

from the desk  
of  
Frank Baudo...

"let's be civil"



It's always a pleasure to read about civic-minded members within our community. Some of these unselfish and generous people are also members of our club. These fine individuals volunteer and raise money for charities, churches, and needy families here in Vero Beach. They quietly go about, yet can always be counted upon whenever the challenges arise. We are fortunate to have some of these same people as fellow club members. May I compliment you all for the contribution that you make. You are most valued and appreciated for all that you do.

Many of us enjoy the lifestyle that we so rightfully strove for and are blessed in so many ways. The act of "giving back" to your community and neighbors are part of balancing ones' life. What could be better than that? My sincere compliments to all the members of the IRCC who are reaching out to make a difference in needy-peoples lives.

At our last general meeting, I asked that a member recognition column be added to our clubs newsletter; a "who's who" within our membership that we would like to recognize for their contribution to the community. If you like this idea kindly step up and help make this happen by volunteering as an inside reporter. We would welcome your contribution. See you all soon.....

Semper Fi...

*Frank*

From Dyer Chevrolet

Many of you all were well acquainted with the previous Service Chevrolet dealership in Vero Beach and the team that worked there. I'd like to take this opportunity and introduce Dyer Chevrolet to all the proud Corvette owners and members of the Indian River Corvette Club. While you will continue to find many of the same wonderful faces that you are used to seeing, there are a few new individuals: namely those responsible for the name change. Before I get into



our background, I'd first like to say that we are proud to continue supporting the Indian River Corvette Club. We've enjoyed meeting the board members and look forward to meeting each of you at the next members meeting.

As native Floridians, we are very excited to be home. We had a Ford, Lincoln, Mercury dealership in Ohio and enjoyed our time up there owning and operating our first dealership. Our method of operating is simple: take care of our customers, our employees, and the rest will take care of itself. In Ohio, this operating model proved itself to be very successful, and we will implement that in our Florida dealerships. In April, we purchased both the Mazda and Chevrolet dealerships here in Vero Beach. We all take pride in our vehicles and the work we perform on them, so we can assure you that your Corvette will be well taken care of here at Dyer Chevrolet. Our team will even wash it



every time you bring it in for service! We want you to have the best experience possible whether you come in to add to your collection of Corvettes or to service your Corvette. We want you to feel at home here at Dyer Chevrolet. I encourage everyone to stop by and check us out and experience the Dyer Difference!

Regards,

*Will and Tatiana Dyer*

Sunshine Report

This month things have been quiet. Club members have recovered from the strange flu and some minor surgery. We are happy most everyone is well; however, we hear our president, Frankie hurt his back in his quest to copy Lou. First the hair and now golf. Stick to copying the hair Frankie.



In this year of elections I wonder if you know the difference between a Democracy and a Dictatorship? In a Democracy you vote first and take orders later; in a Dictatorship you don't have to waste your time voting. (Charles Bukowski)

Sunshine out!!!!!!!!!!!!!! ZORO

## Activities

Well the Activities Crew has reached the time of year where we say, "What the hell." The boat ride sank. We need your help. We have no activity scheduled for July. We want every member to go to their room and think. Do we want more or less? We'll talk.

On a positive note: Georgia and Bobby Irish hit a home run. The car show-dinner-dessert-run was a delight of steel, calories and laughs. The staff at Woody's in Sebastian did an excellent job. We will add their names to our list of All Stars.

May's takes us to the Vero Elk's Lodge for dinner, dancing and listing to the LandSharks. Make plans to get off your ass and participate.

June's trip to St. Augustine has 9 couples registered and if we can get one more we will have 10. Haven't you always wanted to be a ten--sign up now and you can be, and besides aren't you impressed with our math skills?

Meanwhile, keep the SHOUTOUTS coming. Wayne and Eva's, and Harry and Linda's invites were good ones. Thanks boys and girls.

Corvettely,

## *The Activities Crew*

### MEMBER BIRTHDAYS

#### Birthdays for May

Stuart Huston	May 6
Marlene Ulisky	May 7
Anthony Chila	May 8
John Ferro	May 12
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

#### Birthdays for June

Diane Houston	June 6
Sharon Sperry	June 11
Bob Irish	June 15
Frank Nardi	June 17
Nancy Murray	June 19
Beth Butcher	June 22
Jim Peabody	June 24
Tarie Harris	June 26
Betty Skelton Erde	June 28

*Happy Birthday to everyone!*

# Activities

## COMING IN May

6 - Tuesday - Board of Directors Meeting

9 - Friday - General Membership Meeting

17 - Saturday - Vettes at the Light  
hosted by Ponce Inlet Corvette Club

27 - Tuesday - Mystery Dinner Cruise  
Our Host Tom & Syl LaRocca

### CLUB EVENT FOR MAY

Dinner & Music at the Elk's Lodge  
Featuring the LandSharks

## COMING IN June

### CLUB EVENT FOR JUNE

6,7 & 8 - Fri, Sat, & Sunday - Weekend Trip to St. Augustine  
A fun weekend for all club members  
Rumor is; Dan is in search of the  
Fountain of Youth

13 - Friday - General Membership Meeting

24 - Tuesday - Mystery Dinner Cruise  
Our Host Steve & Judi Overly

Check the WEB Calendar for details

# Don't Be Left Out!

June 6,7 & 8 - Fri, Sat, & Sunday

## Weekend Trip to St. Augustine

A fun weekend for all club members

Make your own arrangements

**Suggested Places to Stay**

[Bayfront Westcott House](#)

[Bayfront Marin House](#)

[Best Western Ocean Inn](#)

See WEB Calendar for details



MAY 31st - Saturday - 6:00 pm

## **The Landsharks Band!**

The Vero Beach Elks Lodge is presenting Vero Beach's own Landsharks Band. This group got their start at Marvin Gardens and The Riverside Cafe. Now a National Group, they will be performing on May 31st starting at 6pm along with a catered dinner from Bono's Restaurant.

The price is \$30.00 per person. Since this will be a sell-out, paid in advance reservations are required. Please see the website at

<http://www.landsharksband.com/>

Contact Harry or Linda Fallon for details

569-0857 [fallonharold@bellsouth.net](mailto:fallonharold@bellsouth.net)

## WHEN NASCAR & Corvette go to the Rolex 24

Back in 2001, seven-time NASCAR champion Dale Earnhardt and his son Dale Jr. were invited by Corvette Racing to participate in the Rolex 24 Hours at Daytona, says Rogers, "This marked the first and only time that Earnhardt Sr. raced a Corvette, his first and only GT endurance race, and the first and only time he shared a race car with his son. Though he only drove the Corvette



once, Dale was one of the most famous racing drivers in the States, and is therefore one of the most well-known personalities to have ever raced a Corvette."

Dale and Dale Jr. felt most at home pounding around America's ovals in their NASCAR stockers. Although they were familiar with the high-banked turns of Daytona's superspeedway, the tight, twisty infield section of the Rolex 24 course would have been something of a novelty. Sharing the car with seasoned Corvette drivers Andy Pilgrim and Kelly Collins, Dale Sr. had plenty of ambition heading into the race. "We really want to win," he remarked. "I've won 34 races at this speedway, more than any other driver. It would be cool to add the Rolex 24 at Daytona to the list."

Carrying the familiar slanted #3 on its flanks, the Earnhardt CSR joined the #4 sister car of Ron Fellows, Johnny O'Connell, Chris Kneifel, and Franck Freon. Qualifying results showed the #4 car starting second in class and 14th overall, and the #3 machine sitting in 19th position overall and third in class.

Facing the nonfamiliar corner complexity inherent to road racing, Dale Sr. quickly acclimated himself to the environment. After a successful first stint, he commented, "It's like New York, New York out there, but it's a lot of fun. I was a little nervous getting in the first time. But I'm really enjoying myself and so is Dale Jr." In a battle of attrition, Corvette Racing achieved a near-perfect result, the #4 entry romped home to take both overall and class wins, beating the much faster prototype-class cars in the process. Not far behind, the Earnhardt machine finished an excellent fourth overall and second in class.

Just a few weeks later, in the Daytona 500 NASCAR season-opener, Dale Sr. was in third position on the final lap, running directly behind Dale Jr. in second place and new teammate Michael Waltrip in the lead. Fending off a baying pack as he motored to the finish line, Dale Sr. was clipped from behind and shoved hard into the wall. Unaware of the incident unfolding behind them, Waltrip and Dale Jr. jubilantly took the checkered flag for a team one-two finish. Only later did they learn the stunning news that Dale Sr. had been killed in the high-speed impact.

## Corvette ZR1 rated at 638 hp

The official dyno numbers are in: The supercharged 6.2-liter V8 in the forthcoming Chevy Corvette ZR1 cranks out 638 horsepower.

That's about 20 hp more than the estimates from General Motors' powertrain gurus when they unveiled the new ZR1 and its monster motor last December.

To simplify the math: The LS9 engine in the ZR1 is rated at 103 hp per liter of displacement, or 1.7 hp per cubic inch (6.2 liters is equal to 376 cubic inches, for the old schoolers in the audience.)

## April Dinner Cruise Combo

Bobby and Georgia Irish had great plans for their leadership of the dinner cruise. First was a stop at the Checker's in Sebastian for some participation in a car show. Next was a special buffet dinner at Woody's Bar B Q in the same parking lot. We didn't even have to move the cars. Loads of talk about St. Augustine trip and the caravan in 2009.

Tons of good food to eat with baby back ribs, smoked sliced turkey, pulled pork, cole slaw, green beans, baked potatoes, and cornbread. Some of the guys even went back for round two at the buffet.

A dessert run for ice cream was the Grande Finale.

Thanks Bobby and Georgia for a very nice evening.



## ZR1: \$70,000.00 Above Sticker?

The new 2009 Corvette ZR1 will be the fastest Corvette ever produced. Auto writers prophesy that GM will never make a more powerful Corvette. A Chevrolet dealership in Scottsdale, Arizona, says that it will sell its allocated ZR1 for \$70,000 above sticker.

In 1990, there was unprecedented fanfare when the Corvette ZR-1 arrived. Few, if any, sold for the typical sticker price of \$65,000. There were articles in every major automotive magazine, and enthusiasts proclaimed that performance had reached its pinnacle. Automakers would never manufacture higher-hp cars, and they wouldn't make many ZR-1s. Prices skyrocketed, and owners put their cars away as investments, smugly confident that they were among the fortunate few who would make a killing in the future.

Fast-forward to 2005, when I purchased a red 1990 ZR-1 with only 5000 miles on it for \$28,000. The original owner paid \$90,000, or \$25,000 above sticker, equivalent to about \$150,000 today. The original owner clearly thought he would profit from his purchase, as evidenced by the lack of miles on the car. After storing it, insuring it and hoping it would appreciate; he resigned himself to cutting his losses.

After my employer went bankrupt, it was time to sell my ZR-1 at the Russo and Steele Auction in Scottsdale this year. Two years ago, Barrett Jackson sold an identically configured ZR-1 for \$47,000. My hopes were high; I had all of the factors of a collectible car: limited production, low miles and full documentation.

My 7000-mile, perfect-condition ZR-1 went on the block, and there were only two bidders. Where was everybody? After bidding struggled to hit \$20,000, there was a small surge to a final gavel price of \$27,500.

I should have driven the car instead of being a steward of history, as if the ZR-1 were a Duesenberg. But it's 1990 all over again with the new ZR1. I'll dust off my Nirvana album and buy a flannel shirt. Then we'll drag-race \$100,000 in a mutual fund against a never-driven \$100,000 ZR1 in a climate-controlled garage. My bet is on the mutual fund 15 years from now.

## Chicago collector rescues 1950s GM show cars, heads for Pebble Beach

By GREG MIGLIORE AutoWeek 04/23/08

They're pretty much ghost cars.

Two one-of-a-kind 1950s General Motors show cars rescued from the scrapheap will be displayed Aug. 17 at the Pebble Beach Concours d'Elegance as part of an extensive display that will help mark the automaker's centennial.

The cars, a LaSalle II Roadster and a Chevrolet Biscayne, were part of GM's "Motorama," a 1950s traveling exhibit featuring concept cars. After the tour ended, the cars were supposed to be destroyed because many of the concepts weren't driveable or safe.

Under strict orders from Detroit, GM execs were supposed to watch the cars be crushed to ensure they didn't fall into the hands of an overenthusiast consumer and leave GM liable for injuries.

The LaSalle II survived because a lax GM exec took off from the junkyard to go Christmas shopping before the car was crushed. Instead, the workers simply cut it into pieces. Meanwhile, the Biscayne was crushed, but the original parts of its body were saved.

Enter a Chicago businessman and noted car collector, Joe Bortz, who saw the Motorama as a child, has amassed a collection of Motorama cars and has been a participant at Pebble Beach since 1989. Bortz's stable of Motorama cars includes a '51 LeSabre, a '53 Pontiac La Parisienne, a '54 Pontiac Bonneville Special and a '54 Buick Wildcat II.

Bortz salvaged the Biscayne and LaSalle II cars from a Detroit-area junkyard, reassembled them and restored them to fairly close to their 1950s states.

"I felt like an automotive archeologist," Bortz said. "I had to dig pieces out of the ground."

The LaSalle II's design helped spawn the 1956-57 Corvettes, and it is partially restored. The original concept had door mechanisms made with the help of Swiss clockmakers and unique windows, qualities Bortz isn't able to replicate more than half a century later.

The LaSalle II also featured an aluminum-block V6 with double-overhead cams and an independent rear suspension--features that didn't appear on GM cars for several years.

The LaSalle II and the Biscayne will be joined at Pebble Beach by about a dozen cars GM rescued from the scrapheap.

