

## The Prez Says

Hard to believe another month has flown by already! March was a busy month for Vette enthusiasts. Several of our members



attended the Rolex 24 Hour race at Daytona and the 12 Hours of Sebring. Our membership meeting was a bit light on attendance due to the Sebring race but those of us that did attend had a great time.

Club events included a trip to the Elliott Museum and lunch at the Dolphin Bar and Shrimp house, thank you Diane and Joe for heading up this event. Also a big thank you to Jack and Mary Yolinsky for a great Mystery Dinner Cruise to Dockside Grill, the food and service was terrific. We thank you Jack for arranging the donation of four \$25 Gift Certificates for the management of Dockside.

Hope to see you all at the May meeting, in the meantime "Remember the Wave."

*Rich*

### NEW IDEAS NEEDED!

If you have an idea for a club activity or weekend trip, please email Rich at

[Caneman20@comcast.com](mailto:Caneman20@comcast.com)

Anything that involves driving our Corvettes and would be fun for all members.

## Activities

### COMING IN APRIL

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

14 - 15 - Mon & Tues - 2014 Sebring HPDE  
HIGH SPEED DRIVING EVENT

Sponsored by THE CORVETTE MUSEUM

29 - Tuesday - Mystery Dinner Cruise  
Our Host Jim & Deryle

### COMING IN MAY

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

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

Sometime in May or June - Club Trip to Anna Maria Island  
On the West Coast - Weekend Trip

27 - Tuesday - Mystery Dinner Cruise  
Our Host Joe & Diane

### COMING IN JUNE

12 - 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 - Tuesday - Mystery Dinner Cruise  
Our Host Louie & Susan

### MEMBER BIRTHDAYS

#### Birthdays for April

Deryle Hunt	April 1
Donald Granter	April 9
Michael Heashe	April 14
Clinton Atwell	April 22

#### Birthdays for May

Richard DeSocio	May 3
Nancy O'Brien	May 7
Sue Smith	May 14
Dick Cantner	May 14
Arlene Silva	May 18
Jerry Link	May 19
Brian Blaschke	May 20
Nan Dunne	May 26
Joe Clark	May 31

#### Birthdays for June

Diane Bernardo	June 17
Judy Grandage	June 17
Judy Clark	June 19
Beth Butcher	June 22
Jim Peabody	June 24
Mary Yolinsky	June 25

*Happy Birthday to everyone!*

## The C7 Vette Is So Popular You Now Have To Pay More To Own One

[jalopnik.com](http://jalopnik.com) - Travis Okulski 3/7/14

The 2014 Corvette is a popular kid. So now he's found a way to become more exclusive. And it involves money. Specifically, it involves more of it.



Base price on the Stingray coupe has jumped to \$53,000, the convertible to \$58,000. That's an increase of \$2,000 for each body style. If you want a Z51 pack on your car, it will now cost \$4,000 instead of \$2,800.

# MARCH MYSTERY CRUISE

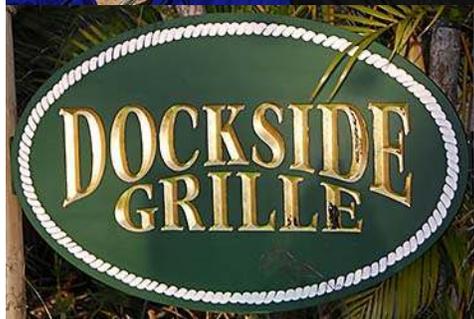
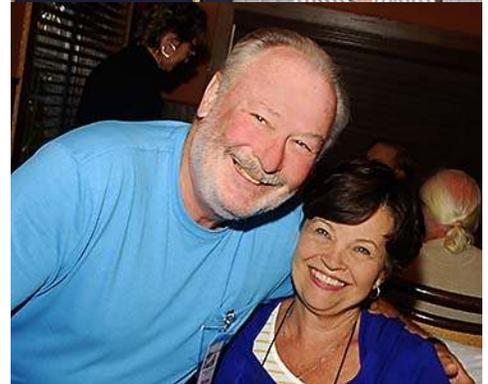
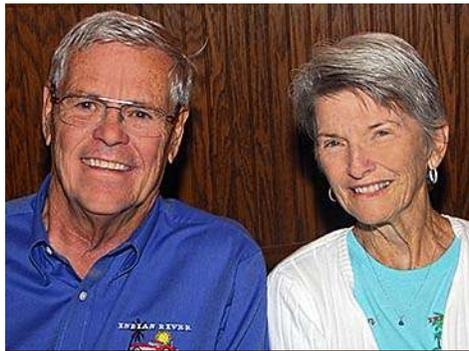
Jack and Mary Yolinsky were our cruise leader for the evening. They selected the Dockside Grill over on the point in Vero Beach. The club has been there several times and always with good comments. Dockside has areas that can easily seat a group the size of our crowd.

Several of us selected the prime rib and it was tender and cooked as ordered. The seafood was great also. Meals came quickly and service was good. It was another great dinner cruise.

Thank you to Jack and Mary for a fun evening of good food and friendship.

Save the Wave,

Hollyann



## Hennessey HPE700 Twin Turbo Vette to bow in Boca

### Six-figure Stingray threatens Z06 domination

Jake Lingeman - 2/11/14 - AutoWeek.com

If you saw the 455-hp Chevy Corvette Stingray and thought, "I'll hang on to my money for something faster," and then you saw the 625-hp Corvette Z06, and said, "It's a little too wild-looking for me," the Hennessey HPE700 Twin Turbo Corvette might be just right.

The Texas-based tuner revealed its latest, surprisingly tasteful offering at the Boca Raton Hangar Party that kicked off the Boca Raton Contours on Feb. 21.



Hennessey claims 707 hp at 6,400 rpm along with 661 lb-ft of pavement-shredding torque in this new modified



'Vette. Power was gained partially through a pair of precision ball bearing 62-mm turbochargers producing 7 psi of boost. The HPE system uses mandrel-bent stainless steel tubing and dual turbo wastegates. Twin blow-off valves are prominently displayed and help to keep the turbos spooled.

Power is routed through either a seven-speed manual or six-speed automatic. When equipped with the optional 20-inch drag radials, Hennessey says the HPE700 can get from 0-60 mph in just 2.9 seconds. That's sensational for a rear-wheel drive vehicle, and on par with world beaters like the Lamborghini

Aventador and Nissan GT-R with the Track Pack. The quarter-mile blows by in 10.5 seconds at 135.4 mph, and top speed is estimated to exceed 210 mph.

Hennessey's CarbonAero carbon fiber front spoiler, side sills and rear lip provide downforce while lightweight Hennessey H10 wheels reduce rotational mass and unsprung weight.



The whole package, including the donor Stingray with 3LT and Z51 upgrades, will cost nearly \$120,000. Hennessey says it will only produce 24 examples for the 2014 model year, so if you want this bad boy, now's the time.

## 2015 Corvette Z06: The Fantastic Details

jalopnik.com - Travis Okulski 1/16/14

The 2015 Corvette Z06 produces the most downforce of not only any car ever produced by General Motors, but by any car ever tested by General Motors. These are the little areas where the General has made amazing leaps and gains.

While numbers for the actual amount of downforce have not been released yet, there are small details all over the car that let you know just how aggressive it is. Let's take a closer look from the front to the back.



For engineers, the Z06 is all about reducing parasitic drag while increasing useful downforce to keep

the trackiest Corvette glued to the road and/or track. At the front, a few things will strike you. First is just how wide this is. The Z06 is two inches wider in the front, three inches in the rear. In fact, the front fender flares have their own fender flares.

In addition, the Z07 package includes these wicked canards off the front splitter to help channel air up and over those massive flares, thereby increasing downforce.

Out back, Z07 equipped Z06s have an adjustable wicker bill that can be moved up and down about an inch to increase downforce. The wicker is clear for a very good reason. In the higher settings, it actually starts to impede the view out of the rear window. Chevrolet also wants to see the aftermarket get involved with the rear wing. If you look, there are unutilized mounting points on it for a larger or more aggressive wicker. Track day fiends could be running something much larger than the car is

already equipped with.

On the bottom of the rear end, the black bumper piece is carried over from the Stingray. But with the car being three inches wider than the Stingray, there is a little notch near the lower vents. This is where the Stingray ends and the Z06 ends.



There aren't any numbers yet on the exact amount of downforce that the new Z06 will produce, but according to Chief Engineer Tadge Juechter in our live Q&A, it will be far more than the last gen Z06 or ZR1 made. That'll make this thing more of a monster.

## IMSA 101: Understanding The Points System

IMSA has launched several initiatives in its first year as the sanctioning body of the TUDOR United SportsCar Championship designed to help make sports car racing easier for fans to understand and appreciate. Competition features such as red and blue number panels and wing endplates designating Pro and Pro-Am classes, and leader lights displaying the actual position of a car in a particular class, are visual aids that can make an event which has four classes competing simultaneously easier to follow.

With up to 68 cars and multiple co-drivers, the points system can be appear tricky on the surface. The guide below will help you understand just how the season-long points are calculated, which championships are offered in each class, and how the TUDOR Championship, Tequila Patrón North American Endurance Cup and Trueman/Akin points work.

Let's start with the basics...

**TUDOR Championship Points Distribution**  
Points are awarded in each class at the finish of each event. This points system below is the same system used for driver, team and manufacturer championships.

First Place - 35 Points  
Second Place - 32 Points  
Third Place - 30 Points  
Fourth Place - 28 Points  
Fifth Place - 26 Points  
Sixth Place - 25 Points  
Seventh Place - 24 Points  
Eighth Place - 23 Points  
Ninth Place - 22 Points  
10th Place - 21 Points

Each subsequent finishing position from 11th to 30th follows the same one-point increment with 11th-place receiving 20 points, 12th-place receiving 19 points and so on, with the 30th-place finisher on back receiving one point.

In all events, each car credited with a race start and each driver nominated in that car also receives one additional "starting point."

(For Example: all Rolex 24 At Daytona driver/team winners received 36 points, 35 "finishing points" for the race win and one point

for starting the event. The "starting point" is not used in manufacturer championship points.)

**Driver Points**  
Driver points use the point distribution chart above and all competitors credited with a race start receive one additional point.



In order to score points, at least two drivers are required to drive each car and most races have a maximum of three drivers permitted. The maximum number of drivers permitted to drive a car in TUDOR Championship events between six and twelve hours long is four drivers, with a maximum of five drivers allowed at the Rolex 24 At Daytona.

Drivers must also complete the minimum number of laps or driving time outlined in IMSA Supplementary Regulations distributed to teams prior to each event. A driver does not score points if the minimum drive time is not met.

**Team Points**  
Team points are calculated in the exact same way as driver points, using the point distribution chart and "starting points." Each car entered is considered its own "team" regardless if it is a single entry or part of a two-car team.

**Manufacturer Points**  
IMSA recognizes a number of manufacturer championships which also utilize the season-long point distribution chart, minus the "starting points" used for the driver and team championships. The manufacturer championships recognized by IMSA are as follows:

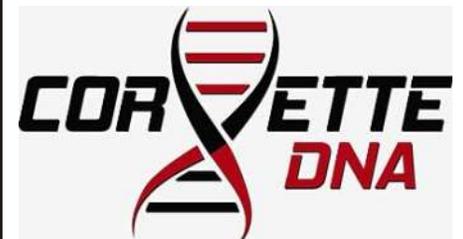
Prototype (P): Chassis Constructor;  
Engine Manufacturer  
GT Le Mans (GTLM): Car Manufacturer; Tire Manufacturer  
GT Daytona (GTD): Car Manufacturer

Each manufacturer receives finishing points for its highest finishing car in each class. The positions of subsequent finishing cars from the same manufacturer are not taken into consideration, and all other manufacturers move up in the order.

(Example: Manufacturer A finishes first and second at an event, and Manufacturer B finishes third; Manufacturer A receives 35 first-place points while Manufacturer B would earn 32 second-place points.)

**Tequila Patrón North American Endurance Cup**  
The Tequila Patrón North American Endurance Cup is a special competition encompassing the four endurance races on the TUDOR Championship schedule: the Rolex 24 At Daytona (Daytona International Speedway), Mobil 1 Twelve Hours of Sebring Fueled by Fresh From Florida (Sebring International Raceway), Sahlen's Six Hours of The Glen (Watkins Glen International) and Petit Le Mans powered by Mazda (Road Atlanta).

**If you own a Vette and a Smart Phone you need this App.**



There is a new app for smartphones and tablets, available both the Android and iOS systems.

Look for **CorvetteDNA** its free. with the ability to lookup any model year of Corvette (1953-present) and search for valuable information on options, RPO codes, rarity and the PRESENT VALUE of specific Corvettes.

This is a must have application for anyone interested in buying, selling, researching or restoring a Corvette.