

# VicVettes



**Publication of the Victoria Corvette Club  
September, 2009**

**The Victoria Corvette Club** represents Corvette owners and enthusiasts in the capital city of British Columbia. Victoria, located on the southern tip of Vancouver Island, is known as the Garden City and is a major international tourist destination. We hold our meetings on the first Tuesday of each month. We meet at 6:00PM for dinner, and hold our meetings after we have dined. Guests and new members are always welcome. Please check our website for info on our next meeting place.

Our members own an interesting variety of Corvettes, and we are active year 'round with Corvette-related activities: social events, show and shine, rallies, slaloms, tours, parades and more.

We are non-profit society, and sponsor our Club charity, the Queen Alexandra Foundation for Children.

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Social Director: Vacant

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## In This Issue

Coming Events

Laguna Seca Tour Report

Random Pics

Idlings

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e-mail: [membership@victoriavette.com](mailto:membership@victoriavette.com)

Laguna Seca 2009:

In the paddock and on the track....Race-winning #75, a 1965 Corvette

## *President's Message*

Cam regrets that there is no President's Message this month.

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## **GT2.....The First Races**

Beginning with the Acura Sports Car Challenge of Mid-Ohio race on August 8<sup>th</sup>, Corvette Racing has now run three races in the GT2 class. That class has provided some very close and exciting racing, as Corvettes are ranged against some very competitive rivals. Considering that the team is new to the class, Corvettes have performed very well. In the Mid-Ohio race they finished 2<sup>nd</sup> and 4<sup>th</sup>, with a Porsche 911 winning and a BMW M3 finishing 3<sup>rd</sup>. In the next race, the Road America run at Elkhart Lake, WI on August 16<sup>th</sup>, Corvettes finished 3<sup>rd</sup> (behind two BMW M3's,) and 6<sup>th</sup>. Victory came in only the new GT2 car's third race, the Grand Prix of Mosport in Ontario on August 30<sup>th</sup>, with the C6R of O'Connell and Magnussen beating a Ferrari 430GT to the finish line by .331 seconds. The Gavin/ Beretta Corvette finished 3<sup>rd</sup>. Two races remain this season, Road Atlanta in Georgia on September 26<sup>th</sup>, and Laguna Seca on October 10<sup>th</sup>.



The new GT2 C6R's

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For Sale:

Parachute. Only used once. Never opened. Small stain.

A Bit of Advice:

Never do card tricks for your poker group.

## Our Club Sponsors:

Principal Sponsor:

### **Jenner Chevrolet Ltd.**

1730 Island Highway,  
Victoria, BC  
(250) 474-1211

Affiliate sponsor:

### **Canadian Tire (Gordon Head)**

3993 Cedar Hill Road  
Victoria, BC  
(250) 721-1125

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## *Monterey Historic Automobile Races, Laguna Seca*

When the Victoria MG Club asked if there was interest in another tour to the Monterey Historic Automobile Races at Laguna Seca, a number of hands went up. And so it was that 15 cars boarded the good ship Coho and headed for California last month. California is a long way in an MG Midget, so we opted take the '03 Corvette. (Wise choice!)

Historic Race weekend is big in the Monterey area, with a number of shows, concours events, tours, rallies etc also taking place on and around race days.

Well over 250 antique and historic sports and racing cars provided spectacle and noise. Each year a different marque is featured. This year it was Porsche's turn, and large variety of cars from the late 1940's sports cars to the brutal sports-racing machines of the 1970's and '80's dazzled and deafened us.

There were 15 races over the two days of racing, each of 10 laps of the 2.238 mile track; and the cars are classified according to age, type and engine size. Corvettes participated in three races.

The first of these was the race for 1947 to 1955 Sports Racing and GT Cars over 1500cc. A single 1954 car trailed the field until the last lap, when it was finally able to pass an ailing Allard. The Blue Flame six and 2 speed Powerglide unfortunately proving no match for some serious racing machinery. (The Allard was an English car built from 1936 to 1964. Earlier models were equipped with Ford or Lincoln V8's and V12's; later, more powerful Cadillac V8's were fitted.)

Corvette's finest hour was the race for 1963 to 1967 GT Cars over 2500cc. Here a 1965 Roadster walked away from the field, and after a great battle a 1964 Roadster beat a 1966 Shelby 350GT Mustang into second place. Other Corvettes were scattered among the 17 cars that finished the race.

Corvettes also competed in the 1973-1980 IMSA GT, GTX and AAGT Cars race. These were big block cars, and they finished 10<sup>th</sup> and 12<sup>th</sup> in a field of 27 finishers.

The Monterey Historics are "Hog Heaven" for fans of motor racing through the ages. Not only is the racing a joy to watch, but you can get right up to the cars in the paddock area, and talk to the drivers and mechanics. And perhaps even meet some really big names. Corvette racing driver Dick Guldstrand was there this year...



Laguna Seca

## Coming Events:

A list of tentative dates of our events for the year is published on our website, [www.victoriavette.ca](http://www.victoriavette.ca)  
For a complete list of car events on the Island and overseas, follow the link to Don Earnshaw's Car Shows.

- Sep 4-6 CU in September, Calgary. Corvettes Unlimited. Info: Doug Campbell @ [talongeo@shaw.ca](mailto:talongeo@shaw.ca)  
Sep 12 VCC Season's Wrap-Up BBQ at Malcolm & Lucille's. 4:00 PM at 1751 Burnham Road, Cobble Hill. Watch for e-mails with meeting times and directions.  
Sep 20 Club Brunch. Watch for Cam's e-mail with the details.  
Sep 20 Toy Run. VI Mustang Assoc and Canadian Classic Chevelles & Beaumonts.  
Info: 250 881-1423  
Oct 4 Leaf Crusher Cruise. Details to follow.  
Oct 3-4 Back to Back Slalom, Vernon BC. Kelowna Corvette Club. Info: Jerry Reiber at [jreiber@silk.net](mailto:jreiber@silk.net)

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Not the fastest in class, but a treat to see racing.

## Big Days:

### Birthdays:

Cathy Garon	Sept 2
Lucille Baster	Sept 5
Maria Watts	Sept 12
Michael Krieger	Sept 13
Sally Morris	Sept 13
Larry Eastick	Sept 17
Bob Wood	Sept 20
Cheryl Reid	Sept 21
Catherine Hall	Sept 22
John Weaver	Sept 25
Iain Swain	Sept 27
Yale Shap	Sept 30

### Anniversaries:

None

## Club Notes

We are advised that the CCCC elections for directors will be held on September 5<sup>th</sup> at the Calgary event, CU in September. Few if any changes are anticipated.

The Driver Training Day at Camosun College will not take place this fall.

Cam described the various cruises that have recently taken place, including the big Classic Car Picnic at Queen Alexandra in which 8-10 VCC cars participated.

The club intends to buy a good sound system. Sean Mossey will have a price for us at the October Meeting.

There was a spirited discussion on the use of the club's logo. By a fairly close vote it was decided that if a member wishes to put the logo on any article of clothing except the black club jacket, that member must obtain the permission of the executive or the executive's designated representative. The meeting minutes will contain the correct wording of the resolution.

It is planned to order some club jackets in the near future. If you would like a jacket, ordering information will be presented at the next meeting. The cost is about \$125.00

REMEMBER. The October meeting is the club's Annual General Meeting. Elections will be held for next year's executive. Also remember that your annual dues are due at the next meeting, and that in order to vote on anything that requires a vote, your dues must have been paid. Dues are \$70.00 per year for full membership, and \$20.00 per year for associate membership. (\$75.00 for each first time full membership.) These full membership figures include membership in CCCC, the Canadian Council of Corvette Clubs, Western Region.

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The #3 Compuware C6R leads the Risi Competizione Ferrari 430 in its first GT2 outing at the Acura Sports Car Challenge of Mid-Ohio

Random Pics....  
Laguna Seca:



An ancestor. A 1917 Chevrolet racer



Another rare bird. This Hudson competed in the same race as the 1954 Corvette (1947-1955 Sports Racing and GT Cars over 1500 cc.)

## Idlings

Seeing and hearing vintage Corvettes thundering around the Laguna Seca track caused me to reflect upon the more than 50 years that Corvettes have been raced, marvel at their achievements, and wonder what further successes the future holds. From Le Mans to Camosun College Corvettes have been raced, rallied and slalomed by both countless amateur and professional racing drivers.

The early six cylinder Corvettes were not competitive, and it was not until the famous Zora Arkus-Duntov installed Ed Cole's new 265 cid V8 into a 1955 car that the Corvette became a serious challenger.

At the 1956 Daytona Speedweeks, three Corvettes prepared by Smoky Yunick set a number of acceleration and speed records. Encouraged by success at Sebring that same year, Corvette embarked upon an ambitious plan to produce cars that had the potential to win both in the US and Europe, the home of sports car racing.

Unfortunately the ill-advised but "politically correct" Automobile Manufacturers Association's 1957 ban on factory involvement in racing put paid to GM's overt racing efforts, but privately entered cars still competed effectively. That same ban caused the cancellation of 1963's Grand Sport program, a lightweight car designed to compete with Carroll Shelby's Cobras.

The ban is long gone, and now Corvettes have established themselves as a major force on the race tracks of the world.



Two of the Sebring Corvettes, 1956



The SR2, Sebring 1957



Corvette SS. This car was prepared for the 1957 Le Mans race, but the effort was scuttled by the Automobile Manufacturers Association ban on factory racing.



One of the three Corvettes entered in the 1960 Le Mans 24 hour race by Briggs Cunningham. This car won its class (GT 4000 to 5000 cc) and finished 8<sup>th</sup> overall.



One of the five 1963 Grand Sport models produced.



One of the famous “Greenwood” Corvettes, created by John Greenwood in the late ‘60’s and early ‘70’s. This is a 1973 or ‘74 model about to go racing at Sebring.



Another rare one. This is a Chevrolet Corvette GTP. It’s not really a Corvette at all, but is a collaborative effort between General Motors and Lola Cars International in England. Its purpose was to permit GM to compete in the IMSA GT Championships from 1984 to 1989. Lola built the chassis, and GM put on the body. The car was powered either by a turbocharged 3.4 litre V6 or by a normally aspirated small block V8.  
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It pays to establish friendly relations.....