

Stingrays

The Cincinnati Corvette Club Newsletter



Founded in 1957 by Corvette Enthusiasts



2010

CINCINNATI CORVETTE CLUB

Our club was formed in 1957 by a few dedicated early Corvette owners and was one of the very first Corvette Clubs to be established. We were also one of the first to become a member of the National Council of Corvette Clubs (NCCC) which is sponsored indirectly by the Chevrolet Motor Division of GM.

We are incorporated as a non-profit organization in the State of Ohio and have insurance coverage provided by the NCCC. We are sponsored by the Joseph Chevrolet Dealership who helps us financially and with major events.

Membership has always been the most important element in keeping our club active and prosperous. We hope that prospective members will come out to several of our events and/or meetings. Prospective members/guests are always welcome. A membership application can be obtained from any officer and membership is official at the payment of dues. There are several categories of dues for single, couple or family memberships. Prospective members are required to be the primary driver and/or owner of a Corvette and they must provide proof of adequate personal automobile insurance.

The club holds competitive events such as rallyes and auto-crosses on a regular basis. Competitive events are open to all members and year end trophies and competitive points are awarded by finish position. Cars for auto-crossing are classified according to the rules of our constitution by-laws in regard to horsepower, engine size, modifications, etc., so that equal participation is possible. Information on competitive events is provided to all members in advance of the event date.

Competition is encouraged in the annual Championship Points System, whereby each member is able to accumulate event points in relation to his or her participation and finish points at each event. Those not wishing to compete may work events and will receive points for each event worked. Members also earn points by attending membership meetings or organizing rallyes. Top finishers receive a trophy at the end of the year.

Membership meetings are held on the second Tuesday of each month, with the exception of December, which doubles as an awards banquet, and is usually held on a Saturday night.

The social aspect is not forgotten and we have several events per year, including such events as bowling parties, picnics, dinner get-togethers and caravans to other Corvette functions in the area. The December awards banquet is the culmination of our competitive year, and is a well-attended social event. The NCCC holds an annual Corvette Convention each year which is usually well-attended by club members.

Our monthly newsletter, Stingrays, is circulated to all members and contains key information on all of our events. It also includes articles of general Corvette/automotive interest and news of related events in the area.

Officers are elected for a one-year term at the November meeting. Duties of officers are defined in our constitution.

Being a member of a Corvette club is a lot of fun. You meet a lot of people who share your enthusiasm for Corvettes. There are plenty of events to attend and things to do. We hope you will join the Cincinnati Corvette Club.

2010 Cincinnati Corvette Club Officers

President – Ron Gough – (513) 353-9342
Vice President – Jim Barbian – (513) 683-9238
Recording Secretary – Linda Lake – (513) 259-0208
Corresponding Secretary – Chuck Jenkins
Treasurer – Chuck Jenkins – (513) 829-5290
NCCC Governor – Ron Brown – (513) 727-9202
Social Chairperson – Nancy Fickas – (513) 683-7438
Editor – Pat Brown – (513) 226-2500
Webmaster – Brian Jenkins – (513) 829-5290

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Volume 53 Issue 5

May, 2010

Reminders:

The next regular meeting of the Cincinnati Corvette Club will be held on **Tuesday, June 8, 2010** at **Richard's Pizza**, 495 Nilles Road, Fairfield 45014. The meeting is scheduled to start at **7:00 PM** (new time), or come at 6:30 PM for food.

If you receive this by snail-mail, you can get the newsletter days earlier via email. Send your email address to me.

Information for the newsletter can be e-mailed to:

CincyVettes@yahoo.com

Or send a copy to:

Cincinnati Corvette Club
Pat Brown
3481 Dixie Hwy, Ste. 156
Franklin, OH 45005

****513**(*226-2500*)**

Pat Brown, Editor

Check out the Cincinnati Corvette Club website at:

www.cincinnati-corvettes.com

This month in Stingrays:

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CCC Calendar of Events

2010	Club Meeting	Club Competition	Club Social Events	WOR/NCCC Events	SCCA/CSCC	Other Related Activities
January	12 th – Richard's Pizza			1/17- Set up WOR 2010 calendar		
February	9 th – Richard's Pizza (snow)					Feb 21– Columbia Chevrolet Swap Meet
March	9 th – Richard's Pizza				3/28 – River Downs	Mar 21- Glass Society Swap Meet – Bud's, St. Marys
April	13 th – Richard's Pizza	April 18 – Killkare autox with CT			4/11 - River downs – EVO school 4/18 – Miami-Oxford	4/3-1010ths @ Putnam Park 4/18 -Corvette Troy Autox-Kilkare
May	11 th – Richard's Pizza	May 16 – Killkare autox with CT		5/16 CT- 5LS-Kilkare	5/? – Turfway 5/30-Kilkare	5/8-9 1010ths@ Putnam Park 5/8 Buds Chevy. Cruise In, St. Marys
June	8 th – Richard's Pizza	June 20 – Killkare autox with CT			6/27-tba	6-5&6-6 Putnam Park High Spd 6/19-20 – 1010ths@ Autobahn 6/20 – CT@Kilkare
July	13 th – Richard's Pizza		Tues 7/20-Trim Parts Open House, Lebanon	7/24-31 NCCC Convention, Florida	7/18-tba	7/2 1010ths@ Putnam-int& adv only 7/11 CT@Kilkare
August	10 th – Richard's Pizza		8/7 ALMS At Mid-Ohio - Corvette Corral		8/29- Turfway	8/8 CT@Kilkare 8/28-29 1010ths @ Putnam
September	14 th - Richard's Pizza			9/4-9/6 21 LS events – Defiance, OH	9/12 – River Downs	9/12 – CT@ Kilkare
October	12 th – Richard's Pizza		10/17- All Corvette Color Tour, Restoration Station	10/2 & 10/3 – CT@Kilkare	10/24-tba	10/23-24 1010ths@ Putnam
November	9 th – Richard's Pizza					
December	No meeting		Holiday Dinner, TBA			

Please send any updates or corrections to me at CincyVettes@yahoo.com

[Meeting Minutes of the Cincinnati Corvette Club](#)

The May 11, 2010 meeting of the CCC was called to order by President, Ron Gough at 7:02 pm. Members present were Ron Gough, Ron Brown, Pat Brown, Glenn Dunlap, and Linda Lake. The minutes from the April 13, 2010 meeting were approved. Motion by Ron Brown, seconded by Linda Lake.

Our newest member, Glenn, told us about his 2008 Victory Red LT3, and we tried to explain the autocross format at Kilkare, etc. As a new driver, he would be eligible for Novice class & we told him not to worry about going fast the first time he tries it!

VP Comp Jim Barbian was absent, but in an email reported that he has no news regarding a parking lot to run in.

Chuck Jenkins, Treasurer, was absent, but sent in his report. He reported that we are solvent.

Secretary Linda Lake attended the C5/C6 Bash at the museum at the end of April, but torrential rains cancelled the autocross, and made driving home very slick. In fact, flooding at Beech Bend is impacting the C4/ZR-1 Gathering this weekend.

Social Chairperson Nancy Fickas was absent.

Governor Ron Brown reported that he has the 2010 NCCC pins & membership cards. The April event at Kilkare had Nancy F, Bob A, Chuck & Brian J in attendance. See more governors news on page 5 of this newsletter.

Editor Pat Brown is always looking for articles & news.

Old Business – none.

New Business – None.

We still need more input at the meetings – **2nd Tuesday of the month (except Dec).**

The meeting was adjourned at 7:46 pm. (Motion by Ron B, seconded by Linda.)

Respectfully submitted,

Linda Lake/pb
Recording Secretary

Garth wants you to know -
Columbia (joseph) has a new ZR1 on the showroom (dark color) on Montgomery Rd

Save The Date –

8/14/2010	10AM-3PM	10th ANNUAL CANCER RESEARCH BENEFIT CAR SHOW ALL PROCEEDS TO BENEFIT NORTHERN KENTUCKY'S OWN WOOD HUDSON CANCER RESEARCH LABORATORY!!! HELD AT: HOFBRAUHAUS, NEWPORT, KY HOSTED BY: FT. THOMAS CORVETTE CLUB <i>Club Cars will NOT be judged Or be eligible for trophies. REGISTRATION 10:00 am – 1:00 pm JUDGING BEGINS at Noon TROPHIES & AWARDS 3:00 pm Trophies for Top 50 plus "Best of Show" & "Wood Hudson Award" OPEN TO ALL CARS ENTRY FEE \$20 DASH PLAQUES FOR THE FIRST 100 CARS Multiple "Split the Pots" DJ with CRUISE-IN MUSIC! MORE FUN!!! MORE DOOR PRIZES!!! For the most current information visit our website @ www.nkyvette.com</i>
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News From Your Editor

FROM THE NATIONAL CORVETTE MUSEUM

Labor Day Event Celebrates 1960 and 1985 Corvettes

New for this year's Labor Day event is a special display to celebrate the 25th and 50th anniversaries of Corvette models. This year's spotlight is on 1960 and 1985 Corvettes.

If you are coming to our Labor Day event and are interested in being a part of this display, please contact Karen Renfrow in our Events Department at 270-467-8804 or 800-538-3883. You can also email her at karen@corvettemuseum.org.



Corvettes at Carlisle

If you have never been to a Carlisle Event, I invite you to check out our website, www.CarlisleEvents.com, to see everything we have going on throughout the season. In particular, Corvettes at Carlisle, August 27-29, is the world's largest Corvette extravaganza and provides Corvette enthusiasts from all generations with a weekend of entertainment, education and of course the ability to drive in the famous parade.

This year we will celebrate patriotic themed Corvettes in the Chip's Choice display!!! Other special vehicle displays will include the 50th Anniversary of the 1960 Corvette and the NCRS Gallery X!! We will also feature GM's Corvette Engineering Team, a Corvette Giveaway, on-site Autocross, as well as all of the traditional Carlisle Activities including our Corvette Parade through Historic Downtown Carlisle, the Miss-Carlisle Contest, and much, much, more!! Check out www.CarlisleEvents.com for the most up to date information and to join our mailing list.

Also, don't miss the opportunity to have your Corvette be a part of our spectacular patriotic display! This year, we will once again create an American Flag made entirely of Corvettes!! This tribute will be staged Friday morning and will include 158 Corvettes!!

NCCC Governor's Report

May 2010



Ron Brown, NCCC Governor

REGION NEWS

2010 schedule is posted on www.westohiocorvettes.com .

NCCC COMPETITION

New additions have been made to the 2010 Rulebook.. You can download the sections at www.corvettesnccc.org/Competition.html

Any Snell2000 helmets must have a date of manufacture within 10 years.

The 2011 limited edition carbon fiber Z06 will be classified in the Fall.

The 2011 rulebook proposals include requiring fire extinguishers in all cars at low speed events, adding High Speed Time Trials to the rulebook, and changing the number of cars in a sub-group for bonus points.

NCCC CONVENTION

2010 - Palm Beach Gardens, July 24-31

Convention Registration Form will be available ONLINE only starting February 1. If you do not have a computer, most libraries have free access to the internet. You may print the registration form & mail it in. Hotel reservations to be made with registration. The tentative schedule is on the NCCC website. Hats & Shirts & merchandise can be ordered online.

Convention Cost per person. \$190 Apr 1-Jun 1, \$210 After Jun 1 – **No** competition entries after July 2nd.

July 23 Track Day - Palm Beach International Raceway - \$125 per person – lapping in the morning followed by 1-run practice runs (similar to the actual timed events Tues/Wed).

2011 – June 18-24 Tinley Park IL (Southside Chicago) convention

2012 – West Region (Topeka)

2013 – possibly in conjunction with National Corvette Homecoming in Bowling Green?

OTHER NCCC ACTIVITIES

June 5th – Michelin test track open house – Laurens, SC. See http://rtp-corvettes.com/?page_id=543 to register, only 78 spots left.

September 17 Friday during Mid America Funfest, Effingham, IL, there will be a non-sanctioned road rallye to introduce participants to rallying.

NCCC CHARITY

NKF/NCCC raffle car is a 2010 BLACK Grand Sport, 3LT package. Green sheet tickets (in your membership packet are 3 for \$25).

NATIONAL CORVETTE MUSEUM – corvettemuseum.org

2010 Calendar

Forum Cruise-In - May 27 - 29

High Performance Driving Event at VIR - June 28 - 29

NCM Birthday Bash - September 2 - 4

Z06 Fest - September 16 - 18

Pace Car Reunion - September 23 - 25

Vets 'n Vettes - November 4 – 6

WEST OHIO CALENDAR –

June 5-6, Indiana Region – Putnam Park - 7 high speed events

June 5 – Glass City All Corvette Show – ACI, Sylvania, OH

June 20 – Corvette Troy at Kilkare (sanctioned – use as club event?)

Save the Wave!



COMPETITION NEWS

Corvette Troy Presents KilKare Raceway - June 20, 2010

SANCTION #'S: Non Sanctioned (non-points)

EVENT TYPE: Autocross

DATE: June 20, 2010

CLUB: Corvette Troy

REGISTRATION Opens: 9:00 AM
Closes: 10:40 AM

REGION: WEST OHIO

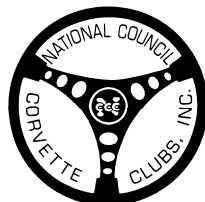
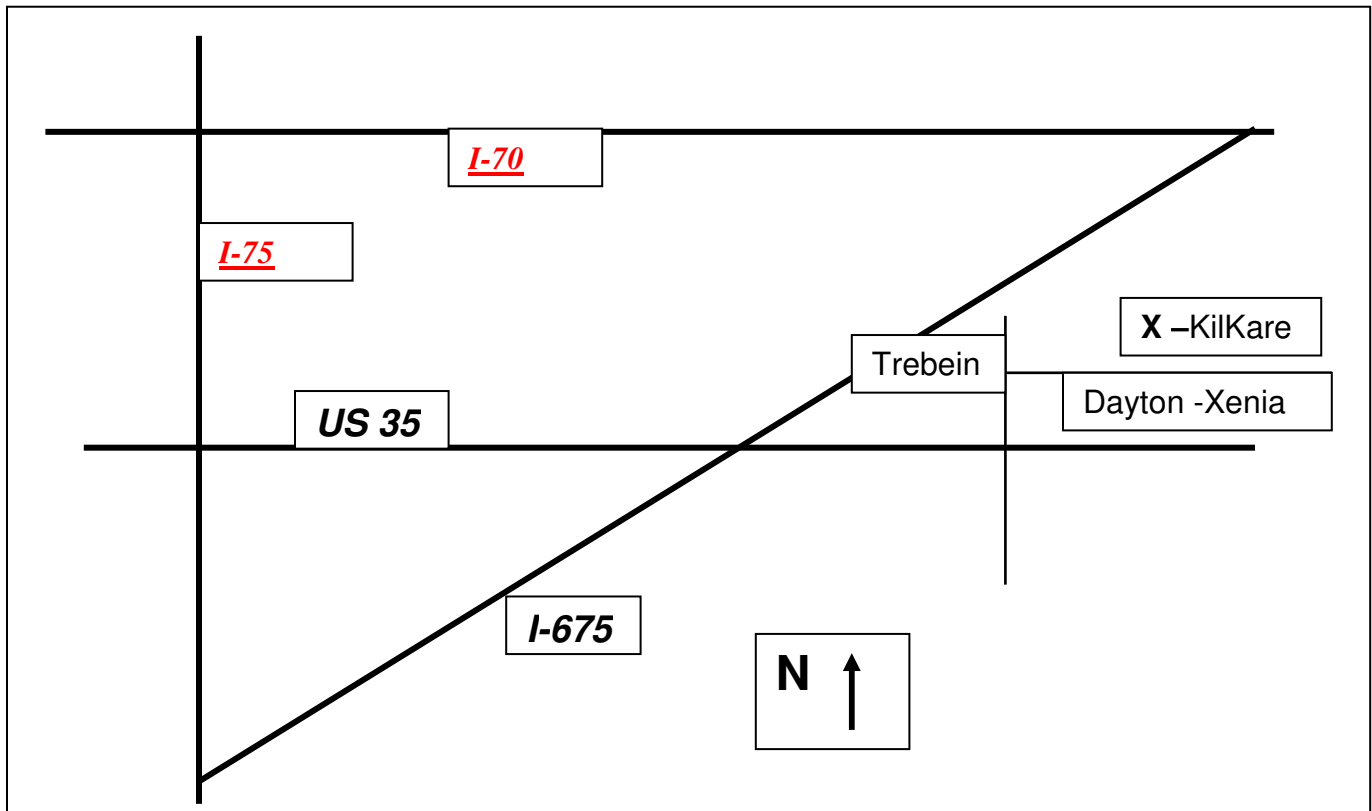
DRIVERS MEETING: 10:45 AM

ENTRY FEE: \$25-NCCC \$35 Non-NCCC

FIRST CAR OFF: 11:00 AM

EXHAUST: OPEN

LOCATION: KilKare Raceway, U.S. Rt 35 East to Trebein, North to Dayton Xenia. - See Map



NEWS FROM AROUND THE WEB

Corvette Central: Revamped C7, radical mid-engined C8 in GM's plans

Source: autoweek.com



General Motors is mulling a radical re-engineering for the Chevrolet Corvette, centered on a more fuel-efficient, mid-engined V6 powertrain, a lightweight alloy body and a more compact footprint.

The idea is to re-energize GM's ambition for the Corvette, with fundamental changes that will make it into a contemporary global supercar. The changes are penciled into GM's product plan for the next major model change, the C8, with an on-sale date around 2016. Both coupe and convertible models are planned.

The C7 had been the focus of plans for a mid-engined model capable of matching Europe's most exotic supercars. The mid-engined C7 got as far as engineering development but was canceled when the global credit crunch hit and GM faced financial woes that eventually led to the company's trip through bankruptcy court.

As a result, GM recast its Corvette plans around a more modest revamp of today's C6 into the C7 version, essentially a stopgap until the world-beating C8 arrives.

"That [the C7] will be the last of the traditional, old-style Corvettes," a senior GM insider told *AutoWeek*.

That will buy GM time while it works on a revolutionary new concept for the C8 Corvette that can blend fuel-economy and emissions improvements with the required level of supercar performance and handling.

Engineers are likely to shrink the C8 Corvette's footprint to cut weight and aerodynamic drag and reduce its visual bulk, which also will help with sales outside the United States.

Likely to shock Corvette purists is the suggestion that a V6 will replace a V8 in the C8, although 440 hp courtesy of twin turbochargers ought to calm fears of reduced power output.

With a traditional C7 on the horizon and a world-challenging all-new C8 in the wings, the survival of GM's greatest sports car likely will depend on its adaptability more than on its longevity.

Keepers: Chevrolet Corvette ZR-1

Take a close look at the title, and reserve your letters of correction until you finish reading this piece. We're not talking about the current Corvette ZR1, which eliminates the hyphen according to GM's present day alpha-numeric designations. Nor are we talking about the 1970-1972 Corvette, 53 of which were sold with an optional ZR1 package that swapped luxuries like power steering for performance upgrades. There's only one generation of Corvette that used the designation ZR-1, and from 1990 through 1995 it positively ruled the roadways of America, not to mention holding its own against the world's best super cars of the day. We're of course talking about the original "King of the Hill" Chevrolet, the Corvette ZR-1.

The fourth generation Corvette was little more than a 205 horsepower, stiffly-sprung ironing board with a sci-fi instrument cluster when the 1984 models finally hit dealer showrooms. The C4 'Vette gradually progressed through the auto evolution of the 1980s to become a reasonably enjoyable sports car, but it still lacked the beans and bite to be a world-class athlete. Rumors of a new super Corvette were pretty rampant by the end of the decade, but the car unveiled to the world in 1989 was something nobody expected. Consider the ingredients: an all-aluminum V-8 engine jointly designed by GM and Lotus. Double overhead camshafts. 16 tuned intake runners. 32 valves. And the most impressive number of all—375 horsepower at a high-revving 6000 rpm. Labeled the LT5, this engine shared the 5.7 liter displacement of other C4 Corvette mills but was a complete departure from the pushrod plants the General was—and still is—known for. In fact, GM contracted Mercury Marine to assemble the engines, which were then shipped to the Corvette plant in Bowling Green, Kentucky for installation. Advanced computer control varied the horsepower as needed, and a valet setting limited power to 250 ponies for those times when unfamiliar faces were behind the wheel. Though initially a 375 horsepower piece of marvelous engineering, minor tweaks and redesigns would see this engine ultimately develop 405 horsepower before the ZR-1's retirement in 1995.

The Corvette ZR-1 was more than just a fancy engine, however. Adjustable suspension allowed the 'Vette to retain some civility while still offering a proper sports car swagger when set to firm. Leather seats, power everything, and a dash that still had some '80's digital with a blend of proper gauges helped the interior immensely, and steamroller-sized rubber—315/35 ZR-17s in the back—helped the ZR-1 put its power to the pavement. Thankfully, the only transmission offered was a six-speed manual, and though it wasn't the most delightful box to shift, it was up to the task of shuffling all that power to the rear wheels without exploding. With everything in sync, the ZR-1 could reach sixty miles per hour in a scant 4.6 seconds, turn quarter mile times just north of 13 seconds, and with no electronic nanny limiting the fun, continue all the way to about a buck eighty. To prove the 'Vette's longevity, GM sent a ZR-1 and several drivers to a 7.7 mile track in Texas to see how tough it really was. Within 24 hours the car set numerous records certified by the FIA, the most notable being 5000 kilometers at 175 miles per hour, 5000 *miles* at 175 miles per hour, and 24 hours at, you guessed it, 175 miles per hour. To achieve those feats, the ZR-1's eight drivers had to run flat out the *entire* time, barring short stops for fuel and driver changes. That's crazy impressive for 2010 standards; drop back about 20 years and, well, you can see why it's a Keeper.

Only about 6400 of these monsters were built, and with sticker prices around \$60,000, they weren't exactly cheap. We'll walk through the finer points of ZR-1 shopping next time around, but until then, enjoy the ZR-1 eye candy in the gallery above, courtesy of the fine folks at the ZR-1 Net Registry.

Very Nice article overall just a few minor corrections are in order.

GM contracted Mercury Marine to assemble the engines >>> Stillwater, OK in fact because Chevy could not hold the close tolerances needed for the all aluminum DOHC engine

Thankfully, the only transmission offered was a six-speed manual, and though it wasn't the most delightful box to shift >>> German Tranny by ZF was a truck tranny in fact

0-60 in 4.6 seconds and quarter mile times just north of 13 seconds >>> Many a stock ZR-1's were able to turn sub 13 second QM's. – Evidence of its power was a 4.3 second 0-60 sprint and a quarter- mile turned in 12.8 seconds. Top speed was nearly 180mph.

5000 miles at 175 miles per hour, >>> 173.791 MPH actually -- a leak on the radiator hose cost this one the 175 MPH.

Only about 6400 of these monsters were built, and with sticker prices around \$60,000,

The 1990 "King of the Hill" did not come cheap, however. The price of the basic coupe was \$31,979, but with the addition of the ZR-1's special performance package listed at \$27,016, the car was not meant for the faint-hearted or bargain-conscious. It's reported that some dealers asked and were paid \$100,000 for the then ultimate in American sports cars.

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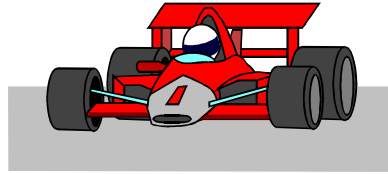
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