

The Prez Says

Hello everyone!

March was certainly a busy month for the Club. I am convinced that the term "March Madness" is not limited to basketball. In addition to our board meeting and general membership meeting, the calendar was packed with activities.



We started the month off with a shout out invitation from the Indian River Historical Society, to celebrate the 100th birthday of the Hallstrom House with a display of some of our cars. The main event was the 12 hours of Sebring race with the Corvette coral, which took place over the St Patrick's day weekend. Our club was represented with 6 cars. While the race is only 12 hours, the activities started several days before that. So we had a few couples that went over on Thursday to take in as many of the events as possible. Terry and Sue Smith even took their motor home over so they could camp in style, and not miss a minute. This paid off, as Terry won a driving school offered by Ron Fellows to take place at Spring Mountain Motorsports Ranch, Congratulations Terry!

For those members that were unable to go to Sebring, we had a second shout out event on the same weekend. This was the Under the Oaks Antique Car Show here in Vero Beach. This is another annual event which, as always, had hundreds of beautiful cars to enjoy on a wonderful spring day.

We wrapped up the month with a

Activities

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**

COMING IN JUNE

**14 - 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.**

**26 - Tuesday - Mystery Dinner Cruise
Our Host Bill & Abbie**

mystery dinner ride to the Cajun Cove. We had about 40 people turn out for this event, which was hosted by Terry and Sue Smith.

I am very happy to see that we are seeing new faces at almost every event. We would like to welcome our newly found Corvette enthusiast and look forward to sharing new adventures with them. With this in mind, I would like to remind everyone to wear their name tags. If anyone is in need of a new name tag please let us know and we will get one for you.

Look forward to seeing you all soon

As always, remember

Save the Wave!

Beth

MEMBER BIRTHDAYS

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

Birthdays for June

Cathi Canal	June 5
Judy Grandage	June 17
Diane Bernardo	June 17
Beth Butcher	June 22
Jose Machado	June 30

Happy Birthday to everyone!

MARCH DINNER CRUISE

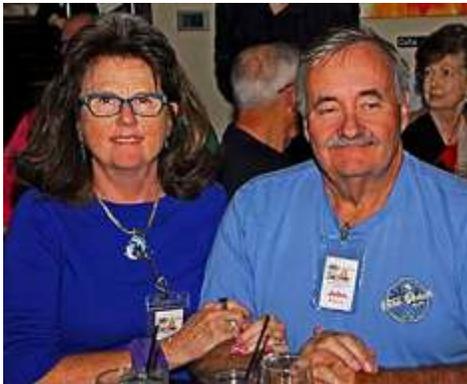
Terry and Sue Smith were the leaders for the March dinner cruise. It was just a short ride from our meeting place to their choice of restaurants which was the Cajun Cove located on Royal Palm Pointe. We had a larger turnout for the evening than usual. The restaurant is a small cozy place. It is nicely decorated with a bar for singles or couples on one wall. Small tables fill the remaining space. The wait staff worked quickly to take drink orders. When a group the size of our club arrives at the same time it is hard to serve everyone quickly.

Everyone I spoke with was satisfied with their food. I checked out plates as they were being served and the salads and sandwiched looked great. I heard the chicken was great.

Several members were upset about the time they had to wait for their food. Please keep in mind that sometimes a group as large as the club can overwhelm a small kitchen.

Thank you to Terry and Sue for great evening.

Save the Wave,
Hollyann



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Trials Pull Sebring Win From Corvette Racing's Grasp

corvetteonline.com -- By Nigel Dobbie 3/19/18

The second round of this year's IMSA WeatherTech SportsCar Championship took place at Sebring International Raceway on Saturday (March 17th). The Mobil 1 12 Hours of Sebring sponsored by Advanced Auto Parts in 2018 is always an assault on the senses. The traditional smell of orange blossoms as you drive to the track was overpowered by acrid wood smoke this year after one of the local landowners accidentally burned 300 acres of land. The smoke still hung heavy over the track for the warm-up on Saturday morning.



Qualifying on Friday proved challenging for Corvette Racing, as the two C7.R Corvettes could only manage seventh and ninth place in the GTLM Class. The #3 Corvette with Antonio Garcia at the wheel managed a best lap of 1:56.588 and Tommy Milner in the #4 could only do a 1:56.900, more than a second slower than the pole.

#3 Corvette Trials

The race start was trying for the #3 Chevrolet Corvette C7.R of Spaniard Antonio Garcia as he suffered a left rear puncture on the first lap. The St. Patrick's Day luck further deserted the #3 as the battery then failed in the car. It was discovered the alternator was not charging properly during the second hour of the 12 hour race. Antonio Garcia cut a frustrating figure as he sat on pit lane with a dead car.

The team had to replace the battery and then take the #3 C7.R behind the wall to change the alternator. The car rejoined seven laps down on the GTLM class leaders. The #3 Corvette C7.R then suffered repeated power steering issues during the race. Despite all the issues, the three drivers Antonio

Garcia, Jan Magnussen and Mike Rockenfeller soldiered on.

The reward for never giving up was the #3 eventually finished eighth in the GTLM Class of nine cars but 45 laps behind the eventual GTLM class winner.

The #4 Corvette C7.R of Tommy Milner, Oliver Gavin and Marcel Fassler worked its way up to fourth from ninth, thanks to swift pit work by Brain Home and the rest of the pit crew. The #4 then got some of the St. Patrick's Day luck when they pitted on lap 111 and two laps later, there was the second full course caution. This cycled the #4 to the front of the GTLM class and issued maximum points in the North American Endurance Cup at the four hour mark in the race. Points are awarded at various times during the four longest races of the IMSA WeatherTech SportsCar Championship and team Corvette earned their share.

Olly Gavin only dropped one place during his stint. Tommy Milner took over the car and was still in second place. At the halfway point under a sixth, full course caution, Tommy dropped to sixth during pit stops. Marcel Fassler drove well with no mistakes and the #4 C7.R was always on the lead lap until the end of the race. The #4 Corvette eventually finished in sixth place.

Im-balance Of Performance?

The current IMSA Balance of



Performance seems to be hurting the Corvettes more than any of the other cars. For the second race in a row – following the dominant victory at Daytona by the Ford GT – Corvette has run a strong race with no mistakes by the team or drivers. Yet at no point have they had any chance of taking the class victory.



This ZR-12 Corvette Was Created To Eclipse An Excessive Competitor

corvetteonline.com - By Andy Bolig

Some of the greatest Corvette creations were a direct result of an openly competitive challenger from across town. Such is the case with this over-the-top example of a C4 Corvette that was dipped in the pool of testosterone-laden monster juice back in the early nineties.



When you think back to the way things were, you begin to understand just how obscenely over-the-top this Corvette creation was actually engineered to be. When the base model Corvette was capable of only 250 horsepower and pumped-up versions of the Callaway B2K (405hp) and ZR-1 (375-405hp) were deemed supercars and "The King of The Hill." Anything that added the additional horsepower of another complete Corvette on top of either of them was in a word – excessive.



But, when you're fresh from a decade chock-full of shoulder pads and leg warmers, a little over the top is barely enough to put a blip on the radar screen. So, the mad scientists in GM's Corvette skunkworks devised a plan. They caught wind that Dodge was building a vicious beast of a car, one that would bite any competitor, and sometimes, its owner if they weren't careful. With a hulk of a V10, each one of those 400 horses it

contained under its long-swoopy hood would surely run for their lives if given the chance. Somehow, even the King of The Hill's 375 and later 405hp were left wanting.



The horsepower war was definitely starting to march to the chest-thumping drum of the Viper crowd and something needed to be done to wrest the attention back to the Bowtie camp. We would love to have been a fly on the wall when a true enthusiast of an engineer, somewhere in a board meeting, started a sentence with, "What if we...?" We're sure a few pocket protectors melted after hearing about V12 engines and stretching their halo Corvette eight inches to fit it all in. Somehow, the stars aligned, a Corvette wound up eight inches longer and the bean counters found a way to pay for it all.



Corporate officers aren't in the business to pay for ego embellishments, so there had to be another reason to divert funds to create such a beast. That came in the form of durability testing. With a relatively new drivetrain to contain the power output of the new LT5 engine, engineers continued the conversation by asking how much more it could contain. The new ZF-designed 6-speed transmission was

proving itself behind factory horsepower ratings and thanks to the efforts of GM engineers and several other outside sources, was found capable of corralling as many ponies as this behemoth's V12 engine could muster.



To put a V12 in anything, you must first have a V12. That part came easy for Ryan Falconer Racing Engines of Chino Valley, Arizona. Their engines have found their way into street rods, trucks and even scaled-down, air racing P-51 Mustang aircraft. While the all-aluminum V12 is based on the small-block Chevy engine, fitting it into a C4 Corvette took a little more space management, thanks to the folks at SportsFab in Wixom, Michigan. They stretched the entire front of the car the necessary eight inches to fit another fifty-percent more small-block under the clam-shell hood. The entire subframe and hood were stretched, with evidence of the additional length most notable in the side gills area. Even with the addition of four more cylinders and eight inches to the car's length, the weight of the vehicle is reportedly only 100 pounds more than the factory version, thanks to the V12's all-aluminum block.

When the car was originally built, signs of excessiveness oozed out through those side gills in the form of black-coated side-pipes that neither hinted at noise abatement nor cared for emissions compliance. Over time, the furry knuckles were scrubbed and a complete under-car exhaust replaced the raucous boom tubes. Still, with over 600 horsepower and 680 lb/ft of torque, there's plenty of

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This ZR-12 Corvette Was Created To Eclipse An Excessive Competitor

grunt left over when the tall, skinny pedal is punched. True to this car's nature, the Falconer Racing Engine's website unapologetically states, "We do not perform any work on emissions-controlled engines or vehicles."



In the early '90s, this car was nothing short of god-like status. In fact, engineers began to call it the "Conan Corvette." For a short time, it pleased the press at long-leads when drivers like Corvette Powertrain Systems Manager Jim Minneker would shred those massive rear tires for over half the quarter-mile. The drivetrain proved completely adequate but the cooling system was not. The car was parked due to overheating issues and, after single-handedly captivating the horsepower-hungry, it was relegated to GM's storage facility, where it languished for years.

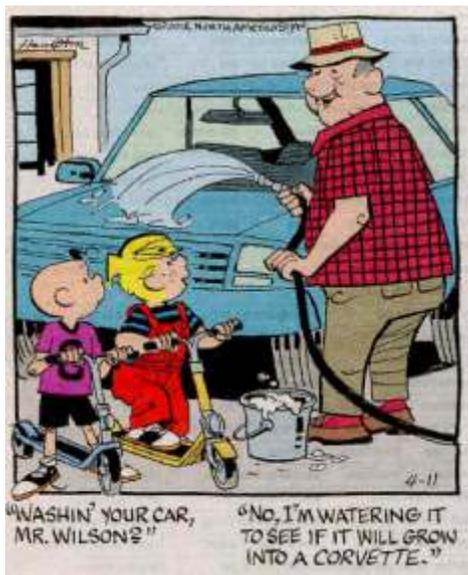


Thankfully, it was spared from a similar fate of many of GM's "experimental" vehicles once their usefulness was completed. The plate beneath the windshield designates this car as experimental vehicle "EX5664" and as such, a life of the open road was never a consideration. Instead, the car spent a portion of its retirement in the GM Heritage Collection where it stood as a

testament to at least one daring engineer who asked the question "What if...?" way back in the early nineties.



Today, the car still wows enthusiasts, but with a little less exhaust note as before. It currently resides in the National Corvette Museum, where it is on loan from Chevrolet. The NCM Curator, Derek Moore recently did a short video highlighting the ZR-12 Corvette on one of his Monday's With Moore segments. We were honored to spend a little time with the Conan ZR-12 Corvette and to get a few photos of the car. It truly is a marvel to behold and anyone that has tried to squeeze any sort of power adder or additional goodies under the hood compartment of a C4 Corvette can surely appreciate how much effort it took to find the room for another four cylinders. If you're ever headed through Bowling Green, Kentucky, be sure to stop by the National Corvette Museum and say "hi" to Conan, the ZR-12 Corvette and all the other rare and significant Corvettes they've got on display.



Barn Find 1960 Corvette Parked Over 27 Years Ago

corvetteblogger.com - By Mitch Talley - 4/5/18

Here's one of the better-looking barn finds we've run across lately, at least cosmetically. This white 1960 Corvette roadster has been sitting in a garage for more than 27 years, according to an ad currently on craigslist in the San Francisco area.



The seller notes that the matching numbers engine is still in place, and while it doesn't run, it does have compression. "Great potential for restoration," he adds. The interior seems to be mostly intact, though in need of some sprucing up, but this one could be a nice car, seemingly without too much work.

The asking price reflects that assessment at \$43,500, which might seem a tad high to some of you, though restored examples currently on the Internet range from \$60,000 to more than \$100,000. Sounds like someone could get into this one and not necessarily wind up too upside down, depending of course on how wild the restoration effort gets and what hidden problems are unearthed.

What's your assessment? What do you think it would take to get this one back up to snuff?



See how Dave Myers turned his 2002 C5 into a beautiful 1960 C1