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**Southern Colorado
Corvette Club**

**Mailing Address:
2566 Taylor Lane
Pueblo, CO 81005**

**We Meet every 3rd Tuesday
at the Pueblo Public Library
100 E. Abriendo Ave
7:00 PM**

**Come Join us.
Dinner following Meeting at
Buffalo Wild Wings
5821 N. Elizabeth**

FOR THE LOVE OF CORVETTES



Rocky & Janet Mangini's 2008 Z06

Hello to all Corvette fans around the world. What a fun adventure. There is nothing like putting on a seat belt and feeling the "G-force" as you hit 60 mph in less than 4 seconds. That's the beauty of flying. Staying within the speed limit is easy. You usually have about 4 seconds and it's time to let off the gas.

Rocky Mangini has lived in Pueblo for his entire life. He has a flare for style and a lust for the best. Quite simply, Corvette owners love Corvettes. When I first met Rocky he owned a 2001 red Corvette Z06. Every time I saw him pull up in my driveway, it always reminded me of a polished ruby. At that time, usually he would come walking up the drive with long stem pink roses in hand and a great big smile. "Let's go for a ride, baby". I was always ready and always will be. I'm sure when we are 90 years old, we will still be driving around in a Corvette. I am also, assured I'll get beautiful roses on a frequent basis, even at 90 years old. Some things never change; Corvettes and roses.

Since that time, I married Rocky and I am now Mrs. Janet Zachry-Mangini. I, now own a 2003 red Corvette Z06 and Rocky currently, owns a 2008 Z06 atomic orange Corvette.

As I said, we are a Corvette family. Rocky, has a beautiful daughter named Chez that has adopted his exquisite taste for the good life and the rest of the family members merely "bark and beg". No it's not our outcast relatives, it's our darling little

Lasso dogs. They are adorable and their names are Woolly Bully and Grizzly Bear. Woolly is a gentleman of distinction and Grizzly is a Tibetan dog that scans endlessly as he looks across the horizon. This breed used to guard the walls of Tibet and he still carries the DNA of the past. He will scan for hours on end protecting our domain. How cute.

The photo above is our latest Corvette. It is a beauty and was a gift to Rocky from myself. I thought about it for three years. I envisioned Rocky at 60 years old and decided you only live once. I planned a cruise for his birthday in Europe and on his birthday, the ship's crew, guests, and chef's helped me to make this a "magic day for Rocky", that he would never forget. I wanted to give him something that every time he looked at it, touched it, felt it or saw it. It would make him feel good and happy. That beautiful gift was first his wife and second his Corvette, so the legend goes. Only Rocky, knows for sure! Just kidding!

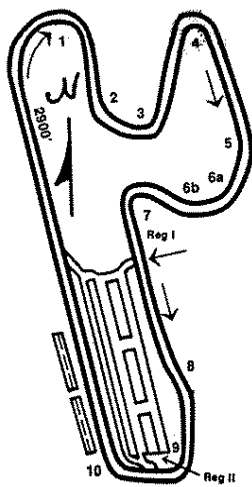
Anyway, it was an event and over 200 persons participated as the chef brought out a cake, sculpted like a Corvette. It was an absolute piece of art. Rocky, almost fainted when everyone toasted the champagne glasses and yelled, "Happy Birthday Rocky Corvette Man!" Rocky, was bowled over in shock and surprise. The rest is history.

ENJOY THE RIDE!

Janet Zachry-Mangini

Trivia 1:

The 1967 427 cu hood was two-toned.
True or False



“expand the course to the existing 10 turn 2.2 mile track”

Trivia 2:

The Wheels of the ‘84 cannot be rotated.
True or False

A BRIEF HISTORY AND FUTURE FOR PUEBLO MOTORSPORTS PARK

During high school in his home town of Moses Lake, Wa, he became a motor-head. As a young man, he was settling down on the Front Range and looking at the Springs. But one fateful Friday evening he caught a twilight movie at the old Chief Theater on Main. When he came out, there were three lanes of the most beautiful cars cruisin’ Main for as far as he could see, and Pueblo became home. Yep, he’s a motor-head!

The day after Valentine’s Day I fell a little more in love. Yes, with Vicki, but also with our local racetrack, Pueblo Motorsports Park (PMP). I had the great pleasure of sitting across the counter from Jay Gilman who is co-owner of Performance Associates Company who have just moved from their long-time home on Santa Fe near downtown to 2101 E. Evans (Evans & Indiana, near the South Mill gate). Jay is the sole remaining original board member from ‘73 when Pueblo Motorsports, Inc. (PMI) first organized and is a walking vault of valuable history and color. Let me clear something up – PMI, the organization, operates PMP, the track.

In the early ‘70s a fellow named Fred Weisbrod was City Manager. He also happened to be an avid stock car racer. Also in the city at the helm of the Planning Department was John Largent, who shared that passion. A couple of active citizens, Dave Plute who was involved with the Sports Car Club of America (SCCA) and Bill Dickey, also a local stock car racer, could be seen at Patti’s having lunch or dinner with Fred and John and the talk turned to planning. The first drawings for the track were done by John Largent and he was quick to see the public use of this car-loving community in the Honor Ranch property which was a part of the Pueblo Reservoir land commissioned in the Fryingspan – Arkansas

Project. That original drawing was centered on the drag strip, but Dave Plute successfully pressed for multi-use and included a short road course using the drag strip as the front straight. There was also a quarter-midget 1/20th mile paved oval, a 3/8th mile dirt oval, and the motocross track, with up to 17 mile endurance courses available on the 70+ acre site. The endurance tracks and dirt oval were abandoned for lack of interest and maintenance costs. It’s a lot more time and work-intensive to keep a dirt track in shape than a paved one.

The first races PMI sanctioned were actually not at PMP. In ‘74 they leased the Greenhorn Valley Airpark up at Colorado City to gain experience in staging drag races. Jay talks with a grin when he remembers having to take down the timing lights in a hurry and clear the staging lanes so a Cessna or Piper could land. In the spring of ‘75 they turned dirt and the first drag and road courses races were held in September of that year. Life just plain had to be simpler then to be able to get permits, lay black-top down, put up some gates so they could open them – all within six months! That first year of ‘75 saw solid racing action and Pueblo’s heart got a little bigger as car talk shifted to the west of town instead of just cruisin’ Main.

While the drag strip was an immediate hit, it soon became pretty clear that the short road course didn’t offer enough of a challenge to the road racers and getting around in a minute wasn’t very exciting. In the late ‘80s money was collected and a major remodel was undertaken to expand the course to the existing 10 turn 2.2 mile track. I can recall hearing on the news in the late ‘80s when the hill climb was an international rally event, how the more serious teams were trying to get a head start on

altitude tuning at PMP, so there have been some mighty impressive and serious teams visit our backyard. The SCCA sanctioned PMP and we’ve had some rather illustrious machines here. My personal highlight has to be when Bud Morley brought his McLaren M8B here prior to setting the all-time lap record at Continental Divide Raceways (CDR) near Castle Rock in ‘83, beating the likes of Phil Hill’s Ferrari 250 TR, Carrol Shelby’s Scarab, Jim Hall’s Chaparral and a host of other legendary cars and drivers. This car was the one Denny Hulme won the International Trans-Am champ in ‘69 with, and is still one of the fastest cars ever built with a Chevy 427 giving 700 hp in a 1,300 pound car!

Then came PPIR in ‘97 which brought a whole new series of racing to Southern Colorado. With the advent of the American Motorcycle Association’s annual event many teams, including Yoshimura Suzuki, American Honda, Ferracci Ducati, Yamaha International and several national and world champion riders came to Southern Colorado. PMI became a fairly well-known secret as a place to test prior to official practice at PPIR. Jason Pridmore hosted a STAR Motorcycle School here a couple years ago and down the front straight hit 182 mph. Half a minute later out of 6b and into 7 he was at 44 mph, showing the variety of demands and pressures on set-up our track presents. His lap time would have been quicker were it not for the 115 mph wheelie coming out of turn 4 and over the crest! Pridmore turned a lap of some 1:37, although a local MRA rider, Shane Turpin, turned a 1:27 back in ‘05. There’s a lot of videos at PMP and trackpedia.com is a good starting place. I am truly impressed by the quality of cars, world-class drivers, motorcycles and riders who have turned laps in

anger at our humble track. Jay said the all-time track record was set way back in '88. A CART race at CDR in '88 brought the Penske team to town for testing with Buddy and John Lazier in their Indy cars and they turned consistent laps in the 1:17 range. That's really, really impressive!

When I asked Jay about the '08 schedule he rolled his eyes and gave thanks for Erlene Theis, who does their scheduling as PMI's Secretary/Treasurer. Every available weekend in '08 is booked, and most of '09. What used to be the beginning and end of the season are being pushed into marginal weather seasons, now from March into November. During the week it is hard to find time. This is impacted by the closure of three road courses in Colorado recently, which is a trend of local tracks across the country closing their doors.

Curiously, one of the heavier users of weekdays is the US Army who uses the facility for evasive driving training. Something to do with IEDs and such. It's interesting to know that our track has life-and-death meaning in Iraq and Afghanistan. So, if you had ideas about taking your car out one fine afternoon to just play with it at our track, like we used to be able to do, well - you still can. It's just that you'd better get to it pretty quick and plan well ahead.

wondered what it would take to be able to improve our facility so we could attract even more national attention and generate more business. The challenges before the organization are pretty clear right now. A project which will see a reconfiguration of turn 10, around the timing tower and over a bunch of different types of pavement with the infamous wall right up against the outside of that turn, will increase track safety for the road course. This is a \$50,000 project which is a

major effort for the track's budget. Second priority is to repave and lay down a smoother surface all around the course. The present black-top is pretty coarse and hard on tires, which Jay feels keeps some people from coming out and playing with them, plus there's a sincere desire to provide the best possible facility for their customers. They also want to upgrade the facilities, like providing hot water in the bathrooms, showers and better pit areas (including TREES!). Somewhere access will have to be addressed so folks can get in and out of the infield and pit area while the road course has cars or bikes on it (while it is "hot").

Those changes will certainly improve the friendliness of the facility for users. But none of it happens without The Great Motivator - Money. The corporation, PMI, has had to base its budget on annual operations alone since day one. They have never been able to seek outside financing even though it has been available. The reason for this is not some obscure by-law, but in their relationship with the City of Pueblo. The City has renewed PMI's one-year lease on a year-by-year basis, and having a one-year lease keeps them from seeking longer-term financing.

So here's the point of this article. While it has been a fun assignment and kept me in the world of sports cars and bikes, there is something we, the SCCC, can do to help make a profound difference to the life and success of PMP. It would be very, very helpful if we had a conversation or two with our local City Council reps and with officials at City hall about granting PMI a 10 year lease on the land. That is not anything that seems to be scary or politically risky. The city would continue to receive their rent from PMI of \$60,000 to \$70,000 per year. In fact, they gain greater contractual certainty. The only thing I see

that the City would give up is some flexibility concerning the low-grade background noise we occasionally hear about extending Spalding Drive to Pueblo Boulevard and reconfiguring the raceway. That consideration currently involves only the motocross track, which is the easiest part of the facility to move. Perhaps granting a 10 year lease would finally bring that discussion to some conclusion? The effect of granting a longer-term lease (and 25 years would probably be more beneficial!) would enable PMI to become more financially sound and improve the facility, up the tax base and income, plus bring more people to Pueblo who will need overnight lodging, food and other opportunities to build up our community. Let's have some serious talks about what we could do for our own track and town.

In closing, there is one sidelight I unearthed during the writing of this article. Jay mentioned that he has had conversations with Walt Jenkins, the Governor of the Colorado Springs Corvette Club. Walt and I exchanged emails and he let me know that they have started the process of having PMP certified by the National Council of Corvette Clubs (NCCC) for '08. Not just so they can hold some events here, which they will certainly do, but because the CSCC has officially landed the 2009 National Convention in Colorado Springs! Just in case that weren't enough, it also happens to be the NCCC's 50th Convention! Already on the schedule for that convention is two days at PMP for their high-speed autocross. This will happen in August of '09 and Walt says they expect a "WHOLE lot of Corvettes"!

Is it incumbent on us to formally congratulate the CSCC for their accomplishment and explore how we might support them? And along the way, insure PMI will be here for them and for us in '09 and well beyond?

Trivia 3:

The '74 had magnets in it's power steering pumps. True or False?



The 2009 NCCC Convention will hold events at PMI.



Trivia 4:

How many interior colors were available in 1955?

OIL, THE OTHER ESSENTIAL FLUID

Continued from February STANDARD VERSUS SYNTHETIC

The use of synthetic oils has increased significantly over the past 30 years. Mobil 1 used to be essentially the only player but now most of the major oil marketers offer a full synthetic product. Instead of using standard mineral oil as the base stock, synthetics are made up of chemically constructed lubricants. While conventional oils are refined, removing unwanted materials through distillation, synthetics are constructed by a chemical molecular process. Many of the basic synthetic stocks, however, are still petrochemical in origin. One of the most impressive characteristics of synthetics is the ability to flow at temperatures well below those that would turn mineral oils to near solid. Synthetics also display enhanced shear strength, the ability to provide adequate lubrication when subjected to intense friction. This allows a reduction in viscosity rating while keeping the effective lubrication level equal to that of a higher viscosity oil. This means a 5W20 synthetic could provide the same protection level as a standard 10W40 providing slight increase in economy (remember the loads on the pump). The enhanced lubrication level has also resulted in a reduction in oil sump temperature during engine dynamometer tests. Additional advantages of synthetics are a reduced tendency to oxidize and a resistance to solidification at very high temperatures. For example, a standard oil will solidify at about 580 deg. F. while a good synthetic will remain fluid. This is more important in turbocharged engines where oil used to lubricate the turbo bearings could become very hot upon engine shut down. This is the reason the Buck Grand National was one of the first GM cars for which Mobil 1 was recommended.

With all of these advantages why shouldn't synthetics be used in all vehicles? The first obvious answer is cost. Full synthetics usually are at least twice as expensive as standard oils. And actually a full synthetic is a bit of overkill for most street driven vehicles (except

perhaps for turbocharged vehicles as mentioned) that are driven normally in temperatures of about -10 deg. F and above. Normal driving will not take full advantage of many of the benefits of a full synthetic. A good compromise for street vehicles are the synthetic blends that have appeared in the past few years. As the name implies these oils are a blend of standard mineral oils and synthetics and give nearly the same performance as the full synthetic oils at perhaps 60% of the price.

Two other issues should be considered in relation to the use of synthetics. If an engine burns oil due to a mechanical problem or leaks, oil consumption could increase with the use of a full synthetic oil. There have also been stories of excessive synthetic oil usage due to leaks caused by seal incompatibility. That may have been true 20 years ago but is not generally the case with the latest products.

OIL ADDITIVES

There are dozens of oil additives on the market today, most claiming advantages from reduced engine wear and "sludge" reduction to better fuel economy and lower engine temperatures. When considering the use of an additive the operative words might be "show me the data" (preferably from an independent laboratory). Engine experts caution that the chemicals in many of the additives can actually diminish the effectiveness of the additive package that is already in the standard oil. Even a healthy engine will burn or oxidize a small amount of oil and any product it carries. Some additives contain Teflon or chlorine compounds as "friction modifiers" (sometimes called extreme pressure modifiers). When Teflon is burned it can become toxic. The byproducts of chlorine compounds (chlorinated hydrocarbons or chlorinated paraffins) could combine with moisture in the engine to form hydrochloric acid which is corrosive. In addition, little is known about how the byproducts of either Teflon or chlorine could affect catalytic converters or other emissions hardware.

There is one additive that is widely accepted by engine builders and designers as being beneficial. This compound is an extreme pressure (EP) additive commonly called ZDDP. This additive is most effective in providing good film or boundary lubrication to protect rocker shafts, pushrod tips and flat tappet camshaft lobes. Some engine experts believe ZDDP is most effective when used only in new or rebuilt engines while others believe it has real benefits if added with each oil change. ZDDP was used for years in engine oils as an EP additive. It is also the primary ingredient in the engine oil supplement sold by General Motors. The use of ZDDP has gradually been decreased, however, because phosphate byproducts from the additive can coat the inside of a catalytic converter and eventually render it ineffective.

OIL CHANGE INTERVALS

Okay now for the really tough question. How often should you change your oil? Well as they say it depends on what kind of driving you do. Many engine builders believe that the extended oil change intervals listed in many owners' manuals

are primarily marketing tools to give the impression of lower maintenance costs for a particular vehicle. If the service a vehicle sees involves short trips or heavy usage in hot ambient conditions (such as towing a trailer) the interval should definitely be in the 3,000 to 4,000 mile range (or 3 to 4 months). Short trips generate a lot of moisture in the crankcase that does not evaporate off and the extended hard use can have a significant effect on viscosity reduction. However if an engine reaches full operating temperature for 10 or 20 minutes almost every time it is started, the interval may be extended to 4,000 to 5,000 miles. The color of the oil on the dipstick really does tell a part of the story. Almost clear or honey color is good. Black is definitely bad. One final note, it is highly recommended that the filter be changed with every oil change, especially if extended intervals are used. Most filters hold about a quart of dirty oil that is pushed back into the system immediately after you have filled the pan with nice, clean \$2.50 or more per quart oil.

Kevin Koch



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Minutes of SC3 Meeting 2/19/08

1. President Matt Honner brought meeting to order; read birthdays & anniversaries
2. Secretary, Gloria Rouse read minutes of last meeting.
3. Vice President/Activities Director Ron Newman announced upcoming activities.



Janet & 2008 Z06

3. Old Business: El Pueblo Boys and Girls Ranch was unanimously adopted as the SCCC Club Charity
4. New Business: Lorrie Sanchez is organizing a private wine tasting at the Canon City Abbey. Todd Frederick working on Pueblo Chili Festival. Club & Charity Fundraising Car show at Corvette Center in April.

Pueblo City Council Members

District 1 - Judy Weaver, jweaver@pueblo.us 545-4007
District 2 - Lawrence Atencio, latencio@pueblo.us, 545-3201
District 3 - Randy Thurston, rthurston@pueblo.us, 583-0293
District 4 - Ray Aguilera, 4aguilera@pueblo.us, 561-9236
At-large - Barbara Vidmar, bvidmar@pueblo.us, 240-1090 (President)
At-large - Mike Occhiato, mocchiato@pueblo.us, 583-8383
At-large - Vera Ortegon, vortegon@pueblo.us, 543-5070 (Vice President)
City Manager: David J. Galli 553-2635
City Clerk: Gina Dutcher 553-2669 (Member of SCCC)

Southern Colorado Corvette Club
2566 Taylor Lane
Pueblo, CO 81005

March 2008

SUN	MON	TUE	WED	THU	FRI	SAT
2	3	4	5	6	7	1/8
9	10	11	12	13	14	15
16	17	18 SCCC Meeting	19	20	21	22
23	24	25	26	27	28	29
30	31					

Upcoming Events

April 5th All Chevy Car Show – SCCC Club fund Raiser at Corvette Center

April 26th & 27th Auto Cross School & Race at World Arena

May 10th Annual Fun in the Sun Car Show at Corvette Center

May 19th Abbey Car Show in Canon City

June 5th -7th Bloomington Gold Show Illinois

July 31st August 3rd Annual 'Vettes on the Rockies Breckenridge

August 17th & 18th The Pagosa Springs Rally & Car Show

September 27th Annual Pueblo Chili Festival

BIRTHDAYS & ANNIVERSARIES

4th March David Beshany
 7th March Dave Herrera
 8th March Ann Beshany
 25th March Rik Noring Jr.

April 2008

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5 All Chevy Car Show
6	7	8	9	10	11	12
13	14	15 SCCC Meeting	16	17	18	19
20	21	22	23	24	25	26 AutoCross School
27 AutCross Race	28	29	30			

www.southerncoloradocorvetteclub.com