



# Keepin' Track - SLO Vettes

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

*Published on the first ay of each month, except January*

Cover Page

Monthly Newsletter

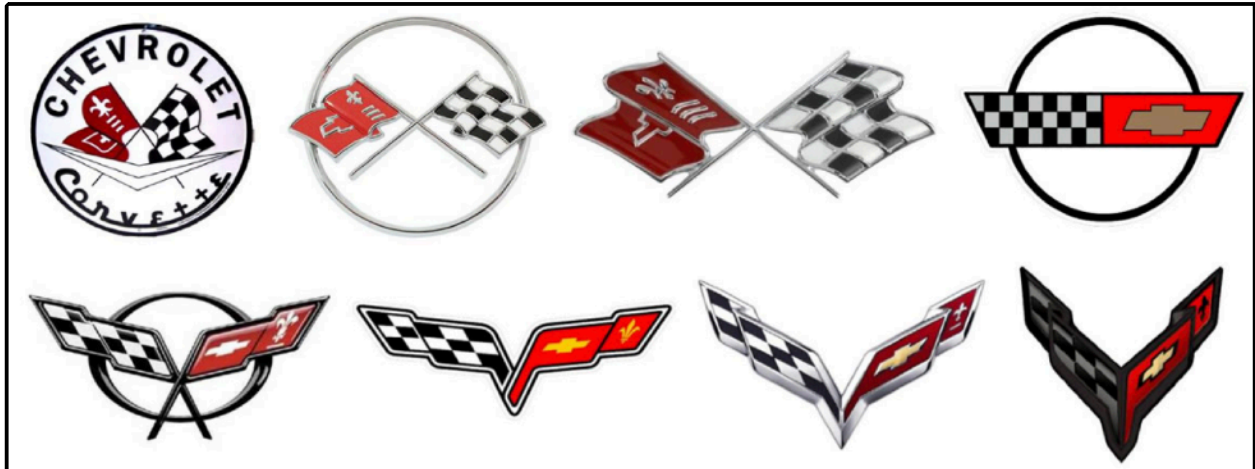
November 2024



## The Mystery Tour Comes to Jackson, CA

The National Hotel in Jackson, CA, is said to be the oldest continuously operated hotel in the state of California. Whether that is true or not is debatable, but as a “home” for twenty-four Mystery Tourers it was a delight. Here we gather for pre-dinner cocktails and munchies on the Hotel’s balcony, adorned with the SLO Vettes banner and the entire 2024 Mystery Tour gang. Everyone seems to have had a great time on the two-night, three day adventure that included lunch at Mariposa’s famous Happy Burger, which includes a shot of an earlier Mystery Tour on its website and brochure. The 2025 Mystery Tour is scheduled for September 26-28, so mark you calendars now and join us for the fun!

**Next SLO Vettes Meeting: Friday, November 8  
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

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NCM AMBASSADOR - DON ALLEN

SUNSHINE/HISTORIAN -  
JEANNE ALLEN

MERCHANDIZE - JAN DALLONS

WEBMASTER - JON DALLONS

NEWSLETTER - RUSS SURBER

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**President**

*Craig Bricker*



It's hard to believe that there are only two more months remaining in the year 2024. These past ten months have flown by quickly mostly due to staying busy with personal activities as well as SLO Vette activities. The year 2024 has been a good year all-around for me and for our SLO Vettes Corvette Club. SLO Vettes have had many fun events this past year, but the three remaining events that are planned and scheduled for November and December are from what I have been told, three of the most popular events for SLO Vettes.

Starting off on Saturday, November 9th, we have our annual Toy Drive Run in San Luis Obispo. This event is an opportunity to give back to the less fortunate children that live here on the Central Coast by partnering up with Children's Resource Network. By joining this event, we as members of an exclusive car club can show Children's Resource Network, the CHP and everyone who lives here on the Central Coast that we do more than just drive nice cars – we give back to the community. Check out the flyer at the back of this Newsletter.

Then one week later on Saturday, November 16th, SLO Vettes has scheduled the annual ride up to Ragged Point for lunch. This is a very popular event because we will be driving on Highway 1 with beautiful views of the ocean. Check out the flyer at the back of the Newsletter.

The final event of the year is scheduled for Saturday, December 7th. This is the annual SLO Vettes Christmas Party which will be held at The Inn at Morro Bay. Having been to three SLO Vette Christmas Parties, I can tell you that this is a fun event. You don't want to miss it. This is an opportunity for all "guys and gals" to get dressed up, which does not occur often living here on the Central Coast. If you plan to get a room for the evening at the location, don't forget to make your reservation no later than

November 7th. Check out the flyer at the back of the Newsletter.

Hope to see you at the next event or meeting. Our next monthly meeting is scheduled for Friday, November 8th.

Stay safe, drive safe, and enjoy your Corvette.

Craig Bricker  
President  
SLO Vettes  
805-471-2945

**Vice-President**

*Bob Furster*



VP Bob wasn't able to do his column this month but will be back in December.



*Pratt Miller #3 on the way to a Championship*



*Pratt Miller #4 in the pits at Daytona*





*DXTX on the Way to Sixth Consecutive Win*



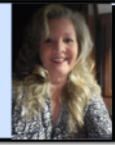
*DXTX #08*



*AWA #13 is On Its Way to Le Mans After Winning the Bob Akin Award*

**Secretary**

*Lisa Klockenteger*



**SLO Vettes October 2024 Meeting**

Date: October 11, 2024

Location: Chevy SLO

**Call to Order: 6:30 pm**

Club Attendees: 19

All Board Members & Committee Chairs present except Lisa Klockenteger and Jon and Jan Dallons

**President, Craig Bricker:**

Craig welcomed everyone to the meeting and a few timely “funnies.”

Since Halloween was coming up soon, Craig asked each member present to take a minute to tell if they decorate, if so what they do, and what type of candy they offer to trick-or-treaters. We had a considerable mix, from those who get lots of trick-or-treaters, decorate elaborately, and give out lots of candy to those who get absolutely no trick-or-treaters, and so put up few or no decorations and hand out no candy. Most everyone buys some candy (just in case), and some kind of chocolate seemed to be the variety most often purchased because that is the preferred type for the left-overs that will likely be consumed by the household.

**VP Membership, Bob Furster:**

Memberships: 49

Members: 87

Corvettes: 55

The total Corvettes has been increased to 56. Bruce Lomath announced after Bob’s report that he had just bought another Corvette, a C5.

**September Minutes by Secretary, Lisa Klockenteger (by Denise Surber):**

Denise Surber stood in in October as Secretary Pro Tem for Lisa who was absent.



No changes or corrections were noted. A Motion made by Bob Furster to accept the September Minutes as written and seconded by Bob Babineau. The motion was carried unanimously.

**Treasurer Report, Jan Dallons (by Denise Surber):**

Denise Surber presented the Treasurer Report for Jan who was absent. Denise reviewed the Report from September 13 through October 11, 2024, and the Year to Date from January 1 through October 11, 2024. A Motion to accept the Treasurer Report was made by Doug Williamson and seconded by Bruce Lomath. The motion was carried unanimously.

**Events Chair, OPEN Position:**

October 12 Pioneer Day Parade—being handled by Harold Davis

November 9 Toy Run – 2 meeting places prior to arrival at CHP in SLO at 11 am

November 16 Ragged Point

December 7 Christmas Party @ Morro Bay Inn

\*\* Note: Cash Bar (i.e., not credit card in the event room)—Corkage fee \$12 --- Block of rooms available Queen bed (Cut off date 11-7; be sure

to mention SLO Vettes) – Cost for dinner per person \$60 for members and \$75 for guests. Deadline for menu selections and payment is

November 20 (see emailed flyer also available at meeting)

Mystery Tour (September 27-29) A good time was had on the Mystery Tour Run to Jackson. Denise Surber announced that \$40/couple was being returned to Mystery Tour participants because the hotel and restaurant charges that were less than expected and quoted.

**Museum Ambassador, Don Allen:**

Don mentioned that the trip to Bolling Green was great, and the small group he and Jeanne traveled with really had fun together. The Museum will sponsor the run again in 4 years, instead of 5, because that year will mark Corvette's 75<sup>th</sup> Anniversary. See Don's column in this month's newsletter for his full report.

**Sunshine, Jeanne Allen:**

Please see Jeanne's Report in this month's newsletter.

**Tech Talk, Art MacCarly & Don Allen:**

No Report this month.

**Corvette Racing, Russ Surber:**

DXTX is a standout team. They didn't enter until half way through the season, entering only 4 out of 8 races, but they have scored a 1<sup>st</sup> and 2<sup>nd</sup>. They were 3<sup>rd</sup> at the last race of the season the Brickyard in Indianapolis. They finished 2<sup>nd</sup> in the Championship. So their showing has been very good. Next year, DXTX will be moving to a different series (IMSA Weathertech Sports Car Championship) where there will be two Corvette teams competing. At present, one of the drivers is working for both teams, so it will be interesting to see what happens.

**Webmaster, Jon Dallons:**

No report this month.

**Newsletter, Russ Surber:**

The deadline for the November edition is Monday, October 28.

**Merchandise, Jan Dallons (by Denise Surber):**

Denise Surber stood in for Jan who was absent. She brought along to the meeting a selection of items that could be purchased or tried on for size. Members can tell her if there are specific items they would like to order or they can let Jan know directly via text, email, or phone.

**50/50 \$65** - Bruce Lomath was the big winner of \$32.50!

**Next Monthly Meeting November 8, 2024**

Location: Chevy SLO

Time: 6:00 pm Meet & Greet

October Meeting Begins: 6:30 pm Sharp!

**Meeting Adjourned: 7:27 pm**

Submitted by Acting Secretary Denise Surber

[rdsurber@charter.net](mailto:rdsurber@charter.net)

## Events

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


Below are the SLO Vette events that are scheduled for November and December:

- 1) Toy Drive – CHP office in San Luis Obispo with lunch afterwards - **Saturday, November 9th** – See attached flyer.
- 2) Run to Ragged Point - **Saturday, November 16th** – See attached flyer.
- 2) Christmas Party – **Saturday, December 7th**. Inn at Morro Bay. See attached flyer.

## Sunshine Report


*Jeanne Allen*






**November Sunshine Report**  
By  
**Jeanne Allen**

Coreen Carrillo	11/1
Linda McNitt	11/13
Tracy Chitwood	11/29



Don and Jeanne Allen	11/4
Dave and Kathy Naumann	11/9
Bob and Lori Furster	11/11
Steve and Jan Hansen	11/27



## National Corvette Museum Ambassador

*Don Allen*



## National Corvette Museum Update

Greetings SLO Vette members. It is nice to be back from the Museum Caravan and finally attend a monthly meeting after missing a couple. Lots of events are coming up and if I can ever get my starter removed and replaced, maybe we can attend some of them. In the meantime, the Corvette sits on blocks in our garage. More on that in the Tech Talk article.

## Museum News Events

### Music in Motion, 2024 Kentucky One-Lap



2024 will usher in the 15th annual KY 1 Lap tour, part of the Museum in Motion (MiM) program and unique in that it is a partnership between the National Corvette Museum and the Kentucky State Police (KSP). The two organizations will join to raise money for both the Museum and Trooper Island, a KSP non-profit camp for underprivileged children. Each year the Tour explores a different section of Kentucky. As always, the tour will be led by Kentucky State Trooper Jonathan Biven – Trooper Island Camp Director. He is now using a newly painted and marked silver Corvette which is sure to attract attention as the caravan travels through an area of real Americana. Due to overwhelming demand,

the tour will be repeated four times during October and November.

This year's scenic route will include visits to: Lux Row Distillers, Bardstown, KY

Old Friends Equine Retirement, a thoroughbred retirement center, Georgetown, KY  
Kentucky Gateway Museum, Civil War Discover Trail, Maysville, KY  
Augusta Bourbon Distillery, Augusta, KY  
BB Riverboat Tour & Lunch, Newport, KY  
(Cincinnati, OH)

Hotel accommodations: French Quarter Inn, Maysville, KY  
Various restaurants along the way

To learn more about this event, go to: [MiM 1-Lap of Kentucky Tour \(2\) - National Corvette Museum](#)

### **Vets and Vettes by Mobil 1 Celebration**

This event provides veterans, servicemen and women, and supporters a welcoming space to connect, share stories, and celebrate their experiences together. The celebration begins November 6, 2024 with an exciting half-day at the NCM Motorsports Park, where a complimentary lunch will be served to all participants. On Friday and Saturday, the festivities continue with exhilarating road tours, a parade, a special luncheon and a dinner banquet. Registration is open now. Go to: [Vets 'n Vettes Presented by Mobil 1 - National Corvette Museum](#)



### **New Exhibits Pop Culture & Corvette – An American Love Affair**

Step into the world where the silver screen, music, and video games intersect with automotive passion.

Opening this October, *Pop Culture and*

*Corvette: An American Love Affair* explores the deep connection between America's Sports Car and entertainment. From Elvis Presley driving a 1959 Stingray Racer in *Clambake* to the Corvette-inspired Autobots in the *Transformers* franchise, this exhibit celebrates the Corvette's role in film, TV, music, and video games. Visitors will be immersed in the sights and sounds of iconic Corvettes that have graced the big and small screens, including a bright pink Corvette inspired by Barbie, a blue C3 featured in *Hawaii Five-0*, and the Corvette concept featured in *Gran Turismo 6*.

In addition to Hollywood fame, the exhibit highlights Corvettes tied to American icons, such as astronaut Jim Lovell's Corvette and Reggie Jackson's 1978 Indy 500 pace car replica. With a blend of cars, artifacts, and memorabilia, the exhibit showcases how Corvette has been a cultural symbol for more than 70 years. Visit us this fall to experience the stories behind these legendary Corvettes.

### **2009 Corvette Concept Car, Full Scale Model**



Amid GM's bankruptcy and under this cloak of secrecy, GM developed the 2009 Corvette Stingray Concept, whose styling celebrated the past and future of the Corvette. GM design staff also received a push from Hollywood director Michael Bay as he was planning his next *Transformers* film and wanted to include a character who could transform into a Corvette.



This request inspired Tom Peters, Corvette's Chief Designer, to create a concept car that looked futuristic and retained classic Corvette styling traits. Peters and his team created a full-scale model of the Stingray Concept. Although the model has no engine or interior, its body matches the fully functional car, helping to bring Peters' ideas from the design studio to the big screen.

Besides having hard edges and crisp styling, the Stingray Concept includes the split rear window made famous by the 1963 Corvette. Other design elements include the front and rear gills, grille teeth, and fender flares reminiscent of the C3. Peters and his team even went further than the model by giving the car a futuristic interior, complete with carbon fiber trim and a customizable instrument panel.

Unveiled at the 2009 Chicago Auto Show, crowds were stunned by the Stingray Concept. Speculation ran wild that this car could be a preview of the seventh-generation Corvette. Welburn and Peters later clarified that the Stingray Concept was not going into production and was purely a "what-if" exercise. However, some attributes of this car's styling and its all-new interior did influence the C7 Stingray. Most famously, the Stingray Concept was featured in *Transformers: Revenge of the Fallen* as the Autobot Sideswipe, fighting alongside Optimus Prime to protect the Earth from the Decepticons. For more photos, go to: [2009 Corvette Stingray Concept Car and Full-Scale Model - National Corvette Museum](#)

## **2024 Hall of Fame Induction**

### **Corvette Enthusiast Category: Richard Prince**

One of this year's inductees is Richard Prince, a leading automotive photographer including the official photographer of Corvette Racing. Prince's photography has appeared in over 400 publications in more than 80 different countries. These publications include Car and Driver, Road & Track, Motor Trend, and Automobile.

In 1999, he published his first book, a C3 restoration and technical guide. More recent works include *Corvette 70 Years: The One and Only* and *Corvette Stingray: The Mid-Engine Evolution*. Prince also serves as a tech editor for *Corvette Magazine*, writing several articles including a regular Q&A column that I follow religiously titled "Tech Nerd".

Prince writes Tech Nerd without a byline. In fact, readers have written in to ask who the Tech Nerd really is but he has always managed to avoid the spotlight and remain anonymous. Only recently did I learn his true identity when he was nominated for the Hall of Fame award.

I have always saved my copies of *Corvette Magazine* and my copies of Tech Nerd 1, 2, and 3 which are collections of some of his more interesting Q&A entries over the years. When I heard Prince would be available for book signing at the 30<sup>th</sup> Celebration, I packed my copy of *Corvette 70 Years – The One and Only* for the ride with us to Bowling Green where he graciously signed it. My only regret was that I didn't take my Tech Nerd books along also but they are pretty dog-eared from my searching for Corvette fix-its.

Interestingly enough, I happened to come across a friend of Prince's who had come to the Celebration to see Prince receive his award. Bruce Feingold was staying at our hotel and come to find out that besides also being a professional photographer, Bruce helps Prince with the Tech Nerd column regarding issues pertaining to C5 Corvettes. I always figured Prince had a little bit of help because I didn't think any one person could have that much knowledge about so many different years of Corvettes.

## **Raffles**

Below are all the currently active raffles. For additional information and rules regarding National Corvette Museum raffles including how to order tickets and to view the number of tickets remaining available in real time, go to <https://raffle.corvettemuseum.org>. The cars will be raffled off on time regardless if all

the tickets are sold. I wish you the best of luck and hope to see photos of you picking up your prize at the Museum.



**2025 Sea Wolf Gray Corvette Coupe**  
**11/21/2024**  
**Price: \$150.00 Tickets: 1500**



**2025 Arctic White Corvette Convertible**  
**12/5/2024**  
**Price: \$200.00 Tickets: 1500**



**2025 Arctic Torch Red Corvette Coupe**  
**12/19/2024**  
**Price: \$100.00 Tickets: 2000**



**2025 Arctic White Corvette Coupe**  
**4/26/2025**  
**Price: \$20.00 Unlimited Raffle**

## **Assembly Plant Update**

### **2024 Corvette Model Year Final Statistics**

GM has just released the end-of-year production tallies and there were few surprises. 42,934 Corvettes were built, and 72% were Stingrays. 56% were coupes. White was the most popular paint color and black was the most popular interior. Accelerate Yellow was the least popular exterior and Artemis Dipped (dark, rich green hues representing the Greek goddess of the hunt and vegetation, hence the dark olive green tones) was the least popular interior color at .5%. To see all the stats, go to: [2024 Corvette Model Year Final Statistics - Corvette Museum](#)

### **Rumors and Tidbits**

#### **GM President Mark Reuss Get the Corvette ZR1 to Top Speed of 233 MPH**

Everyone has been asking how fast the new ZR1 will go considering it has 1064 hp? Well, GM decided to find out. GM President Mark Reuss was chosen to drive the car. Why not a professional race car driver? While they may have wanted to show how stable the car is at speed that anyone can do it, I suspect that rank has its privileges. I know if I were GM's President; I would pick myself to headline this party.

Chevrolet took two ZR1s to the high-speed oval track at Automotive Testing Papenberg, a banked 7.8-mile test track in northwestern Germany. In the interest of reducing drag, the ZR1s going for top speed wore the smaller of two spoilers available and the shorter front wicker bill. Each rode on the standard suspension with aluminum wheels and Michelin Pilot Sport 4S tires.

To prevent anyone from crying foul and saying the wind was blowing them along, they ran the car in both directions for the average speed of the two. And get this, Reuss had a passenger (GM engineer) along for the ride! Next thing we might hear is that they had the A/C on the whole time. Well,

probably not but the passenger did add extra weight which is pretty unheard of.

If you want to ride along to 233 mph, watch the video at: [Watch GM President Mark Reuss Get Corvette ZR1 Top Speed to 233 MPH \(caranddriver.com\)](#)

### **Is There an All-Electric Corvette on the Horizon?**

As far as Chevy is concerned, not unless the company sees a real need. In an interview with *CBS News*, Corvette's new Chief Engineer, Tony Roma, said an electric Corvette would only make sense if it improved the Corvette's performance, or if customers demanded it. And as of right now, neither of those things appear to be true. This certainly comes as a relief for me. Hopefully GM management will share that same philosophy.

"We talk about this a lot. I talk about this with enthusiasts, my friends, other engineers," said Roma. "We're not going to apply electrification just for the sake of it. We don't put technology on for technology's sake, so it kind of has to earn its way in. It has to make the car better in some way that our customers are gonna respond to."

While a Corvette EV isn't on the table yet, the high-powered Zora hybrid could be here as early as next year. Spy photos and videos show the new hybrid Corvette Zora testing on the Nurburgring. The prototypes in question were spotted with yellow high-voltage stickers (mandatory on the 'Ring for battery-powered vehicles) and design elements similar to the E-Ray. If we're lucky, it could have more than 1,200 horsepower.

[Chevy: We're Not Dumb Enough to Rush the Corvette Onto the EV Bandwagon \(motor1.com\)](#)

### **C8 Corvette Pricing: More Signs of Things to Come?**

Over the past few months, I have told you about some offerings by GM that might be considered incentives to buy a new Corvette from an existing dealer's inventory? Again, I

see that the saga is continuing this month with more price reductions. While these deals are limited to in-stock Corvettes, some of larger dealers have as many as 90 Corvettes available.

### **Corvette Stingray Incentives/Rebates**

GM is now offering several exciting incentives for C8 Corvettes:

- GM Employee Pricing Now Available on All 2024 & 2025 Stingrays
- United Auto Workers receive a \$1,500 voucher towards the purchase of a GM vehicle including the 2024 and 2025 Corvette.
- A cash rebate of \$2,500 on 2024 Corvette Stingrays is available for current owners of 2010+ Camaros.
- For current eligible lessees up to \$1,500 in rebates to lease a new 2024 Corvette Stingray plus current Camaro owners and lessees get \$2,500!

[GM Employee Pricing on All 2024 and 2025 Stingrays at Les Stanford - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

### **Governor Newsom Vetoes Speed Warning Chime Requirements**

Governor Gavin Newsom vetoed a bill that would have required all new vehicles sold in California to feature a brief audiovisual warning every time the driver exceeded the posted speed limit by 10 mph. Senate Bill 961 introduced by Senator Scott Wiener, aimed to have the warning system introduced by the 2030 model year. The proposed system would rely on GPS information and a forward-facing camera able to read posted speed limits, to determine the current speed limit.

Newsom's reasoning for knocking back the bill was concern a patchwork of regulations over vehicle safety would be created should California have its own rules separate to those set at the federal level, especially as the NHTSA is already evaluating the



introduction of intelligent anti-speeding measures, the Associated Press reported.



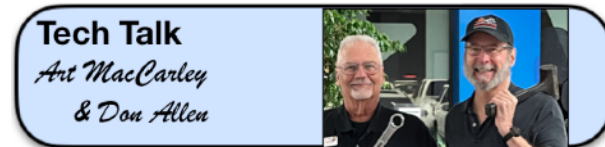
Were the bill to pass, all new vehicles sold or leased in California would have been required to implement the warning system, with exceptions for certain trucks and motorcycles. Emergency vehicles would have also been exempt. Although some drivers may find such systems helpful, it's easy to see them evolving into something more draconian, especially if they are set up to pass information about a speeding vehicle onto authorities or insurance companies.

[California governor kills proposed speed warning chimes in new cars \(motorauthority.com\)](http://motorauthority.com)

### In Closing

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](http://www.corvettemuseum.org). I look forward to chatting with you at our next meeting.

Don Allen, National Corvette Museum Ambassador SLO Vettes



### Art MacCarley and Don Allen Season 2 Episode 8: Why Does My Starter Go "Click"?

In previous articles we have discussed the many issues that cause your battery to not start your Corvette as well as the problems that result from not having sufficient voltage in your battery to power all the computer systems.



Recently Don got into his 2008 C6 base model coupe and the car would not start. After repeated attempts, the car finally fired up and everything worked fine. He even restarted the car several times throughout the day. The same scenario repeated itself the following day and after a much longer wait, it finally started.

Once home in the garage, Don kept testing to see if the gremlin would return and eventually it failed to start no matter what he did. Jump starting didn't help. Moving the shifter in and out of park didn't help. All the fuses were good. Replacing the starter/crank relay in the fuse panel located under the hood didn't help. Replacing the start push button didn't help either.

Whenever your Corvette won't start, the first thing you always need to check is your battery. In this case, Don's headlights shined bright and adding a jump start battery source did not have any effect. The battery was fine.

In hindsight, the most telltale clue was the single "click" coming from the area of the starter. Always remember that just one click is much different than multiple clicks. If your battery is low on voltage, the starter will go click, click, click, repeatedly until you release the start key/button. In this case, the starter made just one click and everything went dead except for the check engine light which stayed lit. When it finally did start, the check engine light went out and no codes were stored.



When you start up a C5 or newer Corvette, besides having a fully charged battery, a whole lot of systems have to be operational and functioning properly for the car to actually start. Of course, other systems have to supply spark and fuel before the engine will actually run but let's save those discussions for another day.



If your car has a key fob, the battery in it must be good and the car must be able to communicate with the fob. If not, the message pops up in the Driver Information Center (center dash read out) saying, "No FOB Detected." If the

fob battery is low, open the glove box and hold the fob near the sensor located on the left side. Hopefully being in close proximity to the sensor will be sufficient to start the car.

For the computer to think everything is good to go, brake pedals need to be pressed, automatic transmissions need to be in Park or Neutral, manual transmissions need to have the clutch pedal pressed, manual transmissions in pre-2006 need to be in Reverse, and the Steering Column Lock (anti-theft system) on C5 and 2005 C6 needs to be either functioning properly or be defeated/bypassed so it has no effect. If any of the sensors are unable to detect these required conditions or are faulty themselves, the car won't start.

If all the conditions are satisfied, the computer will send a signal to the crank relay that sends sufficient power to the starter solenoid that will move the starter's gear to engage the flywheel and power the starter motor to spin the engine. If your fob is working properly and you are unable to start the car, begin your diagnosis by listening for "clicks". No click at all would first suggest your battery is bad. Try your headlights. If they are dim or not working, your battery is probably low.

For those with automatic transmissions, when you press the brake pedal, you should hear a click coming from the center console by the shifter. That is telling you that the brake sensor is working correctly and the shifter has been released from being locked in Park (anti-theft stuff).

For C6 folks with push button start switches, the switch light should be lit green. When you move the key (C5) or push the start button (C6), and the car only makes a repeated clicking noise (click, click, click, etc.), the battery is probably low.

In Don's situation, the battery was charged, the fob had a new battery, the transmission was in park, the brake was applied, driver's door was closed, the anti-theft systems were operational, the start button was lit, the computer and connectors were fine, the crank relay was new, the ground wires were not corroded, and yet the starter only replied with a single "click".

The only things left to go wrong would be the starter, starter solenoid, or the wiring connections at the solenoid. A subject matter expert friend of Don's suggested first checking the wiring connections. Often the nut loosens up that holds the battery cable to the copper stud on the solenoid. The nut is steel or brass and the stud is copper, all of

which have differing rates of heat expansion/contraction. If the nut will tighten up the wires, the problem could be solved.

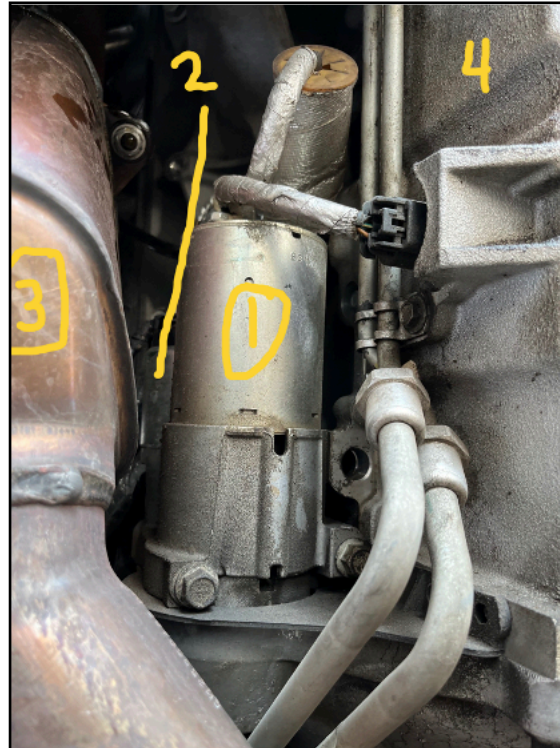
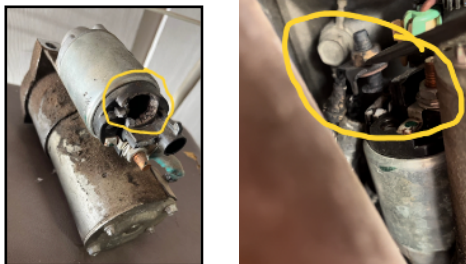


In this photo of a complete starter assembly, the starter motor is #1, the solenoid is #2, the copper stud and nut for the positive battery connection is #3, and the Bakelite (black) piece on the solenoid insulates the stud from shorting out is #4.

If the nut is tight but the wires are loose, then the nut has backed off and electrical arcing has welded the nut in place to the stud. You might be able to break the nut free, clean up the connections, tighten everything up and be good to go. Otherwise, if the nut is tight and the wires are tight, you will probably have to replace the starter. You could just change the solenoid but since the starter has

to be removed as a complete assembly, we suggest you replace both.

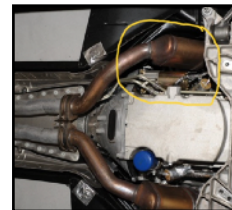
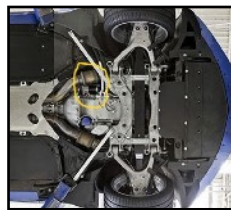
Don's situation was different. The wires were clean and tight as was the nut holding them. The stud had fallen away from the solenoid. When it was close enough to touch, the car would start. When the stud moved away from the solenoid, the starter would only click once. As shown in the photo below, you could actually move the stud about an inch away with just a push with a screwdriver. The other photo was taken with the starter removed from the car so you can see the hole where the stud used to be.



What caused this you ask? Starters on late model cars are built really well. Most all of us have not had to replace a starter in years. Today's engines start much easier because of the computer-controlled ignition and fuel injection systems. Now engines may only turn over 1-2 revolutions and then start up. Quick starting allows the starters to last 300,000 miles.

Heat is the Corvette starter's worst enemy and the biggest heat source in a car is the exhaust system. Corvette's exhaust manifold and head pipe run right by the starter. On 2008-2019 Corvettes, four catalytic converters were fitted to satisfy smog requirements, one of which sits right next to the starter.

In the larger photo, #1 is the starter motor, #2 which you can barely see is the solenoid, #3 is a catalytic converter, and #4 is the engine block. There is almost no clearance between cat and the starter assembly. The heat from the cat baked the Bakelite insulator causing it to crumble and then the stud fell away



from the solenoid.

The two smaller photos above show you the overall placement of the catalytic converter to the starter in C6 (left) and C7 (right). No wonder why starters have a limited lifespan, 70,000 miles in Don's case. That long pull into Vegas during the Caravan probably didn't help. Luckily it didn't break on the trip.

Replacng a starter is not something we suggest you try unless you have access to a workspace with a lift. Clearances are very tight and some or most of the exhaust system has to be moved or removed to get the starter out. In the next photo you can see that one can only get a couple of fingers near the starter wires to even try to disconnect them. Small hands and special tools would help.

C5 owners shouldn't worry too much because they don't have the extra catalytic





converters. Nor do C6 owners for years 2005-2007. Russ has to worry a bit because his starter just began making a single click and not starting. So far it has been intermittent. The jury is still out as to the cause and we are interested in hearing what

his technician has for a diagnosis.

If you have a high mileage 2008-2013 C6, we suggest checking the service records to see if the starter has been replaced already. If not, just be aware of this single click non-start issue and if you experience such, see your service person ASAP so hopefully you won't be stranded.

If you are considering changing a starter yourself, you might want to contact Don for a few pointers.



Well, the long season of Corvette racing's experience in the IMSA Weathertech Sports Car Championship and Fanatic World Challenge America Championship series has come to an end with Pratt Miller Corvette Racing and DXTX thinking about what might have been and what could be in 2025.

Pratt Miller Corvette Racing has been the builder of the factory Corvettes since time immemorial, which led a lot of observers, including myself, to have high hopes for it in IMSA this year. At the end of the day, the Pratt Miller cars lived up to expectations by winning the IMSA Michelin Endurance Cup Manufacturers Championship, but only by one point and that owing to a points penalty for exceeding demonstrated performance levels by BMW and Ferrari, opening the door for Chevrolet to clinch the GTD PRO manufacturer endurance title. This title is awarded to the team that scores the most points in five selected races, including the

Petit Le Mans and is separate from the overall class championship.

The Pratt Miller Team was plagued with small but annoying mechanical and electrical failures through the year which kept its two Z06 3T.R Corvettes in the game but not appearing to have the consistency of form necessary to mount a serious challenge for the overall series championship. That said, they were consistently near the front and at the end of the season the #3 Corvette of Antonio Garcia and Alexander Sim finished 3rd overall in the GTD Pro Class, which is to say a podium finish for the entire season. With the experience gained this year the expectation is that in 2025 Pratt Miller will be at the front, fighting for the overall title. One interesting element of the 2025 season is that Team DXTX, which raced in the Fanatic World Challenge America series this year (see below), will move to IMSA and challenge Pratt Miller for the honor of being the best Corvette team. Should be fun!

Also in IMSA but in the GTD Class, Team AWA's #13 Z06 3T.R driven by Mathew Bell and Orey Fidani finished a respectable 10th over all, while Fidani (the pro-driver on the team) cinched the season-long Bob Akin Award, which goes to the top scoring Bronze Rated GTD driver at each race over the season. The Award also comes with an automatic entry for the following year's 24 Hours of Le Mans.

In the Fanatic World Challenge America Series Team DXTX finished second overall, a strong podium finish for the series, even though it only entered four of the eight races that decided the championship. To achieve that result, the #63 Z06 3T.R driven by Tommy Milner and Alec Udall won a record-breaking six races in a row (one of the Fanatic series oddities is that it runs two races each race weekend, hence the six wins came over just three race weekends, which is even more impressive).

The only series that has not yet finished is the World Endurance Championship, which will wrap up the 2024 season at Bahrain with the 8-hour race. As it stands as we go to Bahrain, Team TF's two Z06 3T.R's are 13th

and 17th in the standings. While that may not look as impressive as you would hope for, remember that this is an international series and that Team TF is mostly competing against full out factory teams with years of endurance racing experience. Team TF, based in Great Britain, while experienced in endurance racing, has had a year of learning a completely new car at a considerable high level of competition than it was familiar with. I'll report on the outcome of the Bahrain race in the December issue, but if you have MAX you can watch the race and all of the lead up practice and qualifying sessions yourself.

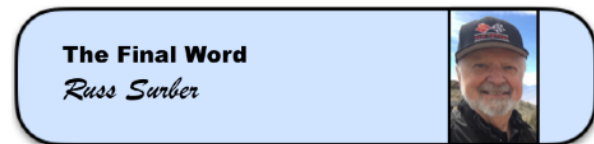
Finally, the word from GM is that it's shaking-up the leadership of its motorsports division. General Motors is rotating its sports car management team, with longtime GM Sports Car Racing program manager Laura Wontrop Klauser and Corvette Z06 GT3.R program manager Christie Bagne moving back to the production side of the company. In a statement on the move, GM stated that, "Motorsports is a platform to hone engineering and leadership skills in a fast-paced highly competitive race environment. Rotating team members back into production and corporate programs is part of our core 'why we race' mission. Having experience in motorsports programs helps to enrich our team members' careers and make GM a stronger company."

At the conclusion of the 2024 season, Klauser will join the Global Hardware Systems and Integration Team as Engineering Group Leader. Concurrently, Bagne will transition to Corporate Strategy as a Senior Analyst. The final race for both will be this weekend's World Endurance Championship finale in Bahrain.

Keely Bosn, currently Future Tech & Mobility Planning Manager in the Competitor Intelligence, Technology and Mobility Planning organization at GM, will join GM Motorsports as the Cadillac Racing Program Manager. Jessica Dane, currently the Motorsports Integration Manager in GM Motorsports, will become the Corvette Racing Program Manager for all Corvette GT3 programs.

Such changes are not unique in racing, and no doubt GM rotates its senior executives as a normal part of the employee's career path. That said, one can't help but wonder if the C-Suite wasn't a bit disappointed by the performance of the Z06 3T.R in its inaugural year outside the formal control of GM. As it is, at both Corvette and Cadillac Racing the entire leadership structure will be new, not necessarily a good sign for 2025. And so the story goes!

Russ Surber, Editor, Publisher, and Sometime Correspondent



This is my penultimate column for 2024. I say that mostly because I just love that word, "penultimate," but also because it reminds me that we are in the penultimate week of our Presidential election. That in turn reminds me to urge you to vote for the candidates and measures of your choice, by mail, in person, or however. Denise and I have lived in places where the citizens had no real or imagined voice in how or by whom they were governed, and we wake up every day telling ourselves how fortunate we are to live in one of the few places on earth where the people have a loud say in those important things. Don't stay at home, it's a sacred duty for Americans to preserve and participate in one of humankind's most fundamental rights, choosing who will govern them. Go and do your duty.

I'd like to thank all of the adventurers who joined the Dallons and Surbers on the 2024 Mystery Tour. We chose Jackson as the destination, in large part because we could stay in the National Hotel, reputed to be the oldest continuously operating hostelry in California. Jackson was a booming mining town and over the course of the Gold Rush gave up some \$100,000,000 dollars in the precious metal. It is also the home of someone you've probably heard of, Ernesto

Gallo, who created his own gold mine salted with grapes. As is our want when heading into the Mother Lode, we stopped for lunch at Mariposa's Happy Burger, which has hosted us so often it's owner thinks of us a family. Jan, Jon, Denise, and I are already busy planning the 2025 Tour, kicking around possible destinations and ways to get there. If you have any ideas, please share them, if we don't use them in '25 we could well use them in '26 or '27. And, please, circle September 26-28 on your 2025 calendar to be sure you can join us next year, we'd love to have you.

And, speaking of circling dates on your calendar, here's another you want to keep in mind, June 5-7, for the 10th Monterey Coast Corvette Cruise. Denise and I have attended every Cruise since joining the Club and it is a great weekend, with games, a plated dinner, a poker run that takes you through Cannery Row and along the 17-Mile Drive, plus a Show & Shine for those who want to have their cars examined for prizes. The venue is the Embassy Suites in Seaside, and there is a 150 car limit, so getting in your application early is important. We have assigned parking as well. All you have to know right now is that registration forms will be on the Monterey Peninsula Corvette Club website beginning January 5. They will also be emailed to everyone who participated last year. I'll remind you of this in the December newsletter, but it might be handy if you marked not just the June dates, but also the January 5 date when the registration forms become available. The Club tradition is that everyone who plans to go caravans up together, stopping for lunch along the way. (You really didn't think SLO Vettes would do something that didn't include food, did you?) There's a flyer at the back of this issue that gives you more information.

And, speaking of activities, the Club's Christmas dinner will be Saturday, December 7, a day that will live in infamy if you forget to get your reservations in to Jan Dallons by November 20. Likewise, if you plan to stay the night and get the Club discount, you'll need to make your reservations by November 7. There is a flyer at the end of the newsletter with all of that in greater

detail. And, speaking of the Christmas Party a word about gifts. First, there is a \$50 minimum on the cost. That means that you don't go to Costco, buy a \$50 bottle of wine for \$35 and call it quits. That means that you actually spend at least \$50 on the gift. If that seems exorbitant to you, there's a very simple solution, you don't bring a gift and don't participate in the Pirates Gift Exchange. There's no stigma attached to not participating, and you still get to watch the fun as "pirates" snatch someone's gift for their own, only to have someone else steal it from them. This also is not an appropriate time to pass on that gift your maiden aunt gave you three Christmases ago that only comes out in December if she's going to visit. Bring something you'd like to find under your Christmas tree, and don't be your maiden aunt. Nuff said.

Now if you thought you were going to get through this without a word about EV's, you're wrong. Volkswagen may close three assembly plants in Germany, cut 10,000 jobs and impose steep across-the-board pay reductions. Volkswagen Group employs some 300,000 in Germany with 10 factories for its flagship VW brand. It has avoided involuntary layoffs for three decades and hasn't shuttered a factory in its home country in its 87-year history. The cause of this seems to be Germany's auto industry is trapped in a vise between higher energy prices that drive up the cost of production, and electric-vehicle mandates that drive down sales, both the result of Germany's efforts to reach zero-emissions targets. VW is cracking under the pressure of its forced march toward EVs. The EU requires that EVs constitute a higher share of vehicle sales each year, with internal-combustion engines phased out by 2035. This is forcing companies such as VW to divert large sums of investment capital to making EVs most of its customers don't want and won't buy.

At home, similar zero-emission polices are behind Ford's announcement that it will halt production of its F-150 Lightning electric vehicle pickup trucks for six weeks from Nov. 18 to Jan. 6. "We continue to adjust production for an optimal mix of sales growth and profitability," a Ford



spokesperson said. Ford has been scaling back its EV plans, saying in August it was killing a planned three-row electric SUV and pushing back a new electric version of its best-selling F-150 pickup. It loses about \$40,000 on each EV sold.

Finally, the Club needs people to volunteer to take board positions. The Club can't run itself, nor should it sit back and "let Craig do it." At the moment, the Events Chair is vacant and has been for almost a year. Thanks to the kindness and energy of our President, Craig Bricker, the Club has sponsored a huge number of very successful events, but we shouldn't expect Craig to continue to bear the burden of two offices. So what I want to say is, get off your duff, call Craig, and tell him you'd be happy to take on the Events job in 2025.

Russ Surber, Editor  
*Keepin' Track*



Class Champion #3 Z06 3TR.R in Action

**A Weekend of Fun In Beautiful Monterey**  
**Join 149 Other Corvettes at the**  
**MONTEREY PENINSULA CORVETTE CLUB'S**  
**MONTEREY COAST CORVETTE CRUISE**

**Save The Date**

Monterey Peninsula Corvette Club is hosting the

**9th Monterey Coast Corvette Cruise**

**June 5 (Early Bird), June 3, and June 4, 2025**

The Registration Form will be available on the MPCC website

[www.monterreycorvewwttes.com](http://www.monterreycorvewwttes.com) January 5, 2025

This event will be held at Embassy Suites, Monterey Bay Seaside, CA. Get your registration forms and checks in early. Registration is limited to the first 100 cars.

[www.monterreycorvettes.com](http://www.monterreycorvettes.com)

# ***SLO Vettes Toy Run***

## ***Saturday, November 9<sup>th</sup>, 2024***



***Where:*** North County members will meet at the Santa Margarita Park & Ride at 10:15 AM for a departure at 10:40 AM sharp. South County members will be meeting at the Pismo Beach Outlets in Pismo Beach at 10:30 AM and will depart at 10:45 sharp. Both groups will meet at the CHP Headquarters, 675 California Blvd., in San Luis Obispo arriving at 11:00 AM.

***What to bring:*** At least one new toy in its original packaging (no gift wrapping). Lisa Ray, CEO of Children's Resource Network that distributes the gifts, recommends considering several smaller gifts in the \$5 to \$20 range to ensure that every child can have a gift. She also asks that we remember the older children between 12 and 15 who often are overlooked. Clothing is always a good bet for this age group, as are personal grooming items.

***After the gifting:*** We will head off to Rod & Hammer Rock for lunch. The brewery/restaurant is located at 855 Aerovista Place in SLO. You can view the menu at <https://rodandhammer.com/visit/>. We will order off the menu and seating is available both indoors and outdoors on the patio.

This is a wonderful opportunity to do something important for our community and we get to do something enjoyable for ourselves – shopping for children in need.

***RSVP:*** Text Craig at (805) 471-2945 or email at [crbricker@earthlink.net](mailto:crbricker@earthlink.net) before November 4<sup>th</sup> if you plan on attending this event.

***SLO Vettes Run to Ragged Point***  
***Saturday, November 16th, 2024***



*Join us for this beautiful run along Highway 1 up to the Big Sur Portal of Ragged Point.*

*There will be two locations to meet at before we head up to Ragged Point. One meeting point will be at the OSH parking lot on Theatre Drive in Paso Robles at 10:15 AM with a 10:30 AM departure time.*

*The other meeting location will be in Cambria on Hwy 1, a half mile north of the 2<sup>nd</sup> stoplight on the very wide shoulder parking area around 11 AM.*

*Dress for the possibility of cold or windy weather or maybe sunshine.*

*We will order off the menu and there will be separate checks.*

***To RSVP, please text Craig at 805-471-2945 or reply to this email before November 9th.***



# SLO Vettes Xmas Party

**The annual SLO Vettes Christmas Party is quickly closing in on us. It is time to RSVP.**



**Don't forget to bring a wrapped gift for the Pirate Gift Exchange. (one per couple, minimum value \$50.00)**

**If a discounted hotel room is desired, call the Inn at Morro Bay. (805) 225-2019 Mention you are with the SLO Vettes for the discount before November 7th.**

**WHERE: Inn at Morro Bay 60 State Park Road Morro Bay**

**DATE: December 7th, 2024**

**TIME: No Host Cocktails 5:30 PM Dinner 6:30 PM**

**COST: \$60.00 Per Member \$75.00 Per Guest**

**RSVP: Jan Dallons by November 20th. (805) 712-1111**

**A Full Bar is in our Banquet Room however cash is needed to purchase there. You can use a credit card in the restaurant bar. Corkage for your wine is \$15.00.**

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**NAME \_\_\_\_\_**

**Choose Your Entree:**     \_\_\_ Prime Rib  
   \_\_\_ Chipotle Grilled Salmon  
   \_\_\_ Herb Roasted Chicken

**Please detach on the dotted line, check your entree selection(s) and return with your payment made out to:**

**SLO Vettes  
P.O. Box 14134  
San Luis Obispo, CA 93401**