



THE VETTE GAZETTE

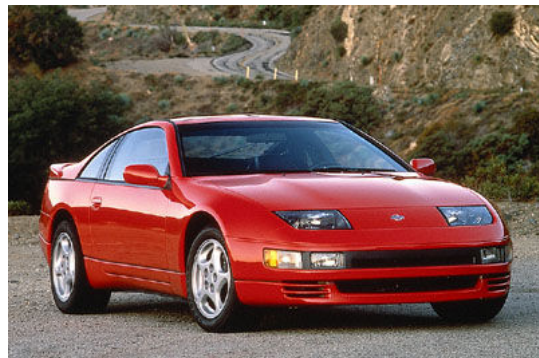
February 2012

For this issue I would like to take you back to the 1990's to when the Corvette really was just your average sports car, and I say that in the sense it really did not offer much to the world as far as performance. The Corvette was only 240/ 245hp and left little to be desired to the potential buyer. The land of the rising sun was undertaking somewhat has been dubbed the, "Japanese Super cars" era. Some of you are probably thinking what in the world am I talking about when I use that term, I am of course referring to the Toyota Supra turbo, Nissan 300ZX Twin Turbo, Mazda RX-7, and last but not least the Mitsubishi 3000GT VR-4 and its sister car the Dodge



Stealth R/T Turbo. Each one of these cars had a different setup then the next, but were all either a straight 6 or a V6 configuration, only one was All Wheel Drive (AWD) and that was the Mitsubishi 3000GT and the Stealth. All of the mentioned cars were all twin turbo, on the Mitsubishi 3000GT, Dodge Stealth R/T Turbo and the Nissan 300ZX twin turbo had all wheel steering which means

the rear tires would turn one and half degree at speeds above 30 mph. When the cars came to American shores, all of the magazines were raving about these cars. And of course one of the main targets they always compare to was the Corvette, GM saw all of this coming, and I think was the one of the main reasons the ZR-1 came to life. In 1990 it had 375hp from the LT-5



engine. With the ZR-1 hitting show rooms floors the Japan super cars could not compete with Corvette ZR-1, but they did something else, People wanting something new and exciting could buy a high performance sports car, which would out run the base Corvette, and cost less new.

But as the decade went on the Corvette got more horse power, via the LT-1 to LT-4, and the Japan super cars, pretty much stayed the same, they all got a slight horse power increase throughout the years, to where they were all around ~300 to 325, and slight body appearance mods to set first to second generation cars apart. As the 1990's came to an end the Japan super car craze was almost if not over, the cars were priced so high and offered little to no changes from when they first came out that the desire to own one was just not really there for the sports cars enthusiast to want to own one these cars any more. So these amazing cars sold them self's out of the market, the



Mazda RX-7 Twin Turbo



Mitsubishi 3000GT VR-4

Dodge Stealth ended in 1996 its counterpart stopped in 1999, none of the japan super cars saw a production 2000 year. The most interesting thing about these cars was the fact you can tune them to make pretty decent horsepower with very little cost, having twin turbos come factory meant many could up the boost a few more pounds and get more horsepower,



Dodge Stealth R/T Turbo

for those that don't know adjusting boost on a turbo car means in basic math for

every 1 PSI you adjust up via manual boost controller or electric boost controller it equals out to about ~10 or so horsepower, so most of these cars you could adjust for 4 to 5 psi of more boost, and gain 40 to 50 more horsepower. And of course it did not end there, you can always add down pipes, bigger intercoolers, and a less restrictive intake and have a 400 plus car with little very little cost.

Corvette Club Trivia!!!!

- 1: What was the first year of the Corvette to be monitored by a computer?
- 2: How many hours did it take to build a 5th generation of Corvette? Hint the C4 took 70 hours.
- 3: What year did the Corvette come with factory installed seat belts?



DETROIT – Corvette Racing will seek its ninth American Le Mans Series championship and its eighth victory in the 24 Hours of Le Mans in 2012. With a win in the GTE Pro class at Le Mans and runner-up finishes in the ALMS GT team and driver championships last year, America's premier production sports car team has focused on improving all aspects of its performance as it prepares its Compuware Corvette C6.R race cars for the 2012 campaign.

Corvette Racing's revised driver lineup delivers a powerful combination of youth and experience. Antonio Garcia joins Oliver Gavin, Jan Magnussen, and Tommy Milner as the four full-season drivers. Richard Westbrook will reprise his role as third driver in endurance events (Sebring, Le Mans, and Petit Le Mans), and Jordan Taylor will join Corvette Racing for the three long-distance races.



"The level of competition in the 2011 American Le Mans Series GT category was intense, and we expect it to be just as fierce in 2012," said GM Racing Director Mark Kent. "Corvette Racing has been working hard over the winter to develop a complete package of cars, drivers, team, and technology that will be able to win in this extremely competitive environment."

Jordan Taylor, a 20-year-old resident of Apopka, Fla., will become the 23rd driver to race in Corvette Racing colors. The son of championship-winning driver Wayne Taylor, this second-generation racer literally grew up at race tracks. After progressing quickly through karting and school series, he made his debut in the GRAND-AM Rolex Sports Car Series in 2008. Taylor and his co-driver piloted the Autohaus Motorsports Chevrolet Camaro to a runner-up finish in the 2011 Rolex GT championship, just two points short of the title. He will continue to compete in the Rolex Series in 2012 with Autohaus Motorsports in addition to driving for Corvette Racing in endurance races.

"Corvette Racing is one of the most iconic names in motorsports, and joining this team is a huge opportunity for me," said Taylor, a student at the University of Central Florida. "There are certainly going to be challenges as I learn the capabilities of the Corvette C6.R race cars, become familiar with the team, adapt to new tracks, and race with new competitors. It's going to be amazing to race a Corvette at Sebring, Le Mans, and Road Atlanta, and I can't wait to get started!" [source: www.corvetteracing.com](http://www.corvetteracing.com)

Upcoming events and past events this month!!!

Feb. 6th bowling night at 7 p.m.

Feb. 10th was the Sonic night at 6 p.m.

Feb. 28th is the monthly meeting at the library!

Birthdays this month

Carol Romero Feb. 5th

Jannett Schneberger Feb. 23rd

Ryan Picco Feb. 27th



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