



THE **DISTRIBUTOR**

CUMBERLAND VALLEY CORVETTE CLUB MAY 2011



“The Quest” Premiere

I’m sure many NCCC members have read about the 1960 #3 Corvette. Most have seen pictures of it. Others have seen it at various venues over the past several years. A few members have actually ridden in it. But until May 6th I dare say few really knew the details of the car’s history and understood all that led to the car becoming one of the most well known, recognizable, visible and historically significant vintage Corvettes ever.

But on May 6th, at the restored art deco Carlisle Theater we were treated to “*the rest of the story*” of the “No. 3 Corvette” - the premiere showing of the Michael Brown documentary film “The Quest”.

Approximately 500 people attended the event from which all proceeds went to the Chip Miller Charitable Foundation for Amyloidosis research. Many significant personalities from the Corvette world were there; too many to name here. Without a doubt the most significant attendee

from a history point of view was John Fitch – the surviving winning driver. Many CVCC and NCCC members from the local area attended.

A review from Harlan Charles (Chevrolet Corvette Product Marketing Manager): *“What I enjoyed about the film is that it will educate people in not just Corvette as America’s sports and Le Mans racing heritage but that the Corvette is more than just a sports car and is a vessel that can bound a families generations together.”*

“The Quest” is truly an enjoyable “car story”, one capped by a son’s efforts to fulfill his father’s “dream” to have the car in France, on the track making those laps in celebration of the event 50 years before.

If you missed the premiere of “The Quest” there will be another opportunity to see it – Thursday, August 25th during Corvettes at Carlisle. Check “CarlisleEvents.com” & “QuestDocumentary.com” for the latest details. I’ve seen it once but I certainly plan to see it again

by Bill Sangrey CVCC

..... Minutes Continued

- 14) * **Please Note** *** **July 8th - Our annual picnic at Mike and Elaine Ludts home.** Bring a covered dish. There will not be a meeting at the Elks in July.
- 15) **July 23rd - Graham Show -**
- 16) **July 24th - Big Spring Auto Cross -**
- 17) **August 13th - Gettysburg Winery -**
- 18) **August 7th - Appalachian Harley Davidson -**

A motion to adjourn was made by all.
Name Tag Drawing Winner -\$20.00 Darlene Slarb
50/50 Drawing Winners -\$53.00 Larry Kiser and
Dave Feldgris

Respectfully Submitted by:

Joan Bower

Board Meeting Minutes - May 17, 2011

Attendance: George Bobb, Jim Fusco, Skip Gutshall, Larry Kiser, Mike Ludt, Bob Bowen, Gary Miller, Jack Priestner, Bill Sangrey, Bill Grove, Ed Hare

Absent: Joan Bower **Guest:** Dave Walter

DISCUSSIONS:

- 1) Cruise to Havre de Grace: 11 cars attended, weather was good.
- 2) Judging School: 18 CVCC members attended. 12 members from Revolution Corvette Club also attended. We will need judge volunteers for the CVCC Graham Show in July.
- 3) Ventures in the Valley: Profit will be \$3767.00. Maps were delivered to Carlisle productions.
- 4) Newsletter discussion was tabled until the next Board meeting.
- 5) The Big Spring Autocross was unanimously approved by the Big Spring School Board.
- 6) Help is needed for the Ford Parade on June 4th. There will be a meeting for volunteers Wednesday June 1st at 5:30 PM.

There being no additional business, the meeting was adjourned.

Respectfully Submitted by: George Bobb

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Please send Newsletter Articles, pictures and event Flyers to the editor by the 15th of the month.

Photos of various club events can be found at
www.cvcc.shutterfly.com

Password "corvette"

Dear Joe,

Pocono is cancelled!

That is very disappointing for me.

I was planning on using the Driving School to improve my track skills for the upcoming season. Do you have any advice on driving techniques? Thanks.

Tom, Carlisle, PA

Ask Joe Vette

“Corvette Know-It-All”

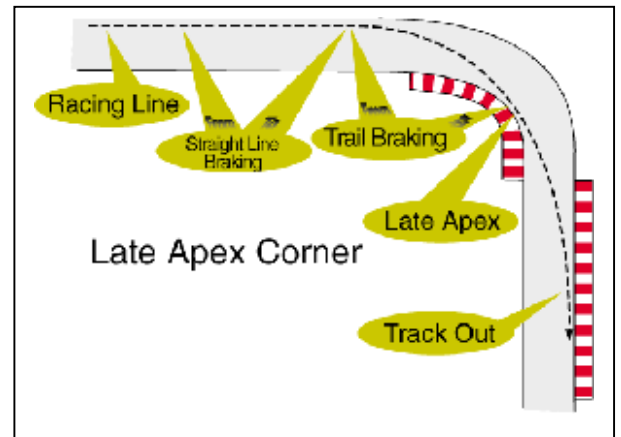


Dear Tom,

Last month I covered Mistake #s 1-4. Here are the next 6 Tips to make you a better track driver:

Mistake #5: Apexing Too Early

On most race courses, there are far more late-apex corners than early-apex corners. So, if you want to be successful in autocross or road racing, you had better get used to learning how to drive late-apex corners. At driving schools, where cones mark the turn-in points, apexes and track-out points, you may not have a problem. But what about driving an unfamiliar track? For a better understanding of this problem, please refer to the illustration below. There is an easy way to determine the location of the apex for a corner. Work backwards from the track-out point, to the apex, then to the turn-in point. Ideally, you want to exit the corner in as straight a line as possible. This will help you maintain momentum and maximize straightaway speed. When dealing with more than one corner (See illustration below), where the last corner in the series leads onto a long straightaway, you must often sacrifice your entry speed into the first corner to get more exit speed off of the last corner. It is better to "go in slow and come out fast" when exiting onto a straight. Apexing too early is the number one killer of straightaway momentum. The symptoms of apexing too early are as follows: You turn into the corner where you think the apex should be, but upon exiting the corner, you find that you need excessive steering input just to stay on the track. You have major understeer and you are scuffing off way too much speed at the track-out point as you exit the corner. Go back and study the line of this part of the track again. You may be apexing too early.



Mistake #6: Premature Acceleration

If you are not apexing too early, you may be suffering from premature acceleration. While embarrassing, premature acceleration is not a condition you have to live with forever. However, the cure does require patience and control. It is not enough to brake and downshift properly and turn into the apex at the right point if you still are going to apply the throttle too early in a corner. Be patient. Trail brake long enough to get the nose of your car pointed at the apex and aligned with your track-out point. Why accelerate before you have the car pointed in the right direction? When you transition to throttle, do so smoothly without upsetting the chassis, but be ready to go to the throttle when you reach your last apex and the car is pointed down the straight.

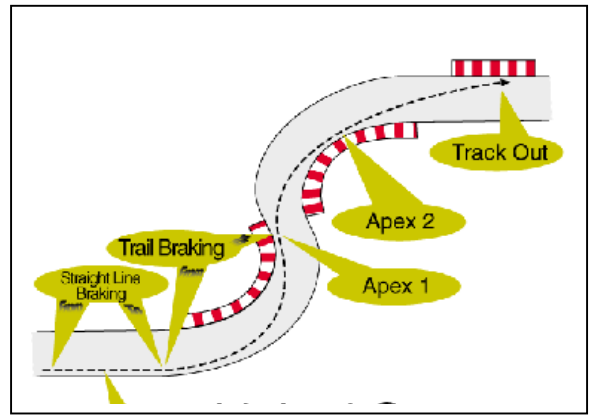
Mistake #7: Not Using the Entire Track

If you watch professional F1 drivers, you will notice that they use every last inch of the race track, including the flat curbs. All too often I follow students who have great technique but who do not use the entire race track. This hurts their lap times tremendously. When asked, "Why aren't you using the whole track?" they usually respond with surprise, "I thought I was." At some time during practice, you should touch the curbs slightly so that you know you are using the entire track. Next, you should find out which of the flat curbs will help or hurt your lap times. Racing is a game of inches. Inches become tenths of a second. A tenth of a second on each corner can turn into a full second per lap.

continued.....

Mistake #8: Failure to Compensate for Slip Angles

Everyone knows that race cars slide or drift through corners, but not all race drivers completely understand the effects of slip angles or the direction of drift. If you are braking, downshifting and turning into a corner correctly, but are still not near the apex, you may not be compensating for the slip angle of your car. Perhaps you are aiming for the apex cone, but you just cannot seem to hit it correctly. Aim behind the apex cone, imagining a "false" or "phantom" apex cone is there. By compensating for your car's slip angle, you will probably hit the apex precisely. This may take some experimentation as you may compensate too much or too little for the slip angle while finding your phantom apex.



Mistake #9: Killing your Momentum in Traffic

While this driving mistake does not apply to autocross racing, it is most definitely one of the most common and frustrating problems for inexperienced race drivers. Getting boxed in. Losing your momentum. Getting stuck behind a slower car. Being unable to pass for a lap or two. Does this sound familiar? The best solution to this problem is early recognition of the slower driver. Notice where he is on the track now and where he most likely will be when you want to pass him. Depending on your race pace, you may either need to speed up or slow down to pass him at the point where your momentum will not be diminished dramatically. You may have to hustle and out-brake the lapper before the next series of slow "S" turns, or you may have to lay back a little and build momentum off a turn to pass him on the next straightaway. This is perfecting the art of looking ahead to the max. If you get extremely proficient at this technique, you can use it to strategically sandwich a car that you are passing between you and a car that is in hot pursuit of you. Not only can looking ahead be used to maintain your own momentum, but it can be used to kill someone else's momentum. When it works, it is truly a thing of beauty.

Mistake #10: Poor Weight Management

Small tire contact patches are all that keep you from leaving the track. The faster you go, the more critical your contact patches become. Fast race drivers are masters of weight management. They shift weight smoothly and seamlessly from front to rear, from side to side in an effort to maximize traction and maintain speed around the track. Great weight management requires an empathetic connection to a car's suspension and those tiny little tire contact patches. Smooth braking. Smooth throttle. Smooth weight transition while at speed. Balance. Touch. Feel. This is what separates the great drivers from the near-greats. Once you have read all of the books on race driving and after you have learned all of the proper driving techniques, racing ultimately comes down to a couple of factors: How well you are communicating with your race car and how much in synch you are with the race track. Hopefully, at some point in time you will be able to concentrate less on the minute details of driving and start feeling like an artist who grows more confident with every bold brush stroke he puts down on canvas.

Tom, I know that providing written tips is a poor replacement for CVCC's Annual Driving School at Pocono, but if you will **Read**, **Think**, and **Practice** these Tips while competing, you will become a better driver. Work Hard and Good Luck!

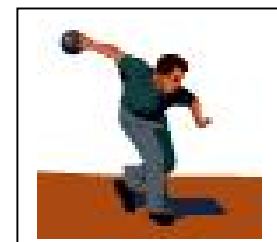
Joe Vette, Corvette-Know-It-All

BOWLING ANYONE?

I was asked to set up some dates for bowling just to have some fun. Any one wanting to bowl May 22nd June 19th July 17th and Aug 14th these are open dates at the lanes. Just show up and who ever is there have some fun and as a tradition, go eat.

Thank you

EJ



CVCC 2011 HAPPENINGS CALENDAR

UNLESS OTHERWISE NOTED:

Membership Meetings are First Thursday of the month at the Elks in Carlisle, 7:30pm (PA-100)

Board Meetings are Third Tuesday of the month, Hoss's Steak & Sea House, Mechanicsburg, 7:00pm

June

Saturday, June 11. Our cruise master, Tom Mitchell, has organized another fun cruise for us. This time to Penn's Cave in Centre Hall. See page 7 for details. (50)

Sunday, June 26. This is the date for our annual sanctioned Cannonball Run rallye through the Gettysburg battlefields. Karen Priestner is again chairing this event. The plan is to depart from the Gettysburg outlets along Route 15 and end at the Appalachian Brewing Company. Karen will have additional info. (PA-75)

Sunday, June 26. CVCC has been asked to put on an autocross for the Cosworth Vega club during the GM National meet at Carlisle. Dave Walter is organizing and will have more info at next meeting. (75).

July

Friday, July 1. CVCC has been invited to participate in the Carlisle Summerfair Parade. All the particular information will be provided at a later date. (50)

Friday, July 8. This month we'll have our annual picnic meeting at the once again at the home of Mike & Elaine Ludt. Please bring a covered dish to share with the club, your lawn chairs, and swim suits (optional). CVCC will provide the meat and beverages. (PA-100)

Saturday, July 9. Tom Mitchell has put together another cruise for us. We will meet in the Kmart parking lot on Walnut Bottom Road in Carlisle at 9AM. We'll be cruising through the GAPS – Waggoner's and Double –ending up at the Appalachian Brewing Company in Gettysburg for lunch and refreshments. (50)

Saturday, July 23. This date will be a double sanctioned judged show at Graham Motors in Carlisle. Marlin Ludt is again chairing this event, and will have more info as the date draws closer. Contact Marlin if you want to enter or work the event. (PA-75 per event)

Sunday, July 24. This will be a double sanctioned autocross at Big Spring High School. Gary Wolf is again chairing this event and will have more info as the date draws closer. Contact Gary if you want to enter or work this event. (PA-75 per event)

August

Saturday, August 6. Jim Staver is planning a repeat trip to the Adams County Winery. There will be a concert featuring island music and lots of fun and activities. We'll have a private tent again, but this year there will not be a charge. Jim will have more info as the date draws closer. (50)

Sunday, August 7. Jim Fusco has organized a sanctioned Corvette fun show to be held at the Appalachian Harley dealership on the Carlisle Pike (near CV high school). Jim will provide more details at our upcoming meetings. (75)

Tuesday, August 23. Come out and help the club set up the trailer and canopy for the Corvettes @ Carlisle weekend. The fun starts around 5:00. There may even be some cold beer. (50)

Friday, August 26. CVCC will be holding an autocross school or practice session for all those who plan on entering the competitive autocross on Sunday. More info in the future. (75)

Friday-Sunday, August 26-28. This is the annual pilgrimage to Corvettes @ Carlisle for all Corvette lovers. CVCC will have our trailer and canopy set up at the same location as in the past. Come and hang out for a fun-filled Corvette weekend. (50 per day).

Sunday, August 28. CVCC will once again be conducting a competitive autocross for anyone interested in trying their skills. We'll need some help from our members in working this event. Dave Walter will have more info as the date draws closer. (75)

September

Saturday, September 10. This will be one of our annual sanctioned Fun Show at H&H Chevrolet in Shippensburg. Ed & Mary Hare will again be chairing this signature CVCC event. Ed will have more info as the date draws closer. (PA-75)

Saturday, September 24. *** *This date is will probably change to sometime in October.* *** The Elks has asked CVCC to put together a car show (all types welcome) for them. Larry Kiser is chairing this event and will have more info to share as the date draws closer. This will be a non-sanctioned event. (50)

Sunday, September 25. Dave Walter is working with the Porsche folks to put on another Corvette/Porsche challenge. It will again happen somewhere in the Hershey area. Dave will have more info as the date draws nearer. (50)

October

Saturday, October 1. This date will be a sanctioned Fun Show at Lawrence Chevrolet and will be our last sanctioned event of the year. Dave Walter and Jerry McKinney will again be chairing this event and will have more information as the date draws nearer. (PA-75)

November

December

Tuesday, December 20. Board of Directors meeting at a location TBD.

NOTE: The number in parentheses behind the description of a club event indicates the number of CVCC club points that will be awarded for participation in that event. If the number is preceded by the letters "PA" it means that participation in that event is mandatory to be eligible for a Perfect Attendance award.

---- CVCC JUNE CRUISE-----

When: Saturday, **June 11**, 2011, **NOT June 4th!!!**, as per CVCC Calendar & Distributor Happenings Calendar. **Meet 8:15am; Depart 8:45**

Meet At: Kmart Parking Lot, Walnut Bottom Rd, Carlisle

Where To: Penn's Cave, Centre Hall, PA (near State College).

America's only all-water cavern and wildlife park nestled in Central Pennsylvania's scenic Penn State Country. The cavern tour is a guided one-hour tour by motorboat on an underground river. Along the limestone corridors, stalagmites, stalactites, flowstone cascades and draperies decorate the interior rooms, while underwater, trout swim and jump for feed! The Club will then have lunch at a local restaurant (TBD). If you want to also visit their Wildlife Park, you are on your own. For more information visit their website: <http://www.pennscave.com>. **Cost: Cavern Tour: \$16.50/15.50 (65+). Group Tour (if we have 20 or more) is \$10.95. If there is enough early interest, I will arrange for a group tour and rate.**

RSVP: NLT June 10th: Call Tom -- 571.217.4651 or

EMAIL -- t.e.mitch@gmail.com