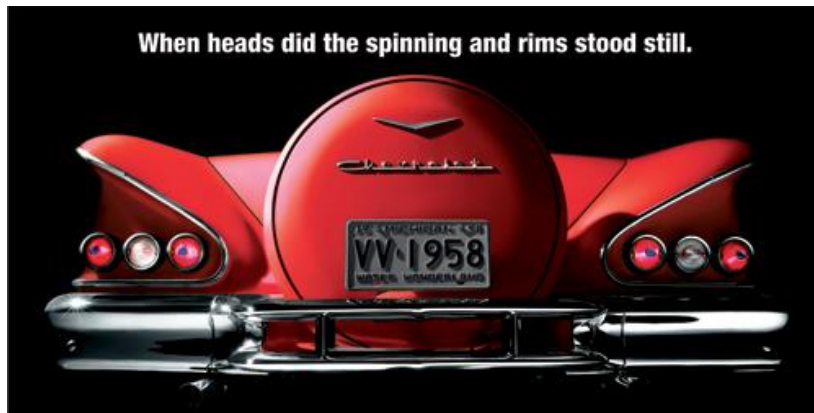


Venice Vette Gazette



February 2011

Venice Florida Corvettes Club Newsletter

Sponsored by Bill Buck Chevrolet

Club Web Site:

www.venicefloridacorvettes.com

Newsletter Editor: [Bill Sabatino](#)

Deadline for submissions to the newsletter is the Tuesday before the club meeting.

Exexutive Board

President	<i>John Wessel</i>
Vice President	<i>Jim Vautrin</i>
Treasurer	<i>Tony Berta</i>
Secretary	<i>Sue Marchiando</i>
Membership Director	<i>Ron Wencil</i>
Immediate Past President	<i>George Buday</i>

Committees Chair Sub-Chair

2012 VFC Car Show	<i>Jim Vautrin</i>	<i>Vice President</i> ???
		???
		???
		???
Corvette Clubs Liaison	<i>President</i>	<i>Vice President</i>
Membership	<i>Ron Wencil</i>	???
Newsletter Editor	<i>Bill Sabatino</i>	???
Quartermaster	<i>Al Royal</i>	<i>John Marchiando</i>
Secretary/Admin.	<i>Sue Marchiando</i>	???

Committees Chair Sub-Chair

Social Activities	<i>Barb Sabatino</i>	<i>Chris Maurer</i> <i>Chris Schmehl</i>
Sponsor Liaison	<i>John Vidas</i>	<i>President</i>
Sunshine Celebrations	<i>JoAnn Royal</i>	???
Technical Committee	<i>Jim Vautrin</i>	???
Field Trips		???
Races & Rally's		???
Technical Papers		???
Treasurer/Finance	<i>Tony Berta</i>	???
Web Master	<i>Don Kerndt</i>	???

President's Message

We are quickly approaching our March dates for the VFC Welcome Party and Corvette Car Show. The various 2011 Car Show committees are well into planning these two events, and this year's offering for the Welcome Party and Car Show have been well thought out. New venue for our Welcome Party and a great effort in promoting our show with other Florida Corvette clubs in hopes of increasing registrations over last year's numbers. We are still looking for the person who will guarantee sunshine and warm temperature from sunup to sunset. We will keep the candles burning.

We need two members to step forward and take over the show Set-up & Tear down committee as the two members who were committed have had to take a lesser role due to medical conditions. We also have approximately 40 openings for club

member volunteers to fill out the various committee positions. I will speak to you about these openings at our February membership meetings.

Our membership numbers continue to grow which means Corvette enthusiasts have heard about our club and are becoming new members. This is a tribute to all members who waive the VFC flag. Our Social Director, Barb Sabatino, has been working with other Florida West Coast Corvette Clubs and putting together events involving two or three Corvette Clubs. These events are always fun and in some cases competitive. We appreciate all the effort Barb is putting into our "social" schedule and calendar.

John Wessel – VFC President

Vice President's Message

As your new Vice President, as well having other functions, I am also responsible to keep the members fully abreast of all current car shows. It is a challenge sometimes to focus on "all corvette" shows because there is such a variety of shows out there that many of the members might want to be a part of. Consequently, we promote all corvette shows and also include those occasional "open" shows that may be interesting. We attempt to support our neighboring clubs events and in return they support ours. At each membership meeting there will be a folder on the board members table with a summery front page as well as the actual flyer's. If you chose to participate in any of them, go to the web site on the flyer to print out the registration form.

Additionally, we recommend that all members go to the VFC web site for additional information on social events, calendar, past newsletters etc. and the minutes from the previous meeting. If you have not done so, you will be surprised at the amount of information we offer. Also, we are still trying to get each member to send in a photo of yourself and your car to be posted under "Members Cars". If you have not done so please consider doing this.

If any member comes across shows that might be of interest to the club, please forward that info including the web site to me at : vautrin2@embarqmail.com . We will look into it and decide which to post on the web site. Also, if you have an event that may be of interest please forward the details.

In closing, I appreciate your support.

James F. Vautrin, Vice President

Upcoming Activities & Events

Venice Florida Corvettes monthly meeting is the 1ST Tuesday of the month at 7:00 pm at the Venice Community Center.

- Jan. 29* S.E. Guide Dog Tour – Palmetto – contact [Barb Sabatino](#)
 - Jan. 29* VHS Rolling Thunder Car Show – contact [Curt Norton](#)
 - Jan. 30* Bagel Run – Sarasota – contact Barb Sabatino
 - Jan. 30 Deveraux-Kaiser Car Show – contact [Jim Vautrin](#)
 - Jan. 30 15th Annual Wonderful World of Corvettes – Old Town Kissimmee – contact [Jim Vautrin](#)
 - Feb. 1 VFC Meeting – Venice Community Center – contact [John Wessel](#)
 - Feb. 10 VFC Car Show Committee Meeting – contact [Jim Vautrin](#)
 - Feb. 10 Venice Walk & Car Cruise – contact [Jim Vautrin](#)
 - Feb. 12* Cars On 5th Ave. – Naples – contact [Jim Vautrin](#)
 - Feb. 20* VFC Bowling Challenge – Sarasota - contact [Barb Sabatino](#)
 - Feb. 24 VFC Board Meeting - Pelican Point - contact John Wessel
- * Caravan planned

Quartermaster Corner

THE END IS NEAR! The February 1st meeting is the last opportunity to purchase the 2011 Club show shirts at cost, \$6, (\$7XXL). The order will be placed the following day and they will be available for pickup at the March 1st Club meeting, or, at the show.

THE END IS NEAR! Although we don't have all sizes remaining, we will bring the last of the Club sweat shirts (\$16, \$18 XXL) and long sleeve tees (\$8, \$9XXL). Any remaining unsold will be packed away until next winter.

THE END IS NEAR! Only a couple of pairs of Club earrings (\$30) and pennants (\$24) remaining---when they are gone they may never again be available!

The last order of XXL ladies new style polos came in much smaller than expected. At this point we don't know if they were mislabeled or if this is the way the sizes run. We have ordered another XXL and an XXXL for sizing purposes and hope to have those in time for the February meeting.

Quartermaster Al Royal

Board Meeting

If you would like to bring up a topic for discussion or you're just interested in what goes on at the executive board meeting come join us. The meeting is open to all members. The meetings are at the Pelican Point Club House at 7pm (see calendar for date)

Suggestion Box

Wish the club would do something you enjoy? Did your old club have an activity that we don't do that you really enjoy? Let us hear from you. Send your ideas to me and I will distribute them to the proper people for consideration. [Bill Sabatino](#)

Corvette Trivia

1953 to 1962 - Did you know?

- The 1961 Corvette was the last year to feature "Wide Withewall" tires.
- The 1961 Covette was the first to not have the "round" nose emblem.
- In 1961, the big grill teeth disappeared forever, replaced by a fine Mesh.
- 1962 was the last of the solid rear axle Corvettes and the last year for the power top on the roadster.

Puns For Educated Minds

- Time flies like an arrow. Fruit flies like a banana.
- Atheism is a non-prophet organization.
- Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay here; I'll go on a head.'

February Celebrations

Happy Birthday FEBRUARY



Sara Fereno 3rd
Kyle Andrews 8th
Mona Saindon 8th
Debby Trenner 11th
Karen Shone 15th
Joanne Walsh 16th
Jim Devine 17th

Lynne Fales 18th
Tom Taylor 21st
Georganne Marfizo 22nd
Linda Wencil 24th
Ron Wencil 27th
Jim Parker 27th
Jane Scorse 28th
Betty Miller 28th

Happy Anniversary FEBRUARY



Curt & Carolyn Norton 8th
John & Karen Shone 15th
Anello & Barbara Cocchi 13th
Jim & Cheryl Silverblatt 19th
Gene & Jane Scorse 15th
Don & Carol Mager 28th

Membership Corner

Welcome - Scott and Donna Senger to VFC
Scott and Donna reside in Venice
Driving a 2006 Red Convertible.
Originally from St. Louis, MO
Occupation - AT&T and Insurance Broker

Welcome - Robert and Betty Miller to VFC
Robert and Betty reside in Sarasota
Driving a 1974 Red Convertible and a 1995 Red Coupe
Occupation - Treasurer

Originally from Chagrin Falls, Ohio
Welcome - Bill and Sandra Fagin to VFC
Bill and Sandra reside in Venice
Driving a 1961 Red with White Convertible.
Originally from Longmeadow, MA
Occupation - Sales

Be sure to give Scott and Donna, Robert and Betty, and Bill and Sandra a warm Welcome to our Club

Ron Wencil - Membership

Tech Talk

Pushrods in Perpetuity

The new C 7 is set to arrive 2013 with the fifth generation small block. The fifth generation engine will definitely retain the original small-block features, continuing more than half of a century of heritage and avoiding the expensive retooling that's required for new clean sheet engine architecture. Less piston displacement, probably about 5.5 liters, in the interest of fuel efficiency.

A compression ratio higher than today's 10.4 - 11.00, facilitated by direct injections cooling effects.

Minimal deviation from the 430 hp at 5900 rpm provided by today's base Corvette V-8.

Significantly better gas mileage attributed to less displacement,

a higher compression ratio and likely use of cylinder shut down technology, In GM lingo, Active Fuel Management. Various forms of variable valve timing [VVT]. Many current GM V-8's use one cam phaser to shift both intake and exhaust valve timing in sync up to 52 crankshaft degrees. DGI or direct gasoline injection provides 20% more horse power and 20% better fuel economy. There are some cars today that have DGI that run 11.00 to one compression and run on regular fuel.

C 6 Front Tire Wear, Inside Tread

Chevrolet specifies relatively aggressive alignment specification for the Corvette because it is a sports car and tends to get cornered with enthusiasm. Thus, Chevy does tilt the front tires in at the top - negative camber - more than they would on a sedan. Like all alignment specifications, these are a compromise, however, when driven moderately, or largely on straight flat roads the Corvette alignment will result in front inner tire wear. Have your alignment shop set the camber to near 0 degrees and set the toe in to around 0.05 inch. These adjustment figures are within the factory specification and will provide less tire wear.

Tire Pressure Monitor System (TPMS) that is standard on C4, C5 and C6 Corvettes

The TPMS became a requirement for all vehicles under 10,000 lbs. produced after September 2007. An interesting side note is that the band sensors which are so prevalent today were introduced on the 1987 Corvette. Customer questions tend to focus on reprogramming, compatibility, and changing wheels, so we'll cover those topics here.

C4: The C4 system uses a transmitting wheel sensor held in place by large band clamp. Each sensor has a separate identification color and frequency, which is transmitted as the wheel turns. If a sensor gets mounted to the wrong wheel, a Diagnostic Trouble Code (DTC) will be sent. Wheel position, sensor colors and Diagnostic Trouble Codes (DTC) are as follows:

- Right Rear: Orange, DTC=24
- Left Rear: Yellow, DTC=34
- Left Front: Green, DTC=44
- Right Front: Blue, DTC= 54

It is possible to attain the code from your dashboard. With the key in the "on" position, press and hold the "Trip/Odo" button until "1.1" is visible on the trip odometer readout. Next, press the "Eng/Met" button to scroll down the present code list (which is displayed at the MPH indicator) until you see the applicable one.

The movement of the wheel provides the energy necessary to power the transmitter. If the tire pressure drops below 25 PSI, the sensor stops transmitting to the receiver, and the

"Service LTPWS" lamp illuminates. The sensors don't require batteries, and the receivers don't need to be reprogrammed. (source: VetteWeb, Corvette Fever)

C5: There are two different types of C5 pressure sensors. The first sensors were installed on 1997-2000 models. The later sensors are featured on 2001-2004 models. Note that these two types of sensors are **NOT** interchangeable. When the car is in stationary mode, the roll switches only transmit once per hour in order to save battery life. The car must be driven in order to take the sensors out of stationary mode. Once the wheel is rotating, the roll switches are activated and the sensor transmits once per minute. Reprogramming the sensors requires a strong (preferably u-shaped or circular) magnet.

1. Turn the key to the ON position but do not start the car.
2. Press the DIC RESET button to clear any warning messages, if they're present.
3. Press the OPTIONS button and cycle through the menu until the display goes blank.
4. Press and hold the RESET button until "FOB TRAINING" appears on the display.
5. Press the OPTIONS button once. A "TIRE TRAINING" message is displayed.
6. Press the RESET button once. A "LEARN LEFT FRONT TIRE" message is displayed.
7. Hold a magnet over the Valve Stem on left front wheel. You may have to move it around the valve stem to hit the right spot.
8. When the horn beeps (about 7 seconds later), programming is complete for THAT wheel.
9. Program the other 3 wheel sensors as directed by the DIC message display. The sequence is as follows: Left Front, Right Front, Right Rear, Left Rear.

You have approximately 45 seconds to train each tire. If the sensor isn't reset in that time, the training program shuts down and you will have to start the entire procedure over.

If you intend to use a second set of wheels for winter driving, competitive driving, etc., new TPMS sensors will need to be purchased. They are available through Corvette Central.

C6: As with the C5, when the C6 Corvette is in stationary mode, the roll switches only transmit once per hour in order to save battery life.

At 20mph, the sensor roll switches activate to initiate full time monitoring. Actual tire pressures of greater than 42 PSI or less than 25 PSI will activate the "LOW TIRE PRESSURE" warning message. If actual tire pressure is less than 5 PSI, a "FLAT TIRE" warning message is

displayed, 2 chimes sound, followed by "MAX SPEED 55 MPH" and "REDUCED HANDLING". Note that the car will not default to a reduced power, or "limp", mode under these conditions.

1980	1	2006	10
1981	2	2007	9
1982	1	2008	7
		2010	3
		2011	3

If the Remote Control Door Lock Receiver (RCDLR) detects malfunctions in the TPMS, it will display a "SERVICE TIRE MONITOR" message.

The C6 Corvette requires a TPMS reset tool. Excluding some very early production 2005 models, magnets will not work on the C6's. The TPMS tool is expensive to purchase, but you may order them through a Chevrolet dealer or the Tire Rack. Instructions for use are similar to the C5:

1. Turn the key to the Accessory position but do not start the car.
2. With the key fob, press and hold the Lock and Unlock buttons simultaneously until an audible chirp is heard from the horn.
3. Hold the TPMS tool over the valve stem on left front wheel. You may have to move it around the valve stem to hit the right spot. Press the "learn" (or similar) button on the TPMS tool.
4. When the horn beeps (about 3 seconds later), programming is complete for THAT wheel.
5. Repeat steps 3 and 4 for the other 3 wheels. The sequence is as follows: Left Front, Right Front, Right Rear, Left Rear.

After resetting the left rear wheel, an audible double-chirp is heard from the horn. This completes the sequence.

Member Cars By C-Series

The January 2011 membership directory has revealed that we have a total of 177 Corvettes in our club. This breaks down as follows:

Series	Year	Total	Series	Year	Total
C1	1954	1	C4	1984	2
	1960	2		1985	1
	1961	1		1987	2
	1962	1		1988	2
	1963	2		1990	1
C2	1964	1	1991	1	
	1965	4	1992	2	
	1966	1	1993	4	
	1967	4	1994	3	
C3	1969	1	1996	4	
	1970	1	C5	1997	3
	1971	1		1998	9
	1972	2		1999	6
	1973	1		2000	7
	1974	2		2001	12
	1976	2		2002	16
	1977	2		2003	10
	1978	1		2004	11
	1979	2		C6	2005

Guess Who

Do you recognize the members in the following picture???



The answer will be in next month's newsletter.

Last month's answer:



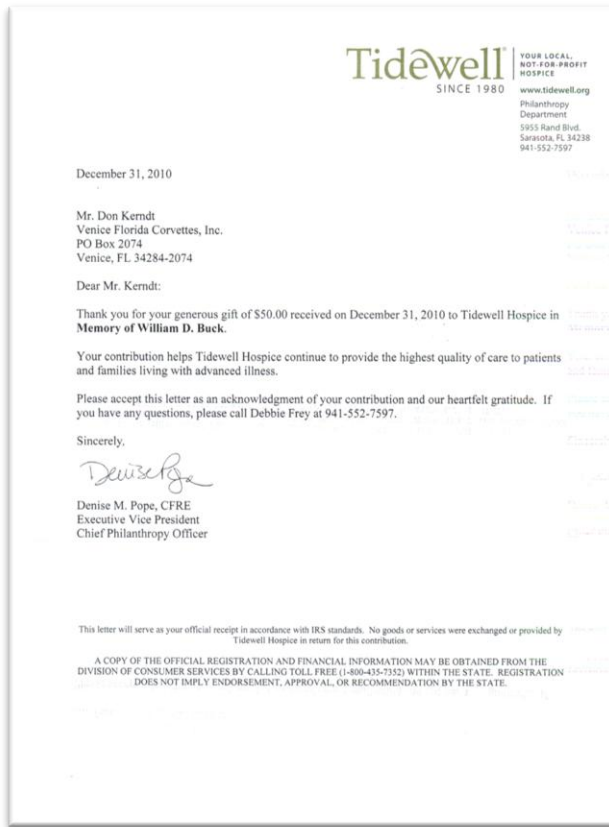
John & Gerry Vidas

If you would like to stump the viewers send your pictures to sabatino fla@comcast.net

A Word Of Thanks

The following letter of thanks was received by our club for our donation to Tidewell Hospice in memory of Bill Buck Jr.

The family of Bill Buck Jr. had requested that donations be made to this organization in lieu of flowers.



Corvette Corral

Corvette For Sale



2000 Torch Red Convertible, Tan Top & Interior, Only 10, 593 Miles, 6 Speed.

Mint Condition, Garage Kept & Covered, Lot Of Extras

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Ron Kubala (Home) 941-697-5404 or (cell) 941*416-999
ronkub@comcast.net

2003 50TH Anniversary Corvette items for sale

- Insulated Trunk Divider w/Shale Color Carpet, No Logo
- Anniversary Red battery cover
- Front Hood Seal
- Pair Mirror Covers (Black)
- Black Wolf Nose Bra w/C5 Logo (used 4 times)
- Twin Shale Drink Holder
- 50TH Anniversary License Plate Frame
- 50TH Anniversary Taillight Louver Set *
- Pair Factory 50TH Anniversary Floor Mats *
- 1953 to 2003 Factory Anniversary Brochure With CD
- Special 50TH Anniversary Issue of Corvette Quarterly
- 50TH Anniversary Celebration Brochure for June 27-28, 2003 Nashville, TN
- 50TH Anniversary Cap
- 50TH Anniversary XL Embroidered Tee Shirt (worn one time)
*no longer made to the best of my knowledge

Contact John Marchiando at 493-0307 / Make me an offer

58 Years Ago

They say that every legend has a beginning and that is certainly true of the Chevrolet Corvette. The first mass-produced fiberglass car made its public debut at the GM Motorama held at the Waldorf Astoria Hotel in New York City on January 17, 1953.

A crowd of 45,000 attendees saw Harley Earl's Corvette dream car on opening day alone. The next day, Chevrolet announced the Corvette would enter production with 200-300 units of the 2-seater being made available to the public later that year.

The genesis of the first American sports car came in 1951 following Harley Earl's trip to Watkins Glen. Impressed with the small European sports cars, he begins thinking about a 2-seater American sports car. Code named "Project Opel" the Corvette was known to only a few at the time. In 1952, Harley Earl showed his initial designs to Chevrolet engineering chief Ed Cole who was reportedly very enthusiastic about the project. Together, the two pitched the Corvette to the GM suits and were given the go-ahead to develop a prototype for the 1953 Motorama.

In late December 1952, the prototype was completed. It was officially known as the Corvette after being named by Chevy photographer Myron Scott. Chevy wanted the car to start with a "C" and supposedly rejected 1500 suggestions.

The Motorama Corvette was shown to GM executives in early January 1953. The only changes suggested was removing the American flag from the original logo. A new logo was designed in a hurry and featured two crossed flags – one being the Chevy bow-tie and the other being a fleur-de-lis which paid homage to the French background of Chevrolet namesake Louis Chevrolet. While on display at the '53 Motorama, the Corvette caught the attention of Belgium-born Zora Arkus-Duntov. Zora was so taken with the Corvette and its potential that he wrote a letter to Chevrolet Chief Engineer Ed Cole. Ed Cole was so impressed with Zora that he offered him an assistant staff engineering position! Zora would later become the Corvette's first Chief Engineer.

The Motorama Show car eventually retired from the show circuit and was returned to GM engineering where it was used as a test mule. It was during this time that the car was painted red and received a new 265 ci V8 engine. Eventually the Corvette passed into the hands of Russell Sanders who was then in charge of the Experimental Division. Sanders drove the Corvette for a few years and then sold the car to Jack Engle for \$1,000 in 1959.

Member Businesses

If you have a business and would like to see it displayed in the newsletter, please e-mail your business card to Bill Sabatino.


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