

The Prez Says

The summer months are slow for the club but we did have a few events. I don't know if any of you attended Sue and Terry's 50th wedding celebration on July 1. I



understand it was fabulous and Rich and I are very sorry we were unable to attend. Congratulations Sue and Terry for reaching this milestone.

Rich and I were in charge of the dinner cruise this month and we went to Conchy Joes. It was a long but beautiful cruise. We had 26 members participate and I think everyone enjoyed the food and fellowship.

Sue has an activity planned for August. Look for updates on the web site. Remember, if you have an activity that you think other members will enjoy do a shout out.

Hope to see you all at the dinner run in August and Sue's activity

Remember the Wave,
Susan

MEMBER BIRTHDAYS

Birthdays for August

Lisa Hopmayer	August 3
Rich Steinbach	August 13
Jim Merklinghaus	August 18
Mike Bell	August 19
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Greg Butcher	August 27

Birthdays for September

Bob Dunne	September 2
Susan Roberts	September 17
Gene DiPol	September 19

Birthdays for October

Lisa Krance	October 3
Nancy Kelly	October 5
Tom Quina	October 26
Barbara Randolph	October 27

Happy Birthday to everyone!

Activities

COMING IN AUGUST

- 10 - 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.
- 29 - Tuesday - Mystery Dinner Cruise**
Our Host Stan & Andi

COMING IN SEPTEMBER

- 5 - Tuesday - Board of Directors Meeting**
Officers and Directors are asked to please attend,
Club members are always welcome!
- 14 - Thursday - General Membership Meeting**
C.J. Cannon's at the Airport Terminal Building
- 26 - Tuesday - Mystery Dinner Cruise**
Our Host Geno & Barb

Corvette Timeline Tale July 8, 1955 One of Five 1954 Corvette Nomad Show Cars BURNED!

It was ordered destroyed by a bureaucrat!

Dateline: 7-8-17 Norm Brown got a new job at Chevrolet, but little did he know that he'd be helping to send one of the five Corvette Nomad show cars built for the 1954 Motorama to the crusher. According to One of the five



1954 Corvette Nomad show cars that would today be worth over 1,000,000 Mario van Ginnekin's "Remarkable Corvettes" webpage, three of the five Nomads are known to still exist. "Why" one of the Nomads was sent to

the crusher is not known. However, even though the '56 Corvette with its updated body was about to go into production, the Corvette was not generally liked inside GM.



Also, by the end of the 1955 production cycle, Chevrolet had only sold 4,640 units from '53 through '55, which was NOTHING for a GM car. So, a Corvette-based show car that would never be produced had zero value from GM's perspective. As for Norm Brown, he was just following orders.

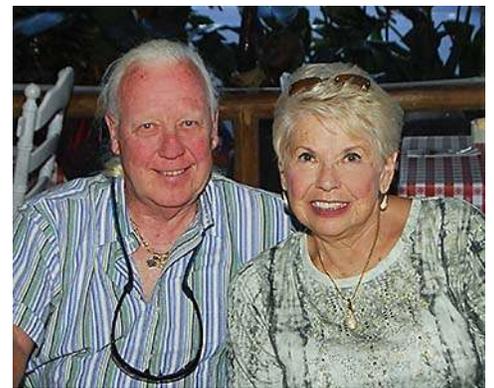
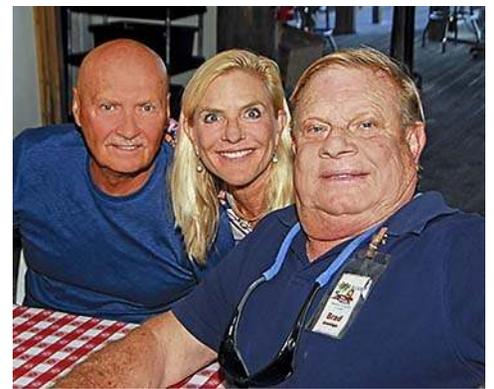
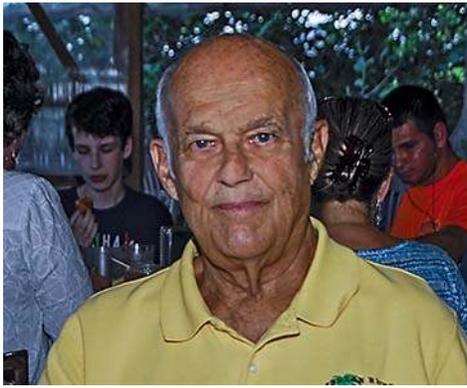
July Dinner Cruise

Rich and Susan Steinbach were our cruise directors for the evening. The group left Vero Beach on U S One to Fort Pierce. Then Rich led us over to South Indian River Drive and onto Indian River Drive for the trip down to Jensen Beach to Conchy Joe's Restaurant. It was a nice ride and we saw all the construction work going on the homes along the drive. All the road construction is completed.

It was a busy night at the restaurant and we seated in the large back room. Our drink orders and appetizers were served quickly. Salads and soup were quick to follow. Every plate I saw was loaded with food, seafood, a couple of steaks, and more. Tom and I had the fried shrimp and it was fresh shrimp.

Rich and Susan deserve a thank you from all for their restaurant selection.

Don't forget to wave!
Hollyann



Car and Driver's Don Sherman Looks Into the Crystal Ball for the Future of Corvette

corvetteblogger.com - Keith Cornett 7/7/17

Our friend Don Sherman of Car and Driver is back talking about the near-future of the Chevrolet and what the next 18 months should bring.

As the technical editor for C&D, the long-time 1967 Corvette owner has many friendships and sources inside GM and the Corvette team. That doesn't mean Don is 100% up on what's going on with both the launch of the 2018 Corvette ZR1 or the C8 mid-engine Corvette. No one is. But we like to think of Sherman's articles on Corvettes like a modern-day EF Hutton commercial. When he speaks, we need to shut up and listen!

Don recently posted about the future of the Corvette on Hagerty.com and he had some interesting takes after visiting the Bowling Green Assembly Plant and taking part of the public tours before they recently closed them down.



Don was the guy who first put out there that the 2018 Corvette ZR1 will be introduced on August 6th at Road America during an IMSA race. He still believes that's where the public will first see the latest C7 Corvette for the first time:

My educated guess is that the 2018 ZR1 will break cover at Elkhart Lake, Wisconsin's Road America race track in conjunction with the August 6 Continental Tire Road Race event. The photo op of the street ZR1s juxtaposed with Corvette C7.R racers is too golden an opportunity for Chevy to squander.

He believes that the 2018 ZR1 will be powered by a version of the Corvette Z06's 6.2L LT4 V8 engine. The ZR1's engine will have a larger Eaton twin-rotor supercharger and higher capacity intercoolers to boost power up to 750 hp but it will still retain the

same direct injection and variable valve timing setup as the LT4. But Don isn't so sure it will be called the LT5 as many have speculated and believes the LT5 document leak was either a smoke screen or document error.

One of the features of the ZR1 that Don is excited to see will be an active aero dynamics system that was published in a patent application by GM:



This year's ZR1 will also be armed with special features to optimize its aero performance: a means of accurately controlling each corner's ride height to take maximum advantage of a variable front splitter and an active rear wing flying high and wide. In March of this year, GM applied for a patent that describes this equipment in intimate detail.

So what is all this going to cost? After all, the 2013 ZR1 MSRP began around \$112,000. Don thinks the 2018 Corvette ZR1's price point will be around \$135,000.

From there, he shifts into the future of Corvette and the C8 mid-engine. Will the Corvette shift to being a mid-engine car moving forward or will Chevrolet offer both a front-engine and mid-engine models and let the market decide?

Considering that Chevy currently owns more than 40 percent of the \$50-100,000 sports car market, flipping the switch from C7 to a radically different and more-expensive C8 would be insanity. Instead, building both Corvettes concurrently will allow the faithful to decide which best suits their fantasies.

Don refers to the C8 mid-engine Corvettes at a 2020 model year. A year ago, he suggested the C8 Corvette would debut at the 2018 NAIAS in Detroit with an LT1 V8 and

an MSRP of \$80,000. So it's worth noting the Corvette expert's time-line change as the 2019 C8 is pushed back a year. However Don has lowered his expected MSRP of the 2020 C8 mid-engine base model to below \$70,000 that would be a real trick for the Corvette team to pull off and would remove the expected higher price point for customers to make the mid-engine jump at a price that is relatively the same as the front-engine C7 Corvette Grand Sport.

With 500 or so horsepower on tap and a base price below \$70,000, the 2020 C8 should revolutionize the supercar category. As this new platform matures, Chevy will add alternatives to today's LT-1 including an all-wheel-drive hybrid (possibly called E-Ray) and a twin-turbo DOHC V-8 hammering out a remarkable 1,000 horsepower.

Don offers a new rumor that is new to us, saying that the word on the street is that a North Carolina shop will upfit Bowling-Green C8s with a custom interior and exterior trim. We're not so sure about that as the upgrades the plant will undergo in the next four months should make it easier for Chevrolet to provide all that in-house at the plant. We don't see the company spending nearly \$775 million on plant upgrades to outsource the installation of interiors



to another vendor.

Finally, Don offers a tip when it comes to viewing the camouflaged C8 mules saying that certain prototypes are being constructed by Pratt & Miller engineering utilizing Daytona Prototype panels for subterfuge, saying "When your task is nurturing wild Corvette dreams, chicanery is to be expected."

VETTE RACING AT LIME ROCK: Anniversary of Victory No. 100

Lime Rock, News - Randall Shinn - 7/18/17

A GT-only event this year, the race gives Corvette Racing a chance at victory No. 106 after a 1-2 finish in the GT Le Mans (GTLM) category a year ago. Oliver Gavin and Tommy Milner won in the No. 4 Mobil 1/SiriusXM Chevrolet Corvette C7.R over teammates Antonio Garcia and Jan Magnussen. It was the 60th 1-2 team finish in Corvette Racing history and helped Gavin and Milner to the 2016 GTLM Driver's Championship.

Lime Rock is one of 24 venues at which Corvette Racing has won an event. It shows the diverse array of circuits where Corvette Racing has tasted success. Lime Rock definitely qualifies with a 1.5-mile lap and seven corners all but one of which are right-handed turns. In a stark contrast, the 24 Hours of Le Mans (where Corvette Racing finished third in class with one of its Corvette C7.Rs in June) is 8.5 miles in length!



This time it's Garcia and Magnussen who have the points lead going into Lime Rock on the strength of two victories and a pair of additional podium finishes this year in the IMSA championship. They won at Sebring and Circuit of The Americas, were second at Long Beach and placed third at Watkins Glen. That goes along with a third-place class finish at the 24 Hours of Le Mans.

Gavin and Milner were race-winners this year at Long Beach and are hoping a return to Lime Rock marks a return to their winning ways. Strong efforts by both the Corvettes also would go a long way to solidifying Chevrolet's lead in the GTLM

Manufacturer's Championship.

Odds are certainly favorable that at least one of Corvette Racing's pairings will come away with good points. The team has won five times in 10 appearances at Lime Rock, and the lineup has a combined six victories there.



ANTONIO GARCIA, NO. 3 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "The traffic situation at Lime Rock changes things a little bit as we will only have to worry about a slower class and not about other classes going by us. So maybe that relaxes the situation a little bit. In a lot of ways, Lime Rock is more stressful than an event like Watkins Glen with the full field there. Because the lap is so short, the stints feel very long because you are doing so many."

JAN MAGNUSSEN, NO. 3 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "We still have the lead in the championship, so that is a positive. Hopefully our performance will be better this weekend than o be perfect and the driving has to be perfect. If we do those three things, we will be in great shape."

previous races. Lime Rock is a place where anything can happen. The lap is so short that any error will cost you not just positions but laps. Every part of what you do is magnified. The strategy has to be perfect, the pit stops have to be perfect and the driving has to be perfect. If we do those three things, we will be in great shape."

OLIVER GAVIN, NO. 4 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "Lime Rock last year was a fairy tale race last year for us. It was tough and hard... hot with

huge competition as usual. To get the victory and the 100th win for Corvette Racing was magic, and it was an amazing feeling to be in the car at the end. To be perfectly honest, Lime Rock had never been particularly good to me through the years. Last year, It also was a big part of us winning the championship. Getting back to our winning ways was huge. It was a big race for how things played out for us the rest of the way."

TOMMY MILNER, NO. 4 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "At Lime Rock, qualifying really matters because it's so hard to pass. That's a bit different than most tracks we go to. With it being a GT-only race, it adds a strategy element that's new to us. It was a cool moment (in 2016) to get the 100th win for Corvette Racing. But the attention is now on getting 106, 107 and onward. That's the focus. It'll be nice to go back to Lime Rock and think about what happened there last year. But that will be a quick thought and then it's back to how do we win the next one."



DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER: "Lime Rock is another classic circuit in the IMSA WeatherTech SportsCar Championship. It's the shortest track we race on, but at the same time it is one of the most difficult events for the drivers, crew and engineering team. Because of the density in the number of cars on a short 1.5-mile circuit, that can create some unpredictable situations. But there's no team more apt in dealing with that than Corvette Racing. We've proven it time and time again, and we will do again at Lime Rock this weekend."