

Corvette Gazette

A Monthly Publication of
The Indian River Corvette Club

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The Prez Says

Happy New Year for 2019! As President for 2019, I, **Sue Smith**, am excited for a continuing fantastic club



year. The **Indian River Corvette Club** has grown and provided it's club members with many great times together as well as provided knowledge about our wonderful cars and experiences with our wonderful cars. None of this would be possible without the dedication of the board members. A great big **"THANK YOU"** to each one of you for the important roll in making and keeping the **Indian River Corvette Club** a success. This year's officers are: Vice president / **Curt Randolph** - Secretary / **Barbara Randolph** - Treasurer / **Dave Myers** - Activities Directors / **Beth Butcher** And **Lisa Krantz** - Membership Chairman / **Ro Bryant** - Web Master / **Tom Quina** - Newsletter Editor & Historian / **Hollyann Quina**. The continued professional quality you see on the website, the photos, and the newsletter are a blessing from the Quina Team. We all **THANK YOU** for keeping us informed of upcoming events. All club members should explore the website. Fun photos show our members' excitement at each event As we gather together we learn the likes and dislikes about driving our **Corvettes**. Many issues are resolved by just talking to another **Corvette** owner. **EXAMPLE:** The seat belt keeps

Activities

COMING IN FEBRUARY

2-Saturday - Frank Baudo's "Vero Velocity"
Tour of local restoration shop

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

26 - Tuesday - Mystery Dinner Cruise
Our Host Dave & Jean

COMING IN MARCH

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

14 - 16 - Thur - Sat - 12 Hours of Sebring
Tickets still available for the Corvette Coral
Be sure to ask for Corvette Coral Tickets
Corvette Parade laps Thursday

26 - Tuesday - Mystery Dinner Cruise
Our Host Robert & Judy

coming out of the seat belt holder on the 2014 thru 2019 cars. **SUGGESTED FIX:** Place a small flexible tube over each open end of the seat belt holder. Your seat belt will always be at your fingertips! Please share with me any solutions you have found about your car's issues and I will pass them on to the members.

Here we go into the upcoming year with anticipation for a fabulous year, lots of driving our cars, road trips together, and eating out together. This is the club's 20th year, so a **BIG CELEBRATION** is in order. There will be more details on that to follow. I am personally grateful for this opportunity to be a part of the **"FRIENDLIEST CLUB"** around.

DRIVE SAFELY AND "SAVE THE WAVE",

Sue

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 Merklingshaus	February 26

Birthdays for March

Marino Silva	March 3
Curt Randolph	March 7
Walter Beringer	March 7
Terry Smith	March 15
Dan Bryant	March 25

Birthdays for April

Joyce McCall	April 1
Deryle Hunt	April 1
John Krance	April 6
Gene Benoit	April 6
Bill Manville	April 7
Judi Manville	April 25

Happy Birthday to everyone!

JANUARY MYSTERY CRUISE

Joe and Diane planned a grand dinner cruise for us. They led our members to the **Baci Trattoria** in downtown Vero Beach. The restaurant is only open for breakfast and lunch and opened for the club members for the evening. They had a special menu of three different choices for the evening. Our menu was printed on lavender parchment paper. What a nice touch! Drink orders were quickly taken and served. The choice of soup or salad with house dressing were served next; with our dinners following. The food was served quickly and considering that we had thirty two members everything was handled to perfection.

Thank you to **Joe and Diane** for the fun evening with good friends and great food.

Save the Wave!
Hollyann



Rumored 2020 Chevy C8 Corvette VINs create more questions than they answer

Will the C7 and C8 be built simultaneously? And for how long?

autoweek.com - Jake Lingeman - 1/10/19

If you're not on the Midengine Corvette Forum right now, you're missing out on some hot VIN talk about the upcoming C8 Corvette.

It starts with friend of the forum Rick Conti providing some 2020 model codes, claiming the coupe will be 1YC07 and the convertible will be 1YC67. We know 07 and 67 are the VIN codes for coupe and convertible, respectively. But it's the "C" in the third position that seems to be the question mark.



The base C7 Stingrays are 1YY; the Stingray with Z51 is 1YX; the Grand Sports are 1YW; the Z06 is 1YZ; and the ZR1s are 1YV. That info is from Chevy's own online order guide for dealers. What complicates matters is that in December we got word of some electrical problems in the upcoming midengine car, which could delay its release, possibly until model year

2021. "The logical conclusion at this point is that these model codes are for the new ME platform and it will continue to carry the Stingray nomenclature."

Some commenters are positing an upgraded C7 filler model, until the C8 debuts. There's also the question of whether Chevy is going to produce both the front-engine and midengine variants simultaneously, and for how long.

Finally, there are reports of the next codes being Y1 for the front-engine and Y2 for the mid.

"The 2020 model code that was just revealed is for a Stingray Coupe 1YC07 and Stingray Convertible 1YC67. It's interesting that the reported internal product code for the ME also uses a C. Could it be that the base ME Stingray will use either B or C and the Z51 ME Stingray use the other?"

Corvette Racing To Continue With Corvette C7.R In 2019

gmauthority.com - Sam McEachern - 12/10/18

Corvette Racing will continue to campaign the Pratt & Miller-built Corvette C7.R in 2019.

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Chevrolet won't field the mid-engine Corvette C8.R until the 2020 racing season, it's understood. The automaker doesn't want to field a race car before the road-going variant is available to customers and as Corvette Racing boss Doug Fehan explained earlier this year, the rules likely don't allow for it.

Rumors point to Corvette Racing entering the FIA WEC 1000 Miles of Sebring with the C7.R in 2019 in addition to its usual IMSA and Le Mans outings. The team may have put a third chassis into rotation so it could enter an additional WEC event in 2019 and Sebring in nearby Florida is the one most likely to grab the American squad's interest. The team would also already be at the track that weekend, with the WEC event set to run just a day before the IMSA 12 Hours of Sebring.



The 2019 Vette ZR1 Feels Like a Rocket Assembled by the Lowest Bidder

JALOPNIK - Kurt Bradley – 1/9/19

Lately in the world of fast Chevrolets, it's the long-awaited but still mysterious mid-engine Corvette that's captured everyone's attention. While there's still a ton we don't know, it's slated to be the true exotic-killer the 'Vette was always meant to be. But where does that leave the current king of front-engine Corvettes—the supercharged, 755-horsepower 2019 Chevrolet Corvette ZR1?



The Mid-Engine Corvette Has Arrived At The Nürburgring

Well, I can tell you the ZR1 doesn't have the elegance or grace of the six-figure supercars it can compete against, but it is seriously fast. After a few hot laps around the Circuit Of The Americas, I think it deserves some respect. I just wish the cockpit lived up to the example set by the engine.

What Is It?

The Corvette ZR1 has been around since the 1969 C3 generation, where it served as a much more stealthy go-fast package, but the 2019 C7 model is the most extreme version yet.

The ZR1 variants pack way more power than the standard Corvette, optimized for the enthusiast who's more concerned with lap times than the retiree who likes cruising some Georgia boulevard on a Saturday night. Chevrolet gave the supercharged V8 way more power over a standard Stingray or even the lesser Z06, added a full suite of wild aerodynamic enhancements all around, beefed up the brakes, and stiffened the suspension.

Numbers That Matter

The Corvette ZR1 is mostly an upgrade over the also-supercharged C7 Z06, with several performance additions to that already great car which had a stout 640-HP supercharged V8, stiff chassis, and beefy brakes that can take a beating

around a race track.

The ZR1's 6.2-liter supercharged V8 packs a factory-claimed 755 HP and 715 lb-ft of torque, and much of that punch is thanks to the Eaton supercharger that's got a bigger displacement—2.6 liters to be exact—than some passenger car engines.

Even though the ZR1 is the baddest 'Vette you can currently buy, it's still heavier than the Z06—Chevy says it tips scales at 3,560 pounds—because of all the added fluids and cooling needs. When you want to stomp the go pedal, Chevrolet claims the ZR1 will go from 0-60 mph in 2.85 seconds on its way to a 211 mph top track speed.



The base MSRP for the ZR1 is \$118,900, and this ZR1 I tested rang up an MSRP of \$142,480, loaded with several options including 3ZR premium equipment (memory seats, power lumbar and bolster seat adjustments, Napa leather-covered heated and ventilated seats, splashes of leather touches around the interior, and additional carbon fiber on the steering wheel and instrument cluster), track performance package (Michelin Pilot Sport Cup 2 tires, upgraded track-focused suspension, a massive rear wing spoiler, and front splitter end caps), and competition carbon fiber sport seats.

Around The Track

If you buy a ZR1 and don't take it to the track, you're wasting your money.

My friends in the Edge Addicts Track Rats group let me tag along around the Circuit of The Americas, a track I'm fortunate enough to be familiar with, and I made exceptional use of

the time provided on an unseasonably pleasant December day.

The Corvette ZR1 boasts a bunch of track-focused improvements over the Z06 including fuel injectors doubled in size, much more aerodynamic grip, and because plenty of C7 Z06 owners griped about heat soaking issues, Chevrolet added even more fluid and cooling parts than they did in the Z06's revision.

Shoving a whopping 13 psi of supercharged boost down the LT5's throat, the big V8 and massive blower and immediately command attention as you employ your right foot down a stretch of empty track.

Between COTA's turns 11 and 12, down the three-quarter-mile back straight, a brave driver will hit 160 mph before standing on the brakes. The ZR1 gobbles up any straight portion of tarmac before testing the limits of your abilities once you need to mash the brakes and turn into a corner.

Once you do need to scrub off speed, massive Brembo six-piston front calipers squeeze down upon 394-mm carbon brake rotors, and four-piston rear calipers chomp on 390-mm rear discs. Feedback was perfectly balanced and consistent throughout my session. The brakes took lap after lap of being jumped on from speeds over 140 mph to 40 mph into COTA's turn 1 and easily over 150 before braking for turn 12.



You do have to muscle the ZR1 around, though. I found myself putting more upper body work into the

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The 2019 Vette ZR1 Feels Like a Rocket Assembled by the Lowest Bidder

steering wheel of this car than in anything else I've driven around a track in the last couple years. That big wing out back certainly seemed to help keep the back end planted through any fast sweeper, but it pretty much consumes whatever semblance of rear visibility the Corvette may have had.

GM doubling the fuel injector size sure helps you go faster, but holy ****, this car is thirsty when you run it hard. I was easily dropping a third of the ZR1's 18.5-gallon tank during each 25-minute session I spent on track. EPA estimates state the ZR1 gets 13/19/15 MPG in the city, highway, and combined, respectively, but when you're doing a track day, you're sinking deep into single-digit territory.



For track nuts like myself, the Performance Data Recorder comes standard on the ZR1, and provides dozens of data points regarding your lap times, steering angle, throttle and brake input, G loads, gear selection, and speed. If you download the Cosworth companion app, you can get a data and analysis to review on your personal computer.

Pleasant Surprises

Turn-in and steering feel is remarkably easy and predictable. The massive 285/30/19 front and 335/25/20 rear Michelin Pilot Sport Cup 2s definitely help the ZR1 get grip and bite in the turns, and Chevrolet definitely got the updated magnetic ride suspension dialed in. I was fully expecting the ZR1 to be a bit disrupted around Circuit of The America's bumps, but the car managed its weight well even when the road got a little rough.

Anything that gets around COTA in the mid- to low-2:20 range is quick, and the ZR1 easily finds itself in that grouping. The ZR1 is as fast as a McLaren 675LT here, and a couple seconds faster than a 911 GT3 RS,

which is impressive for a car that costs much, much less and comes from the brand that also brings us the Trax.

Because there's so much power under the hood, it's not hard for an average driver to get a decent lap time around a track. If you're not trying to seek your personal best lap record it's remarkably easy to drive the ZR1 fast. GM has made this car simple to drive reasonably fast, but you do have to have some skills to get the most out of it.

Supercharged V8s should sound bad***, and the ZR1's LT5 is no exception. The blower whines as boost builds, and the rumbling exhaust note out back is more American than a slice of apple pie with a Kraft single on top. Paired with a PBR.

What's Weak

Even as it's made huge leaps in quality since the bailouts, Chevrolet still isn't exactly known for having the greatest fit and finish. But in a \$140,000 car, I expected more here. You get the same sort of switches, buttons, and trim you get in a Malibu or Traverse and I can't listen to anyone make excuses for that in a halo car. Even with the 3ZR trim option ticked, the interior appointments aren't much to brag about.

The base Corvette Stingray has a starting price under \$60,000, and you can tell Chevrolet packs loads of performance into that price tag. I wish it would do something to distinguish the ZR1 from your basic 'Vette inside, aside from some trim pieces.

I tip the scales at 190 pounds, and am 5-feet 11-inches. The competition seats may look sporty and be light, but they seem to be designed for heftier drivers. I was having to brace myself with the wheel and my left foot pinned to the dead pedal to keep in place through harder turns. Harnesses are needed if you really want to stay still in these seats during a track day.

The paint finish isn't great, and in good light I noticed the hood seems to be a different shade of black than the rest of the body panels. The owner of

this car noticed it too. Making sure we weren't crazy, we looked at a fellow ZR1 owner's yellow car in the COTA paddock, and its hood was a lighter shade too. I get that Chevy gave the ZR1 a carbon fiber hood, but the paint shouldn't look that different from panel to panel.

The hood is also much taller than the Z06's, and blocks any visibility over the front right fender. You better hope you know any right-hand apex around a track, because there's no way you can see it out of the windshield.

Verdict

Sales of the Vette have been dropping, and the price is somehow going up for 2019. A ZR1 will set you back damn near \$150,000, and that neighborhood is occupied by the Porsche 911 GT3, Acura NSX, Mercedes-AMG GT for only a little more cash.

With those competitors, you may not get the balls-out performance and low lap times you get from the ZR1, but you definitely get cars that are easier to live with when it comes to fit and finish, long-term enjoyment, and enjoyment both on and off track.



The ZR1 is fast as hell in any condition, and every bit a blast around a racetrack. But it still feels like Chevrolet has fallen short of making an elite halo car here. The mid-engined Corvette we keep hearing about will have to be a much more complete package to compete with other supercars on every level.

I imagine plenty of hard-working Americans at the plant in Bowling Green, Kentucky will hate me for this, but I'd spend my \$150,000 elsewhere.