



Keepin' Track - SLO Vettes

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

February Issue

Published on the first ay of each month, except January

Cover Page

Monthly Newsletter

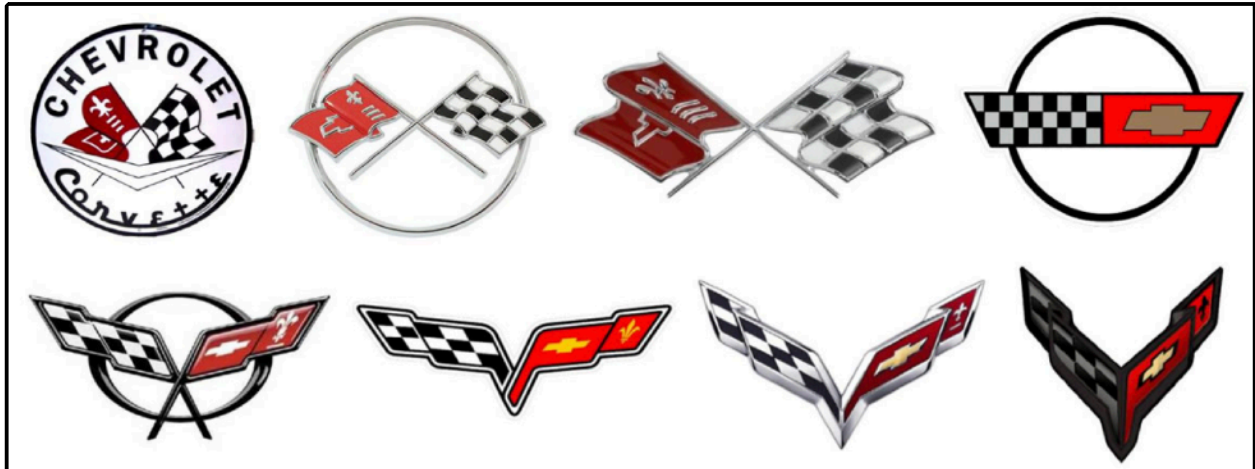
February 2025



AWA Racing's Nr. 13 On Its Way to Winning GTD Class at the Rolex 24-Hours of Daytona

AWA Racing followed up its Award winning 2024 IMSA campaign by winning the GTD Class at this year's inaugural IMSA Series race at the legendary Daytona Speedway. The car and its driving team won the Bob Atkin Award at the end of the 2024 season that guaranteed the car and its driving team a place on the grid for the 2025 24-Hours of Le Mans. It will compete in the LMG3 Class along with World Endurance Championship regular TF Racing which will be fielding two Z06 GT3-R Corvettes. There is a good chance a Corvette can win its Class this year.

**Next SLO Vettes Meeting: Friday, February 14
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 KLOCKENTEGER

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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Hello 2025!

A few weeks ago on Sunday, January 19th, SLO Vettes held its annual Events Planning meeting at the home of Jon and Jan Dallons. There were just under 40 members that attended the event. Bob Furster, our new Events Chairperson for 2025, lead the event and within an hour the 2025 events calendar was completed. After that, burgers, fries and salad were served to all. A big thank you to Jon and Jan for hosting this annual event at their home on the hill!

As a reminder If you have not already turned in your 2025 SLO Vettes Membership Renewal Form with a check for \$60.00, please get that in the mail. On page 22 of the Newsletter is a copy of the 2025 Membership Renewal Form. If you have any questions, you can contact me or our new VP of Membership, Doug Williamson.

Our first monthly meeting for 2025 with be held at the Chevrolet Dealership in San Luis Obispo on Friday, February 14th. As with past years, our monthly meetings are held on the second Friday of each month. Start time for all meetings is 6:30 PM with a “meet & greet” from 6:00 PM to 6:30 PM.

Based on a good showing by our members at the Events Planning Meeting, I’m looking forward to another fun and exciting year with SLO Vettes. Our first event of the year is right around the corner on Saturday, February 8th with a “run” out to Parkfield. If you have not had a chance to visit Parkfield before, be sure to put this date on your calendar.

Hope to see everyone soon!

Craig Bricker
President
SLO Vettes
805-471-2945





Hello SLO Vettes, I am happy to once again serve as your Vice President and Membership chair for 2025. I am also looking forward to another great year of growth as we bring on new members. Growing your club requires everyone's involvement, as you meet other Corvette owners while out and about, just ask them one simple question. "Are you involved in any of the local Corvette clubs?" If the answer is no, tell them you are a member of SLO Vettes and ask them if they have ever considered joining a Corvette club. Invite them to a club meeting (2nd Friday of each month at Chevy of SLO) or invite them to our next event. Mention our web site and all the great things they can check out on the SLO Vettes website. I Goggled, "What makes a great club?" and the first thing that comes up is "great membership involvement". So let's continue building a great club and get involved, we all need to participate. Last month at our annual Event Planning Meeting, we put together some great club events for the year ahead, I'm excited for what's to come. Get your Corvette out, polish her up, and enjoy driving your wonderful sports car along with your other members while participating in your clubs events. There's nothing more beautiful than seeing a caravan of nice shiny Corvettes going down the road, we always seem to grab everyone's attention. If you have any questions regarding membership or anything related to your club, reach out to me or President Craig. I am looking forward to seeing you all at our next meeting. That's all for now happy motoring and remember the wave.

Doug Williamson
Vice-President/Membership
williamsondoug53@gmail.com



SLO Vettes January 2025 Planning Meeting

Date: January 19, 2025
Location: Home of the Dallons
Call to Order: 1:25 pm
Club Attendees: 33, plus 1 guest (Gerry Lopez's daughter)
Board Members & Committee Chairs: All present

President, Craig Bricker

Called the meeting to order and quickly turned the meeting over to Events Chair Bob Furster.

Treasurer, Jan Dallons

Before discussing proposed club events, Treasurer, Jan Dallons, passed out the proposed 2025 Budget to be reviewed and voted on at the February meeting. She noted that a slight upward change is likely in the Events category because items purchased for today's Events Meeting BBQ were more expensive than anticipated based on the previous year. In fact, she said that nothing in the proposed Budget is cast in stone. The End of Year 2024 Treasurer's Report was deferred to the February meeting.

Back to Events Chair, Bob Furster

Suggestions were presented and noted for each month, some with specific dates and others with dates to be determined. Various members offered to head up events. Members present voted on the end result. See Events Report in upcoming Newsletter (see below).

Old/New Business

Regarding the Club Christmas Party, Jan Dallons said we do not plan to return to the Inn at Morro Bay in 2025 for several reasons. Various venue options are under consideration. Although traditionally scheduled for the 1st Saturday in December, which would be December 6, 2025, it may be advantageous to hold it on another evening to secure a desirable venue. The group voted with a show of hands to consider the first Thursday or Friday in addition to the first Saturday in December. Jan indicated that the cost per person will probably be more expensive than the 2024 price since costs have increased.

Other Reports

No additional reports were presented, as is traditionally the case at the annual Events Meeting.

50/50 Raffle -- \$108 was donated

Cheryl Everett, the winner, took home \$54. Way to go, Cheryl!

Next Monthly Meeting: February 14, 2025

Location: Chevy SLO

Meet & Greet: 6:00 p.m.

Meeting time: 6:30 pm – Sharp!

Meeting Adjourned at 2:37 p.m.

Hamburgers, French fries, with all the trimmings and sides were enjoyed by all!

Submitted by Secretary Denise Surber



Hello to all the SLO Vettes members! If you did not know I elected to fill the Events Coordinator position and give up the Vice President slot. Maybe I am glutton for punishment 😊. This is my first time in this position and hope I am able to provide plenty of information so you can stay informed on all of our events. Keep in mind I am not necessarily doing all the leg work for this year's events as several of our members have stepped up to "sponsor" an event. If anyone is so inclined to help out, I could use a hand for the Hot El Camino cruise and BBQ in August. January is of course our "Events Meeting" at the Dallons Casa above Cambria. It was a decent turn out with lots of discussion and of course good food and incredible views. Upcoming in February is a Run out to Parkfield. Russ Surber is putting this together and like years past I'm sure anyone who attends will enjoy the run and food. In March we have a overnight Run to the Reagan Presidential library in Simi Valley along with a tour of the Nethercutt collection. Look for the flyers for both of these events as you will definitely want to make arrangements early for the Reagan run.

Be safe out there, enjoy life... drive your Corvette(s).

Bob Furster
Events Coordinator
ososbob@charter.net

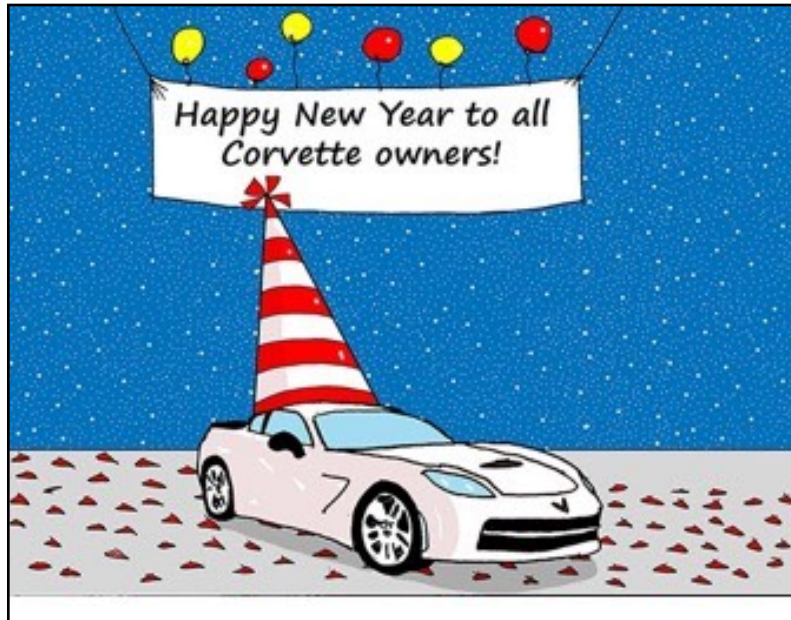


**National Corvette Museum
Ambassador**

Don Allen



National Corvette Museum Update



Greetings SLO Vette members. As Keith Cornett of Corvette Blogger said in the graphic above, Happy New Year to all Corvette owners! 2024 has slipped by but we have lots of great miles to look forward to in 2025. Hopefully, that will include more new members to share in enjoyment.

When I originally starting writing this article, it was in the single digits when I awoke this morning! Snow was expected and soon about 7 inches of it arrived. Gotta love Texas but I already had my new Corvette bag packed and was ready to travel to Pismo Beach. I saw that it was going be 70 degrees in Pismo and I hoped that would be an indicator of lots of wonderful Corvette weather for our SLO Vettes events.

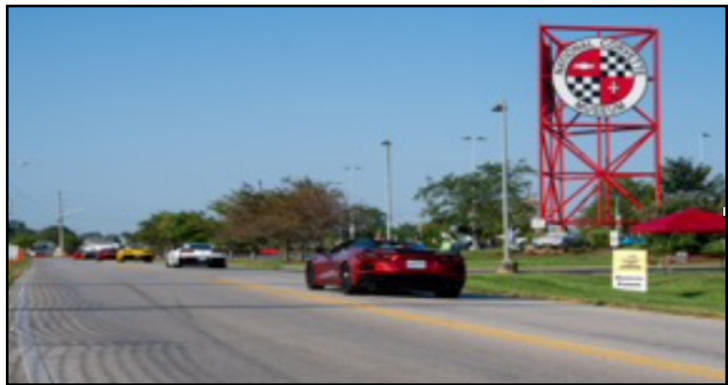
Now that I am finishing this article after attending the annual event planning meeting at the Dallons', I am excited about all the new adventures the club has planned for 2025. Hopefully some of us will also be able to squeeze in a visit the National Corvette

Museum sometime this year. Please see me if you have any thoughts of traveling to the mid-west to see if you could add Bowling Green to your agenda.

Museum News and Events for 2025

While 2024 was highlighted with the national caravan and the 30th Celebration, 2025 promises to be even better with exciting exhibitions and a packed calendar of programs for members and guests. New exhibits, new events, and continuing successful programs will ensure the NCM will continue to be top destination for visitors.

Already planned are more than 20 sponsored events in 2025. From unforgettable trips to world-renowned racetracks like Le Mans and Daytona to the Kentucky One Lap in the fall, these experiences offer a unique way to experience the history of your Corvette. Be sure to mark your calendars for the National Corvette Museum



Michelin Bash, April 24-26, 2025, and the National Corvette Museum Anniversary and Hall of Fame Ceremony August 28-30, 2025. These are signature events that every Corvette fan should experience.



Slated for opening in the second half of 2025, the expanded and reimagined Corvette Hall of Fame will shine a brighter spotlight on the incredible individuals who've shaped the Corvette legacy. This revitalized space will celebrate the passion, innovation, and contributions of Hall of Fame members in a way that's bigger and better than ever before.



In 2024, the Museum welcomed thousands of students through its education programs. Those programs include special field trips for local students of all ages as well as exhibits focused toward the youthful visitor. The McMichael Family Education Gallery continues to inspire future Corvette and automotive designers and engineers with hands-on exhibits and activities designed to fuel creativity, innovation, of course, interest in becoming a Corvette enthusiast.

A new exhibit of special interest to me will open on Friday, March 7, 2025 will celebrate the art of speed through the lens of famed automotive photographer Richard Prince. Prince was inducted into the Corvette Hall of Fame last August for all of his many contributions. If you recall from my previous articles, I am a big fan of Richard Prince. I read his tech articles in Corvette Magazine every month and I took my copy of his book to the celebration for his autograph.



Known for capturing the essence of motion, design, and adrenaline, this exhibition will feature iconic Corvette images that bring the thrill of the track to life. Prince was the official photographer for Corvette Racing for many years. Whether you are a racing enthusiast or an art lover, *Speed Captured* offers a striking perspective on Corvette's legacy of performance.

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 Red Mist Corvette Coupe 2/13/2025

Price: **\$150.00** Tickets: 1500



Build Your Own 2025 Corvette or \$85,000 3/6/2025

Price: **\$250.00** Tickets: 1500



2025 Arctic White Corvette Coupe 4/26/2025

Price: **\$20.00** Unlimited Raffle

Assembly Plant Update

GM Sets ZR1 Pricing



On January 9th GM released pricing for the upcoming ZR1 model. The Corvette ZR1 is GM's new supercar that features 1,064 horsepower, a top speed of 233 MPH, quarter-mile times of 9.6 seconds (157 mph) and 0-60 mph time of 2.3 seconds. If you want a car matching those requirements, you will need to look at competitors costing over one million dollars.

The base 1LZ coupe starts at \$174,995, while the 1LZ convertible costs \$184,995 (all prices include a \$1,695 destination charge). A 3LZ grade is also available, adding heated and cooled nappa leather seats (sport seats are also available on both grades), a front camera, a four-speaker Bose audio system, and additional driver aids. That raises the price to \$185,995 for the coupe and \$195,995 for the convertible.

An \$8,495 Carbon Fiber Aero Package adds a high-downforce rear wing, front dive planes, underbody aero equipment, and a front hood spoiler. It's also a prerequisite for the ZTK Performance Package, which equips the ZR1 with stiffer springs and magnetic damper calibration for track driving and the very racy Michelin Pilot Sport Cup 2 R tires. Production is planned begin in the first quarter of 2025.

For more info: [2025 Chevrolet Corvette ZR1 costs \\$174,995, 1,064 hp comes standard](#)

Assembly Plant Workers Return from Holiday

On January 6th workers returned to work from the holiday break and production has resumed. While the assembly line has been shut down since December 13th, it has provided the maintenance crew an opportunity to perform any needed upgrades and correct any major maintenance issues.

Absent the production of new units, dealer inventory has been reduced. As most sources have been reporting deep discounts including employee pricing at a few of the high-volume dealers; those discounts may cease in light of this production stoppage. Corvetteblogger.com said the data provided by Chevrolet.com Live Inventory Tracker revealed an 18% drop in available inventory total at all US dealers.

For more details, go to: [Corvette Assembly Plant Resumes Production After Three Week Holiday Break - Corvette: Sales, News & Lifestyle](#) and [Chevrolet's Live Inventory Tracker Shows C8 Inventories Decreased by 18% During the Three Week Break - Corvette: Sales, News & Lifestyle](#)

Corvette Tidbits



Up for Auction: SS Project XP-64 raced at the 12 Hours of Sebring in 1957

Would you like to own what could be the most expensive Corvette to ever be sold at auction? The 1957 Chevrolet Corvette SS Project XP-64 will be auctioned off by RM Sotheby's on March 1, 2025 in Miami. The SS Project XP-64 was a daring experiment into racing by Zora Arkus Duntov only to be cut short by an industry-wide ban on factory-backed racing. The SS Project XP-64 would actually be entered in the 12 Hours of Sebring in 1957. The car put in a respectful showing, but had to be retired due to mechanical issues. The program was shut down and no other samples were ever built. This is truly a one-of-a-kind Corvette. Duntov donated the car to the Indianapolis Motor Speedway where it has been displayed in the Indy Museum until now.

For 1957, this Corvette included some dynamic racing innovations. While always in pursuit of more power, many of components were more focused on weight reduction. The frame was tubular steel. The body was made of magnesium. While very light weight, drivers complained the metal performed like an oven by holding the engine's heat rather than dissipating it. Maybe that complaint sealed the deal of constructing future Corvettes of fiberglass or composites.

The engine was a 283 cubic inch block but featured several experimental features. Aluminum cylinder heads were developed for both increased performance and light weight. While fuel injection would be eventually offered in Corvettes for 1957, this was the first use of the factory-designed unit for racing. Innovative brake parts were developed to limit fading when under the stress of road racing.

Have I caught your interest yet? I can't wait to see who decides to bid on this piece. Sotheby's expects the gavel to drop somewhere between \$5 and \$7 million dollars.

For more info, go to: [This 1957 Corvette 'Project XP-64' Was GM's First Purpose-Built Race Vette, and It's for Sale](#)

How Can Emergency Workers/First Responders Benefit from Corvette Racing?

From my experience, I can tell you that everyone who has to work on the side of the road is not only focused on their mission but even more so on the traffic whizzing by only steps away. Workers must always be ready to jump out of the way of inattentive or intoxicated drivers. Survival is a constant worry.

A new technology adapted from its original design in race cars could be a life-saver in these situations. Pratt Miller Motorsports, the company behind Corvette Racing as well as the builder of the current Corvette C8.r race car, needed a way to inform their drivers of other race cars as they approached the rear of the Corvettes. The system relays to the driver critical data like speed of the approaching vehicle, trajectory and predicted path, line-of-sight and track positioning, and identification of the approaching vehicle's racing class.

While this kind of information isn't really helpful to emergency crews at an accident scene, but with a little re-engineering, the Oshkosh Collision Avoidance Mitigation System (CAMS) can use speed, trajectory, and proximity to assess whether an approaching vehicle is a danger for first responders, then provide a warning via anything from lights, horn, audible sounds, or haptic alerts to wearables. Operationally, this will be a second set of eyes and an early warning system.

Oshkosh, the parent company of Pratt Miller Motorsports, believes CAMS is customizable and scalable for a variety of vehicles like fire trucks, tow trucks, snow plows, school buses, and law enforcement. The system includes one or two video camera/radar units per vehicle and a computer stack using Artificial Intelligence (AI) to analyze all of the data quickly.

I have no idea what such a system might cost but if it would have saved one of the 241 first responders that died in situations like this between 2019 and 2023, it would be money well spent.

[Corvette Racing Tech Will Help First Responders Manage Roadside Risks - Corvette: Sales, News & Lifestyle](#)

Looking for a Present for the Grandchildren?



Children love Legos and what better way to introduce future Corvette owners to the brand than buying them their first Corvette? Lego just introduced their C8 Corvette Stingray. With a retail price of \$59.99, the brick-building company has released its first

interpretation of the mid-engine American sports car, complete with a "running" drivetrain and a steerable front axle.

It consists of 732 pieces that, once assembled, loosely resembles the mid-engine sports car. The doors open to reveal a basic interior with two seats and a steering wheel. Lift the engine cover and you'll find an approximation of the Stingray's 6.2-liter V-8 engine, albeit one that apparently doesn't have any heads on it. The intake covers at the top look pretty cool and the frunk also opens. To be somewhat authentic, the frunk looks about as tiny inside as the one on the real car. [Lego's New Corvette Comes With Moving Pistons and a Working Steering Wheel](#)

How About Some Trivia?



Bill Mitchell was GM's Chief of Design. He liked cool cars and he frequently directed his staff to design new prototype/experimental cars that he could display on the show circuit and even occasionally drive to and from work.

In 1964 Mitchell directed his head designer, Larry Shinoda to expand on Mitchell's idea for a new Corvette. The Mako Shark II, later upgraded as the Manta Ray, was first introduced to the public in 1965 at the New York International Auto Show.

At the time, Mitchell had a shark mounted on his office wall and he wanted the car to be painted with the same unique coloring as the shark. When the painters found the exact colors with the same shading (light to dark fading) nearly impossible to duplicate, they snuck into Mitchell's office and painted the shark to match the car.

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. I look forward to chatting with you at our next meeting.

Don Allen, National Corvette Museum Ambassador
SLO Vettes



Sunshine Report

Jeanne Allen



***February
Sunshine Report By
Jeanne Allen***



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Rhonda Bricker	2/3
Jan Dallons	2/7
Claudia Phillips	2/7
Jan Hansen	2/11
Lisa Borges	2/17
Anne Rice	2/21



None this month.

Tales of Corvette Racing

Russ Surber



First, we've renamed the column, moving from "Stories of Corvette Racing" to "Tales of Corvette Racing" because we like the subtle difference between "stories" and "tales". It's rather like the difference between a Fairy Tale and a Sea Story. The former begins, "Now once upon a time . . ." while a Sea Story begins, "Now no shit . . ." This month we'll talk a little about the two racing series where Corvette is represented, and then move on to how *America's Only True Sports Car* did in its first outing in 2025 season, IMSA's Rolex 24-Hours of Daytona.

2025 marks the second year the Corvette Z06 GT3-R has carried the marque's flag into battle, and while it had considerable success in its maiden year in competition, the expectation has been that this will be the year Corvette can dominate its class in both the World Endurance Championship (WEC) and the IMSA WeatherTech SportsCar Championship.

I'm going to interrupt this Tale for a moment to say that we started this column last year because we thought our readers would like to know how Corvette was fairing on race circuits around the world. As most writers do, I hope that I have readers who would miss these monthly reports if they disappeared. So, if you are reading this, could you please send me an email just saying "Yes, I read the *Tales of Corvette Racing* column", or even easier, just, "Yes, I read it." Depending on the response, the column will continue as a monthly feature, or become an every-other-month addition, or simply disappear. So thank you for the helping hand in assaying the value of the column.

Now, getting back to the racing, in the WEC Championship for 2025, Corvette is represented by the England-based Trackhouse by TF Sports team, which will field the #91 Z06GT3-R Corvette in the LMGT3 Class. This class focuses on "gentlemen drivers" (the WEC's description, not mine) and private teams, with each car required to have two amateur drivers complemented by two professionals. In 2025 the WEC grid will include entries from Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, Lamborghini, McLaren and Porsche. This is a very competitive class and everyone has a long history of successful international racing.



Three separate teams will be competing in this year's IMSA Championship. First, Pratt-Miller Racing is returning with its two cars (#3 and #4) after a successful campaign in 2024. It competes in the highly competitive GTD PRO class and expects to be one of the two or three teams with a serious shot at the Championship. Competing in the GTD class will be AWA, which last year won the prestigious Bob Akin Award, which in addition to a nice trophy came with a guaranteed starting position in this year's 24-Hours of Le Mans. Joining AWA in the

GTD class will be Team DXTX with it's #36 Corvette, moving to the IMSA series from the Fanatic World SportsCar Championship Series, where last year it finished second overall despite only competing in half of the Series's races in 2024.



So, you say, how did Corvette do in its first IMSA race of the season? Well, it did very well indeed, thank you. The Pratt Miller #3 finished seventh in Class (GTD PRO) after taking the class lead in the 22nd hour. Team BMW ordered its car running a lap down to slow the leading Corvette to allow the second place BMW catch it. The strategy worked and the two BMW's, working together then blocked the #3 while the second place BMW drove around the #3. In the process the BMW hit the back of the leading Corvette which sustained sufficient damage to require several pit stops

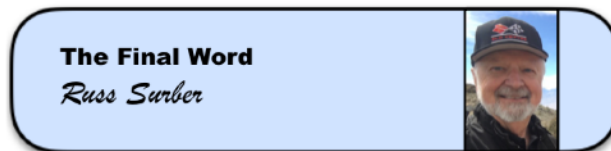
to remedy, eventually dropping to seventh. At the same time the #4 car was moving steadily up the order and eventually finished second in class. Tommy Milner, driving the #3 when it was punted by the eventual Class winning BMW, had some harsh words for the BMW Team. The truth is that's how teams work and had the roles been reversed the Pratt Miller Team would almost certainly have done precisely the same thing. That's why teams are formed, to help each other. Still, a solid by the #3 Corvette that could easily have been a win.

In the GTD race, the AWA driving team that won the Bob Atkin Award in 2024 drove their car to an impressive Class win, giving Corvette aficionados hope of perhaps a class win at Le Mans in June. Wouldn't that be nice? Team DXTX was on pace for a top ten class finish before mechanical problems forced DXTX to retire the #36 car after some 12 hours. That said, DXTX is an experienced team that will learn from this and should be back to its winning 2024 form by the time the second race in the series rolls around, the Sebring 12-Hours, March 12-15.

You will find calendars for the 2025 WEC Championship and IMSA WeatherTech SportsCar Championship series on pages 24 and 25 of the Newsletter.

That's all for now folks,

Russ Surber, Racing Correspondent and sometime editor of this rag.



First things first. I want to thank everyone who contacted me with comments about the new, single column format of *Keepin' Track*. The thrust of the observations was that the slightly larger font-size and the single column format made it easier to read the material. That had been my one of my most important intentions, to make *Keepin' Track* more

accessible to its readers. But, of course, my other intention was to make producing the newsletter an easier task. Something as seemingly straightforward as reducing photos to a two-column format, while easy in one sense, was also time consuming and difficult to keep the photos in sync with the text. So, again, to all of you shared your thoughts with me a very sincere and heart-felt Thank You!

Having addressed that, Denise and I want to wish all of you a very Happy New Year. All things considered, 2024 wasn't a particular bad year, but neither was it an especially good one. That's probably the way it should be, a mix of down and a mix of up without fear of a year-end hangover or heart palpitations. The Club had an impressive growth spurt that put us at near 100 members, and our President, who was a major force in that growth, also took on the role of Events Chair and put together a year filled with new and exciting runs, including an over-nighter to Solvang for a play under the stars and a lovely afternoon at the Melodrama Theater.

In this particular vein, I think it important and even necessary to shout out Doug Williamson and Bob Furster, who worked out an arrangement where Bob took on the Events Chair responsibilities and Doug assumed Bob's role as the Vice-President/Membership Chair. I think it would be a very nice gesture if at the next Club meeting or event you made a point of telling Bob and Doug how much you appreciate their contributions to the Club.

January certainly came in like the proverbial lion and, with two days to go as I write this, seems undecided whether it will go out like April's "lamb" or, instead, rain more misfortune on a state that already has had more than its fair share of catastrophe. The fires that have decimated the Los Angeles basin kicked off the month, and then last week the world's largest battery storage facility located just north of Monterey at Moss Landing burst into flames, triggering the evacuation of thousands of people and, with its toxic smoke and debris, brought into question the safety of the area's agriculture production. It also seems to have caused a seismic shift in how the state's citizenry view large battery storage facilities. Locally, the Morro Bay City Council was quick to pass an ordinance that purports to ban any such facility within its jurisdiction, while the area's Assemblywoman did a 180 and went from supporting battery storage construction to penning a bill that, if passed, would essentially ban such plants from most of the states urban areas. It has also raised questions about the viability of using lithium batteries as the go-to solution to energy storage. This, in turn, raises other questions about the longterm viability of wind and solar as the primary source of electric energy. If there is no safe or economically feasible way to store the energy they produce for those times they lay idle it is unlikely that they will survive in the market place. It will be interesting to see how this plays out, but my sense is that at the moment no moderately sentient politician would be eager to put his or her name on proposals to build battery storage facilities anywhere in the state.

This, in turn, allows me to return to my favorite hobby horse, the Electric Vehicle, the Green solution to climate change. Had the mandates the Biden Administration put in place survived the election it is unlikely that the internal combustion engine (ICE) would have survived. With the Trump Administration's determination to reverse almost all of those policies, mandates, and regulations, it will be interesting to see if EV's can stand alone as a reasonable alternative to the ICE powered automobile, unprotected by the various incentives both states and the federal government had showered upon the EV industry.

While way too early to tell, it is if not likely at least possible that automobile manufacturers from Detroit to Seoul and all points in-between will reconsider the decisions that were made in the context of serious government subsidies and regulatory requirements. My guess is that GM or Ford, for instance, will not continue to pour billions into EV production when their loss per vehicle hovers around \$70,000, and instead will begin developing more efficient ICE power plants and the much neglected hybrid solution. If I were a betting man, which I most definitely am not, I might put a few bob down on the likelihood that Corvette will never produce an all electric Corvette.

These are interesting times, which of course reminds us of the Chinese curse, "May you live in interesting times." As for me, I'll stick with my lovely if aging Gray Lady until she's too old to trust, by which time that will probably also apply to me.

Have a lovely, prosperous, and happy year, drive your Corvette often, and be kind to your fellow citizens, it's tough on them, too.

Russ Surber, Editor
Keepin' Track, Official newsletter of SLO Vettes



Pratt Miller Motorsports #4 and #3 placed 2nd and 7th at the Rolex 24-Hours at Daytona



SLO VETTES



Membership Renewal Form - 2025

"Membership fees shall be \$60.00 for renewal per year due by December 1st of the prior year." Article III, subsection B, SLO Vettes Bylaws.

Name

Spouse

Address

City State Zip

Home Phone #

Cell Phone (s) #

E-Mail

E-mail

And, let us know if you have upgraded your Corvette(s) since joining.

(Year) (Color) Coupe Roadster

(Year) (Color) Coupe Roadster

PLEASE COMPLETE THIS FORM EVEN IF YOUR INFORMATION HAS NOT CHANGED








Send the Renewal Form to:

S.L.O. Vettes
P.O. Box 14134
San Luis Obispo, CA 93406

SLO VETTES

The Corvette Club of San Luis Obispo County

2025 Events

<p>C1 1953 To 1962</p> 	January	19th - Events Planning Meeting at the Dallons Casa 
	February	8th - Parkfield Run
	March	7th and 8th - President Reagan Museum and Nethercutt collection overnight Run.
<p>C2 1963 To 1967</p> 	April	Date: TBD - Vintage Cowboy Run.
	May	2nd and 3rd - Morro Bay Car Show 10th - SLO Vettes Run and BBQ at the Weeds
	June	20th and 21st - Multi club Ragged Point run and Winery tour.
<p>C3 1968 To 1982</p> 	July	4th - Party at the Dallons Casa. Date: TBD - Solvang PCPA Theater overnight
	August	15th - Hot El Camino Night cruise and BBQ in Atascadero
	September	26th-28th - The infamous Mystery Tour
<p>C4 1984 To 1996</p> 	October	11th - Paso Pioneer Parade Date: TBD - Camp Robert run
	November	Date: TBD - Annual Toy Run
	December	6th - Annual SLO Vettes Christmas Party.
<p>C5 1997 To 2004</p> 	C7 2014 To 2019	
	C6 2005 To 2013	C8 2020 To -

World Endurance Championship 2025

2025 FIA WEC Calendar
























21/22 February 2025	Official Prologue (QAT)
28 February 2025	Qatar 1812Km (QAT)
20 April 2025	6 Hours of Imola (ITA)
10 May 2025 (BEL)	TotalEnergies 6 Hours of Spa-Francorchamps
14/15 June 2025	24 Hours of Le Mans (FRA)
13 July 2025	Rolex 6 Hours of São Paulo (BRA)
7 September 2025	Lone Star Le Mans (USA)
28 September 2025	6 Hours of Fuji (JPN)
8 November 2025	Bapco Energies 8 Hours of Bahrain (BAH)

IMSA WeatherTech Championship 2025



RACE SCHEDULE

2025

DAYTONA INTERNATIONAL SPEEDWAY [*] January 17-19	 
DAYTONA INTERNATIONAL SPEEDWAY January 23-26	 
SEBRING INTERNATIONAL RACEWAY March 12-15	 
LONG BEACH STREET CIRCUIT April 11-12	
WEATHERTECH RACEWAY LAGUNA SECA May 9-11	 
DETROIT STREET CIRCUIT May 30-31	
MID-OHIO SPORTS CAR COURSE June 6-8	
WATKINS GLEN INTERNATIONAL June 19-22	 
CANADIAN TIRE MOTORSPORT PARK July 11-13	 
ROAD AMERICA July 31 - August 3	 
VIRGINIA INTERNATIONAL RACEWAY August 22-24	 
INDIANAPOLIS MOTOR SPEEDWAY September 19-21	 
MICHELIN RACEWAY ROAD ATLANTA October 8-11	 

RACE DATES IN BLUE MAKE UP THE IMSA MICHELIN ENDURANCE CUP
*THE ROAR BEFORE THE ROLEX 24



PARKFIELD CAFÉ RUN

Saturday, February 8, 2025



SLO Vettes at the Parkfield Café, February 2023.

The run will begin with a drive from Mission San Miguel through the green hills of Vineyard Canyon to the Parkfield Café for lunch. Order off the menu with individual checks. Please be at the Mission no later than 10:40 AM, parking on the side of the road opposite the Mission. We'll roll out at about 11:00. If you are coming from the South, take Exit 329A onto Mission St. If you are coming from the North, take Exit 241A and then turn right on Mission St. Park on the

shoulder of the road across from the Mission.

What: The Parkfield Café Run

**When: Saturday, February 8, at 10:40 AM
Depart at 11:00 AM**

Where: Mission San Miguel, 775 Mission St., San Miguel

What To Do: Email or Text Russ or Denise Surber at rdsurber@charter.net or 805-610-0931 whether you plan to attend or not by Thursday, February 6.