



**INSIDE THIS ISSUE**

Autocrossing	1 - 5
B-Days & Anniversaries	3
Bowling Tourney	5
BBQ at the JACO's	5
RMMCC	6
Calendar	7

**AUTOCROSS SEASON IS ALMOST HERE,  
ARE YOU PREPARED?** by Kevin Koch



**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.**

Since the Southern Colorado Corvette Club is now affiliated with the National Council of Corvette Clubs (NCCC) you might be tempted at some point to take part in one of the autocross events sanctioned locally by the NCCC. If so I would strongly encourage you to go ahead and give it a try. Chances are you will never have more fun with your Corvette. These cars were built to perform in these types of events. This is especially true of the C4, C5 and C6 models. As the Corvette chassis/engine packages were developed over the years even the base models have become superior performers in low and high speed handling events. And if you are lucky enough to have a Z06 you will never really understand how special that car is until you have pushed it close to its performance limits.

## AUTOCROSS, cont.

Almost every one is familiar somewhat with an autocross event: relatively low speed (usually below about 55 mph) on a large parking lot (nothing much to hit if you make a mistake) winding between traffic cones as fast as you can, one car at a time. The stopwatch or electronic timing system tells the tale of who is the fastest. Attempts are made to group cars into competition “classes” based on similar performance. In addition to the NCCC, autocross events are sponsored by local regions of the Sports Car Club of America (SCCA) and the independent Pikes Peak Sports Car Club. For those who might be thinking of trying autocross for the first time a few pointers might be helpful.

### Trivia #1

Corvette got a V-8 in 1955. What was the Bore and Stroke of the 265 cubic inch engine?



### CAR PREPARATION

One persistent question in your mind may be: Isn't this hard on the car? Well yes and no. As mentioned before these cars are designed to perform at the limit. It is true that if you decide to go for a season-long points championship and take part in eight or ten events per summer, you will likely see some accelerated wear on suspension parts over a few years (maybe no worse than a few thousand miles on Michigan freeways). But if you enter only two or three events per year chances are that you will notice very little added degradation.

Cont on page 3

### Trivia #2

The 1956 Vette came with 3 V-8 engine options. How many of the 265 V-8 engines were ordered with the High Lift Camshaft?

## AUTOCROSS, cont.

Do I need any special safety equipment? Only an approved helmet but usually nothing needed for your car. A good competition seatbelt/harness sometimes proves to be helpful to hold your upper body in place during heavy cornering but it is not required. Loaner helmets are usually provided at events so you do not actually have to purchase that piece of equipment either. Your car will usually have to pass a limited safety/tech inspection before each event.

The most important component in the quest for fast times is the one holding onto the steering wheel and pushing the pedals. There is just no substitute for driver ability, especially in an activity when you have only about three to four runs of about one minute duration to learn the fast way around the course. Speed and competitiveness will usually come with experience so don't be discouraged as you are beginning.

The most important component in the quest for fast times is the one holding onto the steering wheel and pushing the pedals.

Cont. on page 4

### Trivia #3

1957 saw the birth of fuel injection on the Corvette engines. How many "Fuelies" were ordered in 1957?

### Trivia #4

How many 1958 Corvettes did not come with a heater?

## BIRTHDAYS AND ANNIVERSARIES

### MEMBER BIRTHDAYS

Sharon Jaco - 7 Mar  
Gale Keshishian - 16 Mar  
Rik Noring - 25 Mar  
W.I. Thomas - 11 Mar  
Jeannie Koch - 17 Mar  
Larry O'cana - 26 Mar

### CLUB ANNIVERSARIES

Rick & Vicki Carrera - 03  
Bob & Vicki Adams - 05  
Del Nimmo - 09  
Bill Clason - 09



## AUTOCROSS, cont.



Next in order of importance are tires. Within most sanctioning organizations there are classes that use standard street tires, classes that use special, soft “DOT” treaded tires and classes that use all out race tires. Whichever class you want to compete in you will be able to run with the really fast guys (and gals) only if you do some research and mount some of the best rubber allowed. Unfortunately those tires are not usually cheap.

The next most important factor is a sound suspension system and a good alignment. Even if this is third on the list it is obviously very important. The car will not be stable, feel consistent or generate high cornering forces if there are loose ball joints, worn bushings, trashed shocks, or bent suspension parts under the car. You may remember discussions about suspension alignment in a previous issue. The alignments settings do not necessarily have to be radical for the car to perform well. Numbers at the outer limits of the factory settings may be sufficient for you to get started. At some point you may want to mount some adjustable shocks (the reasons why could be the subject of a future article) but they would be a non-essential item for the beginner.

Cont. on page 5



## AUTOCROSS, cont.

You will notice that I have not mentioned anything about engine modifications or brakes. Honestly if a stock Corvette engine is running as it should you will have all of the horsepower/torque you can use until you reach the point when you want to try to wring the last .01 second out of the car. Also, most autocross courses do not require repeated heavy brake applications so the stock pads should normally be adequate.

AUTOCROSS – Driver Preparation will be featured in March's issue

## **BOWLING CHALLENGE vs. MOPAR AND MUSTANG CLUBS**



The Vette Club has challenged the Mopar Club and Mustang Club and they have taken up the gauntlet, so the three clubs will come together on Monday evening, March 1st at 7:00 PM at Sunset Bowl, just off Northern and west of Prairie.

## **Annual BBQ at the JACO's**

**Come one, come all, to the annual BBQ at Burt and Sharon Jaco's house. Good food, good people, and good times will be had, guaranteed!**

**When – Saturday, March 27 at 4:00 P.M.**

**Where - 30115 Hillside Lane**

**Cost - \$15 per person to be paid to Burt by March 20<sup>th</sup>.**



*This year's Rocky Mountain Muscle Car Classic at Pikes Peak International Raceway will begin on Friday night, June 4th with a barn dance and dinner at the Corvette Center. It will feature home-made BBQ and likely Matt's band. The show will be on June 5 and the All-GM show we produce will include two NCCC nationally-sanctioned Corvette shows, a sanctioned Funkana and a sanctioned 1/8th mile drag race after the show at PPIR. The Richard Petty Experience will be there as will vintage oval racers, Legends cars, a display of Indy cars and top-flight food vendors and many other vendors.*

***We expect some 500 cars and 2,500 to 3,000 spectators. But wait, that's not all!***

*On Sunday, June 6th, the food vendors will stay over for a nationally-sanctioned autocross in PPIR's parking lot and a high-speed track day on PPIR's road course on the track. That's a lot of spectators plus some 750 participants, so this will be a very large event anchored by a national sponsorship from O'Reilly's Auto Parts, who just bought all of the Checker Auto Parts stores in Colorado. We will likely have at least one more national sponsor. That's a lot of fire-power to talk with possible sponsors.*

*We need Trophy sponsors, T-shirt sponsors and goodie-bag sponsors. Trophies at \$25 each, T-shirts at \$100, \$150 and \$200 (there will be some 175 shirts given away in the goodie bags), as well as help to pay for printing flyers which will be plastered throughout Pueblo, Co Springs and Denver. We'll put every sponsors name on what they sponsor. We'll also need money for advertising where sponsors will be prominently and often named over radio and TV. We'll also feature sponsor boards for every sponsor at the show. In short, we'll be able to give sponsors a terrific amount of coverage for their investment in this show. And this is still the ground floor - 2011's show is already looking at being on the national horizon, so this is a good time to get in line for that!*

## SC3 Calendar

### March 2010

	<b>1 – SC3 Bowling Challenge</b>	2	3	4 - Colorado Springs Vette Club Meeting	5	6 RMR Awards Banquet
7 RMR Governors Meeting	8	9	10	11	<b>12 – SC3 Sonic Night</b>	13 CSCC St Patricks Day Parade
14	15	16	17	18	19	20
21	22	<b>23 – SC3 Corvette Club Meeting</b>	24	25	26	27
28 CWCC Autocross	29	30	31			

### April 2010

				1- Colorado Springs Vette Club Meeting	2	3
4	5	6	7	8	<b>9 – SC3 Sonic Night</b>	10
11 DTRC April Fools Rally	12	13	14	15	16	17
18	19	20	21	22	23	24 CSCC Autocross
25 CSCC Autocross	26	<b>27 – SC3 Corvette Club Meeting</b>	28	29	30 – NCCC National Governors Meeting	