

LEGENDS LEDGER

AUGUST 2024



**Don Eckhart, Tom Entrekin,
Robert & Maggie Cotner looking
at Eckhart's Red/White 1958
before the July meeting at Prairie
House Restaurant in Lewisville.**

August Meeting

11 am Sat., Aug. 10

**Outback Steak House
1509 N. Central Expressway, Plano, TX**

Details on page 3

Upcoming Events

2024



*CLoT Club Participation Event

- *Aug 10 **Legends Club Meeting** Outback Steak House Plano, TX
- Aug 17 **Downtown McKinney Car Show** 307 N. Kentucky McKinney, TX
8am-1pm Full info on Facebook: Downtown McKinney Classic Car Show
- Aug 24-27 **Solid Axle Corvette Convention** Carlisle, PA
Held in conjunction with Corvettes at Carlisle. Info at <https://solidaxle.org/>
- *Aug 29-Sept 2 **National Corvette Caravan** to Bowling Green, KY
Call Bill Tichy 972-650-8007 or cell 214-770-6679, to join our group and get full info.
- Sept 4-6 **Bloomington Gold Judging** Omni Hotel Dallas, TX
555 S Lamar St, Dallas, TX
- Sept 4-7 **Mecum Auction** Kay Bailey Hutchison Convention Center Dallas, TX
650 S Griffin St, Dallas, TX. 1,500 Vehicles for sale.
- *Sept 14 **Legends Club Meeting** BJ's Brewhouse Addison, TX
- *Sept 21 **VanAlystyne Estate & G2 Motorsports Park Tour**
Meet at 10:30 am at BUC-EE's in Melissa, Estate tour & Lunch 11:30 am. Tour and Laps at G2 Motorsports at 3 pm. See page 11.
- Sept 21 **Wheels for Wellness Car Show** Downtown Fort Worth, TX
Pre-registration is open. <https://wheelsforwellness.org/benefit-car-show>. By using the link, you can register using a credit card or Paypal account. Pre-registration is \$35 and a free show t-shirt. Extra shirts can also be purchased at the same time. On-site registration is \$40
- *Oct 12 **Legends Club Meeting** TBA
- Oct 12 **Brazos River Corvette Show** On the Square Granbury, TX
Gate opens 7:30am, Judging starts 10:30am. Two Best of Shows. C1-4 & C5-8. Contact Theresa Halford: 432-634-7214, thalford@pathtechltd.com
- Oct 18-19 **Texas NCRS Flight Judging** Embassy Suites Frisco, TX
7600 John Q Hammons Dr.
- Oct 25-26 **Fall Classic Auto Show** Texarkana, AR

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Caravan Meeting

After the Legends Meeting

on August 10 at

Outback Steakhouse

If you are going on the Corvette Caravan to Bowling Green with Bill Tichy and Larry Dyer, and/or going on the tour with them after the Corvette Museum event, please plan to stay after the regular meeting to go over details of the trip.



The 7th National Corvette Caravan

August 29-31, 2024

Proposed Legends After-Caravan Tour Info

INPUT REQUIRED FROM PARTICIPANTS

- Aug. 31 - Corvette Caravan Activities Conclude
- Sept. 1 - Drive to Indianapolis Motor Speedway or Gilmore Car Museum near Kalamazoo, MI
INPUT REQUIRED for this decision.
- Sept. 2 - Big Sable Point Lighthouse, Ludington, MI
- Sept. 3&4- Henry Ford Museum, Dearborn, MI

Bill & Larry need some input as to what the participants want to do after the activities at the Museum to make plans for hotels, etc.

Please e-mail your preferences to: btichy@gte.net.

August Meeting

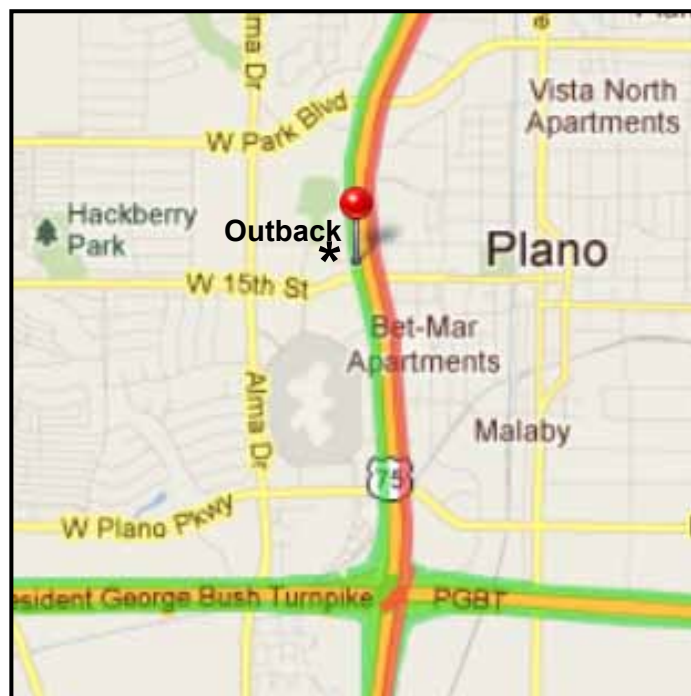
11 am-Saturday, Aug. 10

Outback Steakhouse

1509 N. Central Expressway

Plano (972) 392-4600

(West side of US 75 on the north side of 15th St.)



OFFICERS

President:	Sam Deneault	sldeneault@gmail.com	(214) 546-4677
VP of Operations:	Len Woodruff	Lenwoodruff@gmail.com	(972) 979-5722
VP of Special Events:	Tom Hubbert	thubbert@verizon.net	(972) 897-3045
Secretary:	Sharon Conde	CockerMom57@gmail.com	(972) 658-2526
Treasurer:	Kevin Shedden	GKevinS@aol.com	(214) 502-4721

DIRECTORS

Director of Communications:	Denise Eckhart	communications@vettelegends.com	(214) 684-4649
Weekend Wrench Coordinator:	Joel Joseph	jjjoseph@yahoo.com	(214) 477-6833
Membership Coordinator:	Dennis Conte	dennis.conte@att.net	(972) 839-8473
Newsletter Coordinator:	Diane Preston	CDiane1957@aol.com	(405) 615-3856

Legends Ledger Newsletter: Published monthly. Send submissions to cdiane1957@aol.com
Submission deadline is the 15th of the month.

Club Web Site:

Coordinated by Denise Eckhart <http://www.vettelegends.com>
 Send submissions to: Communications@VetteLegends.com

Meeting Speakers:

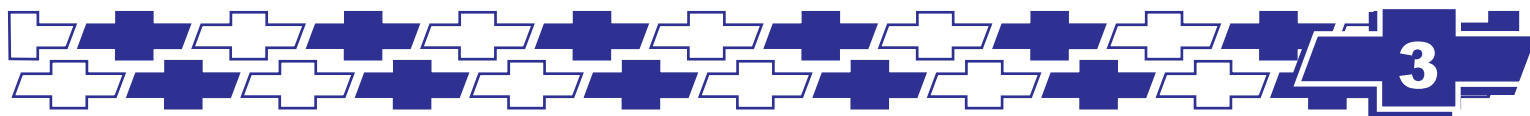
If you have a recommendation for a guest speaker to address the club at one of our meetings, please contact
 Len Woodruff: Lenwoodruff@gmail.com or (972) 979-5722

Membership Information:

Coordinated by Dennis Conte (see above)
 \$40 for annual membership
 Dues are paid annually at a meeting or mailed to:

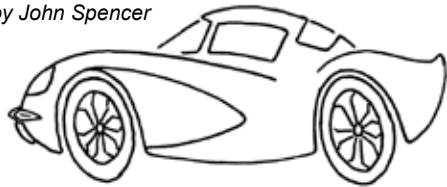
Club Mailing Address:

Corvette Legends of Texas
 P.O. Box 260316, Plano, TX 75026-0316



WHAT YEAR AM I?

by John Spencer



I am a mid-year or C2 but which year am I?

The obvious and most famous tell is the rear window of a Coupe. If it is a two-piece window (split-window) I am a 63. But the tells for the ensuing years are not so well known.

Fender Vents:

The fender vents are located immediately behind the front wheels.

- Two horizontal scoops 63-64
- Three vertical slots or gills 65-66
- Five vertical louver array 67

Hood Vents:

Hood vents refer to the hood treatments not the big block hood stingers

- Two grilled scoops 63
- Grills were omitted (plain scoops) 64
- Hood scoops were totally deleted 65-67

Roof Pillar Vents:

These were located behind the side glass on the coupe only.

- Two horizontal non-functional scoops 63
- Two grilled vents (drivers side functional) 64 -65
- Roof pillar vents were deleted 66-67

Grill:

- Anodized face horizontal bar 63-64
- Blacked out horizontal bar 65
- Egg Crate 66-67

Tail Lights:

All Mid-Years have four tail lights. How they integrate the backup lights differ

- Two tail lights w/backup lights in the license cove 63-65
- One tail light is replaced with the backup light 66
- Two tail lights w/backup light above the license cove 67

Nose Emblem:

- Corvette Flags adorned V 63-64
- Corvette crossed Flags 65-67

Corvette Sting Ray Badge:

- Rear Deck mounted – right side all years
- Front Hood mounted 66 only

Engines:

- 327 cu in all years
- 396 cu in 65
- 427 cu in 66-67



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- Long Sleeve Twill Dress
- Long Sleeve Heavy Denim

Hats

- 5-panel, mesh back, plastic snap closure
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Price includes Corvette Legends embroidered logo on upper left chest. Add your first name to upper right chest for \$5.00 extra.

If there are any questions about an item, call Carlos at Embroidery King (972) 317-1686, Address: 1297 FM 407 Suite 302A, Lewisville, TX 75077



- | | |
|--------------------------|-----------------------|
| 08-08 Bob Kirk | 08-19 Sissy Benedetto |
| 08-09 Diane Foote | 08-23 Nanci Duplant |
| 08-10 John Cantleberry | 08-24 Sandy Allen |
| 08-12 Sandra Plumley | 08-25 Elaine Sluder |
| 08-12 Vince Dumas | 08-25 Karen Stewart |
| 08-16 Susan Joseph | 08-25 Shane Morris |
| 08-17 Angela Schwendemen | 08-26 Denise Spurlock |
| 08-19 Sherry Snider | 08-29 Sharon Conde |
| | 08-30 Ken Hanks |



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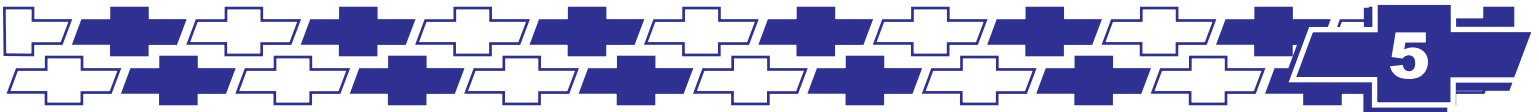
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**CORVETTE LEGENDS OF TEXAS
GENERAL MEETING--July 13, 2024
Prairie House Restaurant, Lewisville**

The members of Corvette Legends were called to order by President, Sam Deneault, at 12:40 pm. Minutes of the previous meeting were approved. Attendance was recorded as 69.

Lady Legends Winner: Carol Heimsath

50/50 Pot Winner: Bob Rockett (\$79)

Next Meetings: Aug. 10-Outback Steak House, Plano.

Sept. 14-BJ's Brewhouse, Addison.

We had a guest speaker at this meeting. David Hume gave a great presentation on the benefits and qualities of the WindRestrictor product line of wind and noise deflectors, custom made for C4 through C8 convertibles and coupes. They are designed to force the air over the car and not let it into the cockpit of the car thereby reducing the wind turbulence and noise in the car by about 60%. He will extend a 15% discount to our members using the promo code LEGEND when ordering (thru September). More info can be obtained via info@windrestrictor.com or their website www.WindRestrictor.com. Thank you to David!

Dennis Conte gave us a gentle reminder that membership dues have increased to \$40. He thanked those who recently paid their dues and also mentioned that while the club is not set up to take dues via PayPal or Venmo, he is able to accept Zelle payments through his bank. If using this method, you must send Dennis an email so he is aware of the payment. Please see Dennis if you need more information on this.

Dennis is also working on a dinner cruise to Eagle's Canyon Raceway in Decatur. It will be sometime in September and you'll be able to do three laps on the track, then we'll go for lunch somewhere in Decatur. More info will be coming soon.

Bill Preston announced that he talked to Gerry Boren, who now lives in Idaho, and Gerry wanted him to say hi to all the Legend members.

Tom Hubbert told members of a pop-up opportunity with a high end realtor in the Dallas area. We're invited to show our cars at one of her listing sites. It would be sometime in later September and lunch would be included. Tom will get additional info and let us know more at the next meeting.

Tom is also beginning plans for next year's Autorama show. It will be Feb. 14-16, 2025. We'll have 6 spots again, the first 3 for a C1, C2 and C3 car, the remaining 3 spots for any year. He'll start the sign up in October.

Bill Tichy and Larry Dyer are finalizing plans for the 30th Anniversary Corvette Caravan & events in Bowling Green, KY. Bill will have all the info at the August meeting and will have a 30-45 minute meeting after our regular meeting to go over all the details. Those members doing the caravan, please plan on staying for this important gathering. Also he reminded those going to make sure they



Our speaker, David Hume, telling us about the WindRestrictor product



Jeff & Debbie Clevenger's 1965 Blue Convertible

have their hotel reservations and to bring printed copies of the confirmations with them.

The NCRS National Convention, 50th anniversary will be Sunday, August 4 thru Thursday, August 8 in Hampton Roads, VA. For those not wishing to go that far, the Texas NCRS Flight Judging will be Friday/Saturday, October 18 & 19 at Embassy Suites in Frisco (7600 John Q Hammons Dr). Judging will be for 1953-2007 cars and newer cars will also be on display.

Lastly, Sam gave members a gentle reminder of the officer elections later this year. Sam has served us as president for 12 years and needs to retire from the job. Please consider helping our club in selecting a replacement for him. It's only a two year term (max of 4 years per the club by-laws). More details concerning the position and the election will be coming in the next few months. The meeting was adjourned at 1:25 pm.

Submitted by Sharon Conde, Secretary

MEETING-continued on page 7





Linda Deneault, Sonja Endicott, Ken Weller and Chuck Endicott



It must have been "Wear Black & White Day" for the Lady Legends... Maggie Cotner, Linda Rockett, Diane Preston, Mary Jean Entrekin and Sherry Snider got the message on what to wear to the meeting.



Jane & John Cantleberry with Scott & Robin Ray



Debbie Garrison, Sherry & Pete Snider



Diane & Bill Foote in our packed meeting room at Prairie House

Club Member Discounts

Legends members get **Fleet Pricing** on parts at



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Get the commercial price on any batteries and home, commercial or auto light bulbs at the Lewisville or Denton locations by asking for the **"Corvette Legends" Discount.**

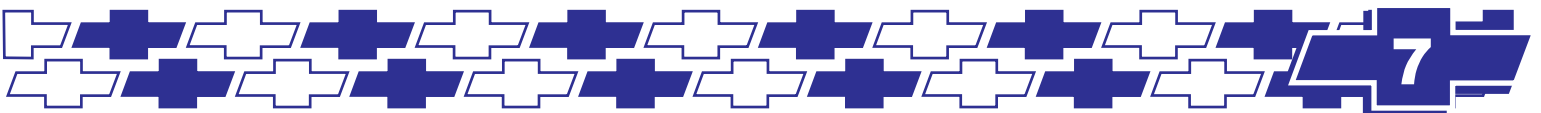
If your business needs batteries, contact Tom Atchison 214-215-1948 for a personal quote.

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offers Legends Members a 10% Discount on purchases of Accessories, Clothing, Parts, Service, etc. Not Corvettes!

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Does Higher Compression Mean More Power? Yes, and Here's Why.

Will increasing the compression ratio increase your engine's power output? You may suspect the answer is "yes," and you'd be right, but you may not know all the reasons why. When the objective is to increase the power in performance engines, there are several popular ways to go about it, including the addition of boost through a turbocharger, supercharger, or nitrous oxide. Increasing the displacement of an engine or increasing its speed (RPM) can also result in a power bump and is also popular, but increasing the compression ratio—i.e., reducing the volume of the combustion chamber—is probably the least understood method of all. After all, how can making anything in an engine smaller increase its power?!

What Is Compression?

We might be covering ground that's well trampled for many, but the static compression ratio of an engine is simple to understand: it's all the volume of a cylinder above the compression ring at Bottom Dead Center (BDC) when compared to the volume above the compression ring at Top Dead Center (TDC).

In a four-stroke, internal combustion engine, all the work gets done on the power stroke. That leaves three other strokes (intake, compression, and exhaust) that have to exist but don't add anything to the power output. In fact, they cost power—a lot of it. Internal combustion four-stroke engines are notoriously inefficient, 20 percent being considered the holy grail, but most are in the low teens. That means there's a huge upside potential in improving efficiency, and that's the reason so many late-model high-compression powerplants like the Gen V GM, Ford Coyote, and Gen III Hemi look so good relative to their predecessors.

Power Stroke Dynamics

Compressed Volume vs Intake Valve Closure

Imagine for a moment that we're looking at the power stroke as an open-ended single event, like a shot fired from a rifle. In a best-case scenario, our bullet (the piston) has just the breech cavity holding the powder in its shell as its combustion chamber, and the entire length of the barrel as the cylinder (swept volume). Changing the

starting position of the bullet away from the powder charge to a place further down the barrel means there's less distance for the expanding gases to act on the bullet before it exits.

If you turn the concept of compression on its head and think about it as an expansion event, you get compression in reverse—the expansion ratio. That makes way more sense, because it's expansion—not compression—that creates the force we get power from. So, looking at our rifle analogy, we've got the

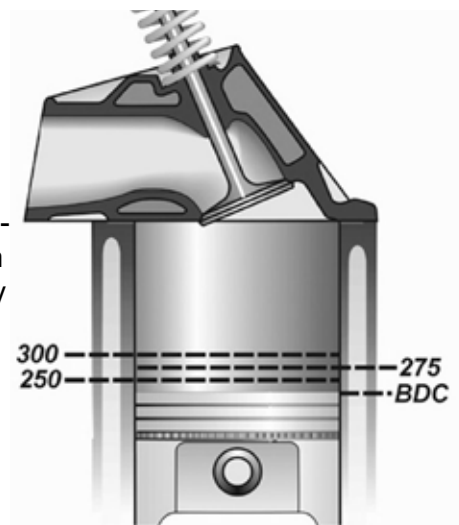
same barrel length and diameter, the same bullet (piston), the same charge (air and fuel), only we're starting the bullet farther down the barrel. The farther down the barrel the bullet starts, the less expanding force the gas can exert on the bullet. For our purposes here, that force represents the torque of an engine, while the starting point of the bullet is analogous to the dynamic compression ratio of the engine in a given running state.

Static vs Dynamic Compression

The static compression ratio (sometimes called the mechanical compression ratio) is a handy reference that engine builders use to build and describe engines, but no two engines with the same CR are truly alike

because what really matters is the dynamic compression ratio. For this reason, getting stuck on static compression ratios is a dead end for most things outside of a game of automotive trivial pursuit. A cylinder displacing 100cc would trap 100cc's of air and fuel by closing the intake valve at BDC, but only 75cc's if it closes a quarter of the way up the bore. Since it's the amount of air and fuel trapped in the combustion chamber that really matters for power production, of our two hypothetical 100cc engines, the one with the most trapped air and fuel will make the most power (everything else being equal), even though both engines share the same displacement.

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COMPRESSION—continued on page 9

Where's the "Dynamic" Part of Dynamic Compression Ratio?

Our previous paragraph doesn't shed much light on why this is called "dynamic compression" until we look at how an engine runs under a variety of conditions. Even with engines having fixed valve timing (non-VVT), the effective compression ratio changes as the engine speed and load change. In short, if it changes the amount of charge in the combustion chamber from cycle to cycle, it changes the expansion ratio, and therefore its power. Induction tuning, engine speed, exhaust scavenging, and throttle position all change the dynamic compression from moment to moment. So the static compression is not really an indicator of an engine's power density so much as it is a yardstick for calculating what comes next!

Is Raising the Static Compression Ratio Worth It?

In a recent dyno test, we checked the output of a stock 70cc LS "317" casting (left), comparing it to a smaller 65cc "243" casting, and found the difference was worth just over a half a point in compression.

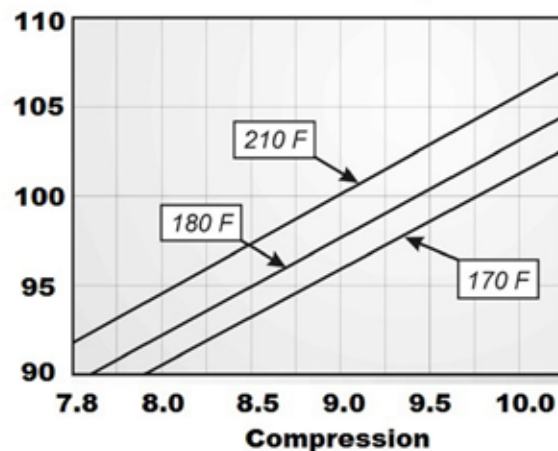


When discussing compression ratios that are typically in the automotive realm—between 8:1 and 15:1—the amount of power you could expect to pick up will vary between 2 and 4 percent per point of static compression gained. (This, we'll note, is the improvement you'd get with compression alone, and not optimizing the valve timing.) Three percent might not sound like much compared to what you'd get by adding a turbocharger, nitrous, or even a cam, but everything counts. Moreover, raising your compression ratio by an amount high enough to feel the difference may be as simple as machining your block or cylinder heads by a few thousandths during your next rebuild, so why not? More on that in a moment.

Bumping up the compression on this 6-liter LS was worth 15 hp, and all we did was swap the larger combustion chambers for smaller ones.

We recently conducted a dyno test on a typical 6-liter Gen III LS (LY6) with a hot street cam. With the stock 70cc combustion chambers, power topped out around 490 hp. By simply swapping out the stock 70cc-chamber "317" casting cylinder heads for stock "243" casting heads with a smaller 65cc combustion chamber, we bumped power to 505 hp, a gain of 15 hp (about 3%).

Fuel Octane vs Compression



What About Fuel Octane?

If you raise your compression, you'll be on the hook for feeding your engine fuel with a high enough octane to stave off engine-destroying detonation. Improvements to cylinder heads and other technologies, however, have softened the blow significantly in recent years.

There is one limiting factor that can bring your plan to raise compression to a violent halt—fuel octane. Octane is the description of a fuel's propensity to ignite under specific test conditions that take into consideration compression ratio, rpm, load, coolant temperature, inlet air temperature, humidity, and a bunch of other variables. Higher octane means the fuel can resist self-ignition at a higher pressure and temperature than a fuel with a lower octane rating.

All things equal, engines with higher compression ratios require higher fuel octane. This is because a lower octane fuel may begin to ignite prior to the initiation of the spark event through the ignition system, a condition known as detonation or auto ignition. When this happens, the early flame front builds peak pressure in the chamber before the piston has reached TDC. Compounding this pressure spike is its confinement into an ever smaller space as the piston continues its inexorable march toward TDC. Almost always catastrophic for performance engines, knock should be avoided at all costs—it's like hitting the pistons with a hammer and a plasma torch at the same time.

For this reason, running a higher compression can cause engine damage, but that's gradually changing. Improvements to things like metallurgy, coatings, and computational flow dynamics mean engineers and engine builders have multiple tools to bear against damaging detonation. Where it was once taboo to run 11:1 or even 10:1 on the street with pump gas, we're finding that a well-chosen combo (heads, cam, intake, etc.) can push the boundaries of acceptable compression with pump gas well into the 11:1-plus range with few concessions to performance or streetability. More than ever before, it's a great time to increase your compression ratio!





HERITAGE EDITION

CERV I



Corvette enthusiasts rejoice with a hint of disappointment! Chevrolet has unveiled two stunning limited-edition C8 Corvettes, the CERV I and Heritage, but there's a catch - they're exclusive to Japan.

CERV I: A Blast from the Past:

The CERV I pays tribute to the 1959 Chevrolet Experimental Research Vehicle (CERV), the visionary single-seater that paved the way for the Corvette's mid-engine revolution. It boasts a head-turning Silver Flare Metallic exterior with bold blue stripes, echoing its historical inspiration.

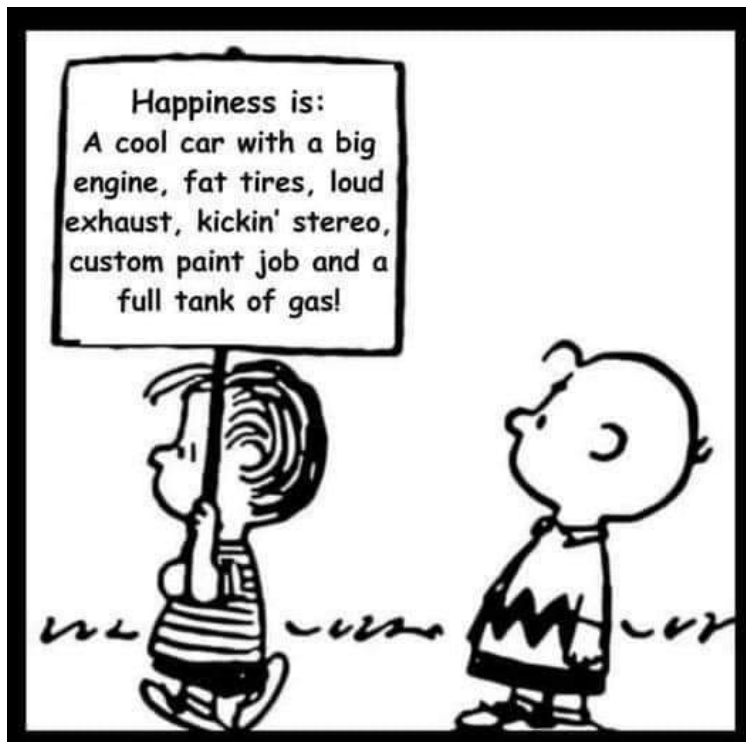
Heritage Edition: A Timeless Classic:

The Heritage Edition throws it back to the very beginning, honoring the legendary 1953 C1 Corvette. A sophisticated Seawolf dark gray exterior sets the stage, accented by vibrant Edge Yellow brake calipers and sharp 20-inch five double-spoke wheels.

Modern Muscle Meets Classic Charm:

Both special editions seamlessly blend tradition with modern flair. Bespoke interior touches complete the package, creating a captivating fusion of Corvette's heritage and contemporary design.

Own a Piece of Corvette History (If You're in Japan): Under the hood sits a powerful 6.2-liter naturally aspirated V8 engine, ensuring these Corvettes are exhilarating to drive. With production limited to just 40 units (20 CERV I and 20 Heritage), these special editions offer an exclusive opportunity to own a piece of Corvette history. Corvette's timeless allure takes center stage, but unfortunately, only for car enthusiasts in Japan.



**Legends Newsletter
available in Color on our
Web Site:
VetteLegends.com**



Club Event September 21 Estate Tour and Laps at G2 Motorsports Park

SAVE THE DATE
SEPTEMBER 21, 2024
DOWNTOWN FORT WORTH CAR SHOW
TIME: 10AM - 3PM
FREE PSA TESTING FOR MEN OVER 40



Pre-Registration is open!

Pre-register for \$35 to guarantee your spot at the show, get a discounted entry fee, and a free pre-registration exclusive T-Shirt!

Corvette Legends of Texas has been invited to a unique event to be held on September 21 from 11:30 AM until 3:00 PM at a 52-acre property in Van Alstyne for lunch (inside). Lunch will be followed by a tour of the property and then a short drive to G2 Motorsports for a tour and lead/follow laps around the now-complete track.

The host is Luann Clancy-Flaherty of Hershenberg Group Realtors. This same type of event was recently provided the Ferrari Club of Dallas and is now being offered to our Club. The times and details of the event are outlined below.

Since we are being asked to arrive in caravan, we will meet at BUC-EE's on US 75 in Melissa, TX, and proceed from there to the property located at 5200 C.R. 429. I would like to start sign ups at the August 10 Club meeting at Outback Steak House in Plano. We will need to submit a count of the number of people participating prior to September 21 for the lunch order.

Please let me know if you have any questions. I can be reached at 972-897-3045 or thubbert@verizon.net.

10:30 am: Meet at BUC-EE's in Melissa, TX on US 75.

11:00 am: Leave BUC-EE's for property tour.

11:30 am: Arrive at 5200 CR 429 in Van Alstyne, TX

11:30 am-1 pm: Open tour of the estate and socializing with lunch provided

1:15 pm: Tour to the G2 Motorsports Park in Anna, TX (3.7 miles from property)

1:30-3 pm: Lead/follow laps on the completed track followed by a tour of the facilities (club house and first building with garages with condos)

Below is a link to the property in Van Alstyne. It is on 52 acres and has a 5,500 sf luxury smart home with a true resort-style pool area and a 6,000 sf high-end workshop with 1,500 sf of living space.

It is listed at \$6,950,000.

https://www.zillow.com/homedetails/5200-County-Road-429-Van-Alstyne-TX-75495/249769612_zpid/

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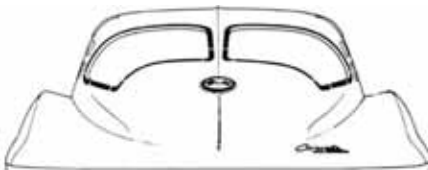
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Aug. 10 Meeting
Outback Steak House
Plano, TX
See page 3

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