



Newsletter July 2016

2016 Directors

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

Appointed Positions

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

Membership

August Birthdays

Bill Bozarth 8/5 Cindy Luce 8/13
Rosie Mallory 8/8 Janet Peterson 8/15
Ron Nichols 8/11 Rita Graves 8/20
Karen Raskin 8/11

August Anniversaries

Darren & Jennifer Clark Dennis & Carol Misner
Jim & Elaine Ellis John & Janet Peterson
Jack & Cindy Luce



Contact Dave Wills to order SOCA apparel.

Next Club Social

July 16, Dead Indian Cruise and Lunch at Debbie's Diner
TBA. Home Depot "Show & Shine" TBA

**Please RSVP to Sheron Leigh, 541-955-9224,
1gypsyleigh@gmail.com if you would like to attend.**

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: Wednesday, August 3,
7:00 PM, Rogue River Community Center.

Visitors are always welcome!



Eagle Point Parade



Events & Activities

July 16- Dead Indian Cruise. Dinner at Debbie's Diner, 3808 S. Pacific Highway. TBA

July 23- Home Depot "Show & Shine". Lunch afterwards. Time and location TBA

July 26-30 Back to the 50's

August 13- Trees of Mystery Cruise. Aerial Tram or Trail Walk \$11 (optional). Eat at Forest Café or Crescent City. Departure and meal time and place TBA.

August 21- (Sunday) 37th Annual Friendship Meet @ Stewart State Park, Lost Creek Lake. Times TBA

September 10- 16th Annual Jim Sigel Show & Shine. 9:30AM show up time. Lunch after TBA

September 23-25, Evergreen Aviation Museum Tour, McMinnville, Ore.
Proposed agenda is as follows:

Friday 9/23 10:00AM depart Grants Pass
12:30PM Eugene lunch stop
5:00PM Arrive Comfort Inn & Suites \$120 (Incl. Tax)/night
6:00PM Dinner at Golden Valley Restaurant & Brewhouse
Saturday 9/24 9AM Evergreen Air & Space Museum \$18 (Incl. Imax)
6:00PM Dinner at Spirit Mountain Casino
Sunday 9/25 8AM Depart McMinnville
9:45AM Arrive Tillamook Cheese Factory
10:30AM Tillamook Air Museum \$9.50 (Seniors \$8,50)
1:00PM Depart Air Museum
4:00PM Lunch/Dinner at The Mill Casino Coos Bay
7:30PM Arrive Grants Pass

October 7-9 Sea Cruise-Crescent City, SOCA Participating

October 22 SOCA Monthly Social, Poker Run in Grants Pass. Dinner and prizes for the best poker hands at Black Bear Diner. Times TBA

November- Due to the Thanksgiving holiday the social event will be discussed and scheduled later.

December 10 Annual Christmas Party at Mac's Diner TBA
Christmas Tree Auction at Providence 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

Code L88 – Part 1

The secret code to a race-ready Corvette in the late 60s - Eckler's November 2013

The L88 Corvette is a car that, for part, hid in the shadows. But it cast a big shadow on the American car scene as well. Oh, if you were a close ear to the ground, you about it. But if you didn't pay attention, it came and went in a The reason for its existence was Arkus-Duntov, the chief Corvette engineer, was chagrined that Ford this publicity for winning the 24 LeMans. Yet he knew that Chevrolet had a durable engine in and yearned to make it available for racing. But he had one problem – Chevrolet, officially, was not in racing. They had their heavy duty parts lists you could peruse at a dealership, and buy stronger parts than normal over-the-counter, but didn't have a ready-to-race model like Ford had with the Cobra 427 S/C, or even GT40s (of which they only sold a handful). So Duntov pushed and shoved and surreptitiously developed the package known as "L88."



the most actually muscle keeping knew flash. that Zora got all Hours of the 427

The 1967 Model - You have to figure they only sold them in 1967 – the first year it was available (you a half year model because it was only available in Feb. '67), few people knew about it. Part of the Corporation's with the car is that it didn't meet any of the usual standards for noise/vibration/ harshness. It exceeded the maximum in all areas. It idled like the heartbeat of a thoroughbred racehorse at the bell of the Kentucky Derby. It had a buckboard stiff There was no air conditioning available. In some the car might not have been able to be registered "Off Road" labeling (but now, one could expect them to be "grandfathered in" since they have been on the road for 45 An interesting note is that on the '67 Corvette, the humongous hood scoop was a "dummy". However, if you ordered the L88, that scoop was made functional, feeding cold air to the carburetor. That first year, the L88 was not listed among the available choices on the option list. And Chevrolet resorted to a ruse to keep sales down, a sort of feint-left to weed out the true cognoscenti from the wanna-be-racers. Chevy listed the L88 at 5 horsepower less than the 435 horse L71 427 in order to discourage buyers wanting to order the fastest Corvette available. The non-savvy thought the L71 was the more powerful of the two, going by the advertised horsepower rating. But they didn't reckon on all the go-fast heavy-duty parts in the L88 that made it a superior engine for race work.



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There were a few mandatory heavy duty parts you had to order with the L88 option, including a heavy duty F41 front and rear suspension, the J50 vacuum power brakes, the J56 special heavy duty brakes, the K66 transistor ignition, and the M22 heavy duty close ratio manual gearbox.

There were no special L88 emblems, and you had to look real hard at the car to note the hood was open in the back of the hood blister. It also had 6" wide wheels, which you needed. If you lifted the hood, you might have been able to spot the improved radiator—an aluminum cross-flow with a Harrison expansion tank, where other '67 big-block Corvettes had brass radiators. The '67s were also the only year the L88's block and heads came painted Chevy Orange.



The M22 gearbox was nicknamed the “Rock Crusher”. It might have got that nickname due to its noisiness. The gears were cut at a much lower angle – closer to straight – for a much higher torque rating. This design made it very noisy, but allowed it to handle really powerful motors. The gear ratios were: 1st - 2.20, 2nd - 1.64, 3rd - 1.27, 4th - 1.00.

The '67 L88 was just the start of Duntov's war against the Cobras. The package was carried over in new “Mako Shark” inspired body and was out during the following year (calendar year). There was no chance it would be offered in production in the future as all kinds of laws were coming into being in the early '70s. In the new-for-'68 body, the L88 accounted for 80% of the way of checking on the number made is by the heavy duty options. The records show that in 80 M-22 “Rock Crusher” gearboxes were so they probably all went on L88 Corvettes. A fact is that 81 1968 Corvettes were built with heavy duty J56 special performance brakes – means 80 L88s got them and one non-L88 car well. The last year of its offering, 1969, shows a change in sales. Word must have spread because that year, its final year of production, it recorded sales of 116 units.



against '68 in the phased 1969).

emissions In the units. One use of the '68 only ordered, bit odder with the which did as

While Chevrolet acquitted themselves well on the sports car racetrack with the L88, they also did well in drag racing, where they could regularly run in the low 11 second range at over 120 mph. If you ran in a modified class where you could choose gears (a stump pulling 4.56 was available), stickier slicks, headers and open sidepipes, you could rule the track.

Almost unbelievably, in the final year of production, 1969, there was even an automatic available (one figure bandied about on Corvette websites is that 17 were sold with automatics). The automatic had a 3-element torque converter, compound planetary gearset, and had the following ratios: 1 – 2.48, 2 – 1.48 and 3 – 1.00.

Ironically, for all of its thundering legend, the L88 didn't seem to record very high top speeds – below 155 mph certainly. Even the 427 Cobra could top that, though it had dicey aerodynamics (but the advantage of much less weight).



L88 didn't 155 mph though it of much less

Surprising to many is the fact that the L88 came with an iron block. Iron was heavy, but had one big advantage over aluminum – if you overheat an iron block engine, you can usually count on no “core shift” or cylinder barrel shape changes once it cools off. You can't say that for aluminum blocks. The L88 did use aluminum cylinder heads, and you had to cope with a difficult 12.5:1 compression ratio. If you didn't have Sunoco 260 fuel in your neighborhood, you were in trouble.

came with big an iron “core” it cools The L88 had to if you

If you were to look at an L88 for possible purchase, the most important thing to find is the RPO code on the engine, located on a machined plate in front of the passenger side head. This tells you what year the engine was built, what engine it is, and usually what transmission was attached to the engine. It also reveals what manufacturing plant Chevy used to build the engine (L88 engines were built on a special assembly line at the Tonawanda, NY, plant), what year the engine is, and its horsepower rating.



Membership Meeting July 6, 2016

Business Meeting: July 6, 2016, 7:00 PM – Rogue River Community Center.

Ron welcomed everyone and called the meeting to order. He told us about two new members to the club. They were not in attendance.

Minutes: The June Meeting Minutes were approved as published.

Treasurer Report: Juanita was absent. No treasure report.

Historian: No news to report.

Sunshine: Dora is not feeling well. A card was passed around and signed by all. **GET WELL SOON, WE MISS YOU!**

Photographer: No news to report.

Membership: After each meeting, Robert will email corrections or changes to the roster book so members can note the changes. Each March, the corrections will all be printed. If you have any roster changes, please send them to Robert ASAP.

Ambassador of Corvette Museum: Len shared information on the Corvette Museum and encouraged all members that aren't Corvette Museum members, to join.

Internet Site: Cathy encourages anyone to send pictures to her. The pictures could be of club events or personal photos that would be of interest to the car club.

Parades: Nena reported we will be in the Rocky Point Parade. Information to follow.

Activities: Shasta Caverns had 9 cars make the trip. Feedback was, "Great trip!". The Schmidt Winery "Show & Shine" had 14 cars. SOCA members stepped up as volunteers and helped raise \$1700 for charity. The Rooster Crow Parade in Rogue River was also a fun success. 19 cars were in the parade and the club took 2nd in the Antique Car Class. Thanks to all for your participation and help.

UPDATE: Air Museum Overnighter 9/23-25. As of this writing 22 cars and 41 people have signed up for the McMinnville Air Museum Double Overnighter. If you are interested in going and have not yet signed up, please contact Len (541 471-0612 or expilot@centurylink.net). 12 hotel rooms in the 20 room block have been reserved. If you have signed up and have not yet made your hotel reservation, please call the Comfort Inn ASAP at (503) 472-1700 and mention the Southern Oregon Corvette Asso. Group #2596321. When you have made your reservation, let Len know so he can update the room block and if needed, secure additional rooms, IF AVAILABLE!

Event Reminder: Sheron passed around a sign-up sheet for the Dead Indian Run which includes the Rocky Point Parade and lunch at Debbie's Diner. Further info to follow.

Sergeant-at-Arms: Pat reported all things are going well. Keep up the good work.

Old Business: Discussed activities mentioned above.

New Business: Len gave info that he gathered for the Evergreen Aviation trip and put together an itinerary.

50-50 Raffle was won by Brian Uehlinger

Meeting was adjourned at 8:05 PM

