

## The Prez Says

Wow 2018 I cannot believe how fast 2018 is just racing by us and it has been a very busy year. In January there was the **Rolex**



**24** in Daytona that several members made a long weekend out of it. We had a shout out to at the **Summer Crush Winery** and the mystery dinner ride hosted by **Jim and Joanna**. In February, **Dave and Jean** hosted the mystery dinner ride. All of which I understand were awesome. Unfortunately, I found myself in an unplanned detour that ended up with gall bladder surgery, so I was out of commission for the first part of the year. I do want to thank everyone for all of their thoughts, prayers, cards, flowers and other well wishes. I especially want to thank my fellow officers and board members, for picking up the ball and making sure all the bases were covered. All of you did a fantastic job!

I think I now know how the race car drivers feel like when they are stuck in a long pit stop and watch their top of the line mechanics working their magic on the internal combustion engines, while all the other drivers are out on the track having fun.

January and February has also brought us several new members and we would like to make sure they all feel like part of our little family. With this in mind, I would like to remind everyone to wear their name tags.

In 2018 we also had a lost and found. While we did lose the use of our long

time embroidery service Southern Embroidery, we have a new service of **Creative Stitches**, thanks to Tom and Hollyann. I have spoken to several members who have already used them and are very happy with the results. They are very reasonable prices and will embroider on pretty much anything you bring in. Please look at the web page for details.

Good news is, I am back to normal, so hopefully I will not miss any more opportunities to spend quality time with all of you. Remember to keep looking in the windshield for all of those new adventures and always, Save the Wave!

**Beth**

## Activities

### 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**

### COMING IN MAY

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

**4 - 5 Friday - Sat - VETTES AT THE LIGHT XI  
Hosted by: Ponce Inlet Corvette Club  
Hollyann rates this as the best & most fun Vette show in Florida  
Ponce Inlet, FL**

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

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

### MEMBER BIRTHDAYS

#### 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 May

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

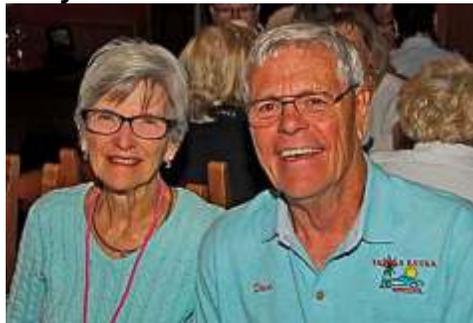
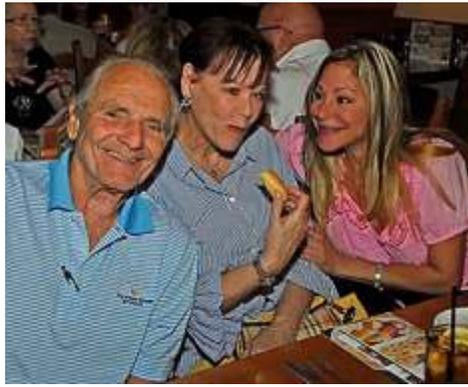
*Happy Birthday to everyone!*

### FEBRUARY DINNER CRUISE

Our cruise directors for the evening were Dave and Jean. Their restaurant of choice was the Olive Garden on route 60 west of Vero Beach. It took a little time to get our members all seated. It is hard to accomplish with a large group like our club and they managed it quickly. Olive Garden has a nice group area and our members completely filled it. We had two servers and they did a great job of taking drink orders followed by food orders. The servers stayed busy with drink orders, bread baskets, salad, and soup to get us started. We dined on spaghetti, lasagna, stuffed shells, and much more. I cannot remember the name of the dish I had but it was so good it was thin spaghetti with chicken and shrimp in a great creamy sauce. Tom had spaghetti and said he would order it again.

Thank you to Dave and Jean for a fun evening of friendship and food with our great club members. I am sure everyone enjoyed the evening.

### Save the Wave, Hollyann



# Someone Left This 720-Mile C6 Z06 In A Storage Unit And Now It's On eBay

*jalopnik.com - Alanis King - 2/15/18*

Storage units are great for all of the stuff you should get rid of but can't because it's sentimental, or all of the stuffy furniture and decor you'll definitely display once you're able to afford a mansion with three living rooms. Storage units are not great for a 2009 Chevrolet Corvette Z06 that's barely driven 700 miles.



But that's what someone did, in the heinous act of abandoning a nearly new C6 Corvette Z06 with a manual transmission. It ended up on eBay, where the seller, claiming to be a car shop in Georgia, said in the listing description that it was found abandoned in a unit.

Yes: A Z06 that's barely been touched, and which the eBay seller said has never been registered, wound up in a storage unit. Its 7.0-liter naturally aspirated V8 barely knew what the sun looked like before being locked away, and all of its supercar potential barely got to see the road. It's hard to imagine why



someone put it away like this instead of, maybe, selling it? Or driving it?

The eBay description didn't say how long the car had been in the storage unit, but this model has been around



for about a decade and the Carfax screenshots on the listing say there are no records for the car since January 2010.

If anything, it looks like it's been in there for a long time. The seller pulled it out scratched and covered in dust, and said the bumper has a crack from a moving company loading it. The seller said it's not a stolen car after checking the VIN, and that it comes with no paperwork or title. It's on new tires, according to the eBay description, and the only thing the seller's done to it is change the fluids.

The auction ends in just over a day, and the bidding is currently at \$50,200—nearly \$20,000 higher



than it was this time on Wednesday. This poor soul didn't get the appreciation it deserved in its first 10 years of life, but someone with a small fortune to drop on it will probably make up for that now.

# The Corvettes Are Taking Over Drifting

*jalopnik.com - Raphael Orlove - 1/23/18*

It was only a matter of time. All the signs were there. Finally, in America, Corvettes are taking over drifting. Surprisingly, the momentum feels like it started abroad.

Drifting is a low-buck way to have fun in a car. It attracts kids who have never done anything on track before, so a lot of the cars you see at a drift event will be their owner's only ride. There are lots of license plates on track.



This explains why you see so many Nissan 240SXs and BMW E36s in the drift scene. You can buy one for a couple grand, use it as your everyday vehicle and also learn to drift on it.

But the thing is that once you start to move past these 1990s imports as your starter car and begin turning them into more serious track-only vehicles, things get expensive. Japanese-market turbo engines fetch a premium and can be unreliable, as can even the most low-cost V8 swaps. And at that point, it can actually be cheaper to buy a salvage title Corvette from only a few years ago. No need to modify the car to accept a modern LS V8; the car already comes with one. No need to modify the car to accept big wheels and tires; the car already comes set up for them.

Much of the work that you need to do to make a now somewhat vintage sporty import, that great starter car, is set up from the factory.



## 2020 Chevrolet Corvette (C8) spy shots

*motorauthority.com - Viknesh Vijayenthiran - 2/14/18*

A prototype for what's almost certain to be a mid-engine Chevrolet Corvette has been spotted, and the latest tester is wearing the least camouflage gear we've seen yet.

The mid-engine model is thought to be a next-generation C8 Corvette due in time for the 2020 model year the car was originally thought to be coming for 2019 but production of the 2019 Corvette range is already taking place.

Even so, that's still a relatively short lifespan for the current C7 Corvette which arrived for the 2014 model. The reason for the quick changeover is because General Motors had started working on a mid-engine design for the C7 but ended up scrapping the plans in the tumult of the 2009 bankruptcy, with the C7 we ended up with being somewhat of a placeholder.



Looking at the new shots and video of prototypes, we see can see that the C8 will be similar in size to the C7 but with a lower, wider stance. It won't get vertical-lifting doors of many exotics, though it looks like there will be a short front overhang. Flanking the engine bay looks to be a pair of chunky buttresses and we're told designers will add a sheet of glass in the center to show off the engine. One of the biggest challenges is thought

to be heat management. Finally, we can also see a rear-facing camera that will feed images to a digital rearview mirror.



Our spies say the prototypes have been running almost exclusively at night to avoid long-distance lenses with 50 megapixels to throw around. It's also been protected from almost all employees at GM, with access only given to a small circle of designers and engineers—as was the case with Ford's GT supercar.

The new Corvette won't be a pricey limited edition supercar like the GT, though. We hear the basis for the car's mid-engine platform will be the C7's aluminum spaceframe structure rather than a completely new design. We also hear there will be a new LT7 twin-turbo V-8 and possibly a hybrid option at some point. The base engine is expected to be the C7's LT1 V-8, though.

By now you're probably wondering why GM would rock the boat with such a dramatic change to the Corvette formula. Apparently the front engine, rear-wheel-drive layout is reaching its limits. Also, the Alpha-based Camaro is already snapping at the heels of its big brother. Thus, to help separate future Corvettes

from the Camaro, a more exotic design was required.

There's also a bit of mid-engine Corvette history. Corvette father Zora Arkus-Duntov was a huge fan of the layout, especially for motorsports. He helped GM build a number of mid-engine concepts for testing purposes, the original being the first CERV (Chevrolet Engineering Research Vehicle) concept rolled out in 1960. Don't be surprised if a Corvette ZR1 successor is named after him, since we know GM has a trademark for "Zora".



Going mid-engine won't be the only major change for the C8: another will be price. While the base C7 starts close to \$60k, the new price of entry is said to be rising to approximately \$80k. The higher price can be justified by the more exotic layout, plus it provides a nice buffer with the Camaro. The change will also help the C8 become a semi-exotic halo model for Chevrolet worldwide, similar to what the GT-R is for Nissan and the NSX is to Acura and Honda.

## The 2019 ZR1 just embarrassed the Ford GT

*Gary Gastelu - Fox News - 2/1/18*

Chevy's new "King of the Hill" Corvette truly rules.

The upcoming 2019 Corvette ZR1 has claimed the production car lap record at Virginia International Speedway, annihilating a time set last year by the Ford GT supercar.



The long, challenging track has become a performance benchmark in recent years. Car and Driver holds its annual Lightning Lap shootout there, and

manufacturers often use it for testing.

Chevy was wringing out the ZR1, and its 755 hp 6.2-liter supercharged V8, one last time before it starts selling it in the spring, when company test driver Jim Mero laid down a time of 2:37.25 over the 4.1-mile circuit. That's 1.37 seconds quicker than the best lap a GT has recorded there, so far.

General Motors VP of Product Development Mark Reuss tweeted afterwards "dang our engineers are the BEST."

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The Chevy and Ford were both showroom spec cars with no unique performance enhancements. However, the \$119,995 ZR1 was equipped with its optional \$2,995 ZTK Performance

Package, which includes sticky summer-only tires, a downforce-producing aero kit and a track-focused suspension tune.

The feat is doubly (or quadruply?) impressive considering the GT costs \$450,000. The Corvette also left the \$845,000 Porsche 918 Spyder and every Dodge Viper, Porsche 911, Ferrari, Lamborghini, etc. that's been to the track in the wake created by its enormous rear wing.

Interestingly, although it hasn't officially confirmed it, GM is known to be working on a mid-engine supercar that may replace the Corvette next year. It's doing this because it thinks that it's reached the limits of performance for a front-engine design. Based on what the ZR1 can do, it's almost scary to imagine how fast that one will be on the track.

But we can't wait to find out.