

Jake Emblems



In 2004 and the Corvette Racing Team having won multiple ALMS championships, the 24 Hours of Daytona, 12 Hours of Sebring and 24 Hours of Le Mans, the team began using the "Take No Prisoners" motto along with a generic skull logo. They were considered by many to be the pirates of the GT racing world, taking whatever treasured prize they set their eyes upon. Ever since, the skull's grown into a representation of the team's triumphs and mentality.

Jake has become a visible power statement to anyone involved in the racing world and he's gaining more and more traction every day. This is the Jake Story.

Graphic designer Eddie Jabbour was in the stands during the C5-Rs final 24 Hours of Le Mans race and witnessed the skull logo and unrelenting Corvette Racing Team drive. Also in the stands were a dedicated group of Vette racing fans. They had an opportunity to sit down with the Corvette Racing Team to

discuss how they could help make the unofficial skull logo into something more. The fans and Corvette Racing contacted a design group and with Jabbour sketch on a cocktail napkin what would eventually become one of the greatest automotive marketing logos of our generation, the Corvette crossed flags within a dark skull outline. Thus, Jake was born.

There are several thoughts on how Jake got his name. One story is that a former New York City cop, Gary Claudio, named the skull after notorious movie badass, Jake, from the *Blues Brothers* film. Another says the name was given after being discussed at Corvette Racing Team's garage, but either way, it's fitting.

Jake really took off, landing on team uniforms, driver's helmets, and memorabilia.

The Corvette Racing Team took their "Take No Prisoners" approach and Jake through next four ALMS seasons, battling the Prodrive Aston Martin DBR9s for three of them and leading the pack by themselves in 2008. Jake had become a racing success.

Jake has been embraced by the Corvette Racing Team and all that come in contact with him. He's been featured in video games, clothing, memorabilia, scale models, fan-owned Corvettes of all generations and even tattoos.

Why Jake On My Grand Sport?

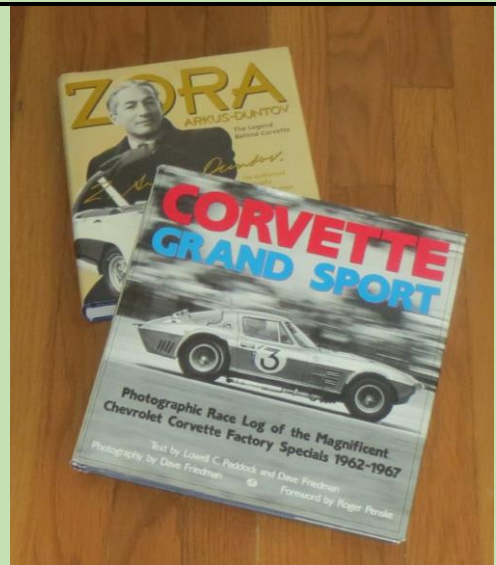
This is the first white car I have every owned. With the "Carbon Flash" parts including the full side skirts and Stage 2 splitter (soon to get an upgrade to Stage 3 winglets) and the carbon flash spoiler it looks great. Did not realize it came with white rear fender duct scoops Felt it needed something in that area, perhaps a small carbon flash "fish." Then saw these 3/32 inch thick carbon flash Jakes by GS Creations that I thought would look great on sides of the hatch. They come in various sizes and these are the smallest, 2 inches high. They come with the Vette Logo eye cutout. From the very narrow kerf it appears they were made with water jet cutting!

That started the search for places to put jakes to enhance the White Grand Sport and show support for the Grand Sport racing background!

Read the two books pictured right. One is a great history of the Grand Sport with details of what would have been a Cobra Killer had GM followed through and built the 125 cars initially planned to meet the FIA requirements for homologation.

Unfortunately GM decided to join the AMA automotive racing ban suggested to "improve car safety" so that never happened. Zora Duntov had to make due with 5 racers.

The other book, Zora, is a great read with many details about his early life before coming to the US and then joining GM.



The Grand Sport was a racing version of the 1963 Corvette. It had a tubular frame and light fiberglass body and weighted only 2280 pounds versus the production cars 3080 pounds.

Its 377 cid small block produced 500 hp using 4 dual 58 mm Weber Carbs.

Four of the five original Grad Sports have been restored. One is in the Rodger Pensky Chevrolet Sonoco blue colors with that name. Rodger was one of the key drivers of the Grand Sport!

These are pics of my highly detailed 1:18 model!

This is a pic of the GS Creations carbon flash painted black Jake emblem. They are offered in various sizes, this is the smallest, 2 inch high. It is very well made with 3M tape that should hold up well even in weather. Because of the small size there is a thin piece of plastic left on the side by the Vette logo, be careful when peeling off the protective paper.





Decided these Jake Corvette Racing wheel center hubs would be a great complement to the Jake emblems on the rear hatch. Note these Jakes have been updated to the C7 logo! They look great with the machines faced wheels. The gray insides look great with the white Grand Sport. They look like they will be easy to clean as the gray surface is very smooth.

With the ceramic brake pads added it should stay good looking between washes.

The Adrenaline Red interior adds color to the Artic White Vette. Added a Red upper dash pad to put some Red on the dash.

Found these red Jake vinyl decals that added color to the rear. That matching Red Jake mouse pad sits on the back side of a Corvette fender pad. Used the fender pad in my 2014 C7 when lifting large items over the spoiler. Will do the same with this one. It has a surface that grips the spoiler and stays in place. The ballistic Nylon carrier folds flat when not in use.

It has a two piece 6 inch high divider that slips together and hold milk, etc. upright when getting groceries. Makes the Vette very functional as my DD!



One more of the GS Creations Jake for the inside. This one is on the passenger grab handle.

Other 2017 Grand Sport & 2014 Stingray PDF's Available:



Some 40 items discuss improvements or information about a 2017 Grand Sport and 2014 Stingray function and/or esthetics. Some are minor and others, like the installing ceramic brake pads, include detailed install information.

Below are the PDF's available. Click on picture (may need Ctrl pressed.) Or just copy and paste the PDF info (Blue type) into your browser. Or email me at GUtrachi@aol.com and state the title desired, shown in Yellow:

Note: GS indicates that info may only be in the process of being added to C7 PDFs.

Rusty GS/C7 Muffler

Why the C7 muffler is rusted and a simply way to make rust turn matte black.

Bottom pic rusted, top pic treated

http://netwelding.com/Muffler_Rust.pdf



Change GS/C7 Oil

WHY change your own oil and HOW to do it

Revised, includes C7 Lifting Methods

http://netwelding.com/Changing_Oil.pdf



C7 Carbon Fiber Side Skirts

How to install side skirts with jacking information for DIY's without lifts

http://netwelding.com/Side_Skirts.pdf



C7 Carbon Fiber Splitter w/End Plates

How to install Splitter & Nylon bra fit

http://netwelding.com/CF_Splitter.pdf



C7 Removing GM Plastic Film

How To Remove The Rocker Panel Film

http://netwelding.com/Rocker_Panel_Film.pdf



GS/C7 Mirror Proximity Alarm

Limit switch alarm warns when passenger mirror is too close to door frame

http://netwelding.com/Mirror_Proximity_Alarm.pdf



Jacking Pads for GS/C7

Jacking Pads must 2 1/2 inch max OD. Made four. Also Hockey Puck pad and 2 1/2 inch OD x 2 inch high pads bought after installing side skirts.

http://netwelding.com/Jacking_pads.pdf



GS/C7 Radar Power

The C7 cannot tap the mirror or sun visor for power !

http://netwelding.com/Radar_Detector_Power.pdf



GS/C7 Belt Rattle

Passenger seat belt rattles against the seat back. The solution, add a shoulder belt pad.

http://netwelding.com/Eliminate_Rattle.pdf



Aluminum C7 Chassis and Weld Repair

The C7 has an all aluminum chassis, made from 117 welded pieces

http://netwelding.com/Aluminum_Chassis.pdf



GS/C7 Ceramic Brake Pads

The Z51 has very dusty brakes. These pads help!

http://netwelding.com/Ceramic_Pads.pdf



GS/C7 License Plate Frame;

Must Meet South Carolina Law

[http://netwelding.com/License Plate_Frame.pdf](http://netwelding.com/License_Plate_Frame.pdf)



Manage GS/C7 Spilled Gas

Protect the side of the C7 when filling up with gas

http://netwelding.com/Manage_Spilled_Gas.pdf



GS/C7 License Plate & Cargo Lights

LED license plate light & cargo area bulbs are brighter and whiter

[http://netwelding.com/License Plate_Light.pdf](http://netwelding.com/License_Plate_Light.pdf)



GS/C7 Rear Cargo Area

Rear cargo area needs storage device and rear protector

http://netwelding.com/Rear_Cargo_Area.pdf



C7 Door Panel Protector

protector plate added to prevent scuffing of door when exiting

http://netwelding.com/Door_Panel_Protector.pdf



GS/C7 Improved Cup Holder

A solution to the cup holder spilling under hard braking or sharp turns.

http://netwelding.com/Improved_cup_Holder.pdf



GS/C7 Wheel Chatter/Hop

Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.

http://netwelding.com/Wheel_Chatter.pdf



C7 Carbon Fiber Grille Bar

Install genuine carbon fiber grille bar overlay

http://netwelding.com/CF_Grille_Bar.pdf



Jacking a GS/C7 Vette

Safely jacking either front only or back and front

http://netwelding.com/Jacking_A_C7.pdf



Deer Whistle Installed on GS/C7

Do they work? Plus Install Info

http://netwelding.com/Deer_Whistle.pdf



Replacing C7 Battery

After using a GM type charger and showing fully charged, voltage low, replaced battery with AGM!

http://netwelding.com/Battery_Issues.pdf



GS/C7 Window Valet

Lower Windows with FOB

Window Valet Helps 2014/2015 Latch Hatch

http://netwelding.com/Hatch_Latch.pdf



GS/C7 Splash Guards

GM offers splash guards for the C7 Corvette. An easy DIY installation.

http://netwelding.com/Splash_Guard.pdf



GS/C7 Blind Spot Mirror

Smaller rear and side windows cause C7 blind spots. Small "blind spot mirrors" help

http://netwelding.com/Blind_Spot.pdf



GS/C7 Skid Pad Protector

After the air dam, the aluminum "skid pad" hits driveway ramps etc. Plastic protector helps.

http://netwelding.com/Skid_Pad_Protector.pdf



GS/C7 Wheel Locks

Wheel locks, torqued to required 100 ft-lbs, help protect your expensive wheels from theft.

http://netwelding.com/Wheel_Locks.pdf



GS/C7 OnStar Lights

The OnStar LED's in the rear view mirror, at a quick glance, look like a police car flashing light! This is a fix.

http://netwelding.com/OnStar_Lights.pdf



GS/C7 Skip Shift Eliminator

Skip Shift Eliminator install with suggestions on jacking a C7.

http://netwelding.com/Skip_shift_Eliminator.pdf



C7 Catch Can & Clean Oil Separator

Direct inject engines like the LT1, are particularly subject to "coking." What is Coking and how to reduce the potential?

http://netwelding.com/Catch_Can.pdf



GS/C7 Round Shift Knob

A round shift knob shortens throw.

http://netwelding.com/Shift_Knob.pdf



GS/C7 Stingray Sill Plate

Stingray sill plate replaces original.

http://netwelding.com/Sill_Plate.pdf



GS/C7 Nylon Bra

Nylon Bra Stops Bugs on Front and Grill.

http://netwelding.com/Nylon_Bra.pdf



GS/C7 Clutch Fluid Change

Clutch fluid after 3000 miles gets dirty

http://netwelding.com/Clutch_Fluid.pdf



C7 Carbon Fiber Hood Vent

Replaces Plastic Hood Vent

http://netwelding.com/Hood_Vent.pdf



GS/C7 Cold Air Intake

Low Restriction Air Filter & Duct

http://netwelding.com/Cold_Air_Intake.pdf



Garmin GPS for GS Cubby

Garmin Mounts in GS Cubby

http://netwelding.com/GPS_In_Cubby.pdf



GS Splitter Stage 3 Winglet

Stage 3 Winglets Intergrate with Spats

http://netwelding.com/Stage_3_Winglets.pdf



GS 2LT to 2.5 LT

Red Upper Dash Pad Like 3LT

http://netwelding.com/Red_Dash_Pad.pdf



Jake Emblem/Decals for GS

Jake Symbols Support GS Racing Image

http://netwelding.com/Jake_Emblems.pdf



GS Splitter Protectors

Cone Washers Protect Splitter Bottom

http://netwelding.com/Splitter_Protectors.pdf



May Be Of Interest:

Engineering a ProStreet Rod

*How Our '34 ProStreet Rod Was Designed and Built
8.2 Liter Engine, 4 Wheel Disk Brakes & Coilover*

<http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf>

