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NCCC TRACK DAY, 8/7/09 by SCCC

It began in the early morning with the driver's meeting where we enjoyed each other's company and anticipated what was about to follow.

When the green flag flew, the sound of racing cars at speed shattered the quiet and the track went "hot"!



Southern Colorado Corvette Club

Mailing Address:
9 Ibis Lane
Pueblo, Co 81005

We meet every 3rd
Tuesday at the
Pueblo Public
Library,
100 E Abriendo
Ave. @
7:00 P.M.

Come join us.

From the great oldies – a 1967 for your enjoyment. Not only was it a treat for the eyes, but the song it sung on track was wondrous, indeed! Very well driven, third fastest.



To the newest with the best modifications. An '09 with the C-6R aero package and suspension upgrades



And then there was #1. It didn't really look the fastest on the track, but that's because the young driver, Aaron, was soooo smooth that he made it look almost easy. The engine was box stock to stay in class, but a full on race car! Lots and lots of RPM!

Trivia #1

What company built the ZR-1's LT-5 engines for the C-4 Corvette?



Our excellent crew! Missing from the pics are Lucky and Jannett, who had to beat feet for a meeting on the rally they put on for the NCCC. From left, Todd, Paul Heatwole (CSCC), Richard, Ron, Don Adametz (CSCC), Bill and Scotty. To the right is Burt who really helped running support for the corners and tower. Also not pictured is John Ames (CSCC). There was no damage to any of the cars, the fire safety folks had a boring day! But maybe the best part was how friendly and open the drivers and spouses were. We enjoyed a great day with folks from all over the U.S. and their wonderful cars. Corvettes are amazing cars, indeed!!!

Trivia #2

How many times has the Corvette paced the Indianapolis 500?



BIRTHDAYS AND ANNIVERSARIES

BIRTHDAYS:

Richard Campbell 3 Aug
 Scott Rapp 4 Aug
 Rick Carara 11 Aug
 Julie Lewis 15 Aug
 Rocky Mangini 21 Aug
 Bill Clauson 31 Aug

ANNIVERSARIES

Lucky & Jannett Schneberger 8 Aug
 Burt & Sharon Jaco 9 Aug
 Doc & Paula Stricca 17 Aug
CLUB ANNIVERSARY
 Gary Cordova

August 2009



August 2009

WHO'S HUNGRY? CAN YOU SAY FAJITA'S 😊

Tony and Laurie Sanchez are inviting the club over to their home for a Fajita dinner on Friday, August 21st at 7:00 P.M.



The Sanchez's address is:

**1189 E. Platteville Blvd,
Pueblo West**

Tony and Laurie would like you to bring a lawn chair, light jacket and desert for just a couple people to share.

Everything else will be provided by Tony & Laurie!

CAPULIN VOLCANO RUN 09

**Where: Starts at Mac & Babs McKnight's place, North East of Trinidad, Colorado
18400 US Hwy 350 (Will Send Map)
Cell: 719-680-0059**

Date: Sunday, August 23, 2009

Time: 9:30AM

Going to be a great time to get out and see some very interesting areas of Southern Colorado and Northern New Mexico, along the way you will get a rolling history lesson. A brunch will be served and then we will hit the road.

We will be heading south from our place (McKnights) on Hwy 160 to Hwy 389 to Branson, Colorado and into New Mexico. We will have several very interesting destinations, including the Folsom Museum, Capulin Volcano and over Johnson Mesa to Raton, New Mexico. This trip is all on paved roads some are a little rough but not that bad. We have a rolling history lesson write up that is going to be fun to follow, it is based on odometer mileage.

We will be finishing off the trip at Trinidad's Tequila's Restaurant. The group should meet in Pueblo and caravan down to our place. I'll let Bob line up a place to meet, it takes about an hour and fifteen minutes to get to our place from Pueblo. Make sure you have a full tank of gas when you leave Pueblo.

August 2009

The C-3 CORVETTE

By Kevin Koch

This month I would like to write a bit about some Corvette models that do not often receive a lot of attention from Corvette enthusiasts. This is the version of the C3 produced from 1973 through 1982. In July's issue we discussed the 1973 through 1977 Corvette. This month we will go over the 1978 through 1982 Corvette.

1978 – Total production dipped somewhat to 46,776. To generate some excitement during Corvette's 25th year there were several new items of interest for 1978. The first significant redesign since 1974 featured a "fastback" rear end style with a large rear window (but not an opening hatchback) that allowed significantly more storage space behind the rear seats. There were also two special edition cars offered in 1978. The most notable was the Indy Pace Car version with special silver, red and black paint scheme, special silver upholstery, and front and rear spoilers. Production numbers for this option remain a bit sketchy, but a commonly used figure is 6,502, supposedly one each for every Chevrolet dealer in the United States. The other special edition 1978 Corvette was primarily a paint option. The "Silver Anniversary" paint scheme consisted of two tone silver, lighter shade on the upper surfaces and darker silver on the lower surfaces, divided by silver striping. Sport mirrors and aluminum wheels were required with the package



Trivia #3

What was the last year a CB Radio was offered as an option?

Trivia #4

The exhaust on a 2001 ZO6 is built out of what type of material?

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1979 - Total production was 53,807 coupes, the highest number ever. One down side of the good sales numbers was that corporate management questioned the need to make any significant changes to a car that was selling so well. Externally the 1979 looked very similar to the 1978. One nice feature was that the "high back" seats installed in the 1978 pace car (with their better side bolsters) became the standard seat design for 1979. The 1978 Indy pace car front and rear spoiler combo was offered as an option in 1979. Also noteworthy in 1979 was an across-the-board horsepower gain due to adoption of the twin-snorkel air cleaner and mufflers with less back pressure. The improvements gave the base L48 a 10 hp boost to 195 hp and the L82 gained 5 hp bringing it's rating to 225 hp



1980 – Production fell sharply to 40,614. There was a significant exterior redesign for 1980 with new front and rear bumper "caps" featuring integral spoilers. The combination increased airflow through the radiator by about 50% and the spoilers helped to decrease the drag coefficient from .503 to .443 compared with the 1979 model with the optional spoiler package. Weight was actually trimmed compared with previous years through the combination of lower density roof panels, reduced thickness for the hood and outer door skins, and use of aluminum for the differential housing and crossmember. There were some performance "hits" however. The only engine available in California was a 305 ci developing 180 hp, and 49 state optional L82 was only available with an automatic (all for the sake if emissions standards).

1981 – Production remained steady at 40,606 as exterior styling also remained unchanged. This was the first year for Corvette production at the new Bowling Green, Kentucky plant. Corvettes built in Bowling Green were the first to receive the new enamel base coat/clear topcoat paint combination. There were no optional engines available in 1981. All cars (even those sold in California) now received the 190 hp 350 ci L81 engine. A four speed as well as the automatic could now be ordered again. The new engine management system (computer command control)

appeared on cars sold in all 50 states. The system controlled ignition timing and air-fuel mixture



1982 – The last year of the C3 brought a significant decline in sales figures with total production stopped at only 25,407 units. Speculation was that potential Corvette buyers were waiting for the totally redesigned C4, supposedly scheduled for release in 1983. The body style received little updating but to honor the 1982 model's special status as the last third generation Corvette, a "Collector Edition" offering a higher level of standard features, lifting hatchback, special aluminum wheels, a unique silver-beige paint, and unique silver-beige leather interior. Neither a manual transmission nor an optional engine was offered in 1982. The only engine available was a 350 ci rated at 200 hp.



SC3 Calendar - August 2009

			1			1
2	3	4	5	6 CSCC Meeting	7 NCCC Convention	8 - NCCC Convention, NASA Track Days PMI
9 - NCCC Convention, NASA Track Days PMI	10 NCCC Convention	11 NCCC Convention	12 NCCC Convention	13 NCCC Convention	14 - NCCC Convention, Rocky Mtn Shootout @ PMI	15-Harkelroad Car Show, Rocky Mtn Shootout @ PMI
16- Good Times Car Show, SCCA Autocross @ PPIR	17	18 - SC3 Club Meeting	19	20	21 - Fajitas Night @ Sanchez's	22
23- Capulin Volcano Run	24	25	26	27	28 - SC3 Sonic Night	29
30	31 Corvette Museum Anniv & Caravan					

September 2009

		1 Corvette Museum Anniv & Caravan	2 Corvette Museum Anniv & Caravan	3 Corvette Museum Anniv & Caravan	4 Corvette Museum Anniv & Caravan	5 Corvette Museum Anniv & Caravan, NASA Track Days PPIR
6 NASA Track Days PPIR	7	8	9	10	11 FAAST Friday PMI	12 - Pagosa Springs Car Show, Library Car Show
13- Pagosa Springs Car Show, Belvedere Blues Cruise	14	15 SC3 Club Meeting	16	17 - Silver State Road Race Nevada	18 Silver State Road Race Nevada	19 Silver State Road Race Nevada
20 Silver State Road Race Nevada	21	22	23	24	25 - SC3 Sonic Night, FAAST Friday PMI	26-La Junta Autocross, Larsons Toy Show
27 - La Junta Autocross	28	29	30			