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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
Angelo's on Union**

In Memory of Thomas Carleo



10/2/1958 to 4/4/2008



**Past President of
Southern Colorado Corvette Club
2001-2002**

Under Tom's leadership the following were developed:

- Current SC3 logo
- Current newsletter
- Member of the month

Club awards given during the annual Christmas dinner

Organized the first car show in several years



Tom will be greatly missed by all of the members who knew and worked with him.



Trivia 1:

Blackwall tires were an option on the 1979. True or False



“It was a great day for Chevrolet and its C5 Corvette.”



Trivia 2:

In what year was the Glove box Added?

CORVETTE RACING IN THE MODERN ERA

Early in 1999 a new chapter began in the long history of Corvette racing with the introduction of the C5-R to the endurance road racing world. One of the major goals of this program was to enhance the reputation of the relatively new C5 by competing and winning at the most prestigious of the road racing endurance events: Daytona, Sebring and Le Mans. One of the targets of the new assault was the competition Dodge Vipers which after a shaky start had been doing very well in major road racing events.

After two years of testing and development it was with considerable optimism that two C5-R's debuted at the Rolex 24 Hours at Daytona in January 1999. The test cars had proven to be fast and competitive during the testing so that optimism was hard to avoid. The initial enthusiasm was quickly dampened, however, as both cars suffered problems with transmissions, differentials and engines dropping them from contention.

During the remainder of the 1999 season the cars continued to gain speed and reliability but could never beat the Vipers (fielded by factory backed Team Oreca) to the finish line.

Chevrolet came into the 2000 season with a wealth of competition experience and a much improved mechanical package. One of the most significant improvements was a larger displacement engine (7 versus 6 liters). The Chevrolet engineers had learned a lesson that became evident to their Ford counterparts back in the late 1960's when that manufacturer won endurance races over Ferrari with the mighty 7 liter GT40 and Mark IV. That lesson was: big displacement producing big torque and big horsepower at relatively low RPM wins endurance races. Another reason for the increase in engine displacement was the effects of the American Lemans Series GTS class engine rules at that time. The intake air restrictors mandated tended to favor larger dis-

placement engines such as the Viper 8 liter V-10. When the new cars arrived at Daytona in January 2000 one qualified on the GTS pole. The race performance of the C5R was much improved as expected with one car finishing the 24 hour grind second overall just about 30 seconds out of first. The bad news was that the overall winner was a factory backed Viper. The performance of the cars during the remainder of the 2000 season was up and down with wins at Texas Motor speedway and Road Atlanta but disappointing losses before and after.

The Corvette team entered the 2001 season with a car even better than in 2000. The primary improvement, introduced in the latter half of 2000 was the second generation C5-R chassis. Even though this second generation chassis was again built around production C5 frame rails and suspension cradles that came directly off of the Bowling Green assembly line, it fea-

tured special fabricated control arms. These arms were 1.5 inches longer than stock giving the car a 3 inch wider track. The primary advantage of the wider track was improved handling due to decreased overall weight transfer and tire vertical loads during cornering. The second generation chassis was also significantly lighter than its predecessor allowing a lower overall center of gravity thru the placement of ballast weight. The first race of the 2001 campaign was again the very tough 24 hours of Daytona. Even though the factory backed Team Oreca Vipers were gone, the Corvettes still faced stiff competition in the GTS class from S7R Saleens, non-factory supported Vipers, and several mid-engined GT1 Porsches. The GT1 Porsches had a particularly interesting story. The car was designed and built for the express purpose of winning the Le Mans 24 hour classic overall. In 1998 they achieved that goal with first and second place finishes. By

2001 the cars no longer met the Le Mans technical rules so some teams had brought them to the United States. With some added ballast and a minor air restrictor, Grand Am allowed the cars to compete in the GTS class with the Corvettes. To add even more interest to the show, the Corvette driver list was spiced by two motor sports celebrities, Dale Earnhardt and his son Dale Jr. The remainder of the driver line up in the #3 car was Andy Pilgrim and Kelly Collins. The driver line up for the second #2 consisted of Ron Fellows, Johnny O'Connell, Frank Freon and Chris Kneifel.

For the race the Corvette Team strategy was to run a fast but relatively conservative pace, have quick pit stops and be around at the end of 24 hours. The GT1 Porsches were strong in the beginning especially the number 0. But as the hours ground along they and the other GTS competition were slowed by a variety of mechanical problems. Even the much faster proto-

type cars experienced crippling woes. When, with only three hours left, the leading Dyson Racing Riley & Scott prototype suffered a terminal engine failure the #2 Corvette found itself in the lead overall! From that point Fellows never looked back. In spite of very little experience in the car the Earnhardts drove well in the #3 Corvette, but some on-course incidents and mechanical problems slowed its pace. Even so the car finished second in GTS and fourth overall. Fellows had driven the last stint in the #2 car and was understandably overwhelmed by the victory. He had made significant contributions in the long development of the C5-R and in the 2000 Daytona 24 Hour had given all he could to try the run down the winning Viper. Now he and his teammates were able to stand on the top step of the winner's podium. It was a great day for Chevrolet and its C5 Corvette.

Kevin Koch

Trivia 3:

How many Corvettes were built in 1968?

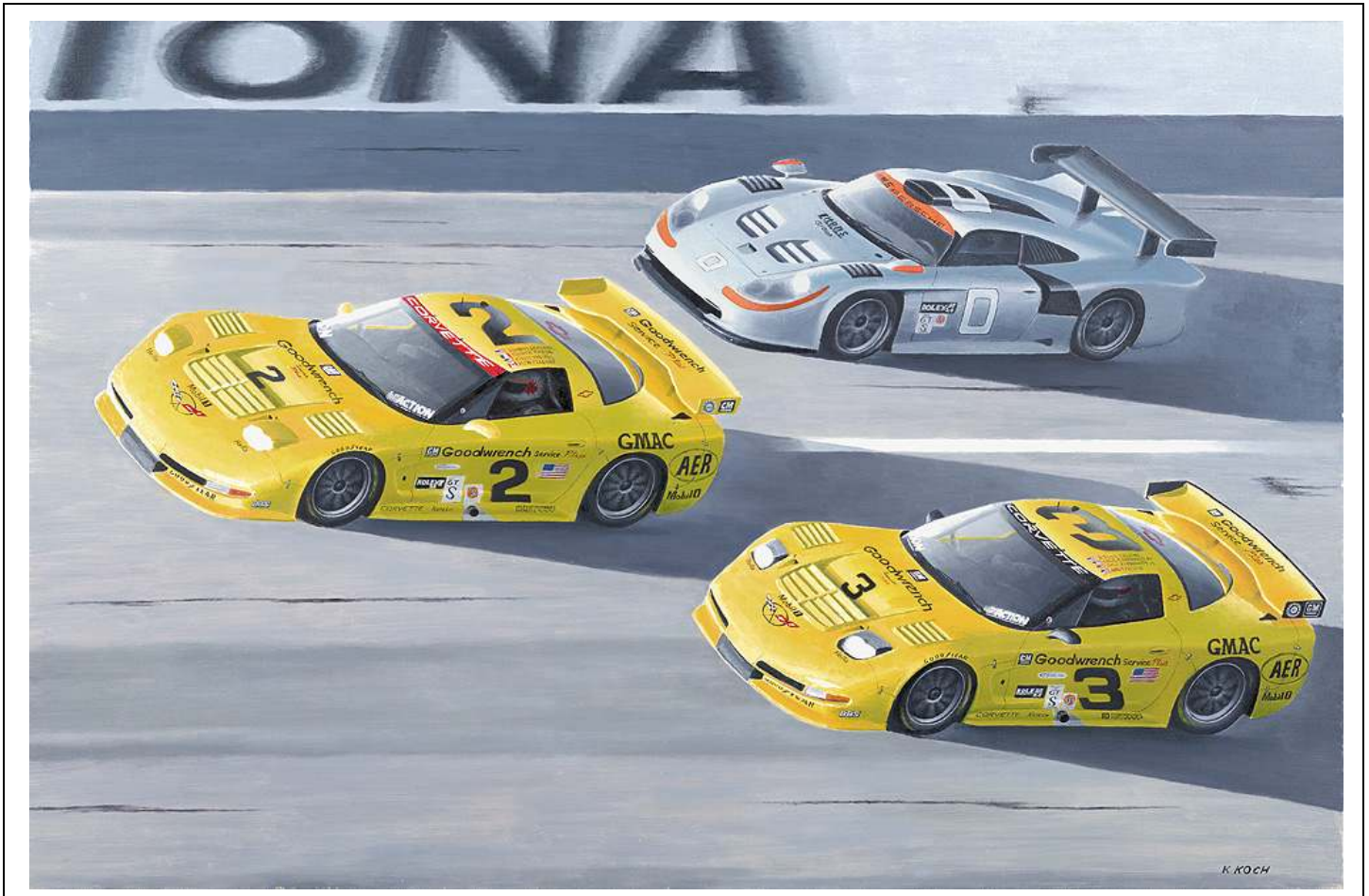


“given all he could to try the run down the winning Viper”



Trivia 4:

What was the base price of '67 roadsters?



Both C5-R Corvettes run in close quarters with the Number 0 Porsche GT1 car early in the 2001 Daytona 24 Hours. Original Artwork by Kevin Koch

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Minutes of SC3 Meeting 2/19/08

1. President Matt Honner brought meeting to order; read birthdays & anniversaries, New members w greeted.
2. Secretary, Gloria Rouse read minutes of last meeting.
3. Old Business: Treasurer, Brian Dougherty gave the financial report for the month.
4. Vice President, Ron Newman reviewed activities for the spring and summer. Instead of a car show at the Chili Festival there will be a replacement Carshow this year. Bill and Sally Kenney are planning a Dine & Drive to Hollydot on June 13, 2008. Bob & Vicky Adams will be sponsoring a color run to Stonewall about October 5, 2008. Mac and Babs Mc Knight are considering another run to Capulin Volcano this fall.
5. New Business: Plans were made for the El Pueblo Boys and Girls' graduation picnic to be held Friday, May 23, at 4:00 p.m. We are asking as many members as can make it to come and help with the picnic. It means a lot to the kids!
6. Meeting was adjourned at 8:20 p.m.
7. Meeting Adjourned—Gathering of members afterwards was at the Irish Pub

**Southern Colorado Corvette Club
2566 Taylor Lane
Pueblo, CO 81005**

May 2008

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3		

4 5 6 7 8 9 10
Fun in the Sun Cashow

11 12 13 14 15 16 17
Abbey Carshow

18 19 20 21 22 23 24

SCCC Meeting

25 26 27 28 29 30 31

Autocross Blackhawk Memorial Day

Upcoming Events

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

May 17th Abbey Car Show in Canon City

June 13th–15th Vintage Trans-Am Invitational

June 21st–27th NCCC National Convention Tulsa OK

June 26th –29th Bloomington Gold Show Illinois

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

August 16th & 17th The Pagosa Springs Rally & Car Show

BIRTHDAYS & ANNIVERSARIES

18 May Matt & Nadine Honner

June 2008

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7

8 9 10 11 12 13 14
Burt Chevrolet Car Show

15 16 17 18 19 20 21
Father's Day SCCC Meeting

22 23 24 25 26 27 28

29 30