

Corvette Gazette

A Monthly Publication of
The Indian River Corvette Club

May, 2012

Vol. 12 No. 5

Prez Sez

From The Man

Memorial Day has passed. The beginning of our summer is here not with the heat, sunshine, BBQs but with the headline on the front page of the Press



Journal 'Now's the time to formulate your hurricane survival plan'. It seems to me that the next 5 months is what gives weather people their sense of worth in life. Just sit back with a good book we can do nothing to prevent the weather.

May dinner cruise was hosted by Jim and Deryle Ann to Vic's Italian restaurant in Sebastian. Great food and service especially the garlic knots, with 11 vets and one Japanese vet in attendance. Very nice gifts for all, great job, thank you.

Hope to see a good turnout for the shout out to the Seminole Inn brunch on June 24.

Be healthy and safe.

Stan

Smyker@juno.com
772 918-8751

JUNE CLUB EVENT - SUNDAY BRUNCH AT THE SEMINOLE INN



We are inviting you to join us for a trip back in time.

We are going to the Seminole Inn in Indiantown, Sunday, June 24th for their famous brunch (\$20.00 including Tax and Tip), that has been served for over 80 Years.

The Inn is rich in history and the brunch is rated as one of the best in Florida. We are leaving from the Fort Pierce Home Depot Parking Lot around 9:30 Sunday Morning for the 20 minute drive thru the back country to Indiantown. If you would like to join us please use the QUICK RSVP, found on the web calendar, so we can add you to the reservation list.

Hope you can join us.

SUMMER SCHEDULE

June starts the time of the year when vacations, the heat, or visits from the Grandkids, causes our attendance to fall off. Because of this we are suspending the General Membership Meetings for June, July and August.

The Mystery Dinner Cruises will continue on the last Tuesday of every month.

Don't forget the **SHOUT OUTS**. If you have some place to go or something to do and would like to invite the rest of the club, just sent a **SHOUT OUT** via the Yahoo eGroup. Include your name and phone number so members can let you know they are going to attend.

Watch Your Mailbox!

Just wanted to let you know - today I received my 2012 Social Security Stimulus Package.

It contained two tomato seeds, cornbread mix, a prayer rug, a machine to blow smoke up my ass, 2 discount coupons to KFC, an "Obama Hope & Change" bumper sticker, and a "Blame it on Bush" poster for the front yard. The directions were in Spanish.

Watch for yours soon!

MEMBER BIRTHDAYS

Birthdays for June

| | |
|----------------|---------|
| Mary Yolinsky | June 1 |
| Diane Bernardo | June 17 |
| Judy Grandage | June 17 |
| Nancy Murray | June 19 |
| Beth Butcher | June 22 |
| Jim Peabody | June 24 |

Birthdays for July

| | |
|---------------|---------|
| David Ancil | July 16 |
| Jim Hunt | July 30 |
| Cheryl Casano | July 31 |
| Eva Sandlin | July 31 |

Birthdays for July

| | |
|-------------------|-----------|
| Ann Peabody | August 6 |
| Jackie Stefanacci | August 7 |
| Rich Steinbach | August 13 |
| Dave Gillespie | August 20 |
| Joe Bernardo | August 21 |
| Karen Atwell | August 23 |
| Susan Steinbach | August 26 |
| Greg Butcher | August 27 |

Happy Birthday to everyone!



Corvette Racing's next event is the **24 Hours of Le Mans in Le Mans, France, on June 16-17, 2012**. SPEED will televise the race live, with pre-race starting at 7:30AM with the race starting at 8:30am, supplemented by live video streaming on SpeedTV.com

MAY DINNER CRUISE

Jim and Daryl Ann Hunt's choice for the evening was Vic's Restaurant. The club hasn't been to Vic's for a long time. It' located in a small strip center in Sebastian north of the park. As before the food was great, the garlic knots were to die for. Portions are LARGE and everyone had great things to say about the food. The pizza looked fantastic! The lasagna was so much I had enough for lunch the next day.

It was a great ride up to Sebastian, a pleasant evening with friends, good food, what more could anyone what?

Hollyann



Activities

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.

24 - Sunday - CLUB TRIP TO:
SEMINOLE INN in Indiantown

26 - Tuesday - Mystery Dinner Cruise
Our Host Tom & Hollyann

COMING IN JULY

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 ?? You can still volunteer



Vettes at the Light

There is no place else like Ponce Inlet. It is one of those places that you never get to often enough. It's the best of all. It's the view, the ocean to the east, the river on the west and the inlet in the middle. It's the park with all the trees and regal lighthouse watching over the area. It's the lighthouse keeper home that is now a great souvenir shop. The sea life animal rescue center and the learning center with talks and exhibits. Let's not forget the great restaurants!

Last but not least is the Corvette show in May. The Ponce Inlet Corvette Club has been holding the annual show for six years and they know how to make it special.

Joe and Diane Bernardo and Tom and I left Friday night on a quick trip up to Port Orange. We had reservations for the weekend. After getting settled at the hotel we had dinner at the restaurant on the pier. Saturday we grabbed a quick breakfast and went to the inlet for the car show.

We all had a great time. See you soon.

Hollyann



Corvette chief engineer Zora Arkus-Duntov honored in Russia

By: Jerry Burton 5/19/12 AutoWeek.com

Belgian-born Zora Arkus-Duntov was the first chief engineer for the Chevrolet Corvette. But he is a new discovery to Russians, even though he lived in St. Petersburg through his teenage years.

Now Arkus-Duntov, who died in 1996 at age 86, is being honored in his parents' homeland with an exhibit at the Alexander Solzhenitsyn Center for Russian Emigres in Moscow. The exhibit contains photos, videos and other artifacts from the life of the man who turned the Corvette from a two-seat tourer into a high-performance sports car. The exhibit runs through June 10.

The exhibit's opening drew a good crowd and plenty of media, including Russia Today, an English-language production broadcast around the world, and Auto Plus, a Russian version of the Speed Channel.

There are three cars on display at the exhibit--a 2012 Chevrolet Camaro, a C6 Corvette convertible and a privately owned 2001 Corvette Z06 with Batman decals on the hood and red and black painted wheels

At the opening there were plenty of questions about why Arkus-Duntov was such a well-kept secret. General Motors didn't go out of its way to promote his Russian heritage during the Cold War years; he was always referred to as the "Belgian-born Zora Arkus-Duntov" in press materials.

There is some injury to national pride that there is no longer an independent Russian car industry--Russia's carmakers have all formed alliances with foreign companies such as Renault and Nissan--and there is much curiosity as to whether guys such as Arkus-Duntov would have made a difference had he stuck around.

Fine automobiles have become a status symbol in Russia. Everything on the streets of Moscow looks as if it would easily fit in White Plains, N.Y. There are many Audis, BMWs, Volvos and Mercedes-Benzes on the streets. You also see plenty of SUVs and a growing number of Fords, plus

the odd Cadillac or Chevrolet here or there. Everyone has an iPhone.

Unfortunately, the Corvette is not available in Russia, and there are no plans to export the car there, at least for right now. The Camaro, however, is being exported to Russia and attracted a crowd at the exhibit.

The Solzhenitsyn Center has its own modern building in Moscow with a library and archives, plus a cultural center devoted to various aspects of the émigré experience from art and literature to religion, music and film. Arkus-Duntov joins the ranks of engineers such as Igor Sikorsky in being honored at the center.

The institute opened in 1995 near the Taganka Theater, which drew throngs to its plays that flouted Soviet restrictions.

Editor's note: Jerry Burton is the author of Zora Arkus-Duntov, The Legend Behind Corvette and was the longtime editor of Corvette Quarterly. He was invited to speak at the opening of the Arkus-Duntov exhibit in Moscow.



Corvette Racing Goes Two for Two

By: Tommy Milner on 5/22/12 AutoWeek.com

It took me six years of racing in the American Le Mans Series to get my first win. There were lots of podium finishes and great races where I thought, "This is the one." I even won at Le Mans before I got my first win in the ALMS. Finally, I got that first win at this year's Long Beach Grand Prix. I think I was more relieved than excited, but it was a phenomenal feeling!



Three weeks later, with a grueling six hours at Mazda Raceway Laguna Seca ahead of me, I felt like I might be able to get win No. 2. Everything was going well; Oliver Gavin and myself in the No. 4 Corvette C6.R were first or second quickest in every session. My first qualifying effort of the year put us in second place on the grid for race day.

At the start of the race, Oliver set off to chase down the leading Aston Martin, and after the first pit stop, we were in the lead once again. There was a lot of racing to go, but it looked like we could contend for another win.

But first, back to Long Beach for a minute. Like Sebring, where that first win slipped away in the final two hours of the race, the race was shaping up nicely for Oliver and me. I started the race, and during my stint brought the car up from fourth to first place before fading just a bit back to second at the end of the stint. I had worked so hard early to get through some of the traffic, so I used up every bit of the Michelin tires. Oliver took over past halfway and made his way from second to first; he would keep our Corvette there for the race's duration.

Every possible scenario ran through my head in the last 30 minutes: A caution flag to eliminate the lead Oliver had built? Trouble in traffic? A puncture? Anything? I'd been so close before and watched it slip away, but not this time, not this year. Finally, I was able to stand on the podium's top step and enjoy that

moment and reflect on the past six years I worked to achieve this. It was worth the fight.

Now, back to Laguna: Knowing how competitive the GT class is today, nothing is assured. If you don't have a nearly perfect race, you are putting yourself at a large disadvantage. The first three hours went very well as Oliver led for a half of his first stint and I led for the first half of my stint. Then, a routine pit stop went awry. A slow fuel fill cost us the lead in GT and put us all the way back to seventh. With the strong competition in the GT class today, passing is no easy task, especially at Laguna Seca. The drivers hardly make mistakes, and it takes some creative driving to make a pass happen.



I radioed to our crew and just tried to pump them back up a bit, reaffirming we had a fast car. I'm not sure they really needed it because if there's one team that lives by the "Never Give Up" philosophy, it's Corvette Racing. I knew we had a strong car, and any forceful passes and moves would only jeopardize our race. I had to be super careful with my moves and try my best to work our way back toward the front.

Easier said than done. We're all drivers, and we're all competitive. No one will make anything easy. After some great battles with great drivers and great friends throughout the GT field, our Corvette was back up to fourth place and within striking distance of the lead. There were a few moments and situations that made me a bit nervous, but in the end, I brought the car back to the pits for Oliver to finish off the final hour and half.

I came into the pits in fifth and, after an amazing pit stop from the crew, Oliver left in third and very nearly had

second place. An unlucky penalty for the No. 45 Flying Lizard Porsche put Oliver up to second and just behind the No. 17 Porsche ahead. But we also had two very fast BMW's just behind us, as well as Jan Magnussen in our sister car right within striking distance before the race would go green again for the final 90 minutes. The No. 3 Corvette was unlucky at Long Beach, and Jan is one of the most competitive people I've met: He wants to win, period. This would be no easy task for Oliver.

With Wolf Henzler just ahead, one of the toughest guys to get by, Oliver took an opportunity early while they were still getting the tires up to pressures and temperatures. Our Michelins were ready to go and he passed Wolf for the lead. Now, with about 45 minutes left, it was about staying out of trouble and hoping for no yellows.

A late-race caution and a stack up of two angry BMWs, and Jan, just behind Oliver, couldn't stop him: My teammate did a mega job at the end to bring it home for back-to-back wins for us. Not to be left out, Jan's amazing pass for second with 15 minutes to go completed the Corvette Racing 1-2. It took me six years and a few months to get my first ALMS win and only three weeks to get my second. I can get used to this.

Now, we're getting ready for Corvette Racing's biggest race of the year, the 24 Hours of Le Mans. We are heading there with a very strong first half of the year, and Oliver and I have lots of momentum. We have a good shot of trying to win the big one back-to-back as well. Our Corvette is the car for it, and Corvette Racing is the team to do it.

The battle should be phenomenal.

Editor's note: Autoweek Editor at Speed Tommy Milner, 26, of Lake Mary, Fla., joined Corvette Racing in 2011 as a full-season driver in the No. 3 Compuware Corvette C6.R. He realized his potential quickly, winning the GTE Pro class at the 24 Hours of Le Mans with co-drivers Olivier Beretta and Antonio Garcia. Milner made the pass for the lead and then completed his stint in treacherous wet conditions before handing off to Garcia for the final laps in the world's most famous sports-car race.