



THE VETTE GAZETTE

June 2012

I would like to write about the engines and what's makes our Corvettes like no other car in the world!

Triva:1

What was the name
"Corvette barrowed from?"

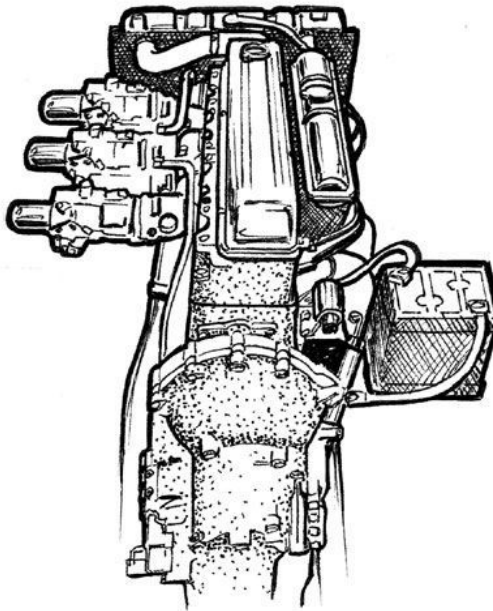
Our Corvette is unique in automotive history in which no other car has ever achieved 57 years (and still counting) of production. When the first Corvette rolled out of the Chevrolet factory in Flint, Michigan on June 30, 1953, little did the world know what an

amazing car was in their sights. With over 1.5 million Corvettes made in America and sold around the world, wow what an amazing number!

With the C1's having a comparatively weak 150 horsepower six cylinder engine and an automatic transmission. The end result was more of a cruising car than a racing-inspired sports car with only 300 being made all were Polo white with a red interior classic!



The heart of the this new 2 door sports car was an inline V6 named the “Blue Flame” rated at 235.5 cubic inch and producing a staggering 150 bhp (brake horse power) and 223 lb-ft (foot pounds of torque). I guess at the time this was a pretty impressive numbers. The inline V6 was renowned for reliability but with a rating of 105 HP, performance and



sportiness was not included go figure. The engineering staff responded with the usual engine upgrade methods. A more radical camshaft rubbing on solid lifters, dual valve springs, and a

higher compression ratio cylinder head (8.0:1; previous was 7.5:1) all contributed to the effort. The largest gain was achieved via an upgrade to the induction system.



Three Carter type YH side draft

carburetors

featuring "bullet" air cleaners with an aluminum manifold were incorporated and the output soared to 150 bhp at 4,500

RPM. The “Blue Flame” only lasted until 1955 of which it was replaced with the V8 rated at a 195 bhp.

1953 Blue Flame
inline V6

Just a reminder

MISSOURI DAY PARADE AT FOWLER
SATURDAY JULY 15, 2012

The Club will meet at the Valustay Motel (old Tropics Motel) 2201 North Hudson Ave. at 8:30 a.m. and leave, for Fowler, at 8:50 a.m. The motel is located in Belmont. From I-25 use exit 100A going North or South. The motel is on the right at the first traffic light.

The parade starts at 10:00 a.m. and we must register by 9:30 a.m. You do not need to decorate your car, however, bring a lot of candy or whatever you want to throw out. Also, this year the Missouri Day committee would like the Club to display our Vettes after the parade for a couple of hours



Corvette Racing Finishes Fifth
and Sixth in 24 Hours of Le Mans

Corvette Racing finished the grueling 24 Hours of Le Mans for the 12th time in 13 attempts as both the No. 73 and No. 74 Compuware Corvette C6.R race cars were running at the finish of the world's most demanding sports car race.



The No. 73 Corvette C6.R driven by Jan Magnussen, Antonio Garcia, and Jordan Taylor completed 326 laps and finished fifth in the GTE Pro category. The No. 74 Corvette C6.R of Oliver Gavin, Tommy Milner, and Richard Westbrook completed 215 laps and was sixth across the finish line, but was not classified because the car did not complete the minimum race distance. The No. 51 AF Corsa Ferrari won the GTE Pro class by a three-lap margin with 336 laps completed.

It was a long night and a difficult morning for Corvette Racing at the 24 Hours of Le Mans. The aftereffects of the previous issues with the No. 74 Compuware Corvette C6.R and two accidents required repeated visits to the garage, while the No. 73 Compuware Corvette C6.R also had to overcome mechanical problems. As a result, the Corvettes were fifth (No. 73) and sixth (No. 74) at dawn in Le Mans.

After 12 hours of racing, a recurring problem with the steering rack in the No. 73 Corvette required a lengthy pit stop to install a new unit. On the other side of the garage, the No. 74 Corvette was virtually rebuilt as the drivetrain; uprights, diffuser, and floor were disassembled and repaired. Then in the 17th hour, the No. 74 suffered right-side body damage in an encounter with an Audi prototype and then a spin in the Porsche curves that damaged the rear bodywork, dry sump tank, air conditioning system, and suspension cradle.

24 Hours of Le Mans GTE Pro Results:

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

1. 51 Fisichella/Bruni/Vilander, Ferrari 458 Italia, 336
2. 59 Makowiecki/Melo/Farnbacher, Ferrari 458 Italia, 333
3. 97 Mucke/Turner/Fernandez, Aston Martin Vantage V8, 332
4. 71 Bertolini/Beretta/Cioci, Ferrari 458 Italia, 326
- 5. 73 Garcia/Magnussen/Taylor, Corvette C6.R, 326**
- 6. 74 Gavin/Milner/Westbrook, Corvette C6.R, 215**
7. 66 Cocker/Walker/Wills, Ferrari 458 Italia, 204
8. 77 Lietz/Lieb/Henzler, Porsche 911 RSR, 184
9. 80 Bergmeister/Long/Holzer, Porsche 911 RSR 114



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Just South of Pikes Peak International Raceway off I-25

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