

Prez Sez From The Man



Just a short letter. Ro and Dan hosted a Toys For Tots party that was highly successful. Good company and food with lots of toys.

We have over 40 people paid for the Holiday party; good time will be had by all.

No dinner cruise this month.

Happy Thanksgiving to All

Let no one eat alone!

Stan

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DON'T FORGET OUR CHRISTMAS PARTY

Our annual Christmas Party will be **Sunday, December 9th** at **Captain Hiram's Resort Tiffany Room** in Sebastian, cocktails will start at 5:00PM dinner will be at 6:00PM. The dinner will be a buffet.

Dress is elegant Casual Jackets, dresses, shoes optional. Guest are Welcome. \$35.00 per person for everyone. Needs to be paid by the November meeting.

Entrainment for the night will be Bobby Coleman and The Coolers

RE-GIFTING or your very best useless gift will be in effect.



ACTIVITIES FOR THE NEW YEAR

As we prepare to face the New Year I was thinking about activities for 2013. In the last year or so we have migrated away from doing much that isn't all about eating. Don't get me wrong I like to eat as much as every one else. However, I would like to hear from you all about things the club could as a group.

So I thought we might take a long weekend to some place not so far away. Does Sanibel and Captiva Island sound or a return trip to Anna Maria Island like we did a couple of years ago. A trip down to the Florida Keys for people gawking in Key West. Maybe a day trip to a museum, an afternoon play and dinner some nice place. I found a book that gives info for day trips in Central Florida. I came up with some ideas now it everyone else's turn.

Hollyann

PS waiting to hear from you!

Please go to the club Calendar on the web site www.ircorvettes.com and just above January, 2013 you will find a link to a questionnaire that with send your information to the Activities Committee.

MEMBER BIRTHDAYS

Birthdays for November

Suzanne Badley November 12
Marc Badley November 19

Birthdays for December

Jack Yolinsky December 2
Cyn Seo December 7
Camillo Stefanacci December 16
Louie Seo December 19
Judy Gallagher December 25

Birthdays for January

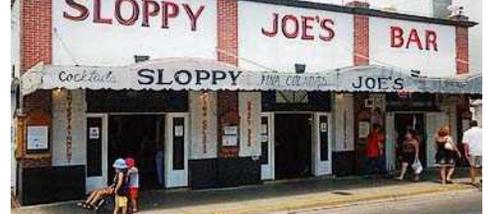
Ro Bryant January 14
Bill Fenton January 15
Stan Smykowski January 18
Pat Lucarelli January 31

Happy Birthday to everyone!

St. Augustine?



The Fla. Keys?



Fla. West Coast?



Vizcaya?



ZOO?

Brevard?

Palm Beach?

Miami?

Or Someplace Else?

TOYS FOR TOTS PARTY

What a great turnout we had at the Toys for Tots party. Dan and Ro Bryant graciously offered their home for the evening. We had forty plus members and guests in attendance.

Thanks to everyone for all the toys that were donated for Christmas gifts. At last count we had eighty-two shiny, brand new toys to give to the U.S Marine Corps Reserve Toys for Tots Program.

Since we all brought a dish for dinner we had the best buffet in town. Recipes were exchanged and lots of great food was enjoyed.

Thanks to all that came for a grand evening with great friends. Hope you had as much fun as we did.

Hollyann



Chevrolet Test Track to open at Walt Disney World Dec. 6 Redesigned ride replaces GM Test Track attraction

By: *Graham Kozak on 11/13/12*

Since 1999, car nuts stranded at Walt Disney World knew they could find respite from the Small Worlds and Magic Kingdoms at Epcot's GM Test Track until it closed its doors this past April, at least.

Fortunately, the attraction won't be shuttered forever. A team of GM designers and Disney Imagineers that's Disney-speak for the individuals responsible for making the entertainment empire's theme parks a reality have been laboring to redesign and rebuild the ride as the Chevrolet Test Track.

The result of their 18-month collaborative effort won't face public scrutiny until it launches on Dec. 6, but GM gave us a hint of what guests can expect at a recent media event.

The Test Track's new focus on Chevrolet is accompanied by an increased emphasis on vehicle design, which sets up an interesting hook for the attraction as a whole. Guests will create a virtual concept car that will accompany them for the duration of their time at the attraction.

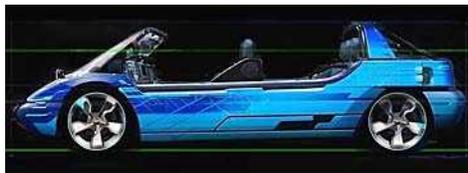
It begins with a line drawn on a computer console in the "pre-ride" staging area. That line is converted to a streamlined, three-dimensional "speedshape." Further interaction involves balancing four performance attributes: capability, efficiency, responsiveness and speed to create a roughly sketched proto-vehicle.

Special software and something project manager and indefatigable Imagineer Melissa Jeselnick referred to as "Disney magic" fill the gaps and turn that guest input into a nifty, polished concept car with a Chevrolet bow tie on the grille, of course.

Fans of the original GM Test Track will be pleased to hear that the ride portion of the attraction, which hits speeds of up to 65 mph, remains fundamentally unaltered. The scenery, however, has received a substantial makeover. Dated "Incredible Crash Dummies"-style carts have been redone with fluorescent paint and a prominent Chevy logo. Tron-like glowing panels

give the track a futuristic, virtual-reality feel.

Once the track portion ends, guests will see how their virtual car performed in a series of equally virtual tests that occurred during the ride. Attendees can pit their concepts against each other on video game-like simulation tables and create digital advertisements for their fantasy rides.



Notably lacking in all this is a nod to Chevrolet heritage, which has been set aside to make room for the brand's current offerings and eye-catching concepts. The Chevrolet Miray hybrid roadster was featured prominently in promotional renderings of the ride, and **the 2014 Corvette will likely take center stage once it is publicly unveiled in January.**

While this forward-looking spirit will permeate the attraction, its layout was devised with revision in mind. Vehicles can be swapped in and out, and cosmetic changes in the future shouldn't take 18 months to execute. GM design manager Jeff Mylenek added that a "flex space" built into the floor plan may allow for the display of a classic or two down the road.

Both Disney and GM representatives stressed that the attraction was non-commercial at heart. According to Mylenek, the goal was to create a "strong story, great guest experience and a strong image for Chevrolet that would be timeless" rather than to sell cars.

Still, millions of Disney World guests will make a detour though the Chevrolet Test Track every year. While Disney and GM declined to discuss cost, the automaker wouldn't be investing in an amusement park unless it thought at least some of those guests were potential customers.

DO YOU EVER WONDER WHAT HAPPENS WHEN YOU GIVE GUYS A CORVETTE TO DRIVE?

11/09/12 AutoWeek.com

EXECUTIVE EDITOR ROGER HART: I felt very fortunate to have been able to slip behind the wheel and drop the top on this Corvette 427 and enjoy a great day. With all respect to Kid Rock, this is the American badass: loud, proud and outrageously fast. This car had me thinking of robbing the kid's college fund to get one of these in my garage. The horsepower is intoxicating, as is the awesome, and I mean awesome, V8 rumble that comes through the active exhaust system. Once this V8 gets wound up and hits 4,000 revs, all hell breaks loose. Neighbors run for cover, dogs cowl with fear and mothers grab their children. It is loud. And with the top down, it is all the better to hear the V8 let loose. My daughter can work her way through school, I'm sure.



SENIOR ONLINE EDITOR RORY CARROLL: Holy hell, what an engine. As someone who is often heard extolling the virtues of slow cars driven fast, as someone who loves the old European sports cars, and as someone who used to root for Porsche and Ferrari in sports car racing, I have to say, this car has changed my perspective.

ASSOCIATE EDITOR JAKE LINGEMAN: The only problem with having a Corvette 427 convertible for the night is getting the keys four hours before you get off work. Needless to say I was giddy from 1-5 p.m. Of course, all things being equal I'd take the Ferrari any day, but as a realistic expectation, this 'Vette is badass.

2014 Chevrolet Corvette V8 to make at least 450 hp

New-generation small block uses direct fuel injection, cylinder deactivation

By: Dale Jewett on 10/24/12 AutoWeek.com

The 2014 Chevy Corvette will be powered by an all-new 6.2-liter V8 that combines direct fuel injection, continuously variable camshaft timing and cylinder deactivation to make the sports car both powerful and fuel efficient.



General Motors unveiled the new V8 on Wednesday, and said it will produce at least 450 horsepower and 450 lb-ft of torque. It will power the new Corvette, set to be unveiled in January at the Detroit auto show, from 0 to 60 mph in less than 4 seconds.

The engine is also expected to help the new Corvette get better fuel economy. The current Corvette is rated at 26 mpg on the highway.

The aluminum engine, designated LT1, is the first version of the fifth generation of GM's small block V8. GM has plans to use other versions of the fifth-generation small block in other products, including the redesigned 2014 full-size pickups and SUVs.

Higher-performance versions of the new engine are also likely for the new Corvette. GM and Corvette officials would not discuss future plans.

The base engine for the 2013 Corvette, known as the LS3, also displaces 6.2 liters and is rated at 430 hp and 424 lb-ft of torque. The current Corvette engine does not use direct injection, variable camshaft or cylinder deactivation.

"When you talk to Corvette customers, the most important part of the car for them is the engine," said Tadge Juechter, the Corvette's executive chief engineer.

He added that Corvette fans show little interest in smaller engines. "They want their Corvette to have a V8," he said.

Trio of new technologies

The LT1 engine uses three key technologies:

1. Direct fuel injection, which sprays fuel directly into the cylinder to mix with incoming air. The technology, which uses a high-pressure fuel system, lets the engine use less fuel for each cylinder and reduces emissions. GM believes the LT1 is the first time direct injection has been used with an overhead valve engine.

2. Cylinder deactivation, which shuts down four of the engine's eight cylinders when the Corvette engine is under light load, such as cruising on the freeway. The technology turns the Corvette's V8 into a four-cylinder, saving fuel.

3. Continuously variable camshaft timing, which enables the engine to open and close its intake and exhaust valves at the best time for power or fuel economy, depending on the demand from the driver.

GM has been working on the new engine for five years. The first two years of work focused on the combustion chamber and making the air flow and fuel burn as efficient as possible, said Jordan Lee, chief engineer for the engine program.

Key changes to the engine include moving the spark plug to a central location in the combustion chamber and pistons that have a complex design on the surface to contain the air-fuel mixture.

GM engineers plan to present a paper at the 2013 SAE convention to detail and explain the improvements to fuel economy and emissions gained with the engine design.

Other engine details:

-- The fuel flow will shut off at 6,600 rpm.

-- The engine has an 11.5:1

compression ratio. That higher than the current engine's 10.7:1 compression ratio. Despite the higher ratio, the new Corvette can run on regular unleaded fuel although premium fuel will be recommended.

-- The LT1 engine has 50 lb-ft more torque at low rpm than the current engine, which delivers more pulling power. The engine's low-end torque is comparable to the LS7 V8 used on the current high-performance Corvette Z06.

-- The LT1 will be available with wet sump and dry sump oiling systems. A dry sump system, typically used for high-performance and race engines, does away with the conventional oil pan and uses an oil reservoir mounted in the car.

-- The added technology makes the LT1 engine heavier than the current LS3 V8, although GM officials would not say by how much. The addition of new technologies made the engine heavier but it was worth the tradeoff for improved fuel economy and performance, Juechter said.



-- GM will build the LT1 engine at its Tonawanda plant near Buffalo, N.Y. The plant has plenty more capacity to build small block V8s than the Corvette program will need.

-- This is the third time GM has used the LT1 designation for a Corvette engine. The LT-1 V8 was used in the Corvette in 1970-1972; and an LT1 version of the second-generation small block V8 was used in the Corvette from 1992-96.