

**A NOTE
FROM
ZOPREZ**



The spotter has called in an all clear for the finish. We can see the end and it is near. We are in first place and that's great for a one-car event. There have been minimal problems and much joy. And, to those who have embraced our team philosophy of sharing and caring---bless you all!!

We've had another eventful month. Habitat for Humanity is up and running and volunteers are ready to go; Tom and Hollyann hosted a great grease fix at Norris's Place for Ribs; a pirate website has been established to compete with ours; and We added our 100th member.

Habitat is our opportunity to help a deserving family build a future. Get your hammers tuned and ready. We need help. Tom and Hollyann's hostin' skills are magnifico. Another pirate website is in the works. Since there is already an original club website and a E-group notification/reminder site, this new website should have to have a unique name to help differentiate it from the two existing sites, and I would like to suggest:

My R Corvette Club deaux deaux.

And, we will recognize our 100th members at our Christmas Party.

Get ready for Cypress Gardens, our drive to see Betty and Alan, and our Christmas Gala.

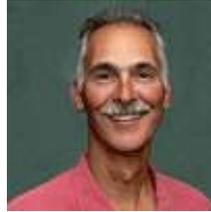
Have a joyful holiday season.

Atomically yours,

ZORO

P.s. Let us be happy and live within our means, even if we have to charge it.

**Jim's
Jottings**



Malibu Magic

The excitement is building and it's truly justified. Happy November members!

Normally we'd talk 'Vettes in this space but I'm so excited to share some really great news with you. The all-new 2008 Chevy Malibu has arrived at Service Chevrolet in Vero Beach.

Why the excitement? For starters this is truly the first American made mid-size vehicle that not only competes but WINS in head-to-head comparisons with Nissan, Honda and Toyota. The automotive world is abuzz with accolades.

The fit 'n finish is superb. The interior cabin spacious and luxurious. The performance and MPG is amazing. But what's really great is the price. All this for around \$21,000 nicely equipped.

Pride is the real reason I'm writing this. Finally, Detroit got it right.

Come see the all-new 2008 Malibu. For a select group, including the Corvette Club, we're holding a 'sneak peek' reception next Thursday, November 15th from 4pm to 7pm. You're welcome to come by and check out this great new Chevrolet. I hope to see you.

Happy Thanksgiving from our entire staff to you and yours.

Save The Wave,

Jim



MEMBER BIRTHDAYS

Birthdays for November

Dick Kesler	November 2
Bonnie Steene	November 13
Connie Baudo	November 19
Susan Humanes	November 26
Frank Baudo	November 28
Mary Derby	November 29

Birthdays for December

Steve Grant	December 2
Cyn Seo	December 7
Bill Ulisky	December 8
Alan Papitto	December 14
Louie Seo	December 19
Bonnie Porter	December 20
Judy Gallagher	December 25
Carl Michaud	December 27
Birgitta Byers	December 29
Dave Lundell	December 31

Happy Birthday to everyone!

NEW MEMBERS

Bob & Georgia Irish

Welcome!



**Service
Chevrolet**



The Name Says It All!

**Contact Jim Pagano
Corvette Specialist
For all your Corvette Needs**

567-8371

FINAL DINNER RUN

The October dinner run was the last one for the year. November is such a busy month for everyone, the Christmas party in December and other outside activities take up any time we have left.

I hope those that came out on a very, very rainy night had a great evening. We traveled south to Ft. Pierce to eat at Norris's Place For Ribs. They gave us the whole bar area, and we certainly filled it. The food was great, we ordered off the regular menu and every one was happy with dinner.

Since it was the last ride we decided not to strain brains and did drawings for the prizes. I think we had enough items that everyone got a prize. Lots of conversation, fun and great food. What more could you ask for?

Tom and I sponsored the dinner run and I hope all of you had as much fun as I did.

SAVE THE WAVE!!!!

Hollyann



Activities

COMING IN November

3 - Saturday - 14th Annual Corvettes in Paradise Islamorada, FL

6 - Tuesday - Board of Directors Meeting
Officers and Directors are asked to please attend, Club members are always welcome!

9 - Friday - General Membership Meeting

10 - 11 - Saturday - Sunday - Corvette Garden Party
Cypress Gardens, FL

17 - Saturday - Vettes on the Avenue 2007
Melbourne, FL

17 - Saturday - The Ultimate Corvette Party
Detail to Follow

22 - 25 - Thur - Sunday - Turkey Rod Run
Daytona International Speedway
Daytona Beach, FL

COMING IN December

8 - Saturday - Annual Christmas Party

Check the WEB Calendar for details



Remember to save Saturday, December 8th for the

ANNUAL CHRISTMAS PARTY

You must be in attendance to attend (Ro's Rule)

HABITAT FOR HUMANITY 2008 CORVETTE HOUSE

The Hammer Passing ceremony for the construction of the 2008 Corvette House was October 27, 2007. Once again the Corvette Club is teaming up with Service Chevrolet for the construction of another home. This years home will be for the Castro family.

As in the past Service Chevrolet will be paying the funds for materials for the home, in return they will receive a tax credit.

Habitat is part of an ecumenical Christian group of Indian River County residents that is concerned with providing decent housing for God's people in need. Member raise money, recruit volunteer workers and use purchased or donated materila to build simply, sturdy, decent low-maintenance, energy-efficient housesfor quality low-income families. The selected families purchase these house at cost through a no-interest mortgage. The payment money is thenuse to construct houses for other qualified families.

If you want to help with this worthy project please contact Dan Bryant or Frank Bodo.



TOYS FOR TOTS

Our first toy collection was a very good start. The dinner at the Italian Grill was well attended and lots of toys and cash were collected. The food as usual was fantastic. No one ever has a complaint about the food. If anything the words are usually I ate to much, or the need for a to go container.

This is only the first time around for the toy collection. PLEASE, PLEASE help this great cause. There are more children than ever that will need help this year. With the economy going down hill, people losing jobs and prices going up and up it will be a sad Christmas if those of us that can help don't contribute.

Ro and I are both collecting toys and cash. Also, our sponsor Service Chevrolet is storing everything until the scheduled Marine Drive pickup. Service is collecting in their showroom and we hope to have a large quantity of great toys and games by December.

Hollyann



Meet Our Officer For 2008



Frank Baudo, President
July, 2005



Tom LaRocca, Vice President
Member Since March, 2006



Syl LaRocca, Secretary
Member Since March, 2006



Dick Cantner, Treasurer
Member Since October, 2005



Ro Bryant, Officer at Large
Charter Member Since
November, MCMXCIX

2012 Chevrolet Corvette: What GM's planning for the C7... And what it must do to make America's Sports Car a world-beater

Reprint from MotorTrend.com
By Angus MacKenzie, Todd Lassa

If you were a car-crazed kid in America any time between Eisenhower and LBJ, chances are you learned about one sports car before any other Corvette: It might've been a two-tone C1 roadster, a split-window coupe parked among svelte Corvairs and boxy Impalas on your neighborhood dealership's showroom floor, or Tod and Buzz's dull gray convertible on television; but the long hood, the short deck, the two buckets, and the brawny, yet sophisticated American swagger caught your eye. It was the stuff dreams were made of.



Now one of America's longest-lasting nameplates, the Corvette has had its toe-curling Elvis-in-Vegas years (the awful, asthmatic C3s of 1975-1977 were the absolute nadir). But the opening decade of the 21st century finds America's own sports car in the best shape it's ever been. The 2008 C6 is the sharpest, fastest, and best-finished Corvette yet, while the 197-mph Z06 is, quite simply, the best-value supercar you can buy anywhere in the world.

So what's next?

Here's what we know: GM is considering at least three scenarios for the C7, and GM Design is still some time away from boiling down competing proposals (at least five were in the mix at one point) for the car. That means the car, originally planned for the 2011 model year (to coincide with the 100th anniversary of Chevrolet), will likely launch as a 2012 model and may even slip further, depending on how the new CAFE regulations pan out.

Let's look at the three scenarios for the C7

1. Evolution, not revolution

An evolutionary car would continue improvements made by the C6 over the C5 and take advantage of emerging technologies for more gains in performance, handling, ride, cost, and, of course, fuel economy.



The 2008 C6's aluminum pushrod 6.2-liter LS3 has been updated and upgraded and makes an easy 436 horses with a performance exhaust. But what about gas mileage? Using the stricter, lower 2008 EPA numbers, the LS3 manual gets 19.3 mpg combined, the automatic achieves 18.3 mpg. Technologies such as cylinder deactivation (now called active fuel management) and variable valve timing could bump the efficiency of the LS3 into the low- to mid-20s.

Body panels provide a better opportunity for weight savings. Much of the C6's body is made of sheet molding compound, which contains heavy silicon. Switching to carbon-fiber panels for the base models would be too costly, but there are several emerging composites, including Kevlar/carbon-fiber and Kevlar/aluminum that could lower weight without seriously raising cost.

It makes sense because: It takes the Corvette's unique formula and refines it.

2. Let's chase Ferrari

GM vice chairman Bob Lutz reportedly has been pushing for a mid-engine C7. Two directions have emerged. The more realistic plan has Chevrolet building only an up market, mid-engine Corvette while the other calls for two models: a conventional front-engine C7 and the mid-engine car and splitting Corvette off from Chevy to make it a prestige brand.

Under either plan, the next Corvette will have a radically different design from the current car.

A mid-engine C7 would get a version of GM's upcoming "high-feature" V-8, expected to be an efficient, direct-injection 5.0-liter-plus gas engine with quad cams and four valves per cylinder and due to launch in 2009 to replace the Northstar V-8.

Building only the mid-engine C7 has its advantages. GM could sell the car at lower volume than last year's 36,000 C6s and fill in some of the loss with added sales overseas. With U.S. sales approximately halved, Corvette would have less effect on GM's CAFE numbers.

But switching to a rear mid-engine configuration requires a heavy, double-wall rear firewall, primarily to stop the engine entering the cabin in rear-end impacts. While a mid-engine configuration would offer a reduced polar moment of inertia, for inherently better handling, the setup is costly and will weigh more than a front engine car of similar construction. Besides, the C6 Z06 already enjoys a near-perfect, 51/49 weight balance.

Building a powerful, high-tech mid-engine car also could prove costlier than expected, as Ford discovered with its low-volume, short-run GT. The profit margin might not be as good as it looks.

We hear Lutz is backing down from his support of a mid-engine C7, though other powerful GM execs reportedly still favor it. Those at GM who prefer an evolutionary, front-engine C7 are facing a tough battle.



It makes sense because: It places Corvette at the cutting edge of supercar technology.

The downside: It'll be way more expensive and probably no faster.

MORE NEXT MONTH...