



# THE VETTE GAZETTE

January 2013

High performance cars and winter icy road conditions don't always seem to be the best combination, as most would tend to think. However if you understand the types of chemicals they use on the road and in most cases the right tire setup you can drive your high performance car year around with no little to zero mishaps!

Lets start with what they use around Colorado, there seems to be several options available to let's say CDOT such as salt, sand, **liquid** anti-icers and de-icers. With that said, the most common used around our area are sand, liquid anti- ices with a mix of the de-icers here and there. We all know what sand is so I won't go into much detail about that, the other two are more interesting about what they do.

What are liquid anti-icers and de-icers, and how do they work?

1. Anti-icers, or preventive winter road treatments, are liquid forms of salt compounds used to prevent the formation or development of bonded snow and ice for easy removal, and are used at the onset of a winter weather storm. They work by lowering the freezing point of water.
2. De-icers, or reactive winter road treatments, are liquid forms of salt compounds used to break the bond of already existing snow and ice.

They dissolve downward and penetrate until they reach the pavement. De-icers melt the ice and snow it may be easily removed by mechanical means such as plows. They are not necessarily intended



to clear every bit of ice and snow on the road, though the goal is to keep roads wet.

Both anti-icers and de-icers are winter road treatments that work as freezing-point depressants and are the most desirable and environmentally friendly way to treat winter weather roads.

Now that we have a better understanding of what they use do they affect my vehicle if it comes in contact with either or. As with any form of winter road treatment including sand or salt, liquid anti-icer and de-icer residue should be removed from vehicles with soap and water following winter weather storms. Liquid anti-icers and de-icers are no more damaging to the finish of vehicles than conventional sodium chloride-based products and will wash away with a

commercial car wash cleaning. Unlike sand/salt mixtures, the liquids will not damage your car's paint job or windshield.

The best line of defense is wash your car every ten or so day's and keep a



**Corvette C4 interior 1**

a nice coat of wax on it; this will help out greatly when you go to wash it.

Driving your high performance car when it's less then desirable outside!

The reason that this isn't a big deal is because high

performance cars are just like any other car when it comes down to basic pieces, except they have “**all that**” equipped with an ON/OFF switch in place of a throttle, either you are at idle, or shredding snow & ice with hundreds of horsepower. This is not the case, any



**Corvette C7 interior 1**

performance vehicle can have the engines output to the tires modulated by using the throttle, and in many cars the light throttle condition produces surprisingly small amounts of easily manageable power. Proper equipment is an often overlooked component to winter driving in any vehicle, but is especially important should you choose to run a performance car. Performance cars come equipped with performance tires, almost always suited specifically for warm weather wet & dry traction, by contrast this makes them completely unsuited for winter operations. You may find your vehicle comes with a tire warning sticker or section of the manual that recommends against winter operation of the factory equipped tires. The solution is simply to purchase and install a dedicated winter tire. A second set of wheels can easily be found and used exclusively as the winter set to avoid hassles. In a rear wheel drive application some vehicles will tend to feel a little "light" in the back end. This can be easily remedied with the installation of ballast such as sandbags until your preferred handling characteristics are achieved. Performance cars, once suitably equipped, are surprisingly easy to drive and handle in winter conditions. They will be as capable as nearly any other non-4X4 on the roads and in many cases will feature many advanced driver aids to ease your trip. Traction control, Anti-lock brakes, and Stability management are quite refined presently and can make for a very tame journey through winter conditions. Most people who have tried winter driving with a performance vehicle and given up have often never bothered to properly equip their car; subsequently the failed experiment is usually blamed upon the capabilities of it.

In closing, it can be done, and it isn't that big of a deal.

IN other news

A while around November I handed out images of what I found on the internet from jalopnik.com what they thought was going to be the next C7 Corvette. Well who would of guess that before our eyes that long ago that we were actually looking at the next generation of Corvette? Granted some very small changes were have not guessed that! Yes the car has



octagon tail lights. But I think it's a great design, with all the lines and angles the car, just looks amazing. However the more I look at it and read online the more the interior reminds of an updated C4 interior. The tail lights did take a really drastic change from what we will call tradition in a sense, but let's all be honest with ourselves, round tails on this new corvette would look very out of place, the overall design fits very well with the rest of the car. It took a lot of guts for GM to resurrect a name as such, but the car pulls it off very well and is very deserving of the name in my humbler opinion!



As Chevrolet celebrated the 60th year of Corvette production, Chevrolet's Corvette Racing team reigned in the production-based GT class in the 2012 American Le Mans Series. In 10 ALMS races, the twin Compuware Corvette C6.Rs posted four victories, six runner-up finishes, 12 podium appearances, two poles, and five fastest race laps.

That performance propelled Corvette Racing to a sweep of the GT class championships. Corvette Racing won the team title and Chevrolet captured the manufacturer championship. Oliver Gavin and Tommy Milner won the GT drivers' championship in the No. 4 Corvette C6.R, while Jan Magnussen and Antonio Garcia finished third in the driver standings in the No. 3 Corvette C6.R. Magnussen and Garcia won the Michelin Green X Challenge four times, securing the Green X GT manufacturer championship for Chevrolet. Corvette Racing also won the ALMS From the Fans award in popular voting.

The 2012 season saw Corvette Racing return to the championship-winning form that previously produced eight consecutive team and manufacturer titles and seven straight driver championships in the GT1 class. After a mid-season move to the fiercely competitive GT (formerly GT2) category in 2009, the team scored single ALMS victories in each of the following seasons. The introduction of new wide-body Corvette C6.R race cars and a realignment of the driver roster produced a dramatic turnaround in 2012.