



1953



2012

Vette Gazette

Member - National Council of Corvette Clubs (NCCC)

Volume 44

February 2012

Issue 2

2011 OFFICERS

President:	Bob Berkebile*	755-0026
Vice President:	Tom Folk*	767-5575
Governor:	Jeff Walker*	872-4812
Treasurer:	Forrest Allison*	578-9202
Secretary:	Brenda Heckener*	292-2093
Membership:	Anita Reigart*	755-0782
Publications:	Stu Jones*	755-4586
Circulation:	Stu Jones	755-4586
Historian:	Jerry Heckener	292-2093
Program Chr:	Mike Boyer*	244 4826
Parade Coord:	Norma Triplett	487-2091

*YOUR BOARD OF DIRECTORS

WEB SITE

<http://www.york-vette.org>

CLUB ADDRESS

York County Corvette Club
P.O. Box 3033
York, PA 17402

MEMBERSHIP MEETINGS

2nd Wednesday Each Month @ 7:00 p.m.
The Great American Saloon
20 Dairyland Square, Red Lion
(717) 246-9548

CLUB SPONSOR

Thornton Chevrolet
180 S. Main Street
Manchester, PA 17345
717/266-8800 or 866/966-8800

CLUB CHARITIES

The Chip Miller Charitable Foundation and the

York County Children's Advocacy.

FROM THE DRIVER'S SEAT

By YCCC President Bob Berkebile

"Hang in there." There are only less than 60 days until spring when we can get our Corvettes out to take for a run. Hopefully we will have some nice days where we can get them out before that.

Don't forget the Duck Pin Bowling on Feb. 12th and our match up bowling with Cumberland Valley on March 18th.

Remember the Awards Banquet on Feb 25th. Tom Folk has put a lot of effort in setting up this banquet. Please plan to attend and support Tom and to have lots of fun. **Keep on Vett'n - Bob**

YCCC Calendar

Upcoming events and beyond

08 Feb 2012 - Wednesday - YCCC Monthly Meeting - The menu for the upcoming meeting will be: Plated Salad, Roast Beef with filling, Roast Chicken, Red Skinned Mashed Potatoes, Succotash, Coffee, Tea, Iced Tea and Soda. Please come out and enjoy dinner before the meeting. Doors open @ 5pm, buffet dinner @ 6pm, meeting @ 7pm. **Note: Drinks provided with dinner are only for those who have paid for meals.**

12 Feb 2012 - Sunday - Duck Pin Bowling with Topper Noel in Hampstead MD. Contact Topper for details @ 880-9092.

24 - 26 Feb - Classic Car Show and Auction in Atlantic City - Good event, check it out.

25 Feb 2012 - Saturday - YCCC Awards Banquet - Mark your calendars. This will be held at

Heritage Hills resort. Over forty members have earned a free meal (see below). Others will pay a subsidized price of \$25 per person. The event will start with a cash bar with Hors d'oeuvres from 6 - 7 pm, followed by dinner from 7 - 8 pm. When you sign up you will be asked to choose between Roast Prime Rib, Chicken Oscar and Stuffed Salmon. The meal will include: Salad, Warm Rolls, Fresh Steamed Vegetables, Twice Baked Potatoes, Coffee, Tea, and Iced Tea, followed by Dessert. A DJ will spin favorites from 8 - 11 pm. There will be awards and Gifts.

29 Feb 2012 - Wednesday - YCCC Board Meeting - at Anita Reigart's home @ 7pm. Any member is welcome to attend. Call any board member if you plan to attend.

Note: We are looking for members who are willing to host a board meeting (see 1st hand what goes on). Normally about 10 people attend for a one to two hr meeting with soda, coffee and snacks at break. Call any board member if interested.

18 Mar 2012 - Sunday - YCCC vs CVCC Bowling - This year the event will be in York, contact Topper Noel for details @ 880-9092.

06 Apr 2012 - Friday (and each 1st Friday until fall) - we will meet at either the parking lot in back of Frank's Theatre or at the far end of Boscov's parking lot at the Galaria at 7:00 pm and from there go for ice cream. The ice cream destination will be decided at the meeting site. The first run will be from the Frank's Theatre back parking lot.

14 Apr 2012 - Saturday - New York Auto Show - Bus trip to NYC (\$48/person for bus and show) Contact Mike Boyer.

05 May 2012 - Saturday - Spring Apple Blossom Festival, details later.

06 May 2012 - Sunday - Thornton Show, (NCCC Sanctioned) details later. Mike Boyer will continue tabulation of mileage of club cars.

26 May 2012 - Saturday - Corvette show within St. Joseph's Car Show (NCCC Sanctioned). Details later.

09 Jun 2012 - Saturday - Markets at Shrewsbury, Funkhana and Show (NCCC Sanctioned) details later.

16 - 19 - Jun 2012 Saturday - Tuesday - Museum and Factory Tour of Corvette Plant in Bowling Green, KY - will include some drag racing, factory tour, cookout at Wendell Strode's farm and may also include a ride on the Tail of the Dragon and a visit to Biltmore Estate. Tom Ranc is arranging, more details later.

01 Jul 2012 - Sunday - Fort McHenry - Cruise to the Fort in Baltimore during the 200th anniversary of the war of 1812, details later. Contact Mike Boyer/Forrest Allison.

13 - 14 Jul 2012 - Vette Show @ Muscle Car Madness, (NCCC Sanctioned) details later.

15 Jul 2012 - Sunday - Susquehanna Greenway Tour, 95 miles along historic towns and river, contact Mike Boyer.

24 - 26 Aug 2012 - Friday - Sunday - Corvettes @ Carlisle, (NCCC Sanctioned) more details later.

07 Oct 2012 - Sunday - (NCCC Sanctioned) Hooters Show details later.

Potential additions to Calendar -

Jun 2012 - Corvettes on the Bay @ City Docks Annapolis, details later.

Sep 2012 - NCCC Annual Convention - Topeka, KS.

02 Sep 2012 - Lap America Mike Boyer is planning about five weeks.

Spring 2013 - Hendrix Motors and Charlotte Motor Speedway.

Oct 2013 - Thousand Islands - a "fun trip," not a car event. Forrest Allison planning.

2013 - Alaska bound again.

For YCCC and more NCCC events check:
http://www.ernccc.org/comp/points/Doc_points/cal.pdf?token=f7f0fb54400a70e4487af699b1d38e9c04933c50|1302976500#PDFP

For the National Corvette Museum list check:
http://www.corvettemuseum.com/calendar/nccm_events_2011.shtml.

Notices

Nametags - When you sign in for the regular meeting Anita will have a sign-up sheet for any member wanting a new/replacement nametag. If a member has lost their name tag and wants a new one, they will have to pay the current price for the replacement nametag.

Sunday News Car Stuff - We are now updating our show information in the Sunday Paper. The Sunday News is always looking for input for their "Wheels of the Week" feature. If interested submit a picture of your car with a short caption to Caryn Rupert @ cshaffer@ydr.com.

Parade Needs by Norma Triplett (487-2091)

Please check YCCC Website, select Forums and check out Parades and Homecomings section under members only. If you have interest in joining a parade or any questions call Norma e-mail @ na.triplett@hotmail.com.

From Publisher: This is the member's newsletter. Suggestions for content and contributions of material are welcome. Occasionally, there will be Corvette "Stuff" of general interest to members too lengthy to be included with the mailed edition of the newsletter. These will be e-mailed to those receiving the newsletter by e-mail. If you are not on that list and would like to have these "bonus" files, E-mail or call Stu Jones.

Note: New photos posted on YCCC website. Go to our website, on the opening page (before signing in) click photos and click the new galleries. Recent New Postings:

BARGAIN FOR KIDS

(See <http://www.corvettesnccc.org/fcoa1.html>) - The NCCC sponsors the Future Corvette Owners Association for kids. This is a great deal for your kids, grandkids, nieces and nephews who are under the age of 16. It's a unique "Corvette Club for kids" formed to interest the younger generation in the Corvette hobby. The website will explain the benefits and provide an application to join. A total \$10 fee (new 2011 price) which covers membership for date of application until age of 16. Check it out.

Corvettes/Corvette Stuff for Sale

This space is available to advertise member's Corvettes and Corvette stuff. Contact Stu Jones @ 717-755-4586.

New Member Profiles: When you join YCCC we ask for a new member profile and you get your picture taken resulting in the member profiles. New Member Profiles will be printed here as time permits.



This is a local (East Berlin) 1979 Corvette. 40k miles, V-8 with Heat/A/C. I am only the second owner. The car is in very good condition. This car was serviced by a local mechanic for all oil changes and inspections. Car runs very well and is certainly a looker! My asking price is \$11,000. A great price for such a car. Please call 717-968-5905 for more information or photos.

ELECTRONICALLY DISCONNECTED: We are not able to e-mail the following members at the addresses shown:

Repair in Progress: If any club member knows of a member who is in the hospital, has had surgery or has lost a loved one; please notify Tom Folk (717) 767-5575, tomgeman67@gmail.com or one of the other Board Members.

February Birthdays - Happy Birthday to All!

- 1st Ray Ricke, Jr.
- 5th Darla Lentz
- 8th Jill Heindel
- 8th David Griffith
- 14th Jerry Heckener
- 17th Charles Wolf
- 18th Bette Ranc
- 22nd George Christine III
- 23rd Helen Miller
- 27th Stu Jones
- 27th Karen Johnston
- 28th Lawrence Witte

**Membership Meeting Minutes
Wednesday, January 11, 2011
Submitted by Brenda Heckener**

Location: The Great American Saloon, Red Lion, PA

President Bob Berkebile opened the meeting by presenting a check in the amount of \$1,578.68 to a

representative of the York County Children's Advocacy Program. The check was received with much appreciation and thanks.

Bob then presented a check in the amount of \$578.67 to Lance Miller for the Chip Miller Foundation. This check represents the balance of YCCC's annual contribution of \$1,578.67. Lance expressed his appreciation for YCCC's continuing support of the Chip Miller Foundation.

Officer's Reports

Secretary (Outgoing) Report – Sue Briddell - A motion to accept the Secretary's Report for the December 2012 meeting was made and seconded with all members voicing their approval.

Treasurer – Forrest Allison - Forrest reported the current expenses and income and saving and checking account balances. Forrest asked for a motion to approve payment of outstanding bills. The motion was made, seconded and carried.

Forrest reported that since 2008 we have given \$8,450 to the Chip Miller Foundation and \$8,382 to the Children's Advocacy Center, so in three years we have contributed \$16,832 to our charities.

Membership - Anita Reigart - The YCCC has 151 members. Anita had copies of the January Newsletter as well as copies of the 2012 Membership Directory for anyone who needed them.

Governor – Jeff Walker - Jeff reported (in Stu Jones' absence) that changes are being made to the YCCC web site that are making the site much more user friendly for tracking club events. The web site now has information for potential new members about joining the club. Newsletters from last year are available on the web site and 2012 Newsletters will be added when uploading problems are resolved.

Jeff said he plans to share with the club items of interest as he comes across them. The YCCC belongs to the NCCC (National Council of Corvette Clubs). The NCCC has the same goals as we do; i.e., they promote interest in Corvette ownership; they establish a set of rules for everyone in the country so that we all play by the same rules for events like autocross, car shows, etc. The NCCC web site also has discounts for many of the national chain stores that can be had by showing your NCCC identification card. They publish a monthly

magazine, "Blue Bars" which is being updated to make it more informative. They have the FCOA (Future Corvette Owners Association) for children under 16 years old.

The total membership of the NCCC is around 20,000. It is made up of 16 regions and YCCC belongs to the East Region, the largest region with about 2,100 members, and the YCCC is the fourth largest club out of 27 clubs. The most significant benefit of the NCCC is the \$5 Million liability insurance that covers our events.

When you participate in Corvette events, you gather points. Each member's points are added together and credited to our club. In 2011 we finished in 8th place out of the 27 clubs. These points are then used for the following year when we want to log in an event. The club with the most points has precedence on event dates.

We had a total of eight men in the top 100 point earners – Stu Jones, Joe Gary, Wolfie Myers, Mo Ranc, Mike Boyer, Gerry Heckener, Bob Berkebile and the #1 point man, Steve Wagner. None of the men were in the top 50. We had 16 women in the top 100, with three in the top 50 – Carol Williams, Stephanie Folk, Debbie Arvin, Evelyn Chronister, Kathy Walker, Brenda Heckener, Anita Reigert, Mary Myers, Teena Jones, Bette Ranc, Peg Stauffer, Margaret Wagner, Jill Hindel, Barb Boyer, Barb Gary and the #1 point lady, Ann Berkebile.

Jeff reviewed the upcoming show dates, May 6 (Thornton Show), possibly May 26 (St. Joseph's Church Show), June 9 (Shrewsbury Funkhana/Fun Show), July 14 (Muscle Car Madness), Aug 25 (Corvettes at Carlisle), Oct 7 (Hooters Show).

Publisher – Stu Jones - No Publisher's Report this month.

Vice-President – Tom Folk - Tom said members can sign up for the Annual Awards Banquet until the February meeting. The hotel has made rooms available for \$99 for anyone who wishes to stay the night.

Tom asked for a show of hands for anyone interested in having dinner at the York Culinary Institute. There was a positive response from club members.

Old Business - No old business this month, except that no members present expressed an interest in

being a chair or co-chair of the shows not already covered.

Parades – Norma Triplett - Norma reported she contacted WGAL about the St. Patrick's Parade and was advised that should they decide to participate in the parade they preferred to be transported by the Revolution Corvette Club. Norma asked members to decline any requests from the RCC to drive with them in the parade.

The Knights of Columbus has requested four cars to carry their members. They are trying to be the lead off entity for the parade with a stop in the square to stand and say the Pledge of Allegiance.

Members responded positively regarding support of the SPCA again this year.

Norma said she found a company on the internet that makes car flags. The majority of members present expressed interest in purchasing the flags for \$5.00 each. Norma will look into acquiring flags.

Program Chairman - Mike Boyer - Mike reviewed upcoming events for 2012, check out club calendar.

New Business

Jeff Walker described a new program, a Teen Driving School, started because of the increasing number of teens killed/injured in vehicle accidents. Jeff proposed having our club become affiliated with a Teen Driving School. The driving school would cost around \$3,000 which we could try to cover with contributions, and require around 30 YCCC members. The first thing would be to go to Cumberland Valley's event on May 20th to get a feel for what the event is, what the magnitude is and if we could do it. We would have to pick a time, October or November or possibly in the Spring of 2013 because it could take up to six months to put together. Jeff said he has been doing some checking and has found some sponsors who would like to attach their names to a York County Teen Driving event. This would be a one day event lasting six or seven hours and involving up to 50 students with learner's permits through 20 years old. Parents must be present. It would be free of charge to the teenager. There would be classroom instruction, actual driving on a course, a skid pack, etc. Cumberland Valley would help us in our effort. This would be a non-sanction/non-point event. The PA State Police has offered their track at Fort Indiantown Gap free of charge for our school. Jeff said he will have more information at upcoming

meetings. Mike Boyer commented that Fort McHenry is scheduled for that same day.

With all business concluded, the meeting was adjourned. The White Elephant Sale followed.

Miscellaneous:

Story (submitted by Don Z.) - First Job of a 5 Year Old - Here's a truly heartwarming story about the bond formed between a little 5-year-old girl and some construction workers that will make you believe that we all can make a difference when we give a child the gift of our time.

A young family moved into a house, next to a vacant lot. One day, a construction crew turned up to start building a house on the empty lot.

The young family's 5-year-old daughter naturally took an interest in all the activity going on next door and spent much of each day observing the workers.

Eventually the construction crew, all of them "gems-in-the-rough," more or less, adopted her as a kind of project mascot. They chatted with her, let her sit with them while they had coffee and lunch breaks, and gave her little jobs to do here and there to make her feel important.

At the end of the first week, they even presented her with a pay envelope containing ten dollars. The little girl took this home to her mother who suggested that she take her ten dollars "pay" she'd received to the bank the next day to start a savings account.

When the girl and her mom got to the bank, the teller was equally impressed and asked the little girl how she had come by her very own pay check at such a young age.. The little girl proudly replied, "I worked last week with a real construction crew building the new house next door to us."

"Oh my goodness gracious," said the teller, "and will you be working on the house again this week, too?"

The little girl replied, "I will, if those *****s at Lowe's ever deliver the damn sheet rock..."

Kind of brings a tear to the eye - doesn't it?

Bonus Story (submitted by anonymous) - Four old retired guys are walking down a street in Mesa , AZ. They turned a corner and see a sign that says, 'Old Timers Bar - all drinks 10 cents. They look at each other, and then go in, thinking this is too good to be true.

The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, Gentlemen?"

There seemed to be a fully-stocked bar, so each of the men ask for a martini. In short order, the bartender serves up four iced martinis -- shaken, not stirred -- and says, "That'll be 10 cents each, please."

The four men stare at the bartender for a moment and then look at each other. They can't believe their good luck.

They pay the 40 cents, finish their martinis, and order another round. Again, four excellent martinis are produced with the bartender again saying, "That's 40 cents, please." They pay the 40 cents, but their curiosity is more than they can stand.

They have each had two martinis and so far they've spent less than a dollar. Finally one of the men says, "How can you afford to serve martinis as good as these for a dime a piece?"

"I'm a retired tailor from Boston," the bartender said, "and I always wanted to own a bar. Last year I hit the Lottery for \$25 million and decided to open this place. Every drink costs a dime - wine, liquor, beer, it's all the same."

"Wow!!!! That's quite a story," says one of the men.

The four of them sipped at their martinis and couldn't help but notice seven other people at the end of the bar who didn't have drinks in front of them, and hadn't ordered anything the whole time they were there. One man gestures at the seven at the end of the bar without drinks and asks the bartender, "What's with them?"

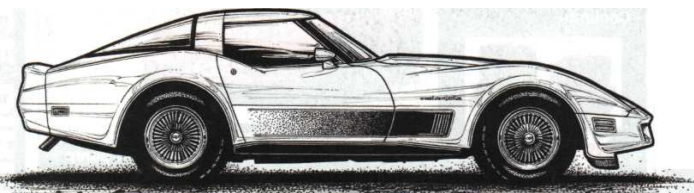
The bartender says, "Oh, they're all old retirees from York, PA, waiting for happy hour when drinks are half price."

'82 Collector's Edition - "The Polished Shark"

- from **Vette Nov 2011** - The '70's were a strange and challenging time for America's Sports Car. Performance had been on the decline since the start of the decade, but because of little to no competition, Corvettes sold like hot cakes, hitting an all-time high of 53,807 units in 1979. Thanks to increasing federal demands for emissions and safety improvements, there was little time to focus on performance. In fact, one change that should have yielded a performance improvement - the use of lighter materials such as an aluminum differential and tube headers—was offset by horsepower reductions tied to more-restrictive smog controls.

When Dave McLellan inherited the Corvette from Zora Arkus-Duntov in 1975, things looked bleak.

The cars' poor quality was largely attributable the decrepit St. Louis assembly plant, built in the 1920s. Another challenge was the Corvette's outdated



chassis-and-drive train setup. Designed in 1961, the system used many components that were not shared with any other GM car. John DeLorean tried to address this problem with his plan to build Corvettes on the Camaro/Firebird chassis pan, but the initiative was wisely rejected. McLellan was charged with the multiple responsibilities of meeting tighter government controls, keeping the Corvette fresh, improving existing hardware, transitioning the car's assembly plant, and designing and implementing the new C4. A real peach of a job, right?

Along with the arrival of new front and rear bumper covers in 1980 came several steps backward in terms of performance. The four-speed manual transmission could not be ordered with the 230hp L82 engine that year, and there was no performance engine option available in California; buyers there could only get the 180hp, 305ci LG4. A year later, the performance engine was dropped altogether, and in 1982 all Corvettes came with the new Turbo Hydramatic 700R4 four-speed automatic. This marked the first time since 1954 that the Vette wasn't offered with a manual trans. On a more positive note, the '82 model year saw the reintroduction of fuel injection to the Corvette line. While not the same kind of FI used on the '57-'65 fuelies, the throttle body injection system was well received and provided drivers with both quick throttle response and better economy. Another old performance trick was the addition of a solenoid-operated "cold-air" hood duct that opened during hard acceleration. The Bowling Green plant came online midway through 1981 production and was responsible for 8,855 of the 40,606 '81 Corvettes produced. By 1982 all Corvettes were being built there, and improvements in assembly quality were immediately apparent. The old St. Louis plant was shuttered in the fall of 1987.

To commemorate 15 years of Mako Shark-styled Corvettes, Chevrolet offered the \$22,537 Collector Edition, the first production Vette costing more than 20 grand. The package offered a number of model-specific features, most notably a lift-back rear hatch and C2-inspired, knockoff-style aluminum wheels. The hatch feature should have been

introduced back in 1978, when the fastback rear window first arrived, and the 36-fin wheels could have arrived sooner too. The overall package was a visual delight, with silver-beige paint and black-to-gray hood and side stripes, along with subtle pinstriping. The seats, door panels, steering wheel, and horn button were trimmed in exterior-matching silver leather, and silver-gray luxury carpeting completed the interior. Unique cloisonne emblems rounded out the package.

Despite the steep (for its day) price, 30 percent of the '82 Corvettes produced—6,759 units—were Collector Edition cars. While not a stump-puller like its big-block predecessors, the last of the shark Corvettes was a refined, polished road machine. These days, all an '82 Collector Edition needs is a GM crate engine, a six-speed manual, and a stout rear differential to create a killer retro-rod with performance and style to spare.

CAR TUNES - Submitted by Mo Ranc - Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story: One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934, they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the

meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956, the company introduced the world's first pager; in 1969, it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973, it invented the world's first handheld cellular phone. Today Motorola is the second-largest cell phone manufacturer in the world. And it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's, he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

03 Jan 2012 - GRAND-AM: Oliver Gavin to Drive Corvette DP for Spirit of Daytona (source Corvetteblooger.com) - It was announced today that Corvette Racing ace Oliver Gavin will be joining the Spirit Of Daytona's GRAND-AM racing team where he'll be driving in three endurance races during the 2012 Rolex Sports Car Series. Gavin will drive the new Corvette Daytona Prototype with current Corvette Racing endurance team mates Antonio Garcia and Richard Westbrook in the Rolex 24 at Daytona, the Sahlen's Six Hours of the Glen at Watkins Glen and the Indianapolis 3 Hour race.

While his main focus in 2012 will be the American Le Mans Series with Corvette Racing,

Gavin brings a considerable amount of talent to the Spirit of Daytona team with a decade's worth of experience in both the DP and GT classes.

"I am really delighted to be part of Spirit of Daytona Racing, driving with Antonio and Richard in the new Corvette Daytona Prototype," he commented. "I think this is an extremely exciting time to be in Grand Am and driving a Corvette in that series.



"The car looks fantastic and a real race car; I am itching to get on the track with it and see what it can do. A huge amount of work has gone into putting this all together at Pratt & Miller and, having worked with them for the last 11 years, I know just what they are capable of. This will undoubtedly be another fine machine from them and it should allow us to really challenge for victories."

Oliver raced in the Rolex series last year in the GT class with Banner Racing's No. 07 The Cool TV Chevrolet Camaro where he was paired with Gunter Schaldach. He and Gunter earned two 2nd place GT class podiums and finished 9th in team points for the season.

Gavin will be joining his Spirit of Daytona team mates in the official three-day "Roar Before the Rolex 24" test session at Daytona International Speedway this week and will then test his 2012 Corvette C6.R GT machine before returning to Daytona for the 24-hour race on Jan. 28-29.

In addition to his commitments with Corvette Racing and Spirit of Daytona, the UK native plans to return to the Aussie V8 Supercar Series later in the year as well.

26 Jan 2012 - New Corvette Daytona Prototypes Ready for this Weekend's 50th Anniversary Rolex 24 - Chevrolet is ready to kick off the GRAND-AM Racing 2012 season as five new Corvette Daytona Prototypes are ready for their first combat mission at this weekend's Rolex 24 at the Daytona International Speedway. The five Corvette

DPs will allow Chevrolet to challenge for the overall win at the Rolex 24 for the first time in 11 years. Also competing at the Rolex 24 under the Team Chevy banner are three Camaros running in the GT



class.

The new Corvette Daytona Prototypes made their debut last November. Four teams will run the five new prototypes: Action Express Racing, fielding the No. 5 Corvette DP and the No. 9 Corvette DP, SunTrust Racing Corvette DP No. 10, No. 90 Spirit of Daytona Corvette DP and the No. 99 GAINSCO/Bob Stallings Racing Corvette DP.

At the Roar Before the 24 testing session, all five of the Corvette Daytona Prototypes took a turn at the top of the speed charts.

"This is an exciting time for Chevrolet," said Mark Kent, GM Racing Director. "We roll into the 50th anniversary of the famed Rolex 24 with the new Corvette Daytona Prototype. Our engineers worked tirelessly with all of our teams, preparing the best possible packages for all of our Chevrolet entries in three classes. That collaboration has resulted in what we believe will be an extraordinarily competitive effort by our teams in DP, GT and GS. We were encouraged by our teams' performances at the Roar Before the 24, and we are ready to get going in 2012."

We'll be paying special attention to the No. 90 Spirit of Daytona Corvette Daytona Prototype as the drivers are all from the ALMS Corvette Racing program. Here are the teams and drivers racing under the Team Chevy banner:

Driver line-ups for the Corvette Daytona Prototypes:

- No. 5 Action Express Racing Chevrolet Corvette DP
David Donohue, Darren Law, Christian Fittapaldi
- No. 9 Action Express Racing Chevrolet Corvette DP
Joao Barbosa, Terry Borcheller, JC France, Max Papis
- No. 10 SunTrust Racing Chevrolet Corvette DP
Max Angelelli, Ricky Taylor, Ryan Briscoe
- No. 90 Spirit of Daytona Chevrolet Corvette DP
Antonio Garcia, Richard Westbrook, Oliver Gavin, Jan Magnussen

- No. 99 GAINSCO/Bob Stallings Racing Chevrolet Corvette DP Alex Gurney, Jon Fogarty, Memo Gidley

Driver line-ups for the Rolex 24 GT Class Camaros:

- No. 88 Autohaus Motorsports Camaro GT.R
Jordan Taylor, Paul Edwards, Tommy Milner, Matthew Marsh
- No. 57 Stevenson Motorsports Camaro GT.R
Robin Liddell, John Edwards, Robbie Bremer
- No. 75 Stevenson Motorsports Camaro GT.R
Al Carter, Hugh Plumb, Eric Curran

Also racing the Rolex 24 GT class is one lone Corvette, the No. 46 Corvette from Michael Baughman Racing. Driving the No. 46 Corvette will be Ivo Breukers, Armand Fumal and Feff Nowicki.

The Green Flag for the 50th Rolex 24 at Daytona is

Saturday, January 28th at 3:30 pm ET with the checkered flag falling at 3:30pm ET on Sunday, January 29th. SPEED will provide coverage of the race from 2:30 – 11PM ET on Saturday and 9:00 am to 4:00 PM on Sunday. The race will also be streamed live on SPEED.com.

Source: corvetteblogger.com

26 Jan 2012 - 1953 Corvette VIN #005 Sells for \$445,500 at RM's Scottsdale Auction -

It didn't quite reach the pre-auction expectations, but the third-oldest Corvette in existence still sold for a whopping \$445,500 at the RM Auction in Arizona on Friday, Jan. 20, 2012. The car was predicted to sell for between \$450,000 and \$650,000 but fell short of those targets – though still one of the highest priced 1953 Corvettes ever sold.

Serial Number #005 has a long and documented history, beginning with its purchase on



July 16, 1953 from Wilmington, Delaware's Diver Chevrolet by Crawford Greenewalt, who was either president or chairman of the board of DuPont Company from 1948 to 1967, as a gift for his wife, Margaretta DuPont Greenewalt.

According to a 1980s interview, once the car was assembled, GM Styling Chief Harley Earl drove it to a friend's Ford dealership, and after that it made

its way to the Ford Motor Company Engineering Department, well before many of Chevrolet's own staffers even saw the car themselves.

Number 5 is apparently one of the first three examples ever sold to the public and as such features unique early production features. Among its many interesting features, Number 5 is the last 1953 Corvette produced without an outside rear-view mirror, and it was one of the handful of early Corvettes fitted with a stainless-steel VIN tag, as opposed to the later aluminum version. This car was also built with a chrome speaker grille, and Corvettes 4, 5 and 6 were the only 1953 models sold to the public with basic chrome Chevrolet Bel Air hubcaps. The original frame for Corvette 5 is one of the 12 "pilot run" Corvette frames built, which were utilized for the Motorama cars, the engineering bucks and the first six production Corvettes. According to John and Melanie Kocsis, who bought the car in 1997 and began a lengthy and intensive restoration, the frame for Corvette 5 is stamped #10 in two locations, the same as the number-stampings on the frame of Corvette Number 6.

It's interesting to note that the Corvette, which was based on the EX-122 concept of 1952, is still one of the few GM Motorama designs with their space-age, show-car styling virtually unchanged for production. More than 300,000 spectators turned out to see the car in early 1953, and production began in Flint, Michigan just a few months later on June 30, 1953. **Source: corvetteblooer.com**

25 Jan 2012 - Corvette ZR1 Runs Fastest Time at Car and Driver's Lightning Lap #6 at VIR -

Over the past six years, Car and Driver has brought 115 production cars to Virginia International



Raceway (VIR) 4.1 mile Grand West Course. The result is an American-style Nurburgring-like timed lap test called the Lightning Lap. Currently, the 2010 Corvette ZR1 sits 4th fastest on the list with only a Viper ACR and two Moslers that have run faster. We were excited to see how the 2012 Corvette ZR1 tested with the new Michelin Pilot Sport Cup tires

would compare to its previous lap time and the results do not disappoint.

The 2012 Corvette ZR1 Centennial Edition with the new Michelin Sport Cups ran a blistering fast lap of 2:50.7 – a second faster than the previous time of 2:51.8 set by the 2010 Corvette ZR1.

The ZR1 was the fastest car overall of the 20 vehicles that were tested. The Nissan GT-R (2:53.2), the Porsche Cayman R (3:03.9), the Audi TT RS (3:04.38) and the Mercedes-Benz CLS63 AMG (3:04.9) round out the top five of those cars tested in the LL3 class. That's not a big surprise to Chevy fans considering the 638-horses and an overall weight of 3,363 lbs gives the C6 King of the Hill a ridiculous 5.3 on the pounds per horsepower chart.

Corvette Team members Harlan and Tadge have both mentioned the Car and Driver Lightning Lap previously in their talks with Corvette enthusiast so you can count on them to tout the improvement as validation to the changes made to the latest model.

There is a wealth of information about the Lightning Lap and the cars tested on the Car and Driver website. The feature can also be found in the February 2012 issue of Car and Driver. **Source: corvetteblogger.com**

22 Jan 2012 - What Does Driving a Corvette Says About You? - What you drive says a lot about your personality, or so says Charles Kenny, a psychologist who tries to help major automakers understand why consumers choose certain cars.



In the old days, you had "Chevrolet men" and "Ford men." Now psychologist Charles Kenny believes times have changed and that many consumers aren't as loyal so much to brands as they are loyal to a certain type of vehicle, be it sports cars or SUVs or minivans.

So what's the scoop on us Corvette drivers? Well, Kenny says we are seeking power and control, but mostly control. "You will find that Corvette owners are more sensitive and refined than you

would think. They're not into hoarding it over other people the way that the Hummer owners are," he said.

The other emotional need that can be fulfilled by a sports car like a Corvette is a desire for immortality.

"They get real upset if the paint job gets scratched. That's very upsetting to a Corvette owner. They want these things to last forever, and they want to last forever," Kenny said. "They're never going to sell it. In fact, a lot of Corvette owners, when they buy a new Corvette, they keep the other one."

Sometimes psychoanalysis can go a little too far. What if we Corvette fans just enjoy a beautiful car that can go fast and handle great? **Source: Corvetteblogger.com**

20 Jan 2012 - Corvettes on eBay: Original Tire Air from a 1967 L88 Corvette - You've got to be kidding!



Here's a funny eBay ad aimed at classic Corvette restorers that is making the rounds this week. If you are looking to earn the maximum points possible when having your Corvette flight judged, then you shouldn't overlook the air in those reproduction tires. Today on eBay, you can buy the original tire air from a 1967 L88 Corvette.

The description of the ad is pretty straight forward:

1967 Corvette original tire air, carefully removed and bagged for reuse from an original spare, this was a real barn find, was actually in an L-88 tire tube, this is the only way to get all the points the judges are smelling for! Nothing like real 67 smell! Very rare find, you have probably been looking for a long time, do NOT snooze and lose! This is the real deal!

This will actually fit any Car, but it's really appropriate only for 67, as its the correct aroma. This would be factory installed for any 1967 original application, be sure it's what you need , most

experienced, expert judges will quickly tell you you have the wrong air in your tires and you will never get the top award you are looking for if it's the wrong vintage. I have also heard some judges can tell the difference between GM or Ford air, so be careful here. These guys are sharp, highly trained, experienced, and know all.

Cannot ship via air, ground only, freight charges apply and depend on your location.

The bidding for this auction is for the plastic bag. The air is included at no cost.

Some guys will do just about anything to earn points for their NCRS Top Flight cars

For those of you that have or own a restored Corvette, make sure to view the ad and then scroll down to the bottom and read the questions to seller which includes whether or not the air is date coded and a Q/A on how to release it when the judges are around.

The auction closed January 19, 2012 with 0 bids. The opening bid was set at \$1,000, a price set high enough to scare away the clueless. We know that some auctions on eBay don't look right, but for us this one just didn't pass the sniff test.

Source: corvetteblogger.com

