

**The Prez Says**

March was another busy and exciting month for our club. We started with a very well attended meeting on 3-9 at C.J. Cannons.



On Thursday 3-16 several of our members headed to the central part of our state for the beginning of the 12 hours of Sebring Race Weekend. Late Thursday we had the chance to get our Vettes on the Sebring track for five exciting laps! Saturday we headed back for the beginning of the races and late Saturday night with less than one hour left in the race the factory C8R Vette won the GTLM class!

On Sunday 3-19 Sue Smith planned a group outing to the Summer Crush Vineyard Winery for a fun night featuring a Beach Boys tribute band good food and of course wine. Thank you Sue for another fun time.

We ended the month with our Mystery Dinner Cruise hosted by Curt and Barbara; we enjoyed outstanding food and fellowship at Nino's Italian Restaurant, Lakewood Park. The owner had parking spaces blocked off for all our cars and tables set up outside for us to dine together. Thank you Barbara and Curt for a great evening.

Remember the Wave,  
**Susan**

**Activities**  
**COMING IN APRIL**

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

**25 - Tuesday - Mystery Dinner Cruise**  
**Our Host Louie & Susan**

**COMING IN MAY**

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

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

**20 - Saturday - LOCOMOTIVES ON & OFF THE TRACK**  
**View a display in progress of several trains and background scenery.**  
**Hosted by Curt and Barbara Randolph at their home**

**30 - Tuesday - Mystery Dinner Cruise**  
**Our Host John & Lisa**

**Car & Driver Renders the 2018 Zr1  
the No.1 Car Worth Waiting For**

*corvetteblogger.com By Keith Cornett 3/29/17*

This month in Car and Driver's April 2017 magazine, the lead story is "25 Cars Worth Waiting For" and to help sell the magazine is a rendered illustration of the 2018 Corvette ZR1.

The cover also features a couple other cars worth waiting for, specifically, the Kia Stinger and Alfa Romeo Stelvio, but who are we kidding here. It's the ZR1 on the cover that will sell this month's issue and Car and Driver rightfully made this the #1 car out of the 25 listed that are worth waiting for.



Corvettes at Car and Driver fall under the domain of Don Sherman, the magazine's technical editor and a Corvette owner with a black 1967 big block in his garage. Don offers a couple of pages of mostly recapping what we previously know the 2018

Corvette ZR1 will serve as the send-off for the C7 generation. Whether that's in one or two years, or up to four or five is currently being speculated.

Also speculated is the 750 horsepower that the car is expected to have on tap thanks to a new DOHC V8 based on the 6.2L Generation V engine. The 750 hp figure tends to almost always reference the 700-hp Dodge Hellcat and it receives a mention in the article as well. Here

is Don's take on how the 2018 Corvette ZR1's power will be created:

With a tip of its hat to the Dodge Hellcats for smashing the 700-hp ceiling, the 2018 Corvette ZR1 should make 750 or so horsepower from the current 6.2 liters. The additional power comes courtesy of

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**MEMBER BIRTHDAYS**

**Birthdays for May**

Nancy Foley	May 7
Mike Flipse	May 12
Sue Smith	May 14
Arlene Silva	May 18
Jerry Link	May 19
Brian Blaschke	May 20
Nan Dunne	May 26

**Birthdays for June**

Judy Grandage	June 17
Diane Bernardo	June 17
Beth Butcher	June 22

*Happy Birthday to everyone!*

### March Dinner Cruise

**Curt and Barbara** were our cruise directors for the evening. Their choice of restaurant took us for a trip down the turnpike feeder road to Nino's Italian Restaurant in Lakewood Park. Nino's also has other restaurants in this area. I was a regular at the one in Vero on Rt. 60 since I worked just blocks from there for over eight years. Nino's has always had excellent quality service and good food.

We were seated at tables on their porch outside. Menus and drinks were quickly served. The staff took orders and food was served in a short time. All the food was delicious and hot. Pizzas, calzones, spaghetti, salads and much more, everyone I ask was happy with their food. Tom had spaghetti and I had a calzone, it was so big I only ate half and it was very good.

Nino's was a great choice. Thank you to **Curt and Barbara** for a fun evening.

Save the Wave,  
**Hollyann**



### SUMMER CRUSH WINERY

The **Beach Boys Tribute** band was a wonderful performing group. The music was everything you could ask for. Many of us took advantage of the opportunity to "dance the night away". The food was very tasty and plentiful; the drinks were varied and thirst quenching. The evening weather was perfectly pleasant. Those attending were: **Dean and Norma Warcup, Jean Jacobs and Dave Myers, Terry and Sue Smith, Brad and Judy Grandage, and John and Lisa Krantz.** A great time was had by all.

*Sue Smith*



### THE HUNT'S PRESENTED WITH LIFE MEMBERSHIP IN OUR CLUB

They say people come into our lives for a reason wanting only your friendship and acceptance, and that is how our club met Jim and Deryle Hunt. On a beautiful day at Riverside Park Hollyann and I picked up a Corvette guy in the middle of a bunch of Fords, and the rest is history.



Jim and Deryle could be seen at almost all club happenings with smiling faces and kind words. Jim and Deryle were part time Florida people and part time snow birds who have two sons, Craig

and wife Julie, and Glen. They have two grandsons, Ryan and Brady and Gus the dog. Jim was big into racing sprint cars and working on Offenheiser engines. Deryle was a school teacher and artist. Jim and

Deryle both were volunteers at the Humane Society in Vero.

Although Jim is racing in heaven now our club has been extremely blessed by knowing Jim and Deryle Hunt. I personally have been changed for better having known Jim and Deryle.

**ZoRo**

## Detroit News Asks 'Hey, what if GM built a Corvette SUV?'

corvetteblogger.com - Mitch Talley 3/28/17

A few months ago, we wrote a story saying that it might not be a bad idea to spin off Corvette from Chevrolet and create a whole lineup of high-performance vehicles of all shapes and sizes under the Corvette brand.

Detroit News automotive writer Henry Payne has just written a similar story after talking to a few key players in the automotive business. "There's certainly precedent for non-traditional SUV makers to jump into the market," says Karl Brauer, senior analyst for Kelley Blue Book. "Every time one of them has jumped in, it has worked."



Count at least one retired GM official among the fans of creating a Corvette SUV. Tom Wallace, who ran Corvette's program from 2006-08, even liked the name suggestions. "XC7 and X06 (mimicking the Z06's name) are great starters for naming," Wallace said. "Stingray is off limits."

Wallace's suggestions for the mechanics include front engine, rear drive, with AWD option, along with lots of aluminum in the structure. "Aluminum is mandatory to support the theme that Corvette embraces to be the lightest vehicle in its class," Wallace said. "The two V8s from the Corvette stable are also a must."

Wallace says to engineer the new vehicle; he would use common GM parts to keep costs down. There are a couple of problems that might kill the idea of a Corvette SUV, though.

The first is that it would require an all-new RWD/AWD architecture that does not exist, Lutz says, noting that

would be a high investment for relatively low volume.

"The Corvette Ute probably would be a stand-alone architecture (or a major modification of an existing architecture), so volume would be critical to call it a business success," Wallace told Hollar.

The second is that it might not make business sense to GM bean counters. "The reason a Corvette SUV won't happen is the business case would be tough," Lutz believes. "Besides cannibalizing 'normal' Corvettes, it can also be expected to damage GMC and certainly the Cadillac XT5." Still, the idea of a Corvette-based family of vehicles is definitely appealing to some.

"Corvette is a powerful brand that should be developed," Lutz said. "Go up market with a mid-engine sedan using big Cadillac CT6 architecture, and maybe eventually something like Cayenne. They would split it off from Chevrolet nobody makes that connection anyway."

Brauer says history suggests there is no downside to building such a vehicle. "Non-Corvette owners who couldn't justify a two-seat sports car could finally put a Corvette badge in their garage," he says.

Finally, Wallace believes such a



Corvette product would be a "smash hit," saying that an excellent product usually leads to business success. "Let's convince GM to do it!" Wallace says.

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larger intercoolers and more air from the Eaton supercharger, with an assist from retuned direct fuel injection and variable valve timing. Based on our surveillance, the new ZR1 will be offered in both coupe and convertible body styles. We're expecting a choice between a seven-speed Tremec manual transmission



and GM's eight-speed automatic.

Don does believe the MSRP for the new Corvette will be at the upper-end of the pricing spectrum. The good news? While super car enthusiasts would routinely pay upwards of \$490,000 for a Ferrari F12 tdf, this is a Chevrolet we're talking about so Don says divide that price by three which is "the correction factor that typically applies when Chevy combines prancing-horse performance with everyday value". That new math will get you an MSRP of \$135,624. With the C6 generation ZR1 previously selling with an MSRP at \$113,575 we think that's probably a pretty accurate range for the new King of the Hill.

So how much longer will we have to wait for the 2018 Corvette ZR1? It's a 50-50 bet that the Corvette team will even acknowledge the ZR1 at next's months new model roll-out at the NCM Bash. Others, including Don Sherman, think the public reveal may come during one of the stops on Corvette Racing's schedule.