	VS	WSCC	Buzz Marston	408-358-6211
17	Abel Chevrolet Corvette & GM Fun Car Show	N/A	N/A	Rich Willhoff	530-318-0696
24	Run to the Lake VI	V	COLC	Steve Cleveland	707-533-0641
25	Car/ Park Show VI	I	COLC	Steve Cleveland	707-533-0641
31	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
June					
1	Autocross Nord Fjord 72	I	NBCA	Nick Kambur	415-516-3221
7	Car/ Park Show Vette Magic 39	I	NCCA	Stephen Logan	415-425-3105
8	Vette Magic Drags 39	V	NCCA	Tim Sullivan	925-886-8867
TBD	Car/ Park Show Vette-O-Rama	I	DVC	Dave Spellman	925-678-4588
21	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
22	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
29	Autocross Nord Fjord 73	I	NBCA	Nick Kambur	415-516-3221
July					
6-12	WSCC 2014 Convention-Medford Or.	V	WSCC	Daniel Divita	707-395-0153
26	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
27	Autocross Nord Fjord 74	I	NBCA	Nick Kambur	415-516-3221
Aug					
2	SCC Autocross-Crows Landing	I	SCC	Stuart Calhoon	650-465-5523
9	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
10	Autocross Nord Fjord 75	I	NBCA	Nick Kambur	415-516-3221
16	Car Show Glass Fantastic	I	GPC	Jim Neylan	925-676-1422
22-27	NCM Caravan-20th Anniversary	VS	WSCC	Don Herzer	209-586-3079
23	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
24	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
Sept					
4-7	Tahoe 46	V	COF	Jim Agar	415-516-3221
7	Dublin Chevrolet Car Show II	I	GPC	Jim Neylan	925-676-1422
13	DCC Autocross	I	DCC	Rich Willhoff	530-318-0696
14	Autocross Nord Fjord 76	I	NBCA	Nick Kambur	415-516-3221
21	Car/ Park Show Corvette Spectacular-Los Altos	I	SCC	Roger Hector	408-210-4067
27	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	SCC Autocross-Marina	II	SCC	Stuart Calhoon	650-465-5523
28	USS Hornet Tour (Pending)	V	Rio Vista	Rolf Saybe	707-374-5053
Oct					
4	Wings and Wheels Autocross-Rio Vista Airport	V	DCC/NBCA	Rich Willhoff	530-318-0696
TBD	WSCC/HOD/NCM Tour & Lunch	V	WSCC	Buzz Marston	408-358-6211
TBD	HOC/HPDE Thunderhill	V	WSCC	Buzz Marston	408-358-6211

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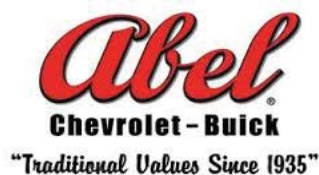
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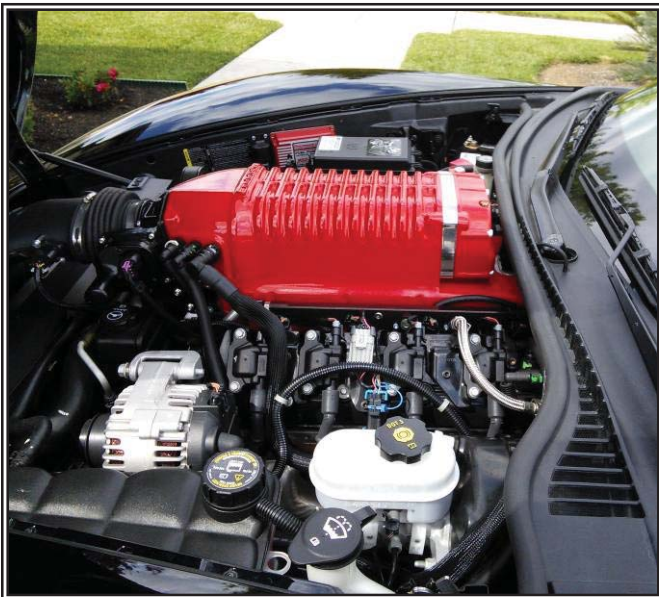




RECOGNITION PAGE



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9. No leaks. The car has been well maintained.
10. Lots of tread on the tires.
11. Recent (A+) smog and new tags.

Modifications:

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2. Batwing high flow air filter.
3. Modified high flow Mass Air Sensor.
4. High flow aftermarket exhaust system.
5. Steering column lock bypass which alleviates GM's faulty steering column lock problem.
6. A "Shift Lock Out Bypass" from West Coast Corvettes was installed on the transmission.
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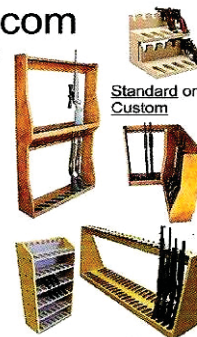
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Mississippi Man Cannonballs His C5 Corvette into a Ditch

This might be a great case of the glass being half full or half empty, depending on your perspective.

Half empty? The driver of this blue C5 Corvette convertible was driving at a high rate of speed when he lost control and sent his sports car cannonballing into a ditch of nasty water near The Outlets mall in Pearl, Mississippi.

Half full? He was not injured and just got a little wet as he escaped from the Corvette.



Pearl Police Capt. Tim Sarrett took a photo of the accident scene, which he says “shows how lucky” the driver was. “He was able to get out, but he got wet,” the captain said.

Capt. Sarrett said the driver, whom he did not identify, “was driving way too fast into the curve and lost control.”

The accident happened around 4 p.m. Wednesday at Bass Pro Drive and Braves Way, across from the Trustmark Park north parking lot, the Holiday Inn, and The Outlets mall in Pearl.

The Corvette, a little soggy for the aquatic adventure, was removed from the water by a tow truck later in the afternoon.

Corvette Stingray is One of Three Finalists for World Performance Car of the Year Award

The 2014 Corvette Stingray has already taken home so many awards since its introduction in 2013 that we’ve lost count.

But the Stingray is up for one more award still to be decided that might just be the most prestigious of all: 2014 World Performance Car of the Year.

We’ve just learned that the seventh-generation Corvette has been named to the shortlist of nominees for that award at the Geneva Motor Show in Switzerland. In fact, the Stingray emerged as one of the top three vote-getters out of the list of the top 11 cars (usually 10 but there was a tie).



It’ll be an impressive win for Corvette and Chevy if the Stingray manages to beat out the other two formidable finalists – the Ferrari 458 Speciale and the Porsche 911 GT3.

Chevrolet's mind trust of Tadge Juechter and crew has made no secret that it targeted Porsche when they were working on the latest iteration of the Corvette. Let's hope the panel of 69 jurors from 22 countries falls in love with the Stingray the way American buyers have.

By the way, others in the Top Eleven were Alfa Romeo 4C, Audi RS 6 Avant, BMW M6 Gran Coupe, Ford Fiesta ST, Lamborghini Aventador LP700-4 Roadster, Mercedes-Benz A/CLA45 AMG, Porsche 911 Turbo, and Volkswagen Golf GTI.

It was a good year for General Motors, and specifically, Cadillac. The Escalade and ELR made it to the Top Ten list in the World Luxury Car of the Year category, as did the CTS in the overall World Car of the Year division. But alas, all three models failed to make the final cut to the top three.

SRT Viper Production Halted and Factory Race Cars Sidelined for the 24 Hours of Le Mans

While the Corvette Stingray continues to fly off the showroom floors almost faster than Bowling Green can produce them, the same can't be said for its long-time competitor, the SRT Viper.

In fact, Chrysler just announced that it would suspend production of the Viper for at least two months, leaving 91 hourly workers laid off at the assembly plant in Detroit.

While the Viper definitely has its loyal supporters, apparently the award-winning 2014 Stingray is slicing deeply into the market for two-seater sports cars. Some experts blame the rough winter weather, too, but it hasn't hurt the Corvette.



Compare the numbers. The Stingray sold 2,261 units in January followed by 2,438 in February for a total of 4,699. The Viper, on the other hand, moved only 91 cars during the first two months of 2014 – combined!

It could be something of a miracle if the suspension of the Viper production ends anytime soon, considering that as of March 1, dealers reported an unsold stock of 756 cars.

Based on the sales figures for the first two months of 2014, it would take more than eight months to sell all the Vipers already produced.

While Chrysler claims that Viper never has been a big seller – only 20,000 units have ever been produced over the past 20 years – the pathetic sales figures in 2014 are definitely not what SRT wants to see.

Production of the Viper will wind down on April 14, with resumption planned for the week of June 23. In addition to its slow sales woes, Autoweek has learned that the factory backed SRT Vipers will be backing out racing at the 24 Hours of Le Mans.

The SRT Viper returned to ALMS competition last year and made the trip to the Le Mans in 2013, its first since 2001.

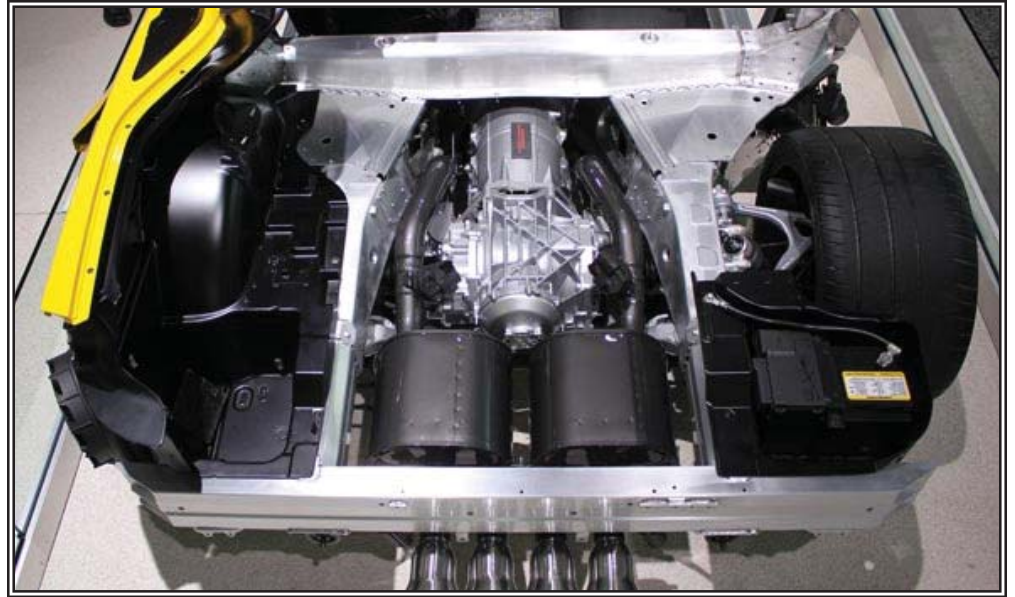
In response to the news that Viper will be pulling out of the 24 Hours of Le Mans, Corvette Racing program manager Doug Fehan says he is disappointed that the crosstown rivals at SRT will not be racing in France:

“As everyone knows, Viper played a key role in the initial days of the Corvette Racing program,” Fehan told Autoweek. “All those early battles created huge interest and enjoyment both stateside and at Le Mans. It is certainly disappointing to learn that our American countrymen won’t be joining us this year at the 24 Hours of Le Mans. They will certainly be missed by road racing fans from around the world.”

A Closer Look at the 8-Speed Automatic for the 2015 Corvette Z06

One of the most talked about features on the 2015 Corvette Z06 is the new high performance 8-speed automatic transmission.

It was back in May of 2011 that we first learned that GM was developing an eight-speed automatic transmission for its high performance cars. But one of the things we didn’t know was that the Hydra-Matic 8L90 would be designed from the ground up specifically to handle the more than 635 lb-ft of torque generated by the 2015 Corvette Z06.



To make sure the new transmission was compact and light enough to fit into the Z06, engineers worked to remove mass while maintaining strength and durability. Plus, it had to work well with the new Gen 5 engine’s cylinder deactivations.

The new 8-speed transmission weighs 8 pounds less than its 6-speed predecessor and it offers a 5 percent better fuel economy than the previous six-speed automatic. Despite its small package, it can handle up to 738 lb-ft of torque.

Bill Goodrich, assistant chief engineer, 8-speed RWD transmissions told *Engine Technology Now* “Where we have low-stress areas on parts, we’ve cast, stamped or machined holes in them to remove unnecessary mass, while maintaining strength in the critical areas.”

The use of materials also played a key roll in mass reduction. The gearset carrier is made of aluminum, the clutch piston housing is made of magnesium. Steel is used where high stress areas need it the most.

“The transmission is made up of four separate gearsets and five clutches,” says Goodrich. “A key feature is that in every gear state we have three of the five clutches applied; with only two open, you minimize the drag and spin losses you get from an open clutch pack.”

In developing the Hydra-Matic 8L90 automatic transmission, the engineers benchmarked the Porsche 911's PDK transmission and they claim to have matched or beaten those shift times through a combination of hardware and software.

While the new Hydra-Matic 8L90 transmission will first see action in the 2015 Corvette Z06, we can only hope that this next generation transmission will see duty in the Stingray in the near future as well.

Chevrolet and Ron Fellows Offering New Corvette Stingray Course at Spring Mountain

Here's some great news for C7 Corvette owners who want to experience the full capabilities of the 7th generation sports car in a safe environment.

Chevrolet and the Ron Fellows Performance Driving School at Spring Mountain Motorsports Ranch are offering a special two day program for \$1,000 for new 2014 Corvette Stingray owners – a discount of \$1,500 off the rate for the standard program.



The two-day course has been designed for drivers of all skill levels by Corvette Racing legend Ron Fellows.

“We designed the Corvette Stingray to make its owners better drivers through technologies such as the Driver Mode Selector, Active Rev Match, electronic limited-slip differential and more,” said Tim Mahoney, chief marketing officer, global Chevrolet. “Through the Ron Fellows Performance Driving School, they’ll learn to make the most of its technologies and delve deeper into the Corvette’s capabilities, resulting in a more exciting and fulfilling driving experience.”

The discount is available to all new Corvette Stingray owners and is good for up to one year from the retail purchase of the car. Only one attendee per vehicle is eligible for the discount and it applies to original owners only. Attendees are responsible for their owner travel and accommodations.

“We are proud to be the official high-performance driving school for Chevrolet and the Corvette Stingray,” said Fellows. “Our goal is to ensure every driver leaves with enhanced driving skills, more confidence on the street and track and, most of all, a deeper understanding of his or her Corvette’s capabilities and how to safely enjoy the car to the fullest.”

The Ron Fellows Performance Driving School has a fleet of Corvette Stingrays used for instruction so owners can leave their personal Stingrays at home. The course will allow owners to spend extensive time driving the new Stingray on Spring Mountain’s 2.2 mile road course in Pahrump, Nevada. Three levels of instruction will cover novices to those with experience on the track.

“It’s more than simply going fast and learning when to turn and apply the throttle,” said Fellows. “Mind speed and decision-making are key elements in the high-performance world, and our car control exercises and on-track training will help drivers improve their ability to process information quickly and accurately, resulting in a better coordination of eyes, hands and feet to improve their driving skill. It’s great fun – and drivers will definitely challenge their limits to find the limits of the new Stingray.”

Former Corvette Racing Icon Jim Jeffords Passes Away

One of the most successful Corvette race car drivers from the 1950s passed away on March 6, 2014.

Jim Jeffords started his career as a Chevy racer after impressing Ed Cole with his driving behind the wheel of a Jaguar 140 on Memorial Day weekend 1956. That performance led to Jeffords being asked to race John Fitch’s modified Corvette in the feature the next day.



Thus began a very successful, though short-lived career for Jeffords, who became well-known for his strong performances behind the wheel of the “Purple People Eater” Corvette in the late 1950s. With the backing of Nickey Chevrolet in Chicago, Jeffords entered 21 race weekends (42 races) with the 1958 and 1959 Purple People Eater Corvettes, winning an astounding 29 of them. He wound up winning the SCCA National B/P Championship both of those years.

Jeffords also purchased the legendary SR-2 Harley Early B/MP car and raced it, too.

Jeffords’ outstanding performances in 1958 included lapping the field in a 20-lap race at Wilmot, setting the course record by 3 mph at Watkins Glen as well as a new track record at Vaca Valley, Calif., and becoming the first American driver to win Nassau Speed Week.

Purple People Eater III made a surprise appearance on the West Coast at Riverside in 1959 as Jeffords wound up losing by just 40 feet to Bob Bondurant. Jeffords later won an appeal to SCCA Chief John Bishop, who named him the winner.

His string of successes came to an end in 1961 when he began suffering from a mysterious allergy that left him in intensive care for nine months and almost killed him, forcing his retirement from racing.

Ironically, Jeffords’ death came just a day before the Purple People Eater, which had been restored by the late Chip Miller, was displayed by Chip’s son Lance at the annual Amelia Island Concours d’Elegance March 7-9 in Amelia Island, Fla.

Jeffords was inducted into the Corvette Hall of Fame in 2002.

NCRS Offering Factory Documentation for Chevelles, Novas and Camaros

Good news for owners of some 1965-72 Chevrolet muscle cars is coming from a most unexpected source – the National Corvette Restorers Society.

NCRS has announced that it will begin selling shipping records for 1965-72 Chevelles, Camaros, and Novas sometime in the next three months – a move that could offer hope to restorers seeking more information about their vehicles.



Shipping records, while not the Holy Grail, will still allow owners to find out the dealer code, dealer name, dealer address, and build date for their car, and that information could open the door for further discoveries. In fact, NCRS official Mark Lincoln tells a story about one shipping record that helped a Corvette C2 big-block owner unearth documentation from the original owner of his car.

The Chevy dealer was still in business, and a former employee remembered the car, directing the current owner to the original buyer.

NCRS is converting the data now from microfiche to digital form, a time-consuming move that once completed will allow much easier access for current owners. Admittedly, some records may not be readable or may be damaged, but in those instances, NCRS will refund the customer's money.

Since there were 7 million Camaros, Chevelles, and Novas manufactured from 1965 to 1972, NCRS worries that it may be overwhelmed with inquiries once the program opens to the public.

That's a real possibility, but we salute NCRS for making the effort to help restorers of three more Chevy muscle car models.

While shipping records don't offer all the information that build records would, at least they're a start in the right direction. These records could help prove or disprove a car's history.

For those holding out hope of finding other more in-depth records, don't hold your breath.

Apparently, build records of pre-1975 Chevy models have been destroyed over the years as efforts by former Chevrolet general manager Jim Perkins in the 1990s as well as a standing \$1 million offer by Terry Michaelis, president of Pro Tem Corvette, to anyone who could produce complete build records for early Corvettes, both have gone unanswered.

NCRS will charge \$50 for the shipping records when the service begins later this year.

New Eight-Speed Auto Transmission Could Boost Corvette Stingray to 30 MPG Highway

Who would have thought there would ever be a time when we'd be talking about great fuel economy with a high-performance car with an automatic transmission?

But these aren't ordinary times, at least when it comes to the seventh-generation Corvette.

Chevy announced earlier this year that its new 8-speed automatic transmission is on the way in 2015 for the 625 horsepower (at least) Z06 and will likely also be an option for the 2016 base Corvette Stingray.



Already there is talk that the new automatic will more than likely add at least a couple of miles to the gallon for the Stingray, which would mean the 460-horsepower base model would be delivering at least 30 miles per gallon on the highway. We wouldn't be surprised if on a long trip, that figure is even higher. Even my base model C5 gave me 27 mpg on my last trip from Georgia to Bowling Green.

Is that amazing or what?

If you have a classic Corvette, that 30 mpg figure sounds like a miracle, especially when your C2 or C3 is lucky to crack the 10 mpg mark.

Chevy's engineers, however, have done their homework on the new transmission, and it's likely to be a great marketing tool for the Stingray to be able to boast of that fuel economy for a car that can go from 0 to 60 in less than 4 seconds and can climb to nearly 200 mph.

While most folks who are shelling upwards of \$60,000 to \$70,000 for a Stingray aren't too worried about fuel economy, it still adds another reason for enthusiasts not to feel too guilty about the effect the Corvette is having on the environment.

Look for the media to go ga-ga over the Corvette even more if Chevy does indeed deliver on the 30 mpg level.

Workers Find the 1.5 Millionth Corvette in the Corvette Museum Sinkhole

Last week at the National Corvette Museum, workers repairing the sinkhole began vacuuming the dirt inside the hole where they thought two of the three remaining Corvettes were resting. On Friday, the NCM posted a new photo of what they are saying is the edge of the hood from the 2009 1.5 Millionth milestone car.

The three Corvettes still remaining in the sinkhole are the ZR1 Spyder, the 1.5 Millionth Corvette and the Mallet Z06. The Mallet Z06 is the only Corvette yet to be spotted.



Here is the photo courtesy of the NCM showing the 2009 1.5 Millionth Corvette:

Over the last few weeks and since the first five of eight Corvettes were recovered, workers have reinforced the red spire by drilling micropiles – holes that are 100 feet deep or more – that are then filled with concrete and attached to the spire.

Workers then removed much of the broken concrete flooring that was hanging over the hole before the vacuuming process started last week.



Checking the webcam feeds this morning from the skydome, the construction crews have two cranes on site again which makes us believe they will be going after the remaining the Corvettes in the hole in short order.



Despite Criticisms, British Magazine Still Likes the Corvette Stingray

Well, nobody's perfect – not even the highly acclaimed 2014 Corvette Stingray.

At least in the eyes of one European auto journalist, Jethro Bovingdon, who seems to have mixed emotions about the seventh-generation Corvette in his video post test for EVO magazine.

Bovingdon starts out praising the car and winds up saying that he really quite likes it. In between he has some harsh, but perhaps constructive criticism for the Stingray.

Of course, he takes the Corvette on a “wet, wild, bumpy” ride in the UK in conditions that most American drivers will never put their car through.

“This is where we come when we want to get to know our car properly, and it's a billion miles away from California,” Bovingdon says. “If the 455-horsepower, 6.2-liter V8 Stingray can cut it here, then maybe this is a Corvette we should finally take seriously.”

Describing the engine as “absolutely brilliant,” Bovingdon notes that it is “so much sharper than before. It just revs and it's properly angry. Sometimes these small block Chevy engines got big numbers, but they don't quite translate to the road. But this one is proper. It's 911-plus performance.”

He also likes the fact that a manual gearbox is available for the Stingray, though he does wish there was a lockout as on the 911 when shifting from fourth to seventh gear.

“The steering's really good,” Bovingdon says. “That means you can lean on the car and the chassis itself is very, very supple, much more so than say an F-type Jag so you can drive the car quick even on the bumpy roads. The payback for that suppleness which initially feels really good is as you heard earlier the body control is not as good as an F-type, certainly not up there with a 911.”

He says sometimes the chassis and the body feel slightly out of sync with each other, taking away “a little bit of the confidence of the car ... through the steering and the balance, which is really, really good. So it's a shame, but the body control (is) not quite there at the moment.”

Still, he notes that while there may be a few chinks in the armor of that body control, the balance itself is really, really good.

The Stingray, he says, is “quite a calm car; it doesn't have that instant bite that something like the F-type has. What that means is it's a calm car to drive quickly, too and you can feel what both axles are doing. You drive up to the limits with real confidence. I like that about it. It doesn't feel jumpy at all. It's just got a smooth confidence about it, and it's got loads and loads of grip. Point to point, this thing is really quick. You'd expect it to fall all over on these roads and slide everywhere, but no, this thing properly goes.”



Bovingdon calls the brakes “a bit strange.”

“They are very, very powerful. The ABS actuation is really nicely judged, but the pedal is so inconsistent,” he says. “Sometimes it’s rock hard. Other times it’s really long and soft. And then the next time it will be somewhere in between. It’s a real shame that every time you get on them you don’t really know what to expect.”

Bovingdon concludes that the first taste of the Stingray in the UK on “these really, really testing roads” leaves him satisfied for the most part.

“I’ll tell you what, it’s not bad at all,” he says. “It’s got really good steering, mega engine, precise and adjustable chassis, proper gearbox, and a noise that is genuine, not synthesized.”

He laughs as the rear end of the Stingray swings around while he negotiates a curve. “OK, so it lacks that last bit of precision that some of its European rivals have, the interior is still nothing on an F-type or a 911 if that’s your thing, but even here a million miles from its comfort zone, I can actually make a pretty good case for this Corvette.”

In fact, Bovingdon concludes, “I really quite like it.”

Corvette Museum Retrieves the Corvette ZR-1 Spyder from the Sinkhole

This morning, workers at the National Corvette Museum were able to rescue the one of a kind black Corvette ZR-1 Spyder from the massive sinkhole inside the Skydome. The Corvette was retrieved with the crane and sat on a flatbed where it was wheeled around to the other side of the museum. There, it was unloaded and put back into the museum next to the other five Corvettes that were previously rescued from the sinkhole.

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 ZR-1 Spyder featured 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. True to its speedster form, 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.

The car was produced at the CPC Bowling Green Plant and perhaps one of the most unique features on the ZR-1 Spyder was the fact that everyone involved in originally building the car had their signatures on the underside and of the hood and the rear deck lid.

With today’s retrieval of the ZR-1 Spyder, that leaves just two Corvettes left in the hole. On Friday, the construction team vacuumed enough dirt out of the hole and were able to locate the 2009 1.5 Millionth Corvette and the team will go after that Corvette today. That leaves just the Mallet Z06 that still has to be located.

March 2014 Corvette Sales

General Motors released the latest monthly sales figures late afternoon yesterday. For March 2014, Corvette sales were booming with a total of 3,480 Corvettes delivered for the month. That was a 230.5% increase over the same time last year which saw just 1,053 Corvettes sold in March 2013. March 2014's deliveries were 42.7% higher than the 2,438 deliveries in February 2014.

For the Calendar Year (January-March) 8,179 Corvettes were reported sold vs 2,941 in 2013 for an increase of 178.1%.



Historically, March has been a good month for sales as in many places the winter has subsided and sales of sports cars start to heat up in the spring and into the summer.

The last time this many Corvettes were sold in March was back in 2006 when 3,655 Corvettes were delivered. In fact, March 2014 will go down as the second best month for sales since March 2006. The best month came when Chevrolet released the Stingray to dealers last October 2013 which resulted in 3,929 deliveries.

Corvette Delivery Statistics for March 2014							
Month				Calendar Year-to-Date			
Month	2014	2013	% Change	Months	2014	2013	% Change
Mar	3,480	1,053	230.5%	Jan-Mar	8,179	2,941	178.1%

Corvette Sales Monthly Archive:

Archived Monthly Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2014	2,261	2,438	3,480										8,179
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

Top Corvette Dealers for 2014 (so far)

We got this report today which details Corvette sales by dealers for the calendar year 2014 and thought it was worth sharing. With over 3,000 Chevrolet dealers across the country, these 87 dealers represent approximately 41% of all Corvette sales from January-March 2014 which totaled 8,179.



Four of our sponsors are on this list and all four sell new Corvettes at (or below) MSRP. If you're in the market for a new Corvette Stingray Coupe or Convertible, please check them out and go with the one that makes the best case for you. Our dealer sponsors are:

- Kerbeck Corvette – Atlantic City, NJ – Dave Salvatore – 877-537-2325
- Criswell Corvette – Gaithersburg, MD – Mike Furman – 301-212-4420
- Sport Chevrolet – Silver Spring, MD – Robert Kramer – 888-880-9772
- Purifoy Chevrolet – Fort Lupton, CO – Marissa Marx – 303-535-5095

Here is the list of Top Corvette Dealers for 1st QTR 2014:

Calendar Year to Date Report		
Rank	Total Retail Deliveries (Retail + Retail Direct)	Corvettes
1	KERBECK CADILLAC CHEVROLET BUICK GMC	317
2	MAC MULKIN CHEVROLET CADILLAC	250
3	RICK HENDRICK CHEVROLET	150
4	LES STANFORD CHEVROLET CADILLAC INC.	142
5	CRISWELL CHEVROLET, INC	127
6	COUGHLIN AUTOMOTIVE, LLC	124
7	STINGRAY CHEVROLET	76
8	BUDS CHEVROLET-BUICK, INC.	68
9	KEVIN WHITAKER CHEVROLET CADILLAC	65
10	VAN CHEVROLET	62
11	RICK HENDRICK CHEVROLET OF BUFORD	61
12	BOARDWALK CHEVROLET	58
13	HENDRICK CHEVROLET	58
14	ROSS DOWNING CHEVROLET, INC.	57
15	CLASSIC CHEVROLET, LTD.	56
16	LORENZO BOMNIN CHEVROLET	55
17	HENDRICK CHEVROLET SHAWNEE MISSION	55
18	BILL STASEK CHEVROLET, INC.	52
19	MAHER CHEVROLET, INC.	45
20	DAVID STANLEY CHEVROLET OF NORMAN	43
21	PAUL MASSE CHEVROLET, INC.	40
22	RYDELL AUTOMOTIVE GROUP	40
23	JON HALL CHEVROLET, INC.	39

24	COURTESY CHEVROLET	39
25	CLASSIC CHEVROLET	39
26	BOB STALL CHEVROLET	38
27	JIM ELLIS CHEVROLET	31
28	RICK HENDRICK CITY CHEVROLET	31
29	LONE STAR CHEVROLET	31
30	KARL CHEVROLET, INC.	30
31	W. HARE AND SON, INC.	28
32	CAMPBELL CHEVROLET OF BOWLING GREEN KY, INC.	26
33	RELIABLE CHEVROLET, INC.	26
34	COMMUNITY CHEVROLET COMPANY	25
35	CABLE-DAHMER CHEVROLET, INC.	25
36	PURIFOY CHEVROLET CO	25
37	GEORGE MATICK CHEVROLET, INC.	25
38	WIN CHEVROLET, INC.	24
39	SELMAN CHEVROLET COMPANY	23
40	TROPICAL CHEVROLET	23
41	FICHTNER CHEVROLET	22
42	PARKWAY CHEVROLET, INC.	22
43	SUNSET CHEVROLET, INC.	21
44	MAXIE PRICE CHEVROLET, INC.	21
45	ESTERO BAY CHEVROLET	21
46	LEWIS CHEVROLET COMPANY, INC.	21
47	THOROBRED CHEVROLET, INC.	20
48	SPORT CHEVROLET COMPANY, INC	20
49	PENSKE CHEVROLET	20
50	DIMMITT CHEVROLET, INC.	20
51	ELCO CHEVROLET AND CADILLAC, INC.	20
52	MUNDAY CHEVROLET	19
53	PARAMUS AUTO MALL CHEVROLET-GEO, INC.	19
54	COLUMBIA CHEVROLET	18
55	FREEDOM CHEVROLET	18
56	PERFORMANCE CHEVROLET	18
57	AUTONATION CHEVROLET DELRAY	18
58	BOB JOHNSON CHEVROLET	17
59	CLAY COOLEY CHEVROLET	17
60	BACHMAN AUTO GROUP, INC.	17
61	BILL KAY CHEVROLET	17
62	LYNN LAYTON CHEVROLET, INC.	17
63	GREEN CHEVROLET, CHRYSLER	17
64	SCHUMACHER CHEVROLET-BUICK-GMC	17
65	YOUNG CHEVROLET, INC.	16
66	BILL JACOBS CHEVROLET – CADILLAC	16
67	ED BOZARTH NEVADA #1 CHEVROLET	16
68	STRICKLAND CHEVROLET, INC.	16
69	LOU BACHRODT CHEVROLET	16
70	JERRYS CHEVROLET OF BERESFORD	16
71	REEDMAN-TOLL AUTO WORLD	16
72	AUTONATION CHEVROLET WEST AUSTIN	16
73	COUNTRY CHEVROLET, INC.	16
74	MURPHY MOTORS, INC.	16

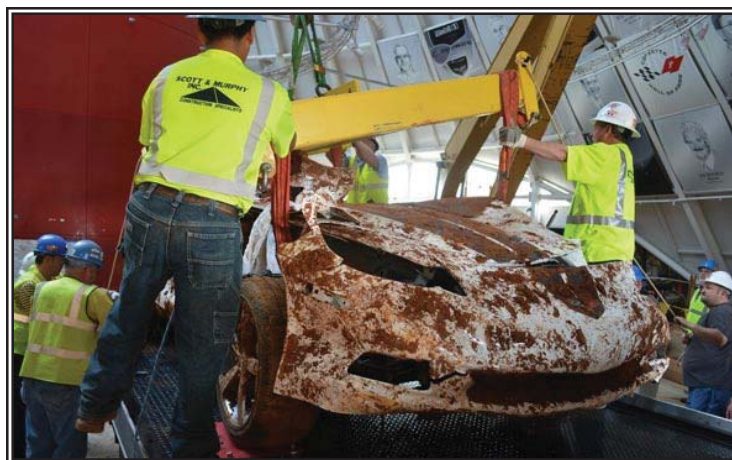
75	VICTORY LAYNE CHEVROLET	16
76	ERIC VON SCHLEDORN CHEVROLET BUICK CADILLAC	16
77	FRIENDLY CHEVROLET, LTD.	16
78	WESTSIDE CHEVROLET, INC.	15
79	SUBURBAN CHEVROLET	15
80	SHOTTENKIRK CHEVROLET	15
81	LINDSAY CHEVROLET	15
82	BUFF WHELAN CHEVROLET, INC.	15
83	GUNN CHEVROLET, LTD.	15
84	LOEHMANN-BLASIUS CHEVROLET, INC.	15
85	CHEVROLET OF IRVINE	15
86	SERPENTINI CHEVROLET OF STRONGSVILLE	15
87	ALLEN GWYNN CHEVROLET	15

TOTAL SALES: 3,344

The 2009 1.5 Millionth Corvette Recovered from the Corvette Museum Sinkhole

On Thursday at the National Corvette Museum, workers lifted the seventh of eight Corvettes lost in the sinkhole back to solid ground. The recovered Corvette was the 2009 1.5 Millionth car and was only discovered last week after workers vacuumed enough dirt out of the hole to reveal its location.

As the team worked to free the milestone Corvette, it appeared that a large rock was wedged against the rear of the car. “Originally, we thought we had to remove the boulder itself to free the vehicle,” said Zach Massey, Project Manager with Scott, Murphy and Daniel Construction, “But we were able to free the 1.5 without addressing the boulder as it turned out it was not directly resting on the car, which was a great advantage to us.”



The Corvette was actually pulled free from the dirt late Wednesday afternoon and Thursday morning, workers secured the car to the crane and lifted it free of the sinkhole.

“While the car appears to be in really rough condition, most of the major components are still there and provides a great base to work off of,” said Adam Boca of the NCM Insurance Agency and a member of the Museum’s Display Committee.

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.

2015 Corvette Stingray Will Get The New Eight-Speed Automatic Transmission

This morning, General Motors put an end to speculation that the new 8L90 Eight-Speed Automatic Transmission would not make it into the base C7 Corvette next year by announcing the availability of the new high performance automatic for the 2015 Corvette Stingray.



The new 8L90 automatic was designed and built by General Motors at its Toledo, Ohio plant specifically for its high performance cars which includes the Corvette Z06 and Stingray. The transmission is expected to contribute up to 5-percent greater efficiency compared to the previous six-speed automatic which means that the Stingray could see 30 MPG Highway fuel economy with the new transmission.

“Corvette Stingray’s new eight-speed automatic delivers the comfort and drivability of a true automatic transmission, as well as lightning-fast shifts and the manual control that enhance the performance-driving experience,” said Bill Goodrich, assistant chief engineer for eight-speed automatic transmissions. “It was designed to enhance the Stingray’s driving experience, with performance on par with dual-clutch designs, but without sacrificing refinement.”

The eight-speed auto for the Stingray is based on the same transmission that will go into the high performance Z06, but it features a unique clutch and torque converter matched to the Stingray’s 6.2L LT1 engine.

GM says the transmission features a new control system and unique algorithms that deliver shift performance that rivals the dual-clutch/semi-automatic transmissions found in many supercars – but with the smoothness and refinement that comes with a conventional automatic fitted with a torque converter. The controller analyses and executes commands 160 times per second. Wide-open throttle upshifts are executed up to eight-hundredths of a second quicker than those of the dual-clutch transmission offered in the Porsche 911.

The new transmission has four gearsets and five clutches and the smaller steps between gears keep the engine withing the sweet spot of the RPM Band, making the most of its horsepower and torque to optimize performance and efficiency.

Corvette Stingray is the ‘Most American Made Car’ Produced in the USA

If there’s ever been a car that represents the red, white, and blue American ideal, it’s got to be the Chevrolet Corvette.

No wonder, then, that the totally new 2014 Corvette Stingray rumbled to the top of a special ranking of the “most American” vehicles compiled recently by a Washington, D.C., university.

Researchers at American University’s Kogod School of

Business have come up with an objective way to decide just how American a vehicle really is.



They use seven factors each year to decide the Kogod Made in America Auto Index, including where the body, interior, chassis, and electrical parts are manufactured (50 percent); where the engine (14 percent) and transmission (7 percent) are made; site of inventory, capital, and other expenses (11 percent); where research and development is done (6 percent); where the car is assembled (6 percent); and where the profit margin goes (6 percent).

They also add each vehicle’s score from the American Automotive Labeling Act, which was passed by Congress and requires passenger vehicles manufactured after Oct. 1, 1994 to have labels specifying their percentage value of U.S./Canadian parts content, the country of assembly, and countries of origin of the engine and transmission.

Based on all these criteria, Kogod ranks the Corvette Stingray and Ford F-150 in a tie atop the Most American list, each with a score of 87.5 out of a possible 100.

Both of the champions lost 12.5 points for having 25 percent of their body, chassis, and electrical components made in foreign countries.

Close behind these two iconic vehicles were four General Motors SUVs – the Buick Enclave, Chevrolet Traverse, GMC Acadia, and GMC Acadia Denali, all of which scored an 86 to tie for second place, thanks to having a slightly higher percentage of foreign-made parts than the Corvette and the F-150.

In fact, GM dominated the Kogod ranking with 18 of the top 21 vehicles (Ford had the other three). In case you’re wondering, the lowest-ranked vehicle was the Japanese-made Toyota Yaris with a score of 1.

Corvette Plant's UAW to Vote Tuesday on Strike Over Management Issues

Is there trouble brewing in Paradise?

We'll find out Tuesday night.

Alleging that workers are being mistreated and management isn't addressing problems with quality and safety, the United Auto Workers Local 2164 has scheduled a strike vote on Tuesday at the Corvette Assembly Plant in Bowling Green, Ky.



That's the word Monday night from The Tennessean newspaper in Nashville.

But if you're worried that a strike might delay you from picking up that shiny new Stingray, don't fret just yet. The president of Local 2164, which represents the Corvette plant's 800 assembly workers, says the vote doesn't mean a strike is inevitable, just that a strike vote would authorize a work stoppage if the dispute can't be settled by the two sides.

"Hopefully we can get the problems corrected without a strike," union leader Eldon Renaud said. "The strike vote doesn't necessarily mean we will strike, but it does give us the authorization to (strike)." Renaud said the Corvette workers believe they are being "mistreated," and that "there is inequity in discipline and problems with quality and safety that aren't being addressed by management."

"Our members," Renaud said, "are tired of it."

Workers are also upset with the plant's personnel director and some of the contractors and subcontractors working there, according to Renaud.

Dave Tatman, plant manager since 2010, surprised many people when he abruptly retired from that post on March 1 after leading the facility through extensive remodeling necessary for the launch of the seventh-generation Corvette. Renaud says workers are hopeful that Tatman's replacement, Jeff Lamarche, may be open to the changes they're seeking. Any work stoppage would not be immediate if the workers do vote for a strike Tuesday.

"The membership has to vote to strike, but it's just a step in the process," Region 8 Director Gary Casteel said. "It's purely a local situation, though. They are having some issues with the local management."

Casteel and other key regional and national union officials would have to authorize the strike, too. Results from the voting, which will be held at the union hall all day Tuesday, are expected to be available around 7 p.m.

Corvette Plant's UAW Members Approve Strike Authorization

Members of Bowling Green's United Auto Workers Local 2164 voted overwhelmingly to authorize a strike if their concerns over safety and quality aren't addressed by General Motors and plant management. UAW chapter President Eldon Renaud said the vote passed with 93.3% approval.

Renaud wasn't specific in listing the safety concerns other than to say that "in an unsafe area you might have to go down into a pit or something like that. It's just the safety procedures that are being followed," he told WBKO.



And while the UAW says that safety is the big issue inside the plant, the other issue is quality control which Renaud believes the rank and file doesn't have enough say in the matter.

"There's some management practices going on. Maybe overriding the work of our inspectors saying, 'Oh I think that one is good enough.' We have to make sure that that stops. We don't want management with punches to be able to punch something off that is our work. If we think it's good enough than it's good enough," added Renaud.

The union has been quick to point out that holding the strike authorization vote was the first step in the process of negotiating with GM and doesn't necessarily indicate that a walk-off is imminent. In addition to Local 2164 members approving a strike, it also must be approved by the regional and national UAW leaders before Corvette workers would actually walk off the job.

Plant management provided the following comment regarding the strike authorization vote: *"We pride ourselves in working with our UAW Local 2164 partners to achieve success and build award-winning vehicles. We're confident that we can work together and have a strong track record of creative problem solving. We've built a world-class product at the Bowling Green facility for more than 30 years, with the safety of our employees and quality of the car at the forefront of every decision. We are committed to continue that tradition."*

There is currently no deadline for the negotiations between the local UAW and plant management and what happens next is something we're not quite sure. The UAW will have three UAW International officials at the plant today for discussions with GM officials.

Deciphering the Confusing 2014 Corvette Collector Market

In a few days two prophetic auctions will take place that collectors of Corvettes will want to keep their eyes on whether they plan to bid at these auctions or not. The two biggest sellers of collector Corvettes in the country, Mecum and Barrett-Jackson will be holding their second important collector auctions of 2014. The reason these auctions are important is because after some mixed and difficult to interpret first quarter Corvette auction results, we should get a



better read on the Corvette collector market and where it is headed for this year. After a spectacular 2013 which saw new records set on “blue chip” Corvette prices, and while the Corvette segment of the collector market was strong for most rare and well optioned cars, at this point it is difficult to determine whether last year’s strong market trends will continue for 2014.

Based on the mixed results of the first quarter auction events from the several auction houses, including the most important Corvette auction companies, Mecum and Barrett-Jackson, it has been difficult to predict whether the strength in the Corvette market will continue throughout 2014. In January, Barrett-Jackson had their best Scottsdale auction in history and their sales results showed an overall sales increase in the high single digits. The Corvettes at Barrett-Jackson were impressive and enthusiasts got to see a new world’s record price for a Corvette sold at auction when a 1967 L88 Corvette was sold for \$3.85M, breaking a record set just a few months prior at Mecum’s Dallas auction of \$3.52M by another 1967 L88 Corvette. At the same Barrett-Jackson auction this year enthusiasts and bidders also witnessed another record was set for a third generation Corvette when the world famous L88 racecar, “The Rebel,” was sold for \$2.86M. Normally when two Corvette world’s records are shattered in the same auction it would be a pretty good indicator that the market was definitely going to have another exceptional year ahead.

But only a week later that projection was put on hold after Mecum’s, the largest of all collector Corvette auction companies, results were posted. Sales and attendance at the world’s largest collector car auction in the world slipped from the prior year and more than a few of the most important featured Corvettes failed to sell. But in the volatile collector car market things are not always as they may initially appear and in fairness there were several external factors at work which impacted those results. It should be remembered that much of the country was snowed-in and as the automobile world has recently witnessed the weather has been a factor in automobile sales, new and used, throughout the country in January and February. So it could be expected that attendance and sales for Mecum’s Kissimmee event would be negatively affected. Even in light of the lagging attendance, Mecum did manage to sell almost 250 of the 400 Corvettes offered, a victory in light of the adverse weather and attendance.

But the results left the Corvette market with some serious questions. Could the disappointing results be attributed entirely to the external factors or was there a shift coming in the previously strong Corvette

market? Analyzing the results, one important fact emerged, more than a few of the “blue chip” Corvettes did not sell in Kissimmee, and due to the heavy impact of these cars on the entire Corvette market those results raised a flag indicating a need to find answers and determine the actual direction the 2014 market was headed. Of the top ten most important, rare and important Corvettes, of the 400 consigned, seven did not sell. Though the weather and attendance may have influenced those results, normally the strongest “blue chip” collector cars are rarely affected by factors such as weather, since most serious, informed and qualified potential bidders have vetted the cars, developed bidding plans and contingencies for those investment lots well in advance of the actual auction. If the weather or some other external factor arises those bidders are usually prepared to place their bids by phone, fax, or computer. So if it wasn’t the drop in attendance and if the collector whales had their plans in place, what was it that kept the cars from changing hands, were the bids too low or were the reserves too high? Buyer’s reserves are something that the auction company has little control over and no auction company works harder to bring buyer and seller together than Mecum. The next step is to determine whether the bids placed were realistic in light of the strong Corvette market up to that point and were the bids at least “fair market value.”

Were the bids placed actually strong bids and realistically within range of market value for the cars crossing the block or was interest in the “blue chip” Corvettes beginning to ebb? And there lies what may be the mitigating factor to help arrive at a realistic analysis of the Kissimmee sale and more specifically the health of the Corvette market. Failing to sell due to not meeting the reserve may just indicate that the sellers were being over optimistic in their expectations and trying to over-capitalize on the previous year’s otherwise strong market. Based on the robust sales and record prices in 2013 more than a few sellers jumped on the band wagon to try and reap the benefits of a seller’s market and it is common to see owners of collector cars over react and project super-inflated values on their cars following record setting sales in the market. Certainly there is little Mecum can do rectify unrealistic reserves aside from advising consignors on their reserve prices versus the actual market value. Certainly no one works any harder to bring buyer and seller together than Dana and Frank Mecum and their auction teams, but ultimately the decision as to the reserve price rests with the consignor. And as many have witnessed in person and on TV consignors can be more than a little obstinate and set on their prices. So let’s take a look at those top ten Corvettes, not from a “sold” perspective but more importantly for market analysis purposes, the final bid price.

Below is a list of the top ten Corvettes and the selling price or the final bid price. For the purpose of determining the market direction we will ignore whether the car sold or not and look at the final bid price versus the fair market valuation of the car at the beginning of 2014.

Though the ’56 Corvette prototype and the 1963 Earl styling cars were disappointing that they did not sell, since they are unique cars they are difficult to consider in determining the health of the Corvette market. More importantly are the highly desired Z06’s and L88’s where there is considerable prior market data to help judge the quality of bids placed.

Top Corvettes Consignments at Mecum’s Kissimmee 2014 Auction

Lot	Year	Car	Disposition	High Bid
S132	1956	Corvette SR proto	No Sale	High bid \$2.3M Postponed
S148	1963	Corvette Z06 Race car	No Sale	High Bid \$900K
F259	1998	Corvette Callaway “Sledghmr”	No Sale	High Bid \$600K
S153	1963	Corvette “Styling” Mrs. H. Earl’s Car	No Sale	High Bid \$340K
S150.1	1963	Corvette Z06	SOLD	High Bid \$475K
S172	1963	Corvette Z06	No Sale	High Bid \$550K
S163	1969	Corvette L88	No Sale	High Bid \$735K
S165.1	1969	Corvette L88	SOLD	High Bid \$510K
S179	1968	Corvette L88	SOLD	High Bid \$520K
S225.1	1967	Corvette L89	No Sale	High Bid \$425K

To help us in our analysis let's look at only the cars in bold type since those are the cars for which we have some historic price data over time. One of the best market guides available for determining both historic and current market values for collector cars is the Hagerty Price Valuation Guide. Hagerty has compiled extensive data on the first four Corvette generations' values over the last seven years based on the condition of the car and many of the the production RPO's. You can find information here: <http://www.hagerty.com/valuationtools/>

The first thing which must be kept in mind is, with the exception of only a limited number of Corvettes with rare options, the vast majority of Corvettes, today, are not selling for the prices they were getting in 2007 according to Hagerty. Many of the strong optioned cars are getting close to their market highs but most average optioned Corvettes are still selling below what they were being sold for in 2006 and 2007/ The biggest reason is that 2007 was the last year prior to the stock market and corresponding collector car market crash of 2008. Two optioned Corvettes which are exceptions are the 1963 Z06's and the 1967 through 1969 L88's. Both of these optioned Corvettes are bringing considerable more on average than they did seven years ago. Even the rarer 1967 L89, of which there were only sixteen produced, is not bringing 2007 prices on average even though they have doubled their seven year low price of \$217K . But the reality is that most Corvette enthusiasts are not buying \$250K + cars even though we may want to. Most of us are buying the less rare but well to mid optioned and less costly cars. While most of those cars' values are still on average below the 2007 prices, the top dollar "blue chip" Corvette sales performance has a ripple effect on most other Corvette prices. So, in short, blue chip prices impact the entire Corvette market, if not immediately, shortly thereafter.

One of the factors that have driven some rare optioned Corvette's pricing to all time highs and helped them defy the trend for most of the Corvette market is the focus over the last several years with performance and racing optioned cars, especially those with documented heritages. As a result not only have the prices of Z06's and L88's escalated well above their seven year highs they have influenced prices on other high performance optioned cars, as seen in the values of the high horsepower big blocks as well as the LT1, ZR1 and ZR2's, though bargains can occasionally still be found.

So when the "blue chips" go up usually other Corvettes will follow almost in order of options and rarity. In other words values of high optioned performance based Corvettes will go up in a quicker time frame than the lower optioned and horsepower cars. And, though the overall Corvette market has been making a comeback towards meeting or exceeding their overall market highs of 2006 and 2007, at the end of 2013, mid and lower horsepower optioned Corvettes are still lagging well behind their highs and in many cases have shown little upside growth from their historic low prices. So much of the otherwise strong Corvette market in the last two years has come from the concours condition restored or survivor, well optioned, condition 1 and 2 cars with a bulletproof provenance and even better if they had a documented performance heritage. Various strong and weak examples can be seen In the "Affordable" chart below which illustrates that most examples are well above their "Market Low Value" but have not quite attained their value as of December 2006, and there is even an example of the current value being only \$100 above the historic low value.

The fact that most Corvette prices have not yet attained their seven year highs is good news for collectors who still want to get in the market, but many optioned Corvettes are now rapidly approaching those highs. Understanding this and the market direction adds some urgency to potential purchases if the market performs like it did in 2013. To give you a feel for some of those values here are some Hagerty historic and current valuations of some of the most affordable first through fourth generation Corvettes all rated in a strong #2 condition.

Historic Price Valuations of Typical Affordable Corvettes*

Year	Body Style	Engine	Value 2006 Dec.	Value 2013 Dec	Market Low/Year
1960	Conv	283/250 FI	\$96.9K	\$87.6K	\$80.4K / Aug 2009
1962	Conv	327/300	\$82.5	\$75.4	\$70.0 / Dec 2011
1964	Coupe	327/300 L75	\$59.0	\$47.2	\$43.2 / Apr 2011
1965	Coupe	327/365 L76	\$78.2	\$72.3	\$59.2 / Dec 2011
1970	Conv	350/370 LT1	\$69.3	\$64.3	\$58.0 / Dec 2011
1972	Conv	454/270 LS5	\$55.4	\$45.1	\$44.7 / Aug 2012
1978	Coupe	350/220 L82	\$23.7	\$19.8	\$19.7 / Apr 2013
1990	Coupe	350/375 GS	\$30.0	\$30.0	\$22.6 / Apr 2011

*Data from Hagerty Price Valuation Tool Kit Based on #2 Condition cars

Another helpful tool in valuating collector cars is *Mecum's Infonet* which allows Mecum members to find sales data on all cars crossing the block at Mecum auctions for the past several years. This can be found at <http://www.mecum.com>. This tool is one of the best and even allows you to pull up a specific auction lot number, description from several years ago. And another attribute of *Infonet* is that it even if the car did not sell it shows the highest bid placed. It illustrates Dana Mecum's belief that an educated bidder is good for his business.

Over the past seven years *Mecum's Infonet* reports that eleven 1963 Z06's have crossed the block since 2007. Four of the eleven 06's were sold, four failed to meet reserve and three show no bids and no disposition. Sold prices ranged from a \$250K bargain for a Nabers Brothers older restoration, from the Buddy Herin collection (the same consignor of the 1967 L88 which set a world's record price of \$3.5M at Mecum's 2013 September Dallas event) to over \$1M for the well documented historic Gulf Oil race car which sold in January of 2009. The chart below shows Hagerty's historic valuation on number 1 condition "Blue Chip Corvettes," of which the 1963 Z06's and 1967 – 69 L88's make up an important piece of the "blue chip" segment.

Historic Price Valuations of Select Blue Chip Corvettes*

Year	Body Style	Engine	Value 2006 Dec.	Value 2013 Dec	Mrkt Low/Yr	Mrkt High/Yr
#1 1963	Coupe Z06	327/360 FI L84	\$260K	\$375K	\$245K / Aug 2007	\$375K / Dec 2013
	Big Tank					
#1 1963	Coupe Z06	327/360 FI L84	\$260K	\$295K	\$187.6K / Apr 2008	\$295K / Dec 2013
	Small Tank					
#1 1967	Coupe	427/430 L88	\$1.5M	\$2.45M	\$896K / Dec 2011	\$2.45M / Dec 2013
	Note: New world's record price set Jan 2014 \$3.85M (Barrett-Jackson)					
#1 1967	Conv.	427/430 L88	\$1.65M	\$2.8M	\$1M / Dec 2011	\$2.8M / Dec 2013
	Note: World's record price set Sept. 2013 \$3.52M (Mecum)					
#1 1967	Conv.	427/435 L89	\$510K	\$390K	\$321K / Dec 2011	\$510K / Dec 2006
#2 1968	Conv.	427/430 L88	\$206K	\$690K	\$206K / Dec 2006	\$690K / Dec 2013
#2 1968	Coupe	427/430 L88	\$120.5K	\$600K	\$120.5K / Dec 2006	\$600K / Dec 2013
#2 1969	Conv.	427/430 L88	\$140K	\$740K	\$140K / Dec 2006	\$740K / Dec 2013
#2 1969	Coupe	427/430 L88	\$120K	\$610K	\$120K / Dec 2006	\$610K / Dec 2013

*Data from Hagerty Price Valuation Tool Kit Based on #1 Condition for Z06's and 1967 L88s & L89's and #2 Condition for C3 L88's

Mecum 2014 Kissimmee Selected Top Corvettes Final Bid vs Valuation

Lot	Car	Status	Final Bid	Hagerty® Valuation*
S148	1963 Corv Z06 Race car	No Sale	High Bid \$900K	See Note #2 below
S150.1	1963 Corvette Z06	SOLD	High Bid \$475K	\$375K
S172	1963 Corvette Z06	No Sale	High Bid \$550K	\$375K
S163	1969 Corvette L88 Conv	No Sale	High Bid \$735K	\$740 to \$828
S165.1	1969 Corvette L88 Conv	SOLD	High Bid \$510K	\$635 to \$740
S179	1968 Corvette L88 Cpe	SOLD	High Bid \$520K	\$600K
S225.1	1967 Corvette L89 Conv	No Sale	High bid \$425K	\$390K

Note Valuation Listed is for Condition 1 and Condition 2 Cars. Keep in mind these are only guides and though some of the cars were personally inspected others were not and the catalog description was used as a general guide as to condition for valuation purposes.

Note #2. Hagerty shows the value of a #1 condition Z06 as \$375K. However this car is outside the guides. It was personally inspected by the author and it is also a recent concours winning Z06 that has an extensive documented competition history and as such is perhaps one of the top five Z06's in existence. As a result the valuation is not relevant. Though bid to \$900K the car did not meet the seller's reserve. It was sold a few weeks after the auction ended for a price more acceptable to the seller though the price has not been disclosed.

Barrett-Jackson 2014 Scottsdale Selected Top Corvettes Final Bid vs Valuation

Lot	Car	Status	Sale Price	Hagerty® Valuation*
5035	1967 Corvette L88 Cpe	SOLD	\$3.85M(World's Record)	\$2.45M
5022	1969 Corvette L88 Conv (Rebel)	SOLD	\$2.86M	See Note #3 Below
1318	1968 Corvette L88 Conv.	SOLD	\$880K	\$817K
5018	1971 Corvette ZR2 Coupe	SOLD	\$495K	See Note #4 Below
5009	1970 Corvette ZR1 Cpe.	SOLD	\$220K	See Note #5 Below

Note #3. Hagerty shows the value of a #1 condition 1969 L88 as \$826K. However this car is outside the guides. It was personally inspected by the author, has been restored to concours condition and has an extensive documented competition history as one of the best known competition Corvettes in existence. As a result the valuation is not relevant and the bid price is illustrative of that.

By analyzing the data in this format we get a better perspective of the "blue chip" segment of the Corvette market. Using this approach it appears that the bids placed on the investment Blue chip segment were at or above market valuation. This finding would support the theory that in many cases the reserves were set to maximize, if not over-estimate, the potential value of the consignment. Though this would support the theory that overall the current Corvette market appears healthy. However, that being said there may be some softening or stabilization in the C3 market segment. Of the seven C3 Corvettes on the lists, two were underbid/sold, three were sold above the current market value, and two were bid at market value. But the second generation blue chip segment appears exceptionally strong based on the five L88, Z06, and L89's offered for sale. Every one of these cars were bid/sold above the current market evaluation, and most of those were substantially above the current values. Based on this the ripple effect of these high value, investment cars should positively impact well optioned other Corvettes, particularly the second generation cars.

But as previously noted, we should get a more definitive answer and 2014 market direction following the two auctions taking place later this week. Both auctions have some good examples of first, second and third generation Corvettes in every segment scheduled to cross the block and we will be watching, analyzing and reporting our findings. Below are just some of the cars that will help us decipher the market direction. You can learn more about the Mecum consignments at http://www.mecum.com/auctions/top_picks.cfm and the Barrett-Jackson Corvettes at <http://www.barrett-jackson.com/palmbeach/>.

Barrett-Jackson Palm Beach 2014 Corvette Highlights:

Lot 355 – 1968 Corvette coupe with 606 actual miles & 427/390hp engine. All original and fully documented from the estate of the original owner.

Lot 411 – 1966 Chevrolet Corvette 2 door coupe in rare Mosport Green with 427/390hp engine, manual transmission and factory air conditioning.

Lot 420 – 1962 restored Roman red Corvette roadster with matching numbers, 327/340hp engine T10 transmission and over \$200,000 in restoration receipts.

Lot 432 – Black 1954 Corvette that has undergone a complete frame off restoration to NCRS specs. From the William Munday Collection.

Lot 433 – 1967 427/435hp coupe with two NCRS Regional Top Flight in 2009, NCRS Chapter Top Flight in 2008 and Tank Sticker. No expense spared frame-off restoration.

Lot 436 – 1960 Corvette fuelie. Bloomington Gold Certified, multiple NCRS Top Flight Awards, Performance Verification and Duntov Award.

Lot 441 – High optioned 1965 Corvette. Awarded the NCRS Duntov Award in 2012, Bloomington Gold Certified, 2012 Triple Diamond Award and multiple NCRS Top Flight Awards.

Lot 467 – 1967 time capsule survivor convertible with 427/400hp and only 19,100 original miles. Documented and winner of every major award.

Lot 469 – 1967 Tuxedo Black convertible with 427/435hp and saddle leather interior. Documented and twice awarded NCRS Top Flight.

Lot 7002 – 1958 Chevy convertible in signet red with black interior. Dual quad engine and 4-speed transmission.

Lot 3004 – The first production 2015 Z06 with all proceeds to benefit Karmanos Cancer Institute. Mecum Houston 2014 Corvette Highlights:

Lot F254 – 1972 Corvette ZR1 Coupe 350/255 HP, 4-Speed Matching numbers solid lifter LT1 350/255 HP engine F41 heavy duty suspension, Bryar Blue with Black interior.

Lot S96 – 1967 Corvette Coupe 427/435 HP, Factory Side Exhaust Documented with the tank sticker. Recent frame-off restoration.

Lot S124 – 1966 Corvette L72 427/425 HP Big Tank Coupe with the rare N03 36 gallon fuel tank and equipped with J56 heavy duty brakes, factory side exhaust and radio and heater delete.

Lot S119 – 1963 Corvette Styling Car – The Bunkie Knudsen Corvette styling, brass hat built specially for Knudsen.

Lot S128 -1967 Corvette Coupe, unrestored white over red, storied Corvette with 2,996 Miles. Documented, former Viet Nam Veteran's car stored for decades.

Lot S191 – 1967 Chevrolet Corvette Convertible, 427/435 HP, Bloomington Gold Rally Red restored to Bloomington Gold and NCRS Top Flight award-winning standards.

Lot S120.1 – 1967 Corvette Convertible, 427/435 HP Tri-Power Red/Red (not original colors), White Stinger & soft top once owned by astronaut Gus Grissom.

Lot F184.1 – 1972 Corvette ZR1 coupe, matching numbers, 2 tank stickers, 16.3K orig. miles. 1/20 produced, Bloomington Gold Special Collection. Elkhart green / saddle, 2 tank stickers, documented ownership history.

Lot S109.1 – 1967 Corvette, 427/390 HP, Ermine White w/ bright blue interior & stinger. Numbers matching, side exhaust, aluminum bolt-on wheels w/ Redline tires power steering, brakes & windows, factory air that works.

Lot S129.1 – 1963 Corvette Coupe known as the 7/11 car and raced by Gary Pickens. Appeared with Elvis Presley in "Viva Las Vegas". Impeccable restoration as the car appeared in 7/11 livery and fully documented provenance.

Lot F166.1 – 1963 Corvette Convertible. 327/360 HP, Bloomington Gold Benchmark & Survivor – Original, unrestored, numbers matching 327/360 HP FI in original Riverside Red- Black interior, 41K orig miles.

FOUND! The Final Corvette has been Located Inside the Corvette Museum's Sinkhole

Good news from the National Corvette Museum this week. They announced on Monday with a photo posted on their facebook page that construction workers had finally located the 2001 Mallett Hammer Z06 in the sky dome sinkhole. The Z06 was one of two member-donated Corvettes to have fallen into the sinkhole and as the surveillance tape shows, it was the first Corvette to fall when the floor split open in the early morning hours of February 12th.



Here was the NCM message from April 7th:

The final Corvette... #8 of the "Great 8" has been found! The Mallett Hammer is upside down with the nose going to the Spire in the center of the room. There are lots of rocks, so the removal process will be more time consuming than it was with the other cars.

The Corvette came to rest on its top with the wheels up. Based on the way the wheels were angled, I first thought this was the front of the car. But then you see the leaf spring and the torn off muffler and realize that's the rear of the car.

Surrounding the Mallett Hammer Z06 is a lot of loose rock and gravel and the construction team says the removal of this Corvette will take some time as they can't vacuum out the heavier rocks and soil like they were able to do previously.

2001 Mallett Hammer Z06 Retrieved from the Corvette Museum's Sinkhole

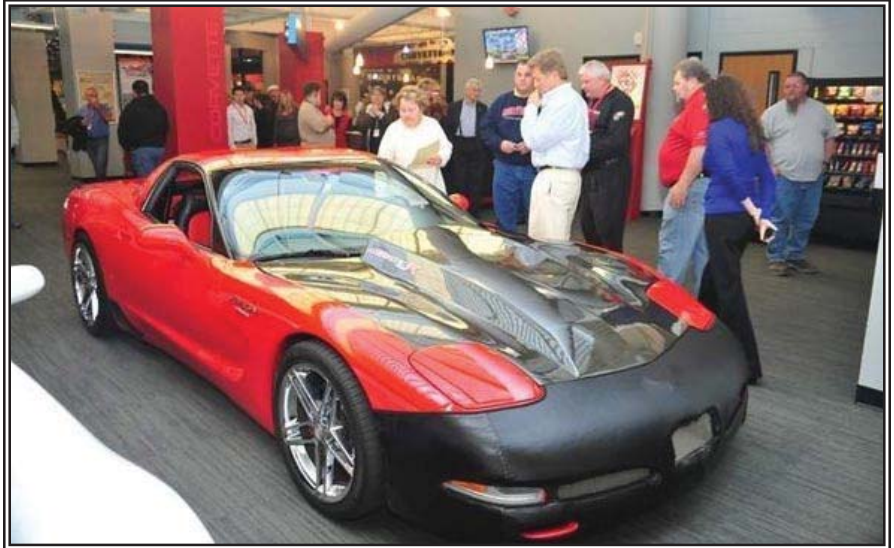
After seeing the condition of the first Corvette to fall into the National Corvette Museum's Sinkhole and the last one out, it's pretty hard to be excited about the retrieval of the 2001 Mallett Hammer Z06 Corvette. But the final Corvette is now out and that marks the completion of "Operation Corvette Plus" which is what the workers dubbed the rescue of the "Great 8" Corvettes that fell into the 40-ft sinkhole on February 12th.



The heavily modified C5 Corvette was donated to the National Corvette Museum last December by Lifetime members Kevin and Linda Helmintoller of Florida. Kevin visited the Museum just after the sinkhole happened and he returned to Bowling Green to witness the the rescue operation.

“I expected bad, but it’s 100 times worse,” Helmintoller said. “It looks like a piece of tin foil... and it had a roll cage in it! It makes all the other cars look like they’re brand new.”

Kevin and Lina had owned the Corvette for 13 years before the 700 hp rocket was donated to the NCM. “We donated this car to the Museum to help with the continued growth, but also because it could be a good vehicle for training other drivers at the new NCM Motorsports Park,” Helmintoller said in December upon donating the car. Here is Kevin and Linda with the Z06 at the NCM in December:



Until Monday, the whereabouts of the Mallett Hammer Z06 were unknown. Workers finally found the car resting on its roof with the nose pointing to the Sky Dome’s red Spire.

“It looks like the worst one... a lot of parts and pieces,” said Mike Murphy, CEO of Scott, Murphy and Daniel Construction. “It took a lot of punishment from a lot of big rocks.”

Introducing the 2015 Corvette Z06 Convertible

Here is the 2015 Corvette Z06 Convertible. It’s one of the most capable drop-tops on the market and Chevy says it the most powerful convertible ever produced by the company.

Chevrolet planned to reveal it on Monday at the New York International Auto Show but apparently images of any new Corvette model are too hot to handle and as such, they were leaked earlier today.



The Z06 Convertible features everything you love about the C7 Z06 Coupe that was introduced in Detroit at NAIAS including the supercharged Gen 5 LT4 V8 with 625+ horsepower and 635+ lb-ft of torque at your disposal.

Corvette’s Chief Engineer tells how recent technological advancements made the production of the Z06 Convertible possible:

“Until recently it was not possible to create a lightweight, open-roof structure strong enough to cope with the braking, cornering, and acceleration of Corvette’s top performance models,” Juechter said. “The frame for the Z06 convertible leverages advancements in computer-aided engineering, metallurgy, and manufacturing techniques – many of which were not available just five years ago.”

These improvements in manufacturing helped create an aluminum frame that is 20 percent stiffer than the C6 Z06’s aluminum frame. And because the new frame doesn’t need any structural reinforcements, its curb weight is nearly identical to the Z06 Coupe.

Both Corvette Z06 models feature all the same driver technologies and equipment options including the Z07 Performance Package which adds Brembo carbon-ceramic brakes, Michelin Pilot Sport Cup tires and adjustable front and rear aerodynamic components.

“The most impressive aspect of the Z06 Convertible may be its performance bandwidth,” said Juechter. “Very few cars on the market can match its combination of extreme, supercar levels of performance; the flexibility for daily driving and long-distance commuting; and the 360-degree, open-air driving experience only true convertibles can offer.”

The Z06 Convertible will have four different fabric roof colors to choose from. The dual accent panels behind the seat backs are also available in either carbon flash metallic or exposed carbon fiber.

Like the difference between the Stingray coupe and Convertible, the power tops mechanics made it necessary to relocate the air intakes for the differential and transmission coolers from the rear quarter panels on the Z06 Coupe to the underbody of the Z06 Convertible.

“Practically every exterior panel serves a functional purpose to meet the performance goals of the Z06,” said Tom Peters, Corvette design director, “The flared fenders accommodate larger, wider wheels and tires for more grip. The larger vents provide more cooling air to the engine, brakes, transmission and differential for increased track capability. The more aggressive aerodynamic package generates true downforce for more cornering grip and high-speed stability.”

The Z06 Coupe and Convertible will be available in three differing levels which increase the amount of aerodynamic downforce:

- The standard Z06 features a front splitter, spats around the front wheel openings, a unique carbon-fiber hood with a larger vent, and rear spoiler.
- An available carbon-fiber aero package delivers aerodynamic downforce four times greater than the standard Z06. It adds a carbon fiber front splitter with aviation-style winglets, carbon fiber rocker panels, and a larger rear spoiler with a fixed wickerbill – a small, vertical tab at the edge of the spoiler that significantly increases downforce. The package is available in black or a visible carbon-fiber finish.
- The available Z07 package adds larger winglets to the front splitter, along with an adjustable, see-through center section on the rear spoiler enabling customers to tailor the aerodynamics to their preference.

Pricing for the Z06 Coupe and Convertible hasn’t been released but we believe it will be available in the next month or so as Chevrolet finalizes the order guide for the 2015 model year. Tadge and Harlan have both stated that pricing the C7 Z06 will remain in-line with the previous generation’s Z06 so we believe pricing will start somewhere around \$80,000.

Corvette Racing at Long Beach: First Victory for New Corvette C7.R

LONG BEACH, Calif. (April 12, 2014) – Corvette Racing won its first race with the new Chevrolet Corvette C7.R on Saturday at Long Beach as Antonio Garcia and Jan Magnussen dominated in their No. 3 Corvette to take the GT Le Mans class of the Patrón Sports Car Showcase. The duo led all but one lap and took the checkered flag by 5.408 seconds in the third round of the TUDOR United SportsCar Championship.



Oliver Gavin and Tommy Milner placed third in class in their No. 4 Corvette C7.R. It was the fourth time Corvette Racing placed both of its entries on the podium at Long Beach since 2007.

“Congratulations to Jan Magnussen, Antonio Garcia and the No. 3 Corvette C7.R team on scoring the win today here at Long Beach,” said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. “It was the first win for the Corvette C7.R and a great day. It started with a great qualifying run by Jan to put the Chevrolet Corvette C7.R on the pole, which was a huge advantage in a short, 100-minute sprint race. Antonio did a great job getting a nice lead; the Corvette Racing team had a great pit stop and Jan took it home for the win. It was also great to see Oliver Gavin and Tommy Milner put the No. 4 Corvette C7.R also on the podium. Just a tremendous effort for Corvette Racing.”

Saturday’s victory was the fifth at Long Beach for Corvette Racing. Magnussen qualified on pole position Friday, and Garcia led the entirety of his 41-minute stint – the result of a great start that allowed him to put two slower prototypes between himself and the rest of the class. His lead grew as much as seven seconds before handing off to Magnussen.

The Dane’s biggest advantage was 12 seconds during his stint as he won at Long Beach for the second time; Garcia won his first Long Beach race.

The No. 4 Corvette gained one position from its fourth-place starting spot. Gavin and the two competing cars in front of him were balked by the slow prototype that Garcia managed to get around on the opening lap. Gavin also fought high tire pressures but still had the fastest race lap in class for most of his stint.

After the driver change to Milner, the young American whittled down the gap to second place from three seconds to a half-second halfway through his stint. He ended the race just 0.273 seconds shy of the runner-up spot. Milner also set the fastest GTLM race lap at 1:18.954 (89.733 mph).

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R

“It’s been a really good race for us. We couldn’t expect more. We saw yesterday that we were very fast. I think 50 percent of the race was done by Jan yesterday in qualifying. Today he stayed away from the walls but yesterday he was really, really close to them! That pole position made a big difference. I knew that the race was all about Turn 1 and the first three laps. I was probably a bit on the high side of being aggressive on the opening laps because I knew the prototypes were struggling to warm their tires. I made it through at Turn 1, and that was mainly it for the race. That risk made the rest of the race a little more relaxing. Taking the first victory for the Corvette C7.R is very big for us. We have been battling really hard from the beginning. All the Corvette Racing and Chevrolet guys have worked really hard throughout the offseason and into this year. A big thanks to them.”

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R

“It was an important victory for the team and the guys who have worked so hard to get the Chevrolet Corvette C7.R ready for the season. The whole time we have had a fast car but didn’t make the most of it. We had some reliability issues at Daytona and Sebring, so it’s really nice that we can have a weekend like this with pole position and a win by leading from start to finish. I couldn’t be happier for Antonio and myself, and for all the guys on the team. They really deserve it. A big thanks to Antonio. He did all the hard work and got a huge lead. That last hour for me was like a holiday for me! I just drove around making sure I didn’t make any mistakes and stay off the wall.”

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R

“It was a great result for Corvette Racing today. To get both cars on the podium and to get the first win for the Chevrolet Corvette C7.R is fantastic. It was a little frustrating for myself getting caught up behind one of the prototypes and battling with the BMWs. I was also struggling with high tire pressures for some reason. We just missed that all weekend. I don’t know why but maybe we need to look at the systems we have. We kept the car in the race. Tommy got in and did a sterling job and got us right up behind the BMW but I think it was a bit too much to do to get by that car. It seemed that where we were quick, they weren’t so good but then they were fast in some key spots. Tommy did all he could and drove extremely well. But the main thing for both cars is that we got fantastic results for points and the first win for the Corvette C7.R. It’s a fantastic day for Corvette Racing.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R

“It was a great day for Corvette Racing. You could really see how strategy plays a part in tire wear and things like that. Great job to Antonio and Jan. They had a great race and got ahead of that one LMP car and could cruise. Our class has always been super-competitive, and it’s fun to see it all play out with pit stops and strategy. It was a great day of racing here at Long Beach.”

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER

“What a fantastic race for Chevrolet and Corvette Racing today at Long Beach! The team’s strategy played out perfectly, and Antonio and Jan had mistake-free stints. Having Tommy Milner and Oliver Gavin join them on the podium makes this a very rewarding day for the Chevrolet Corvette C7.R program. Rest assured, we will work to capitalize on this momentum in our continued push for the first championship in the new TUDOR series.”



Astronaut Neil Armstrong's 1967 Corvette **Displayed at the Kennedy Space Center**

The history of the space program is all around visitors to the Kennedy Space Center Visitor Complex.

Last Wednesday, another kind of history – though still related to the space program – was on display in the Rocket Garden at the space center.

That's when Merritt Island's Joe Crosby brought one of the most historic Corvettes ever made so a group of Corvette Enthusiasts from the National Corvette Museum could see it first hand.



Crosby, you see, is the owner of a 1967 Corvette Sting Ray that belonged to the first man to walk on the moon, Neil Armstrong.

The car had sat in the previous owner's basement from 1981 until Crosby bought it from an undisclosed Georgia owner in February 2012.

After posting the car on eBay, he entertained offers of more than \$250,000 but decided instead to keep this one-of-a-kind Corvette and bring it back to life.

He originally intended to treat the Corvette to a complete restoration, but after talking to others in the Corvette world, he says he decided instead to “preserve” the car, only doing to the car what he had to do to keep it as close to original condition as possible.

Crosby, a retired Brevard County Sheriff's Office west precinct commander, says he had to search the country for three months before finding the original fiberglass fenders made by General Motors that had been sitting on a shelf in North Dakota for 27 years – showing the lengths he went to to only put original GM parts back on the car.

Armstrong died in August 2012 at age 82.

Chevrolet Shows Off Expanded Performance **Car Line for the 2015 Model Year**

With the introduction of the new 2015 Corvette Z06 Convertible with an estimated 625 horsepower, Chevrolet has once again cemented its reputation as the performance car leader.

The Bowtie now has 14 performance cars available in 2015, including four distinct Corvette models, nine Camaros and the SS Sedan.

“Chevrolet has been America’s best-selling performance brand for four consecutive years, due in part to the breadth of our lineup,” said Mark Reuss, executive vice president, Global Product Development. “For 2015, we will have the best range in our history, offering a performance car for virtually every enthusiast, from the 30-mpg Camaro LS and the COPO Camaro drag car to the 625-horsepower Corvette Z06 Convertible supercar.”

The 2015 Chevrolet Performance Car Lineup includes:

Corvette

The all-new Corvette Stingray was the most awarded vehicle of 2013. Built on a new aluminum chassis and featuring a new 6.2L V-8 rated at 455 horsepower, it backs its performance capability with the greatest efficiency of any sports car with at least 450 horsepower: an EPA-estimated 17 mpg city driving and 29 mpg on the highway with its seven-speed manual transmission. A new eight-speed paddle-shift automatic transmission will be offered in 2015.

The new Z06 Coupe and Convertible join the lineup for 2015. The new Z06 delivers supercar levels of performance and technology, including at least 625 horsepower and 635 lb-ft of torque from an all-new supercharged engine, and true aerodynamic downforce for high-speed stability. The Z06 Coupe is the most capable Corvette in the brand’s history, recording the fastest lap of any production car ever tested at GM’s Milford Road Course test track. The Z06 Convertible will be one of the most capable convertibles on the market – matching the coupe model – with 0-60 acceleration in less than 3.5 seconds.

Chevrolet SS

Chevrolet’s first V-8-powered, rear-drive performance sedan since 1996 is based on a race-proven, global platform that underpins the Camaro, and, in Australia, the high-performance Holden VF Commodore. Lightweight aluminum hood and deck lid panels contribute to a nearly 50/50 weight balance, while the performance of the SS’s 415-hp / 415-lb-ft 6.2L V-8 enables 0 to 60 mph sprints in 5 seconds flat.

Camaro

The Camaro lineup starts with the 323-horsepower V-6-powered coupe and convertible, which match performance with efficiency – including up to 30 mpg on the highway for the 2LS coupe model – and a suggested starting price of \$23,555 not including tax, title and dealership fees.

The SS coupe and convertible come with Chevy’s legendary small-block V-8, featuring a 6.2L engine delivering up to 426 horsepower, and 0-60 acceleration in 4.5 seconds.

The Camaro 1LE is the most affordable, track-capable Camaro in the lineup, starting at \$37,350. Offered only on SS coupes with a manual transmission and optimized for the track with unique gearing, suspension tuning and tires that make it capable of more than 1 g in cornering grip.

The Camaro ZL1 (coupe and convertible) is equally at home on the race track, the drag strip or daily commuting. It features a supercharged 6.2L V-8 with 580 horsepower and 556 lb-ft of torque – making the ZL1 the most powerful Camaro ever from Chevrolet. It is also the most technologically advanced, with standard Magnetic Ride Control and, on coupe models, Performance Traction Management.

The COPO Camaro, limited to 69 units this year, is a hand-built race car designed exclusively for drag racing – the first purpose-built Camaro race car from Chevy and the quickest Camaro ever from the factory

Finally, the all-new Camaro Z/28 returns the iconic model to its road-racing roots. It features exterior elements designed like a race car to produce downforce that presses the car against the track for greater grip – up to 1.08 g in cornering acceleration – and faster lap times. Camaro Z/28 logged a 7:37 lap on Germany’s legendary Nürburgring track, which was faster than published times for Porsche 911 Carrera S and Lamborghini Murcielago LP640.



1967 McNamara Corvette Sells for \$725K at Mecum’s Houston Auction

Enthusiasts were treated to three days of excitement last week when Mecum presented their second major collector car auction of 2014, April 10th through the 12th in Houston.

The heavily promoted prototype Ford GT40 was hammered down at \$7M and TV viewers got to see it on live TV. It was the highest price ever hammered down for an American car being broadcast on “live” TV. And though that was impressive, it was actually more exciting to watch former Viet Nam veteran Don McNamara’s pristine, 2997 mile Corvette hammered down for \$725K (\$797.5 including commissions). Along with the McNamara Corvette, Mecum sold 61 of the 101 Corvettes consigned, an strong sell through for Corvettes.



The impressive Don McNamara 1967 427/390 Coupe which we told you about in a previous article sold for what we originally predicted and was the number one Corvette sold during the auction. The impressive Corvette is arguably the finest all original 1967 Corvette in existence and certainly one of the most storied. When the Corvette was pushed to the block it was swarmed with excited enthusiasts. Only three other people had ever driven the car and no one had sat in the passenger seat so even Mecum employees would not start the car and white gloves were used when touching the pristine Corvette.

The consignor and owner Dr. Mark Davis, who affectionately nicknamed the car “Mac” in honor of the original owner and Viet Nam veteran, Don McNamara, was emotional as the car crossed the block. A Corvette collector, Davis names all of his Corvettes but admitted that this one was very special in several ways and was very concerned that “Mac” would go to a home that would value and respect the car not only for what it was but for what it represented.

Corvette Results

And there was more excitement throughout Mecum’s second major collector car auction held in Houston April 10th through 12th with their usual impressive collection of Corvettes, with over 100 crossing the block and 61 of those hammered as sold in the three action packed days. There were more than a few Corvette bargains snapped up in addition to the \$100K+ 1963, 1966 and 1967 Corvettes which accounted for nine of the top ten Corvette sales of the auction. All but one, a 1961 restomod, was either a 1963. 1966 or 1967. Clearly the second generation Corvettes were the most desired and the ones hammering for \$50K or more.

LOT #	DESCRIPTION	SOLD PRICE
S128	1967 Coupe – McNamara	\$725,000
F215	1967 Convertible – Award winning 427/435	\$127,500
S205	1961 Restomod Convertible – LS2, 6 Speed	\$125,000
S155.1	1967 Convertible – Award winning 427/435	\$120,000
S146	1963 Coupe – 327/360 Silver/Blue	\$120,000
S109	1967 Convertible – 427/390 Matching numbers	\$120,000
S149.1	1966 Convertible – Award winning 427/390 Auto	\$108,000
S106	1967 Convertibl – 427/400 Tri power, 39K miles	\$100,000
S147	1967 Restomod Coupe – LS3, 6Spd	\$100,000
S116.1	1966 Convertibl – 427/425 Restored	\$100,000

TOP 10 TOTAL SALES: \$1,745,500

There was a good selection of third generation cars most of which were sold below \$20K except for some collector edition, anniversary and pace cars which sold between \$20K and \$30K. Two outstanding bargains in third generation cars was a virtual time capsule 1982 Collector Edition (Lot F121.1) with less than 3K miles and a 1978 Silver Anniversary Edition (Lot F46), each hammered at \$21.5K. The headline third generation ZR1’s however both failed to sell, while two of the three sixth generation ZR1’s were sold for \$75k and \$71K respectively.

However, similar to the Mecum Kissimmee auction in January several of the auction's headline and premier Corvettes failed to sell and this time it couldn't be attributed to the weather. Of the top five featured Corvettes consigned only one of the five sold, the McNamara 1967 Corvette. The headline Bunkie Knudsen 1963 styling Corvette (Lot S119), the Gus Grissom 1967 Corvette (Lot S120.1), the 1963 7/11 Racecar (Lot S129.1), and an award winning 1967 427/435 convertible (Lot S191) all failed to sell despite relatively strong bids.

Ward's Names the Corvette Stingray to its 10 Best Interiors List for 2014

For years, the Corvette has been blasted by the media for its cheap-looking interior.

But no longer.

Last week, *Ward's Auto*, which has covered the auto industry more than 80 years, placed the new Corvette Stingray on its 2014 10 Best Interiors list.

To earn the honor, vehicles had to offer an all-new or significantly redesigned interior that offered “advanced human-machine interfaces, high-quality materials, outstanding comfort and, in some cases, breathtaking aesthetics and limited self-driving capabilities.”



No surprise that the Stingray, which has earned praise for its much-improved interior from media around the world since its introduction in 2013, was on the list.

Ward's editors especially praised the available carbon-fiber trim, suede-like microfiber headliner, and contrasting white stitching on the seats. Such details have brought the Corvette's interior on a level with much more expensive competitors like Porsche and Jaguar, at a much lower price, they pointed out.

Another GM vehicle also made the list, the 2014 GMC Sierra Denali, singled out for its excellent build quality, no-nonsense practicality, and high-tech features like optional electrical sockets and USB plugs. *Ward's* also praised the Sierra Denali for its suitability for job sites, thanks to lots of storage cubbies, a massive center console, and climate features needed for working in extreme weather, like heated and cooled front seats and a heated steering wheel.

First Retail 2015 Corvette Z06 Coupe Auctioned at Barrett-Jackson Palm Beach for \$1 Million

On Saturday, we traveled across the state of Florida to Palm Beach to watch the first retail 2015 Corvette Z06 Coupe auctioned at Barrett-Jackson. It should come as no surprise that the winner was Chevrolet dealer and NASCAR team owner Rick Hendrick who bid \$1 Million for the supercharged Corvette.

Proceeds of the auction were donated to the Karmanos Cancer Institute in Detroit.

Staff members from Karmanos surrounded the car as it made its way up to the auction block with some members throwing out Z06 hats and Corvette Racing “Jake” lapel pins to the spectators in the crowd.



Once the Corvette started bidding, it came down to Hendrick and another bidder in the front row named Charlie. Charlie did his best and really enjoyed the moment, but in the end it was Rick Hendrick who would have the top bid and would own the VIN 001 Corvette Z06 when it was all said and done.

This is the third time in two years that Hendrick has purchased a first retail VIN C7 Corvette model. In January 2013, he paid \$1.05 Million at Barrett-Jackson's Scottsdale auction for the rights the first 2014 Corvette Stingray Coupe. A few months later, he shelled out another \$1. Million for the 2014 Corvette Stingray Convertible at Barrett-Jackson's Palm Beach Auction.

Introducing the Corvette Z06 from Chevrolet was Chevrolet's former Performance Car Marketing Manager John Fitzpatrick. We say former as our friend was just transferred over to trucks where he'll assume the marketing duties for the Silverado. After the auction, John remarked that he has singlehandedly sold more vehicles for a million dollars or more than anyone else at General Motors. Well said John!

After the auction, Barrett-Jackson's Craig Jackson and Steve Davis joined Rick Hendrick, John Fitzpatrick and the Karmanos staff around the Corvette Z06 outside the auction's exit door and really big check for \$1,000,000 was offered to the Karmanos Cancer Institute.

As will all the charity sales, Barrett-Jackson waves all the buying and selling fees and the winner (Hendrick) pays the charity directly for the vehicle.

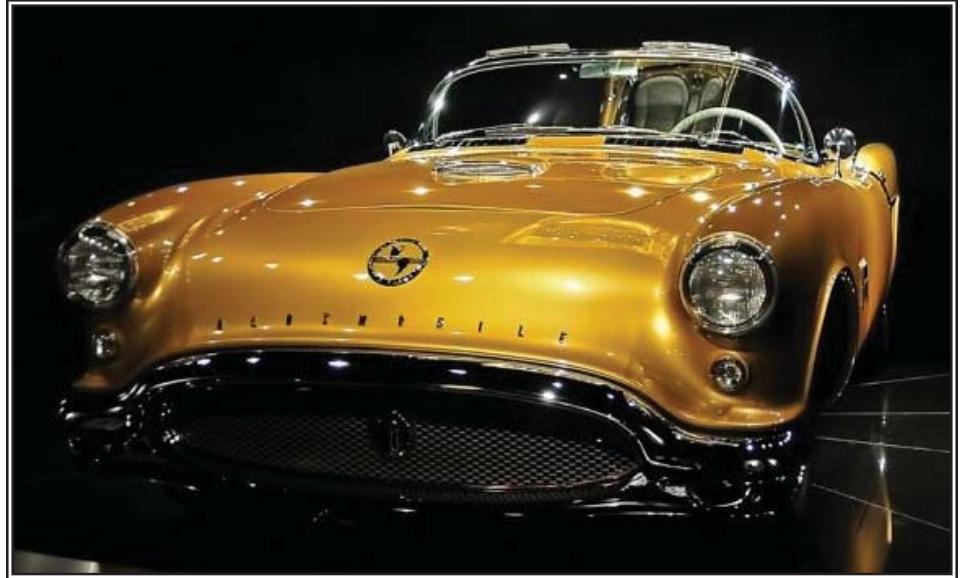
Looking through our gallery of images below, you'll notice the presentation of a toaster to Rick Hendrick who held it high above his head like it was the Harley Earl Daytona 500 trophy. After kissing it, it was remarked that this was the John Fitzpatrick special – when you buy a car for a million dollars, you get a free toaster!

This is the car that in 1954 could have 'killed' the Corvette

Chevrolet, being GM's big sales and profit division, campaigned to GM to 'kill' this car.

When Chevy was coming out with its 6-cylinder sports car with its 2-speed 'Power glide' transmission and side curtains, there was a sports car from Olds with a big old V-8 engine with power windows.

So, GM said, 'no' to Oldsmobile on building this car. 1954 Concept Old's Rocket F88 - the only one in existence.

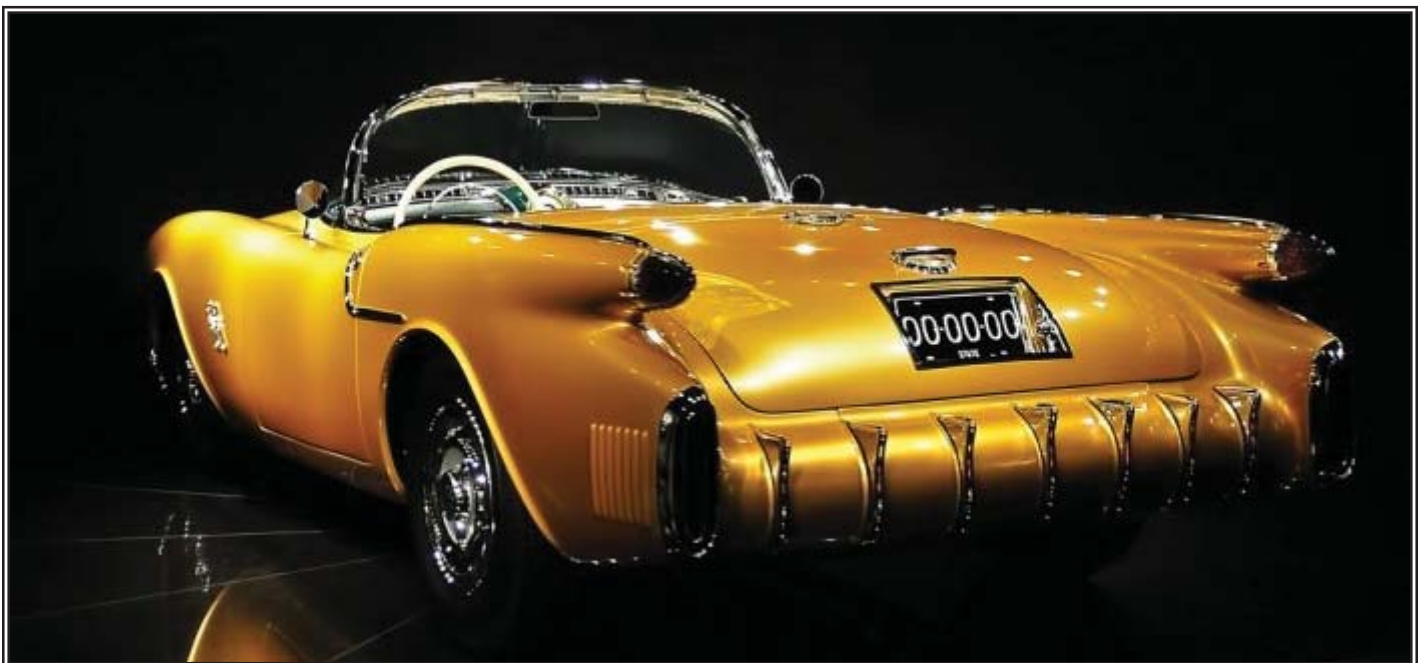


John S. Hendricks (Discovery Communications founder), paid in excess of \$3 million to acquire this 1954 Oldsmobile F-88 Convertible Concept Car. After spending decades as a collection of parts stuffed into wooden crates, the F-88 was reassembled.

In 1954, the F-88 was a Motorama Dream Car, and was one of only two (or an unconfirmed possible three), ever created. The F-88 seen here is literally the only car left of its kind and was sold to John and Maureen Hendricks at the prestigious Barrett-Jackson Auto Auction in Scottsdale, Arizona, for an unbelievable \$3,240,000.

This acquisition made automotive history and is in the cornerstone of the Gateway Colorado Automobile Museum, in its own special room in a rotating display.

What a gorgeous vehicle.



Chevrolet Introduces the “Big Nasty” Corvette Z06 Convertible

Yesterday at a special preview party for Chevrolet at the New York International Auto show, the Laguna Blue 2015 Corvette Z06 Convertible was driven onto the stage and then GM’s Mark Reuss introduced the new drop-top super car, once again referring to the high performance C7 model as “The Big Nasty”.



“Ladies and gentlemen, introducing the first ever super car convertible from Chevrolet. The 2015 Corvette Z06 Convertible. The ‘Big Nasty’ has flipped its lid.” said Reuss before Chevy’s assembled guests.

Corvette’s Product Manager Harlan Charles said in a posting on GM’s Fastlane blog that the 2015 Corvette Z06 Convertible “is the car Corvette fans have dared us to build for years”.

“Thanks to the 2015 Corvette Z06’s new aluminum frame, not only is the new chassis lighter than the frame used in the C6 Z06, it’s also 20 percent stiffer than the previous Z06 fixed-roof coupe. That new-found strength allows us to create the Z06 Convertible without the use of any additional structural reinforcement, and subsequently keep weight to a minimum. In fact, the convertible’s curb weight is nearly identical to the new 2015 Corvette Z06 coupe, allowing it to share chassis tuning.” writes Harlan on *Fastlane*.

Like the Z06 Coupe introduced at the Detroit Auto Show in January, the Z06 Convertible will have the same LT4 supercharged 6.2L engine that will deliver at least 625 hp and 635 lb-ft of torque. Both cars promise 0-60 mph times under 3.5 seconds and buyers will be able to choose between a seven-speed manual transmission with Active Rev Matching or the new eight-speed automatic built specifically with the Z06 in mind.

“This convertible is every bit as capable as the Z06 Coupe, which has already recorded the fastest times in our laps around our Michigan Milford MRC test track.” said Reuss at the preview party.



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