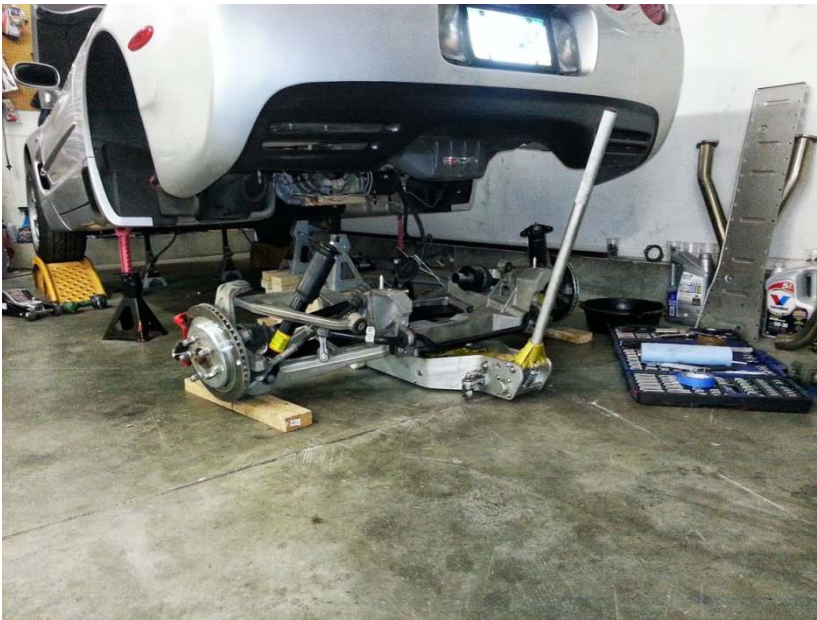




## THE VETTE GAZETTE

June 2013

Well it has been an rather eventful month for me to say the least, my transmission was grinding from third to fourth shift's and even locked me into forth a few times, once I removed the whole drive line which is a project if anyone has ever given thought to that! Well took my transmission to a gentleman name Doug , once he cracked open the case it was discovered my synchronizer's from third to fourth were shot, so after some



Rear end taken out of my car

research I ended up going with first through six carbon fiber/ Kevlar synchronizer's three piece kit for the whole transmission, instead of going back in with the wonderful Teflon fork pads, which would have been a bit cheaper I opted to go with bronze for the whole transmission, thankfully all of shift forks were steel so I lucked out there, one thing I learned first and second key keys are solid and the rest of the transmission is just stamped metal, so instead of putting

a part that will fail back into the mix I once again upgraded those to the billet keys from third to six, so I in the end of this mess and my car being down for around one month I have detailed the whole underbody,

For those that watched the 24 hours of Le Mans Saturday the first driver fatality at the high-speed endurance event since 1997, happened at just 10 minutes of after the start of the race, Danish driver Allan Simonsen who drove for Aston Martin in car No. 95 .The car spun at high speed and skidded into the barrier at the Tertre Rouge corner where speeds reach up to 105 mph.



My Z06 six speed drive line!!

The violence of the impact showed as a tire from Samisen's car rolled on the track while a door hung open.

Simonsen died at the hospital soon after arrival "due to his injuries," organizers said.

"Tragically, and despite the best efforts of the emergency services in attendance, Allan's injuries proved fatal," Aston Martin Racing said in a statement on its website.

Sebastien Enjolras lost his life in pre-qualifying in 1997. The last driver fatality in the 24-hour race itself was Jo Gartner in 1986.

The worst crash in Le Mans history occurred in 1955 when Pierre Levegh's Mercedes flew into the crowd, killing more than 80 spectators.

Aston Martin, which has five Vantage V8 cars in the GTE-Pro and GTE-Am classes, will continue in the race "at the specific request" of samisen's family and in tribute to the driver.

In other news as far as racing goes Team Corvette Corvette Racing and its two Compuware Corvette C6.Rs completed the most demanding auto race in the world today by finishing in the top seven of the GTE Pro class at the 24 Hours of Le Mans. Antonio Garcia, Jan Magnussen and Jordan Taylor brought home the No. 73 Compuware Corvette in fourth place after starting seventh. It was a remarkable comeback that saw the trio pick up three spots in the final six hours. The No. 74 Compuware Corvette finished seventh with Oliver Gavin, Jan Magnussen and Richard Westbrook driving. All six drivers and the two crews weathered constantly changing conditions and 10 safety car periods-- most of which required long runs behind the safety cars. No one in either garage could remember such a volatile event.

"Chevrolet was truly honored to compete in the 90th anniversary of the 24 Hours of Le Mans," said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. "While it certainly was a challenging 24-hour event, I am proud that the entire Corvette Racing team exhibited a 'never give up' approach all race long. We look forward to returning next year for the 15th time at Le Mans and our first with the next-generation Corvette race car."

Typical Le Mans attrition began to enter the equation in the last quarter of the race. After running seventh and eighth for much of the first 18 hours, the Corvettes crept up the standings as other entries began to fall off. By the 23-hour mark, both cars ranked among the top five in the class thanks to an aggressive wet tire strategy when rain began to pelt the circuit again.

Taylor outpaced ex-F1 pilot Giancarlo Fisichella to hold on to the fourth position over the final 20 minutes. Unfortunately, Oliver Gavin had to pit the No. 74 Corvette due to an exhaust issue. Rather than risk near-certain damage, the team elected to pit and send Gavin back out for the final lap.

# Meeting Agenda

**June 25th, 7:00 P.M.**

7:00-8:00 PM, Library

~ *Camaraderie & Cars - Just Havin' Fun*

**Dinner at the HANGER before the meeting**

**P.M.**



**4:45**

## **Welcome Al Cozzetto**

Birthdays & Anniversaries

New Cars &/or Toys

**Secretary's Report** – *Bev Landdeck, Action Item*

**Treasurer's Report** – *Dennis Clark, Action Item*

**NCCC Governor's Report** – *Bob Adams*

**Newsletter Report & Vette Trivia** – *Ryan Picco*

## **Old Business:**

- Black Hills Corvette Classic July 18<sup>th</sup>
- Rio Grande Railroad Concert Train August 10<sup>th</sup>

## *Events since Last Meeting –*

Highway of Legends, Sonic Night, Bowling, Soap Box Derby, Sky Sox

## **New Business:**

- Fowler Parade July 13<sup>th</sup>
- Wetmore Steak House Trip
- Mountain Aire Festival July 13<sup>th</sup>

✓ *Member Suggestions/Ideas/Comments*

## **Future Fun Club Events:**

**Street clean-up June 29th 7:00 A.M. Meet at Furr's**

**Sonic Night July 12th 6:00 P.M.**

***Grow the club - All events open to all Vettes, everyone recruits and be notorious!***

Next Meeting - *Tuesday, July 23rd* 7:00 P.M.

*Save the Wave!*



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