

COD COMMUNICATIONS

Shiney New Executive Edition



ZR-1 Story on page 15



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President's Report



May 2021



The new Executive Committee has been formed and I am honoured to be the club's President. A huge thank you to Ron Langlois for stepping into the role of Vice-President on a temporary basis. Thanks to Judy Robinson and Patty Dippold for helping with the elections process.

Al Harris has volunteered to take over the position of Treasurer and Jann Langlois has volunteered to be the Membership Director. Jan and Dave Raven will be our National Corvette Museum Ambassadors, a position they held previously for 10 years (2007 to 2017). Thank you to Al, Jann, Jan and Dave for offering their time in these positions.

We are preparing new name tags for all the members. By the time we're able to get together again, we might not even recognize each other, let alone remember everyone's name! So, name tags will come in very handy.

We are also having business cards printed up that includes our club logo and website address. All of us will have a few copies of the business cards and when we meet someone who is interested in our club, whether it be for advertising or to become a member, we can give them a card.

The Executive Committee is also in the process of moving our bank account to a different bank with the objective of lowering our monthly bank fees.

We're intending to organize several cruises over the summer and of course, Dreamvettes has been scheduled for September 26th. Fingers crossed that we will be allowed to proceed with our plans.

I will be joining Brian Striemer (our current Quad-C Governor, as well as Vice-President) at the next meeting of the Canadian Council of Corvette Clubs – Eastern Region. I'm looking forward to working with this group. As you know, Quad-C's primary goal is to bring member Clubs together, to share the Corvette experience and promote all things Corvette.

Rest assured, your new Executive Committee has been established and is already hard at work!

Anne Halverson, President



Corvettes of Durham was established in 2000. We meet on the third Wednesday of every month at 7:30 pm but have cancelled our site meetings due to COVID restrictions. 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 one of the COD Executive know.

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Secretary	Susanne Ralph	905 420 6459

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Newsletter	John Fletcher	905 683 0696
Past President	Ken Gordon	905-831-0653
Social	Open	
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Contact us at: corvettesofdurham@outlook.com

COD Members' Corner



CORVETTES OF DURHAM proudly sponsors the Oshawa Hospital Foundation R.S. McLaughlin Durham Regional Cancer Centre and the Salvation Army/CTV Toronto "Toy Mountain".



May Birthdays

Janine Giffen	4th
Annie Pappas	5th
Lena Keating	7th
Doreen Nodwell	8th
Jan Raven	12th
John Keating	12th
Tony Cannella	14th
Ed Schroer	30th
Barb Fletcher	31st



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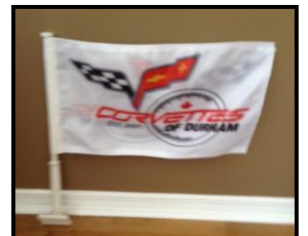
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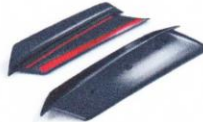
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Thank Me

After some very imaginative threats I have decided to stay on as newsletter editor until the end of the year.. Sorry to the many newsletter wannabee's... you will have to wait until next year. I know it's disappointing but your time will come.

fletch

Get Well Soon Ken

Former COD member and all around good guy Ken Crichton is home recovering from a mild heart attack. Arlene says Ken is doing well and watching her do the yard work. Get well soon Scottie!

Thank You

A big COD thank you to Jann Langlois for taking over the Membership from Susanne, Jan and Dave Raven for taking over as NCM Ambassadors and to Al Harris for taking on the Treasurers role.

DREAMVETTES 2021

Dreamvettes 2021 is tentatively scheduled for September 26th subject to COVID restrictions. OMS will make the final call on the show. As always we will be looking for several volunteers, more details to come closer to show time.





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Chevrolet Stops Orders For 2021 Corvette Stingray

Orders for the 2022 Corvette C8 start this summer.

The 2020 Chevrolet Corvette Stingray's troubled launch has been well documented. Production of the mid-engine sports car was cut short due to factory closures brought by the pandemic and UAW strikes, meaning that many customers who ordered a 2020 Corvette had to [wait until the 2021 model year](#).

Demand for the [2021 Chevrolet Corvette Stingray](#) is extremely high, and General Motors doesn't want history to repeat itself and leave customers disappointed. Originally, the final order date for the 2021 Corvette was going to be June 17. However, according to Corvette Blogger as from March 26, General Motors is no longer accepting new sold orders from dealerships for the 2021 Corvette.

In a memo sent to dealers, General Motors explained the suspension was necessary due to the "overwhelming demand" for the 2021 Corvette Stingray and assembly plant shutdowns affecting the production schedule. "We are suspending SREs [sold orders] now in an effort to avoid canceling orders that will not be built within the current schedule and disappointing customers in the process,"

General Motors wrote in a dealer memo obtained by Corvette Blogger. General Motors has suffered production setbacks from supply chain issues caused by the semiconductor chip shortage, which has likely affected 2021 Corvette production. This will be disappointing to buyers who were hoping to order a 2021 Corvette Stingray, but closing the order books will give GM time to fulfill all existing 2021 orders on time and keep up with demand.

Orders for the 2022 Corvette will begin in early July according to the memo. A [recent leak](#) confirmed the 2022 Corvette will no longer be offered with Sebring Orange, Zeus Bronze, and Shadow Gray exterior colors, so if you wanted to order a Corvette finished in any of these colors, you're out of luck.

Replacing these colors will be new Hypersonic Gray Metallic, Caffeine Brown Metallic, and Amplify Orange Tintcoat options. Looking even further ahead, Chevrolet is also reportedly [redesigning the interior](#) in a future update for the 2023 Corvette that removes the row of buttons and switches covering the cluttered center console.



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1967 L-88 goes for \$2.7 million, 2nd highest auction price for a Corvette



Chevrolet wrapped up the second-generation Corvette with a bang. Before the third-generation debuted for 1968, the 1967 Sting Ray received some one-year-only visual updates including a center-mounted reverse light, new canted louvers in the fender, and the fantastic “stinger” scoop for big-block models. The 427-cubic-inch engines available also included the powerhouse L88, first unleashed in 1967 and widely considered among the greatest big-blocks Chevrolet ever installed in a Corvette. Consequently, the five highest prices brought for Corvettes at auction are all L88-powered, including this most recent addition to the top five list: [a one-of-one 1967 L88 in Sunfire Yellow](#), a mellow color that belies the power under its hood.





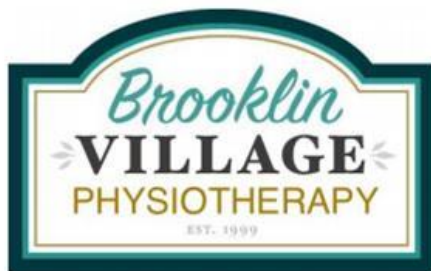
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It Takes a Village....

ZR-1

1970 - The first Chevrolet Corvette ZR1 to appear was over 50 years ago when the sports car package was in limited production and only lasted for two years (1970 - 1972). It wasn't the first time the Chevy Corvette ZR1 made an appearance - this was actually its fourth debut in the spotlight. Some consumers may be surprised to know it took General Motors nearly 20 years to add this package to the third generation lineup for the Corvette, known as the "C3." If equipped with the optional 5.7-liter LT1 V8 engine, consumers were offered the option to add the ZR1 special performance package onto their third generation Chevrolet Corvette. The ZR1 package added a heavy-duty four-speed manual transmission, more powerful brakes, an aluminum radiator, and upgraded suspension with improved springs, shocks, and anti-roll bars to the already high performance vehicle. All of this added up to \$1,010 - not bad for some upgraded additions. An identical high performance package was also offered to consumers who had the more powerful LS6 V8 engine under the hood, known as the ZR2 package. Only 60 units with the C3 ZR1 package were ever built, making it a rare vehicle to see. The ZR2 was even less common.

1990 - Enter the fourth generation of the Chevy Corvette, and we have a new ZR1 denoted by a hyphen (ZR-1). No longer just a package, the fourth generation Corvette (C4) ZR-1 was its very own model, powered by a Lotus-designed 5.7-liter DOHC V8 engine. General Motors (GM) actually introduced the ZR-1 with a Double Overhead Camshaft (DOHC) engine design in 1990 to demonstrate its benefits for decreasing the stress of the engine and increasing its performance. The 5.7-liter DOHC V8 was able to generate up to 375 horsepower (and later optimized for 405 horsepower in 1993), making the engine the strongest V8 produced for the Corvette during its fourth generation. For added performance, an adjustable active suspension, upgraded braking, and steering systems were designed by Lotus and GM to give the driver better control when cruising around in a Chevy Corvette ZR-1. With a top-speed of 180+ mph and an acceleration time of 0-60 mph in 4.5 seconds, the Corvette C4 was impressive.

Nearly 7,000 units of the C4 were produced before it disappeared. Due to the high price tag, the C4 ZR-1 only lasted five years before retiring. Of course, this only led to bigger and better things come the 21st Century.

2009 - It's not uncommon for an automaker to retire a popular vehicle and then bring it out of retirement once technology and manufacturing costs catch up with their objectives and goals for the new product. This isn't some Coca-Cola Classic stunt; come the 2009 model year, the sixth generation Corvette (C6) returned with the ZR-1 model, but now without the hyphen (ZR1) for whatever reason. Not confusing at all. This round, the Chevrolet ZR1 is powered by a supercharged 6.2-liter V8 that can deliver 638 horsepower and 604 lb-ft of torque. When tested, the C6 ZR1 recorded an acceleration from 0-60 mph in 3.3 seconds and a quarter-mile lap in 11.2 seconds, hitting a top speed of 130.5 mph. For those of you who still own a sixth generation Corvette, test this out for yourself at one of the [Top Ten Raceways in North America](#). For aesthetic appeal and differences, the C6 Corvette ZR1 came with a new roof, hood, front splitter, fenders, and rocker panels made out of carbon fiber. The C6 ZR1 also had its own assortment of standard equipment - magnetic dampers, Brembo carbon-ceramic brakes, and the largest wheels ever placed on a production Corvette. It's hard to imagine Chevrolet topping this, but they did.

2019 - Entering its seventh generation (C7), the Chevy Corvette is returning with a bang. Introducing the new C7 ZR1, we're about to see the most powerful production Corvette ever, rocking a 755-horsepower supercharged 6.2-liter V8 under the hood. Produced with a larger supercharger, larger front wheels, additional cooling, and more aerodynamic features that keep the Corvette in check, like the optional large rear spoiler that produces an estimated 950 pounds of downforce, this Corvette is offered with a seven-speed manual or eight-speed automatic transmission. If looking for even more power, the C7 ZR1 will offer a \$2,995 ZTK package adds stickier Michelin Pilot Sport Cup 2 tires, increased spring rates, and even more aerodynamic capability.

2023???

Chevrolet Corvette C8 ZR1

The [Chevrolet Corvette C8](#) ZR1 is expected to arrive for the 2023 model year with a twin-

turbo V8 engine, more aggressive looks, and more all-around capability than the C8 Z06, whether on the track or on the road. The ZR1 is expected to follow the C8 Stingray, C8 Z06, C8 Grand Sport, and C8 E-Ray variants as the fourth C8 model variant. It is expected to be followed by the C8 Zora.

Overview

While the “base” C8 Stingray is a very capable machine meant as an all-around performer and the C8 Z06 will be aimed at dominating at the track, the C8 ZR1 will be aimed at ultra high performance both on the road and at the track. It will be powered by a twin-turbo version of the 5.5L V8 DOHC engine found in the [C8 Z06](#) making around 700 horsepower and 850 pound-feet of torque.



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August 26 to August 28, 2021

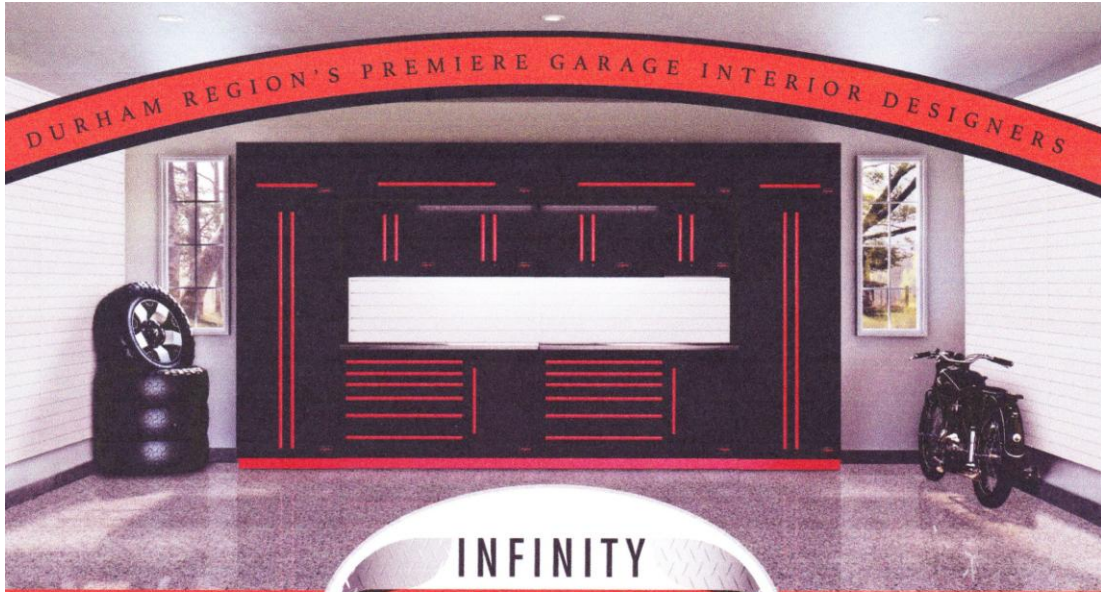
Corvettes at Carlisle is the largest and most fun-filled Corvette car show in the world. The annual Corvettes at Carlisle event features thousands of Corvettes representing all generations of Americas classic sports car. Corvette enthusiasm is contagious with participation in autocross, exhaust contests, seminars and more. The excitement continues with an incredible parts shopping experience, including an automotive flea market with a wide variety of vendors, an all-Corvette car corral and Manufacturers Midway. Bring your Corvette or walk around and look at the amazing variety on display on the Fun Field. Corvettes at Carlisle spotlights all aspects of the Corvette hobby, including different styles, packages and every generation of production, from year one in 1953 to the modern day C8.

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The Corvette Wave

The "**Corvette Wave**" is an integral part of the mystique and culture of the Corvette owner experience. Corvette owners who wave at fellow Corvette owners show a mark of recognition that you are among the elite group of intelligent people who are driving America's True Sports Car. And as a member of this elite group, you should be recognized for your poise and intelligence. So for those who don't know the five simple Corvette Wave rules, here they are:

1. There is no excuse for not waving at your fellow Corvette owner.
Although most Corvette owners have the class and understanding to accept when their wave is not returned, not waving is a serious breach of proper Corvette etiquette.

2. Whoever sees the other Corvette first, starts the wave.

There isn't any rule about who waves first. This is simple; if you see another Corvette, wave!

3. Rules 1 and 2 apply to both sexes.

As far as who starts the wave, it doesn't make a difference if you are a man or women. Rules 1 and 2 apply.

4. Any type of wave is okay.

Whether you shoot a big wave up through your open Vette top, out the window, or a quick salute with your hand on the steering wheel, any wave that can be seen by the other Corvette driver is okay. However, this does not include any style of jester that can be interpreted as obscene or insulting. Remember, Corvette owners are a class act; while someone might have been rude or stupid to you, try not to return the favor. (This is a tough rule not to break with all the stupid drivers who manage to get a driver's license.)

5. A late wave is better than no wave.

If you suddenly realize that a Corvette driver is passing and waving at you, get a wave off as soon as possible. The other Corvette driver may see your wave in their rearview mirror and realize that you were just a little late in getting your wave going. Although missing the timing of your wave is a "goof," this can be acceptably covered by getting off a wave that the other Corvette driver has a chance to see.

So you can see the underlying concept here is simple, **Wave at your fellow Corvette owners, whoever they are, whenever you see them.** This will show you are a person who understands the full measure and etiquette that comes with your proud ownership of a Corvette.

Dan Woomer (LCCC) wrote and published these on October 23, 2003



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DATE	EVENT	CONTACT	LOCATION	TIME
May 30	Spring Cruise		TBD	
Sept 11	Corvette Diva Day	Roxanne Chiusolo	TBA	
Sept 26	DREAMVETTES****	Ken Gordon	OMS	

******All dates are tentative based on Covid-19 restrictions******

