

EXHAUST NOTES

The official magazine of

2nd Quarter 2014



Thanks to Voss Chevrolet, as always, for being the gracious host of our January meeting.

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I'm sure the Corvette Fever is itching for us to get our cars out on the road. For 2014 we have many opportunities, and plans are underway.

Mike Mills, Vice—Chair, explains on page 5

Terry Brim makes sense of the dollars. See the Treasurer's Report on Page 2

Save The Date! The 2014 Miami Valley Chapter Indoor Judging Meet @ Voss Chevrolet will be here before you know it.

Nick Kammer, Judging Chair, explains on Page 6

November 2013 was the culmination of a near-lifelong dream for me. My quest to own a classic Corvette was fulfilled when I found my 1970 Cortez Silver convertible on Craig's List in Idaho.

Dave Pritchard, Membership Chair explains on page 3

Boy I'll tell you what, if you don't think we've come a long way in automotive technology over the past 40 years, all it takes is a look at new car test results from that era to put things into perspective.

Jeff Bernhardt, Newsletter Editor glances rearward on page 8



Chairman's Report

By Mike Ammer mikeammer@gmail.com

Despite the snow, we were able to hold our first meetings of 2014. Thanks to Voss Chevrolet, as always, for being the gracious host of our January meeting. Voss Chevrolet does so much for us throughout the year. Many thanks also to Nick Peth for hosting the March meeting. Nick has a fine collection of classic cars. Both meetings were very interesting and well-attended.

The Annual Founders' Day dinner —after a few hiccups—was finally held on March 15 at the Beaver Creek Golf Club. Everyone enjoyed a delicious dinner and congenial company. Thanks to Bob Puls for arranging this event.

It is now time to start working on our Chapter Meet to be held at Voss Chevrolet on May 31. Please let Nick Kammer (microvette63@aol.com) know if you are interested in judging or helping in some other way. Thanks to Nick once again for the work he does on this meet. Let's support him by being there to help out. Contact Nick to ask how you can help. And don't forget the Heart of Ohio Chapter Meet on April 27 at Coughlin Chevrolet in Columbus.

Treasurer's Report

By Terry Brim tabrim@gmail.com

Beginning Balance as of 1 January 2014
(\$3242.72)

YTD INCOME:

- Judging Meet \$30.00
- Dues \$640.00
- 50/50 Raffle \$00.00

Total YTD Income \$670.00

YTD EXPENSES:

- Membership Appreciation Dinner
\$50.00
- Refreshments \$62.22

Total YTD Expenses \$112.22

YTD Balance as of 28 February 2014
(\$3800.50)



Membership Chairman's Article

By Dave Pritchard

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November 2013 was the culmination of a near-lifelong dream for me. My quest to own a classic Corvette was fulfilled when I found my 1970 Cortez Silver convertible on Craig's List in Idaho.



Dave Pritchard with Mike Mills in Bonner's Ferry, ID after successful car inspection on Sunday, 17 November 2013.

I had been searching aggressively for a 1970 big block convertible since 2009 when I reached my "Stingray fund" savings goal.

Why a 1970? Here is some trivia about the 1970 Corvette. Scarcity: due to the United Auto Workers Union strike at GM in 1969, production for the 1970 model year was delayed until January 1970. GM would normally have begun cranking out 1970 model year cars in August or September of 1969. The result is that **there were fewer Corvettes produced for model year 1970 than any other production year since the C1**, with the one exception of the rollout year of the C5 in 1997. Of note, 1983 is not considered a production year, as most Corvette enthusiasts know. Only 6,648 1970 Corvette Convertibles were produced, of which approximately 25%, or 1,662 cars, were big block convertibles. Brute size: 1970 was the first year for the 454 cu. in. (7.4 liters!) engine. It's the largest engine ever installed in production Corvettes, and quite likely, the largest displacement engine that ever will have been installed due to emissions and fuel efficiency pressures. At 390 rated horsepower, the 1970 was the highest-power variant of the three years the LS5 454 was available (1970-1972.)



Continued next page

Brute force: 500 ft-lbs is a lot of torque for a two-seater. In terms of rated torque, the 1970 LS5 454 owns the distinction of having **the highest rated torque of any production Corvette engine in history**. Actually, that's not totally correct. There are two exceptions rated higher, but both are in late-model cars and both are supercharged: the new C7 Z06 and the C6 ZR1. Even the fabled LS6 and L88 engines were rated under 500 ft-lbs. As a disclaimer, factory performance ratings of the aforementioned limited-production super-performance (e.g. L88) engine ratings often bore little correlation to actual performance since auto makers used artificially low ratings to shape reactions from the Insurance industry and would-be street racers. There's also the difference between gross performance ratings used by GM through 1971 and modern SAE net ratings, but I digress.

Style & Performance: 1970 was **the last of the high-compression (over 10:1), high-performance engines** before unleaded gas and stifling emission requirements started the horsepower slide in 1971, culminating in the 1975 Corvette being rated at a paltry 165 hp! The 1970-1972 model years are the only ones with the distinctive "egg crate" fender louvers, and they were the also the last of the iconic front and back "chrome bumper" Corvettes. Cortez Silver is the second-rarest color option according to 1970corvetteregistry.org online database. Only Corvette Bronze was ordered less.



1.5 year-old daughter Claire heard about the National Corvette Museum disaster and went to check for evidence of sinkhole formation (yes, that's the original spare wheel/tire under the driver's mirror)

Another 1970 fun fact:

St. Patrick's Day was a dry holiday in Ireland until 1970. Aside from the color green, the activity most associated with St. Patrick's Day is drinking. However, an Irish law passed in 1903 declared St. Patrick's Day a religious observance for the entire country meaning that all pubs were shut down for the day. That meant no beer, not even the green kind, for public celebrants. The law was overturned in 1970, when St. Patrick's Day was reclassified as a national holiday allowing the taps to flow freely once again. (source: www.catholic.org)

Story to be continued next Exhaust Notes

Vice - Chairman's Report

By Mike Mills luvdua@gmail.com

Spring is right around the corner, really it is!! Our cars have seen many more weeks of hibernation than usual. But I'm sure the Corvette Fever is itching for us to get our cars out on the road. For 2014 we have many opportunities, and plans are underway. Probably the biggest event is the Corvette Caravan Labor Day weekend celebrating the Museum's 20th anniversary and the completion of repairs associated with the 2/12 sink-hole inside the museum. This event will have 2 options to join the Caravan—depending on if you'd like to put your car on the Indianapolis Motor Speedway or the Kentucky Motor Speedway. This event will also include a few stops at a couple whiskey distilleries; Jim Beam & Jack Daniels are currently on the agenda.

We also plan our 3rd annual pilgrimage to the Woodward dream Cruise in Mid-August. We also want to gauge interest in 2 new activities this year. The first is Mid America's Fun Fest outside St. Louis and a Competitive Driving School Seminar.

If staying a little closer to home is more up your alley, a road tour/dinner is being planned. Please see me for more information on a variety of activities and keep an eye on the website for area Cruise-Ins and other Car events.



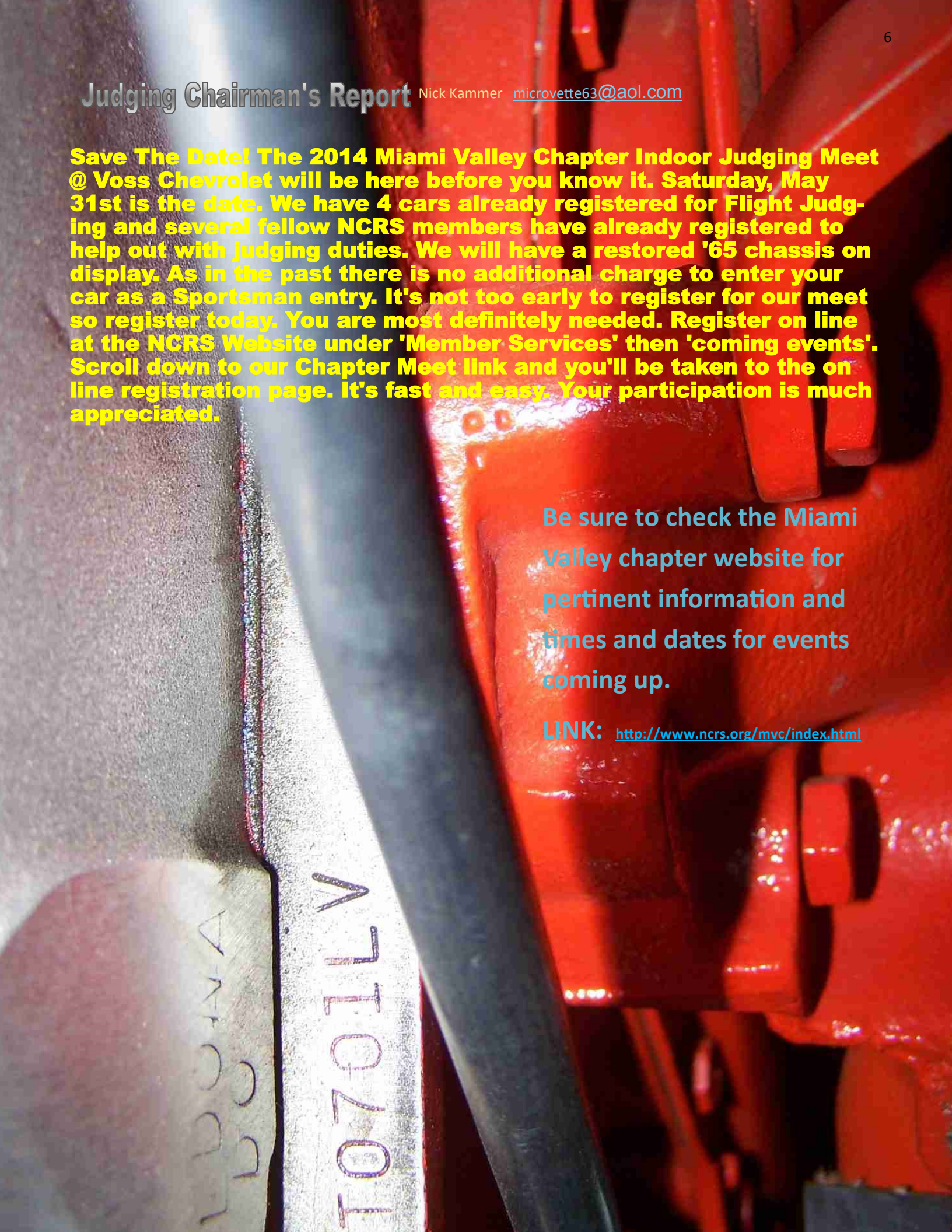
2013 Woodward Dream Cruise photo by Jeff Bernhardt

Judging Chairman's Report Nick Kammer microvette63@aol.com

Save The Date! The 2014 Miami Valley Chapter Indoor Judging Meet @ Voss Chevrolet will be here before you know it. Saturday, May 31st is the date. We have 4 cars already registered for Flight Judging and several fellow NCRS members have already registered to help out with judging duties. We will have a restored '65 chassis on display. As in the past there is no additional charge to enter your car as a Sportsman entry. It's not too early to register for our meet so register today. You are most definitely needed. Register on line at the NCRS Website under 'Member Services' then 'coming events'. Scroll down to our Chapter Meet link and you'll be taken to the on line registration page. It's fast and easy. Your participation is much appreciated.

Be sure to check the Miami Valley chapter website for pertinent information and times and dates for events coming up.

LINK: <http://www.ncrs.org/mvc/index.html>



"The Great Eight"

BOWLING GREEN, Ky. — As many of you know by now on Wednesday February 12, 2014 a sinkhole formed under the National Corvette Museum, swallowing eight cars. The devastating news came to me as I was at work that morning with a phone call. Sometime before 5:30 a.m. CT, the sinkhole started to form underneath the Sky Dome. By 5:45 a.m., motion detectors were going off and police were called. As the world has seen by now security cameras at the museum caught the destruction. It was surreal as we look on and saw the floor open up taking the eight Corvettes into the sink hole.

Of the eight cars that fell into the hole, the museum owned six and General Motors owned two. None of the cars affected were on loan from individuals.

GM's Bowling Green Corvette Assembly Plant has offered to help with the restoration of the damaged vehicles.

The 8 Corvettes are now being known affectionately as "The Great Eight".

Cars involved in the incident, which occurred inside the museum's the Sky Dome, are listed below:

- 1962 black Corvette
- 1984 PPG pace car for the Indy 500
- 1992 white 1 millionth-built Corvette
- 1993 ruby red 40th anniversary Corvette
- 1993 ZR1 Spyder on loan from General Motors, a design study that was never built.
- 2001 Mallett Hammer Z06 Corvette, a one-off tuner model.
- 2009 white 1.5 millionth-built Corvette.
- 2009 ZR1 "Blue Devil" on loan from General Motors, the show car for the re-introduction of the ZR1, last built in the early 1990s.



That day the staff at the museum moved over 20 vehicles from the rotunda. The Sky Dome exhibit area of the Museum is a separate structure connected to the main Museum. The Museum was closed to the public for the day to allow crews to carefully assess the situation. We will keep everyone informed as we know more.

To help the NCM defer some of the unexpected expense of the repairs to the floor and displays, the NCRS Foundation has made a five thousand dollar donation to the NCM. The NCRS Foundation will also match up to an additional five thousand dollar more for any NCRS Chapter donation to help with the sinkhole efforts. This could bring the total donation up and hopefully over \$15,000, with a total of \$10,000 from The Foundation plus Chapter donations. I would encourage all of the NCRS Chapters to participate in these efforts.

2014 NCRS National Convention

As you receive your Driveline please take some time a checkout all the events happening at our National Convention to be held at Overland Park Convention Center July 13-17. This year's convention will be hosted by the Kansas City and Saint Louis Chapters. The show field will be a 60,000 square feet indoor convention center, the event will offer many events that are easily assessable from the host hotel.

Some of the many attractions include The National World War I Museum, The Steamboat Arabia Museum, we also we will host an evening event at the Armacost Automotive Museum. I would invite all of our members to come and enjoy Midwestern hospitality hope to see everyone there.

Vito

A glance rearward

Boy I'll tell you what, if you don't think we've come a long way in automotive technology over the past 40 years, all it takes is a look at new car test results from that era to put things into perspective. While thumbing through *Car Life* magazine from June 1970, yes, that's right—June 1970, I zeroed in on a page called "Car Life's Road Test Comparator". This is basically a chart showing the test results from the cars the auto manufacturers supplied *Car Life* editors with to take out and thrash on the streets and dragways, record their results, and return whatever was left of the car.



The chart is a compilation of Car Life's test results from approximately January 1969 to May 1970, with models and options varying and engines boasting the famous cubic inch displacements of 302, 350, 383, 396, 400, 427, 428, 429, 440 and 455, among others. Cars are grouped according to "market or performance" category. However, someone is going to have to explain to me how a Dart Swinger is listed in the "Supercar" category, but the Corvette L71 (435 hp) is in the "Ponycar" bracket.

Continued next page

CAR LIFE'S ROAD TEST COMPARATOR

SUPERCARS

Name	Tested	Engine C.I.D.	Trans.	Rear ratio	¼ mile E.T.	Top speed	Braking	Avg. mpg	Price as tested
Charger R/T	5/70	440	3-spd auto.	3.55:1	14.71	115	18	11.6	\$5546
GTO 455	4/70	455	3-spd auto.	3.55:1	14.76	118	25	11.8	\$5251
GTO Ram Air 400	4/70	400	4-spd man.	3.90:1	14.60	121	25	8.9	\$5057
Olds 4-4-2 W30	3/70	455	3-spd auto.	3.42:1	14.36	116	25	12.2	\$5016
Duster 340	3/70	340	3-spd auto.	3.23:1	14.72	120	27	14.8	\$3155
Buick GS 455 Stage I	12/69	455	3-spd auto.	3.64:1	14.6	129	24	n.a.	n.a.
Six-Pack Super Bee	7/69	440	3-spd auto.	4.10:1	13.8	117	24	10-13	\$4410
The Judge (GTO)	3/69	400	4-spd man.	3.55:1	14.45	124	27	9-11	\$4439
Olds W-31 Cutlass	3/69	350	3-spd auto.	3.91:1	14.9	128	30	10-13	\$4212
Dodge Super Bee	2/69	383	3-spd auto.	3.91:1	14.73	110	30	10-15	\$4036
Fairlane Cobra	1/69	428	4-spd man.	3.50:1	14.9	125	25	10-11	\$3945
Dart Swinger	1/69	340	3-spd auto.	3.23:1	14.8	121	22	12-15	\$3470

PONYCARS

Camaro Z/28	5/70	350	3-spd auto.	4.10:1	14.51	119	27	11.8	\$4518
Cougar Eliminator	4/70	302	4-spd man.	4.30:1	15:8	104	29	10.6	\$5048
Barracuda	2/70	340	3-spd auto.	3.55:1	15.0	125	23	13.9	\$4095
Dodge Challenger R/T	12/69	440	4-spd man.	3.55:1	14.8	128	27	10.7	n.a.
AMC Javelin SST	12/69	390	3-spd auto.	3.15:1	15.1	120	25	13.4	n.a.
Boss Mustang 302	9/69	302	4-spd man.	3.91:1	14.85	118	30	11-13	\$3788
Boss 429 Mustang	7/69	429	4-spd man.	3.91:1	14.09	118	35	9-12	\$4868
Corvette ZQ3	7/69	350	3-spd auto.	3.08:1	16.12	126	26	15	\$6146
Corvette L71	7/69	427	4-spd man.	4.11:1	13.94	141	28	10	n.a.
440 'Cuda	6/69	440	3-spd auto.	3.55:1	14.01	118	24	10-12	\$3931
Camaro SS 396	5/69	396	4-spd man.	3.73:1	14.7	126	27	8-12	\$4294
Mustang Mach 1	3/69	428	3-spd auto.	3.50:1	13.90	121	29	9-12	\$4139

INTERMEDIATES

Olds Rallye 350	5/70	350	4-spd man.	3.42:1	15.27	122	27.5	13.4	\$3814
Torino GT	2/70	351	4-spd man.	3.25:1	15.6	115	21	12.8	\$4528
Chevelle SS396	1/70	402	3-spd auto.	3.31:1	15.5	124	26	13.6	\$4926
Dodge Coronet 500 Wagon	8/69	383	3-spd auto.	3.23:1	16.0	126	22	13-15	\$4833
Chevrolet Kingswood Wagon	8/69	427	3-spd auto.	2.73:1	16.25	124	25	13-15	\$5696
Ambassador SST Wagon	8/69	390	3-spd auto.	2.87:1	16.2	121	25	13-15	\$5006
Mercury Marauder	4/69	429	3-spd auto.	2.80:1	15.17	126	28	11-13	\$4620
Buick Skylark	3/69	350	2-spd auto.	2.56:1	17.8	109	18	14-16	\$4004
Plymouth Satellite	3/69	318	3-spd auto.	2.76:1	17.2	113	21	15-16	\$3470
Pontiac Tempest	3/69	350	3-spd auto.	3.23:1	18.6	105	28	12-14	\$4249
Chevelle Malibu	3/69	350	3-spd auto.	3.36:1	16.1	115	26	10-15	\$4539

Notice, however, the quarter mile time of that Dart Swinger. With a 340 in it and an automatic trans., it's turning the quarter as fast as the Dodge Challenger R/T with a 440 in it and a 4 speed. Huh? Remember back when Dodge was the sponsor of the Brady Bunch TV show? Well, maybe Mrs. Brady was driving the Challenger for this test while loaded up with groceries and couldn't figure out the pistol grip shifter or how to drive a 4-speed. She was a menace in her gold station wagon though.



Anyway, taking things at face value, The L71 Corvette ('69 435) with a 4.11 rear ran a 13.94, shows a top speed of 141 and averages 10mpg. According to one of my latest issues of *Road & Track*, the base C7 Corvette runs a 12.2 quarter mile and has a top speed of 185mph. The cherry on top is that its average gas mileage is better than twice what the '69 435 was. Apples—to apples; the '69 L71 is a 427. Mike Mills' 2013 convertible is a 427. *Road & Track* has Mike's car running the quarter in the 11-sec bracket, a top speed of just a tick under 200mph and still gets incredible gas mileage. Technology.

Listed in the Ponycar bracket just under the L71 Corvette is a Corvette ZQ3. I have absolutely no idea what a ZQ3 Corvette is, but the designation ZQ4—according to the *Corvette Black Book*—indicates a standard black interior in the '69 Corvette. This ZQ3 Corvette was tested in July 1969 (probably a '69 since 1970 production didn't begin until January 1970), has a 350 and 3-speed automatic transmission with a 3.08 rear. *Car Life* has it tearing up the quarter mile in a blurring 16.12 seconds. Let me say it again; 16.12 seconds. That's slower than all the Supercars, all the Ponycars, and even some of the intermediates, like the Dodge Coronet 500 station wagon. It just got spanked by Mrs. Brady. And according to *Road & Track*, today's Honda Civic SI with a 4-banger runs the quarter in 15 sec. flat. Maybe the ZQ3 designation is a secret engine transplant of the Nova 6cyl engine, or code for the tester to wait for the tree to go green then count to three. The good news is that it averaged better gas mileage than all the Supercars, all the Ponycars and a lot of the intermediates. I think the 3.08 paid for itself.

So next time you and your buddies are sitting around the local watering hole bench racing and reminiscing about the street machines of long ago that terrorized the streets of your city, pull out this *Car Life* comparator and see how it really was. Not even the 440 'Cuda beat the 435. But none of these cars better tangle with our Corvettes of today. Technology.

A note from the NCRS President

In life it is not often that one gets an opportunity to do something that he or she absolutely loves to do. I am one of the fortunate who got that chance. For the past 7 years it has been my fortune and absolute pleasure to serve as NCRS President. There have been few things that I've enjoyed more than serving as president of this great organization.

I have also had the extreme pleasure of working with some of the most talented people, several of them are employees but most of them are volunteers. These folks have dedicated a large portion of their time to help make and keep the NCRS the premiere automobile organization that it has become. For this I need to thank them for their enthusiasm, commitment and continued dedication that gave me the drive over the past decade while serving on the board of directors.

Looking back over my tenure as this organization's president I am truly proud of the accomplishments we have made as a Board in serving the membership. A few of those accomplishments are the new web-site, TDB, online ads, full color Driveline and Restorer magazines, Historical Documentation Service which we have recently added Camaro, Chevelle and Nova! One of the items I am most proud of is the awarding of our scholarships from the NCRS Foundation.

There comes a time when new drive and enthusiasm is needed to keep an organization fresh and moving forward. I have decided not to run for the office of president at the upcoming National Board of Directors meeting, I do plan to stay on as Region III Director.

I would like to thank my fellow board members and employees for their support over the years and the overwhelming encouragement and support I have received from the membership. I can truly say that I have enjoyed the journey and the friendships made along the way.
All the best, Vito