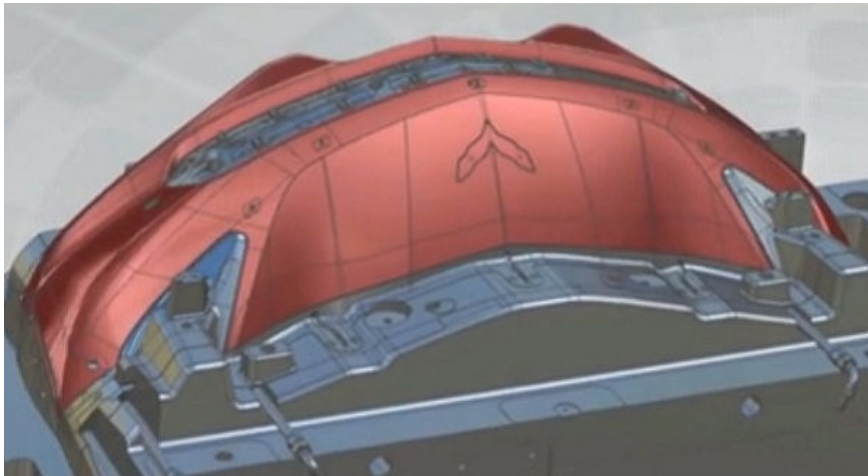




THE VETTE GAZETTE

July 2012

If anyone has been keep track of the new C7 Corvette it was of a big surprise when the Omega Tool Corp thought they were showing pictures of the C6 CAD (



computer aided drawing). But to anyone who is a Corvette enthusiast can clearly see that it's the new C7 Corvette front bumper. The bumper is I think a lot more aggressive looking then the C6 Corvette generation front bumper. All of this is good and a step in the right direction of course. At first

glance you will notice that the iconic cross flags are now sitting flush with the bumper as to resting on top of the bumper like all other generations since its introduction in 1953. Looking at this these pictures one will tend to think that the car will have a lot of

sharp lines and again the overall look will be a much more aggressive appearance the

Trivia Question 1:

In 1965 disc brakes became standard, however how many fools deleted in favor for drums and for how much of a credit?

say the past two generation of corvettes. All of this has cause a lot of talk among the various online Corvette ordained forums, so far with the general consensus is that it's a good evolutionary step in the right direction. Although it's on everyone's mind in the Corvette world are these images just a mishap or in fact an unofficial leak? Only time will tell.

For the C2 Corvettes engine wise they saw some carry over from the later years of the C1 Corvettes, but as each year progressed the power out only grew!. The Corvette C2 consisted of a 327 in³ V8 small block engine that delivered an output power of 360 hp and later in the year 1964, it was improved to 375 hp. In the year 1965, a new 396 in³ 6.5 L V8 engine was introduced, which delivered an output power of 425 hp and this engine also marked the end of Rochester fuel injection system due to its high cost.

Some of the engine specs were interesting on how much the power grew each year.

327 in³ V8 small block engine:

Output power of the engine is about 250 hp to 365 hp in between the years 1963-1967.



This is the power plant built for the Corvette
IT DESERVES PENNZOIL
"PROTECTION RESERVE"

This is a beautiful, precision-tuned instrument of power, its built to deliver smooth, unopposed performance for a lifetime. And the man who owns one takes exceptional pride in it—takes exceptional care of it.

For this kind of man, we make Pennzoil 2-T Motor Oil with protection reserve. It provides his big engine with the ultimate in lubrication quality and protection, even under the tremendous demands of ultra-high-speed performance.

Pennzoil is the world's richest source of 100% pure Pennsylvania crude, refined by a special process, fortified with exclusive 2-T Oil "Lifetime" additives. And it offers protection reserve. Many top racing drivers and sportsmen swear by Pennzoil. Trust your car to Pennzoil 2-T for the best lubrication... plus protection reserve. If you don't see Pennzoil displayed... ask for it! Pennzoil, Oil City 60, Pa.

CORVETTE ENGINE SPECIFICATIONS	
Engine type	V-8, four-cylinder, 16-valve, 4-speed transmission
Year and Model	1963 & 1964
Displacement	327 cu. in.
Compression Ratio	11.0 to 1
Power Output	360 & 375 hp @ 5200 R.P.M.
Torque	360 & 375 lb.-ft. @ 4000 R.P.M.

See "That Rusty's Perspective on the News" — Showing through today, ABC Radio Network

Trivia Question 2: Visually what is the quickest and easiest way to tell a 1965 corvette from a 1964?

327 in³ Fuel injection V8 small block engine:
Output power of the engine is about 340 hp to 365 hp in between the years 1963-1967.

396 in³ Big-Block V8 engine:

Output power of the engine is about 360 hp to 375 hp in between the years 1963-1967.

427 in³ Big-Block V8 engine: -

Output power of the engine is about 390 hp to 425hp in between the years 1963-1967.

427 in³ Big-Block Tri Power V8 engine:

Output power of the engine is about 400 hp to 435hp in between the years 1963-1967.



Corvette Racing Second in ALMS Grand Prix of Mosport

Antonio Garcia and Jan Magnussen scored their fourth podium finish in five American Le Mans Series races in today's Mobil 1 presents the Grand Prix of Mosport. Their No. 3 Compuware Corvette C6.R started on the GT pole after setting a qualifying record Saturday at Canadian Tire Motorsport Park. Garcia led the opening 47 minutes in his first race at Mosport, and Magnussen was in contention for the victory on the final lap.

Trivia Question 3: When the name "Sting Ray" came about what did Zorarkus Duntov say?

The No. 45 Porsche of Joerg Bergmeister and Patrick Long finished first on the track, but was subsequently excluded from the results for a technical infraction following a post-race inspection. The No. 01 Ferrari of Scott Sharp and Johannes van Overbeek was declared the winner, and the No. 3 Corvette, third across the stripe, was promoted to second. Garcia and Magnussen's runner-up finish vaulted them into the lead in the GT driver standings ahead of teammates Oliver Gavin and Tommy Milner, who finished 10th after the Corvette crew changed a malfunctioning transmission in the No. 4 Compuware Corvette C6.R.

[more »](#)

Mobil 1 presents the Grand Prix of Mosport GT Results (Top 10)

Pos./Car No./Drivers/Car/Laps

1. 01 Sharp/van Overbeek, Ferrari 458 Italia, 112
- 2. 3 Magnussen/Garcia, Corvette C6.R, 112**
3. 56 D. Mueller/Hand, BMW E92 M3, 111
4. 17 Henzler/Sellers, Porsche 911 GT3 RSR, 111

- 5. 48 Miller/Maassen, Porsche 911 GT3 RSR, 110
- 6. 44 Neiman/Lally, Porsche 911 GT3 RSR, 110
- 7. 55 J. Mueller/Auberlen, BMW E92 M3, 110
- 8. 23 Sweedler/Bell, Lotus Evora, 110
- 9. 02 Brown/Cosmo, Ferrari F458 Italia, 109
- 10. 4 Gavin/Milner, Corvette C6.R, 91



Just South of Pikes Peak International Raceway off I-25

www.corvettecenterusa.com

rik@corvettecenterusa.com

Honest Sales, Quality Service
Parts & Accessories

