

**A NOTE FROM ZOPREZ**



We be jamming through the esses. Service and G'man Williams delivered the replacement car under rule #ircovettes.com/ServiceChevrolet, and the Atomic Orange is on the job. Thanks.

The crew is on course, and their timing on the crab run to Ozzie's followed the Club's successes at Sebring, St. Patties Day Parade and The Antique Car Show, and it delivered maximum joy. If we were havin' any more fun, we'd be investigated.

Enough of the praise, now it is the time to address some club complaints, which are as follows:

1. Citizenship: There is no limit on the number of out of town guests that postpone their return trips for club functions.
2. Habitats of Humanities: Leaving early is a Harry issue and we want to be Frank about it. Jim and Danny haven't complained.
3. Karl Steene: He has sold his Vette and needs plenty of advise on finding a new one. But, we need to discuss his failure to attend his surprise birthday party at Earl's on March 25, 2007, along with everyone else. (See me at next year's party), and
4. Crabs. You got them at Ozzie's thanks to Karen and Clint.

Basically, all is well, Let's keep drivin'!

ZORO

P.S. Remember, Ron Fellows needs us.

**Greg's Gab**



Hi Folks!  
To start off with I would like to congratulate our President, Ro on her new Atomic Orange/Cashmere Corvette! I don't think that you will be able to get the smile off of her face for years to come! Hanks has shared with me some info on the SS/Blue Devil/Z07 whatever they are going to name it, it probably will not be built until the 2009 model year and possibly not be built at all. I know that there are a few of you looking for info on it but at this time we have what you have, from magazine reports.

The Ron Fellows Z06 has found a home on Key Biscayne, with a very happy owner. It will be parked in a garage and driven sparingly according to the owner.

SAVE THE WAVE!!!!

Greg



**The Name Says It All!**

**Contact Greg Williams  
Corvette Specialist  
For all your Corvette Needs**

**567-8371**

**MEMBER BIRTHDAYS**

**Birthdays for April**

Betsy McMahon	April 19
Lewis Smith	April 21
Larry Spurlock	April 21
Clinton Atwell	April 22
Linda Fallon	April 29

**Birthdays for May**

Robert Ewry Sr.	May 1
Marlene Uliisky	May 7
Sue Smith	May 14
Dick Cantner	May 14
Hal Gore	May 16
Nancy Michaud	May 18
Nan Dunne	May 26
Tom LaRocca	May 29
Frank Casano	May 31

*Happy Birthday to everyone!*

**From Last Month.**



**1957 Corvette SS XP-64**

Developed by Zora Arkus-Duntov  
Engine: 16 valve V8  
Horsepower: 307 hp @ 6400 rpm  
Displacement: 283 Cu In.

**\$1.3 M NCM DONATION**

The heritage of our Corvettes can be seen on every wall of the museum. If you are not a member of the museum you need to join. They are planning a 50,000 ft addition that will include a convention center, a restaurant, a library, and larger museum delivery areas.

One happy Corvette collector has donated \$1.3 million for the addition to the museum.

Please try to make a donation, send your tax-free donations to the NCM Building Campaign, go to [corevttemuseum.com](http://corevttemuseum.com) or send checks to the National Corvette Museum, 350 Corvette Drive, Bowling Green, KY 42101-9134. Help the keep the history of the car we love alive.

# WE HAD FUN, FUN, AND MORE FUN ON THE DINNER RUN!!

Clinton and Karen Atwell were the leaders of the March Dinner Run. A great turnout of members and their Corvettes took off for Ozzie's in Micco. There were enough people to actually take over the restaurant. It was a lively night, with live music, great food and drink. Clinton and Karen had the night all planned for everyone with drawings for grab bags with prizes.

As we were leaving we found a number of people passing by had stopped to look at all the gorgeous Corvette's. A big thank you goes to the Atwell's for a fantastic evening.



# Activities

## COMING IN APRIL/MAY

4/13 - Friday - General Membership Meeting

4/14 - Saturday - Corvette @ Uptown Altamonte  
Altamonte Springs, FL

4/21 - Saturday - VETTES AT THE PORT  
Cape Kennedy

### CLUB EVENT FOR APRIL

4/21 - Saturday - City of Stuart Paddle Wheeler Ride  
11:00 to 2:00

4/24 - Tuesday - Monthly Mystery Cruise  
Our Host Frank & Connie

5/1 - Tuesday - Board of Directors Meeting

5/5 - Saturday - Vettes At The Light  
Ponce Inlet, FL

5/11 - Friday - General Membership Meeting

5/12 - Saturday - Corvette River Cruise In  
Fort Pierce

### CLUB EVENT FOR MAY

5/19 - Saturday - Family Picnic & Boat Ride  
Details to Follow

5/29 - Tuesday - Monthly Mystery Cruise  
Our Host Frank & Connie

*Check the WEB Calendar for details*

## Come and Join Us For a Lazy Afternoon Luncheon Cruise On The St. Lucie River

On Saturday, April 21st at 11:00 AM

We will be boarding the City of Stuart  
A FINE PADDLE WHEELER

You will enjoy a wonderful "All You Can Eat" Buffet  
prepared fresh right on board the boat



**Lunch Menu includes:** Sliced Turkey, Ham, & Roast Beef, Hot Pulled Pork B-B-Q & Cole Slaw, Swiss & American Cheese, Chicken Salad, Pasta Salad, Fruit Salad, & Garden Salad With Italian, Ranch, & French Dressing, Sandwich Rolls, Carrot Cake, Coffee, Iced Tea, & Lemonade

**The Cruise is from 11:00 to 2:00 for \$26.00 per person  
PLEASE, RSVP early to Beth Butcher at 772-461-8707  
or E-mail vette81lvr@aol.com**

If we can get 25 people plus we can get a group rate!!! Invite your friends...

They also have the Best DJ's on the river !  
With a full service bar, a dance floor, and friendly staff,  
you will have everything you need to have a boatload of fun

## Callaway C16

### When even a Corvette isn't enough, call Reeves

By MARK VAUGHN  
AutoWeek

#### AT A GLANCE:

2007 CALLAWAY C16 CHEVROLET CORVETTE

AVAILABLE: Now

PRICE: \$120,000 base, \$192,000 as tested

DRIVETRAIN: 6.0-liter, 616-hp, 582-lb-ft supercharged V8; rwd, six-speed manual

CURB WEIGHT: 3375 lbs

0 TO 60 MPH: 3.3 sec (mfr.)

FUEL ECONOMY (EPA COMBINED): 22.5 mpg

What could a Corvette owner want that's not already in the fabulously fast standard-issue General Motors Chevrolet product? Fer cryin' out loud, the thing's already got 400 hp in base trim and a whompin' 505 hp as a Z06. And since it weighs just a little more than 3000 pounds wet, it can spank the decals off almost anything that lines up against it. What more could any sensible Corvette luster seek?

More everything, that's what.

Callaway has been giving Corvette owners just what they love and lust after for 20 years, and non-Corvettes for another 10 years before that. Reeves Callaway started in his garage in Connecticut in 1977, making turbochargers for various performance cars. Then, in the late '80s, a particularly well-done Alfa supercharger caught the eye of Corvette chief engineer Dave McLellan. That led to the fearsome twin-turbo Callaway Corvettes of 1987-91, including the all-conquering, 254-mph, twin-turbo Sledge Hammer. From that slobbering beast came the SuperNatural LT1-based naturally aspirated Corvettes (AW, Jan. 25, 1993), followed by the C12 homologation cars that allowed Callaways to race at Le Mans and now this, the C16.

The 16 in its name does not refer to cylinders, as many people who saw our test car assumed, but to the car's spot in Callaway history. This is the 16th project to come out of the Old Lyme, Connecticut-based supercar maker. Given the marque's powerful history, this one is a somewhat more subdued version, if you can use the word "subdued" in the same sentence as "616 hp."

The heart of the Callaway conversion is an Eaton/Magnuson roots-type supercharger that bolts nicely on top of the 6.0-liter aluminum V8 Chevrolet engine (a kit for the 7.0-liter Z06 is in the works). The engine has the same 4.00-inch by 3.62-inch bore and stroke, and it wasn't necessary to change the compression ratio. Callaway also adds higher-flow injectors. That gets horsepower up to 560 at 6200 rpm and torque to 500 lb-ft at 4750 rpm.

That's for the base C16, which you could glibly call C16 Lite. But the base C16's 560 hp is probably not going to be enough, is it? So Callaway has an option package that adds unique cylinder heads, larger intake and exhaust valves and Callaway-specific rocker arms and pushrods, all of which bring power up to 616 hp at 6200 rpm and torque to 582 lb-ft at 4750 rpm.

It's not at all unmanageable. With only 7.5 psi of boost max, Callaway didn't even have to rebuild the bottom end of the motor.

"It's not a big stress on the components," said Pete Callaway.

Yes, there's a Pete Callaway, son of Reeves. He started working in his dad's shop at age 11 and is now West Coast rep for Callaway Engineering, setting up Chevrolet dealers to service and sell C16s. Like his dad, he is tall, polite, soft-spoken and knowledgeable, not at all what you'd expect of a "tuner" proffering 616 hp of anything.

He gave us a walkaround of the car outside the Callaway family compound deep in the heart of Orange County.

"The C12 was the total package. You could only get one trim level, and that had everything on it," he said. "With the C16, you can do just the brakes or just the suspension or whatever you'd like. The C16 is essentially a menu for all the components."

There are a lot of components.

For brakes, you can leave the standard Z51 four-piston calipers that GM puts on Corvettes, or you can upgrade to Callaway six-piston front and four-piston rear grabbing 355-mm by 32-mm discs.

The suspension is a collaborative effort with Eibach. You still have the SLA upper and lower A-arms and transverse leaf springs, but Callaway added double digressive shocks and Eibach springs. The dampers adjust 10 ways for jounce and 10 ways for rebound, allowing you to come up with a track setting and a commuter setting, for instance. Ride height adjusts more than 2 inches.

"We bring the spring rate up a little bit," said Callaway.

Our test car rode on Michelin Pilot Sport 275/30ZR-19s front and 325/25ZR-20s rear, mounted on Dymag wheels with magnesium centers and carbon fiber outers. Callaway is working with Yokohama on a 345/25 for the rears that should be available in early 2008.

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# Callaway C16

Continued from page 3

The entire car is wrapped in the wild Tangelo from House of Kolor fiberglass bodywork you see here, though you don't have to get orange. The only original exterior parts are the roof, decklid and mirrors. Everything else is all Callaway, from the big hood bulge to the uniquely subtle strakes that form faux C-pillars in back.

On the road, the C16 immediately feels even tighter, stronger and faster than a stock Corvette. It's everything buyers love about that car and more. While roll, dive and squat are mighty hard to sense in a standard Vette, they're almost entirely absent in a Callaway. And yet the extra power and torque are there anywhere on the tach, especially from launch.

Our car had the optional racing seat, awkward to get into but one of the most comfortable and secure buckets we've ever sat in.

Just as with the regular Corvettes, this one was easy to drive in typically lousy commuter traffic, even easier since the one-to-four shift lockout had been disconnected mysteriously in our car.

It would have been fun to tabulate lap times back-to-back between our 616-hp C16 and a Z06 straight from Bowling Green. But a tough schedule meant only a single afternoon in the Callaway and no time for a Corvette loaner from Chevrolet. We have no doubt the C16 would hold the edge, but it sure would have been a fun day finding out.

If you own a Z06, we suggest buying one of these, too. Then send us your results.

Callaway is taking orders now. (Www.callawaycars.com), Prices are about \$190,000 total for a fully loaded honker.



# Under the Oaks Car Show.

The weather was perfect for the whole day. We had sunshine and a lite breeze. A good number of our club members brought their Corvettes for the day and we had a great time sitting around and talking about the cars, the club and just getting caught up on the things happening.

Wayne Sandlin won best in class for his Classic Mustang entry. It must of been a hard job trying to deciding which car was the best, there were so many that could have won in every class.

Venders had food, tools, art and other items for sale. The club made hobo stew from the cans of vegetables everyone brought after the show was over. Beth and Sue had prepared chicken and broth for the start of the soup. We all had a good time and enjoyed sitting around and talking about the event and the day.

If you missed it this year try to plan on attending next year. You won't see that many great cars in one place very often.



## 12 HOURS AT SEBRING

Two days before the race it rained all day, tents fell down, people got wet, and the whole area was flooded. One day before the race there was a repeat of rain but not quite as much. The day of the race it looked great all day, it was breezy and a little cool but no rain.

We did have quite a few club members in attendance. Dave Lundell, Larry Spurlock, Judi and Steve Overly, Frank Baudo and his son Tom, Rob and Cathie Callery and Tom and I.

One of the highlights of the Corvette Corral on Friday was having all the drivers come over and spend time. Ron Fellow's new signature ZO6 #001 was on display in our tent and was presented to Ron by Johnny O'Connell and the GM people that were present. The Corvettes ran 1st and second with the number 4 car winning with the 3 car with Ron Fellows at the wheel. Friday, Ron's race car was the traditional yellow and over night his car went to white. In honor of his years of racing and to call attention to the 399 other white Z06 cars build to match the one he was presented which was the first to come off the assembly line. All of which are already sold. The #3 Vette will be Artic White in the remaining two endurance Races (Le mans and Petite La Mans) as he moves up in GM Racing.

Fellows will attend all ALMS events, serving as Corvette ambassador and providing technical input to the team's engineers and drivers. In addition to driving in endurance events, he will compete in the Grand Prix of Mosport, the ninth round of the ALMS series, at Mosport International Raceway on Aug. 26, 2007. Fellows will appear at key Corvette marketing events and shows as his schedule allows, assist in driver development for a variety of GM road racing programs, continue to drive for Team Cadillac in selected SCCA SPEED World Challenge GT races, and compete in several NASCAR events.

Don't forget to Save The Wave! Hollyann

