



Keepin' Track - SLO Vettes

The Official Newsletter of the Corvette Club of San Luis Obispo County
October Issue

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Cover Page

Monthly Newsletter

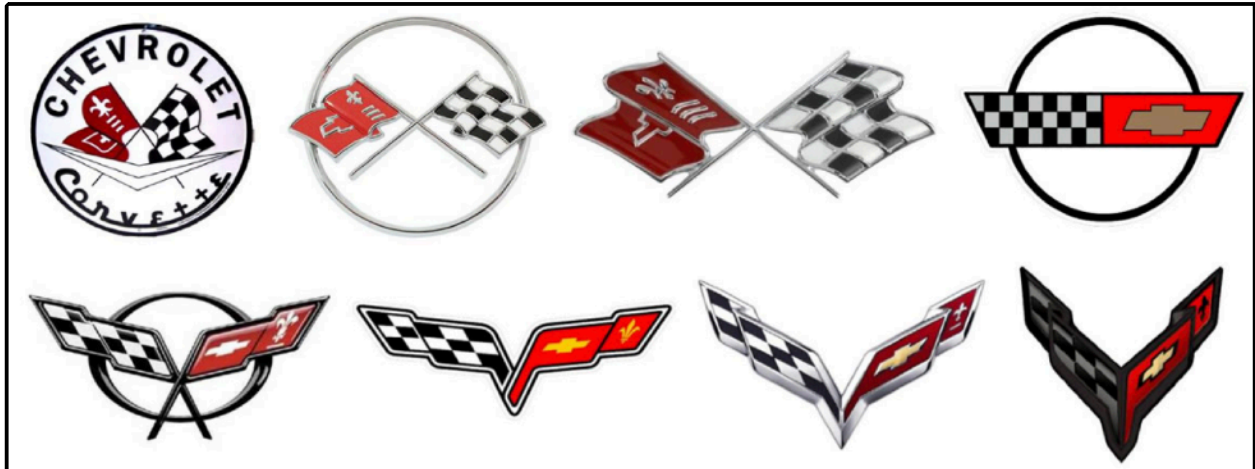
October 2024



Werewolves of Arroyo Grande Draws Corvette Club to Oceania

In mid-September President Craig, in his role as Acting Events Chair, put together a delightful afternoon of drama (how much more drama can you get with werewolves knocking at your door?) and fine dining at Oceano's Melodrama Theater and then Old Juan's Cantina. 13 Corvettes assembled at the Pismo Outlets for a short drive to the Theater, which featured a splendidly outrageous tale of werewolves and love, followed by a British Invasion Vaudeville show that had everyone's feet stamping. Old Juan's Cantina was the perfect end to a very enjoyable day.

Next SLO Vettes Meeting: Friday, October 11
Chevy of San Luis Obispo, 1423 Calle Joaquin, San Luis Obispo, CA
Meet & Greet, 6:00 PM - Meeting begins at 6:30 PM




CLUB OFFICERS
 PRESIDENT - CRAIG BRICKER
 VICE-PRESIDENT - BOB FURSTER
 SECRETARY - LISA KLOCKENTGER
 TREASURER - JAN DALLONS
 EVENTS - VACANT, PRESIDENT
 CRAIG FILLING IN

 NCM AMBASSADOR - DON ALLEN
 SUNSHINE/HISTORIAN -
 JEANNE ALLEN
 MERCHANDIZE - JAN DALLONS
 WEBMASTER - JON DALLONS
 NEWSLETTER - RUSS SURBER

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President

Craig Bricker



Vice-President

Bob Furster



As I'm writing this newsletter article, it is a beautiful Monday afternoon, September 23rd, here in the South County. The sky is blue, and the weather is almost perfect. What a great day to take the Corvette out for a spin around town. And that's exactly what I did today. Now I didn't drive any of the back roads or get the speed up past 40 MPH; however, I really enjoyed driving my Corvette. Most of you are probably thinking – why drive the Corvette then? Well, no matter where or how I drive my Corvette, it's always fun just to get in the car, start it up to hear the engine and then turn on some good tunes from my playlists on Spotify. My drive today to the post office, cleaners, UPS store and the grocery store was a great way to start the week.

At last month's meeting on Friday the 13th, the folks in attendance heard some fun and interesting stories from our members who made the long drive back to Bowling Green with the Corvette Caravan. The members who made the drive back to Kentucky and who were at the meeting were Bob & Lori Furster, Doug Williamson, John Fitzpatrick & Lisa Klockenteger. (Doug and Jeanne Allen who made the drive back east were still on the road and were not at the meeting). With the exception of a cracked windshield (Doug) and an over-heated engine (John & Lisa), everyone made it home safely with memories that will last a lifetime. It was great hearing each of your stories. Thank you each for sharing!

Hope to see you at the next event or meeting. Our next monthly meeting is scheduled for Friday, October 11th.

Stay safe, drive safe, and enjoy your Corvette.

Craig Bricker, President
SLO Vettes
805-471-2945

Hello to all you Corvette enthusiasts! As of August 28, 2024 our membership remains at 50 memberships with 89 members and 56 Corvettes.

Should all members consider going on the National Corvette Caravan?

I will not lie, in the beginning Lori and I were apprehensive about the trip. Think about it, driving in a Corvette from Southern California to Bowling Green Kentucky; heck one more state and that would be a coast-to-coast drive. Not exactly an afternoon cruise or even a weekend getaway; we are talking about two plus weeks on the road! Our next concern was, will we be alone? We knew there were others going but we had not met them (other than the few SLO Vettes members going) and meeting new people is not a strong trait for either of us. Finally, it was the concern over the cost, I mean would it be worth it? Even with those concerns we thought, what the hell, you only live once. So, we committed to the trip, booked all the hotels and started getting ready for a long trip.

Getting ready was a bit more involved as you need to prep the car with oil, transmission, differential fluid changes and probably most importantly a coolant flush and change as the trip will be during hot weather. With that done it was on to packing. Now, I don't know about all of the women out there, but Lori likes to be prepared and packing for an almost 3 week trip and fitting those clothes into a Corvette is a bit of a challenge but we managed that as well. If we do this again, I will say, I didn't need half of the clothes I took, and Lori said she would cut hers at least by one third.

Thankfully, for us, about a week before departure Lori and I were talking with Don Allen and he asked if we would like to join a small group from Bakersfield and Santa Maria. This invite eased some apprehension

and of course we accepted. We did end up hooking up with Doug Williamson and his son along with Dennis and Sheila from the Santa Maria club to convoy from the Central Coast to Pasadena where the Caravan began. The following day the run started, and I of course had to make a bit of a scene...well by accident really. As we departed the Elks lodge in Pasadena you had to make a left turn out of the driveway where the police had stopped other traffic. I applied a slight amount of throttle and my Vette immediately broke traction drifting into the turn. I had accidentally disengaged the traction control; I can only imagine the officer rolling his eyes. I of course backed off the throttle, gained control and continued. I thought, "Wow, what a way to start". Don Allen was leading our small group at this point and the drive through the Los Angeles mountains was great. The drive through the desert to Henderson Nevada was well.... Hot, and in Baker at the top of that long grade I saw my coolant temp hit 226. Made me a bit nervous. By the way, I skipped the coolant change when prepping the car and I think that was a mistake. However, when we got into Henderson I quickly found an additive, recommended by the Caravan coordinators, "Wetter Water" by Redline. I can say without any doubt that this product reduced my operating temperatures by 10 degrees and 3 other members of our group saw the same result! Now I know Don Allen is also talking about the Caravan in his article this month so I am not going to go into the point to point drive all the way back. I will however tell you that from Lori's and my perspective our apprehension was unwarranted. The trip was absolutely phenomenal, the scenery, the camaraderie, the radio chatter, the shared meals of our small group were exceptional! Don't get me wrong, driving for six plus hours a day was exhausting but well worth it. Lori and I ended up leading our pack most of the days and although I didn't mind it, Lori was not a huge fan of leading the pack. It's just not in her nature to be in such positions. I have to give a big shout out to her though, she was a true sport and an excellent navigator (we only argued a few times about directions and

of course she was right every time 😊) and I could not have done it without her.

As for visiting the National Corvette Museum, we both thought it was amazing and I now understand why we, as a club, should support the NCM. Overall, the trip was amazing and worth every penny. It is hard to convey in words how fun it really was and I could probably write pages and pages about all the experiences we had as there were many. Would we do it again? Without a doubt, and as of right now, we plan on doing it again in 5 years.

So... Should you consider going on the National Corvette Caravan? Absolutely Yes!

Have a great month, hope to see some of you at our events and be safe out there, enjoy life... drive a Corvette.

Bob Furster
VP/Membership



SLO Vettes September 2024 Meeting

Date: September 13, 2024

Location: Chevy SLO

Call to Order: 6:32pm

Club Attendees: 27

All Board Members & Committee Chairs present except Don and Jeanne Allen

President, Craig Bricker:

Craig welcomed everyone to the meeting. Knowing that everyone in the room would want to know how the Corvette Caravan went, Craig requested those in attendance that went on the trip to share their most memorable experiences.

Bob & Lori Furster responded that they had a great time and would do it again.

Doug Williamson stated he “ Loved the Plant Tour”. And he enjoyed going on the trip with his son and sharing the driving experience with him.

John Fitzpatrick & Lisa Klockenteger spoke about their Wedding Ceremony on the first night of the Caravan. All went well with Elvis in attendance. There were a few laughs with that. The experience was truly a “trip of a lifetime”. This couple would recommend it to everyone.

VP Membership, Bob Furster:

Memberships: 50
Members: 89
Corvettes: 56

August Minutes by Secretary, Lisa Klockenteger:

No changes or corrections noted. A Motion was made by Russ Surber to accept the Minutes as written and seconded by Jan Dallons. The motion was carried unanimously.

Treasurer Report, Jan Dallons:

Jan reviewed the Report from August 9 thru September 13, 2024. A Motion to accept this report was made by Denise Surber and seconded by Bruce Lomath. The motion was carried unanimously.

Events Chair, OPEN Position:

Sept. 27-29 Mystery Tour
October Pioneer Day Parade—being handled by Harold Davis
November 9 Toy Run
December 7 Christmas Party @ Morro Bay Inn

** Note: Cash Bar—Corkage fee \$12 ---
Block of rooms available Queen bed (Cut off date 11-7)

Other details to follow including Cost p/p and Seating Chart. There will be Table Captains. Look for a menu with food choices being sent out soon.

Sunshine, Jeanne Allen: Sitting in for Jeanne was Lori Furster.

Please see Jeanne's Report in this months newsletter.

Tech Talk, Art MacCarly & Don Allen:

No Report this month.

Corvette Racing, Russ Surber:

Russ spoke about all the different types of Endurance Racing Series that are out there on the roads & tracks around the world. Competition in these races is intense, and Corvette has done as well as could be expected for a totally new car. In the World Sports Car Championship, Corvette had its 8th consecutive Win!! Wow. Impressive.

Newsletter Deadline: September 23, 2024

Webmaster, Jon Dallons:

Jon has worked hard to get all his material up to date. If you do not have an updated picture in our archives, please send one to Jon.

Merchandize, Jan Dallons:

The cold weather is coming soon, therefore Jan will be bringing more winter fleece items to the meetings.

Old Business: None

New Business: None

50/50 \$80 Rhonda Bricker was the big winner! \$40

Next Monthly Meeting October 11, 2024

Location: Chevy SLO
Time: 6:00 pm Meet & Greet
October Meeting Begins: 6:30 Sharp!

Meeting Adjourned: 7:35pm

Submitted by Your Secretary
Lisa Klockenteger
lisaklockenteger@gmail.com

Events

*Craig Bricker, Bob Furster, Harold Davis,
& Don Allen - The Committee*

Below are the SLO Vette events that are scheduled for the months of October, November and December:

- 1) Paso Robles Pioneer Day Parade with lunch to follow - **Saturday, October 12th** – Text Harold Davis at 805-441-9576 if you plan to attend.
- 2) Toy Drive – CHP office in San Luis Obispo with lunch afterwards - **Saturday, November 9th** -- More to follow.
- 3) Run to Ragged Point - **Saturday, November 16th** -- More to follow.
- 4) Christmas Party – **Saturday, December 7th**. Inn at Morro Bay.

Harold Davis Events:

- 1) Cambria Scarecrow viewing and lunch at Ragged Point – **Saturday, October 26th** – Text Harold Davis at 805-441-9576 if you plan to attend.

National Corvette Museum Update



Greetings everyone. We are finally back from our 2024 Corvette Caravan to the NCM. Our extended return trip eventually lasted a month and other than a stack of mail and a couple of wilted plants, we found nothing really out of sorts. What a relief!



As you can tell by the lead photo, Lisa and John's wedding was a real highlight of the trip. It was a beautiful ceremony and we wish them all the happiness in the world. While the Caravan and the Anniversary Celebration was to be something special for them to remember about their honeymoon, unfortunately it was clouded by a mechanical issue with their Corvette. That's a Corvette for you. Corvettes have a knack of leaving a lasting memory sometimes. Hopefully, the repair will be quick and easy and the two lovers will back on the road soon.

What's a good adventure without some extensive preparation? As you can see packing a Corvette for an extended road trip takes some ingenuity. In fact, I arranged the contents several times before settling on this arrangement that included the most stuff in the smallest space and still be able to get access to everything. Of course, this was before Jeanne spotted this cookie jar in an antique store in Cape Girardeau, MO on our way to Kentucky. The store owner boxed it up with lots of packing and then it rode with us the whole rest of the trip. Seeing out the rear window of the car is really overrated!



Here's a photo of our little group that traveled together the whole trip. Most had never met each other before the Caravan but everyone clicked together right from the get-go and we had a great time. We had Doug Williamson and his co-pilot and son, Jon; Bob and Lori Furster (Lori was a real co-pilot!); Chris Espitia and his wife Liza Zaninovich from Corvettes of Bakersfield (COB); Dave and Sue Pratt from COB; Dennis and Sheila Durham from Central Coast Corvettes (Santa Maria); and Jeanne and me.



Where is John and Lisa you ask? Have you forgotten it was their honeymoon? They were off staring into each other's eyes.



Here we are lined up at the Elks Lodge in Pasadena for the initial send-off. The photo doesn't do justice to the more than 150 Corvettes that started the trek. In the next photo, you can see how twisted Angeles Crest Hwy is out of Pasadena. Of course, several got lost in this section because they failed to follow the route book instructions.

Jon and Jan also started off with us for the first leg of the trip and to attend Lisa and John's wedding but peeled off after we left the M Resort for Day 2's activities ending in Bryce Canyon City, Utah.



Bob and Lori took the lead and did a magnificent job of negotiating the traffic, following the route, stopping for photos, and personal needs. Actually, Bob drove and announced speeds and hazards while Lori figured out where to go. Great teamwork. While the accompanying photo only shows Bob washing his car, we all did the same every evening so we could start out the next day with the best shine.



We drove through several tunnels, some man-made and some nature made. While both in Colorado, only the Eisenhower/Johnson Tunnels have a speed limit. Bob did have to throttle his C6 back since he had been leading in Utah where the speed limit was 80 mph!

Rocks, rocks, and more rocks was most of the them in Utah and Colorado. But heck, those views beat the miles and miles of corn fields and cows in Kansas. To break up the drive from Glenwood Springs, CO to Colby, Kansas, our little group played hooky and organized our own detour to a densely wooded settlement on a dirt road near the small town of Elizabethtown, Colorado, just south of Denver.





Rambler Ranch is a private collection of over 350 Nash, Rambler, and AMC cars dating back to the early models of Nash beginning in 1917. Nash Motors Company was an American automobile manufacturer based in Kenosha, Wisconsin, in the United States from 1917 to 1937. From 1937 to 1954, Nash Motors was the automotive division of the Nash-Kelvinator Corporation. Nash production continued from 1954 to 1957 after the creation of American Motors Corporation.

The ranch has over 350 restored examples of the marque. They are all pristine and operational. All are stored in large warehouses with no signs of dust or oil drippings. They are arranged by years and models and include period-correct memorabilia and other related items such as apparel.

Since Nash was part of the Kelvinator family of businesses, the Ranch boasts buildings filled with Kelvinator and other vintage appliances. Again, all are arranged by year and model. One building was actually set up as a home with several entry doors. Each door leads to a section of the house with décor, appliances, dishes, cookware, and other items common to a home in the appropriate decade. The sections included

the 1950s, 1960s, 1970s, and 1980s. The 1940s section was not complete at the time of our visit.

Other manufacturers' cars are also displayed as are collections of items such as cookie jars, gas pumps, and road signs. This was one of the many highlights of the trip and I only wish we could have spent more time there.

In the one photo, Doug is pointing out an AMC muscle car to Jon and giving him a history lesson on it. Doug should know as he used to own the same model. Be sure to check it out for yourself at: [Nash, Rambler & AMC | Rambler Ranch | United States](#)

Our next stop was Kansas City, KS where we attended an event with Steve Garrett, the President of the Corvette Club of Kansas City and the host of Corvette Today, the only weekly podcast that talks about everything Corvette. I watch his podcasts in which Steve interviews all of the shakers and movers associated with Corvette. Certainly, one of the best ways to keep up with all the latest info on Corvette is to listen or watch his weekly releases. You can find links to all past and future interviews at: <https://corvettetodaypodcast.com>.



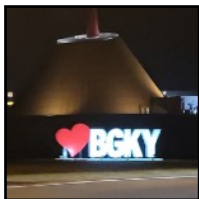
We rolled into Cape Girardeau, Missouri and the town rolled out the red carpet for us. Three other caravans and two other Corvette Clubs were invited to an all-Corvette car show hosted by the Corvette Club of Southeast Missouri. The old downtown by the Mississippi River was blocked off to all cars except Corvettes. Estimates ranged from 600-800 Corvettes filled the streets and the public was invited to come see them. The photo below was taken of just one block of one street.



several examples, one of which was a cut-away showing the internals of the car. Several engineers were on hand to answer questions and provide visitors a walk-around tour of the cars.



The final stop was Bowling Green, Kentucky and the Celebration had already started. We got there just in time for Casino Night which was held at the Motorsports Park, NCM's road course and driving school. It was a very nice Kentucky evening so we hung out on the track's observation deck where Chris and Jon set about to take everyone's chips at the card table.



Yes, there were thousands of Corvettes at the Celebration but there were lots of volunteers directing traffic to ensure everyone had a place to park. The NCM had planned ahead and had a whole fleet of busses, vans, and golf carts on hand to shuttle people to and from their cars so no one had to walk too far.

I was able to attend several seminars during the event and talk with engineers from companies associated with the Corvette, most notably Michelin and Mobil 1. More on that in our Tech Talk article.

Besides the great exhibits at the Museum, attendees were treated to an extensive exhibit of current and future Corvette models. The center of attraction was of course the new ZR1 of which GM had

I attended two book signings where I was able to get my copies of two writers' books signed. Richard Prince wrote *Corvette 70 Years, The One and Only* and he writes a monthly tech column in *Corvette Magazine* in which he answers readers' questions about



their Corvettes that no one else has been able to answer. I read his column first before anything else when I get my monthly copy.

Scott Kolecki wrote *Corvette Concept Cars: Developing America's Favorite Sports Car*. Scott did extensive research at the NCM's Archive Library as well as GM's archives in Detroit to ensure complete accuracy and to amass photos rarely seen before.

I was fortunate enough to chat with each at length and walked away with signed books and contact information so I may contact them in the future if I think they can be of assistance.

During the Casino Night, I had the opportunity to chat with Kai Spande, Board Member and Past Chair of the NCM, part time instructor at the Motorsports Park, and retired Corvette Assembly Plant Manager. Kai is a wealth of knowledge about the Corvette and it was great to talk with him. I now have an autographed NCM Motorsports Park poster on my wall.



When we weren't busy at the NCM, we were out sightseeing. We took a 90-minute trolley tour of Bowling Green to learn about the local attractions. We visited local establishments and ventured out to local distilleries, dairy barns with fresh ice cream, and assorted local attractions like the Railroad Museum and the Lost River Caves.

We traveled to Nashville for the Music Row experience (very crowded!), a tour of the Hermitage (Andrew Jackson's home), and the General Jackson Showboat cruise.



On the last night, we got together and played games in the hotel lobby. What a way to cap off this adventure. The next day most left straight for home, others set out to visit family and friends along the way.

Hopefully more of our club members have an opportunity to participate during the next Caravan. Rumors have it that the next one comes in only four years instead of five. Reason being that the Corvette turns 75 then. It would not be unusual. The NCM did the same thing when the Corvette turned 50. Better get busy, you need to start preparing now. See you on the road.

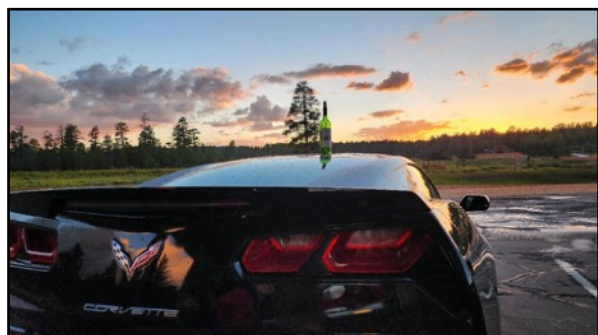
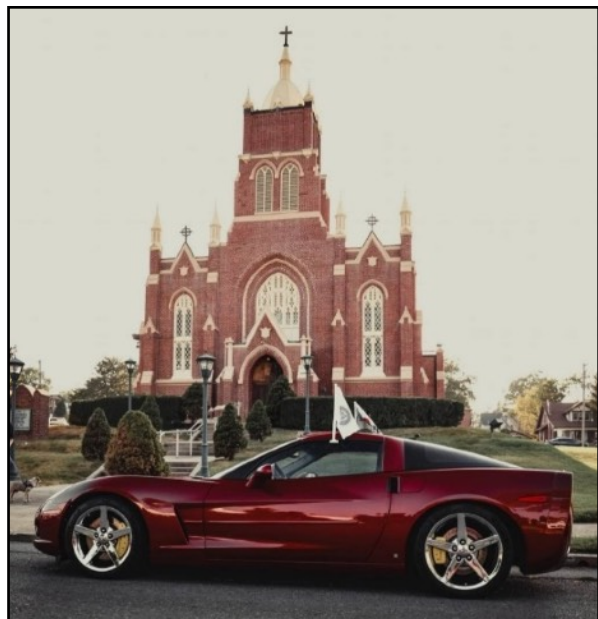
In Closing

I know this was much different than my usual column but I thought the occasion warranted the change. I hope you enjoyed the report. Please feel free to contact me for more of the story as I edited out lots of fun stuff. As


descriptive as I can be, writing about this experience just doesn't do the whole thing justice. We could talk about it for hours.

To learn more about the Museum, it's mission and purpose, upcoming events, exhibits, membership, and to plan your next visit, please contact me directly or visit the NCM website at www.corvettemuseum.org. I look forward to chatting with you at our next meeting.


Don Allen, National Corvette Museum
Ambassador
SLO Vettes




Sunshine Report
Jeanne Allen

October Sunshine Report
 By
Jeanne Allen



Becky Cyester	10/5
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Cheryl Everett	10/21
Tom Wilkins	10/23
Lisa Klockenteger	10/26



Mike and Tracy Chitwood	10/8
Jon & Jan Dallons	10/13
Doug & Denise Williamson	10/24

Tech Talk
Art MacCarley & Don Allen



Corvette Tech Talk

Art MacCarley and Don Allen

Season 2 Episode 7: Lessons Learned From the 2024 NCM Caravan



Rather than providing you with a technical explanation for some ailment your Corvette might have, this month's article is a recap of some of the more important issues that our group learned over the 5000 plus miles.

Getting Your Corvette Ready for a Long Run

In preparation for the trip to Kentucky, Caravan Section Commander Hib Halverson made the following recommendations. Even though SLO Vette members living in South County might not see hot weather, we will all have to address many of the issues Hib speaks to and this will serve as a reminder to all of us to avoid expensive repairs. (Hib does like Mobil 1 products but he suggested an alternative from Red Line Oil.) With Hib's permission, here is a reprint of his article from the Caravan eNews #19.

Corvette Prep for Caravanning in Hot Weather by Hib Halverson, Automotive Technical Writer and Section XO

Your Corvette's powertrain depends on three things for cooling: oil, coolant and airflow. You will likely drive 5000-6000 miles depending on the route you take back home, so change your Corvette's engine oil and oil filter before you leave. For C5, C6 and C7, the best oil to use is Red Line 0W40 Engine Oil. For a lot of people, the cost of a premium, ester-based synthetic, like Red Line, is unreasonable. If that's you, the next best thing is Mobil 1 Supercar 0W40.

GM started recommending a 0W40 oil for street use back in 2019. In my work as a technical writer covering Corvette, I am often in touch with members of the Corvette Team at GM. An informed source high up in the engine development ranks at GM told me a couple of years ago that not only is a 0W40 been required since the 2019

model year, but this person recommends Mobil 1 Supercar 0W40 for Corvette engines as far back as the 1997 model year. I have Red Line 0W40 in all our newer Corvettes. Admittedly, some Caravaners will want to use only what their Owner's Manual says and if that's your position, that's ok. The important issue is to change your oil before you go on Caravan.

Best oil filters are the ACDelco "Ultraguard Gold" or the "Wix XP Extreme Duty." Both are available for '97-'24 Corvettes. Inspect your air filter. Replace as necessary.

Few owners of C5/C6/C7 ever change the lubricant in their car's rear end and failure to change the lube is a major reason by some rear ends fail. If you've never had that done, now's the time. For C8 owners, consult your Owner's

For C5/C6/C7 with six-speed manuals, if you've never changed your transmission lubricant, do it now.

For C5/C6/C7 with automatics, GM marketing BS says you can go as much as 100,000 miles with no maintenance. Don't believe it. If you have not changed the transmission fluid and filter and there's 50,000 miles or more on the transmission, have the fluid and filter changed. If you

have not changed the coolant in your Corvette's engine in the last three years, now's the time to do that.

During the coolant change, have your radiator cap tested, too. Inspect all coolant hoses and drive belts. Replace as necessary.

On C4, C5 and C6, there is a space between the A/C condenser and the radiator. Since those cars are mainly "bottom breathers," certain road debris can get sucked up and trapped between the two. I've pulled off the top of the cooling stack found paper bags, plastic wrap and foliage stuck between the two. That reduces the efficiency of the radiator and condenser—not what you want if it's 115° outside. If you're not sure about that volume of space, have a service shop pull off the top of the cooling stack, look inside and remove debris as necessary.

Check condition of A/C. Recharge or top off the charge if necessary. Having A/C working its best will be very important on this trip. Outside air temp. mid-day on Day One could be 110° temperature at the level of the car's OAT sensor could be 120.°

Another issue along these lines is a front air dam on C4, C5 and C6. The main reason for the air dam is to channel cooling air from under the front of the car,

up and through the radiator. If your air dam is broken or missing replace it. You're cooling system will love you for it.

We've never had a dry Southwest Corvette Caravan. Be it mist or downpour, we've always had some rain. Check condition of wiper blades and replace as necessary. Check your windshield washer also.

Pay attention to tire pressure. On hot days, pressure will rise noticeably. Because the car will be fully loaded You can set the cold tire pressure to the specification listed in the sticker on the driver side door post which is the pressure needed when the car is a full gross weight and, trust me, a Corvette with two people and luggage for 2-3 weeks will be modestly over gross. Because of the pressure rise in very hot weather, I would set your cold tire pressure a couple of psi less than required. If you're daring enough to stop in the middle of the desert on Day One and check your pressure, you'll may find you're at 37-40-psi.

Hib was spot-on in his recommendations. All the folks in our little group did exactly as Hib suggested. While none of these measures would have prevented Lisa and John from experiencing a blown head gasket, it paid off for the rest of us.

Know Your Tire Pressures

Tire pressures were definitely important, especially when your Corvette is loaded down for a long trip and the weather is hot. The roads in Colorado were the worst, closely followed by New Mexico and Arizona. Pot holes and poor pot hole repairs raised heck with the tires and wheels. Most damaging were the instant changes of grade such as raised concrete sections or where new construction met old roadways with not gradual slope to ease the transition.

Reports of ruined tires and bent or cracked wheels were common, especially among C7 and C8 owners where the tires are extremely low profile and don't have much room for cushion. One of our members lowered his C7's tire pressures to allow for some flex and suffered no damage during the trip.

Watch Your Coolant Temp



This was a hotter than normal year for most locations along the Caravan's route. Most everyone in our group, changed their Corvette's coolant before the trip and thought we would be good.

During the orientation in Pasadena, Hib Halverson talked about a coolant additive called Water Wetter. Made by Red Line Oil Company, Hib said the additive would drop the temperatures in most late model Corvettes by as much as 15 degrees. We are not believers in "a mechanic in a bottle" and so we were skeptical of the claim.

The company advertises that the additive doubles the wetting ability of water and improves heat transfer and reduces cylinder head temperature. It is supposed to reduce rust and lubricate internal coolant components.

During the first day of traveling through the Angeles Crest and the long pull across the Mojave to Las Vegas, our group noted some increases in coolant temps. Bob Furster purchased several bottles of Water Wetter and we all added it to our overflow tanks.

Amazingly enough, our coolant temps dropped anywhere from five to fifteen degrees. This stuff really works!

A word of warning. Please follow the directions on the bottle. At least one caravanner thought if one was good, two would be better and poured in two bottles. This caused the engine to run so cool that it tripped computer codes. The car was thinking there was something wrong! Good thing someone had a code reader and the computer was reset.

Here is the link to the company's website but you can probably buy it at any auto parts store.

[Red Line Synthetic Oil. WaterWetter® \(redlineoil.com\)](http://redlineoil.com)

More Battery Issues

If the voltage in your C5 or newer Corvette suddenly drops, your Driver Information Center readout will probably tell you to check your charging system. That happened to me in Utah.

My battery is only 2 months old and the serpentine belts were fine so I went to the closest auto parts store to see about buying an alternator but fortunately for me, they didn't have one for a Corvette. I did buy the tools to change it and headed for Denver where I could pick up a rebuilt alternator.

As I drove out of the driveway, the voltage immediately popped back up to almost 14 volts which is normal. It stayed there until we stopped overnight in Glenwood Springs, Colorado. As I pulled into the parking lot, the voltage again dropped to 11.5 volts. Dang!

It was the battery. Even though it was relatively new, one cell was bad and it would intermittently lose connection inside the battery resulting in the voltage drop. Luckily, an auto parts store had a battery for a Corvette. With the help of the counter man and his loaning of the tools needed, we changed the battery under the parking lot lights in the drizzling rain.

If you see a sudden drop in voltage, even if it corrects itself, get it checked out immediately. Batteries aren't what they used to be.

Protect Your Paint



Before the trip, several of us ceramic coated our cars. What a difference this makes. Dirt and grime do not stick and the cars were easily cleaned every evening.

Some used a product called Adam's Polishes Advanced Graphene Ceramic Spray Coating Kit. Amazon sells the kit along with Adam's Polishes Surface Prep to ensure the surface is clean so the ceramic will stick.

The process was easy and you can do your car in a few hours in the garage and it will look great.

Get Your Car a Bra



Several of our group invested in a NoviStretch protective bra for the front of our cars. While it did increase engine coolant temps a bit when idling in stalled traffic, it did not seem to be a problem especially once you started moving.

The protection offered by the bra was well worth it. One of our group's cars suffered a blow to the front lower bumper panel from road debris. The bra was torn but the car

was unscathed! For more info go to: <https://www.novistretch.com/>

Vendors Provided Seminars at the Museum

Vendor displays, kiosks, and service areas were set up around the Museum to show their wares as well as answer technical questions. Michelin and Mobil 1 are vendors familiar to all SLO Vette members and had these thoughts to share.

Oil Changes

Mobil 1 had representatives present at the National Corvette Museum to provide Corvette owners information regarding engine oil. Mobil 1 set up a kiosk staffed by company engineers and kept it available all day, every day of the Celebration. Mobil 1 engineers also presented seminars where attendees could receive an hour presentation followed by a Q&A session to learn about Corvette engines and why Mobil 1 is the oil GM uses for all new Corvettes and has done so since the C4 series.

The Mobil 1 reps confirmed that if you have a garage queen that rarely sees the road, you should change your engine oil annually. That way any contaminants present will have been removed. Oil is cheap compared to any type of engine repair.

Tire Life

Michelin Tire also had engineers on hand to provide seminars and staff a kiosk to answer questions about their tires. They supported all the recommendations we received from the Caravan leaders.

The most often asked question was, "How long will my tires last if I keep the car in my garage (not temp controlled), properly inflated, correctly aligned, and out of the sunlight.

To our amazement, all three engineers said to have the tires inspected by a professional tire representative after seven years. They suggested earlier inspections if you have hit some bad roads, have had any puncture repairs performed, or subject the tires to extreme heat or cold. While we don't have

too many cold days, we do drive in some hot weather. Some of our roads have pot holes and sudden changes of grade, both of which can damage tires internally. The moral of this story might be to have our tires inspected after five years to ensure we don't have a blowout which could result in an accident or a torn-up fender.

They added that we should rotate our tires. This sounded odd since many of us have different size tires between the fronts and rears and they could be directional. The engineers said to remount the tires and move them from side to side to ensure even wear. If you haven't noticed your tires wearing unevenly, you might not go through the added expense of moving them side to side.

In Closing

Unfortunately for John and Lisa, even though they had done all the pre-run service work, their C5 suffered a blown head gasket. There are lots of causes for a head gasket failure, none of which they could have prepared for. The car ran great until the gasket failed and even then, it ran fine but would overheat. To prevent any further problems, they made the wise decision to ship the car home and continue their honeymoon in a rental car. Hopefully they will be back on the road soon.

The more preventive maintenance you do for your Corvette, the less problems you will have down the road. But you already knew that. Now you just have to practice it.



September was a busy month for Corvette with races from Fuji, Japan to the Brickyard at Indianapolis. We had some successes, some near misses, and as the season in all three series winds down we can look to next year with some well-founded optimism about how America's favorite (and only) sports car will fare.

World Endurance Championship (WEC).

The two-race September WEC schedule started at a track Corvette has dominated in years past, Austin. Texas's Course of the Americas (COTA). Qualifying found the #81 and #82 Corvettes of TF Racing towards the front of their class and left the team confident for race day. Unfortunately, things didn't go as well as expected for the Corvettes with the #81 getting knocked out of the race while contending for the lead with serious damage to the car's suspension. The #82 car had a better race and in the final two-hour stint went from 15th to 8th, winning valuable points for the team in the series.

The second September WEC race, 6-Hours at Fuji, was held at the same track that hosts Japan's Formula One race every year. Expectations were high when TF Racing's #81 Z006 GT3-R qualified second in the LMGT3 class. The #81 took the class lead at the first turn and battled for first through the first two-hour stint. After the driver change the #81 took the lead towards the end of the second stint. An accident brought out the safety car and in the process the #81 dropped to 4th place, but quickly mounted a challenge for a podium finish (the first three cars get the podium) when contact with another car spun the #81 and it returned to the track in 11th place. In the remaining 75 minutes the #81 clawed it's way through the field and in the last 25 minutes went from eighth to fourth where it finished. For that drive Corvette factory driver Charlie Eastwood was awarded the Goodyear Wingfoot Award, which goes to the LMGT3 driver who achieves the best stint average at each race. #81's sister car was running in 5th place at the end of the first stint, but when it pitted for the driver change it wouldn't refire and the team lost 10 laps changing the starter. After returning to the fray #81 suffered a loss of power in the final hour and had to be retired. Not what anyone wanted, but the #81 was clearly capable of winning and the TF team left Japan with dreams of what could have been. But that, my friends, is racing!

IMSA

The IMSA Weathertec Championship series moved to the iconic Indianapolis Motor Speedway in September, where Pratt Miller Racing's #4 ZO6 GT3-R put itself on the class pole while it's sister car, #3, qualified fourth.



Mid-western thunderstorms characterized the first half of the race, with standing water on the track that triggered three separate full-course yellow periods in the opening 100 minutes. The #3 took the lead during this period and held it until the rain stopped. Pit stops to change from rain tires to slicks put the #3 in 5th, but Antonio Garcia fought his way to third and a podium finish at the Brickyard. The #4 car lead the first 15 laps before pitting for tires during the first full-course yellow. As the one-hour mark arrived the #3 was hit from behind by one of the prototypes, necessitating a lengthy pit stop to repair damage to the car's right rear. It ultimately finished 11th. In the GTD class the AWA #13 finished 6th in class and won the Bob Akin Award for the second consecutive time, putting it in a good position to win the automatic invitation to the the Le Mans 24-Hours that comes with being the Bob Akin Award champion. If that happens, there will be three Corvettes at Le Mans in 2025, two from TF Racing and one from AWA.

Fanatic World Sports Car Championship

For 2024, the consistently good news has come from the DXTX Team that races two Z06 GT3-R Corvettes in the Fanatic series.

In early September the Fanatic World Championship series arrived at Barber Motorsports Park in Alabama for the penultimate round of competition. DXDT arrived at Barber with considerable momentum, it's #63 Corvette had won the previous six GT World Challenge America Pro-class events and was looking to make it eight. The Fanatic series is unique in how it sets up its races. Two are held at each venue, one on Saturday and then other on Sunday, so everyone has a shot at winning two races over one weekend, which is precisely what DXDT intended to do. DXDT's newly minted #64 Corvette which runs in the Pro-Am class had scored its first victory at Road America and was hoping to do so again at Barber.

On Saturday the #63 won the pole position for the first of its two 90-minute races and proceeded to lead from start to finish, challenged over the final 25-minutes with the second place BMW only a second behind. The DXDT #64, racing in the Pro-Am class moved steadily forward and passed for the lead with less than four minutes to go, marking the car's second victory in three races.

The second race was another story. The #63 started second in class but sixth overall and survived multiple rounds of contact on the opening lap but stubbornly held on to its second place position. At the driver change the DXDT pit crew got the #63 in and out two-seconds faster than the leading BMW, which tightened up the race. The BMW was still strong but in the closing laps had to pit for a fuel problem and the #63 cruised on for another win. Meanwhile, the #64 racing in the Pro-Am class missed the podium after a strong race, finishing 4th.

The final Fanatic Championship race will be held October 2-6 at the Indianapolis Motor Speedway. The #63 car is only seven points out of the lead for the Championship, so tighten your seatbelts, kiddies, we're going to see a real showdown!

Russ Surber, Racing fan and sometimes editor

The Final Word

Russ Surber



October takes its name from the Latin word "octo," meaning eight, which is where it fell in the Roman calendar. When January and February were added, no one seemed to think having the new tenth month named "eight" was a problem, which I think explains a lot of what happens in life, things change and everyone sort of shrugs and presses on. We see a lot of this shrugging today, especially in the fervor to achieve zero carbon emissions. There is nothing wrong with wind and solar power, other than ugly towers and solar farms that mar the beauty of our hills and desert valleys. The problem is that electricity is a funny commodity, once you have it you need it uninterrupted 24-hours a day. That means that during the daylight hours solar panels are terrific sources of energy, but when the sky clouds up or the temperatures soar and a/c's run 24/7, there just isn't enough electricity to meet the demand. What is required, of course, is a power source that can be turned on or off instantaneously, something that natural gas and coal powered generation can do. But, at the same time we have poured trillions of dollars into solar and wind production, we've been busily closing the very element of an electric grid that are necessary to its continuous, uninterrupted function. So, in California we have rolling blackouts while we try to import very expensive excess electric power from outside the state, if any excess power is available, which it often isn't. The same is true of how politicians of all stripes and persuasions steadfastly refuse to admit that we are spending ourselves into the poor house, with our National Debt soon to exceed our annual GNP. But that is another story for another time.

As you may have read in the *Stories of Corvette Racing* section, the last team to field a team of Corvettes in a national or international series, DXDT, has become the guardian of Corvette's well earned reputation

and an elite racing car. DXTX has piled up more wins than all of the other teams competing in all of the other series combined, which is pretty impressive. So let's all give a big cheer to the high performing late comers, we're glad you made the plunge.

And speaking of racing, there is an interesting struggle waging between the drivers in Formula One and the owners of Formula One, all over the question of whether drivers should control themselves when on the radio with their teams during a race. Needless to say, when you are driving a 900 hp Formula One car at 190 miles an hour on a street course with the solid concrete walls literally inches away from you, conversations with the pit from a driver who is not pleased with the way his car was set up can become, well, colorful. That means for the completely naive, the the "F" word is a common way of getting the pits attention. As Mercedes driver George Russell put it, when you are in a wheel to wheel battle with another car and you feel that your car isn't performing as it should, the "F" word is often the best way to make your point, or as George said, "It's better than a mild, 'I think something his wrong with my car.'" Max Verstappen, current world champion and widely considered the best driver in the world, was recently fined for speaking his mind on the radio and ordered to do two weeks of community service. His response was to say that if this is how Formula One is going to operate, he'll retire. In the pits, the drivers are all pretty much in agreement that Formula One ownership has meddled in something it has no business doing, and I'd agree. By the way, the company that owns Formula One considers it an "entertainment," not a "sport," and has in the past two years insisted that all of the radio communications between driver and his team be available for transmission to the public instantaneously. My personal view is that making Formula One an entertainment will eventually kill it, and for that reason I mourn, because I've followed Formula One since I was a fourteen year old kid who stumbled onto the August 1956 edition of Road & Track, which had a

report on the Grand Prix in Monaco. When I saw Juan Manual Fangio in his blood red, side-tanked Ferrari I knew that this was my sport and would be forever.

Finally, a very big tip o' the hat to fellow SLO Vetter Chris Collins, who found a set of chrome wheels for a C6 at a swap meet and started me on the way to switching out my painted, dark gray and badly chipped wheels for what you will see when next we gather. Thank you Chris for help, the Gray Lady's personality has radically changed from a sort of mean, disgruntled, and grouchy gray to a chic and elegant sparkling chrome, much more suitable for a lady!

Russ Surber, Editor
Keepin' Track



CORVETTE

SLO VETTES EVENTS CALENDAR FOR 2024

April	13th	Saturday	Vintage Cowboy - Poze - Cancelled Weather
April	27th	Saturday	Maverick Saloon - Santa Ynez
May	3rd	Friday	Drive to Creston & lunch at Morro Bay
May	4th	Saturday	Morro Bay Car Show
May	18th	Saturday	Tour de Paso Robles
June	1st	Saturday	BBQ at Tracy & Stacy Weed's Home - Atascadero
June	22nd	Saturday	Mission San Antonio - Jolon
July	4th	Thursday	BBQ at Dallons Home - Templeton
July	25th	Thursday	Solvang - PCPA
August	3rd	Saturday	BBQ at Bill & Grace Nagel's Home - Nipomo
August	16th	Friday	Hot El Camino Nights - Atascadero
September	14th	Saturday	Melodrama - Matinee - Dinner After Show - Oceano
September	27th - 29th	Friday, Saturday, Sunday	Mystery Tour - ????
October	12th	Saturday	Pioneer Day Parade - Paso Robles - Lunch After
November	9th	Saturday	Toy Drive - CHP - San Luis Obispo
November	16th	Saturday	Ragged Point Run
December	7th	Saturday	Christmas Party - The Inn at Morro Bay
SLO Vettes -- Monthly Business Meetings -- 2024			
Month	Date	Day of Week/Time	Location
February	9th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
March	8th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
April	12th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
May	10th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
June	14th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
July	12th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
August	9th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
September	13th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
October	11th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
November	8th	Friday - 6:30 PM	Chevrolet Dealership - San Luis Obispo
December	--	--	No Meeting

A Fun Saturday at the Great American Playhouse & Saloon

