

COD Communications

COD proudly supports the R.S. McLaughlin Durham Regional Cancer Centre (\$44,785 to date) and Salvation Army/CTV Toy Mountain.



February 2019



President's Report

By Ken Gordon

January 2019 has been a bad one, extremely cold and lots of snow. Let's hope the worst is over and that Wiarton Willie predicts an early spring for all of us enthusiasts.

Corvettes of Durham is once again setting up a booth in The Motorama Show (March 8-10) at the International Centre. The booth will be large enough to display six Corvettes; we already have five members who volunteered their Vettes so we need one more (sure would be nice to have a C6 Ron Fellows Edition-- wink wink). We will need volunteers to help set up on Thursday March 7th and for move out on Sunday March 10th. We also need volunteers to cover the booth throughout the weekend. Please contact me at 289-923-8333. We'll have flyers to hand out promoting our DreamVettes show in June. The Motorama Show always has a great display of all types of vehicles so please try and come and have a good time.

Denise is hard at work arranging several future Social Events; we will keep you posted.

As of February 1st you will not be able to contact me at Boyer Chevrolet nor at my Boyer e-mail address. Please contact me at home: #905-831-0653; Cell#289-923-8333; e-mail kgordon@sympatico.ca

Our next General Meeting will be at Amici on Wednesday February 20th with guest speaker Tariq Azam from Scotia Wealth Management.

See you there!

Ken



Corvettes of Durham was established in 2000. We meet on the third Wednesday every month at 7:30 pm (except December). During the summer months, we arrange 'offsite meetings' and cruise to different locations. If you have a favourite restaurant suitable for a meeting, please let the Social Convenor know.

COD Executive:

President	Ken Gordon	905-831-0653	kgordon@sympatico.ca
Vice President	Ron Tremblay	905-895-1047	rmtremblay@sympatico.ca
Treasurer	Anne Halverson	647-525-9753	annehalverson@bell.net
Secretary	Roxanne Chiusolo	905-767-3312	roxanne.kowal@gmail.com

COD Directors:

Advertising	Marilyn Gordon	905-831-0653	kgordon@sympatico.ca
Club Clothing	<i>Your Moving Depot</i>	905-438-1906	kelly@yourmovingdepot.ca
DreamVettes	John Fletcher	905-683-0696	vetmyster@hotmail.com
Governors	Steve Megill & Brian Striemer	647-237-0132 905-720-2001	smegill@rogers.com striemer@bell.net
Membership	Susanne Ralph	905-420-6459	zunne@rogers.com
NCM Ambassadors	Ron Tremblay & Sue Woodland	905-895-1047 905-895-1047	rmtremblay@sympatico.ca suewoo@sympatico.ca
NCRS Rep	Ron Langlois	905 449 6439	langlois@rogers.com
Newsletter	Sue Woodland	905-895-1047	suewoo@sympatico.ca
Past President	Ron Boulter	905-429-2355	ron.boulter@sympatico.ca
Social	Denise Ciaralli	289-928-4383	dciaralli@hotmail.com
Website	John Fletcher	905-683-0696	vetmyster@hotmail.com

Members' Corner



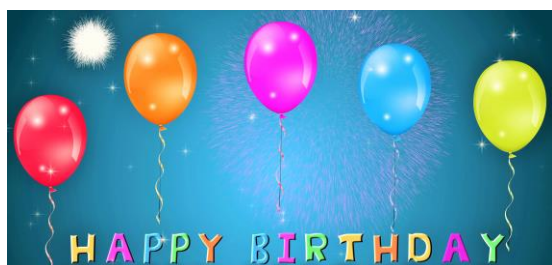
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February Birthdays



Carl Gomes	6
Gloria Chalmers	8
Shirley Arsenault	10
Darlene Read	15
Rocco Nunno	16
Linda Landry	19
Eddie Hayward	20
Marilyn Gordon	21



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Password - durham

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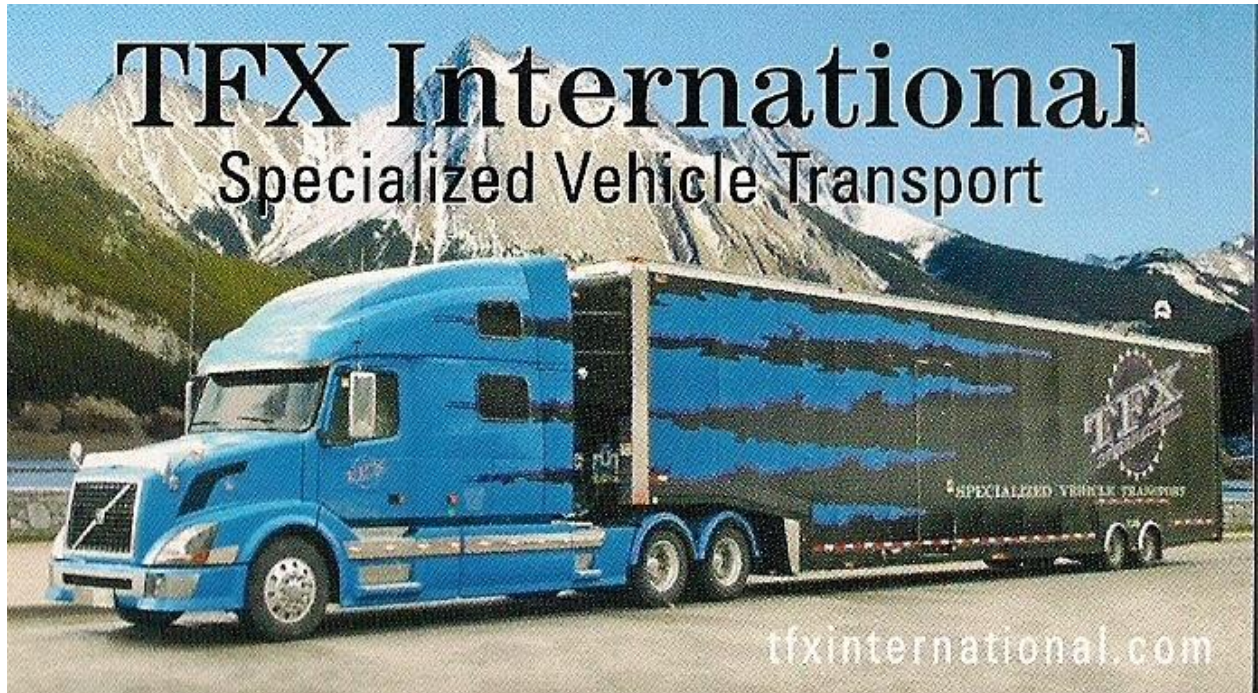
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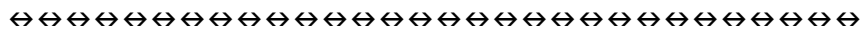
It is that time of year again! Time to Renew your Membership! We are asking that everyone pay on or before February 28, 2019 to avoid the added \$10.00 late fee that will be applied as of March 1, 2109. If you are one of our snowbirds who has not paid, please either contact Susanne Ralph at zunne@rogers.com or see me when you return.

As well, at the beginning of March, we will be sending our payment to Quad C and as the Quad C membership cards come in, our Governors will distribute them. Your Quad C membership number is recorded at Quad C shows you attend in order to get points at all the judged events.

Your COD membership fees contribute to the club's ability to host various events and donate to our charities during the year, therefore, timely payment is of the utmost importance.

For those of you that have paid, we say thank you.

Susanne Ralph
Membership Director



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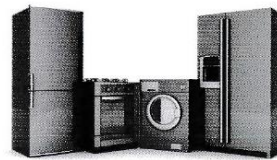
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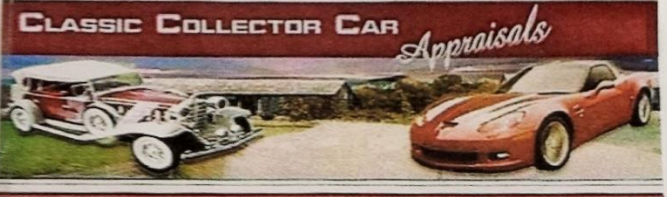
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We all know that 2019 marks the 25th anniversary of the founding of the National Corvette Museum in Bowling Green, Kentucky. And we also know that an Ontario Caravan has been organized and will depart for Bowling Green, KY on Sunday August 25th to share in the Museum's 25th Anniversary Celebrations.

But did you know that our Club boasts *not one...not two...but **three member-couples*** who experienced that Inaugural Caravan and Opening Ceremonies of the Museum on September 2, 1994? We're sure you know who they are, and you will read some reminisces and see their photos of that Caravan trip and Museum Opening Ceremonies in our August newsletter. Stay tuned! We think it will be a highlight of this years' newsletters!

Beginning with this newsletter up to the end of the year, we wish to share some interesting Museum data. Such as...

- ❖ The Museum began as a storefront opening January 20, 1991 in downtown Bowling Green, called the Annex, basically as a gift shop with exhibits, set up to be self-supporting.
- ❖ Ground-breaking for the Museum in its current location took place on June 2, 1992 with Zora Arkus-Duntov manning a bulldozer!
- ❖ But back in August 1984 *the idea* of a not-for-profit foundation to collect and preserve Corvette materials in a library or archives was first mentioned at an NCRS convention.
- ❖ Through the efforts of the NCRS Board and many others in those early years, fundraising commenced (and continues today), and Bowling Green was chosen due to the proximity to the Assembly Plant.

Online registration is open for the **Bash**, April 24-26 at the Museum. Activities include: classroom instruction and hands-on practice on the Motorsports track as well as a day of touring laps (2 separate activities); day trips (with lunch) to distilleries, a private car museum, a Nashville-based river boat cruise with entertainment. **Of major interest** will be a Corvette Assembly Plant update given by the Plant manager, Kai Spande. Highlights in our May newsletter.

A word of thanks to COD members who have purchased a **\$5** ticket to win a **1-year single membership in the NCM**. There will be two more opportunities at our February & March monthly meetings! Winner to be drawn at the March 20th meeting.

Sue & Ron
COD Ambassadors



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Upcoming Event Planning...

I am looking forward to the year ahead and am excited about the upcoming events planning. The following events are on my radar screen.

Suggestion Box: There will be a new Suggestion Box available for everyone to submit their suggestions, recommendations, complaints, anything anonymously. We will use this input to make improvements to all activities this year!!!

April/May 2019 - Spring Cruise ~ Venues being considered follow:

Venue	Address	Distance	Website	Notes
Hockley Valley	793522 3rd. Line, Mono, ON	1.5 hr drive	www.hockley.com	Farmers market; wine tasting
Elmhirst Resort	1045 Settlers Line, Keene, ON	1 hr drive	www.elmhirst.ca	Apr 6 wine cellar
The Waring House Resort	395 Sandy Hook Rd., Picton, ON	2.5 hr drive	www.waringhouse.com	Farmers Market, Brewery Tour.
Friday Harbour	311 Big Bay Rd., Innisfil, ON	2 hr drive	www.fridayharbour.com	New facility. Lots of activities.

Considerations for venues include a beautiful drive; great food; good parking and additional offsite activities!

June 2019 - Offsite GM ~ Golf club venues across the region are being considered. Must have good parking; great food and room for us all!

Oct 2019 Fall Cruise ~ Venues are being reviewed. Special considerations will be a beautiful drive to the venue selected. Again always considering the venue offerings with respect to food; facilities; and onsite/offsite activities.

Dec 2019 ~ Christmas Dinner/Dance ~ In process.

Venue	Address	Website	Notes
Jubilee Pavilion	55 Lakeview Park Ave., Oshawa	www.jubileecatering.ca	Dec 14 & 21 available
Harmony Creek Golf Course	1000 Bloor St. E., Oshawa	www.harmonycreekgolf.com	Dec 14 & 21 available
Trillium Trails	53 Snow Ridge Court, Oshawa	www.trillumtrails.com	Dec 14 & 21 available

Entertainment for the dance has been narrowed down to the following bands. Each will be performing over the next little while. I encourage you to attend or review the bands via the links provided and provide your preference.

DINO & THE DOGS
Jan 26 @the Black Dog, 87 Island Rd., Toronto
<https://www.facebook.com/dinoandthedogs/videos/2484033598289152/>

LITTLE CEASARS AND THE CONSULS
Feb 15 @ the Jubilee Pavilion, Oshawa
https://www.youtube.com/watch?v=5_zhPACNloQ

THE LINCOLNAIRES
March 20 @ Garnet B. Rickard Rec Comp., Clarington
<https://www.facebook.com/TheLincolnaires/videos/1815924935139998/>

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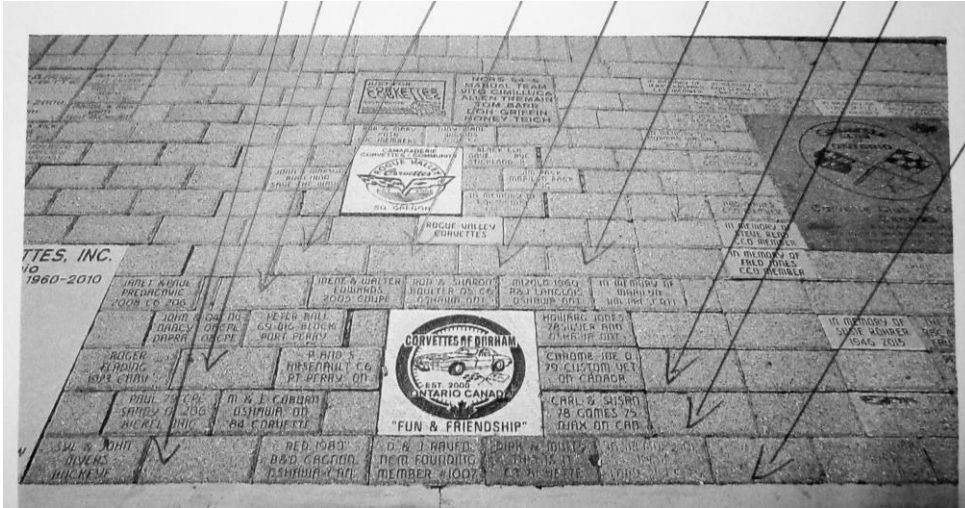


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National Corvette Museum Memorial Bricks



As most of you are aware, Corvettes of Durham has a Club Brick on the walkway of the National Corvette Museum in Bowling Green. It has been there for many years and several members have their names inscribed on bricks.

In addition, we have always remembered our members who are no longer with us and had their names inscribed on Memorial Bricks. Since August is the 25th Anniversary of the National Corvette Museum, we would like to remember those members we've lost in the past couple of years.

We currently have more that 50% of the funds to purchase the Memorial Bricks for Brian Lindow, Randy Taylor, Rob Halverson, Ed Belczowski, Ralph Taylor and Paul Hoskin. If we have forgotten anyone please let us know.

The bricks are \$ 100 U.S. funds (for NCM members and \$ 125 U.S. for Non-Members).

We have 10 spots available around our Club Brick. Therefore if anyone would like to purchase their own brick or donate to the Memorial Bricks please see either Sue Woodland or Jan Raven.

Thank you for your consideration in this matter and we would like to thank those who have already contributed to this touching tribute to our friends.



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From the Archives...

Fifth generation (C5 1997–2004)



C5 Coupe

The C5 was the most completely redesigned Corvette since the Corvette's inception in 1953. Production of the C5 Corvette actually began in 1996 but quality/manufacturing snafus saw its release to the public in mass delayed until 1997, and continuing through the 2004 model year. The C5 was a completely new design that featured many new concepts and manufacturing breakthroughs that would be carried forward to the C6 & C7. It had a top speed of 176 mph (283 km/h) and was judged by the automotive press as a breakthrough with vastly improved dynamics in nearly every area over the previous C4 design. The list of all new innovations include:

- Industry leading 0.29 drag coefficient
- Near 50/50 weight distribution (actually 51%F/49%R) due to the all-new powertrain layout
- The first Corvette to actually use an upper rear suspension arm, instead of the drive shafts performing double duty as the upper locator arm
- An all new chassis design that was more akin to a stressed monocoque than the former ladder designs which featured an all new stressed center tunnel design for increased torsional rigidity
- All new hydroformed side rails increased torsional rigidity more than 4 times that of the C4 and previous Corvette generations



C5 Convertible

- All new suspension geometries, in which the actual chassis widths and lengths were changed to affect the track and wheelbase dimensions. This was in contrast to simply changing the location of a mounting point that may not truly affect chassis geometry (this actually happened with the rear suspension on the C6)
- All new production of a rear mounted transmission, including a "torque"(drive)shaft from the front of the engine to the rear transmission
- Reduction of over 1000 parts from the previous C4
- All new, never before seen active handling (it was the first ever stability control for a Corvette, and not just traction control for the '98/'99 - 2004)
- Lower weight (3,219 lbs) compared to C4 (Note: this weight for the '97-'99 model years for the base coupe was still lighter than the C6 that replaced it)
- Greatly improved quality
- Improved fuel economy
- "Magna-Steer" electronic power steering assistance
- First ever staggered tire size (for production Vette's), with smaller sizes in the front than the rear. This was done to improve CD.

- First ever "twin fuel tanks", one behind each seat, aided the packaging of the C5; it, along with virtually all of the C5's innovations have been incorporated in the C6 & C7 models as well.
- First ever dual durometer suspension bushings to improve ride quality without sacrificing cornering grip and vehicle handling dynamics
- Large trunk was purposefully designed to accommodate two full golf bags; and it remains a feature of the C7 (and previous C6)
- First ever bonding to frame for body panels manufacturing in Corvette production history
- Super stiff chassis (24–25 Hz) made primarily of hydro formed steel. Starting with the C5 Z06, and then carried through the C6 and C7 models the chassis tunnel cover thickness was increased to aid rigidity from the relatively thin Base C5. The C6 tunnel plate actually mounts perfectly to the C5 model for an easy upgrade. Note: The C7 has adjusted some of its welding patterns and thickness points too.
- ALL new LS1 aluminum engine (Gen IV small block); it featured individual coil packs instead of a distributor cap and rotor, aluminum block and pistons, a very deep skirt design for increased durability, and many other technical and manufacturing innovations. The LS1/LS6 are the progenitor for the entire C6 & C7 engine lineup, with the LS2, LS3, LS7, LS9, being primarily increased displacement and supercharged versions of the LS1/LS6. Even the LT engines are still primarily increased displacement LS1's/LS6's but with modern, improved technologies of direct injection and cylinder deactivation for improved fuel economy for their larger displacement "thirstiness". This third-generation small block V8's complete redesign also featured a new cylinder firing order to improve idle and rev smoothness. It was initially rated at 345 bhp (257 kW) and 350 lb-ft (470 N·m), but was increased to 350 bhp (260 kW) in the 2001 edition. The new engine, combined with the new body and its low 0.29 drag coefficient, was able to achieve up to 28 mpg on the highway.

For its first year, the C5 was available only as a coupe, although the new platform was designed from the ground up to be a convertible, which returned in 1998, followed by the fixed-roof coupe (FRC) in 1999. One concept for the FRC was for it to be a stripped-down model with a possible V6 engine (nicknamed in-house as the "Billy Bob").^[62] By 2000, FRC plans laid the groundwork for the return in 2001 of the Z06, an RPO option not seen since Zora's 1963 race-ready Corvette.^[63]

The Z06 model replaced the FRC model as the highest performance C5 Corvette. Instead of a heavier double-overhead cam engine like the ZR-1 of the C4 generation, the Z06 used an LS6, a 385 bhp (287 kW) derivative of the standard LS1 engine. Using the much more rigid fixed roof design allowed the Z06 unprecedented handling thanks to upgraded brakes and less body flex. Those characteristics, along with the use of materials such as a titanium exhaust system and a carbon fiber hood in the 2004 model year, led to further weight savings and performance gains for the C5 Z06. The LS6 was later upgraded to 405 bhp (302 kW) for 2002–2004. Although the Z06's rated power output equal to that of the C4 ZR-1, the improved rigidity, suspension, brakes, and reduced weight of the C5 produced a car quicker than C4 ZR-1.



Z06

1997 9,752 **Fifth generation (C5) begins; LS1 engine is new; the hatchback coupe is the only body style offered.**

1998 31,084 Convertible C5 debuts with the first trunk in a Corvette convertible since 1962; Indianapolis 500 Pace Car replica offered; Active Handling System introduced as optional equipment.

1999 33,270 Less-expensive hardtop coupé is offered.

2000 33,682 Newly styled alloy wheels debut.

2001 35,627 Hardtop coupé body style becomes top-performance Z06, utilizing the new LS6 engine and suspension improvements; Second-Generation Active Handling System becomes standard equipment on all models; slight (5 bhp (3.7 kW)) increase in base model engine power.

2002 35,767 20 bhp (15 kW) increase for the Z06 to 405 bhp.

2003 35,469 50th Anniversary Edition package offered for Coupe and Convertible base models; F55 Magnetic Selective Ride Control Suspension supersedes F45 Selective Ride Control Suspension as base-model option.

2004 34,064 24 Hours of Le Mans Commemorative Edition package offered for all models.



Roy & Rosanne in Florida having a blast!



←← Tony & Dina's new ride! Congrats on their purchase of this C7 black-on-black 3LT Stingray coupe with Z51 performance package! Only 8000 km at purchase...more this summer!!

Tony & Dina spent Christmas 2018 In New Zealand, and although there are several clubs and many Corvettes there, this black C6 was the only one they saw! ⇒⇒



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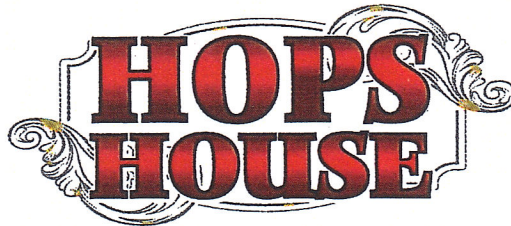
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Racing Season has begun!!

As you read here last month, Corvette Racing participated in three test days in early January at Daytona International Speedway, in readiness of the season-opening *Rolex 24 At Daytona*. The highlight was Jan Magnussen's fastest GT Le Mans (GTLM) lap during qualifying (1:42.651 at 124.844 mph) rewarding him prime garage and pit positions for the Rolex 24.

The Rolex 24 took place January 24-27 inclusive, with the race itself running Saturday-Sunday and what a race it was! Most teams started Saturday on rain tires, the track being damp from an early morning deluge. Rain fell Thursday and Friday too but Sunday's rainfall was *another* deluge, making for very unsafe conditions for all drivers and crews and soggy and miserable for the fans.

The No. 3 Corvette with Jan Magnussen started the race in P2 (second position). Over the 24 hours he would share driving duties with Antonio Garcia and Mike Rockenfeller. The No. 4 Corvette with Oliver Gavin started way down in ninth position but he was only 0.6 seconds behind his teammate! Gavin would share driving duties with Tommy Milner and Marcel Fässler. Both Corvettes raced against the usual seven competitors in the GTLM class on a surface that was far different than earlier in the month.

The race had been red flagged twice on the Sunday portion of the race,



Note the championship decals below the tail lights.

with the red flag being declared by IMSA as the official end at 12:39 pm. Even the track's blow dryers couldn't disperse enough rain from the track to make conditions safe.

Corvette Racing very much wanted its 13th Driver and Manufacturer title in the 21 years they have raced in IMSA; and they were hungry for their 4th win at the Rolex! But *under-the-hood gremlins* (electrical issues) and the weather gods stepped in and it wasn't to be! The No. 3 Corvette finished in 6th place (8 laps behind the class leader); the No. 4 Corvette finished in 8th place (16 laps behind the class leader). A *huge disappointment* for all involved and wearing my yellow Corvette socks didn't help them! For full race details, I invite you to read www.corvetteracing.com.

Also taking place on Friday of the Daytona weekend was the Michelin Pilot Challenge race. Previously known as the Continental Tire SportsCar Challenge, the Michelin Pilot series has no Corvettes, but it does feature numerous Canadian race car drivers competing with a variety of teams, some Canadian, some US-based. We invite you to check them out online (www.IMSA.com) and in person when they race at CTMP in July as part of the Mobil 1 SportsCar Grand Prix

weekend. They will appreciate your support.

We've heard from friends who attended the 24 that the Corvette Corral was filled to capacity, as is usual. No doubt the Corral at CTMP in July will be full of fans from around Ontario and neighbouring US states.

Up next for Corvette Racing is the World Endurance Championship's 1000 Miles of Sebring, March 15 with a single car entry, No. 64. The drivers have been named (Jan, Antonio & Mike Rockefeller) with livery yet to be announced. The following day is the annual IMSA Twelve Hours of Sebring on Saturday, March 16. Here's hoping for dry conditions, fast cars and a podium win!

Go Corvette!!

In closing...it was written in the Jan. 26 *Saturday Star Wheels* section that all races this season will be shown on the Discovery-Velocity channel in Canada with one-hour highlights following each race on TSN. *Lucky are those Corvette Racing fans who subscribe to Velocity!* So far, I haven't been able to find out when TSN will feature the 1-hour highlights broadcast. Stay tuned...



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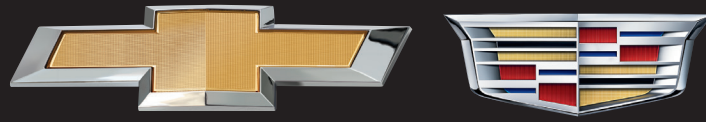


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2019 Calendar of Events

DATE	EVENT	CONTACT	LOCATION	TIME
Feb 20	General Meeting	Ken Gordon	Amici's Trattoria, 1305 Pickering Pkwy, Pickering	5:30 pm supper 7:30 pm mtg
March 8, 9 & 10	5 th Annual Motorama Custom Car & Motorsports Expo	Ken Gordon	International Ctr, Miss'auga Details from Ken and @ www.motoramashow.com	10am - 9pm Fri. 10am - 9pm Sat. 10am - 5pm Sun
Mar 20	General Meeting	Ken Gordon	Amici's Trattoria, 1305 Pickering Pkwy, Pickering	5:30 pm supper 7:30 pm mtg
Apr 17	General Meeting	Ken Gordon	Amici's Trattoria, 1305 Pickering Pkwy, Pickering	5:30 pm supper 7:30 pm mtg
April 25, 26 & 27	NCM Bash sponsored by Michelin	Ron Tremblay	National Corvette Museum, Bowling Green, KY	8:00 am – 5:00 pm daily
May 15	General Meeting	Ken Gordon	Amici's Trattoria, 1305 Pickering Pkwy, Pickering	5:30 pm supper 7:30 pm mtg
May 16, 17 & 18	C4 Gathering	Ron Tremblay	National Corvette Museum, Bowling Green, KY	8:00 am – 5:00 pm daily
May 17, 18 & 19	Victoria Day Speedfest	Ron Tremblay	Canadian Tire Motorsport Park, Bowmanville	8:00 am daily
May 26	WBCC Spring Fling	Steve Megill or Brian Striemer	Canadian Tire store Wasaga Beach	TBC
June 9	CCoW Waterfront Corvette Show	Steve Megill or Brian Striemer	Dieppe Park on the Windsor waterfront	TBC
June 15 & 16	LeMans Race Weekend (live from LeMans France)	Ron Tremblay	National Corvette Museum, Bowling Green, KY	7:00 am Sat – 10:30 am Sun
June 16	Yorkville Exotic Car Show	Norby Dippold	Bloor Street, Toronto	TBC
June 23	DreamVettes	John Fletcher	Oshawa Motor Sales	8:00am – 2:00pm
July 5, 6 & 7	Corvette Corral - Mobil 1 SportsCar Grand Prix	Norby Dippold	Canadian Tire Motorsport Park, Bowmanville	TBC
Aug 28 – 31	25 th Anniversary Celebration	Ron Tremblay	National Corvette Museum, Bowling Green, KY	8:00 am – 5:00 pm daily

GREEN – CCCC Event

BLACK – COD Event

RED – General Information

Want to look at what's happening at the Museum right now?

Logon to www.corvettemuseum.org and click 'explore' and choose Webcams.