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The Rocky Mountain Muscle Car Classic of 2010! by Bob Adams



Our Rocky Mountain Muscle Car Classic is about reality! Looks like most of the pieces are in place and looking very, very good! This is going to be a show which will be remembered for many years to come, what with all the gorgeous cars from all three clubs (we're hoping for close to 500 cars in total!) and all the track activity ranging from rides in a NASCAR cup car courtesy of the Richard Petty Experience to demonstrations from current and historic racing cars and even a sanctioned Camaro - Mustang challenge race on the road course at lunch time! There isn't enough room here for all the other exhibitions but they include a free model car making event for kids and the Pikes Peak Hillclimb Museum. There's enough to keep you active and interested all day - a far cry from sitting in a lawn chair behind your car on a parking lot.

It's clear that the majority of our work will be done by the time registration ends at 10:00, leaving you free to just have fun. Honestly, if you're a member of the club, we need some help from you. There are a myriad of jobs from working with traffic flow, to parking show cars, to announcing over the track's P.A. system, to sitting in a air-conditioned room helping with pictures of the first 150 cars, to name a few.

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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.

The Rocky Mountain Muscle Car Classic of 2010!

Trivia #1

What differentiated the LT-4 exhaust from the LT-1 exhaust?



There's not a single job that looks like work. Please call Todd Frederick at 583-9751 or email him at todd_vette@hotmail.com, or Richard Campbell at 647-1383 or midknight@rmi.net, or Bob Adams at 560-1814 or bovi9@comcast.net to volunteer and let us know if you have any special desires or needs. We understand not everyone will be in town or not working, but if you can, won't you please lend a hand for a few hours, a half-day or all day? We'll need folks at the gate at 7:00 AM to open up and we'll shut the gates around 6:00 PM.

We also have some great cooperation from the track in staying open late for us on Tuesday, June 1st for a walk-through to be familiar with where and what you will be doing, so that on show day we can present the most organized and pleasant experience for our entrants and spectators alike. We will show up at 7:00 PM and be done around 8:00 PM. Join us in taking advantage of the opportunity to be the very best we can to some 5,000 spectators and 1,000 entrants.

I want to thank you each and every one for all of the support in getting here. It hasn't been easy, it's been over 9 months and countless hours getting to this point but it's been worth it. This is going to be the best show in the state - bar none. Because we are doing it!

Trivia #2

What year Stingray was not a Stingray?



BEYOND ROUND AND BLACK, by Kevin Koch

Subsequent to the recent articles about autocross, it might be a good time to talk about some of the most important parts of your Corvette, its four tires. Tires definitely do not get much respect suffering all of those indignities such as potholes, curb rashes, water, mud and even the occasional road kill. But the next time you are having fun traveling 70 mph into that off ramp marked for 30 mph, just remember that there are only a few square inches of tread rubber preventing you and your Corvette from flying off into the weeds.

This month we will talk a bit about the basics. This may be a bit boring for some but still useful information for others.

What's in there?

All tires start life with basic, soft natural and synthetic rubber stock and a lot of other ingredients including carbon black and sulfur (a chemist's nightmare or delight depending on your point of view) mixed in huge vats. When the proper mixture is reached for each tire component the rubber is rolled and/or extruded into thin ply material. Some of the plies are only rubber while others have chord material imbedded in the rubber.

Tires are assembled by placing these separate plies onto a rolling drum similar in size to a 55 gallon barrel. The placement of the plies could be by "hand" or it could be automated. The first ply to be placed on the drum is the inner liner. This ply has no internal cord material and is specially formulated so that air will not pass through. This inner liner is the layer that keeps the air inside your tires. Next to be applied are the primary carcass plies. These rubberized fabric layers give the sidewall its required strength and each one contains a matrix of thin chords.

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Trivia #3

In what year did the C-2 become a C-2?

Trivia #4

In what year did the Corvette first use an aluminum intake manifold?

BEYOND ROUND AND BLACK, cont.

Over the years these chords have been made from materials that have a great deal of tensile strength while maintaining flexibility. Some of the commonly used materials have been nylon, rayon, polyester, and Kevlar. Depending on the load rating of the tire it will have at least two of these carcass plies. Each ply is “stitched” to the one beneath it by rollers that are pressed into the material as the building drum is turned. Again this could be done by hand or totally mechanized.

In the old bias ply tires (perhaps still used in some truck and trailer tires but mostly obsolete) the carcass layers were installed with the matrix cords at angles to each other (See Figure 1). This gave the carcass its vertical and lateral stiffness. Now of course with the radial tires, the ply cords are straight or radial in orientation (90 degrees to the direction of travel) leading to more sidewall flexibility and the characteristic radial sidewall “bulge” when the tire is loaded.

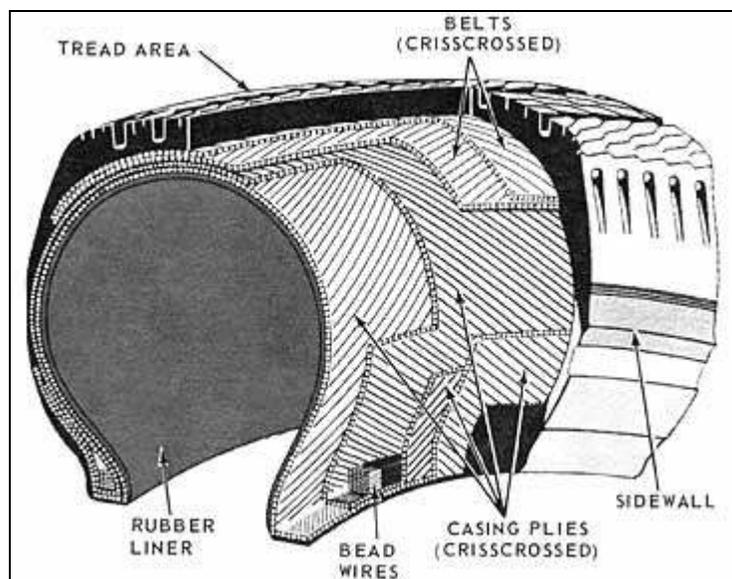


Figure 1 - Bias Belted Tire

The next layers to be applied are the belt plies. These layers contain a matrix of chords incased in rubber also but these belt chords are usually made of steel. There are normally at least two of these steel plies and the internal chords of one are oriented at an angle to those of its mate (Figure 2). The second belt ply is usually slightly narrower than the first to provide a more gradual change in stiffness and prevent belt edge separations. The belt plies are a little narrower than the tread and are designed to give the radial tire its lateral and longitudinal stiffness.

Cont. on page 5

BEYOND ROUND AND BLACK, cont.

Next to be applied are some of the most important pieces of a steel belted radial tire. A more flexible chord-encased-in-rubber ply is laid on top of the steel belts. See the blue and green plies in Figure 2.

This cap ply (there may be two in some tires) is a bit wider than the widest belt ply and could, as an alternative, be two slender strips of chord encased in rubber placed over each end of the belt assembly (yellow strips in Figure 3). It was discovered in the early days of testing steel belted radials that such a flexible overlay ply (or plies) was needed to prevent premature steel belt edge separations. Belt edge separation can eventually lead to steel belts and tread that leave the rest of the carcass at speed (not good of course). As each carcass and belt ply is wrapped around the building drum it is overlapped onto itself by about 0.5 inch or so and stitched down. There are no “butt” seams.

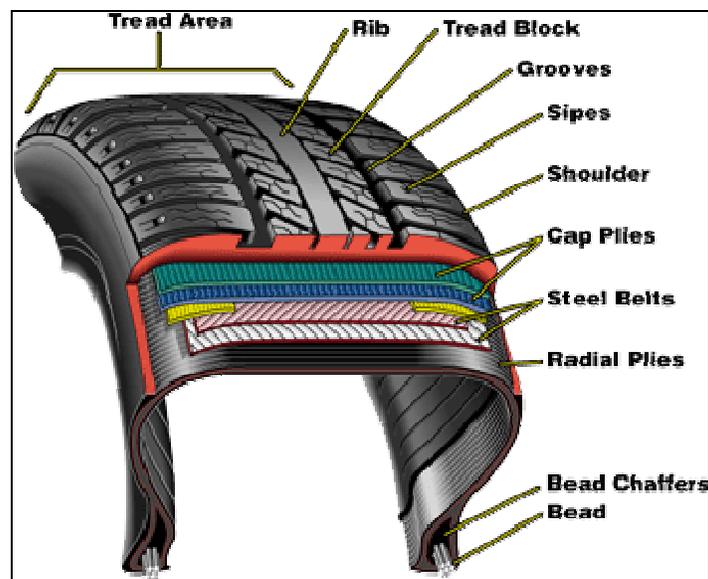


Figure 2 – Steel Belted Radial

Next the pre-assembled beads (sort of like steel cable hoops encased in their own rubber wrappings) are placed on each end of the drum, then the carcass plies are wrapped around them and stitched down. The beads are very important also because they seal the tire to the rim and transfer load from the tire to the rim. Next come the sidewall strips, two pieces of rubber (no internal chords) that are placed on each end of the drum and overlap the stitched down ends of the carcass plies.

Cont. on page 6

BEYOND ROUND AND BLACK, cont.

The final piece to be placed on the building machine drum is the tread rubber. At this point the tread slab has no grooves or blocks and its outer edges overlap the sidewall rubber by an inch or so. The tread is stitched to the belt overlay plies and to the sidewall rubber strips. The ends of the tread slab are cut at an angle so that when the two ends of the tread are brought together the seam is not straight but tapered to provide more area for the ends to be bonded together.

The tire is now ready to remove from the building drum. All of the rubber material applied so far is still in an uncured “tacky” state. All of the plies are stuck together but not yet one sort of homogeneous structure that can support a 4,000 lb. vehicle traveling 75 mph. The final build step is to place this collection of thin plies, called a “green” tire, into the mold. The green tire is placed over a rubber bladder and the mold is closed around the outside. There are “clamshell” and sectional versions of the tire mold. See Figures 3 and 4. The tread pattern has been machined into the outer diameter of the mold and under high temperature, the bladder is inflated forcing the tire structure into the mold shape. After sufficient high temperature curing time the finished product emerges with all plies “merged” together and ready to be tested. Common curing temperatures are 270 to 290 degrees F and curing time will depend on the type and size of the tire.

Next we will investigate all of those words and number molded onto the sidewall of your tires.

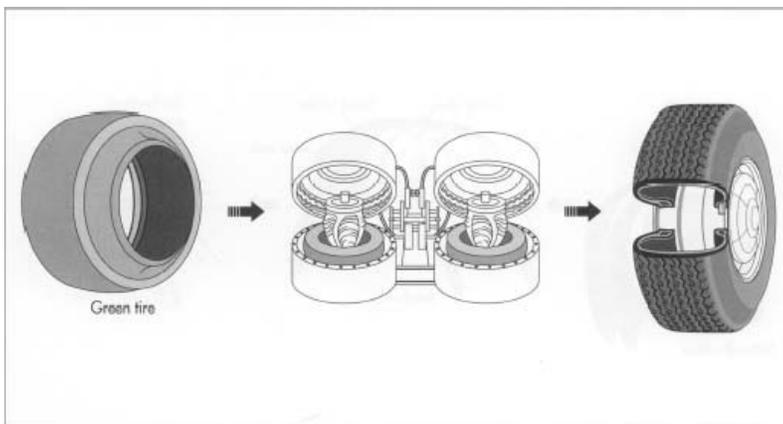


Figure 3 - Final Curing of Green Tire is Clamshell Mold



Figure 4. Sectional Mold

BIRTHDAYS AND ANNIVERSARIES

MEMBER BIRTHDAYS

Janet Zachry - 6 June
Nadine Honner - 19 June
Todd Frederick - 21 June
Jason Keshishian - 28 June

MEMBER ANNIVERSARIES

Mac & Babs McNight - 11 June
Art & Marti Lucero - 16 June
Robert & Carol Romero - 17 June
Richard Campbell - 19 June
Jason & Gale Keshishian - 29 June
Mike & Julie Lewis - 29 June

CLUB ANNIVERSARIES (June)

Doc & Paula Stricca - 1982
Richard Campbell - 1988
Ron & AJ Newman - 2001
Rik & Florece Noring - 2005



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DAVE AND LINDA HILL'S NEW CORVETTE

Howdy everyone,

As some of the club members know from what I've expounded at the last two meetings, I've been looking for my Dream 'Vette' since back in November when Linda and I decided that after 30 some years in the Street Rodding hobby, times have changed, and we're ready to move on to a whole new automotive "Thing".

Well it's done, and we're glad we did it. Why? Because I've always wanted a Corvette, but we never got one because it never fit in the program, and now it does. What? My long time dream 2003 50th Anniversary Corvette Coupe. Where? A Dodge City Kansas Chevrolet/Cadillac dealer, through eBay. When? Yesterday. We left here Thursday in Linda's HHR. Five hours later, spent the night in a Motel in Dodge City, then picked up the 'Vette Friday morning and "Got outa Dodge", the windiest city in America, 30 MPH with gusts to 50. Constantly. Sheesh!

The C5 'Vette has got to be the ultimate road car. Linda was blown all over in her HHR,

May 2010

while the Corvette was rock solid, and delivered an average of 27 MPG at 65 MPH, in total comfort and quiet. The Heads Up Display is really great, as is the 12 disc CD changer and Bose speakers. The dash display can be changed to show more than I could have imagined, including engine oil temperature, along with the same for transmission, and rear end, plus the air pressure in each tire! Lots of bells and whistles, lots of them. But the best part is the way it LOOKS!



All Corvettes built in 2003 were 50th Anniversary models, but only one, the Anniversary Special Edition was unique. They came only as Coupes and Convertibles (no hardtops) and were primarily a once only color called Anniversary Red, with a unique two tone tan interior called Shale. This color combination is stunning and is the reason I've wanted one so dearly. The Anniversary Special Edition was a \$5,000 option, which included every option except the transparent roof and the 12 disc CD changer. They also have a unique emblem on the front fenders as well as embroidered into the seat backs. Their wheels have a slight gold tint to finish off the unique look.

Shortly after getting home, we met up with a dozen or so SCCC members and their 'Vettes' at Sonic. Our welcome was a very enthusiastic one with every one gushing over the car. We then convoyed to a pizza parlor for lots of great camaraderie, which is a big reason we got the 'Vette. They are a fun group who does so much more than the local street rod club. These folks drive these things! Everywhere!

This morning I drove it up to Rick's Corvette Stop to find out why the "Check Engine" light was on. He found a loose emissions hose, and reset everything. He then took it out for a test run, during which I asked him to show me what it could do, and scared the beejessuss out of me on his well practiced frontage road race course! These things are good to know you see. He gave the car tall marks in every category, making me feel even better about my decision.

Dave and Linda Hill

SC3 Calendar June 2010

		1	2	3 – CSCC Club Meeting	4	5– RMMCC, CWC Car Show
6-RMMCC/ CSCC Autocross CWCAutocross	7	8	9	10	11 – SC3 Sonic Night @ PMP, Canon Car Show	12 – CCC PC Car Show, Canon Car Show
13 – Tri-Lakes Car Cruise in Monument	14	15	16	17	18	19 – DCA PC Show- Vettes on Broadway
20-Briarhurst Manor Car Show, CWCC Autocross	21	22 – SC3 Club Meeting	23	24	25	26 – Gold's Gym Show
27 – CSCC Autocross	28	29	30			

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 Classic, DTRC Autocross
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