



**Citrus**  
**VETTES & CAMAROS**  
**CAR CLUB**

**January & February Newsletter**

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**Saturday February 9th, 2019**

**CV&CCC Monthly Breakfast 9:00 A.M.**

**Breakfast Station 3593 Lecanto Highway Beverly Hills**

**Please R.S.V.P. the CV&CCC Calendar no later than February 5th.**

**Thursday February 14, 2019**

**CV&CCC Valentines Day Luncheon 11:30 a.m.**

**Bonefish Grill 4701 S.W. College Road /SR200 Ocala**

**Please join the members of the Citrus Vettes & Camaros Car Club  
for some great food and good times on 2/14/2019.**

**Please R.S.V.P. the CV&CCC Calendar no later than February 9th.**

**Saturday February 16th, 2019**

**CV&CCC Poker Run**

**We will meet at Hampshire Boulevard & CR 391 at 9:30 a.m. on  
the 16th to start the Poker Run. Lunch to follow at the Horse &  
Hounds located at 6998 U.S. Highway 27 in Ocala.**

**The Best 5 Card Hand Wins!**

**Please R.S.V. P. the CV&CCC Calendar no later than February 12th.**

**Sunday February 17th, 2019**

**CV&CCC 1st Quarter Meeting 2:00 - 3:30 p.m.**

**Citrus Hills Activity Center 240 W. Fenway Drive Hernando**

**Please R.S.V. P. the CV&CCC Calendar no later than February 12th.**

# CV&CCC Officers

## Citrus Vettes & Camaros Car Club Officers

**President Mac McGarry (352) 697-0054**

**E-Mail: citrusvettes2012@gmail.com**

**Vice President Ron Linton (724) 730-0150**

**E-Mail: hd.ron1955@gmail.com**

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**Treasurer Brandon Sohl (352) 249-3130**

**E-Mail: bsohl@tampabay.rr.com**

**Director of Communications Robert Greene**

**E-Mail: rgreene@mindspring.com**

**Director of Social Media Steve Simons**

**E-Mail: cvccc.steve@gmail.com**

**CV&CCC Website: cv-ccc.org**

**<https://www.facebook.com/groups/cvccc/>**

## **CV&CCC February Birthday's**

**Happy Birthday to the following CV&CCC Members:**

**Lisa Jessing February 5**

**Gloria Hayes February 12**

**Brandon Sohl February 14**

**Our Prayers & Thoughts are with the following CV&CCC Members as they battle ongoing health issues!**

**Jackie McDermott**

**Carol Valenty**

**Diane Verbiski**

## CV&CCC By Law Regarding R.S.V.P.

**ARTICLE 19 - RSVP CALENDAR:** The CV&CCC Calendar was created for the sole purpose of tracking how many members are registered for a CV&CCC Event.

When an event is posted either thru the website or via e-mail, members wishing to attend shall R.S.V.P. the CV&CCC Calendar by entering the name of the members attending along with their corresponding e-mail address. Once entered the member will receive a confirmation e-mail that they have signed up for that specific event.

If the member decides they can't make the event that they have signed up for, that member is required to notify either by phone, txt, e-mail or the CV&CCC Calendar or the Director of Communications that you will not be attending that event!

**If the member fails to notify as stated above, that member will be assessed a \$5.00 fine payable to the CV&CCC.**

**ARTICLE 19A - R.S.V.P. CALENDAR ADDITION:** At the second quarter meeting dated the 20<sup>th</sup> day of May 2018, it was approved by the membership in attendance that we modify the R.S.V.P. system to include the following.

Where the CV&CCC is required to guarantee either a restaurant or a place of business a set number of people in order to have an event, any member that has registered for that event and fails to notify as stated in Article 19 will be billed the cost of the meal or ticket for that event plus a \$5.00 fine payable to the CV&CCC.

**The amount is payable within 15 days of notification. If the amount has not been paid within 30 days of notification an additional \$10.00 fine will be assessed to that member.**

**If the outstanding amount has not been paid within 60 days that member or members will be expelled from the CV&CCC by the Executive Committee.**

# Florida Manatee Festival January 19th & 20th

**CV&CCC Members;**

**Anyone wishing to display their Corvette or Camaro at the Manatee Festival on either Saturday or Sunday, please see the attached map.**

**The Chamber asked that you be there by 9:00 a.m. on either or both days.**



## “American Original” Documentary Focuses on All Generations Corvette

Paul and Todd of Everyday Driver have just finished their 5th feature-length documentary, “American Original.” In the film, the guys compare 13 Corvettes from all generations of current production to explore the history, legacy, and contributions the Corvette has made to the world of automobiles.

Hosts Paul Schmucker (shown) and Todd Deeken drive the cars and transfer their experiences via dialog, driving and exhaust fumes.

Shot in a wide range of locations around Salt Lake City, UT, the film is simultaneously a Corvette retrospective and a travelogue of great roads and experiences. Enjoying Corvettes from every generation is both exhilarating and a great way to see the USA. Paul and Todd bring the viewer along through dialogue and the sights and sounds of various generations of Corvettes. Everything from the latest C7 ZR1, to the earliest-styled solid-axle are highlighted and the viewer is brought along for the ride.

Every generation of Corvette is driven, and you get to experience the world through Todd and Paul's view. Could you decide which Corvette you would rather drive?

“American Original” is available now for purchase or streaming on Amazon Prime Video and Vimeo. Blu-rays are also available on Amazon. You can also watch the video above to see the film’s trailer. The only thing better than watching someone having fun driving Corvettes is actually driving your Corvette, and since much of the country is white and fluffy right now, this may be the perfect time to get in a little “seat time” without having to clean off any road salt!



## “American Original” Documentary Focuses on All Generations Corvette



## Mark Reuss Named General Motors President

General Motors announced Thursday the appointment of Mark Reuss as company president, effective immediately. The Reuss name may be recognizable to you for several reasons. Firstly, Mark's father was Lloyd E. Reuss, former president at GM from 1990 to 1992.

More recently, Mark made headlines as he attempted to pace the entire lap of the Belle Isle race, although we'll not pass judgement upon him as he has paced that race before with great success and many seasoned drivers wound up in the same situation, on the same corner during the most recent race. Not the best way to draw attention to the new ZR1, but Mark's on-track event had everyone talking about the car.

In 2001 Mark was appointed executive director of the Chevrolet Performance division, then executive director of Global Vehicle Integration, Safety and Virtual Development in 2005, and previously held the position of President of General Motors North America from 2009 until 2013. Reuss currently leads the Global Product Group and Cadillac and will now assume the helm of the entire organization.

Mark is an automotive enthusiast and has recently attended shows with his Tuxedo Black 1954 Corvette that he restored himself.

His recent appointment puts him as the point-man for General Motors and reportedly, he will head up GM's commitment to electric and autonomous vehicles. We would like to see a continued interest in those of us who like to drive our own autos, internally combusted or not, and hope that with an enthusiast in the big chair, those things we enjoy about driving may be key considerations going forward.

As General Motors continues their search of where these new technologies fit into the everyday lives of their customers, it's reassuring to know that performance is still appreciated among the higher-ups and those who drive for the fun of it still have like-minded individuals in the Renaissance Center in Detroit.

Mark appreciates GM's history and seeks to continue to blend that history with modern technology in his new role.

Leadership within GM tends to cycle between passionate enthusiasts and logic-driven numbers-crunchers, but with some of the most exciting offerings set to fly across dealer's showrooms soon, it doesn't hurt to have a fellow enthusiast calling the shots in HQ.

# Explaining the C7 Magnetic Ride Upgrade

The General has designed the Magnetic Selective Ride Control (MSRC) to allow owners to adjust their car's ride from full-on track mode to highway-friendly and smooth. This latest technological wonder of damping changes each shock's effectiveness by instantaneously altering the damper fluid's viscosity, dependent on the settings chosen by the driver. The computer adjusts for each damper's compression and rebound in milliseconds using inputs from various sensors throughout the vehicle.

Just like any digitally-enabled system, there are improvements that come along to better suit the application. One of the concerns from owners of Corvettes with this suspension system is that the ride is potentially still too "firm" in certain situations. Also, for those who carve corners, there have been changes to certain settings that enable the cars to navigate quicker during track duty.

During GM testing with a 2016 Corvette Z06 and 2017 Corvette Grand Sport, these new calibrations contributed to a 1-second improvement in lap times around the General Motors 2.9-mile Milford Road Course. During SEMA 2017, GM announced the new Mag-Ride suspension calibrations offered by Chevrolet Performance that improve ride quality and performance for select 2014-18 Corvettes equipped with Magnetic Ride Control.

The calibrations also have the option of new Track modes for applicable models that help enthusiasts hold-on to the fastest line around the track.

## But What Changes?

According to Chevrolet Performance, the upgrade incorporates independent compression and rebound calibrations for front and rear dampers that allow precise heave, pitch and roll control to fine-tune vehicle response under a wide range of conditions. Calibration changes are designed to complement existing Sport, Touring and Track modes. For example, with the new calibration, Sport mode exhibits significantly more body motion control than Touring.

Both Sport and Touring offer softer impacts on rough roads and greater compliance at speeds under 25 mph for an improved feel on rough surfaces that is more balanced and less abrupt. In Track mode, the response to driver inputs are more linear near or at the limit of adhesion and car rotation is more precise at initial turn-in. This allows the vehicle to better maintain its heading under throttle application.

## For 2017 and 2018 Grand Sport wZ07, & Z06 with Z07:

The new track mode is better balanced and response to driver inputs are much more linear near and at the limit of adhesion. With the new Track calibration, the redistribution of the damping makes the car more fluid as it is cornered. The rotation of the car is more precise at initial turn in and maintains its path through the turn. As the driver applies throttle, the car sustains its heading much better.

There are also revised temperature compensation tables. As the fluid heated up during long continuous and repeated runs, sometimes over 100 degrees Celsius (212 degrees Fahrenheit), the damping was effected not only on an absolute basis, but also between the front and rear, effecting the balance of the car. New temperature compensation tables were developed to make the balance of the car much more exact, regardless of the damper fluid temperature.

## Explaining the C7 Magnetic Ride Upgrade

**For 2015 and 2016 Z06 with Z07 package:**

There is an option to update the Tour and Sport calibrations and keep the Track calibration. This is intended for a customer who may prefer to keep the on-track calibration as is while benefiting from the tour and sport updates.

**For 2017 and 2018 Grand Sport wZ07, & Z06 with Z07:**

The new Chevrolet Performance Track foundation calibrations were in the 2017 and 2018 Grand Sport wZ07, & Z06 with Z07 production vehicles with the exception of the revised temperature compensation tables discussed above. The new Chevrolet Performance calibrations for 2017 and 2018 Grand Sport wZ07, & Z06 with Z07 now include the updated temperature compensation. Check out this cool video put out by Chevrolet that highlights the benefits through sound and motion.

We checked with our contact at Chevrolet Performance, as well as our friend Paul Koerner, a technician at Jackson Chevrolet and known as TheCorvetteMechanic online. They both helped answer some questions that we see repeated on forums and social media groups and Paul shared his experiences in doing this upgrade for customers. Here's what Paul has to say.

The first issue has to do with the confusion on the web about this upgrade. This is NOT a generic suspension control module update.

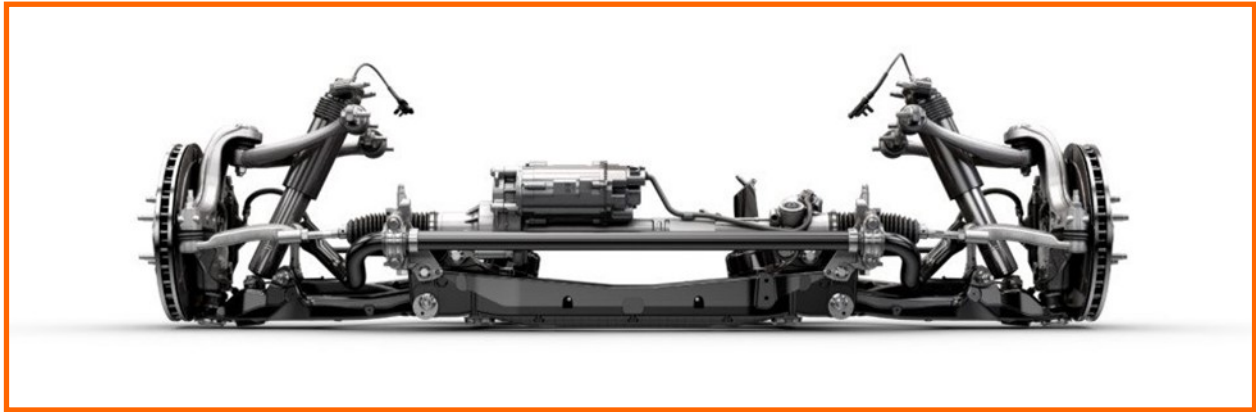
This is a Chevrolet Performance program, which is NOT in the regular TIS programming library. The upgrade requires the dealer to contact GM and obtain authorization from them to install the calibration into the vehicle. To begin the process, the GM servicing dealership (yes, any GM-authorized service department can do this) is required to provide GM with the VIN of the vehicle, as well as authorize GM to charge the dealership to perform this calibration. GM lists out this modification at \$350 MSRP.

The technician is paid .3 labor hours to do this job, and that's all it should take. I allow two hours total to perform this, because sometimes, getting in touch with GM can be touchy. The calibration is actually a 2-step process, in which you first upload the calibration to the vehicle.

THEN, in step 2, you must also provide rear trim height measurements to obtain maximum benefits of the calibration.

# Explaining the C7 Magnetic Ride Upgrade

For maximum calibration benefit, it must sit at least eight hours with the ignition off to obtain ambient temperature differential numbers. This means the customer won't see maximum benefit until the car sits overnight.



Magnetic Selective Ride Control uses special shocks (typically painted black. Yellow shocks are not MSRC shocks) that feature electrical connections on top of each shock.

This upgrade does go back to 2014, however, it is based on the specific vehicle with magnetic ride and depending on what RPO codes (Z51/ZO6/ZR1/ZO7) are present, you may have options. For instance, a ZO7-packaged ZO6 has the choice between “street” or “track” calibrations. If you only (and I mean ONLY) drive the ZO6 at the track, then track is for you. If you drive it at all on the street, use the street calibration.

Each calibration includes updates to tour and sport modes. Some applications will not get a track mode update as indicated in the chart above.

Is this calibration required? No. But, if you track the vehicle or are an aggressive driver, I strongly recommend it.

I normally suggest to anyone who would like to promote the ride quality of their vehicle to do this as well. I have not had one customer say it was not worth the money.

They all report noticing either a slight improvement or a HUGE improvement, depending on how they drive.

Paul advises all his customers to make the decision carefully and usually recommends an alignment check to take the maximum benefit of this modification. This gives him opportunity to get the alignment settings perfect and the calibration only magnifies the benefit.

## Explaining the C7 Magnetic Ride Upgrade

We also checked with our contact at Chevrolet Performance and asked them a few questions that we know enthusiasts are asking among themselves. Many times, the questions pertain to how much this upgrade will cost them and how to guide their local dealer to the proper channels to make the upgrade possible.

**CO: What should an owner expect to pay for this update and how does the dealer locate it in the GM system?**

**CP:** An owner should expect to pay no more than the MSRP of \$350. The labor for download and re-flash of the module is to be charged at an allowable 0.3 hours. To guide the dealership to the proper upgrade, the customer can reference the Dealer Bulletin id: GCUS-9-4986 Republished.

**CO: Is this update mandatory or recommended?**

**CP:** It is recommended but NOT required. Our ride and handling engineers are constantly pushing for continuous improvement to the already outstanding suspension capabilities in Corvette. For owners who want that extra edge of up-to-the-minute ride and handling in 2014 – 2018 Corvettes, this is an easy upgrade that provides tremendous value.

**CO: Is this a drive-in service or should they schedule time?**

**CP:** In order to get the maximum performance and consistency out of the updated calibration, customers should allow the vehicle to sit for 8 to 10 hours after the update. The MRC damper system has a built-in temperature offset correction as part of the calibration. Allowing the vehicle to sit will allow the damper temperatures to normalize, and the temperature offset in the calibration to accurately reset. The vehicle is still functional without this process. However, the temperature offset correction will be less accurate, resulting in a less optimized operation until the damper temperatures are allowed to normalize. Ideally, you would let the vehicle sit at the dealership overnight.

### The Bottom Line

Whereas the typical upgrades to performance were once over-the-counter components that were installed either by the dealership or the end-user, today's technology has allowed improvements to come to the enthusiast at nearly the speed of light. Downloading an upgrade has become the new normal and both customers and manufacturers are figuring out the benefits of doing business in this manner. The future is looking bright for those wanting to improve the ride and performance of their Corvettes.

# C7 Magnetic Ride Calibration Chart

Corvette MR Calibrations

Model Year	Trim Level	Suspension RPO	Tour	Sport	Track
2018	Z06 with Z07	FE7	X	X	X
2018	Z06 without Z07	FE6	X	X	X
2018	Grand Sport with Z07	FE7	X	X	X
2018	Grand Sport without Z07	FE6	X	X	X
2018	Z51	FE4	X	X	
2018	Base	FE2	X	X	X
2017	Z06 with Z07	FE7	X	X	X
2017	Z06 without Z07	FE6	X	X	X
2017	Grand Sport with Z07	FE7	X	X	X
2017	Grand Sport without Z07	FE6	X	X	X
2017	Z51	FE4	X	X	
2017	Base	FE2	X	X	X
2016	Z06 with Z07	FE7	X	X	
2016	Z06 with Z07	FE7	X	X	X
2016	Z06 without Z07	FE6	X	X	X
2016	Z51	FE4	X	X	
2016	Base	FE2	X	X	X
2015	Z06 with Z07	FE7	X	X	
2015	Z06 with Z07	FE7	X	X	X
2015	Z06 without Z07	FE6	X	X	X
2015	Z51	FE4	X	X	
2014	Z51	FE4	X	X	

# Bloomington Gold Update



June 20-22, 2019  
Indianapolis Motor Speedway

## **Bloomington Gold Corvettes Invites their Cousin, the Camaro, to Play at the Indianapolis Motor Speedway**

Bloomington Gold Corvettes is excited to announce an addition to the 2019 Event. For the first time in the 45-year history of the Show, Bloomington Gold will invite Camaros to join them at the 3-day event June 20-22, 2019 at the Indianapolis Motor Speedway.

Camaros will be offered similar opportunity to enjoy many of the amenities already offered to Corvette owners such as laps on the infamous IMS track, participation in the road tour and Camaro focused vendors, to name a few.

Certification of Camaros will not be offered initially but may be offered in the future.

Why the addition of Camaro's to an event that is highly recognized as Corvettes only? "Not only do a lot of our customers have Camaros in their garage, [the Camaro] is a nice stepping stone before entering the Corvette hobby. Why not share the fun that so many Corvette owners are having at Bloomington Gold with owners of another Chevrolet vehicle with the same need for speed?" says Guy Larsen, Bloomington Gold Owner and President.

The idea of adding Camaros to the event is not a new one. In fact, Bloomington Gold has been considering the addition for a few years.

"After sharing the idea with a number of our sponsors, customers, and key Camaro players at GM, we decided now is the time to move forward with the addition," continues Larsen. This addition should be seen as a positive

Bloomington Gold is a 3-day event that takes place within the confines of the Iconic Indianapolis Motor Speedway each June. The event is open to the public. ***Tickets for the 2019 Show as well as lap times, garages and suites are on sale now.***

**For more information on Bloomington Gold see [Bloomingtongold.com](http://Bloomingtongold.com)**

## LT1-Powered C2 Stingray Built by Retro Designs Speed & Custom

The original C2 Corvette is an icon, but as is the case with all classic vehicles, advances in technology have allowed for improved drivability and performance while maintaining that vintage feel.

For our friends at Retro Designs Speed & Custom in Concord, North Carolina, that concept is right in their wheelhouse. They recently put their talents to use to build a '67 Corvette resto-mod for a customer who wanted the best of both worlds with modern reliability and classic styling cues. "I just want to take my granddaughter out for ice cream without the fear of my 50-year old vehicle breaking down," he told Daniel Valjevac, owner of Retro.

Utilizing classic aesthetics, the '67 features a 6.2L LT1 power plant under the hood. The engine carries on the long legacy of the Small Block Chevy and was introduced on the seventh generation (C7) of the Corvette Stingray. Making 460 horsepower and 465 lb.-ft. of torque, the LT1 is quite capable while the modern direct injection will help ensure Daniel's customer and his granddaughter will make it to the ice cream shop on time and in style.

"We've done a bunch of the LS swaps in the past. They're our favorite because the plug-and-play features make it a breeze for my team" said shop owner Daniel Valjevac. "The LT1 swap was very similar to the LS swaps in terms of ease and complexity," he continued. "For what you're getting with the LT1 crate engine (Power and reliability), this swap really makes sense versus trying to make an older engine swap work."

The vehicle's owner also has a white and red C7 Z06 and wanted a classic to match -- down to the paint scheme. As a result, the C2 is painted with Arctic White PPG paint and a factory Torch Red stripe while a Detroit Speed headlight kit completes the package.

The '67 'Vette also features a number of components from the C7, the latest generation in the storied Corvette line, to match the owner's Z06. Among the parts are C7 brakes and wheels, plus a custom C7 chassis and suspension from Street Shop. It also sports an aluminum radiator and five-speed manual transmission. Creature comforts include rack-and-pinion steering, Vintage Air and Dakota Digital Gauges.

