

## The Prez Says

April was a very busy month for the corvette club, unfortunately the Prez does not have a lot to say about it as Rich and I were gone most of the month.



From what I have been told Beth did a fabulous job filling in for me at the monthly meeting. Thank you Beth. I also understand the Crawfish boil at Sue and Louis was fabulous and well attended. We were in Miami at the rehearsal for our sons wedding. Thank you Sue and Louie for opening your home and also for hosting the dinner run to Southern Social. We heard the shrimp and grits and chicken and waffles were terrific.

Rich and I are back, our son is married, and are commitments are finished and we hope to be home for the rest of the year, God willing.

Remember the Wave,  
**Susan**

## Activities COMING IN MAY

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

## COMING IN JUNE

8 - 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.

27 - Tuesday - Mystery Dinner Cruise  
Our Host Bill

## Capt. Louie's Genuine Louisiana Crawfish Boil

The entire Corvette club was invited to **Louie and Sue's** crawfish boil at their home on the river in Vero Beach. It was a beautiful, sunny, breezy day for a party.



Over eighty family members and friends were on hand to savor the divine crawfish. They were the main attraction but it was just the beginning, red bliss potatoes, spicy sausage, corn on the cob were boiled with the crawfish. The tables were loaded with fruit and cheese, vegetables and dip, cookies and brownies, strawberries and cream cake and I am sure I forgot something.

**Louie** had one hundred twenty pounds of crawfish flown in from Louisiana for the party. This was the fifteenth year for the cookout. **Louie's** sons, **Ricky** and **Micky** did all the cooking and what a great job! I

am sure they were busy for days before doing all the preparations.

Sue's father was visiting with his beautiful wife, they were recently married. Both were very pleasant and enjoying our Florida weather. They were interested in all the corvettes outside.



It was a very relaxing afternoon. I am sure that every one else had a great afternoon also. Thank you for including the Corvette Club in your Crawfish boil.

Save the Wave,  
**Hollyann**

## 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

### Birthdays for July

Lisa Grandage	July 9
Steve Van Antwerp	July 20

### Birthdays for August

Lisa Hopmayer	August 3
Rich Steinbach	August 13
Mike Bell	August 19
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Greg Butcher	August 27

*Happy Birthday to everyone!*

### April Dinner Cruise

Louie and Susan led us across town to the "Vero Beach downtown restaurant row" to Southern Social Kitchen & Bar (1932 14th Avenue). Their choice is uniquely different with a true Deep South menu with a wide selection. The interior design is paneling made of wood planks from old packing crates with the lighting from old style decorative light bulbs dropping from the ceiling.

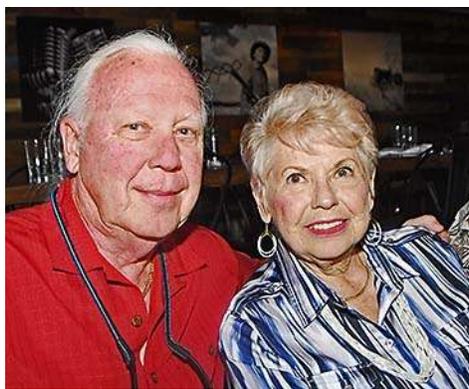
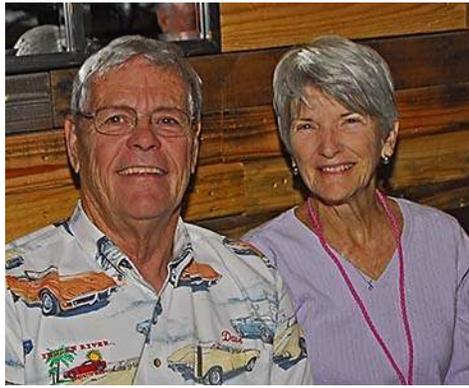
They have a variety of medium price entrees including Shrimp and Grits, Chicken and Waffles, Brisket Fried Rice and many others. I had the Shrimp & Grits which is a grits cake over a bed on wilted collards with everything coated with a Andouille butter sauce, it was delicious.

They have a full service bar with a large selection of southern named cocktails, local and national crafted beers, and an endless list of wines.

We were seated at tables in their separate dining room. The staff took orders and food was served in a short time. Everyone I ask was happy with their food.

Southern Social Kitchen & Bar was a great choice. A very special thanks to **Louie and Susan** for a fun evening.

Save the Wave,  
**Tom**



## The test mule that helped save the Chevrolet Corvette

By Paul Stenquist 1/20/17 - Hagerty

The Corvette started life with a serious nearly terminal disadvantage. Chevrolet's new-for-1953 sports car was tragically underpowered, hamstrung by the in-line six-cylinder under its hood, a warmed-over version of the engine used in Chevy sedans. The car's Powerglide automatic transmission didn't help performance, and sales were further hampered by quality problems and a slow production ramp-up.



Cancellation of the model was a distinct possibility, but a timely rescue arrived in the form of a compact, lightweight V-8. For 1955 models, General Motors management, urged on by Chevy engineers, agreed to put the company's new 265-cid Small Block V-8 in the Corvette. Before it could become a production model, though, there was much testing and validation to be done; prototypes, known in the industry as test mules, had to be assembled. Among them was Corvette No. 5951, designated EX-87, a car that would later become a test bed for Zora Arkus-Duntov, Chevrolet's legendary engineer and performance maven.

Incredibly, this Corvette still exists, and commensurate with its vital role in Corvette history, it occupies a place of honor in the collection of Ken Lingenfelter, owner of Lingenfelter Performance Engineering in Brighton, Mich. Over time, during which record-keeping was less than meticulous, many details of the car's service have been lost. Still, the overall picture is clear: It is historically significant.

Lingenfelter purchased the gently restored car in 2009. He has an affinity for General Motors cars and

owns hundreds, including, at last count, 65 Corvettes, the model closest to his heart.

With the expert help of Christo Datini, lead archivist for the GM Media Archive, I was able to study documents relating to the car at the General Motors Heritage Center. Many were revealing. For example, correspondence of April 1954 notes that two '53 Corvette bodies were repurposed for V-8 testing. An Engineering Department Build Order of Aug. 1, 1954 requests the purchase of '54 Corvette frames and instructs technicians to modify them to meet '55 specs.

The build order answers a question raised over the years: When and why was the car's '54 frame replaced with a '55 frame? It appears that it wasn't replaced; it was altered before testing began. And since '53 and '55 bodies were identical, 5951 was effectively a '55 model when it went into testing; subsequent documents describe it as such.

After tests at GM's Michigan proving grounds, the car was released to Duntov for use as a mule for engine performance projects, including speed-record attempts. Based on various GM documents, Duntov took delivery of the car in October 1955.



While in initial testing, the car's appearance remained showroom stock. But after being assigned to Duntov it was fitted with a minuscule windshield, a cockpit tonneau cover over the passenger's seat and a tall fin meant to improve stability. A build order of Nov. 7, 1955 was signed by Duntov requests reworking of the body, engine, transmission and rear

axle. The reason: "To develop a Corvette racing car."

Several engines were tested in Corvette No. 5951. Correspondence dated Dec. 2, 1955, citing modifications to the car for performance testing, describes it as having the '56 Power Pack engine with dual carburetors and "ram's horn" exhaust manifolds, which stands to reason because that engine was arriving in dealerships at the time.



NASCAR racer and engine builder Smokey Yunick may have had a hand in preparing engines, including the V-8 now in the restored car—a 307-cid version of the original 265. It is a true 1955 engine, as it's fitted with early exhaust manifolds and does not have an oil filter.

Duntov, who was a competitive racer, drove the car. His record attempts are not well documented, but by all accounts 5951 was the first Corvette to exceed 150 mph, and its engine was reportedly used in another car to set official records on Daytona Beach (Fla.).

Following its useful life, 5951 was given to NASCAR for use in a promotion that fizzled. The car changed hands several times before being donated to the Bible Broadcasting Network. At some point the engine was removed, "record run" was scribbled on its bell housing, and it was stored in Yunick's shop, in Daytona Beach, where it remained until after he died, in 2001. Years later, collector Steve Tate reunited the car with the engine.

# ZR1 and Mid-Engine C8 Corvettes Spied Together in Cold-Weather Tests

caranddriver.com - by Don Sherman 1/30/17

Fresh spy photos reveal that engineers for the Chevrolet Corvette are making the best of adverse traction and temperature conditions to complete their tests of the imminent C7 ZR1 and its successor, the mid-engined C8 Zora that we expect will break cover sometime next year.

Seeing both generations in the same shot should convince hardcore doubters that Chevrolet is serious about sliding the cabin forward to clear space in the middle of the Corvette for the variety of engines planned for the near future.

Peeking through the camo reveals slotted brake rotors instead of crack-prone cross-drilled designs. The rear view shows a low-mounted transversely oriented muffler, leaving

ample trunk space behind and above the engine and transaxle. Also, there's no evidence here that Chevy has any intention of satisfying some die-hard Corvette fans by returning to



round taillamps.

Meanwhile, preparations are proceeding at the Corvette's Bowling Green, Kentucky, manufacturing plant. Recent investments encompass moving aluminum spaceframe manufacturing in-house (\$52 million), relocation and expansion of the Performance Build

Center engine facility (\$47.5 million), a new paint shop (\$439 million), plus \$290 million for new assembly technologies and processes and the construction of a solar array capable of generating 1.2 million kilowatt-hours of energy annually.

General Motors has just announced that the Bowling Green facility will shut down at the end of 2017 model production for about three months, beginning in June, to complete this work. When operations resume, the plant will first produce the 2018 model of the seventh-generation Corvette. With a total investment splurge topping \$1 billion, it's clear that GM is serious about invading the supercar realm with the C8.

# Aria Group's Fast Eddy Mid-Engine Concept with HRE Wheels

Corvetteblogger.com - By Keith Cornett 3/15/17

It was at the LA Auto Show in November that we first laid eyes on the Aria Group's mid-engine Corvette concept. Simply called "Fast Eddy", it was named after the late Ed Taylor, a former Chevrolet design executive and father to Aria Co-founder Charles Taylor.



When it was shown in LA, it was just a rolling chassis with no powerplant. Aria had mentioned the possibility of utilizing the LT4 650 horsepower V8 engine, but so far we have yet to see if the Fast Eddy can move under its own power.

Aria Group is known as a design and fabrication company which has

worked with Tesla and provided carbon fiber body panels for the Singer Lightspeed Classic Porsche 911 restomod.



Aria says it wanted to build a car that Fast Eddy would have loved to drive, and that's a mid-engine Corvette. The Fast Eddy is not really a Corvette but does feature some Corvette design cues in addition to its indirect connection with Ed Taylor and the Chevrolet Corvette.

"We're great friends with the folks at GM, and they know that we are doing

this. This car is homage to the very best of Corvette and GM. The design, however, is uniquely Aria's," said Clive Hawkins of the Aria Group when asked by Car and Driver if there were any copyright issues with the design.



The Fast Eddy Concept does ride on HRE Wheels and that's why we are here today. The Fast Eddy was recently in the desert for a photo shoot and HRE shared these photos.