

FROM THE PREZ NEWS TO END 2009

The Christmas party was one of our best. The venue (thanks Frankie and Connie) was beautiful, and the food and entertainment was most enjoyable.



John Trimpe, Linda and Harry Fallon, and Bill and Candace Kury all paid and could not attend. Here's hoping you all recover and enjoy this holiday season. The family members, guests and staff all added to this festive affair.

We have worked diligently to improve our financial base this year. The bale out did little to help, due to the Draggin' Czar safe drivers school cost; letters to the No Bell Piece Prize went unanswered; and our GM bonds are worth nada. But on a positive note we all have survived 2009.

Our spiritual quest for 2010 is CARMA. As you know, carma is the belief in Hyundaism and Buickism that the force generated in this car ownership cycle can and will influence your personal satisfaction in your next lease or ownership. Therefore, remember, we are a social club and proud of it. Corvettes are great, but true friends are a blessing. No amount of polish, oil, horsepower or trophies can match the joy of human kindness. Carnauba can and will warp your view of reality.

My Christmas wish: May you never forget what is worth remembering, or remember what is best forgotten.

Happy Safe Holidays,

**ZoooooooooooooRoooooo
oooooooooo!**

GM recalls Vettes to replace roof panel - again!

By DALE JEWETT

Plenty of Corvette owners like to think they can blow the doors of most everything else on the road. But GM is now recalling Vettes from the 2005 through 2007 model years because the roof panel may blow off.

The recall covers Corvette coupes with the removable roof panel. There's a problem with the adhesive that bonds the plastic roof panel to its frame. If the bond breaks, the roof panel could go flying off while driving.

There are clues to the problem. Such as a snapping noise from the roof when driving over bumps, water leaking from the headliner or the roof panel moving when the door is closed.



Nearly 22,100 cars are involved in the recall. Those with a bad panel--GM has previously run a customer satisfaction campaign for this problem--will get a new one. GM says it will start the recall in January.

Until then you may just want to drive topless--weather permitting.

SUNSHINE NEWS

Rich Steinbach had back surgery in Sarasota on December 10, the surgery lasted 6 hours.



Rich is back home, medication straighten out, and is recovering.

Again our Prayers go out to Densie and the Mulligan Family.

John Mulligan



1927 - 2009

On November 27, we lost long time member John Mulligan. John and his lovely wife Densie joined the club in January 2000, along with John's 2 vintage Corvettes. Before his retirement John was owner-operator of Multi Chevrolet in Union, N.J. As a seasonal resident of Vero Beach, John was active in all mystery dinner cruises and club events when in town. Our condolences go out to Densie and the family. John's always smiling face will truly be missed at our events.

MEMBER BIRTHDAYS

Birthdays for December

Cyn Seo	December 7
Bill Ulisky	December 8
Shari Chila	December 9
Louie Seo	December 19
Bonnie Porter	December 20
Judy Gallagher	December 25
Dave Lundell	December 31

Birthdays for January

Bill Kury	January 2
Ro Bryant	January 14
Stan Smykowski	January 18
Barb Mercer	January 24
Maria Ferro	January 27
Paul Kovac	January 30

Happy Birthday to everyone!

WHAT A CHRISTMAS PARTY!!!!

For the second year our Christmas party was at Pantherwoods [which is now Meadowoods again]. This year we had an open buffet, a great improvement over last years table service. Dessert was an open, fix-it-your-way, ice cream bar with ever kind of topping you might want. What a great way to serve dessert. The clubhouse is certainly a beautiful location for a party.

Every year the attendance gets larger. Boy, does everyone clean up very nicely. I am told that your pictures taken in front of the Christmas tree will be ready very soon.

Entertainment for the evening was the "DOLLS" (Patti, Heather, and Delores) and DJ Jerry Chambers. As always they gave us great dancing and listening entertainment.

For guiding our club through another great year, President Ro was presented with a copy of a fifty-year-old (Feb. 2, 1960) LOOK magazine featuring an attractive 33-year-old woman on the cover our own life member Betty Skelton Erde as she trained for the NASA space program. Unfortunately Allan and Betty could not attend, but they send a holiday greeting to all our members and a special message to Ro.



Activities

COMING IN November

**3 - 6 Thur - Sun - Sebring Historic Fall Classic
Historic Sports car and Classic American Muscle Car Racing
Appx. 1 Hours west of Fort Pierce**

**12 - Saturday - Annual Holiday Party
Panther Woods Country Club**

COMING IN December

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

**7 - Thursday - General Membership Meeting
SPECIAL DAY THIS MONTH ONLY!
C.J. Cannon's at the Airport Terminal Building**

**26 - Tuesday - Mystery Dinner Cruise
Our Host ????????????????**

Check the WEB Calendar for details

GM to lay off 75 cutting Corvette production from 11 cars per hour to 8

By JENNA MINK,
The Daily News, Bowling Green, KY 12/16/09

About 75 local residents will be without jobs this Christmas as the General Motors Bowling Green Assembly Plant indefinitely lays off more workers.

Plant officials are in the process of laying off those workers and cutting vehicle production from 11 cars per hour to eight cars per hour.

It has been a tough year for the Corvette plant - a bad economy and company financial troubles have forced the plant to temporarily shut down for a total of 26 weeks this year. And even though GM emerged from bankruptcy and recently reported good sales figures, the local plant still struggles.

"It's almost positive news because there's not as much negative news," Bowling Green plant manager Bob Parcell said. "The biggest challenge in the short term is that we (cut production at) the plant, and we're still struggling to get the pieces of the puzzle put together."

As demand for luxury vehicles, such as the Corvette, has dwindled, the plant has been forced to slow production. Last year, the plant churned out 18.5 cars per hour - that rate was cut to 15 cars an hour in October 2008 and then to 11 cars an hour in March, according to Andrea Hales, communications manager for the local plant.

Now, production lines slowly move, transitioning to eight vehicles an hour.

Production cuts create the need for fewer workers. At the beginning of this month, the plant employed 486 workers - a drop from the 1,100 workers it once employed.

Employee morale is "not very high," Parcell said. "You look at 2009 ... and the plant's been down as much as it's been run. It's hard to come to work all fired up."

In fact, strengthening employee morale is one of Parcell's goals and, on a positive note, no temporary shutdowns are scheduled for 2010.

The Rumor Season for the C7 Has Started

Despite all of GM's problems, many rumors are being started on the new model, if there will be one, when will it be available, what will it offer and what will it look like? Below is one guess that appeared this month on www.gminsidenews.com.

2011 Corvette "C7"

Trim Levels

Base: LT
Mid-level: Z06
Up-level: SS

Introduction

The Corvette; such an iconic GM vehicle. It's the car that everyone loves, and has a place in the hearts and minds of millions of people around the world. It's Chevrolet's equivalent of the 911, and the two vastly different cars are often compared head to head as ideological opposites. The car that can compare with rivals costing far more; that car is the Corvette. And that's the car we had the task of redesigning, quite possibly the hardest of all the RIA cars we have done before. Our hardest vehicle, in the hardest lineup. Efforts in this lineup have culminated with, and in our idea of what the next generation C7 Corvette should be.

In this RIA, our C7 Corvette's styling follows an more evolutionary, rather than revolutionary path. Overall the car is much more emotional and dramatic, with a more planted stance and low-slung look. Things like a swooping downward character line add drama and excitement to the car, while still retaining that unmistakable Corvette look.

We followed the mantra of "don't mess with success" in hammering out the details on the C7, especially in regards to price. The Corvette is an attainable supercar, and that's something that shouldn't be changed. The LT starts at \$47,150 and bumps up the horsepower from current C6 levels to 450HP. And, as is the case now, is available in a few different packages, 1LT, 2LT and 3LT. Z06, which starts at \$70,250, increases the HP level to 600HP from it's 7.0LLS7 V8. A new addition to the model line is the "Super Corvette", which we have called the Corvette

SS. The Corvette SS, starting at \$115,000, has a supercharged version of the engine, making 850HP. The SS also adds features like ceramic brakes, something GM has opted out of the current car because of the over \$10k cost. The price has been brought down though, however and it's a feature that certainly should be present on the very best of Corvettes.



Lots of debate on where to take the Corvette, both in RIA and inside GM. Some have said to take the Corvette mid-engine. That's the worst course of action because it destroys the very essence of the Corvette in that it's an attainable supercar. In price as well as styling, future Corvettes should stick to the principles that made it what it is. A mid-engined vehicle has it's place at Cadillac, but not as a Corvette. Our proposed C7 Corvette arrives around the time of the production vehicle, in 2010 as a 2011 model.

Specifications Sheet

Vehicle Type: Large 2-Door 2-Passenger Sports Car
Size Comparison: Current Corvette
Competitors: In a Class of it's Own
Base Platform: GM Y-Body
Drive Wheels: RWD
Engines:
LT: 6.2L 450HP LS3 V8 - Starting at \$47,150
Z06: 7.0L 600HP LS7 V8 - Starting at \$70,250
SS: : 6.2L 750HP Supercharged LS9 V8 - Starting at \$115,000
Transmissions: 6 speed Automatic (Optional: LT/Z06/SS), 6 speed manual (Standard: LT/Z06/SS)

A YEAR IN A GLANCE FOR 2009

JANUARY

The year started with a dinner cruise hosted by Greg & Beth to Mangrove Mattie's.

FEBRUARY

We made a Valentine's Day trip to Melbourne to see Johnnie Mathis at the King Center after a nice dinner at Dave and Pat Lundell's house. Mystery dinner cruise to the Patio was the place, new owners, and great food hosted by Clint & Karen.

MARCH

Karen had a fantastic farewell party for Clint Atwell since he was called up to active duty. However, his call-up was cancelled, only to be called again in November. The Mobile 1 12 hours of Le Mans at Sebring with the factory Vettes Racing. This could have been the last race for the teams due to the economy. A large turnout of Vettes for the Corral was great. We attended the Antique Car Show under the oak trees at Riverside Park which was followed with a catered picnic by Bono's Restaurant. Historic downtown Melbourne and Meg O'Malley's was a great dinner cruise hosted by Dave & Pat.

APRIL

A special event took place. The club did a progressive murder mystery dinner, "Pasta, Passion, and Pistols". This was a great event as every one moved from the Bryant's appetizers to Overly's salads to the Serenoa Community Center for the main course and the final clues. For the mystery dinner cruise we ended up at Marsh Landing in Fellsmere which was hosted by Jim & Judy.

MAY

The Club Weekend Get-A-Way was 3 days on Anna Maria Island, Bradenton, FL. Side trips to the home of Ringling Brothers home and Selby Gardens were. The dinner cruise took us to C J Cannon's hosted by Louie and Cyn.

JUNE - JULY - AUGUST

General meetings suspended for summer

JUNE

The 30TH June was drive your Corvette to work day. Factory Vettes run last race in GT1 class scoring its sixth GT1 Class win at Le Mans. Next race will be in the GT2 class. Vincent's Ristorante was a very short dinner cruise, hosted by Steve & Judi.

JULY

Capt Hiram's Restaurant in Sebastian was the dinner cruise hosted by Tony & Shari. This is the month that all the car manufacturers started to fall apart. Pontiac, Hummer, Saturn and more were going down the tubes. GM was wondering if there would be more Corvettes. The fall out continues to this day.

AUGUST

Saigon Sushi was one of the most unusual (where else can you learn how to make roses from beets.) dinner cruises of the year hosted by Terry & Sue. Allen and Betty Erdy were presented engraved gifts honoring their life membership in our club at the general membership meeting.

SEPTEMBER

AY! Jalisco Restaurant and the Margaritas were the highlight of the dinner cruise hosted by Harry and Linda. Corvette Racing dominated the first several hours of Petit Le Mans at Road Atlanta, but rains forced an early end and Corvettes finished 4th and 7th in GT2.

OCTOBER

Space Coast Corvette Club hosted a Vettes on the Avenue car show in Historic downtown Melbourne which we attended and cruised home after lunch. Fran Kamberger's car won as one of the top twenty entries. Cobb's Landing at the Fort Pierce marina was the dinner cruise selection hosted by Tom & Hollyann.

NOVEMBER

The General membership meeting saw the confirmation on the new officers fr 2010, Ro Bryant, Prez; Louie Seo, Vice Prez; Steve Overly, Secretary; & Dick Cantnor, Treasurer. Indian River Corvette Club Celebrates 10th Anniversary. If you missed this you missed one of the best parties of the year. Terry and Sue Smith were honored for their efforts that started the club

DECEMBER

YEAR END!!! The Christmas party was great, hope you enjoyed your year in the Indian River Corvette Club! Next year will be different as we all grow and change. As the old saying goes -- the more things change -- the more they stay the same! One thing is for sure; we all ENJOY OUR CORVETTES!!!!