



Newsletter August 2017

2017 Directors

President: Tony Herrera
Vice-President: Ron Howard
Secretary: David Allen
Treasurer: Juanita Gillaspey
Sergeant-at-Arms: Patrick Smith
Past President (2015): Ron Howard

Appointed Positions

Historian: Group Effort
Photographer: Group Effort
Sunshine: Sandee Anderson
Activities: Group Effort
Event Reminder: Pat Dobson
Membership: Robert Thiel
Webmaster: Cathy York & Sharon Hook-Martino
Parade Coordinator: Nena Herrera
NCM Ambassador: Len Atlas
CORVETTE Weekend: Ron Howard
(Refer to Membership Roster for contact information)

August Birthdays

Rhonda Bohall 9/2	Jennifer Clark 9/15
Arlene Maradie 9/3	Dale Yellin 9/15
George Wilson 9/3	Gar Stevens 9/16
Don Hubbard 9/11	Bob Brown 9/21
Teri Lavery 9/13	Debbie Miller 9/22

August Anniversary

Mike Duggan & Tonjie Ophus
Dave & Riley Sidden
Jim & Diana Roarty



Contact Tony Herrera

Next Club Social

August 12 - Trees of Mystery Cruise
Please RSVP to Pat Dobson @
pdobson0503@icloud.com or 541-664-4506

Why Join SOCA?

- ✚ Promote esprit-de-corps among Corvette enthusiasts.
- ✚ Create interest in the Corvette as a true dual-purpose sports car.
- ✚ Provide a means of technical information and service to members.
- ✚ Encourage dealer and manufacturer cooperation.
- ✚ Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interest.
- ✚ Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

- SOCA Constitution -

Upcoming Meetings

General Membership Meeting, September 6,
7:00 PM, Rogue River Community Center.
Visitors are always welcome!



Tony and Len presented Candlelighters with a check from Corvette Weekend for \$11,771.00



Events & Activities

August 19 – SOCA Cruise & Social. Trees of Mystery Cruise. Details TBA

August 20 – 39th Annual Lost Creek “Friendship Meet”. Details TBA (not a SOCA event)

August 25 – 26, “Corvettes by the Bay”, in Coos Bay. For additional information go to the Pacific Coast Corvette Club website. www.pacificcoastcorvetteclub.org (not a SOCA event)

September 4 – Labor Day Parade in Cave Junction. Details TBA

September 6 - SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River

September 9 – Jim Sigel Show & Shine. Details TBA. This is a SOCA event.

September 16 – Lake of the Woods Car Show. Details TBA

October 4 – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River

OTHER EVENTS: December – Grants Pass Christmas Parade. Details TBA

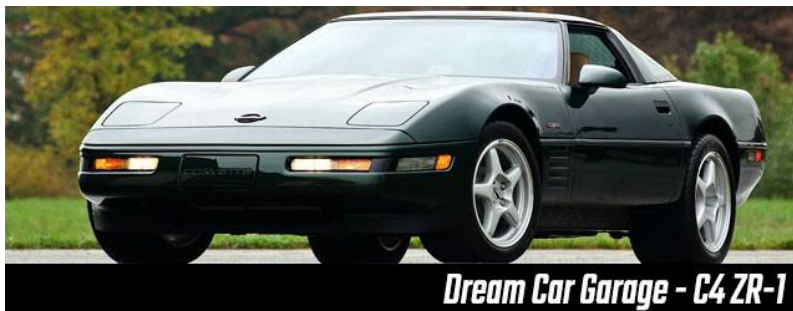
For additional events, information and links, go to the S.O.C.A. website Events Page
<http://www.sovette.com/default.asp?pg=activities>



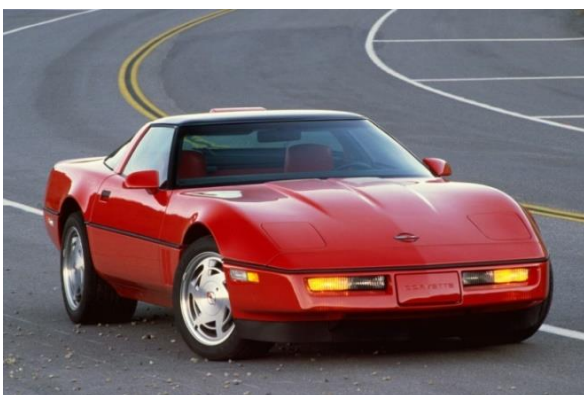
Techin & Toolin

C4 Corvette ZR-1- ByBradley Iger - Oct 14, 2016

In terms of factory production cars, the 1980s was a fairly abysmal era for high performance. Still reeling from the emissions regulations and fuel economy standards that began in the early 1970s, the industry had pivoted to fuel sipping economy cars and pared down personal luxury coupes. For high performance models like the Corvette it was a particularly harrowing time, and high output motors like the 435 horsepower, 427 cubic inch L71 V8 were relics of the past.



But things began to look up with the introduction of the all-new fourth generation Corvette in 1984. Although its 350ci L83 still only made 200 horsepower, the C4 Corvette was a technological powerhouse in its day, boasting new bodywork made from lightweight molded polymers, a brand new modern chassis with a light weight and fully independent suspension system, an eye-catching LCD instrument panel display, and various other improvements throughout.



With engineers still struggling to solve the power output issue, the new focus for the Corvette had become handling and design, resulting in a thoroughly capable platform that was ripe for additional grunt down the line.

A few years after the introduction of the C4 Corvette, General Motors acquired Lotus, a relatively small English high performance firm known for their long history in motorsport and limited-production, road going sports cars. In 1986, the brass from Chevrolet's Corvette division came to Lotus engineers with an ambitious proposal, asking them to help the Chevy engineers design and build the world's fastest production car using the C4 Corvette as the platform.

The result was the "King of the Hill" C4 Corvette ZR-1, a model which differed little from the standard Corvette aesthetically, but underneath the bodywork was an absolutely world-class sports car that put the world's most exotic hardware on notice.

Doing the ZR-1 Badge Justice - The ZR-1 moniker had first become part of Corvette nomenclature in 1971. Chevrolet had taken the all-new LT-1 small block V8 screamer and dropped it into a very limited production C3 Corvette that was essentially a road racer with a license plate.

Outfitted with a close-ratio four speed manual gearbox, heavy duty suspension and brakes, upgraded cooling systems, and devoid of extraneous content, although the ZR-1 looked very much like a garden-variety small block Corvette, its formidable capability on-track proved otherwise. Chevrolet produced a grand total of 53 C3 Corvette ZR-1s and created a sought-after legend in the process.



The company knew that if they were going to revive such a revered model they'd need to bring their A game to the table, and while their joint effort with Lotus was a comprehensive performance package, the motor was arguably the centerpiece of the ZR-1's hair-raising performance prowess.

Rather than extensively modifying the standard 350ci motor that powered the C4 Corvette at the time, Lotus engineers promptly ditched the tune-port injected, 240 horsepower L98 V8 and began work on an all-new motor that would power the ZR-1.



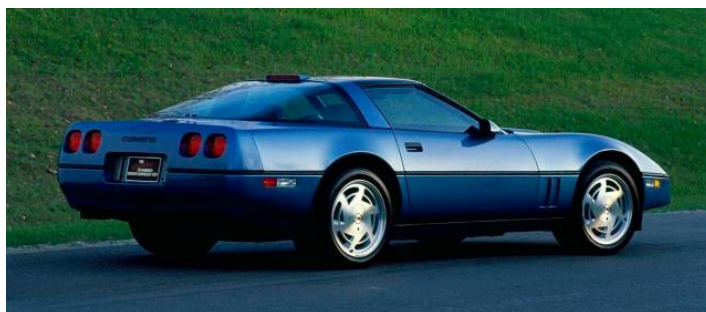
The result of their labors was the new LT5 engine. A far cry from the cam-in-block pushrod design of the L98, this new aluminum block, 32 valve motor featured four overhead camshafts and a unique air management system that could shut off some of the motor's intake runners and fuel injectors during low throttle operation to allow the motor to remain in compliance with government fuel economy standards while delivering a then-unheard of 375 horsepower and 370 pound-feet of torque.

The LT5's design differed so dramatically from the L98's that Chevrolet would outsource the assembly of the motor to Mercury Marine in Stillwater, Oklahoma, who would then ship the motors to GM's Bowling Green, Kentucky factory for installation in the car.

But neither Lotus nor Chevrolet was interested in simply turning the Corvette into a knuckle-dragging muscle car – they wanted the ZR-1 to handle as well. To that end, the team developed not only new braking and steering systems unique to the ZR-1, but a new adjustable active suspension system as well.

Dubbed FX3, this new system was developed with Bilstein (who had already done the initial tooling for the system years prior for the Porsche 959 supercar) to provide the ZR-1 with an adaptive damping system that could alter the suspension's ride characteristics on the fly by a selector switch on the cabin's center console.

Like the original ZR-1 the C4 model was difficult to distinguish from a standard Corvette, but subtle visual differences set the car apart upon closer inspection. These new supercars were three inches wider in the rear than garden-variety models, mainly in order to accommodate the new wider rear wheels and tires that were required to provide the substantially more powerful ZR-1 with adequate grip.



The center-mounted tail light was also relocated from between the two sets of taillights to the top of the rear hatch glass, and the rear fascia featured a convex shape rather than the standard C4's concave rear.

But for those who weren't able to spot a ZR-1 at glance, the fact that this Corvette was something special became immediately obvious when observing either its performance or its window sticker. Retailing for \$58,995 upon its debut in 1990, or about twice that of a standard Corvette, the ZR-1 justified its astronomical sticker price with equally astronomical performance figures.

With a 0-60 mph sprint in 4.4 seconds on its way to a top speed of over 180 miles per hour, the ZR-1 would go on to set no less than seven FIA-verified high-speed endurance world records at a test track in Fort Stockton, Texas on March 1st, 1990.

Although its high cost would keep the ZR-1 out of most Corvette buyers' garages, the impressive performance it offered kept the in production for six years.

The 1991 model year would bring updates to the body work and interior, along with a new unique set of wheels for the ZR-1, which were likely added to the mix due to the fact that the rear convex fascia that set the 1990 ZR-1 apart from the base model car had found its way to all Corvette models.

Lotus engineers gave the power plant some revision for 1993, in turn bumping the horsepower up from 375 to 405. Production could continue in a fairly limited capacity until the end of the 1995 model year, with a total of 6,939 C4 Corvette ZR-1s built throughout its six-year production run.

