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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

BURT AND SHARON JACO



Burt & Sharon Jaco at the Royal Gorge

Burt and Sharon Jaco married August 1980 and have two boys Kevin (16) a junior at Pueblo County High and Kendall the new painter of the family and his wife Kayla and three granddaughters, Shelby, Isabell and Jasmine. They have one dog Teddy teacup poodle that thinks Burt is just the cats mewow. Burt met Ron at the Corvette Center and Ron invited him and Sharon to the Corvette meeting and the rest is history.

Sharon is a receptionist/secretary at Spanish Peaks Mental Health Center for the last seven years. She has lived in Pueblo since birth and graduated from Pueblo County High School.

Burt who traveled back and forth from Pueblo to Florida during his earlier years went to school at East High School and graduated from Coral Gables in Miami, Florida. He has remained in Pueblo for 40 years. He is a retired painter and carpenter who decided he did not need a work truck any more so after a lot of consideration and research choose a corvette.

Burt and Sharon recently hosted a BBQ at there home on the Mesa here in Pueblo. After enjoying some excellent food, the club relaxed around the bonfire. Thank you to some of our newest members for hosting this event.

Trivia 1:

How many slots were in the side vents in 1967.



Trivia 2:

Did the 1956 have both adjustable seats?



COMPARISONS C5 VS C6 CORVETTE

The C2 Corvette was in production 5 years and lived on in the C3 version in the form of chassis layout and parts. The C3 lasted 15 years from 1968 through 1982. The C4 also had a relatively long life from 1984 through 1996, 13 years. The C5 burst on the scene in 1997 hailed as a revolutionary design far superior to the C4, but only lasted eight years before being replaced by the C6. If the C5 was such a big step forward in performance why was it replaced relatively quickly? There are many reasons, besides years in production, for introducing a new car design. The effort to maintain the Corvette's status as a world-class sports car in the face of continued competition from cars such as the Viper may have been a factor. It may be interesting to look a little deeper into the real differences, other than the obvious exterior look, between the C5 and the C6 (for right now we will leave versions of the Z06 out of the discussion). In recent years a "C" and a numeric designation has been given to the various Corvette models. As reference be-

low are the C designations given to each design:

1953 to 1962 - C1
1963 to 1967 - C2
1968 to 1982 - C3
1984 to 1996 - C4
1997 to 2004 - C5
2005 to 2009 - C6

Drive Train

The big news connected to the introduction of the C6 was the debut of the 364 cubic inch LS2 engine. The new engine boasted horsepower of 400 and torque of 400 ft-lb. versus 350 and 375 respectively for the last version of the 346 cubic inch LS1. That is quite an increase but advertised fuel economy did not change, 18 mpg city, 28 highway. Acceleration performance of course was improved. The C5 produced a 0 to 60 mph time of about 4.7 seconds while the C6 could do the deed in about 4.3. Quarter mile times were about 12.9 seconds for the C6 and 13.2 seconds for the C5. Both engines featured aluminum alloy heads and block. In 2008 the horsepower hungry among us got another treat with the introduction of the 6.2 liter,

LS3 base engine. This engine boasted 430 hp and 424 lb-ft or torque. The C6 engines were connected to either a new short throw Tremec six-speed manual or a new four-speed electronically controlled automatic. The 4L65-E automatic replaced the 4L60-E in the C5, and featured major internal modifications to handle the increased torque of the new LS2 (and the later LS3). The 4L65-E was rated for 670 lb-ft versus 360 lb-ft. for the 4L60-E. For both cars the final drive ration was 3.42 for six speeds and 2.73 for automatics.

Tale of the Tape

There were only a few differences in key dimensions between the C6 and the C5. One major (and easily noticeable) difference was in overall length. As the table below shows, the C6 has a 1.2 in. longer wheel-base but is actually shorter in overall length. There were about 10 relatively minor structural changes to the frame to reduce weight, increase stiffness and crashworthiness and accommodate less crush space for the bumpers. A summary of the num-

bers is shown below.

The Subjective View

There were several obvious external changes in design that separated the C5 and the C6. These included the aforementioned shorter overall length, large, center radiator air intake, and exposed headlights. The reviews from Corvette enthusiasts was mixed. Consensus from reviewers, however, was that the interior of the C6 exhibited a more refined design with materials of higher quality than its predecessor, perhaps giving the whole interior a richer look and feel. The other new feature introduced with the C6 was the keyless entry and push button start. There is a membrane covered "touch activated" switch on the C6 door that sends 12 volts to a solenoid that in turn unlatches the door. The proper electronic radio transceiver key fob has to be near by for the process to work. The same key fob has to be inside

the car for the push button to start the engine. Again reviews from the Corvette crowd were mixed. Kind of a neat feature that enhances theft protection, but does it offer a level of complexity that may in practice prove undesirable?

Performance Options

Even though I said I would not get into a discussion of the Z06, it is worth noting that for both the C6 and the C5 there was another option available for the track event/autocross enthusiasts. This group could put a check mark next to the Z51 option. For the C5 the Z51 option consisted of stiffer spring rates, larger sway bars, and shocks with stiffer damping rates. The C6 Z51 package, however, provided more performance goodies. In addition to the stiffer spring rates, larger sway bars, and stiffer damping rates the transmission featured different gear ratios (first through third

were lower), a trans-axle cooler was added, Z51 specific tires were mounted, and the brakes were improved. The front brakes had 13.4 inch diameter cross drilled rotors versus the standard 12.8 and the rear brakes had cross drilled 13.0 inch diameter rotors versus 12.0 standard. An automatic is available in the C6 Z51 but the lower final drive ratio is lower than for the standard automatic C6.

There is much to like about each of these two Corvette models. If horsepower is of primary interest then the C6 is the obvious choice. Difference in acceleration performance is significant but not huge. Either car would provide more than enough performance to satisfy the average Corvette owner. It may just come down to which design is visually the most appealing.

Kevin Koch

Trivia 3:

Was a two-tone paint available in 1962?



Trivia 4:

Did the 1966 have 4 wheel disc brakes?

	C5	C6
Wheel Base	104.5 in	105.7 in
Track Width F/R	62.1/ 62.2	62.1 / 60.7
Overall Length	179.7 in	174.6 in
Overall Width	73.6 in.	72.6 in
Weight	3,246 lb.	3,241 lb.



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Minutes of SC3 Meeting 10/21/2008

President, Matt Honner greeted members and guests.

Treasurer, Brian Dougherty announced that the membership dues for 2009 are to be paid this month. Letters were sent out to all members. For a single member the cost is \$60.00 and for a couple the amount is \$80.00. Brian reminded members that the reason for collecting dues in November is that the Christmas party on November 29 must be funded by these dues.

Vice-President, Ron Newman talked about the color run to La Veta. and to Stonewall. Members told about the run and how much fun it was. Many photos were taken, some will be included in the upcoming newsletter. There were about 230 miles put on the Corvettes on that trip.

The Christmas party will be November 29 at Giacomo's Italian restaurant starting at 6:15 for happy hour. Laurie Sanchez is taking charge of setting up the party. It will be a sit-down dinner with several choices from the menu. There will also be a gift exchange of a minimum of \$25 per person. Male and female gifts will be exchanged if members decide to do so. The gift exchange is optional.

There will be a Veteran's Day parade 11/8/08 sponsored by the Chamber of Commerce. Anyone who would like to participate must be on the corner of Abriendo and Union by 9:30 a.m.

The all you could eat BBQ party hosted by the Jacos was great fun

A S'no-flake rally will be the first Sunday in November, starting location is the Garden of the Gods visitor center

New Business: Nominations for officers for the 2009 year were held. Elections and additional nominations to be held at the November meeting. Jason Kashishian for the Editor of the SC3 Newsletter. Richard Campbell for Secretary, Janett Schneberger for Treasurer. Todd Frederick for Vice-President, and Bob Adams nominated for the Presidential position. Be sure to attend November's meeting to cast your votes.

The meeting room in the library is reserved as the meeting place for the club for 2009. Meetings will still be held the third Tuesday of each month with the exception of February, March and May. On these months, the meetings will be held on the third Thursday of the month.

Meeting was adjourned and members went to dinner at La Tronica's restaurant.

Southern Colorado Corvette Club
2566 Taylor Lane
Pueblo, CO 81005

October 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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5	6	7	8	9	10	11
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12	13	14	15	16	17	18
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Columbus Day

19	20	21	22	23	24	25
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SCCC Meeting

26	27	28	29	30	31	
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Halloween

Upcoming Events

November 2nd—Sno-Flake Rally 11:00 am Garden of the Gods Visitor Center

November 8th Veterans Parade

November 29th SCCC Annual Christmas Party

November 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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Rally in C-Springs

Veterans Parade

9	10	11	12	13	14	15
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16	17	18	19	20	21	22
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SCCC Meeting

23	24	25	26	27	28	29
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Christmas Party

www.southerncoloradocorvetteclub.com