

The Prez Says

I hope everyone is enjoying summer. July was a rather slow month for the Club. Many of our members are out of town; I hope you are enjoying some cooler weather.



The "Mystery Cruise" was led by Rich and Susan, the destination was Marsh Landing in Fellesmere. It was a great spot and they have some unusual food. I personally had frog legs and gator tail, it was very good! If you have never been to the restaurant it is worth the trip. I look forward to seeing everyone at the September club meeting.

See you soon and remember
Save the WAVE

Brad

MEMBER BIRTHDAYS

Birthdays for August

Sue Shelby	August 3
Mike McClaran	August 7
Rich Steinbach	August 13
Sigrid Box	August 17
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Greg Butcher	August 27

Birthdays for September

Bob Dunne	September 2
Julie Middlebrook	September 5
Bob Amrhein	September 8
Arlene DeSocio	September 15

Birthdays for October

Lisa Krance	October 3
Nancy Kelly	October 5
Carol Amrhein	October 20
Sharon Granter	October 21
Tom Quina	October 26
Barbara Randolph	October 27

Birthdays for November

Susan Mobini	November 21
Rich Brown	November 22
Cathy Blaschke	November 23

Happy Birthday to everyone!

Activities

COMING IN AUGUST

13 - 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.

AUGUST CLUB EVENT

22 - Saturday - "Pitch In" dinner and R/C Racing
See Details on club WEB calendar
Hosted By Terry & Sue

25 - Tuesday - Mystery Dinner Cruise
Our Host Stan & Andi

COMING IN SEPTEMBER

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

10 - Thursday - General Membership Meeting
C.J. Cannon's at the Airport Terminal Building

29 - Tuesday - Mystery Dinner Cruise
Our Host Jim & Nancy

COMING IN OCTOBER

8 - Thursday - General Membership Meeting
C.J. Cannon's at the Airport Terminal Building

27 - Tuesday - Mystery Dinner Cruise
Our Host Tom & Hollyann



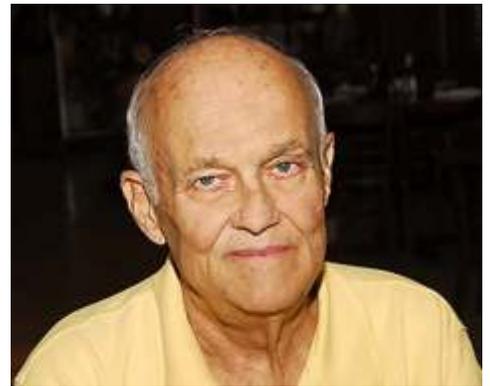
July Mystery Cruise

Rich and Susan were our cruise directors for the July dinner cruise. They selected Marsh Landing Restaurant for the evening. So off to Fellsmere we went. It is a nice ride, not to far away but the distance is nice for a ride in our great Corvettes.

Marsh Landing has a big menu with seafood, steaks, alligator, frog legs and so much more. There is a great blend of the old South with collard greens, okra, fried green tomatoes. The fried shrimp platter was great. Plate after plate was cooked to perfection. Be sure to work up an appetite before you go because the portions are large.

Thank you Rich and Susan for a really pleasant evening.

Save the Wave,
Hollyann

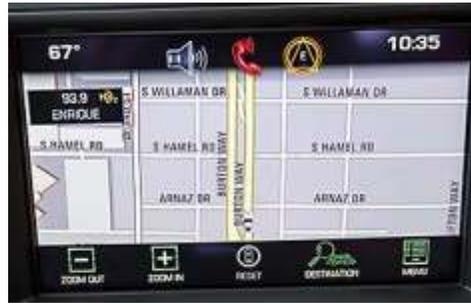


Little Known Facts About the C7

by Mircea Panait 7/11/15 autoevolution.com

Starting with the 2014 model year, the seventh-generation Chevrolet Corvette started production, and it's arguably the most capable Corvette yet. GM CEO Mary Barra ordered a Z06, enthusiasts argue about how fast the Z06 is on the Nurburgring, but this story isn't about all that jibber-jabber. This is a guide about the secret features of the C7 Corvette, North America's middle finger to European supercars. First of all, some people have heard of battery drain deaths linked to Corvette owners. From the C6 Corvette to the current model, there have been more than six cases of people dying in their cars. In all instances, the electric door locks didn't work because the battery was dead. Too bad those poor souls didn't know that there's an emergency release handle by the driver's seat. If

Corvette has something similar to a DVR, more specifically a Pause Live



Radio feature. Thanks to the hard drive buffer, you can catch up with that radio show you've paused while taking a phone call by pressing the rewind button. Nifty feature, isn't it?

An industry-first feature pioneered by the C7 Corvette is a cabin pressure relief valve that helps with opening and closing the rear hatch. This bugger is made from shape-memory polymers and alloys. It's the red-painted thingy in the fourth picture featured in the adjacent gallery, the rectangular element located just



below the hatch door. When you open the hatch, current is sent to a nickel-titanium alloy wire that causes the cabin pressure relief valve to contract and open its vents. When you close the Chevrolet Corvette's hatch door, the current is removed, and Venetian blind-like louvers close more silently than a puny electric motor doing the same thing. It's intelligent engineering that's hideously underrated.

Did you know that your C7 Corvette's LT1 V8 can run on only four cylinders in Eco mode? Active Fuel Management is to thank for deactivating a bank of the eight-

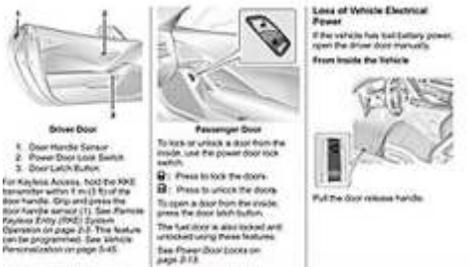
cylinder tower-of-power. Some owners report that in 4-banger mode, the 6.2-liter brute returned over 30 mpg (7.8 liters per 100 km). Variable valve timing and direct fuel injection are there to help with fuel economy, but who are we kidding? They're even better at providing instant performance at the touch of the loud pedal. The same engine in 455 horsepower guise animates the 2016 Chevrolet Camaro SS, the newest muscle car from General Motors.

There are a lot of bells and whistles on the C7 Corvette. One of the most interesting comes in the form of tires with asymmetrical sidewalls. Yes, ladies and gents, the C7 uses those to improve on handling when accelerating or when the going gets twisty. The asymmetrical sidewalls offer smoother turn-in and better control. Despite their go-faster credentials, these C7 Corvette-specific tires boast with a durable construction, increased sidewall thickness, versatile tread components, and 150 different constituents.

On a side note, there are some common problems with C7 Corvette we deem necessary to point out. First of all, if you hear a rattling sound in the torque tube, replace it because it's most likely bent. If there's creaking



sound coming from the dash pads when driving over uneven ground, don't panic. But if the creaking is heard when driving on a smooth road, prepare for a visit to the dealership. The satellite navigation system goes haywire from time to time, a condition that can be treated by doing a reset. Easy as that.



the battery dies on you, remember that a lil' handle is there for you to get out safe and sound.

For the first 500 miles (805 km), even the base C7 Corvette rev gauge will display a yellow bar between 3,500



and 4,500 rpm. During the engine break-in period, please try to shift gears between those guides and ignore the 6.2-liter LT1 V8 engine's 6,500 rpm redline if you want a trouble-free Corvette with a manual.

Remember the day you've used a DVR for the first time? The C7

GM's Trouble With Aussie Trademark Registration Reveals Details about Mid-Engine Corvette Zora

Keith Cornett 7/24/15 [CorvetteBlogger.com](#)

Last week, the Australian car magazine *Wheels* broke an exclusive report about the trouble that General Motors is having in securing a trademark in the land of Oz for its crossed-flags Corvette logo. Specifically, the Corvette logo trademark has been denied multiple times due to protections that Australian intellectual property laws grants to the Red Cross.

However, after reading the article and reaching out to the author who wrote the story, we believe the bigger news is that General Motors, in securing a trademark for its Corvette logo in Australia, is laying the foundation for the future importation of the rumored Mid-Engine Corvette codenamed Zora or ZoraZR1.

But first a little background.

General Motors announced last year that it will be ceasing production from its Australian brand Holden in 2017, which leaves the Continent without a proper muscle car from GM. Stefan Jacoby, head of General Motors' international division, told Australian media in January that Holden will get a "halo model" after production of the V8 Commodore ends in 2017.



Chevrolet just launched its new sixth-generation 2016 Camaro and according to sources in the program, there are no plans to offer it as a Right Hand Drive model. That would be a requirement for a manufacturer to sell new automobiles in Australia. So that leaves Corvette as a possible choice for Holden. Except the current C7 Corvette is Left Hand Drive only as well and with no plans to reconfigure it for a Right Hand Drive Model, that could only mean a new Corvette will have to take its place.

According to the *Wheels* article, the

Corvette would be offered for sale in Australia in 2018, which is also in the time-period that we would most likely see a new Corvette model. That date is significant in a number of ways, including the time frame for completion of the \$400+ million construction project for Bowling Green Assembly's expanded paint shop.

The issue with the Corvette trademark stems from protection that the Australian Red Cross symbol has enjoyed since the Geneva Conventions Act in 1957. As the Chevrolet crossed-flags logo contains a checkered flag on the left side and a red flag with the Chevrolet bowtie and the fleur-de-lis on the right, its application for trademark protection has been rejected four times as officials say the Chevy bowtie looks too much like the Red Cross symbol.

Wheels says that time is running out for General Motors and the trademark application is in danger of being officially rejected. In fact, about the only thing left for GM in securing a trademark for the Corvette's logo would be to obtain special permission from Australia's Defense Minister, Kevin Andrews.

A search of the IP Australia database confirms that GM does have the Stingray name trademarked there, and in a deeper search, we also found the trademark registration for the "Zora".

Prior to GM's bankruptcy, GM's VP of Global Products' Bob Lutz talked about the need to offer the Corvette as a Right Hand Drive model so that it could be offered for sale in more countries. Now with signs pointing to 2018 as the time frame, and with \$400+ million in upgrades to the Corvette's paint shop (while the entire C7 build-out cost only \$134 million), as well as the need to offer a Right Hand Drive model for export, we believe a new Corvette model will be offered in just two years.

2015 Z06 Convertible: A Ferrari killer at half the price

JAKE LINGEMAN -- [AutoWeek.com](#) 7/8/15

From the outside, this Z06 is about as wild as they come. Screaming yellow paint, black wheels and stripes, the back end looks like a KISS mask to me. I love the wickerbill spoiler. It looks like a race car. As for the overall styling of the C7, I'm not completely sold, but this Z06 with Z07 package is the best it can look. It has to be a cop magnet though. Who are they going to pull over, the beige Camry doing 84 mph or a yellow 'Vette?



I love the seats, they offer great support, both laterally and front to back, and they have lots of adjustment to get that perfect driving position. The nav and radio setup are easy to learn and easy to use.

So, obviously the V8 is a monster. After a few turns it revs loud on startup before dropping into a mean-sounding burble. It may wake the neighbors. Throw a few revs at it and it barks angrily, scaring anyone within earshot not paying attention. At full bore through a tunnel it literally hurts your ears when the top is down. Still, that didn't stop me from doing it a few hundred times. The exhaust really opens up at 3,500 rpm or so.

Pull is strong and violent from the moment you drop the clutch, and these tires were already so worn that they spun anytime you get close to the loud pedal. I worried--even hitting the gas at 70--that the back end might just take off.

I really appreciate the supercharger, no lag, no muss, just power, and smoky tires.

The shifts from the eight-speed aren't as fast as I remember them in the basic Stingray. I don't know if it's a different version of the trans or different programming logic, or if I'm just imagining things. I emailed Chevy to find out. (UPDATE: Same transmission, different tuning.)

A modern cockpit helps make the Corvette a serious competitor.