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2007 CHRISTMAS PARTY



Annual Southern Colorado Corvette Club Christmas Party

One grand night in December of 07, Saturday the 22nd to be very precise, Our SCCC friends gathered together since they thought it would be quite nice. Our host, Gina Dutcher was all in a flutter, as she merrily made all the plans for this very grand dinner, all the way down to the very last pat of butter. We stormed to the Pueblo convention center to see all that she mustered. From 5 to 6 we gathered and clustered.

Drinks flowed forth, thanks to a grand gift from Rocky and Janet, all the conversation was happy and warm wouldn't you know it. As more and more gathered it created a joyous racket in that very large room happiness was drawn as if by a magnet. and Janet broke out her camera to show off her shutter bug talent. Every-ones picture was taken with care in the hopes that in here they would soon air.

Vicki, helped out getting us all signed in and counted and handed each guest a ticket with a grin as she allowed the festivities to begin. Rick called on all the guests to gather round the stage for the group photos that show us at our best. Then he rang the bell announcing that dinner was set. Precisely at 6 our extended family set out, to promenade around carts set piling high with copious amounts roast beast and fixin's to make even the grumpiest of grinch's smile and sigh.

After the chicken, roast and pie were consumed the real fun began with a frantic search about the room. For hidden out in plain view of all were rubber duckys galore, sitting proud and tall. But one ducky was special, and one stood out in the show. For the one dressed in a fireman's clothes brought fortune and good luck to his new owner don't you know. For that new owner got the first present of the night and applause and

a glow to scare off any fright. As Gina handed out that grand gift excitement was brewing and you knew it would go swift. For sitting in front of all were envelopes that held more, what treasures could it be that they bore?. These envelopes that were marked "for girl" and "for boy", each held questions of laughter and joy. For the girls there were questions on movie stars & more, for the boys they were centered about our favorite Corvette toys. The answers were tallied and to the winners went more gifts and to the others a groan or a sigh. But quick as a wink the groans turned to smiles as raffle tickets were drawn to bring on an even more pleasant surprise as more gifts were handed out through the night. Rick took the stage about 7:45 to thank his cabinet with yet another surprise. To each of his officers he gave out tokens of thanks for all of their work throughout the year in the ranks.

Promptly at 8pm Matt and his band took to the stage to play that old rock which made this swarée grand! They rocked out the night much to the dancers delight as laughter and fun completely engulfed all in the room. My head grew weary from all the fun of this night. My yawns grew larger as the amps thumped out an ole favorite "Magic Carpet Ride". I reached for my kerchief and coat and wished good bye to all. Many worked hard to make this night a delight. To all of you THANK-YOU; you did it up right. I headed out now to hitch up my Corvette sleigh and headed on home through the cold and snow of earlier that day. As my tail-lights faded into the night you could hear my last whisper, Merry Christmas to all and to all a good night.

[More Photos](#)

Todd Frederick

## OPTION CODE ZR-1

### Trivia 1:

Corvettes have been assembled in three different cities, what are they?

*“Zora actually preferred the better weight balance offered by the small block ZR1 package over the previous big block L-88 “*

### Trivia 2:

The Sting Ray name was not used on the 1968 Corvette, but returned in what year? How was it spelled?

Many who remember the C3 version of the Corvette tend to think of the years from around 1974 through the end in 1982 when performance was relatively mundane when compared to earlier and later years. Prior to 1973, however, there were two C3's that could be described as truly special. There were other combinations of options that piqued the interest of the performance minded, but these two remain especially noteworthy today because they were essentially factory race cars in street cloths and very few were sold.

In 1970 Chevrolet continued a tradition of offering versions of high performance Corvettes that could easily be transformed into race cars and be competitive in the Sports Car Club of America (SCCA) production classes. This tradition started with the RPO L-88 option introduced in 1967 (more on the L-88 in a future issue). The ZR1 option (yes this was the original ZR1) was built around the basic LT1 engine package. This engine, arguably one of the best Chevrolet small blocks ever, featured a 350 cubic inch displacement, solid lifters, 2.02 inch diameter intake and 1.60 inch diameter

exhaust valves, and a 800 cfm Holley carburetor atop a high rise, dual plane aluminum manifold. Rated horsepower was 370 (most likely under rated) at 6,000 rpm and torque was advertised at 380 lb-ft at 4,000 rpm. Typical performance was 0 to 60 mph in 5.1 seconds and ¼ mile E.T. at about 12.9 seconds (100 mph) with a 4.56 rear gear.



What then set the ZR1 apart from an everyday LT1 was the addition of the M-22 “Rock Crusher” close ratio four speed transmission, F41 suspension (heavier springs, specially valved Delco shocks, larger front sway bar, and heavier rear spindle strut shafts), aluminum radiator, and competition proven J50/J56 power disc brakes (special dual pin calipers and stiffer “L” shaped backing plates). Also unique to the ZR-1 was the list of equipment that could not be added: heater, radio, air conditioning, power steering, power windows, rear window defroster, and wheel

covers.

Head Corvette engineer Zora-Arkus Duntov actually preferred the better weight balance offered by the small block ZR1 package over the previous big block L-88 “competition” option. The original ZR1, however, was only available for the three years from 1970 to 1972. There were only 25 cars with the ZR1 option built in 1970, eight in 1971 and 20 in 1972.

It is well known that the ZR1 option appeared for a second time on the C4 Corvette in 1990. This C4 version, however, was a very different car than the original ZR1. In 1990 Chevrolet was not trying to build a factory race car but a world class sports car. The package included such amenities as a 200-watt Delco-Bose Gold Series AM/FM cassette/CD player, power articulated sports seats, and an Electronic Climate Control system in addition to the 375 hp LT-5 engine and the FX3 Selective Ride and Handling Package. This time the ZR1 lasted for 5 years, discontinued again after the 1995 model year. Now comes the news that Chevrolet will resurrect the ZR1 option for a second time in 2009.

Press releases indicate that this C6 version



1970 ZR-1 & 1990 ZR-1

photo courtesy of Corvette Fever

Trivia 3:

For which four years did the Corvette Coupe feature a removable rear window?

[More New ZR-1 Details](#)

will be the most powerful, fastest street Corvette ever with features such as a 600+ horsepower 6.2 Liter supercharged engine, large diameter Brembo carbon ceramic brakes, twin disc clutch behind a close ratio six speed transmission, and selec-

tive ride control. Carbon fiber roof panel and hood along with the Z06 aluminum frame will keep projected weight to below 3,400 lb. Even though the newest ZR1 will be much more “sophisticated” and “streetable” than the original produced 35

years ago it will definitely have the same very high performance, competition spirit and it is almost certain a number of the C6 version of the ZR1 will make their way to the road racing and autocross courses of the world.

Kevin Koch

*“the newest ZR1 will be much more “sophisticated” and “streetable” than the original produced 35 years ago “*



2009 ZR-1

photo courtesy of General Motors

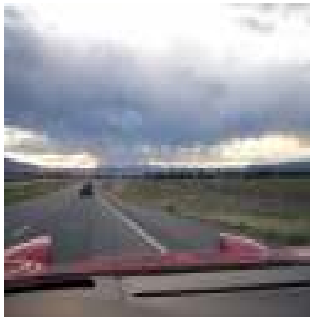
Trivia 4:

The 396ci 425hp engine lasted only one year, which?

Southern Colorado  
Corvette Club

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[www.southerncoloradocorvetteclub.com](http://www.southerncoloradocorvetteclub.com)



Corvette Caravan into  
the Mountains

## WHAT FUEL SHOULD I RUN IN MY CORVETTE?

Many people still think that higher octane is better for a variety of reasons including:

- Its higher quality gas and will give better performance or mileage.
- It has more additives to keep your engine cleaner.

In fact, in most cases, using a higher octane gasoline than your owner's manual recommends offers absolutely no benefit. It won't make your car perform better, go faster, get better mileage or run cleaner. It could even be damaging.

The U.S. EPA requires that all octane grades of all brands of gasoline contain engine cleaning detergent additives to protect against the build-up of harmful levels of engine deposits during the expected life of your car.

In internal combustion engines, the compressed gasoline-air mixtures have a tendency to ignite prematurely rather than burning smoothly. This creates engine knock, a characteristic rattling or pinging sound in one or more cylinders. Higher octane fuels reduce the tendency for knock and generally burn slower. Oxygen levels found at an altitude of 5,000 ft. are a full 14% less than

levels found at sea-level. So high compression engines are compressing less air and the result is like a normal engine at sea level, so hi performance engines run better on regular at high elevations.

Octane ratings can vary greatly from region to region. For example, the minimum octane rating available in much of the United States is 87 and the highest is 93. In the Rocky Mountain (high altitude) states, 85 is the minimum octane and 91 is the maximum octane available in fuel. The reason for this is that in

higher-altitude areas, a typical combustion engine draws in less air per cycle due to the reduced density of the atmosphere. This directly translates to reduced absolute compression in the cylinder, therefore deterring knock.

It is safe to fill up a car that normally takes 87 or 91 octane fuel at sea level with 85 octane fuel in the mountains, when carried back to sea level switch back to the higher octane.

Rik Noring Jr.

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# January 2008

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## BIRTHDAYS & ANNIVERSARIES

Birthdays		Anniversaries	
Lee Dutcher	Jan 6th		
Kathy Sutton	Jan 10th	John & Carol Kristan	Jan 12th
Babs McKnight	Jan 12th		
Mac McKnight	Jan 12th		
Al Cozzetto	Jan 24th		
Andrea Higgins	Feb 1st		
Carol Romero	Feb 5th		
Gina Dutcher	Feb 13th		
Jannett Schneberger	Feb 23rd		
Larry Henderson	Jan 26th		

# February 2008

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

Trivia Answers