SC³ VETTE VIBES

INSIDE THIS ISSUE

Southern Colorado Corvette Club

Mailing Address:
9 Ibis Lane
Pueblo, Co 81005

We meet every 4th Tuesday at the Pueblo Public Library, 100 E Abriendo Ave. @ 7:00 P.M.

Come join us.

Rocky Mountain Muscle Car Classic

June 5th, 2010, Pikes Peak International Raceway

By Bob Adams

A couple Saturdays ago the 2nd annual RMMCC became history. At first glance, it seems like it flopped as we had about two-thirds the number of cars as we did the year before. The Mopar Club had about half, while the Mustang Club experienced nearly the same number as in '09. The number of spectators was hard to determine as there was no count done either year, but they seemed down as well. Our hoped-for NCCC draw turned out to be a no-show. So that's the bad news.

Everything else was good. First, no one visited the first-aid station, the safety crew had nothing to do and everyone at the show was seen smiling. All three clubs succeeded in making every entrant and every spectator feel appreciated and valued. The vendors all reported good sales and were glad they came. The Rocky Mountain Modelers who provided a Make-&-Take, where they provided free car models to kids, helped them make them and even had paint guns to finish them with, said they brought 125 models with them and had none left over at the end of the day. Cont on Page 2.

Trivia #1

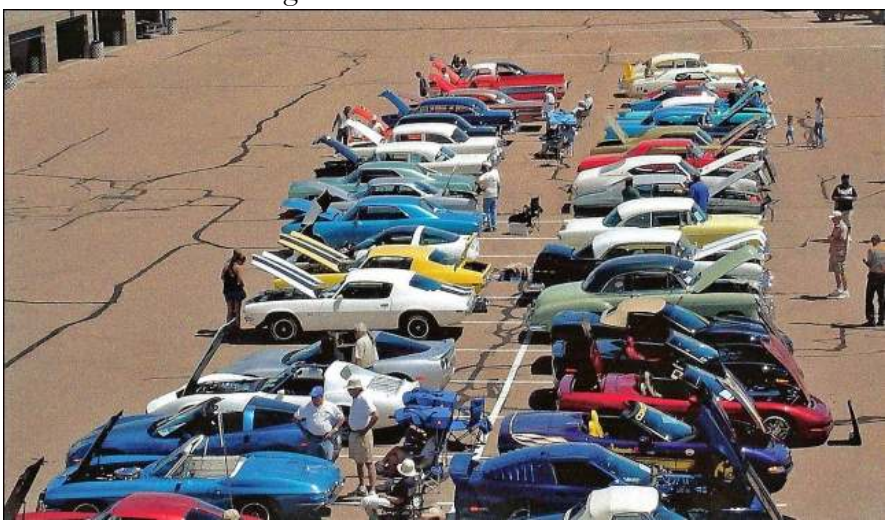
In what year did the metal grating come off the Corvette's headlights?

Trivia #2

How many horsepower did the original Big Block engine produce in the Corvette?

Rocky Mountain Muscle Car Classic

The Richard Petty Experience sold 30 rides and were happy with that, given they did no prior publicity nor promotions. And the activities folks all had a wonderful time keeping the sights and sounds of racing cars alive throughout the day. The Vintage Oval Racers had a wonderful day bringing their restored open-wheel race cars from the '40s through the '60s to life once again. The NASA Mustang-Camaro Challenge cars were great with their two and three abreast racing through the road course. I'm happy to report that all of the activities groups have said they want to know when we'll be back because it was so much fun for them. The track management and owners have met with us and want us back because they believe this will become a signature event for both us and them. And last, financially we are in better shape now than when we began.



The hand-made plaques were very well received and valued. The personalized photo plaques were a lot of work but a great crew turned them into something every entrant were excited about and elevated the class of this show.

It took a lot of dedication, a lot of work and some real thinking to make this happen. I want to sincerely thank those of you who did the work. We'll find a special way to recognize you soon. I also appreciate those of you who did enter your cars and supported the show.

What's All That Stuff on the Sidewalls?

By Kevin Koch

In the last issue we wrote about some basics of tire construction. This month we will talk a bit about some of that stuff that is molded into the sidewall of each tire. What does it all mean. First lets begin with an explanation of some basic tire sizing terms:

Section Width – The measurement of an inflated tire at its widest point through its cross section (not including any protective side ribs, bars or raised lettering, etc., shown as "Width" in Figure 1.

Section Height – The measurement of the inflated tire from the bead to the surface of the tread, shown as "Height" in Figure 1.

Aspect Ratio – The ratio of section height divided by section width

Overall Diameter – The outermost diameter of the tire when mounted and inflated on the rim.

We defined the above terms because one of the most important pieces of information on a tire sidewall is its size. The size defines the volume of air the tire can hold and therefore the load it can carry. There have been several sizing systems in place over the years. If your Corvette was built before about 1968 it would have been delivered with tires that conformed to the "numeric" system. For example a 7.50-15 tire would have a section width of about 7.5 inches and mount on a 15 inch rim. If you purchased a Corvette between 1696 and 1977 it might have had tires conforming to the Alpha-Numeric sizing system. For example for a F70-15 tire the "F" indicated the maximum load carrying capacity of the tire (1,500 lb. at 32 psi.). The "70" was the aspect ratio (section height 70% of section width). And the "15" indicated the tire was sized to mount on a 15 inch rim. From 1977 to present the familiar "P-metric" system has been used to designate tire size. This system reveals the most information about the actual size of a tire. As an example consider a 255/50R-16. The "255 is the design cross section width in millimeters (to convert to inches divide by 24.5). The 50 is again the aspect ratio and the 16 is the design rim diameter. So in this case the nominal section height would be .50 times 255 or about 127.5 mm. If you ever need to estimate an overall tire diameter you can use the P-metric size designation in the following manner: multiply the section width by the aspect ratio (example - 0.5 times 255 mm), multiply the result by 2 and add that number to the wheel diameter.

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Trivia #3

In what year did the C-4 Corvette adopt the ZR-1's nose and tail body treatments?

Trivia #4

What year introduced the 6 speed automatic transmission to the Corvette?

What's All That Stuff on the Sidewalls?

Another important notation (especially for Corvette owners) often included in the size designation is the speed rating. A "V" in the size string means that the tire can withstand sustained speeds of up to 149 mph (at rated load) without excess heat in the shoulders leading to failure. Other speed ratings are "S" (rated for speeds up to 112 mph), "H" (rated for speeds up to 130 mph) and "Z" (rated for speeds up to 168 mph). To achieve a speed rating a tire design is tested in a laboratory on a rolling drum for an extended at rated speed and at rated load and pressure.

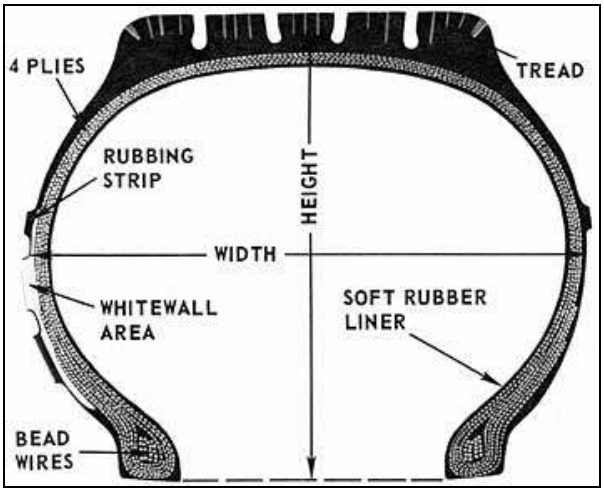

Figure 1. Tire Section Dimensions

Additional information available on the sidewall of each tire are:

- Maximum payload rating and inflation pressure.
- Number of plies and types of ply chords in the carcass and belt construction (remember ply info. in Part 1?).
- Uniform Tire Quality Grading (UTQG) ratings for tread wear, traction and temperature resistance. This performance rating system was created by the Department of Transportation and as with many technical standards mandated by the federal government they are of limited value. These number (treadwear) and letter (traction and temperature) ratings are assigned based on test results and are primarily useful for comparing (in a very general way) tire designs based only on test performance in these three categories.
- Tire serial number. This sequential number is usually molded into the sidewall close to the bead area and begins with the letters "DOT". The last four digits of the number give an indication at when the tire was actually built.

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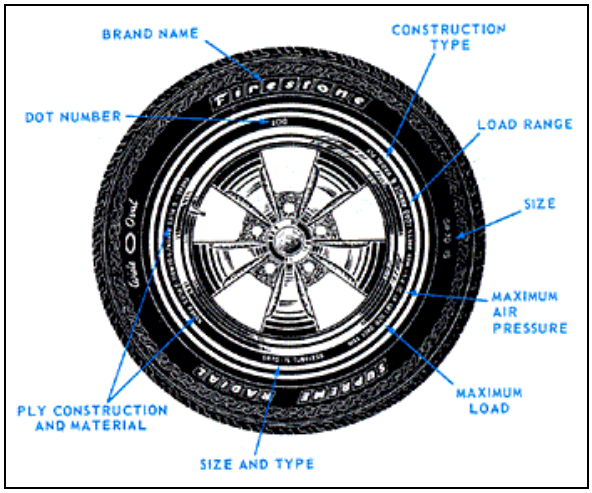
What's All That Stuff on the Sidewalls?



For example if the serial number ended in 3408 the tire would have been made in the 34th week of 2008. Other parts of the serial number can be used to determine (if you have the necessary code designations) which company built the tires. Many "off brand" tires are built by one of the major manufacturers. For example Big O may have tires built by Goodyear or Kelly Springfield.

In the next and last "tire" article we talk a bit about tire mechanics and how they effect the on-the-road feel of your Corvette.

BIRTHDAYS AND ANNIVERSARIES

MEMBER BIRTHDAYS

Art Lucero – 9 July
Cliff Dykes – 13 July
Lucky Schneberger – 13 July
Bob Adams – 27 July

MEMBER ANNIVERSARIES

Larry & Kelly O'Cana – 5 July
Rik & Florece Noring – 9 July

CLUB ANNIVERSARIES (July)

Tony & Laurie Sanchez – 1996
Matt & Nadine Honner – 2000
Dennis Skender – 2005
Earl & Kriss Prado – 2007
Burt & Sharon Jaco – 2008
Rick & Jill Brake - 2009

SC3 Calendar
July 2010

				1 – CSCC Club Meeting	2	3 – DCA Autocross & PC Show
4 – CSCC Parade & Picnic	5	6	7	8	**9 – SC3 Sonic Night**	10 – Pikes Peak Kart Racing @ PPIR
11 – CWC Autocross, Pikes Peak Kart @ PPIR	12	13	14 – Black Hills Vette Classic	15 – Black Hills Vette Classic	16 – Black Hills Vette Classic	17–Black Hills Vette, DTRC A/C, Fountain Car Show
18 – Black Hills Vette Classic, Royal Gorge Car Show	19	20	21	22 – Vettes on the Rockies	23– Vettes on Rockies, NCCC Convention, Vette Fest in Idaho	24– Vettes the Rockies, NCCC Convention, Vette Fest in Idaho
25 - NCCC Convention, Vette Fest in Idaho	26 - NCCC Convention	**27 – SC3 Club Meeting**, NCCC Convention	28 - NCCC Convention	29 - NCCC Convention	30	31

August 2010

1 – CSCC Woodland Park picnic and Hill climb	2	3	4	5 – CSCC Club Meeting	6	7-CWC PC Car Show, DCA Circle Track
8 – CSCC Breakfast	9	10	11	12	**13 – SC3 Sonic Night**	14
15 – CWCC Autocross	16	17	18	19	20	21–CSCC Car Show, Harkelroad Car Show
22 – CWC Autocross, Harkelroad Car Show	23	**24 – SC3 Club Meeting**	25	26	27	28
29	30	31				