

Prez Sez

From The Man

The hot steamy days of summer are here; hope there are no dark stormy days also.



Watching the Olympics to cheer our athletes during this slow time for our club. A shout out was held at the Tiki bar in Sebastian to preview our holiday party band, attended by four couples. Great music with good food in a open air setting. Dinner cruise was at the Chill and Grill in Sebastian hosted by the mystery couple. A new restaurant never visited by the club. Five vets in attendance, everyone seemed pleased.

Meetings start again in September, lets get our attendance up.

Stay cool.

Stan

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SUMMER SCHEDULE

June starts the time of the year when vacations, the heat, or visits from the Grandkids, causes our attendance to fall off. Because of this we are suspending the General Membership Meetings for June, July and August.

The Mystery Dinner Cruises will continue on the last Tuesday of every month.

Don't forget the **SHOUT OUTS**. If you have some place to go or something to do and would like to invite the rest of the club, just sent a **SHOUT OUT** via the Yahoo eGroup. Include you name and phone number so members can let you know they are going to attend.

2012 Corvette Statistics Released

The General Motors Bowling Green Assembly Plant has released their production figures for the 2012 Model Year Corvette.

A total of 11,647 Corvettes were produced:

- 24.4% were base coupes
- 5.3% were base convertibles
- 43.4% were Grand Sport Coupes
- 19.5% were Grand Sport Convertibles
- 4.1% were Z06s
- 3.5% were ZR1s.

Of the ten colors offered in 2012, Torch Red knocked black from the top spot with 19.5% or 2,266 cars. Carbon Flash Metallic (this year's only 'black') was in close second with 18.9% or 2,201 cars. The order of popularity for the remaining colors was: Blade Silver, Arctic White, Crystal Red Metallic, Cyber Gray, Supersonic Blue, Velocity Yellow, Carlisle Blue and Inferno Orange.

The addition of navigation to the 3LT package proved to be successful as 47.3% or 5,510 of the cars built had this option.

The Centennial Edition Package was quite popular with 18.9% of the cars having this feature, while 8.9% of the Grand Sports had the Heritage Package.

Only six buyers opted for the Customer Selectable VIN, while 12 completed the Corvette Engine Build Experience. The National Corvette Museum was fortunate to welcome 181 Corvettes as part of the R8C Museum Delivery option.

View and download the complete list of 2012 production figures on our [website](http://www.corvettemuseum.org) at www.corvettemuseum.org.

SUNSHINE REPORT

Update on Dave and Melinda Meyers: **P e r p h o n e c o n v e r s a t i o n**, Melinda is home for a few days and is very short of breath, extremely tired from the treatments. She will be in the hospital for two week for the second treatment session. Dave is trying to get her transferred to Jacksonville for third series of treatments since this gets them closer to home. She is in good spirits and hoping to see everyone soon.



News on Nan Dunn: Nan said she has greatly improved, her wound area is healing nicely since she has changed doctors, and is able to walk without help. Her grand daughters came down for two weeks to help out and visit, which is appreciated very much.

Latest on CynSeo: Louie said her hard cast has been replaced with a softer boot type cast. She can move around without crutches, things are getting almost normal.

Keep everyone in you thoughts and prayers.

MEMBER BIRTHDAYS

Birthdays for August

Ann Peabody	August 6
Jackie Stefanacci	August 7
Rich Steinbach	August 13
Dave Gillespie	August 20
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Crystal Hofford	August 26
Greg Butcher	August 27

Birthdays for September

Bob Dunne	September 2
Dale Warrington	September 20
Shelagh Ancil	September 26

Birthdays for October

Mike Nisbet	October 3
Melinda Myers	October 19
Tom Quina	October 26

Happy Birthday to everyone!

JULY DINNER CRUISE

Since the snowbirds have flown north for the summer the dinner runs have had smaller turnouts. This seems to have hidden benefits. With fewer members in attendance we spend more time getting caught up with what has been happening. We also can go to smaller restaurants.

Stan and Andi had the job of selecting the location for the evening. We headed north to Sebastian to The Chill Grill, which is located next to Earl's Hideaway, at one time it was the Pig & Whistle. The concept is all fresh, never frozen food. Seafood comes straight from the docks, vegetables from the local market. Food is cooked to order and served quickly. Service is good with loads of information on the cooking methods. No fried foods, baked, broiled, or blacken, served with salad or fresh steamed vegetables. Don't leave without trying the house special desserts made the chef/owner. The peanut butter pie is GREAT!

After dinner and loads of conversation we all headed home with our tummies very full.

Thanks to Stan and Andi for another great pick. Hope see more members participate soon.

Hollyann

Drive your Vette like you stole it!

Activities

COMING IN AUGUST

- 9 - Thursday - NO General Membership Meeting**
Due to low attendance in the summer
The regular membership meeting at C.J. Cannon's
will be suspended for June, July and August.
Mystery Dinner Cruises and Shout Outs will still go on.
- 28 - Tuesday - Mystery Dinner Cruise**
Our Host Joe & Diane

COMING IN SEPTEMBER

- 1 - Saturday - Corvettes at the Pier**
St. Petersburg Pier
Hosted by Suncoast Corvette Asso.
- 4 - Tuesday - Board of Directors Meeting**
Officers and Directors are asked to please attend,
Club members are always welcome!
- 13 - Thursday - General Membership Meeting**
C.J. Cannon's at the Airport Terminal Building
- 25 - Tuesday - Mystery Dinner Cruise**
Our Host Danny & Ro

COMING IN OCTOBER

- 11 - Thursday - General Membership Meeting**
C.J. Cannon's at the Airport Terminal Building
- 17 - 20 - Wed - Sat - Petit Le Mans**
Road Atlanta - Braselton, GA
Last Race of the Corvette Racing Season
- 20 - Saturday - Vettes On The Avenue**
Hosted by the Space Coast Corvette Club
In Historic Downtown Melbourne
- 30 - Tuesday - Mystery Dinner Cruise**
Our Host Bob & Nan



Supplier reveals nose of 2014 Corvette

By: Dale Jewett AutoWeek.com - 7/10/12
Canadian tooling supplier Omega Tool Corp. thought it was just showing off its capabilities in a promotional video. Unfortunately for Omega and the Chevrolet Corvette team, the video also reveals the front bumper cover for the redesigned 2014 Corvette, known as the C7.

The new Corvette is set to debut at the Detroit auto show in January and go on sale next year. And the Corvette team is doing its best to keep the car under wraps until then, but interest in the new Vette is sky high.

Omega yanked down the video once



its mistake gained Internet fame, but it has been reposted by fans--at least until those are pulled down.

Of course, Chevrolet and Corvette team members remain tight-lipped about the C7 Corvette. But we've been paying close attention and have some clues about the 2014 Vette, based on hints dropped here and there:

It will use an upgraded variation of the current platform. But expect greater use of lightweight materials such as aluminum and carbon fiber in a bid to lower the Vette's The 2013 Corvette is the last year for the ZR1 and its supercharged V8. The 2014 Corvette is widely expected to lose its current 6.2-liter V8 base engine, which makes 430 hp, replaced by a new-generation General Motors small-block engine with smaller displacement, direct fuel injection, about the same amount of horsepower and better fuel economy. And possibly a turbocharger.

There is an emphasis to upgrade the design and materials used in the interior. Today's Corvette took a step forward with redesigned sport seats for the 2012 Centennial Edition and the 2013 60th-anniversary and 427 convertible Collector Edition cars.

Former ALMS teammate, rival Brabham talks about Magnussen's success

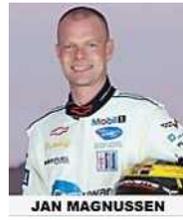
7/6/12 AutoWeek.com
He has been both a teammate and a rival, so David Brabham is well-qualified to speak on the accomplishments of Jan Magnussen.

Brabham raced with Magnussen at Panoz and Prodrive and against him in the Chevrolet Corvette-Aston Martin battles, and he has an interesting perspective on Magnussen's introduction and evolution as one of the world's best sports car pilots. His thoughts follow.



DAVID BRABHAM

I remember the first time he drove the Panoz, he blitzed the lap record at whatever track we were. We were like, "Holy cow, who is this kid?" Then I went and tested after that and matched his time or went a tenth quicker! I can't remember. From that point on, there was this raised competition because he was a super strong teammate and he was very good for me. He was super-quick, and I had to raise my game. We bounced off each other so well and had a fantastic time at Panoz. He was a brilliant asset to



JAN MAGNUSSEN

have on the team.

At the time, one of his great abilities was that it didn't matter what the conditions were or the way the car was, he just got in and drove the wheels off it. I think that's a great thing for Jan. You threw him into any situation and he was blindingly quick. It was a thing where my game got raised, and then his game got raised. There were times when one of us was half-a-tenth quicker and it turned into, "Hey, Jan, what was it like to get spanked today?" or vice versa.

When he first turned up, I would go out and set the car up and I'd bring it into the pit. He'd have a cigarette in his mouth and ask "Is it ready, Brabs?" He'd put his foot on the cigarette butt, jump in the car and drive the wheels off it. That's how the relationship worked!

It was a productive ego, not a destructive ego. Both of our egos were in control enough where we worked together, pushed each other and egged each other on. At the same time, if Jan was quicker than me, I pushed to be quicker than him. But it wasn't in a reckless sense. We didn't destroy cars because our egos were out of control. They were controlled egos, if there is such a thing!

A look at Chevrolet future products

By: Mike Colias, Automotive News on 7/26/2012

Based on Chevrolet's vehicle launches over the past few years, a casual observer might not know that General Motors' bow-tie brand still makes trucks and other vehicles not just the Corvette.

Corvette: For the 2013 model year, Chevy is marking the Corvette's 60th year--and the final year of the nameplate's sixth generation--with the 427 convertible, which features a 505-hp, 7.0-liter V8 engine.

But all eyes are on the second half of 2013, when GM will introduce its next-generation Corvette, the C7.



Corvette 427 Convertible Blows out 60 Candles for its Anniversary

Recent spy shots reveal evolutionary styling changes and a longer wheelbase. The engine is a source of intense speculation among enthusiasts: The best bets are the fifth generation of

GM's small block V8 engine or a twin-turbo 5.5-liter V8.

Missing 24 Hour of Le Mans 1960 Corvette Found

AutoWeek.com - 8/1/12

One of three 1960 Chevrolet Corvettes campaigned by Briggs Cunningham at the 24 Hours of Le Mans a car whose whereabouts have been unknown for more than 30 years has been found.

The car, which wore the No. 1 for the Le Mans race with drivers Cunningham and William Kimberley, will be shown publicly at the Corvettes at Carlisle show in Carlisle, Pa., in late August.



Cunningham fielded three Corvettes for the 1960 Le Mans race, the first time Chevrolet's sports car participated in the event. Cars No. 1 and No. 2 did not finish the race. The No. 3 car famously finished first in its class and in eighth place overall after spending the last hours of the race pitting after every lap to stuff the engine compartment full of ice to keep the engine from overheating. Le Mans rules prohibited the team from adding more liquid to the cooling system.

The owner and buyer of the No. 1 Corvette are not making their names public until the Carlisle event, said Larry Berman, a Newton, Mass. Cunningham motorsports historian who runs the Briggs Cunningham Web site stated.

But the new owner is well known in the Corvette restoration community and plans to have the car restored to its racing configuration, Berman said, adding that the new owner had been searching for the car for nearly 20 years.

Berman says he worked with Lance Miller, who owns the No. 3 Cunningham Corvette and whose

family produces Corvettes at Carlisle, to match the buyer and seller for the No. 1 car. This helps explain the planned introduction for the car at the Carlisle event.

Cunningham Corvette No. 2 is owned by noted California car collector Bruce Meyer.

Berman says car No. 1, which has vehicle-identification number 00867S103535, was found sitting in the middle of one of two warehouses in Florida that were filled with cars, parts and furniture. Decades earlier, the car had been rescued from a Florida scrap yard by the warehouse owner's father.

When discovered, the Corvette was covered in dust a real "barn find." The new owner plans to display the car in this condition at the Carlisle event, Berman said, before launching the restoration.

Four Corvettes raced in the 1960 24 Hours of Le Mans. None were sponsored by General Motors, which pulled out of racing in 1957 in response to a ban by the American Manufacturers Association. Cunningham fielded three cars, and the fourth was run by the Camoradi USA team. The Camoradi Corvette finished 21st.



Chevrolet, and in particular Corvette chief engineer Zora-Arkus Duntov, defied the racing ban as much as possible. A GM promotional film of the 1960 Le Mans race, narrated by noted Corvette driver Dr. Dick Thompson, shows Duntov working with Cunningham and team drivers and mechanics.

The Le Mans Corvettes were pulled off the assembly line in St. Louis.

Each was equipped with a fuel-injected 283-cubic-inch V8 making 290 horsepower, mated to a four-speed manual transmission.

After buying the cars, Cunningham had them modified for racing. Changes included the addition of a 24-gallon fuel tank, a quick-release fuel filler, ducting for the brakes, competition shocks and an additional front sway bar. The exhaust was modified to exit in front of the rear wheels.

Each car was painted white with blue stripes, the international paint scheme for American race cars. At 3,000 pounds, the Corvettes were the heaviest cars entered in the race, leading some observers to give them slim chances of being competitive.



It began to rain as the race entered its second hour. With Kimberley behind the wheel, the No. 1 Corvette skidded off the race course and rolled. Kimberley was not hurt, but gasoline spilled and caught fire in the engine compartment, burning the ignition wiring. Because the car could not drive back to the pits, it was out of the race.

After their racing careers, the Cunningham Corvettes were returned to their street configurations and sold.



Southern
Embroidery

Is our source for club embroidering. You can choose from 3 different club logos.

Bring your own shirts, hats, etc. See Andy or Heidi at their showroom 790 15th Place, off U.S. #1, or call 567-8337.