

July 2015

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**THE
19TH
ANNUAL
ROUND
UP WAS
A HIT!!**

Local Cruise-In's (<http://www.carclubcouncil.com/cal.html>)

Oldies but Goodies Classic Cruizers—Each Friday 6pm-8pm Lone Star Colonial Heights

Southern Knights Cruisers—Each Saturday 5pm-9pm Hardee's Rt 10 & Old Stage Rd

Cruise-In—Each Saturday 6pm— until Aw Shucks Country Store/Shell Station Glen Allen, VA

Teresa's Place Cruise-In— 3rd Saturday from May to Oct. 5pm-8:30pm Held at Teresa's Place in Dillwyn

**Blackstone Cruise-In—Last Saturday from April to Sept. 4pm-9pm at Swartz Tavern
Blackstone, VA. Next July 25th**

A Message from the President

July 2015

Dear Fellow CCR Members,

A BIG THANK YOU to all who participated and helped to make the 19th Annual Corvette Roundup a big success! Some people worked many hours to help make this event happen and it is much appreciated! The weather ended up being perfect after a terrible week of rain, and all went well!

The July after meeting party is at Marcie's and my home. Bring your bathing suit if you are so inclined to take a swim. We will be serving BBQ. Please feel free to bring along an appetizer, side dish, salad or dessert. Also, remember to bring your own adult beverage if desired. We will have plenty of soft drinks for everyone.



For July, we have the Flying Squirrels game on July 18, OD'D by Wayne and Karin Gregor. Please sign up on line and you must make advance payment. See our web site for more details.

August 7th we have an event to support and help the students of Chesterfield County start school on the right foot. This year, they are hosting an event to bring awareness about the COMPASS program, which is the program that helps students start school with the necessary supplies. They would like to have a few of our members bring out their Vette and allow families to try to fill maybe just one with as many supplies as possible. And of course, we would have an opportunity to display our cars! See this newsletter or website for details and to sign up.

We have a cruise to the Old Dominion Corvette show in August 8th and I will OD. See article in this newsletter for details. Also in August is Corvettes at Carlisle OD'd by Lori Dave Dolan. This is always a fabulous event. See Lori's article in this newsletter for participation details.

Have a great summer and save the wave!

Your CCR buddy,

Kirby

Officers for 2015

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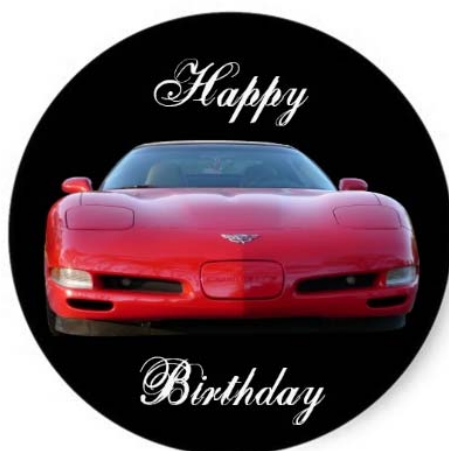
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Bob Brody (804) 405-1568

Events@corvetteclubofrichmond.com

Note from the Editor

Please make sure all articles, event recaps, and any other information is sent to the Newsletter Editor by the 25th of each month.



A Very Happy Birthday to those members celebrating birthdays this month. May there be a shiny, new surprise in your driveway!

July

John Jessee Jr.	7/4	Ray Wells	7/17
Jacquelyn Smith	7/4	Mike Todd	7/18
Larry Williams	7/4	Butch Jones	7/19
Liz Jones	7/5	Carole Tyree	7/20
Gina Welborn	7/7	Tim Maloy	7/22
Kathy Franklin	7/8	Judi Arcuri	7/27
Richard Kropac	7/8	Kathy Bozard	7/27
Richard Swisher	7/8	Charles Earnhardt	7/30
Elizabeth Wilson	7/9	John Goldkammer	7/31
Terri Baker	7/17	Emily Sloan	7/31

2015 Events Calendar

Friday, July 10	Membership Meeting (West End) - 7:30pm After Meeting Party: Montgomery's	
Saturday, July 18	Flying Squirrel's Game	Wayne Gregor
Friday, Aug. 7	Compass Program	Kirby Montgomery
Saturday, Aug. 8	Old Dominion Show Cruise	Kirby Montgomery
Friday, Aug. 14	Membership Meeting (West End) - 7:30pm After Meeting Party: Starr's	
Friday, Aug. 28-30	Corvettes at Carlisle	Dolans
Friday, Sept. 11	Membership Meeting (South Side) - 7:30pm After Meeting Party: Todd's	
Saturday, Sept. 12	RIR Corral	Bubba Carr
Saturday, Sept. 19	King's Arms Cruise	Larry Williams
Saturday, Sept. 26	'Vettes for Vets— Williamsburg	Kirby Montgomery
Friday, Oct. 9	Membership Meeting (Southside) - 7:30pm After Meeting Party: TBD	
Friday Oct. 16-18	Smith Mountain Lake	Karen Dubosky/ Bob Brody
Saturday, Dec. 5	Dinner Dance	Montgomery's
Sunday, Dec. 6	Mechanicsville Christmas Parade	Kirby Montgomery

July General Membership Meeting

Friday, July 10th at our West End Location

Our next General Membership Meeting will take place on Friday, July 10th at 7:30 p.m. Many members arrive as early as 7:00 p.m. to visit in the parking lot. Feel free to come early if you aren't in the habit of doing so. This month's meeting will be held at the Markel Corporation Building in Innsbrook. The address is 4521 Highwoods Parkway, Glen Allen, Virginia 23060. There is plenty of parking available.

Meeting Directions (West End)

1. From I-295, take exit 51B for Nuckols Road South.
2. From Nuckols Road, turn right at the first traffic light onto Sadler Road.
3. Take the next left turn onto Sadler Place.
4. Take an immediate right onto Highwoods Parkway.
5. Take the first left into the parking lot (you will see the "Markel" sign).

The Markel Building will be directly in front of you. Enter under the carport on the right side of the building as you face it

After Meeting Party, Friday, July 10th

Come join us at Kirby and Marcie Montgomery's home. Please bring an appetizer, side, or dessert to share. Remember to bring your favorite adult beverages if so desired. The address and directions will be given out at the meeting.



JUNE'S MEETING'S BIG WINNERS

CONGRATUALATIONS!!!!



\$5 Handshake— Don Miser



50/50 Winner— Susie Rhodes



Dinner Ticket— Butch Bateman



WELCOME NEW CCR MEMBERS !!



Claude Reeson & Darlene Grady



Mike & Val Short



Dennis Hitchcock

Want to Become a CCR Member ?

In 1960, a small group of Corvette enthusiasts began to gather on a regular basis for fun and fellowship. The first official Club meeting took place in July of 1961. CCR is the oldest Corvette club in Virginia with membership approaching 400. To be eligible for regular membership, you must be a person of good character and own a Corvette. You must attend at least one meeting or event. If you don't own a Corvette, an "associate membership" is available. Associates can participate in all events and functions but have no voting rights. You'll make good friends, have fun and learn more about Corvettes. Club meetings are at 7:30 p.m. on the second Friday of each month. After the meetings, there is usually a party where you can enjoy socializing with other club members. Annual dues are \$25 for pilots or \$35 for both the pilot and co-pilot (includes spouse, or significant other/child). A membership application can be found on the CCR website:

www.corvetteclubofrichmond.com

Upcoming Recap 19th Annual Round Up

19th Annual Corvette Roundup a BIG Success!

It was stormy and rainy all week, but June 6th dawned beautifully sunny with mild temperatures! The Huckleberry Cafe had the coffee and breakfast sandwiches going, the Corvettes came rolling in, our DJ, played the Star Spangled Banner, and we were off to the start of a great day!

This year we had 86 registered Corvettes plus a few guest Corvettes in the parking lot! There were 62 Corvette Club of Richmond cars in attendance! In addition, these clubs were represented as well: Battlefield Corvette Club, Beachcombers Corvette Club, Blue Ridge Corvette Club, Colonial Corvette Club, Corvette Club of Hawaii and Virginia Corvette Club! Thanks to all of our sister Corvette clubs for their support of our show! Too bad we did not have a long distance award, we could have given it to Jeremy Welborn, our CCR member who now lives in Oklahoma, and made the 2800 mile round trip just to come to our show and see his CCR friends! (Note, Richard who is a member of the Corvette Club of Hawaii is currently residing in Virginia).

We awarded 33 trophies sponsored by Heritage Chevrolet (we would have awarded 34 but only two C-1's made an appearance!). The list of winners is in this newsletter. Heritage Chevrolet brought three brand new Corvettes to the show to entice all of our Corvette fans! Our good Sponsor Zip Products was also on site with their show car C7, and lots of information on Corvette products.

We celebrated some June Birthdays and had plenty of cake left over! We enjoyed wonderful support of all of the silent auction items, with all but six items bid on the day of the show, and the remaining 6 went to high bidders at our June 12 membership meeting! Thanks to all who donated auction items, you are listed in this newsletter! Thanks to all of our bidders too!

Thanks also to all club members who helped with the show in so many ways and who brought cars to the show! Thanks to all of you, the show was a success, and more importantly loads of fun! Thanks also to Ironbridge Sports Park for the use of their facilities for our show! It is not too early to put June 4th, 2016 on your calendar for the 20th Annual Corvette Roundup! See you there!

Your CCR buddy,
Kirby Montgomery

Upcoming Recap 19th Annual Round Up

WINNERS!!!!

<u>Generation/Place</u>	<u>Club Affiliation (if any)</u>
C1	
1 st place – Richard Galope	Corvette Club of Hawaii
2 nd place- Greg Lucyk	Corvette Club of Richmond
C2	
1 st – Bill & Brenda Tresler	Corvette Club of Richmond
2 nd – Mark Conrad	Beachcombers Corvette Club
3 rd – Gerald Buckner	
C3 Early (68-73)	
1 st – Tony Nardone	Corvette Club of Richmond
2 nd - Norman Hayes	Corvette Club of Richmond
3 rd – Steve Dermer	
C3 Late (74-82)	
1 st – John Epperly	Corvette Club of Richmond
2 nd – Richard Hobbs	
3 rd – Wayne Alexander	Corvette Club of Richmond
C4	
1 st – Jeff Bishop	
2 nd – David & Cindy Goodwin	Corvette Club of Richmond
3 rd – Duane & Peggy Maloy	Corvette Club of Richmond
C5	
1 st – John Marshall	Corvette Club of Richmond
2 nd – Duane & Peggy Maloy	Corvette Club of Richmond
3 rd – Rick Franklin	Corvette Club of Richmond
C6	
1 st – Jim Chesser	Corvette Club of Richmond
2 nd – Bill Kaelin	Beachcombers Corvette Club
3 rd – Johnny Haltquist	
C7	
1 st – Bill & Brenda Tresler	Corvette Club of Richmond
2 nd – Bob Carroll	Corvette Club of Richmond
3 rd – Jeremy Welborne	Corvette Club of Richmond
Best Engine – Bill & Brenda Tresler	Corvette Club of Richmond
Best Interior – John Marshall	Corvette Club of Richmond

Upcoming Recap 19th Annual Round Up

CCR Thanks 19th annual Roundup Supporters

Thank you to the following companies and individuals for their generous donations for the Corvette Club of Richmond's 19th Annual Roundup's goodie bags, door prizes, and silent auction items.

AACA Museum

Bialy Boat Performance Exhaust

Borla Performance Industries

Capital Tristate

Coker Tire Company

Corvette America

Corvette Central

Corvettes At Carlisle

Dr. ColorChip

Edelbrock Corporation

Giovanni's Restaurant

Heritage Chevrolet

Ironbridge Sports Park

Jegs Automotive

Mary's Hair Designs

Mitchell, Wiggins & Company

National Corvette Museum

Paragon Reproductions

Phoenix Graphics, Inc.

Pietro's Italian Restaurant

River City Bead Company

Stoner, Inc.

Sweet Frog

Volunteer Vette Products

Zip Corvette Products

Joyce and Butch Bateman

Norma Bonner & Danny Terry

Bubba & Donna Carr

Rick & Kathy Franklin

Cindy & David Goodwin

Terry Martin

Duane & Peggy Maloy

Don & Val Miser

Kirby & Marcie Montgomery

Paul & Gayle Murman

Mike & Carrie Starr

JR & Linda Walker

Ray & Mary Wells

Thanks everyone you for your donations!

Event Recap

Ride for Kids

On Sunday, June 7 after a week of rainy weather, thirteen CCR members made history by being the first car club to ever participate in any Ride For Kids ride event since it started in 1985. The event also had over 250 motorcycles. The event was held at the Richmond Times Dispatch Operations Center in Mechanicsville. The non-stop ride, assisted by Hanover and King William Police, traveled through the back country roads of these counties lasted 83 minutes and allowed both bikes and vettes to take advantage of the curvy challenges the roads provided. If you want to see a video of the participants please go to this YouTube link: <https://www.youtube.com/watch?v=fxKu89aVBu4>

Following the ride, lunch was provided to everyone and the "celebration" part of the day took place. A few words were said by a father who unfortunately lost his son a year ago to his brain tumor. A young girl also spoke who has had 4 brain surgeries and indicated that she has been cancer free for the last couple of years. While this event is a fun day for everyone, it is also a fundraiser to help fight and find a cure for brain tumors in children. Many of our CCR members elected to participate by making donations and CCR members contributed over \$3,300. CCR was the third largest contributing club at this days event. The goal, set by the Ride for Kids Foundation located in Asheville, NC for the Richmond event was \$40,000. Through the generosity of the participants they raised over \$49,000. To date, these events held throughout the country have raised over \$1.3 million with more events being held every weekend.

This event will be held again next year so consider participating.



Event Recap

Wedding Celebration

June 13th

We had a great time at the cookout with everyone that came. About 20 members came over and enjoyed hamburgers and hot dogs on a sweltering day (400 pounds of ice was purchased for our yard cooler). There was even a short rain shower that came by and cooled everything off for a little bit. We would like to thank everyone in the group for the generous gift that was given. It is very much appreciated. We hope everyone that came had a great time and enjoyed our "cooler" with a great assortment of beverages. :-)

While it won't be a wedding celebration, we will probably have another summer cookout at our home next year. Thank you again for everything



Event Recap

Progressive Dinner

June 20, 2015

Well the fifth progressive dinner, brought to you by the "New Kent Contingent" is now history. The theme for this dinner was "All American Sports Progressive Tail Gate Party". Since tailgates are in short supply on Corvettes, Steve DuBosky donated his truck as the designated tailgate. At the meeting point, we started a version of Sports Jeopardy where most participated, some reluctantly. We got the caravan off to a good start, winding our way down country roads that hadn't been traversed since 1950, heading for the Belchers version of the Ponderosa. Mary served her usual delicious feast (we probably sent tons of food to the food bank from there). We also had a concoction, created by Joanne Schmit, known as "hippie juice". If you have ever wondered why people don't remember the 60's drink that and you too will have no recall of your previous life. From the Belchers we headed off to the Green's version of Longwood Gardens. En route to the Greens, on yet more unknown trails, the leader of the pack, Gary Green, did some extreme maneuvers while breaking and swerving to avoid a deranged attack deer. After Gary stopped the Deer continued to attack. However, it got the worst of the deal with Gary's Corvette only sustaining minor blemishes. At the Greens we had a delicious Gazpacho soup, remember we are all hamburger kind of folks and didn't have a clue what Gazpacho soup was. What it was, was DELICIOUS! Gay also served up a fruit cup and the above mentioned Hippie juice. We also were subjected to more absurd sport memory questions We are now ready to jump into our over powered Corvettes and tackle yet more undiscovered roads lead by Joanne. We arrived at Bruce and Joanne's warm springs pool resort for the main course of Burgers, Brats, Beans and potato salad and I'm sure other stuff I don't remember (see hippie juice above). We each had to draw yet another sports jeopardy card just to prove that most of us don't watch sports. Food and hippie Juice consumed we took a direct flight to Steve and Karen's garden retreat where desert was served: brownie bites; a beautiful American Flag Cake and, as a surprise to the Malloy's, a 45th anniversary cake, (Peggy must be a saint)almost forgot the Hippie juice. The final sports jeopardy question was asked. The winners were (Drum Roll Please):

First place: David Ecimovic

Second Place: Bruce Griggs

Third Place: Tim Malloy

All in all it was a fun day. Met some new really nice folks and discovered a new drink...from what I remember.

Next year's theme will be picked by the fairer sex since they allowed us to have our cave man affair this year.

Upcoming Event

Old Dominion All Corvette Cruise-In
Aug. 8th 2-6pm
OD: Kirby Montgomery

Join us August 8th for the Old Dominion All Corvette Cruise in on August 8th. More than 350 Corvettes are expected. The show is from 2 PM until 6 PM. Register on-line at allcorvettecruisein.com

PRE-REGISTRATION FOR THIS EVENT ENDS @ 1AM SATURDAY, AUGUST 8th

The All Corvettes Cruise-In is a RAIN OR SHINE event

Dash plaques to the first 250 Corvettes

Door Prizes, Raffle, and 50/50

Mr. DJ playing oldies tunes

Great food and beverages available at local establishments

Participant Admission is \$5 per Corvette at the gate

Spectators admitted FREE - donations encouraged

No Alcoholic Beverages Allowed

And yes, the All Corvettes Cruise-In is a RAIN OR SHINE event

Proceeds benefit a local Women's Shelter and the National Corvette Museum

***Participants who pre-register will have faster entry access to the event and will be entered to win a special door prize.**

The CCR Caravan will meet at the WAWA on Broad Street just East of VA 288 at 10:15 AM. We will depart at 10:30 AM Sharp. Bring your club radio. We will take the scenic route East on I-64, then North on US 522, merging onto US 15 then US 29 North and then East on US 66 to exit 47 toward Manassas.

We will have lunch at Tim's Lake Anna Restaurant & Crabhouse. We should arrive there at about 11:30 AM. Please sign up for this cruise on the CCR website so we can advise Tim's of number of folks having lunch. The ride is estimated to be 112 miles and about 2 hours. You can take I 66 to I 95 on the return if you wish to navigate DC traffic! This show is in a shopping mall area and is set up at Best Buy.

Please sign up on the CCR web site to join the cruise caravan. To pre-register for the event use the web site mentioned earlier. It will save you time!

Come on out for the cruise!

Your CCR buddy,

Kirby

Upcoming Event

Corvettes at Carlisle

by Lori Dolan

2015 Corvettes at Carlisle will run August 28-30, 2014. Not familiar with this event? Well then, their website will give you ALL the info you could possibly want. Check it out! Register online (<http://www.carlisleevents.com/carlisle-events/corvettes-at-carlisle/>) or call 717-243-7855 today!

Dave and I are driving up Friday morning August 28 and if you would like to join our caravan, meet us in the River City Diner parking lot at Parham Road and Route 1, just off I-95. We will meet at 8:00 and **depart at 8:15 a.m.** If you need to reach this caravan en route, call Dave at (804) 640-9338.

The logo for "Corvettes at Carlisle" is displayed within a red rectangular border. The word "CORVETTES" is in red, and "at CARLISLE" is in black, with "at" in a smaller font size.

Again this year we're staying close to Carlisle—at the Howard Johnsons (1245 Harrisburg Pike, Carlisle PA 17013 - 717/243-5411). We've never stayed here and aren't sure what to expect given the age of the place! But, the location is great and getting to the fairgrounds will be a snap! Hotels fill up quickly, so if you are heading to Carlisle in August, you'd better find a hotel soon.

One of the highlights of **Corvettes at Carlisle** is the Saturday evening parade. Hundreds of Corvettes make their way from the fairgrounds to downtown and then park in the middle of the street so the crowds can check out all the beautiful Vettes. You can stay with your car or hit the many downtown shops, restaurants and bars. We've been to Carlisle many times, but last year was the first year that Dave and I participated in this parade. We've been in a lot of parades, but this had the biggest turnout I had ever seen! You can view the parade for yourself on line. I keyed in **Corvettes at Carlisle 2014 Parade** and found 2 YouTube versions. We're seen at about 6 minutes 30 seconds in one and then the 2nd video we're about 6 min 40 secs. That's us in our yellow convertible below.

Note that PA 7-11s and grocery stores do not sell beer, so plan to bring what you'll want for the weekend or else you have to get it from a distributor. When you pack, remember your nametags, CCR windshield decal, Club apparel and Club radios.



Upcoming Event

Smith Mountain Lake and Beyond

OD's: Karen DuBosky & Bob Brody

October 16 & 17, 2015

Please join CCR on a cruise to scenic Smith Mountain Lake for a weekend of fun and fellowship. We hope to view beautiful fall foliage on this excursion. We encourage you to participate in everything we are planning, but you are welcome to choose any of activities that appeal to you.



We will meet Friday afternoon at 1:00 – 1:15 PM at the WAWA on Hull St. Rd., 2 miles west of Rt. 288 at 12001 Southshore Point Drive, Midlothian, VA 23112. Please bring your club radios for communication among the group.

At 1:30 PM we will depart on our cruise to Smith Mountain Lake where we will check into Mariners Landing.

Please state that you are with the Corvette Club of Richmond when you call Mariner's Landing to reserve your Condo: 540-297-4900

A two night stay is required for the CCR Rates listed below:

One Bedroom, One Bath Studio Suite, (parking lot view), with One Queen Bed | Sleeps 2

\$109.65 per night

One Bedroom, One Bath Waterfront Condo, with One Queen Bed | Sleeps 2 \$118.15 per night

Two Bedroom, Two Bath Waterfront Condo, with Two Queen Beds | Sleeps 5 \$152.15 per night

Three Bedroom, Two-1/2 Bath Waterfront Condo, with Three Queen Beds | Sleeps 6-8 depending on layout \$220.15 per night

Friday evening we will get together for a Pot-Luck Dinner which is being organized by Karen DuBosky. Please contact Karen to coordinate your contribution:

Home phone, (804) 557-3548, email, tapdoc54@hotmail.com

On Saturday morning, please plan Breakfast on your own prior to our excursion into the mountains. We will travel west on scenic country roads across the Lake to Rocky Mount for a rest stop at the Sheetz. From there we will make our way on twisty hilly roads to the top of the Blue Ridge and take the Parkway to Chateau Morrisette, (maps will be provided).

Chateau Morrisette is a mountain-top winery that offers tastings and tours. You may pack a picnic lunch to eat on the lovely grounds, or dine at the restaurant.

After our return cruise to Smith Mountain Lake, we will have dinner at Heath's Waterfront Grill followed by socializing in one of the condos.

Please make your room reservations soon and sign up online or in the books.



CORVETTE in the news

EXCLUSIVE PROOF: The Mid-Engined Chevrolet Corvette Is Happening!

• Jan 2015 [By DON SHERMAN](#) Photography By CHRIS DOANE AUTOMOTIVE Illustration By NICK KALOTERAKIS

Behold, mid-engine [Corvette](#) fans: The car you've waited patiently for Chevrolet to build has finally evolved beyond [titillating concepts](#) to the engineering mule revealed here. An 82-second strike by our recon op resulted in [15 frames](#) before security narcs dropped the curtain on this black test car—with its two occupants still inside.

Don't fret over the pointy-pickup camouflage; more attractive attire will follow. Instead take solace in a cabin hugging the front axle, ample space between the cockpit and the rear wheels for the hot parts, and this Corvette's crouched and ready attitude.

The nose clip is from Holden's Commodore SSV (with even wider flares), while the cabin module, roof, and exterior mirrors are hand-me-downs from today's Stingray. A Holden SSV ute's sheetmetal wraps door to door around the heinie. The wing keeps the tail planted during high-speed runs and what could be more practical than the bumper-mounted 2-by-10 for shoving this test sled back to the garage when it breaks down? Other items of note: The fuel-filler located on the driver's-side B-pillar and the cooling intakes located along the rocker panels



Scaling the span between the axles using the wheels as guides (we're estimating them at 19 inches in diameter) yields a projected wheelbase of 98.9 inches, some eight inches shorter than that of today's Corvette. That blueprint upgrade comes from bumping the transmission from ahead of to behind the rear axle as God and Dr. Porsche intended. A tighter wheelbase quickens steering response and cinches up the turning circle. It goes without saying that at least 60 percent of this probable Corvette ZR1's mass will be supported by the rear wheels, enhancing launch traction and balls-out braking. There are rumblings that the engine bay may eventually play host to a small, 3.5- to 4.0-liter V-8 with all the fixin's—meaning no pushrods.

CORVETTE in the news

Thus far GM has issued no denials discrediting [our most recent \(and highly detailed\) mid-engine Corvette forecasts](#). While there's no fresh intel regarding launch timing, the fact that experimental hardware has left the laboratory suggests that the C8 Zora sports car is on schedule to roll into showrooms in about 20 months as a 2017 model, at which point it will be sold alongside the front-engined Corvette. Place your orders now or find yourself stuck at the back of a long delivery line.



To read more at Car and Driver about the next generation corvette by following this link:

<http://www.caranddriver.com/features/c8-chevrolet-corvette-exclusive-what-to-expect-from-the-heart-stopping-mid-engined-zora-feature>

<http://www.caranddriver.com/news/exclusive-mid-engine-c8-chevrolet-corvette-first-photos-news>

REVS & RUMBLES @

By Barry Roper, NCM Ambassador/Lifetime Member

Just over sixteen months ago, a sinkhole opened beneath the NCM Skydome and, witnessed only by security cameras, slowly devoured eight Corvettes of special recognition as they sat in silent splendor awaiting the day's visitors. The multifaceted saga of discovery, assessment, recovery, and reconstruction of the dome and some of the less severely damaged cars has been a spellbinding journey for automotive enthusiasts around the world.

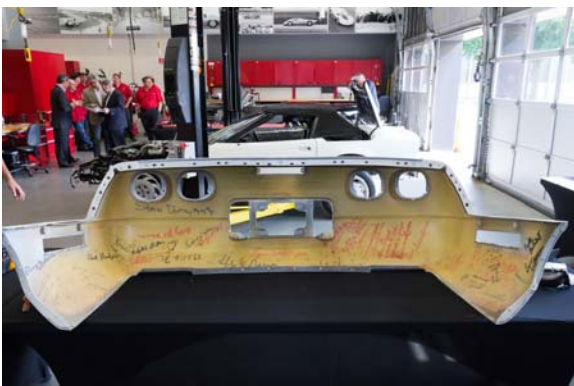


As time has passed and the initial event has faded from being "breaking news", members of the design fabrications operations at GM have been laboring to restore two of three Corvettes deemed salvageable from the disaster. Late last year the resurrected 2009 ZR1 Blue Devil was unveiled and GM's attention has since turned to the 1992 white LT1 convertible deified as the 1 millionth Corvette built. Since last April, the 1992 had been restored approximately 15-20% with the car running and structural damage repaired. Then a surprise occurred that changed the projected repair strategy.

As major panels and component parts were removed for examination, the restoration team found hundreds of signatures covering almost every hidden place -- under the carpet, the side panels, the dash pad, everywhere. The assembly workers at the Bowling Green plant had proudly signed their work as the 1 millionth Corvette rolled off the assembly line in July of 1992. The findings changed the focus from relatively simple replacement of damaged parts to the more difficult attempt to repair each part in order to preserve each and every signature if at all possible.



Of interest, GM says it no longer has the institutional knowledge required to properly put the 1962 black convertible Corvette back in shape. As a result, the NCM intends to restore the 1962 black convertible on its own. Hopes are to build a restoration and maintenance facility where visitors would be able to watch professionals work on the damaged '62 as well as other vintage Corvettes going forward. Additionally, the NCM notes that the upward trend in museum attendance continues with the number of visitors in 2015 thus far being higher than for the same period last year. The 'Gateway to All Things Corvette' is open wider than ever. There's no such thing as "been there, done that" when the subject is a National Corvette Museum visit!





CORVETTE RACING AT WATKINS GLEN: Westbrook, Valiante Repeat at Six Hours

WATKINS GLEN, N.Y. - Richard Westbrook and Michael Valiante are repeat winners at Watkins Glen International. The VisitFlorida.com Racing Corvette Daytona Prototype won the Sahlen's Six Hours of The Glen on Sunday as rain wreaked havoc on the sixth round of the TUDOR United SportsCar Championship. Corvette DPs took two of the three spots on the overall podium on a successful - albeit wet - day for Chevrolet.

Westbrook and Valiante, in the No. 90 Corvette DP, reclaimed sole possession of the TUDOR Championship's Prototype Driver's points lead with the victory. The result also increased Chevrolet's advantage in the Manufacturer standings.



Action Express Racing's Joao Barbosa and Christian Fittipaldi finished third in their No. 5 Mustang Sampling Corvette DP and stand second in points. The also maintained their lead in the Prototype standings of the Tequila Patrón North American Endurance Cup - a collection of the TUDOR Championship's four long-distance races.

In GT Le Mans, Antonio Garcia and Jan Magnussen in the No. 3 Chevrolet Corvette C7.R led the Corvette Racing effort with a fourth-place class finish. The pairing drove a loaned Corvette from Larbre Competition while the original No. 3 car is being re-

paired following the 24 Hours of Le Mans two weeks ago.

Despite being in a 'new' Corvette, the pairing were in contention for a podium position throughout. A late yellow allowed the competitors ahead of them to make it to the end of the race without a late stop. The results were enough for the No. 3 Corvette to retain their lead in Tequila Patrón North American Endurance Cup GTLM points.

The race for Oliver Gavin and Tommy Milner ended with an hour left as the No. 4 Corvette C7.R crashed following a restart at the first turn on the slick and slippery surface. Up until that point, the Corvette had led in class by as much as 12 seconds despite being a lap down early due to another spin.

Westbrook started the race third and moved into the lead for the first time 33 minutes into the race. He and Valiante hung around the rest of the leaders from the one-hour mark onward and moved into position for the victory with a final pit stop 70 minutes from the end of the race. The No. 90 Corvette DP pitted a lap after Joey Hand, who had to stop for a late splash for fuel 10 minutes from the end.

Five yellow-flag periods and a race stoppage filled the last 90 minutes as conditions turned treacher-



ous. Steady rain pelted already saturated grounds and caused standing water in a number of spots. Westbrook had to remain particularly focused during some of the heaviest rain when his windshield wiper malfunctioned.

Action Express Racing's Eric Curran, Dane Cameron and Max Papis placed fourth in Prototype with their No. 31 Whelen Engineering/Team Fox Corvette DP. The Wayne Taylor Racing No. 10 Konica Minolta Corvette DP of Ricky Taylor, Jordan Taylor and Max Angelelli retired following a crash inside the final hour

The next round for the TUDOR Championship is the Mobil 1 SportsCar Grand Prix presented by Hawk Performance on Sunday, July 12 from Canadian Tire Motorsport Park. The race will air live at noon on FOX Sports 1, with radio coverage available on IMSA.com.

Tech Tips

How To Keep Your Classic Corvette from Overheating

by Huw Evans [More from Author](#)

There are few classic cars that conjure up excitement in the same way as a vintage Corvette. Whether it's a solid axle, midyear, or shark, the idea of thundering down a stretch of two-lane blacktop, wind in your hair, with the sun setting on the horizon, is the stuff dreams are made of. But, if your prized Corvette overheats and dies by the side of the road, that dream can quickly become a nightmare.

Given that even the youngest classic (1953-1982) Corvettes are now almost 30 years old, chances are they need a bit of tender loving care once in a while. And, although it's not often the first thing that comes to mind, the cooling system should be at the top of the list.

COOLING SYSTEM OPERATION

Coolant circulates through jacket passages in the engine block and cylinder heads, the flow controlled by a water pump mounted on the front of the motor. As it passes through the engine, the coolant absorbs heat. In order to prevent the engine from overheating, the coolant is then directed through a hose into the radiator, where fresh air flowing into the front of the radiator (via fins) cools the antifreeze as it passes through tubes in the radiator (connected to the fins). The "cooled" liquid is then fed through another hose back into the engine, and the process starts all over again.

However, there are a few other components in your Corvette's cooling system designed to make it work effectively, one of them being the thermostat. This small circular device, mounted near the upper hose on top of the engine, regulates the temperature of the antifreeze. When the engine has just been started and the fluid itself is also cold, a valve on the thermostat prevents the antifreeze from reaching the radiator. Instead, it allows it to circulate, usually via a bypass hose and back through the block and heads, until the engine has reached operating temperature. Once that happens the thermostat opens, allowing the fluid to flow through the radiator, which keeps it cool while the engine is running.

TOO HOT

To prevent the engine from overheating, the coolant flowing through it is pressurized via a spring-loaded radiator cap. The cap is designed to regulate pressure in the cooling system, ensuring that it does its job effectively, but also to prevent the pressure from building up too much that it causes parts of the cooling system to fail, i.e., the hoses to collapse. It does this by automatically releasing pressure via a spring-loaded valve, set to a pre-determined level of pressure when the coolant reaches a certain temperature. Excess pressure and coolant is then bled off; on some classic Corvettes such as original fuelie cars and big-block models, the excess coolant is captured in an aluminum expansion tank.

Because there is now less coolant in the engine, a vacuum is created; therefore a secondary valve on the radiator cap allows the excess coolant to be drawn from the expansion tank back into the engine as it cools down.

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OTHER ASPECTS

Besides regulating the temperature of the engine, the coolant or antifreeze is also used to provide heat to the interior. A small radiator-type device found behind the firewall, the heater core, is linked to the engine cooling system by two additional hoses. One allows heated coolant to be drawn into the core, while another returns it back to the block. Once the heat is drawn into the core, it is then, usually via a fan or blower, drawn through ducting into the passenger compartment, heating it. Various doors, in the form of dash-mounted levers, allow the heat to be regulated; for example, a blend door allows heat from the core to be mixed with cooler outside air, while others allow the air to circulate through dash vents to clear the windshield, or heat the cabin. In order to prevent too much heat from entering the cabin, especially on hot days, a heat control valve, located in one of the hoses, blocks the flow of the coolant from the engine to the heater core, often when the Corvette's air conditioning system is engaged (if the car is equipped with it).

Besides the heater core, another important aspect, particularly as it relates to most classic Corvettes, concerns the fan. All Corvettes from 1953-1982 came from the factory with an engine-driven clutch fan, essentially one that's driven off the front of the water pump and constantly turns when the engine is running. A clutch drive, mounted on the fan, controls its speed via a viscous coupling, allowing the fan to spin faster at idle to force more air through the radiator, and slower by disengaging direct drive of the fan from the crankshaft when the vehicle is in motion, to reduce parasitic loss. A shroud, usually bolted to the back of the radiator housing, surrounds the fan and is designed to help the blades flow cool air back into the radiator; without it, the fan would just simply spin hot air through the engine bay at idle, and the engine would overheat.

Other critical aspects in a classic Corvette's cooling system include the freeze plugs (more correctly called core plugs): literally steel plugs that look like lids, which are pressed into the sides of the block when it is manufactured. The plugs fill holes created during the block casting process, where sand that's used to form the water jacket passages is drained out. Although the plugs are designed to last the life of the engine, if the antifreeze isn't regularly changed, it can allow corrosion to develop on the plugs causing them to leak, which usually requires removing the engine to replace them.

The water pump is generally one of the most reliable pieces of your classic Corvette's cooling system. These GM water pumps are mechanical units, using an impeller mounted on a shaft that draws the coolant from the lower radiator hose, into the engine block. Meanwhile, a pulley mounted on the outside of the pump is attached to the belt that's driven off the crankshaft. A seal on the back of the pump between the housing and the engine block is designed to prevent coolant from leaking as it flows through the pump.

COPPER AND BRASS

Of course, probably the most obvious aspect of any vehicle with a liquid-based cooling system is the radiator, particularly when it comes to classic Corvettes, especially C2 and C3s as we'll find out shortly. Originally these cars came with copper/brass radiators, the most common type used for passenger cars from the '20s through the '80s. These radiators consisted of a copper core, with brass end tanks soldered on each side. Copper was chosen because it's a good conductor

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of heat, as well as being a soft metal to work with, and one that's easy to repair. Within the core were tubes running from top to bottom, allowing the coolant to flow from the top of the radiator down to the bottom in a single pass, reducing its temperature as it reached the bottom radiator hose. Although the tubes always provide primary cooling, as mentioned earlier, the fins have a role in directing cooler, outside air to the tubes, from the clutch fan or outside air (when the car is in motion).

Early copper/brass radiators contained fairly narrow tubes, but as engines became larger and more powerful, better cooling was required. One solution was to increase the size of the radiator cooling tubes, but doing so actually created cooling dead spots or pockets in the radiator, which affected circulation and actually caused engines to run hotter. GM was one of the first American automakers to address this problem by going back to using smaller-diameter tubes, but in greater numbers. By the early '60s, this practice was standard on most GM passenger car radiators including Corvettes, but as we shall see, even when new, original style copper/brass radiators could prove problematic on a performance car such as the Corvette, especially as more powerful small-block and (from 1965 onward) big-block V8s took up residence under the hood.

COMMON PROBLEMS

The larger the engine and the faster it spins, the more heat it generates. So, if you've got a large performance engine in a relatively small car (say a 1966 Corvette 427), there isn't a lot of space for that heat to escape. Combine that with a small, narrow grille opening, 40-plus-year-old technology, and a bit of neglect, and it's easy to see why you'd be reluctant to drive your prized possession more than a few miles, for fear of overheating and cooking your engine. So what can be done to improve matters? Well, as it happens, quite a lot.

Corvette enthusiasts are some of the best served in the marketplace when it comes to restoration and performance parts, even when it comes to the cooling system, so there are a number of ways you can ensure your Corvette runs at its best, and it doesn't necessarily mean having to fork out for a monster aluminum radiator and dual electric fans, especially if originality or correct appearance is a primary concern. To find out some common cooling issues on classic Corvettes – and the steps to remedy them – we talked to Bob Clemmens at Legendary Motorcar in Halton Hills, Ontario. Bob is the shop's resident Corvette specialist: a former GM technician who spends his days servicing and fixing some of the most prized muscle cars and exotics in the world.

"A lot of guys will replace the radiator and, if they're not too concerned about originality, invest in an electric fan, but that doesn't always solve a lot when it comes to cooling," he says.

"One of the biggest things is regularly servicing the cooling system, draining out the old antifreeze and replenishing it with a fresh mixture. If you have a vintage Corvette with one of the old-style aluminum overflow tanks, it's common to forget to drain the entire cooling system; you can get a lot of trapped air, which can compromise the cooling system's effectiveness; you have to make sure it's properly bled and when you refill, that the correct level is maintained; these old Corvettes need all the cooling they can get and if you don't have enough antifreeze in the system, it's going to be harder to maintain a consistent operating temperature."

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He also says that checking the condition of the radiator and heater core hoses, as well as the fan and drive belts, is also one of the easiest things you can do, but also one of the things that's most often overlooked. "Because the cooling system is under pressure, any weak links will also affect the ability of the antifreeze to circulate and properly cool the engine. Over time, hoses become brittle and they can crack, causing leaks. Constant pressure also causes them to swell. Take a look at the hoses on your Corvette; if you see them ballooning at one end or they feel soft, or have dry rotted cracks, it's time to replace them. It's a lot cheaper to change a hose than be faced with blown head gaskets or an engine rebuild because the motor overheated because a hose failed." Belts are less crucial, but should still be checked.

"Technically, as long as the belt from the crank to the water pump is still working, you can still just about drive a C2 or C3 Corvette," says Clemmens. "But it's hard to drive it for any length of time without power steering or an alternator, so you should make sure all the belts are in tip-top shape. If the car is an older driver with A/C and the compressor has been bypassed, it can eventually seize from lack of use and you'll have to dismantle the air conditioning system and replace the compressor, which can work out to be quite expensive, especially if a shop is doing the work."

Another problem can be a sticking thermostat. If it's stuck closed, the engine will overheat quickly; if it's stuck open, it won't warm up properly. On cold days, that can result in hard starting and stalling, with too rich a mixture that will adversely affect fuel economy and a cabin that won't warm, because the heater core relies on the temperature of the coolant to deliver heat to the interior. However, if the car runs hot to begin with and is only used on nice, sunny days, sometimes going with a cooler thermostat is an option. "Switching from a 180-degree to a 160-degree unit can help keep your engine cooler on warm days, improving throttle response and power. If the car is an automatic, a cooler thermostat can also be a benefit, since heat is a transmission's worst enemy," says Clemmens.

As far as heater cores, they can be another problem area. Over time they can become plugged or corroded and eventually leak, causing the windows to fog up on misty or cold days and the car to run hotter on warm ones, since antifreeze is leaking out of the core and the amount of coolant flowing through the engine and radiator is reduced. If plugged, they can also prevent the antifreeze from circulating properly, which will tax the rest of the cooling system.

However, when it comes to classic Corvettes, Bob says that the C3s can be the most problematic when it comes to cooling, or rather overheating, issues.

"Because of the conventional grille opening, the early solid-axle Corvettes are pretty much like any other Detroit passenger car from the '50s and early '60s. Provided the cooling system is in good working order, the radiator is good, belts and hoses are good, the fan is operable and isn't slipping, and the coolant is drained and replaced regularly, there shouldn't be any problems."

C2s, with their angled radiators, can pose a few more problems. The MK IV big-block engines generate a lot of heat, and the angle of the radiator means it's more susceptible to collecting debris from the road, which can damage the fins and block the flowing of the coolant. "Once that starts to happen, the engine can quickly overheat; the debris collects mainly at the top of the radiator, affecting circulation and not allowing the antifreeze to pass properly through the tubes so it can be cooled. If that happens, the engine will heat up fast, especially at idle, and there's very little you can

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do, except turn the motor off and wait until it cools.” Checking to see if the cooling system is maintaining pressure is another one. If the radiator cap can no longer hold sufficient pressure, the car is also likely to overheat.

On C3s cooling is even more critical, largely because of the shape of the nose and the even steeper angle of the radiator. “Third generation Corvettes are probably the least efficient when it comes to cooling,” says Clemmens. “Because you’ve got a small grille area and that steep angle for the radiator, it’s even more important on these cars to make sure the cooling system is in good working order.” And some things to consider might not be that obvious, one of them being the chin spoiler.

“C3s have a small chin spoiler mounted below the valance,” says Bob. “The purpose of this is to direct air from underneath the car and up into the radiator. If the spoiler is broken or missing, then the radiator is basically being starved of cooler air, so even at speed, the temperature will quickly build up.” Another, quite major issue concerns the rubber seals mounted on the top of the radiator.

“With the hood closed on a C3, the idea is to create an almost sealed vacuum for the air to be directed into the radiator, so alongside the chin spoiler, you’ve got rubber seals mounted on top of the radiator, either right at the top of the support, or between the top of the radiator and support,” says Clemmens. “These actually serve an important part in cooling the engine on a C3, as they help cool air reach the top of the radiator. Being made of the rubber, over time they will dry out and become brittle, sometimes they’re even missing. If that’s the case and the radiator is clogged with debris (it’s easily thrown up and gets stuck at the top thanks to the steep angle at which it’s mounted), then you’re going to have problems.”

Another is the fan shroud. It might come as a surprise, but some owners find that it’s often easier to cut the shroud when replacing the radiator. “When a replacement radiator is installed, sometimes a shroud isn’t fitted, or just what’s left of the old one, usually the top part, is used. That renders the clutch fan just about useless, because all it’s doing at that point is rotating hot air in the engine bay, instead of vectoring it into the radiator.”

OE clutch fans can also suffer from fatigue over time. “If the radiator is blocked because of debris, then air pressure builds around the radiator. Because the fan is constantly turning while the engine is running, at speed that pressure can be strong enough that it pushes the fan blades backward and forward, to the point they can crack, sometimes even break off.” Clemmens recalls a couple of specific incidents where he’s seen damage as a result of fan blades snapping off and going right through the hood while the car was at speed.

But what about electric fans: are they a good alternative on a vintage Corvette? Clemmens says yes and no. “Electric fans are now standard on most modern cars, simply because they provide much less parasitic loss, since the engine doesn’t have to turn them. They can be programmed to turn on and off only when absolutely needed, which saves energy and fuel.”

But on a classic Corvette, which originally came with a clutch fan, there’s no denying that electric fans can look like ugly afterthoughts and out of place, especially if the car is largely stock.

“It really depends on the owner and the car,” says Clemmens. “If you’re going to use electric fans

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and your car didn't originally come with them, you're going to have to incorporate them into the wiring." Some owners will rig up a dash-mounted switch, allowing them to turn the fans on and off. On newer Corvettes, like C4s, C5s, and C6s, the fans are programmed to come on when needed and operate via signals sent from the ECU, relayed through temperature sensors when the coolant gets too hot.

If you're building a resto-mod Corvette, i.e. you're using a late-model, fuel-injected crate motor and you'll be using the wiring harness and ECU, an electric fan is arguably the only way to go, since originality isn't a primary concern. You'll also have to think about the power draw. "Installing a modern system with dual electric fans and a shroud will have a much higher amperage draw," says Clemmens, "so the car's electrical and charging system needs to be up to the task. If you're using a stock-style alternator, it likely won't have the capacity to provide sufficient energy to the battery to power the fan and you'll likely be suffering from constant charging issues."

If originality is important, but so is dependability, then the best option is to go with a replacement, factory-style clutch fan. Eaton Corporation still makes them, and they should be available through most Corvette specialists; Paragon Corvette Reproductions is one that did carry them at the time of writing.

"When working correctly – and provided both the clutch and the fan are in good shape – the factory system is extremely reliable," says Clemmens, "as long as the factory shroud and seals are in place." Some classic Corvettes, like L88s, came without shrouds, but considering they were primarily built for racing, they weren't designed for street use. As mentioned above, in order to provide adequate cooling with an original-style clutch fan, the shroud is essential to help circulate air from the fan into the radiator.

But what about radiators – are factory style units adequate, or should you upgrade to a bigger, aluminum aftermarket unit? Clemmens says yes and no. "At the end of the day, it depends on what you want to do with the car. Because many classic Corvettes are valuable, most owners don't like to stray too far from the OE setup. From my own experience, if you want to drive the car and it needs a new radiator, the best thing to do is either use a new, thicker copper/brass core mated to the existing end tanks or purchase a reproduction aluminum radiator that looks like the factory original."

Aluminum is most widely used today for radiators because it costs less to manufacture in larger quantities. Although aluminum isn't as effective at heat transfer, nor as resistant to corrosion, it is less dense and in performance applications where weight savings is of crucial importance, you can employ a thicker radiator with more tubes and fins to aid cooling, in relation to a copper/brass equivalent. For classic Corvette owners, popular suppliers of aftermarket units include DeWitts (which specializes in aluminum radiators for these cars); while companies like Ron Davis Racing can custom-build one to your particular requirements. In terms of availability through vendors, Zip Corvette can supply you with a reproduction aluminum radiator that closely follows the contours of your original unit, and it can even be date-coded to match your particular car.

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However, these days going with aluminum isn't necessarily better. Aluminum radiators, while lighter and capable of packing more cooling capacity within the same dimensions, are also more difficult to repair if damaged and cannot be recycled as effectively as copper/brass units.

Also, given advancements in copper/brass radiator technology, one example being CuproBraz, it is now possible to produce a copper/brass radiator that is much lighter, stronger, and efficient. As its name suggests, CuproBraz uses brazing instead of soldering to join the copper and brass elements of radiators together. Because brazing contains no lead, it results in a lighter as well as stronger bond than soldering, resulting in a much lighter, sturdier radiator; one that's finally a worthy alternative to an aluminum unit.

As this article went to press, a company out of Pittsburgh called Universal Auto Radiator Manufacturing has started producing CuproBraz radiators designed for OE passenger car use, capable of lasting 100,000 miles or more. Will we see a resurgence of copper/brass units in the collector car hobby? Time will tell, though the indications are that after spending time in the doldrums, the copper/brass radiator is staging a comeback.

Special thanks to Bob Clemmens and Ted Greig of Legendary Motorcar for their assistance with this article.

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