

**FROM THE  
PREZ**



CARMA LINGA

Many requests came in for more information on Carma. And no we're not a cult.

Therefore, I will explain the various denominations of Carma each month in order to inform and entertain. If you have any verses you want to share, please submit them for inclusion in future publications.

This month we will explain the TOYOTAism branch of Carma. They're the foreign ones that can't stop, accelerates spontaneously and bombed Pearl.

That didn't take long.

Now for the latest. Harry and Linda Fallon are hanging tough. Rich Steinbach is walking and talking. Clint Atwell is defending our country. Pat and Dave Lundell are building in Tennessee. The Sarge has almost trained Wayne and Eva Sandlin. James Cantlook has scheduled his plastic surgery. Johnny Walker is in rehab.

We have spring poised to save us. This year's goal is to have every member post a SHOUTOUT. Let's see who can include an invite in their life. Movies, car shows, rides, parties, dances, concerts, picnics, are to name a few. SHOUTOUT AND SHARE

Vettely Sincerely Yours,  
ZoRo

You know you are getting older when "happy hour" is a nap.



**New Meeting Day - New Meeting Time...**

After many requests for a couple of years the board took and informal poll of the club members asking if they were interested in moving the general membership meeting from Friday night to Thursday. Overwhelming responses of better than 95% were in favor of trying Thursday night meetings.

So, at the February Membership Meeting a motion was made and passed to wave the By-Laws to temporarily move the meetings to Thursday Nights.

We also are entering the busy catering season for C J Cannon's. If they schedule a party in the banquet room on Friday we have to move to a different place for dinner. Cannon's has generously allowed the club to use their room free. This arrangement will continue on Thursday's, which is less busy for them.

Starting with the March meeting; the meeting will be on Thursday the 11th at C J Canon's with dinner starting between 5:30PM and 6:00PM.

**'Vette Set: An Artist's Dream Collection Relocates**

By DANIEL McDERMON Published: February 11, 2010 The New York Times

AS I carried the recyclables from my Brooklyn apartment to the building's basement garage one recent Sunday morning, I noticed that my Corvettes were gone. All 36 of them.

The cars, I should make clear, were not actually mine, in that they did not belong to me in the legal sense. But they had been stored in my apartment building's garage for years, and over time I'd become a bit possessive. When friends came to visit, I'd show off the collection, pointing out the early models as my personal favorites.

Although the cars were a spectacular thing to find in such an unlikely location, they looked dingy. The tires were flat. The convertible tops sagged. They were layered in dust so thick that cat prints were clearly visible from 20 feet. In the grime obscuring the rear windows, someone had written the year of each car '53, '54, '55 a complete set of Chevrolet Corvettes all the way up to 1989.

Typing "Brooklyn" and "Corvettes" into Google quickly pointed me to the cars' back story: they were the prize in a contest sponsored by VH1, the cable music channel, in 1989. The contest awarded the whole lot to one winner, Dennis Amodeo, a carpenter from Long Island.

Mr. Amodeo might have won the Corvettes, but he didn't own them for long. Before taking delivery, he sold all 36 to Peter Max, the Pop Art icon, who bought the collection for an art project. When the project was back-burnered, the cars were stored in several locations around New York City before arriving in the garage of my building.

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**MEMBER BIRTHDAYS**

**Birthdays for February**

Betty Brousseau	February 3
Pat Lundell	February 14
Candace Kury	February 14
Andi Smykowski	February 19
Dave Myers	February 22
Hollyann Quina	February 24
Wayne Sandlin	February 28

**Birthdays for March**

Terry Smith	March 15
Bob Mercer	March 19
Dan Bryant	March 25
Ken Porter	March 28

*Happy Birthday to everyone!*

### SHOUTOUT REVIEW

Greg and Beth's shout out was a fun and eye opening experience. We started Saturday with the car auction at the rodeo fair grounds in Kissimmee. Tents and tents full of vettes. We watched as rows of cars were pushed inside the building by gloved attendents. As the cars hit the auction block we quickly realized we would be watching and not participating. There was no recession in Kissimmee.



Saturday night we were treated to Al Capone and family. The "family" laid out a good supper and no one complained for fear of being whacked. The singin' and dancin' wasn't half bad either. Again no complaints. By the end of the night Greg was a made man so "we's" in the club are forever protected. Next time you guys better show.....



Thanks Greg and Beth

### February Club Event

The Club Activity this month was Theatre In The Round. **Nan and Bob Dunne, Dave and Melinda Myers, Stan and Andi Smykowski, Dick Cantner and Joanne, Dan and I** were treated to a terrific four course dinner of our choice. The entertainment was three ladies and a gent. The gent was the choral director from Vero Beach high school and one of the ladies was his wife.(all local talent) The four sang and danced to 100+ of us and it was heart warming. It was a great time to be with your favorite valentine. Thank you **Judi** for the great activity, and thank you to **Bob Dunne** for the champagne.



# Activities

## COMING IN February

- 12 - Friday - General Membership Meeting  
C.J. Cannon's at the Airport Terminal Building
- 14 - Sunday - Theatre-Go-Round Presents  
City Lights And Broadway Night's  
Dinner starts 1:30 pm and Show starts 3:00 pm  
\$34.50 per person + tax and tip  
Airport Dr. & Aviation Blvd., Vero Beach
- 23 - Tuesday - Mystery Dinner Cruise  
Our Host Tony & Shari

## COMING IN March

- 2 - Tuesday - Board of Directors Meeting  
Officers and Directors are asked to please attend,  
Club members are always welcome!
- 11 - Thursday - General Membership Meeting  
C.J. Cannon's at the Airport Terminal Building
- 17 - 20 - Wed - Sat - 58th Annual Mobil 1  
12 Hours of Sebring - Corvette Owners Corral  
Sebring, FL
- 20 - 21 - Sat - Sun - Corvettes in Venice on the Isle  
Hosted by Venice Florida Corvettes  
Welcome party Saturday - Show on Sunday
- 30 - Tuesday - Mystery Dinner Cruise  
Our Host Dave & Shelagh  
*Check the WEB Calendar for details*

### Lingenfelter Displays Twin-Turbo Corvette GTR at Chicago Auto Show

February 8 2010 by VETTE Mag

Lingenfelter Performance Engineering featured two specially designed forced induction vehicles at the 2010 Chicago Auto Show, Feb. 12-21, at McCormick Place

The Lingenfelter 2010 Camaro SS has been outfitted with the company's supercharged 427 CID/7.0L LS7 power plant and features Hotchkis suspension components, a CORSA Performance Exhaust system, an upgraded brake system, and custom wheels and interior. Boasting 750 hp, this Camaro was awarded the General Motors Design Award for Best Sports Car during the 2009 Specialty Equipment Market Association (SEMA) Show. It also features a Lingenfelter body enhancement package - including a front fascia splitter, rocker extensions, carbon fiber grille, new hood with air extractors, rear deck lip and spoiler - that was designed as a functional addition to enhance the stunning looks of the 2010 Camaro SS.

Also on display at the Chicago Auto Show is the Lingenfelter Twin Turbo Corvette GTR built by Specter Werkes. Featuring Lingenfelter's powerful 800 hp LS7 twin turbo charged engine, this car has been upgraded with Specter Werkes GTR body enhancements, HRE custom carbon fiber wheels, Stoptech brakes, a Spinneybeck custom interior and a CORSA Performance Exhaust system with GTR-specific tips.



## Keepers: Chevrolet Corvette ZR-1

By Christopher Smith WindingRoad.com  
February 15, 2010

We're not talking about the current Corvette ZR1, which eliminates the hyphen according to GM's present day alpha-numeric designations. There's only one generation of Corvette that used the designation ZR-1, and from 1990 through 1995 it positively ruled the roadways of America, not to mention holding its own against the world's best super cars of the day. We're of course talking about the original "King of the Hill" Chevrolet, the Corvette ZR-1.

The fourth generation Corvette was little more than a 205 horsepower, stiffly-sprung ironing board with a sci-fi instrument cluster when the 1984 models finally hit dealer showrooms. Rumors of a new super Corvette were pretty rampant by the end of the decade, but the car unveiled to the world in 1989 was something nobody expected. Consider the ingredients: an all-aluminum V-8 engine jointly designed by GM and Lotus. Double overhead camshafts. 16 tuned intake runners. 32 valves. And the most impressive number of all 375



horsepower at a high-revving 6000 rpm. Labeled the LT5, this engine shared the 5.7 liter displacement of other C4 Corvette mills but was a complete departure from the pushrod plants the General was and still is known for. In fact, GM contracted Mercury Marine to assemble the engines, which were then shipped to the Corvette plant in Bowling Green, Kentucky for installation. Advanced computer control varied the horsepower as needed, and a valet setting limited power to 250 ponies

for those times when unfamiliar faces were behind the wheel. Though initially a 375 horsepower piece of marvelous engineering, minor tweaks and redesigns would see this engine ultimately develop 405 horsepower before the ZR-1's retirement in 1995.

The Corvette ZR-1 was more than just a fancy engine, however. Adjustable suspension allowed the 'Vette to retain some civility while still offering a proper sports car swagger when set to firm. Leather seats, power everything, and a dash that still had some '80's digital with a blend of proper gauges helped the interior immensely, and steamroller-sized rubber 315/35 ZR-17s in the back helped the ZR-1 put its power to the pavement. Thankfully, the only transmission offered was a six-speed manual, and though it wasn't the most delightful box to shift, it was up to the task of shuffling all that power to the rear wheels without exploding. With everything in sync, the ZR-1 could reach sixty miles per hour in a scant 4.6 seconds, turn quarter mile times just north of 13 seconds, and with no electronic nanny limiting the fun, continue all the way to about a buck eighty. To prove the 'Vette's longevity, GM sent a ZR-1 and several drivers to a 7.7 mile track in Texas to see how tough it really was. Within 24 hours the car set numerous records certified by the FIA, the most notable being 5000 kilometers at 175 miles per hour, 5000 miles at 175 miles per hour, and 24 hours at, you guessed it, 175 miles per hour. To achieve those feats, the ZR-1's eight drivers had to run flat out the entire time, barring short stops for fuel and driver changes. That's crazy impressive for 2010 standards; drop back about 20 years and, well, you can see why it's a Keeper.

Only about 6400 of these monsters were built, and with sticker prices around \$60,000, they weren't exactly cheap.



## The Art of the Burnout

By Scott Oldham, Editor in Chief | New York Times, Published Nov 17, 2009

Tire Destruction at Its Most Beautiful.

I once worked for an editor who just didn't understand the appeal of the smoky burnout. Let's call him Bob.

Bob once called me into his office, pointed to a beautiful burnout shot of an AMG Mercedes on his monitor screen and said, "Scott, burnouts are juvenile, lowbrow, stupid and just plain wrong."

"I know," I said. "Aren't they great?"

"I think you're missing my point," said Bob. "I don't like burnouts."

"Why?" I responded.

"Because they're juvenile, lowbrow, stupid and just plain wrong," Bob replied through clenched teeth. "Are you listening to me?"

"But Bob," I said in a soft, hopefully disarming tone, "burnouts are fun and our Web site is about fun with cars. Isn't it?"

"You can have fun with cars without looking like a high school kid with the keys to dad's car," said Bob. "No more burnout shots. Got it?"

"You're the boss," I said. "No more burnout shots."

Well, now I'm the boss. Says Editor in Chief right on my business card. And I say, let there be burnouts.

We call this photo gallery "The Art of the Burnout." It's 45 spectacular examples of smoky tire goodness. It's juvenile, lowbrow, stupid and just plain wrong.



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### 'Vette Set: An Artist's Dream Collection Relocates

The No. 1 reason it was done was to raise VH1's profile nationally," Mr. Cahill said recently. The network, then four years old, was lagging its sister network, MTV. A 1989 article in this newspaper noted that VH1 had only 65,000 viewers a day, compared with 278,000 for MTV.

Then he realized that the car's history aligned well with the boomer generation. "There were Corvettes for the Elvis years, there were Corvettes for the Beatles years and there were Corvettes for the Eagles years," Mr. Cahill said. "I figured that for \$1 million, you could buy the whole set, taking out my entire frustration at once."

"Tom said, immediately, 'Do it,'" Mr. Cahill said. "It was one of the most exciting pitch meetings I've ever been in."

The promotion was a big success, getting VH1's name mentioned in newscasts on local stations across the country, enticing 1.3 million callers to enter the contest by calling a 900 number (and paying a \$2 fee).

"I forgot all about it," Mr. Amodeo, now 52, said recently. "Then they called me up and told me I won the 36 Corvettes."

Mr. Amodeo flew to California, where he was given the cars' keys by the musician Mike Love, of the Beach Boys, at a ceremony in Culver City.

Mr. Max invited Mr. Amodeo to his spacious studio near Lincoln Center in Manhattan. But the artist's initial enthusiasm had waned. "There was a part of me that didn't know if I should get out of it," Mr. Max said.

Nevertheless, he struck a deal to buy the cars for \$250,000 in cash, artworks valued at \$250,000 and a percentage of the proceeds from any future sale of the cars, up to an additional \$1 million.

In contrast to the jet he once painted for Continental Airlines or the racecar he painted for the late Dale Earnhardt, his new vision calls for a more subtle treatment. "I'm going to paint them so it's respectful," he said.

The new project, if it proceeds, would include a total of 50 cars the added cars taking the collection up to 2003 Mr. Max said. After being painted, the cars would go on an exhibition tour before being auctioned as a set. But the project's fate hinges on the participation of a business partner, whom Mr. Max would not identify, to provide the money for 14 more cars.

In the meantime, the cars have been relocated from the garage in my Brooklyn building to a building in Upper Manhattan, where they await the next development.



A collection of 36 Corvettes owned by the artist Peter Max. The cars were stored in the garage of a Brooklyn apartment building for years. Photo: Tony Cenicola/The New York Times



The cars were moved from the Brooklyn garage recently. They are now stored in Upper Manhattan, as Mr. Max considers a new idea to clean them up and repaint them. Photo: Jenna Stern



Years of inattention left the cars covered in grime. Photo: Tony Cenicola/The New York Times



Mike Love, of the Beach Boys, left, with Mr. Cahill, center, and Dennis Amodeo, who won the VH1 contest. Photo: Courtesy of Jim Cahill



The cable channel was trying to build its audience. More than 1.3 million people entered the contest by calling a 900 number. Photo: Courtesy of Jim Cahill



After an article online showed the cars in a state of seeming neglect, writers who posted on Corvette message boards let loose. Many offered to care for the cars free. Photo: Tony Cenicola/The New York Times



The most prized car in the collection is the 1953 model, from the first year that Chevrolet built Corvettes. Photo: Tony Cenicola/The New York Times