

The Prez Says

Hi, this is Beth Butcher, president for the Indian River Corvette Club for 2018. Wow, I can't believe 2018 is already here. First of



all, I wanted to take a moment and thank all of my fellow officers and fellow board members. Many have served for several years and the club would not be what it is today without their loyal and dedicated service. The Club is now going on 19 years, so that speaks volumes in itself. Sue Smith has agreed to take on the roles of both vice president, as well as continuing on in her role of activities director. Diane Bernardo is continuing with her duties of Treasurer, continuing to keep our finances in order. Barbara Randolph is taking on the role of Secretary. Our 2017 president, Susan Steinbach is serving the important role of Officer at Large. Ro Bryant remains as Director of Membership, taking care of Sign in sheets, name badges and collection of dues. In the technology field, we are also blessed to have team Quina, always present in racing yellow! With Tom as our Web master/eGroup administrator, and Hollyann as Newsletter Editor/Club Historian, we have professional quality web services, club photography and newsletters. If you have not had a chance to do so already, I highly recommend that everyone take a look at our prior photos collection, Newsletters and club calendar.

I also I wanted to take a moment and share an analogy that a friend recently shared with me.

Activities

COMING IN FEBRUARY

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

**27 - Tuesday - Mystery Dinner Cruise
Our Host Dave & Jean**

COMING IN MARCH

6 - Tuesday - Board of Directors Meeting

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

**15 - 17 - Thur - Sat - 12 Hours of Sebring
Tickets still available for the Corvette Coral**

**27 - Tuesday - Mystery Dinner Cruise
Our Host Terry & Sue**

COMING IN APRIL

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

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

Life is much like the cars we drive. When you look through the windshield, the view is very large and beautiful, with almost endless possibilities of roads to travel. When you look in the rearview mirrors, the view is very small. Those are the roads that are behind you and are not all that important. While you never want to forget the roads you have traveled in the past, you do not want to spend much time worrying about the view in the rear view mirror, as you cannot change the past. You want to focus the majority of your attention to the wonderful view in the windshield, the endless journeys ahead of you.

With that being said, I am looking forward to sharing lots of new adventures with all of you in the upcoming year, as well as the years after that.

**Remember to always save the wave,
Beth**

MEMBER BIRTHDAYS

Birthdays for February

James Kelly	February 10
Brad Grandage	February 13
Andi Smykowski	February 19
Dave Myers	February 22
Hollyann Quina	February 24
Joann Merklinghaus	February 26

Birthdays for March

Marino Silva	March 3
Curt Randolph	March 7
Terry Smith	March 15
Dan Bryant	March 25
Glen Davis	March 26

Birthdays for April

Deryle Hunt	April 1
Gene Benoit	April 6
John Krance	April 6
Bill Manville	April 7
Christine Shaffer	April 10
Clinton Atwell	April 22
Judi Manville	April 25

Birthdays for April

Nancy Foley	May 7
Barbara Benoit	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

Happy Birthday to everyone!

JANUARY DINNER CRUISE

Jim and Joann Merklingshaus led our merry group south on US Hwy 1 to Fort Pierce, across the south bridge to A1A and on to Jensen Beach and Pietro's on the River which is located at the Island Dunes Country Club.

Dinner was a selection from three choices, Chicken Piccata, Prime Rib or Mahi Mahi complete with soup or salad, vegetable, mashed potato and dessert. Everyone enjoyed dinner and was pleased with their food.

The club has a dance floor with live entertainment. The night we were there it was Frank Mazur of Road Fever. He had the group up and dancing in no time.

Thank you to Jim and Joann for a wonderful evening. I am sure everyone had as much fun as Tom and I did.

Save the Wave,
Hollyann



Corvette Racing at Daytona: Mistake-Free Run to Start 20th Season

By Corvette Racing - 1/29/18

Third, fourth for Chevrolet Corvette C7.Rs in GTLM at Rolex 24

DETROIT (Jan. 28, 2018) – Corvette Racing turned in a mistake-free run with both its Chevrolet Corvette C7.Rs to post third- and fourth-place class finishes in the Rolex 24 At Daytona to open the IMSA WeatherTech SportsCar Championship. The result was a positive effort as Corvette Racing begins its 20th season of competition.

Antonio Garcia, class pole-winner Jan Magnussen and Mike Rockenfeller placed third in the GT Le Mans (GTLM) category with their No. 3 Mobil 1/SiriusXM Chevrolet Corvette C7.R. It is the second Rolex 24 podium for the trio after they finished second two years ago, and it gives Garcia and Magnussen positive momentum as they seek to defend their GTLM Driver Championship from last year.

Chevrolet and the Corvette Racing team swept the GTLM Manufacturer, Driver and Team titles for the second straight year in 2017. Sunday's results laid the groundwork for another strong challenge for the IMSA season.

In the No. 4 Mobil 1/SiriusXM Chevrolet Corvette C7.R, the trio of Oliver Gavin, Tommy Milner and Marcel Fässler placed fourth and had a similarly clean run throughout Saturday and Sunday. Either Corvette Racing entry likely would have claimed victory in any other season, given that neither Corvette went off-track or made a mistake. It's a hallmark of the program, which has won 106 races around the world, 12 Manufacturer and Team championships, and 11 Driver titles during its years in IMSA.

The next event for Corvette Racing is the Mobil 1 Twelve Hours of Sebring Fueled by Fresh from Florida on March 15-17 at Sebring International Raceway.

ANTONIO GARCIA, NO. 3 MOBIL

1/SiriusXM CHEVROLET CORVETTE C7.R – FINISHED THIRD IN GTLM : “I think we can be happy. We again didn't make any mistakes by the drivers, the pit stops were fine... we may have had an unscheduled stop for brakes. We just didn't have the pace. It was a little bit like what happened a lot last year. If this was Lime Rock, I'd be super happy with third. But here at Daytona or Le Mans, you only want to win. That's part of our driver mentality... we want to win these races. Our guys did a fantastic job. We showed all we had and gave it all.



OLIVER GAVIN, NO. 4 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R – FINISHED FOURTH IN GTLM : “Today was tough... hard, demanding. But the team never, ever gave up. They always had a plan and a strategy to try and get us back to the front. We didn't have a completely faultless race; there were some issues and problems we had to work through. But that is what this team is fantastic at – working through the problems. Yes, we got fourth place today but that's great points for us. But this year we have good fourth place points. It gets us a good start in the championship. That's positive. We are now moving ahead to Sebring. That race is another classic and another gem in the endurance racing crown. But 24-hour races are tough; they are brutal. And today's was just another one of those. I was surprised that there were only four cautions throughout the entire race. That was really, really surprising. So this was a good, solid fourth place to the team. Good points and we will move on to Sebring.”



Here's what the mid-engine Corvette C8 will look like

Our insider information reveals crucial details of GM's upcoming supercar.

hagerty.com - Don Sherman - 1/12/18

Today it's clear that tradition is essential to the Corvette ethos. But younger, more adventurous customers will be needed to keep the flame burning. A mid-engine layout will allow more possibilities, including special editions that will climb even higher up the performance and price scale. Although the C7 Stingray and its evolutionary descendants will surely live on for several more years, the mid-engine C8 will soon arrive to give Corvette customers a second choice. Painted with drops of leaked information from a GM Deep Throat, our rendering of the forthcoming C8 is no mere guess. In Ferrari style, the mid-mounted V-8 will be proudly visible under the rear hatch. Expect the genuine article to break cover at the Detroit auto show in January 2019.

GAME PLAN

This is the mid-engine Corvette that GM lacked the courage to build for decades. It will first appear as a two-seat hatchback, with open editions to follow. Mounting the engine behind



the cockpit facilitates lower seating and a notably sleeker hoodline. A lower center of gravity, improved forward visibility, and better air penetration are all attributable to the new architecture.

ENGINES

Fear not, pushrod V-8 fans, your pet engine is secure. We expect the mid-engine Vette to bow with a successor to today's 6.2-liter LT1 pumped up to 600 horsepower with higher compression, more aggressive valve timing, and less restrictive exhaust.



Dry-sump lubrication will facilitate mounting the engine low in the chassis. Other propulsion sources will follow, topping out at 1000-plus hybrid horsepower, with a twin-turbo V-8 driving the rear wheels and an electric motor powering the front wheels. The four-cam, 32-valve V-8 is a fantasy prompted by the LT5 designation assigned to the 2019 755-hp supercharged pushrod ZR1. GM power mongers have acknowledged interest in offering a flat-plane crankshaft V-8 mimicking the Ford Mustang Shelby GT350's but without the frightful shake. Don't be the last on your block to sell your Ferrari stock!

TRANSAXLE

True friends of the stick will pout over the loss of a clutch pedal and H-pattern shifter. Rather, a state-of-the-art paddle-shifted seven-speed dual-clutch automatic supplied by Tremec will be the way and the truth. Packing the transmission and differential in one box bolted to the engine saves weight and shortens the wheelbase by an estimated eight inches, in turn trimming the turning circle, quickening steering response, and sharpening agility.

CONSTRUCTION

The C8 will showcase light materials. The hydroformed aluminum space frame will be assembled by automated tooling installed at the Bowling Green plant for the C7. Die-cast magnesium will reinforce the dash. Cast and forged aluminum components will be used for many chassis and powertrain components. As in today's Vettes, the bodywork will be a shrewd mix of carbon fiber,

sheet molding compound (fiberglass), and reinforced reaction-injection-molded plastic. Supplier Plasan Carbon Composites invented a means of constructing full door assemblies using its fast-acting pressure press process. The fuel tank and the coolant lines will reside in a central tunnel. To ensure the C8 is the best value in the sports car class, the engineering team religiously assessed weight saving versus cost for every component.

CHASSIS

Faithful suppliers Michelin and Brembo will be back. BWI continues supplying the magnetorheological dampers. Carbon-ceramic brake rotors, opposed-piston calipers, and



fiberglass leaf springs are a sure thing.

CREATURE COMFORTS

The latest infotainment and safety aids will be included. A cargo hold in the front of the car will swallow two sets of golf clubs. The hatch's window will afford a clear view of the engine.

PRICE AND AVAILABILITY

Following its debut at the 2019 Detroit show, the eighth-gen Corvette will roll into dealerships later in the year with a base price of \$70,000.