



# Keepin' Track - SLO Vettes

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

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

Cover Page

Monthly Newsletter

March 2024



## **SLO VETTES' NEW AIR ARM DEBUTS IN PARKFIELD**

On a stunningly beautiful day in late February, 22 Corvettes made the run from Mission San Miguel to the Parkfield Café in southern Monterey County. We had lunch and bought dozens of boxes of cookies from the Girl Scout Troop that was waiting for us. With all of the rain we've had the grass growing on the hills of Parkfield Valley took on a velvety green that reminded some of us of Spring in Ireland. SLO Vettes member Craig Kaplan brought along his drone and was able to take this amazing photo of the "Parkfield Gang" as we gathered together for a group picture. Many thanks, Craig, for providing "air coverage" to the Club.

**February SLO Vettes Meeting: Friday, March 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 KLOCKENTEGER

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

TABLE OF CONTENTS

<b>President’s Message</b>	<b>Page 3</b>
<b>Vice President’s Message</b>	<b>Page 3-4</b>
<b>Minutes of Events Meeting</b>	<b>Page 4-5</b>
<b>Events Chairs’s Message</b>	<b>Page 5-6</b>
<b>NCM Ambassador’s Report</b>	<b>Page 6-14</b>
<b>Sunshine Report</b>	<b>Page 14</b>
<b>Recipe: Teriyaki Ground Beef Skillet</b>	<b>Page 14-15</b>
<b>Tech Talk - Battery Issues</b>	<b>Page 15-22</b>
<b>Stories of Corvette Racing</b>	<b>Page 22-24</b>
<b>The Final Word</b>	<b>Page 24-25</b>
<b>Morro Bay Car Show Flyer</b>	<b>Page 25-26</b>
<b>Maverick Saloon Run Flyer</b>	<b>Page 28</b>
<b>Le Mans 24-Hour Provisional Entries</b>	<b>Page 29</b>
<b>Events &amp; Meetings Schedule 2024</b>	<b>Page 30</b>

**President**

*Craig Bricker*



As I was thinking about what to write for this month's Newsletter column, I decided to look back at what I had written in last year's March Newsletter. After reviewing what I had written, I was reminded that it was just a year ago February that Rhonda and I drove our youngest son Austin to Texas (Austin) where he moved in with his older brother who was already living there. It has now just crossed my mind that Rhonda and I have been 'empty nesters' for one year. No wonder this past year has been a good year! Now, I am not saying that I do not miss our boys but having the house to ourselves for the first time in a decade and a half has been nice. And during this past year, we have been fortunate to travel to Texas a couple of times to spend time with them and they have been back "home" a couple of times as well. With that said, Rhonda and I are headed back to Austin, Texas this month to spend time with them. Hopefully, the weather will be warm. If you have never been to Austin before, it is a fun place to visit with lots of things to do. If you have been to Austin, then you know what I am talking about.

For those that were not at the February monthly meeting, Jan Dallons and I announced that this year's Christmas party would be held again at the Inn at Morro Bay. This decision was carefully thought out and Jan and I concluded that SLO Vettes has a good problem – we continue to grow in membership. As Jan and I explained to the members in attendance, the decision not to return to the Madonna Inn was based on the capacity of the room, which was only sixty people. I shared with everyone at the meeting that in March of 2019 SLO Vettes had a membership of 24; in March of 2021 there were 32 memberships; in March of 2022 there were 41 memberships; in March of 2023 there were 42 Memberships and in March of 2023 there were 48 memberships. SLO Vettes continues to grow, and it is all because of our members!

Just another friendly reminder that we have an opening on our Board of Directors for an Events Chairperson. This position can be shared and is a wonderful way to meet and interact will all members. Please contact me if you have any interest in this position.

Stay safe out there and I hope to see everyone at the monthly meeting on Friday, March 8th.

Craig Bricker  
President  
805-471-2945

**Vice-President**

*Bob Furster*



Well here we are in March. Seems like just yesterday we were at the SLO Vettes Christmas party. Amazing how time fly's by. Maybe it's just me but I swear the older I get the faster the days whiz by. I'm happy to report that almost all of our previous members have renewed or have the check in the mail. We did have a few not elect to renew but we also picked up a few new members. I wanted to welcome Joe Boche, Kaitlin Bleich, and Dean McCulley to the club! As of today SLO Vettes has 48 memberships with 85 members along with the members we have 54 Corvettes. Maybe this year is the year we hit a total of 100 members, only time will tell.

Speaking of memberships, how many members do you think the largest Corvette club in Texas has? Keep reading and I will let you know the answer at the end of this article. Here is a fun fact, most Corvette owners live in the states of California, New York, Texas, and Florida. In fact, Florida ranked the highest on Corvette ownership on total volume as well as per capita. Other popular Corvette states include Kentucky, Michigan, Tennessee, and South Carolina. Another fun fact, the "#1 Corvette Dealer in the world does not reside in any of the

previously mentioned states! Can you guess what state?

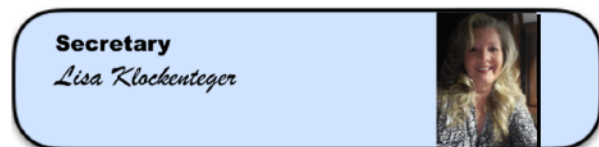
Keeping with the membership theme this month did you know the average age of a Corvette owner is 61. I guess it takes a mature mind to handle all those ponies under the hood. Although I have seen a few of you get on the pedal now and then again. If you are wondering how many young people own Corvettes; the answer to that thought is only 3% of Corvettes purchased are in the age range of 25-40. I can speak for me, thinking back to my days in that age range it probably was a good thing I didn't own a Corvette then. I'm sure the number of tickets would have increased exponentially... along with my insurance cost.

I hope all of you enjoy the month of March and sincerely hope you fire up those beautiful cars and cruise a bit. March is always a great time to tour the county as our lush green hills are incredible in the month of March. The answer to Texas Corvette club membership number is 1,200! Can you imagine their runs? And the #1 Corvette Dealer in the world reside in New Hampshire. Not sure how that is determined but the Dealer is MacMulkin Chevrolet Cadillac.

Be safe out there, enjoy life... drive a Corvette.

Bob Furster

VP/Membership  
ososbob@gmail.com



### **SLO Vettes February 2024 Meeting**

Date: February 9, 2024 Location: Chevy SLO

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

Club Attendees: 35 Including 4 Guests  
All Board Members present with exception of

VP Bob Furster

The guests introduced themselves and all stated they were planning to join SLO Vettes! Welcome!

1. Joe Bosch
2. Del McCulley
3. Cheryl Donahue & Ray Gonzales

### **President, Craig Bricker:**

Round table question: Are you going to watch the Super Bowl this weekend?

### **VP, Membership, Bob Furster: Standing in for Bob, President Craig Bricker**

Current Memberships = 40

### **Treasurer, Jan Dallons:**

The Reports looked good. Everyone had a month to review the Profit and Loss Budget vs. Actual January through December 2024. A Motion was made by Russ Surber and seconded by Kathy Naumann. The Motion was carried unanimously.

The second Report to review and accept was the January 1, 2024 through February 9, 2024. A Motion to accept was made by Denise Surber and seconded by Scott Randle. The Motion was carried unanimously.

### **January Minutes by Secretary, Lisa Klockenteger:**

No comments or changes had been noted regarding the previous newsletter. A Motion to accept the Minutes as written was made by Russ Surber and seconded by Jose Alvarez. The Motion was carried unanimously.

### **New Business**

2024 Christmas Party will be held at the Morro Bay Inn. Some reasons are listed below. Reasons: Due to our Club growing in Numbers, we had outgrown Madonna Inn

More time for less cost Location is good  
Low Corkage fee  
They are willing to work with us  
Overall Jan Dallons has worked tirelessly to make our Christmas Party a success each year. This new venue is a good choice given our Club is growing and there is room to continue growing at this venue.  
Big Thank You to Jan. Anyone wanting to help Jan out with the next Christmas Party please give her a call. With the numbers getting larger there is always a need for some kind of help and back up support.

**Sunshine, Jeanne Allen:**  
See her report in newsletter.

**Webmaster, Jon Dallons:**  
Please checkout the website time to time and if you meet someone and want them to know more or they ask about our Club, direct them to the website.

**Newsletter, Russ Surber:**  
Deadline for reports will be Tuesday, February 27, 2024  
We are in search of a person wanting to take over the newsletter for Russ Surber. Anyone with a desire to do a newsletter, whether you have experience or not, Russ is willing to teach a new skill or enhance an existing skill with his newsletter wizardry. This could be a chance of a lifetime for some lucky person!!! Send inquiries to Russ Surber, Newsletter Extraordinaire.

**Merchandize, Jan Dallons:**  
Call Jan for Orders!!  
Recipes! Don't forget to share your wonderful recipes! Send info to Russ Surber!  
50/50 \$63.00 Winner was Del McCulley!  
\$31.50 Yay!  
Welcome back Del! Del is a returning Club member. Way to go!

**Next Monthly Meeting: March 8, 2024**

**Location:** Chevy SLO  
**Time:** 6:00 pm Meet & Greet  
6:30 pm Meeting Begins  
**Meeting Adjourned: 7:37 pm**

Submitted by your Secretary  
Lisa Klockenteger  
lisaklockenteger@gmail.com

### Events

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

SLO Vettes is off to a great start this year for events. This past Saturday, there were 22 Corvettes that attended the Parkfield Café Run. I know it's only one event, but let's keep the momentum going.

Below is an update on several events that are scheduled soon where flyers have been sent out:

- 1) Reagan Presidential Library & Nethercutt Museum has been postponed to a future date this year.
- 2) Santa Ynez – Lunch at Maverick Saloon – Saturday, March 30th. See attached flyer.
- 3) Morro Bay car show/day cruise scheduled for May 3rd & 4th. See attached flyer. As a reminder, if you choose not to attend the Friday night cruise and the Saturday car show you should consider attending the Friday afternoon Corvette only lunch run. Harold Davis is coordinating a “run” into the wine country to a really nice garage to view some neat car memorabilia including NASCAR race cars and other items. After this stop, he will lead us to a restaurant for lunch. There is no event cost to join the lunch cruise. If you are interested in joining the Friday, May 3rd lunch cruise, please text Harold Davis at 805-441-9576.

4) The July 25th event in Solvang to attend the PCPA play is full with 12 members attending. However, if you are interested in attending, contact Craig Bricker as he may be able to secure a few more tickets to the play. Also, we have two rooms still available at the hotel as two of our members will not be spending the night. If you would like to attend this event, please contact Craig at 805-471-2945.

5) Save the date: Saturday, September 14th - Tickets to the Melodrama in Oceano for the afternoon matinee show have been reserved. The play is the "Werewolf of Arroyo Grande". More information on this event will be coming out soon.

Your Ad Hoc Events Committee (Editor Note: We still need someone to volunteer to take on the Events Chair job. Call Craig and take the plunge, you'll not regret it.)



## ***National Corvette Museum Update***

Greetings everyone.

Remember the two old sayings....."Do as I say and not as I do" and as Russ Surber would say, "No good deed goes unpunished." Well, both are certainly true.

As reported in the February article of Tech Talk, we shared all kinds of tidbits surrounding the necessity of always having a fully charged and functional battery in your Corvette. Well, I uncovered ours for its first outing since my back issues and unplugged the battery tender. I climbed in and pushed the start button only to hear, CLICK.

The battery wasn't dead since the doors opened and the interior lights were shining. I reconnected the battery tender and the battery sensor light was shining green, indicating that the battery held 12 volts. The cables and connectors were good and there was no corrosion. After a quick check of the battery, I discovered one cell was bad resulting in insufficient amperage to start the car.

I tried a nearby battery shop as well as Costco only to find out that a Group 85 battery for a C6 Corvette was not a commonly stocked item. Costco's substitution was smaller in size and had a thicker lip at the bottom so it might not fit as well in my car. I ended up driving to the same battery shop where I had purchased my original battery and picked up an identical unit.

I had previously purchased an OBD Connector Memory Saver for Vehicle Battery Replacement/Disconnect from Amazon so I would not lose my navigation system clock, radio pre-sets, and window indexing (the windows open about a half inch when the door handle is activated) like I did the last time I changed the battery. I plugged it into the OBD II port under the dash and proceeded to swap out the battery.

After I got the old battery out, I noticed that the ends of the case were just slightly swelled. I should have noticed this before the battery actually went bad. Swelling is an indicator of trouble on the horizon.

Otherwise, the battery was unblemished. Once the job was completed, the car fired up easily. The clock and radio pre-sets were saved but the windows failed to return to their closed position when the doors were closed. I have now learned that all it takes is

a dip in the voltage to lose the window index settings. I probably caused that when I tried to start the car. I followed the procedure in the owner's manual and re-indexed the windows.

I finally found the original receipt for the battery and was shocked that it was purchased over four years ago. Time flies when your Corvette is stored. Who knows how long it had sat on the store's shelf before I actually bought it? I probably should have swapped it out before the four-year mark.

I relayed my story to a good friend who is a retired auto electrician with 50 years of experience and maybe the smartest guy I know when it comes to cars. He laughed and said I was on borrowed time for the last year even though the car was stored inside and always hooked to a tender. He said the tender, depending on how much charge it puts out when charging, could have cooked the battery causing it to swell. Even though the tender claims to "cycle" the battery (charge and turn off, charge and turn off, etc.); more often than not, the cycle is not enough to properly exercise the battery. In his experience with equipment that is stationary for long periods, it is more beneficial to plug the tender into a simple mechanical timer so it only charges a few hours a day. (maybe 2-3 hours or so)

I don't know if I would have gotten any more time out of my battery but it did cause me to inspect both of my tenders to see how much juice they put out when charging. Even though they are made by the same company, both sold at Costco, and appear identical on the outside, I saw that one puts out 1.5 amps while the other charges 4.5 amps. The lower power model was the one I used on the Corvette and that was maybe my

saving grace. The high-power unit would have cooked the battery long ago if left hooked up constantly. I suggest you check your tender and think about putting it on a timer.

## **Museum News**

### **New and Upcoming Exhibits**

#### **2024 NCM Michelin Bash April 25-27, 2024**

This is the first event for the NCM onsite event season in Bowling Green. Returning activities include a seminar and classroom sessions by GM-certified Corvette Technician Paul Koerner, guided road tours, artifact pitstops featuring items only found in the National Corvette Museum's collection, guided tours of the NEW Luster Realistic Art Exhibit, the NCM judged car show, LIVE auction, and seminars. NCM Motorsports Park will be hosting their Bash HPDE on Wednesday and Thursday of Bash week.

Attendees will be offered seminars featuring General Motors, Michelin, & Mobil 1 as well as product demonstrations by Corvette Store Partners. Also included will be live auctions, Corvette Donation Ceremonies, and artifact displays on items exclusive to the Museum's Collection.

For more information on the event, prices, and registration forms, go to: [On-Site Events - National Corvette Museum](#)

#### **Still Time to Join the Southwest Caravan to Bowling Green**

While it seems like August 21<sup>st</sup> is a long way off, it is really just around the corner for those of us planning to travel down to Pasadena to attend the kick-off meet and greet before we leave for Bowling Green and

the 30<sup>th</sup> Annual Celebration of the Museum's opening.

Rooms are still available and the Museum staff is just starting to release some sign-ups for events so it's not too late to jump aboard. Besides, you don't want to miss Lisa Klockenteger and John Fitzpatrick exchanging vows during a Corvette Shotgun Wedding Ceremony at the M Resort Casino and Spa in Henderson, NV. They plan to be married while sitting in their Corvette!

Don't forget, you don't need to travel the entire route if you sign up. You can peel off at any time or location and go along your merry way to some other destination or return home. Just lining up on the first morning to leave the Pasadena Elks Lodge is pretty exciting.

In 2019, news helicopters were circling just to get the right photos. Reporters on the ground were interviewing participants. Easily over 200 Corvettes roaring to life made for a cool experience.

To learn all about the overall event, go to: [Caravan - National Corvette Museum](#). To find out more about the Southwest Caravan, go to [Southwest - 2024 Caravan - National Corvette Museum](#). No, you don't have to be an NCM member to participate. Please see me if you have any questions and if you decide to sign up, call me and I can give you some tips.

### **LUSTER: Realism and Hyperrealism in Contemporary Automobile and Motorcycle Painting**

Opening on March 15, 2024 and running through the rest of the year is a traveling museum exhibition comprised of over 55 paintings by nearly 15 of today's realists and

hyperrealists who specialize in automobiles and motorcycles as their primary subject of choice.



Since their invention, motor vehicles have assumed a special place of distinction as subject matter in the iconography of American art. To properly connect the paintings to the cars they celebrate, the art will be displayed among the Corvettes, motorcycles and other automotive icons that served as the inspiration for the work, including a 1937 Cord 812 on loan from the Auburn Cord Duesenberg Automobile Museum in Auburn, IN.

To see the information on the exhibits currently on display as well as those planned for the foreseeable future, go to: [Exhibits - National Corvette Museum](#)

### **Ground to Sky: The Sinkhole Reimagined**

Ground to Sky: The Sinkhole Reimagined will open to the public on Friday, June 14, 2024, and will run through September 15, 2024. It will document the moments, memories, and machines that made history that fateful day, while focusing on the accomplishments of countless Museum staff and supporters who built back and reimagined a National Corvette Museum that continues to evolve.





The exhibit will feature two Corvettes that were recovered from the sinkhole and fully restored, a 2009 “Blue Devil” ZR1 and the 1 millionth Corvette (a white ’92 model). It will also include other cars that remain damaged from the incident. [Ground to Sky Press Release - National Corvette Museum](#)

### **Plant Tours Suspended**

I spoke with NCM staff recently and they are hopeful that the tours will re-open before the Michelin Bash in April. Maybe if everything goes smoothly the closure will be short and sweet so tourists will be able to enjoy their visits of both the National Corvette Museum as well as the Corvette Assembly Plant when they come to Bowling Green.

### **President and CEO Sharon Brawner Resigns**

The National Corvette Museum’s President and CEO Sharon Brawner will be leaving her position effective immediately. Bryce Burklow will be serving at the interim Chief Operating Officer until the Board of Directors appoints a new President/CEO.

The NCM has put out a statement regarding “An important development within the National Corvette Museum Key Leadership Team”:

*It is with bittersweet emotions that I am announcing Sharon Brawner has decided to move on from her role as President and CEO of the National Corvette Museum. We thank Sharon for her many contributions over the past two and half years, which include reimagining our exhibit galleries, growing our collection, and increasing investments in Museum facilities. In the short term, the National Corvette Museum Board will assume the duties of President and CEO during this time of transition, with Bryce Burklow serving as interim Chief Operating Officer.*

*Thank you for your support of the National Corvette Museum.*

The last two President/CEOs have ended in “abrupt departures. During Brawner’s term, there has been an increase of departures from longtime employees so maybe something wasn’t going well behind the scenes.

I see the job flyer has just been posted on the NCM website. The Board is moving forward with a search for new leadership, with the focus on continuing the forward progress and accomplishments of the past 30 years, while honoring the connections to the staff, donors, members, and the Corvette community. The National Corvette Museum Board is undertaking this search in close collaboration with Museum staff to ensure the criteria will not only respect our storied past, but also create an exciting future reflective of the desires and direction of our stakeholders. If you might be interested in applying or just to see the article, go to: [National Corvette Museum Begins Search for New Leadership - National Corvette Museum](#)

## 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.



**2024 Arctic White Corvette Convertible**  
3/7/2024  
Price: \$200.00 Tickets: 1500



**2024 Sea Wolf Gray Corvette Coupe**  
3/28/2024  
Price: \$100.00 Tickets: 2000



**2024 Riptide Blue Corvette Coupe**  
4/18/2024  
Price: \$150.00 Tickets: 1500



**2024 Red Mist Corvette Convertible**  
4/27/2024  
Price: \$20.00 Tickets: Unlimited



**2024 Build Your Own Corvette Stingray or \$85,000**  
4/26/2024  
Price: \$250.00 Tickets: 1500

## Assembly Plant Update 2024

### Corvette Pricing

The C8 Corvette is still a hot seller. GM hasn't offered any incentives and buyers have to search for dealers willing to sell Stingrays at window sticker. Few if any sell E-Rays or Z06s anywhere close to sticker.

Here's what *Road & Track Magazine* reported sticker prices for the latest versions of the Corvette. [Invoice Pricing for Sports Cars - Negotiate the Best Price at the Dealership \(roadandtrack.com\)](#)

#### Corvette Stingray

Current Invoice:	\$65,487.20
MSRP:	\$69,995.00
Destination:	\$1,695
Initial Invoice:	\$63,519.20
Invoice: MSRP:	\$67,895.00

#### Corvette Z06

Current Invoice:	\$107,206.40
MSRP:	\$114,395.00
Destination:	\$1,695
Initial Invoice:	\$105,238.40
Invoice: MSRP:	\$112,295.00

#### Corvette E-Ray

Current Invoice:	\$99,671.60
MSRP:	\$106,595.00
Destination:	\$1,695
Initial Invoice:	\$97,703.60
Invoice: MSRP:	\$104,495.00

### Rumors and Tidbits

#### When You Need a Ride, Steal Corvettes?

A man just released from prison in Tucson, Arizona was thrilled to see a tractor-trailer hauling brand new Corvettes, though for different reasons than enthusiasts like us. Turns out he just needed a ride home.

Isaiah Walker, 23, of Oklahoma allegedly first approached the truck driver, speaking to him about his cargo and lulling him into a sense of security before grabbing and throwing him from the cab. Walker then sped off in the

truck carrying 10 new Corvettes worth more than \$1.25 million, authorities said.

An Arizona deputy spotted the truck and attempted to get Walker to pull over, but the suspect just began driving recklessly forcing other vehicles off the roadway, according to the sheriff's office. Eventually, Walker stopped the truck and was arrested for robbery (stealing ten cars and the transporter).

Authorities say Walker admitted to stealing the truck and told them the Corvettes were not the reason and that he just needed the truck to get home after being released from prison. Now he will probably will be handcuffed and driven wherever he goes for a while. [\[STOLEN\] To Get a Ride Home from Prison, a Man Stole this Transporter Filled with C8 Corvettes - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

#### Dealers Get Sneak Peek of a C8 Corvette ZR1:

GM Authority reports that General Motors held a secret meeting where dealers got a glimpse at the upcoming C8 Corvette ZR1. The outlet claims that Chevy dealers attended a national dealers' meeting before the end of 2023 where they were shown a heavily camouflaged prototype version of the Chevrolet C8 Corvette ZR1.

Chevrolet, apparently, didn't provide the dealers with any details on the ZR1, but GM Authority claims that the automaker hinted toward a twin-turbocharged V8 engine. The outlet states that it expects the Corvette ZR1 to utilize a twin-turbo version of the 5.5-liter V8 engine found in the Z06.

While Chevrolet has experimented with turbochargers in the past for the Corvette, this would mark the first time GM has used a

turbo without some help from a tuner. Callaway has offered turbocharged Corvettes in the past, but Chevy has always stuck to superchargers and larger engines when they wanted more power. Beyond the twin-turbo engine, the C8 Corvette ZR1 is expected to come with an even more aggressive look than the Z06 with the available Z07 Performance Package.

[C8 Corvette ZR1: Dealers Get Sneak Peek - CarsDirect](#)

### **Corvette Sales Reps Get E-Ray Training at the NCM Motorsports Park**

To help prepare dealers to sell and service the new Corvette model, Chevrolet will be hosting a round of training sessions at the National Corvette Museum's NCM Motorsports Park starting in March and running into April.

The training will include classroom sessions to go over detailed product information and the delivery process for both the E-Ray and the Z06. The driving portions of the training on the track will most likely demonstrate the blistering quickness of the E-Ray's acceleration from a stop thanks to the new AWD setup as well as its overall road handling ability.

To see the training agenda and watch a video from the last dealer intro meeting, go to: [Corvette Dealers are Sending Sales Reps to the Corvette Museum's Racetrack for E-Ray Training - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

### **Are Corvettes Reliable?**

J.D. Power and Associates, a nationally recognized firm specializing in automobile reviews and ratings thinks so. But what year models are the best of the best? I am very pleased to discover that the 2008 model

topped the field with the lowest cost to maintain each year of ownership and we just happen to own a 2008 coupe.



Here are the top ten in their report. No Art, the 2005 was not listed nor were any "first year" models.

- C6, 2008 (Reliability 84, \$427 annual cost)
- C6, 2010 and 2011 (Reliability 85, \$700 annual cost)
- C7, 2016 (Reliability 85, \$931 annual cost) C6, 2009 (Reliability 86, \$621 annual cost)
- C7, 2018 and 2019 (Reliability 87, \$737 annual cost)
- C8, 2021 (Reliability 89, \$737 annual cost)
- C8, 2022 Stingray and 2023 Z06, (Reliability 92, \$700 annual cost)

(Editors Note: Way to Go C6's!)



## Corvette Parking by Professionals, Don't Try This at Home



If you are ever in the Dallas/Ft. Worth area, you owe it to yourself to drop by Corvette World. I have visited the showroom in Dallas and was amazed at the number of Corvettes for sale. Right now, their inventory is low because they are remodeling the showroom but when I visited there were Corvettes everywhere. They park them side by side inside the building at night and move as many as they can outside to the parking lot every day during business hours. If you can't walk around a car to inspect it, they will move heaven and earth to give you access.

As you can see from the photo above, the white and the blue cars are so close the blue mirror actually hangs over the white car's fender. If you want to see how they park their cars like this, check out the video at: [\[VIDEO\] Watching this C8 Corvette Getting Parked Gives Me the Heebie Jeebies - Corvette:](#)

[Sales, News & Lifestyle \(corvetteblogger.com\)](#)

## Corvette's Failed Cousin: Pontiac Banshee



Designed by John DeLorean, Pontiac presented the XP-833 concept car also known as the Banshee, to GM executives in 1964. Pontiac had developed the two-seater prototype as a direct response to Ford's Mustang. It had a 326 c.i. V8 making 280 HP mated to a 4-speed manual trans and weighed less than 2800 pounds. Much of the car used existing parts already being used for GM's A-body cars like the Pontiac Tempest making startup costs for the Banshee low. The V8 ensured good performance.

While the management at Pontiac thought they had come up with a great idea, GM management saw it differently. They worried the XP-833 would compete directly with the Corvette more so than with the Mustang. GM thought DeLorean might upgrade the engine to something with more power like the 389 c.i. engine used in the GTO which could make the Banshee faster than existing Corvette models.

GM executives loved the Corvette, especially now that the C2 model had just been released the year before. To eliminate any potential conflict, the XP-833 project was axed. While that ended Pontiac's attempt at building a sports car, several design ideas were passed on to future cars. Notice the similarities of the body lines of the XP-833 to

the next generation C3 Corvette. When you read the entire article, you will see that the tail lights ended up on the Firebird. Check out the article and photos at : [The Story Behind The Corvette's Failed Cousin, The Pontiac Banshee XP-833 \(hotcars.com\)](#)

### Last but not Least

I hope you enjoy reading this article as much as I enjoyed writing it. It does take some time and effort but recently one of our members has offered to help me out. I must take a minute to thank Russ Surber for stepping up to cover one of the more important topics of interest to all Corvette enthusiasts. Russ has agreed to monitor and report to the club on the events in which the new Z06 C8.R racing Corvettes are entered. After all, many of the technologies, features, manufacturing techniques were initially developed for the race cars.

This is not an easy task as now GM has stepped back from fielding factory entries and instead are selling race cars to private racing teams so that everyone can have the opportunity of campaigning a Corvette in races world-wide. There are at least three separate teams and others will soon follow. Watch for Corvettes to be racing competitively in at least three separate series as well as in multiple classes in each event.

Let's join together and applaud Russ for his devotion to always improving this club.




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

**Sunshine Report**  
*Jeanne Allen*



	<p><i>March Sunshine Report</i> <i>By</i> <i>Jeanne Allen</i></p>																						
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## *Recipes*

Here's a recipe Denise tried out on me a while back about which I was very suspicious, picky eater that I am. I was stunned when I put the first taste into my mouth, it was fantastic. See what you think, it's a great weeknight dinner served with rice.

## Teriyaki Ground Beef Skillet

A quick, easy one-pan dinner, kid-friendly skillet dinner with sweet, rich, and flavorful meat and an Asian twist.

Prep Time: 15 minutes  
Cook Time: 10 minutes  
Total Time: 25 minutes

### Ingredients

1 pound lean ground beef  
1/2 cup finely chopped onion  
3/4 cup thick teriyaki sauce (or, regular teriyaki sauce + 1 1/2 tsp corn starch)  
1/4 cup chopped water chestnuts, drained  
1/2 (8 ounce) can pineapple tidbits, drained  
1 tsp finely chopped garlic  
1 tsp minced fresh ginger  
Freshly ground black pepper to taste  
1 tsp sesame seeds  
1 tbs sliced green onion

### Directions

#### Step 1

Brown ground beef and onions in a large skillet over medium heat, crumbling as it cooks, until the beef is no longer pink and the onion is soft, about 5 minutes. Drain if necessary.

#### Step 2

Add teriyaki sauce, water chest nuts, pineapple, garlic, and ginger to the skillet; stir to combine. Turn the heat down and simmer for about 5 minutes.

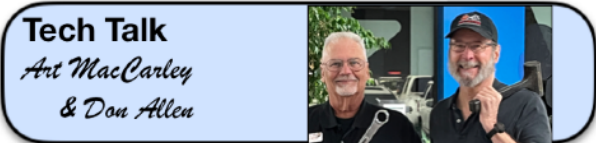
#### Step 3

Sprinkle with sesame seeds and sliced green onion and serve.

### Recipe Tip

To speed up meal preparation, use frozen chopped onion and Gourmet Garden garlic and ginger paste, which you can find in the produce section of the supermarket.

### Enjoy!



### Season 2 Episode 2: Grouchy old men and Corvettes

So we all get a bunch of email Corvette newsletters from forums and online custom parts sellers. I (grumpy Art) happened to actually read one a couple of weeks ago, "*The top ten most reliable Corvettes*", at <https://www.hotcars.com/most-reliable-used-chevrolet-corvettes/?user=YXJ0NkBs3JhZ2VuLmNvbQ#2023-chevrolet-corvette-c8-92-100>.



Don's 2008 made this list, at least according to Hotcars.com. My 2005 did not. What?? Don was rightfully pleased. I should have been pissed, but honestly, I can't really feel wronged by this omission. It inspired my search for a list of the *top ten most unreliable Corvettes*. I wanted to check if my "learn electronics by fixing your" Corvette made someone's worst list.

There is no shortage of ranked lists for Corvettes. More than any car we're aware of. To wit:

<https://www.topflightautomotive.com/blog/the-less-to-greatest-corvette-models-for-reliability/>

<https://www.corvsport.com/5-best-worst-corvettes-time/>

<https://vehiclefreak.com/c6-corvette-years-to-avoid-best-worst-years/>

<https://enginepatrol.com/chevrolet-corvette-best-and-worst-years/>

I stopped searching when I read this last web link. There it was:

### **What Are The Worst Years For The Chevrolet Corvette?**

#### **2005 and 2006 Chevrolet Corvette**

**The 2005 and 2006 Corvette models were riddled with numerous electrical issues.**

- Several reports indicated that the headlights would occasionally fail during trips.
- Specifically, the low beam lights would fail to work while driving, forcing owners to resort to using high beam lights for visibility.
- *“Low beam headlights wouldn’t come on after driving. I parked the car and when I went to drive that evening the low beams wouldn’t go on.”* – [CarProblemZoo.com](http://CarProblemZoo.com)

**Numerous owners complained about battery issues as well, citing excessive battery drain even when the vehicle was used on a regular basis.**

*“It has been reported numerous times of the excessive battery drainage of these vehicles... This causes the battery to drain excessively, I have replaced 4 batteries in a year...”* – [CarProblemZoo.com](http://CarProblemZoo.com)

**There were also structural issues with these models.**

There were numerous complaints regarding the alignment of the Corvette’s roof, causing abnormal grinding and cracking noises from the removable section of the top.

*“While driving at a moderate speed, the roof panel detached from the vehicle. The outer shell was separated from the inside. The contact has taken the vehicle to the dealer and they keep replacing the roof panel... The current mileage is 16,000 and failure mileage was 3,000...”* – [CarProblemZoo.com](http://CarProblemZoo.com)

- **The 2005 Corvette had a total of 27 complaints on CarComplaints.com and 662 problems based on CarProblemZoo.com data.**
- **The 2006 Corvette had a total of 5 complaints on CarComplaints.com and 461 problems based on CarProblemZoo.com data.**

Other common problems:

- Electronic column lock (ECL) failure
- Shifter stuck in park
- Faulty airbag harness
- Chalky residue on interior
- Oil pressure sensor failure

Soooo sad. But 2005-6s. The article didn’t mention just how bad the quiescent battery drain was (I measured 200 milliamps when the threshold of battery death is usually considered 35 milliamps max), or the CAGS lunacy we had fun with in our past Tech Talk that afflicted the M6 models. Not that Corvettes with the automatic trans (A4 and A6) were much better, but it sure seems like the three stooges in the former Delco electronics department had extra fun with the manual trans cars (M6).



As solid proof of Don's "too many lawyers at GM" theory, it wasn't until 2018 that GM finally released a Technical Service Bulletin (TSB) for the steering column lock defect of 2005-6's thirteen years after the cars were sold. That must be a record. This was followed in late 2018 by an NHTSA-ordered safety recall for, after persistent pressure on the NHTSA from owners and dealers (including me). The recall was not free. It would cost the owner about \$500 (depending on the dealer) to completely disable the anti-theft lock mechanics and electronics. And to add further insult to injury, it was restricted to only the A6's, excluding the far crazier M6's. We assume because 90+% of Corvettes are delivered with auto transnys, GM reasoned that there was no need to worry about a small number of 13-year old cars in the hands of neanderthals that insist on rowing through gears by hand. Let them be jailed inside their parked cars with doors that won't unlock because the owners left the stick in first gear (like they were told when they learned to drive) but the car secretly insisted on being parked in reverse; or ditch their cars at midnight in airport parking with dead batteries that won't even let them into the car; or even if the battery isn't dead yet, the car is prevented from starting because (unknown to them) the electronic steering column won't unlock.

And, one last gripe: in 2006 GM issued a TSB to dealers for the now-infamous dead battery syndrome (DBS) problem, confirming only that *they had no idea what was wrong* and directing dealers to blame the owner if at all possible. Vis:

Subject: Battery Drain Check List for 2005 and 2006 Corvettes - keywords adapter column draw harness interface IPOD lamp light lock manual parasitic program shift

shifter steering transmission wheel #PIC4188  
- (08/31/2006)

**The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.**

- **Condition/Concern: A customer may complain of an intermittent battery drain.**
- 2005 manual transmission only. Attempt to turn the steering wheel...
- 2005 manual transmission only. Check the location of the shifter...
- 2005-2006. Open the hood and apply battery power...
- 2005-2006. Are the headlamp or day time running lamps lit... 2005-2006. Is the radio still on...
- 2005-2006. Does the customer own an I-Pod...
- 2005-2006. Close both doors...
- 2005-2006. Check for electrical accessories plugged into the cigarette lighter...
- 2005-2006. Check the glove box lamp (if equipped)...
- 2005-2006. Use the Tech 2 and inspect the key cylinder operation for the deck lid or hatch...
- 2005 Corvettes equipped with manual (RPO MN6) ONLY ... reprogram the PCM/ECM with the latest calibration through TIS-2WEB. This calibration will address some...

But wait, there's more...

- Chevy dealers in 2005 reported that all of the new drool-worthy beautiful C6s arrived with dead batteries, but GM denied that there was any problem. "Just charge it back up and buyer won't notice."
- At a time when almost all US-spec vehicles had seat occupancy sensors and two-stage airbags, the C6 Corvette had neither. And because of the removal roof panel, no side or halo airbags either. In 2005, both front airbags fire together full-force even if there is no passenger. You were given the well-hidden option to open the glove compartment and find a little white switch that disables the passenger air bag, leaving them with no protection. Corvettes were not the only cars that required manually reconfiguring their SRS (Supplemental Restraint System) every time you get in, but just to save a few bucks in manufacturing? Starting in 2006, all passenger cars and light-duty trucks were required by law to have sensors that identify children and very small adults and deploy the airbag with less force or not at all. There were only two end games in the 2005 Corvette, both the driver's responsibility: Either leave your young grandkid passenger without any airbag, or risk having them seriously injured by the adult-level force of an airbag that didn't need to go off.
- The guaranteed-to-fail HVAC control unit in all 2005's (fixed in the 2006). It might not be the end of the world if we robust Corvette owners had to drive with frozen hands in a Montana winter, but a working defroster is federally required safety equipment for visibility reasons. Was there a safety recall? Nope. Just consider its replacement with a fixed 2006 part (\$1000 incl labor) a required maintenance cost.
- The only factory recall for the 2005-6 until 2018 was the roof panel of the coupe, which had a tendency to delaminate and fly off at high speeds. This was too visible for GM to deny, and since it wasn't an electronics issue, I will not elaborate here. OK, maybe I will: the dealer 'fixed' my roof panel by injecting urethane foam into it, which resulted in a sunny-day detector: it now creaks loudly with every road vibration, but only on sunny days in my black car.
- There's one issue that is forgivable in the name of (really clever) innovation. According to advertising bulletins, the late half-year 2004 C5 was the first car in the US (maybe the world) that incorporated proximity unlocking, e.g, the car detects the presence of the key fob nearby and allows you to enter the car without doing anything. I love it. This feature was added to the Y-Car (late C5) electronics that were held over for the 2005 C6, before being replaced in 2006. The issue? In this first incarnation, it required that at least part of the Body Control Module (BCM) had to stay on at all times, pinging out about every 3 seconds (my measurement) and listening for an automatic response from a fob. The transceiver drew additional parasitic power on top of the already DBS-prone Y-Car electronics. This was probably not

the only excessive parasitic power draw, but it sure didn't help.

Even the many home electronics hackers' CLB (Column Lock Bypass) modules that appeared online concurrent with the late C5's and early C6's were questionable solutions: They disabled both locking and unlocking of the steering column, leaving the lock in its last physical position. I'm not aware this has happened, but what if 10K miles of driving later, vibration eventually caused the screw-drive lock mechanism to shift toward the lock position while driving? Yikes! And the irritating "Service Column Lock" DIC message continued to appear in some cases, because if the problem was due to a defective Steering Column Lock Module (SCLM) rather than the (now disabled) actuator, it would still periodically report this to the BCM, especially on startup. BTW, GM quickly discontinued selling replacement SCLMs rather than provide a fixed part.

I sometimes smile at well-intended amateur "here's how I fixed it" testimonies on forums and YouTubes that rarely worked on any car other their own (or so they claimed). But for electronic issues, I am sympathetic. Electrical sleuthing is almost like medieval medicine. (I cured the patient by blood-letting. 50 pieces of gold please.) Now it just makes me sad that citizen science is needed to fix serious design errors that manufacturers (not just GM) should be taking responsibility for.

OK, I already regret all this complaining. Possibly perversely, I am grateful for the electronic problems that have contributed immensely to my diagnostic education (really!) I have nothing but praise for the power plant, and (until the C8) the trans too. The LS series engines are in history books. And then there's the S3XY\* body

style. In 2005, the new C6 was rivaled in beauty only by Ferrari. But the thing about electronic and software design issues in cars (like most other advanced electronic devices) is that they hide behind a manufacturer's proprietary veil that only they have access to. The best that owners can do is keep going back to dealers who are often equally in the dark. And complain.

Certainly Corvette, Chevy and GM are not alone in this trend. In fact, GM's track record with the NTSC is better than most. There are currently eight manufacturers currently involved in a massive safety recall covering over ten years of some models due to problems with a particular TRW (now ZF) air bag controller. Not GM. But the bar is higher for the Corvette, America's sports car, the affordable flagship of US automotive industry.

I work every summer in Germany, and the ONLY American cars I ever see on the streets of Munich are Corvettes (and an occasional Tesla). I brag in bad German, *Das ist mein Auto!* Even in Europe, home of exotic cars, the Corvette is an icon.

In this rant I picked on the 2005-6 MYs only because I happen to know them the best. There are certainly issues with other models as mentioned in the Best/Worst rankings linked above, and Corvette Ambassador Don has much broader knowledge of these. He has astutely observed that the 2005 was a first year car, and that ALL first year cars, Corvettes or otherwise, have their gremlins. Quoting Don, it's the curse of the first year Corvettes: 1984, 1997, 2005, 2014, and 2020s all had issues. Would I buy a 2005 M6 again? Recalling Einstein's definition of insanity, probably. I just can't help myself.

And now, a kinder, gentler take on this by Don:

Now that was a rant for sure. Yes, it seems that nearly all first-year model cars display issues but that's the result of free-enterprise, market-based development, and management pressures. Once designers put together an idea that management believes is the next big hit among buyers, there is a rush to get the product out or the competition will steal the show with their next big hit. Manufacturers can't take years to work all the bugs out of new models. Snooze, you lose so to speak.

Now don't forget, some of us like to be the first to own the new model. Even better if you can show up at cars and coffee with the latest and greatest.

Unfortunately, no one gets it perfect the first time but Corvette comes the closest of all American cars. These cars are developed with purpose for every feature. When a feature is omitted, great thought and debate was exercised before deciding not to include something.

For instance, the Corvette design team responded to a question from the audience at an event at the NCM as to why the 2020 C8 didn't offer blind-side warnings in the side mirrors. The team responded initially by saying they considered it but left it out because there wasn't enough room inside the mirror case to fit it. They didn't think a larger mirror fit the car's lines. They added that Corvettes are meant to be driven with full attention so the task was better left to the driver.

I know the TSB's sound so basic they appear offensive. A technical service bulletin released by a manufacturer is not limited to service techs at the dealership. The lawyers say those reports are available to all private

garages as well and even the public can research them on line. TSBs talk about a problem and offer every possible remedy in pretty simple terms. Obviously not written by the attorneys but probably approved by them. A TSB is just short of recall and we all know how much those cost the industry in both dollars and embarrassment.

Art mentioned the TSB for the possible causes of a battery draw in the 2005-06 models. Here is a list of possibilities that was provided to readers by the Tech Nerd in an issue of *Corvette Magazine*.

"The max draw for a C6 in sleep mode is 20 milliamps or so. To isolate a possible suspect, try removing one fuse at a time until the excessive draw goes away.

C6 battery draw suspects:

- Where do you keep your battery fob in relation to your car? If it is too close, the fob will continually try to wake up the electrical/computer system from its sleep mode and keep it alive for you to drive the car.
- Aftermarket additions to your car. Radar detectors, navigation systems, video recorders, back-up cameras, subwoofers, and alarm systems can all be voltage robbers if installed improperly.
- Recent repairs to wiring.
- Anything plugged into the cigarette lighter plug or any on-board power plug including USB ports.
- The relay for a Bose amplifier could be stuck on.

- Faulty seat adjustment switches including lumbar supports.
- Faulty headlight control module.
- Interior lights left on.”

Actually, these are pretty common-sense troubleshooting tips with the exception of the faulty Bose amp, seat switches, and headlight control module. But this all gives you a place to start looking if your battery keeps going dead.

Regarding shipping cars to dealerships with dead batteries and charging them up without telling customers, GM finally figured out how to fix that issue. Check out the following conversation. Funny how the service tech at the dealership was unable to fix an issue that the pre-delivery tech probably deals with every time a new Corvette arrived. I had never heard of such a problem until now but just like Art said, it was problem in the past.

**How to Use Corvette Transportation Mode - Technically Speaking Battery saving mode on Corvettes equipped with transportation mode**

Q: I am a car salesman at a car broker dealership in Nashville. I was reading the question-and-answer section in Vette Magazine a few days ago. I was hoping you could help me with a problem I have had with the last two 2014 Corvettes we have sold.

On the middle message screen, it says “Transport Mode is On” and I cannot change it or make the screen go to anything else like tire pressure, etc. Also, the battery light on the instrument panel keeps flashing. The guys in the shop checked the battery and the charging

system and it seems to be working fine. I even had OnStar do a check and they said there were no problems. We unhooked the battery for five minutes as well, with no change. I called my customers to see if they had the problem resolved at the dealer and he said the light went out on its own.

I am not sure what the transportation mode is for but I would like to have an answer to this problem before we sell another vehicle with this issue. Any help? Thank you. Mike

A: Mike, the transportation mode feature allows for a reduction of load on the battery by disabling systems that can cause a parasitic battery draw during vehicle shipment or long-term storage. This mode will disable the radio and clock and exit lighting for example, which will extend the battery life.

Transport mode is intended for use on vehicles that are being shipped over long distances. This includes vehicles shipped into and outside of the United States. Most new vehicles will be shipped from the assembly plant with the Transportation Mode on. To alert the operator that the mode is “On” in General Motors products, the red battery telltale will be flashing and if equipped with a Drivers Information Center (DIC) it will display a Transport Mode On message.

It is safe to drive the vehicle when the vehicle is in transportation mode. The only difference in operation will be the DIC message and battery telltale will be illuminated and some accessory systems may not function.

When Transport Mode is on and the vehicle is not running, the Remote Keyless Entry (RKE) transmitter (key fob) is disabled and

the theft deterrent and exit lighting timers are reduced. The method to turn Transportation Mode off is the same as it is to turn it on.

Mike, when you called your customers to see if they had the problem resolved at the dealer and one informed you the light went out on its own, this is because the Transportation Mode is programmed to turn off on its own after the vehicle is driven 50 to 150 miles.

Good luck and I hope the instructions in this article help. [How to Use Corvette Transportation Mode - Technically Speaking \(motortrend.com\)](#)

So, see, GM is trying to get it right and they improve the Corvette with every year in every model. Heck, if it was easy, everyone could do it.

\* Footnote: For the benefit of those that live in a subterranean parking garage: Elon Musk intended the successive Tesla models to be the S, E, X and Y. But “E” was already taken, so he changed the model E to the now-ubiquitous Model 3.



*(This is a new entry in Keepin' Track's effort to bring interesting and timely reports on the Corvette and its adventures to our readers. Don Allen, who has made a Herculean effort over the years to cover both the NCM and Corvette Racing for he Club has let me try my hand at the racing side of the Corvette story. Let me know if there is a particular aspect of Corvette racing you'd like to hear more of and I'll do my best to satisfy your interest.)*

## Le Mans Entry List Seems Strange

*I've mentioned in the past how useful [CorvetteBlogger.com](#) is for keeping up with all things Corvette and here again we have an example. What follows is based on a piece by Keith Cornett on Corvette participation in the 2024 Le Mans 24-Hour endurance race. You can his full report and much more at [CorvetteBlogger.com](#).*

Even though it's February, June isn't that far away and with it comes one of the most famous and challenging automobile races in the world, the 24-Hours of Le Mans. Corvette Racing, the factory team has built an enviable record in this race since it first appeared in 2000, with 9 class wins and thirteen 2nd and 3rd place finishes over the 23 races, so it is with not just a small tinge of sadness and nostalgia that I must report that



Corvette Racing, the factory team we all knew and loved, has disappeared into the fine mists of time. The Crossed-Flags logo at Le Mans is now represented by an independent British team that is fully supported by but not managed by Chevrolet.

The Provisional Entry List for the 2024 race was published in mid-February (see it at page 29). It reveals that Corvette's solid reputation for strong finishes at this iconic race will be in the hands of *TF Sport*, a team with its own history of victories at Le Mans, with class victories in 2020 and again

in 2022, coming 2nd in 2021. TF Sport will be competing in the World Endurance Championship (WEC) with two Corvette Z06 LMGT 3.R's. The LMGT class is very competitive, with the likes of Aston Martin, BMW, Ferrari, McLaren, Lamborghini, Lexus, Porsche, and Ford Mustang to challenge Corvette's history of success. Last year, Corvette Racing got their first Le Mans win in the C8 era with the No. 33 team coming out on top of the class.

There will be 23 cars in the LMGT3 class, or just over one-third of the entire field of 62. The build-up to the race begins at the *Circuit de la Sarthe* on June 12 and the green flag waves in the early afternoon of June 15.

When you look at the Provisional Entry List you will find the Corvette entries in the LMGT3 box, listed as *TF Sport*. *Proton Competition*, a private German team with a long history in endurance racing, has entered two Mustang LMGT3 cars. Besides the Corvettes and Mustangs in LMGT3, the only other American cars competing in 2024 Le Mans race run in the HyperCar class under the banner of Cadillac Racing and are GM Team cars. HyperClass cars compete for the overall win, and are desperately fast machines.

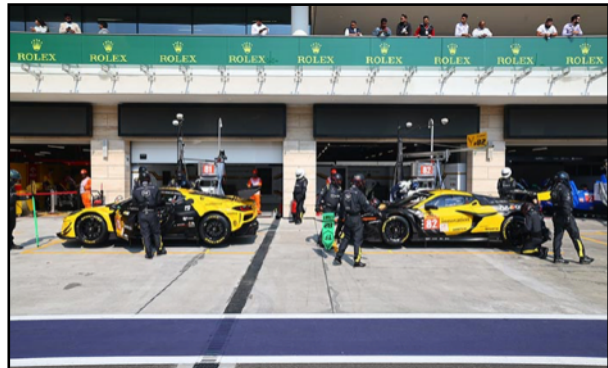
Finally, take note of the *Iron Dames* team, which is listed immediately after the *TF Sport's* Corvettes. All of the drivers, all of the mechanics, and all of the other support staff involved in this team are women. The team has entered a Lamborghini Huracan LMGT3 Evo2, and the team put together an



impressive record in last year's endurance championship.

## TF Sport's Two Z06 FGT3 R's Perform Well at Qatar Pre-Season Testing

*TF Sport's* two Corvette Z06 FG3 R's spent



Tuesday testing at Qatar's Lusail International Circuit in anticipation of this weekend's kickoff for the 2024 FIA World Endurance Championship. *TF Sport* is a German team supported by Chevrolet and is the first customer program team in the FIA WEC. The testing was a rehearsal for the 1812 kilometer "Qatar Airways Qatar 1812 Km" this weekend..

The No. 82 Corvette, driven by former Corvette Team driver Daniel Juncadella, was the faster of the two *TF Sport* Corvettes, putting in a lap of 1:54.691 (105.695 mph). One of Juncadella's teammates at *TF Sport*, Charlie Eastwood, pushed the No.81 car to a lap of 1:55.369 (105.074 mph), to put both Corvettes within less than a second of the top time in the class, which bids well for the Corvettes. The cars are obviously fast, but in the past have had some reliability problems not uncommon to new designs.

The Qatar Airways Qatar 1812 Km is scheduled for 11:00 a.m. Arabian Standard

Time. For us Californians, that's Friday midnight. MotorTrend will provide both live television and streaming coverage. Steaming coverage of the race and Friday's qualifying is available on MAX and MotorTrend Plus.



First, a word of thanks to everyone who turned out for the Parkfield Café Run. As usual, the drive out through southern Monterey County was a reminder of the beauty that surrounds us if only we look. Next month we have another chance to get our cars out on the road with a run to the Maverick Saloon in Santa Ynez on March 30. See the flyer at the back of this issue for more information. Be sure to let the organizers know of your plans, whether its a go or a not go.

Next, a not so subtle request, will someone step up and volunteer for the Events Chair? It's not a killer job, but it is a job that needs to be filled by someone who can give it his full attention. At the moment, President Craig is pretty much carrying the burden by himself, in addition to the other duties he has as President. And, if you wonder, I can assure you from personal experience that the President does much more than anyone ever sees or becomes aware of. So, please, call Craig and tell him you'll take the job.

With that out of the way, let me spin you a tale of intrigue, panic, and redemption. About two months ago Denise and I were invited to one of our fellow SLO Vetter's home for dinner. Of course I drove the Gray Lady and can attest that a very good time was had by all, excellent food and delightful

conversation! The next morning I received a text message from our host saying, "Check your engine oil", accompanied by a photo of where I had parked with a large deposit of oil on the ground. This is not the message you want to receive before breakfast. I ran out to the garage, fired up the Gray Lady, backed it up and, sure as God made little green apples, there was a deposit of oil. The fortuitous part of this story is that our host, Dave Neumann, had told me about Kings Auto Care in Paso, a garage that he uses and spoke highly of. I called Kings, spoke with Nick, the owner, and got an appointment to change the oil and find the leak. As it turned out, it wasn't engine oil, it was transmission fluid, and it wasn't from the transmission, it was from the pipe that leads from the transmission to the radiator where the fluid is cooled. Nick gave me an estimate, I approved the repairs and all seemed good in Paso town.

Well, the leak was repaired, but in the process it was discovered that the aluminum cradle that supports the radiator and serves as a skid plate had fractured and was no longer providing any support for the radiator at all, which had dropped about 1.5 inches. As a bonus, while working on the radiator Zeke, the mechanic who did the work, discovered that at some point, someone had taken the bolts on the front motor mounts out and never replaced them! That really got my attention. I have a strong suspicion I know when and where that happened, but with no proof and a number of years separating now and then, I've chosen to just remain silent about my guess.

Now, the problem was that at this point the Gray Lady needed a body shop more than a mechanic, and Nick referred me to Classic Coach Werks in Atascadero. When I arrived the staff estimator told me he'd owned an



'06 Corvette and it had had the same problem. He also said that GM had to be nuts to use an aluminum cradle to support the radiator *and* act as a skid plate. I just nodded my head in agreement, having had years of experience with GM's often incomprehensible engineering decisions.

So, I dropped the Gray Lady off at Classic Coach Werks at 8:30 AM on Monday, February 5, expecting it would be there for at least two days if I was lucky, three or four days if I wasn't, and an indefinite time if when they took off the nose they found a lot more damage. When the phone rang at 11:30 and said Classic Coach Werks was calling I thought, "Oh crap, a call this soon means that they've found a real problem. I picked up the phone and gave as cheery a "hello" as I could muster under the circumstances, and when Cory said, "It's ready," I was so stunned I actually asked, "What's ready?" At that point Cory realized he was speaking with someone who had a loose few connections in his wiring and said patiently, "Er, well, your Corvette." I was truly stunned.

So, I am pleased to report that the Gray Lady is back home, it drives better than it has in years, and I'm a very happy man. Cory, when I expressed shock at how quickly they had finished the job, said that in body work, when no painting was involved, things could move very quickly.

For anyone interested, Kings Auto Care is at 2326 Park Street in Paso Robles, and you can reach Nick at (805) 227-4200.

Likewise, you can talk with Cory at Classic Coach Werks at (805) 466-7626. Classic Coach Werks is at 6909 Sycamore Road, Atascadero. I'm a satisfied customer of both and can recommend them highly.

Finally, could you please take a look at the Members section of the Website and see if you have a picture of yourself, your spouse or companion, and your beautiful Corvette among the photos on display in the 2023 Members area at the beginning of the section? It's helpful to all of us, but especially for our new members, to be able to put a face and name to the Red, Blue, Cybergray, or whatever color Vette they remembered you drove. People tend to remember cars before they do us, and it's helpful if they can see you and your car along with your name when they look. If you are not there, please get someone to take a picture of you and your car and send it to me and I'll pass it on to our webmaster.

Many thanks for your interest and support, and remember to wave!

Russ Surber, Editor  
*Keepin' Track*



# 28th Annual Cruisin' Morro Bay Car Show!

May 2 - 4, 2024



One of the SLO Vette events that was voted on by the members is to attend the Morro Bay Car Show on the first weekend of May. Now I know that not everybody is into car shows but there is more to this event than just looking at or viewing other cars. At this event there will be many Corvettes. Harold Davis, one of our members, will be taking the lead for this event. He will be staging all Corvettes together in one area by the year of the car. So, all C1's together, all C2's together, and so on. As of today, Harold has 30 Corvettes that have committed to this car show.

If you are going to be attending the Car Show on Saturday the 4th, you will have your own parking spot that Harold will reserve just for you. No having to worry about finding a parking spot.

Below is the schedule for this event. As you can see below, there will be a "daytime lunch cruise" on Friday that Harold Davis will lead us on. This group of cars for the daytime cruise will only be Corvettes. If you do not want to attend the car show you can join us of the daytime lunch cruise.

## Friday, May 3rd

- **Daytime Checkin** 11 AM - 5 PM at [Ocean View Garage - 936 Main Street, Morro Bay](#)
- **Daytime Cruise** - Departs at 11:00 from [Rock Harbor Christian Fellowship](#)
- **Cruise Night** for Registrants Only: Staging 5 PM • Cruise 6 PM - 7 PM. Enter at the intersection of Shasta & Morro Bay Blvd.

**Saturday, May 4th**

• **Show & Shine 9 AM - 5 PM**

**PLEASE NOTE: LIMITED REGISTRATIONS AVAILABLE • SECURE YOUR SPOT EARLY!**

**REGISTRATION INCLUDES:**

- Car Entry
- Dash Plaque (First 500 Entries)
- 2 Lunch Tickets
- 1 Cruisin' Morro Bay T-Shirt

\$85.00 per car donation. Entry fee is a donation, no refunds will be given, rain or shine.

Full details will be included in entry packet - available at check in.

**If you plan to attend this event, there are two things that you must do:**

1) Text Harold Davis at 805-441-9576. He will need to know if you are planning to attend just the daytime lunch cruise or the Car Show or both. He will also need to know how many Corvettes that you plan to bring to the show.

2) If you are planning on attending the Friday night cruise night and the car show on Saturday, you will need to register for the car show. Below is the link to register. The donation cost is \$85.00.

**<https://www.my805tix.com/e/cruisin-morro-bay-car-show-2>**

If you have any questions regarding this event, please reach out to Harold Davis at 805-441-9576.

# **SLO VETTES RUN TO SANTA YNEZ**

## **LUNCH AT MAVERICK SALOON**

**Saturday, March 30, 2024**



*SLO Vettes will be heading south on **Saturday, March 30<sup>th</sup>** to enjoy a nice lunch at the Maverick Saloon - 3687 Sagunto Street - in Santa Ynez. The Maverick Saloon has been around since 1963 and it was named after the TV series starring James Garner.*

*After lunch, you're on your own to drive back home or to spend some time strolling the streets of Santa Ynez or visiting nearby Los Olivos or Solvang.*

*We will be meeting in the parking lot of the Pismo Beach Outlets (Five Cities Drive Exit) across the street from the Chevron gas station at 10:15 AM and will depart at 10:30 AM. We will head south on the 101 and exit Betteravia Road in Santa Maria and then head east. We will take Foxen Canyon Road down to Highway 154 and then into Santa Ynez.*

*It should be a beautiful drive on Foxen Canyon Road with all the recent rain that we have received.*

***Please RSVP to Craig Bricker via text at 805-471-2945 or by email at [cqbricker2626@gmail.com](mailto:cqbricker2626@gmail.com) no later than Monday, March 25<sup>th</sup> if you plan to attend.***

2024 24 HOURS LEMANS - PROVISIONAL ENTRY LIST

HYPERCAR

N°	TEAM	NAT	T	CAR#	MISC	DRIVER 1	C	DRIVER 2	C	DRIVER 3	
2	CADILLAC RACING	USA	M	Cadillac V-Series.R	HY	Earl Bamber (NZL)	P	Alex Lynn (GBR)	P	TBC	
3	CADILLAC RACING	USA	M	Cadillac V-Series.R	HY	Sébastien Bourdais (FRA)	P	Renger van der Zande (NLD)	P	Scott Dixon (NZL)	P
4	PORSCHE PENSKE MOTORSPORT	DEU	M	Porsche 963	HY	Mathieu Jaminet (FRA)	P	TBC		TBC	
5	PORSCHE PENSKE MOTORSPORT	DEU	M	Porsche 963	HY	Matt Campbell (AUS)	P	Michael Christensen (DNK)	P	Frédéric Makowiecki (FRA)	P
6	PORSCHE PENSKE MOTORSPORT	DEU	M	Porsche 963	HY	Kevin Estre (FRA)	P	André Lotterer (DEU)	P	Laurens Vanthoor (BEL)	P
7	TOYOTA GAZOO RACING	JPN	M	Toyota GR010 - Hybrid	HY	Mike Conway (GBR)	P	Kamui Kobayashi (JPN)	P	Nyck de Vries (NLD)	P
8	TOYOTA GAZOO RACING	JPN	M	Toyota GR010 - Hybrid	HY	Sébastien Buemi (CHE)	P	Brendon Hartley (NZL)	P	Ryo Hirakawa (JPN)	P
11	ISOTTA FRASCHINI	WEC	ITA	Isotta Fraschini Tipo6-C	HY	Carl Wattana Bennett (THA)	S	Jean-Karl Vernay (FRA)	P	Antonio Serravalle (CAN)	S
12	HERTZ TEAM JOTA	WEC	GBR	Porsche 963	HY	William Stevens (GBR)	P	Norman Nato (FRA)	G	Callum Isett (GBR)	P
15	BMW M TEAM WRT	WEC	BEL	BMW M Hybrid V8	HY	Dries Vanthoor (BEL)	P	Raffaele Marciello (CHE)	P	Marco Wittmann (DEU)	P
19	LAMBORGHINI IRON LYNX	ITA	M	Lamborghini SC63	HY	Romain Grosjean (FRA)	P	Andrea Caldarelli (ITA)	P	Matteo Cairoli (ITA)	P
20	BMW M TEAM WRT	WEC	BEL	BMW M Hybrid V8	HY	Sheldon van der Linde (ZAF)	P	Robin Frijns (NLD)	P	René Rast (DEU)	P
25	ALPINE ENDURANCE TEAM	WEC	FRA	Alpine A424	HY	Paul-Loup Chatin (FRA)	G	Ferdinand Habsburg-Lothringen (AUT)	G	Charles Milesi (FRA)	G
26	ALPINE ENDURANCE TEAM	WEC	FRA	Alpine A424	HY	Nicolas Lapierre (FRA)	P	Mick Schumacher (DEU)	P	Mathieu Vanthoor (FRA)	G
28	HERTZ TEAM JOTA	WEC	GBR	Porsche 963	HY	Oliver Rasmussen (DNK)	G	Philip Hanson (GBR)	G	Jenson Button (GBR)	P
50	FERRARI AF CORSE	WEC	ITA	Ferrari 499P	HY	Antonio Fuoco (ITA)	P	Miguel Molina (ESP)	P	Nicklas Nielsen (DNK)	P
51	FERRARI AF CORSE	WEC	ITA	Ferrari 499P	HY	Alessandro Pier Guidi (ITA)	P	James Calado (GBR)	P	Antonio Giovinazzi (ITA)	P
53	LAMBORGHINI IRON LYNX	WEC	ITA	Lamborghini SC63	HY	Mirko Bortolotti (ITA)	P	Daniil Kvyat	P	Edoardo Mortara (ITA)	P
83	AF CORSE	WEC	ITA	Ferrari 499P	HY	Robert Kubica (POL)	P	Robert Shwartzman (ISR)	P	Yifei Ye (CHN)	G
93	PEUGEOT TOTAL ENERGIES	WEC	FRA	Peugeot 9X8	HY	Jean-Eric Vergne (FRA)	P	TBC		TBC	
94	PEUGEOT TOTAL ENERGIES	WEC	FRA	Peugeot 9X8	HY	Stoffel Vandoorne (BEL)	P	TBC		TBC	
99	PROTON COMPETITION	WEC	DEU	Porsche 963	HY	Neel Jani (CHE)	P	Harry Tincknell (GBR)	P	Jules Andlauer (FRA)	G
111	WHELEN CADILLAC RACING	INV	USA	Cadillac V-Series.R	HY	Luis Felipe Derani (BRA)	P	Jack Aitken (GBR)	P	TBC	

LMP2

N°	TEAM	NAT	T	CAR#	MISC	DRIVER 1	C	DRIVER 2	C	DRIVER 3	
9	PROTON COMPETITION	DEU	G	Oreca 07 - Gibson		Jonas Ried (DEU)	S	TBC		TBC	
10	VECTOR SPORT	GBR	G	Oreca 07 - Gibson		Ryan Cullen (GBR)	S	Gabriel Aubry (FRA)	G	Stéphane Delétraz (MCO)	G
14	AO by TF	USA	G	Oreca 07 - Gibson	Pro/Am	P J Hyett (USA)	B	Louis Delétraz (CHE)	G	TBC	
22	UNITED AUTOSPORTS	GBR	G	Oreca 07 - Gibson		Filipe Albuquerque (PRT)	P	TBC		TBC	
23	UNITED AUTOSPORTS USA	INV	USA	Oreca 07 - Gibson	Pro/Am	Ben Keating (USA)	B	Nicolas Pino (CHL)	B	Ben Hanley (GBR)	G
24	NIELSEN RACING	GBR	G	Oreca 07 - Gibson		Albert Costa Balboa (ESP)	P	TBC		TBC	
25	ALGARVE PRO RACING	INV	PRT	Oreca 07 - Gibson		Matthias Kaiser (LIE)	S	Olli Caldwell (GBR)	G	TBC	
28	IDEC SPORT	FRA	G	Oreca 07 - Gibson		Paul Lafargue (FRA)	S	Job van Uiter (NLD)	G	Reshad de Gurus (FRA)	G
50	DUQUEINE TEAM	FRA	G	Oreca 07 - Gibson		Jean-Baptiste Simmenauer (FRA)	G	James Allen (AUS)	G	TBC	
53	DKR ENGINEERING	LUX	G	Oreca 07 - Gibson	Pro/Am	Alexander Mutschull (DEU)	B	TBC		TBC	
54	INTER EUROPOL COMPETITION	POL	G	Oreca 07 - Gibson		Jakub Smiechowski (POL)	S	Tom Dillmann (FRA)	G	TBC	
57	COOL RACING	INV	CHE	Oreca 07 - Gibson		Lorenzo Fluxa (ESP)	S	Malthe Jakobsen (DNK)	G	Ritomo Miyata (JPN)	P
45	CROWDSTRIKE RACING by APR	INV	PRT	Oreca 07 - Gibson	Pro/Am	George Kurtz (USA)	B	Colin Braun (USA)	G	TBC	
47	COOL RACING	CHE	G	Oreca 07 - Gibson	Pro/Am	Naveen Rao (USA)	B	Mathew Bell (GBR)	G	Frederik Vest (DNK)	P
65	PANIS RACING	FRA	G	Oreca 07 - Gibson		Manuel Maldonado (VEN)	S	TBC		TBC	
183	AF CORSE	INV	ITA	Oreca 07 - Gibson	Pro/Am	François Perrodo (FRA)	B	Ben Barnicoat (GBR)	P	Nicolas Varrone (ARG)	G

LMGT3

N°	TEAM	NAT	T	CAR#	MISC	DRIVER 1	C	DRIVER 2	C	DRIVER 3	
27	HEART OF RACING TEAM	WEC	USA	Aston Martin Vantage AMR LMGT3		Ian James (USA)	B	Daniel Mancinelli (ITA)	S	Alex Riberas (ESP)	G
31	TEAM WRT	WEC	BEL	BMW M4 LMGT3		Darran Leung (GBR)	B	Sean Galesi (IDN)	S	Augusto Farfus (BRA)	P
44	PROTON COMPETITION	INV	DEU	Ford Mustang LMGT3		Christian Ried (DEU)	B	TBC		TBC	
45	TEAM WRT	WEC	BEL	BMW M4 LMGT3		Ahmad Al Harthy (OMN)	B	Valentino Rossi (ITA)	S	Maxime Martin (BEL)	P
54	VISTA AF CORSE	WEC	ITA	Ferrari 296 LMGT3		Thomas Flohr (CHE)	B	Francesco Castellacci (ITA)	S	Davide Rigon (ITA)	P
55	VISTA AF CORSE	WEC	ITA	Ferrari 296 LMGT3		François Heriau (FRA)	B	Simon Mann (USA)	S	Alessio Rovera (ITA)	P
59	UNITED AUTOSPORTS	WEC	GBR	McLaren 720S LMGT3 Evo		James Collingham (GBR)	B	Nicolas Costa (BRA)	S	Grégoires Saucy (CHE)	G
60	IRON LYNX	WEC	ITA	Lamborghini Huracan LMGT3 Evo2		Claudio Schiavoni (ITA)	B	Matteo Cressoni (ITA)	S	Franck Perera (FRA)	P
66	JMW MOTORSPORT	GBR	G	Ferrari 296 LMGT3		Giacomo Petrolilli (ITA)	B	TBC		TBC	
70	INCEPTION RACING	INV	GBR	McLaren 720S LMGT3 Evo		Brendan Iribe (USA)	B	Ollie Millroy (GBR)	S	Frederik Schandorff (DNK)	G
77	PROTON COMPETITION	WEC	DEU	Ford Mustang LMGT3		Ryan Hardwick (USA)	B	Zacharie Robichon (CAN)	S	Benjamin Barker (GBR)	G
78	AKKODIS ASP TEAM	WEC	FRA	Lexus RC F LMGT3		Arnold Robin (FRA)	B	Timur Boguslavskiy	S	Kelvin Van Der Linde (ZAF)	P
81	TF SPORT	WEC	GBR	Corvette Z06 LMGT3.R		Tom Van Rompuy (BEL)	B	Rui Andrade (AGO)	S	Charlie Eastwood (IRL)	G
82	TF SPORT	WEC	GBR	Corvette Z06 LMGT3.R		Hiroshi Koizumi (JPN)	B	Sébastien Baud (FRA)	S	Daniel Juncadella (ESP)	P
85	IRON DAMES	WEC	ITA	Lamborghini Huracan LMGT3 Evo2		Sarah Boy (BEL)	B	Michele Gatting (DNK)	G	Doriane Pin (FRA)	S
86	GR RACING	GBR	G	Ferrari 296 LMGT3		Michael Wainwright (GBR)	B	TBC		TBC	
87	AKKODIS ASP TEAM	WEC	FRA	Lexus RC F LMGT3		Takeishi Kimura (JPN)	B	Esteban Masson (FRA)	S	Jose Maria Lopez (ARG)	P
88	PROTON COMPETITION	WEC	DEU	Ford Mustang LMGT3		Giorgio Roda (ITA)	B	Mikkel Pedersen (DNK)	S	Dennis Olsen (NOR)	P
91	MANTHEY EMA	WEC	DEU	Porsche 911 GT3 R LMGT3		Yasser Shahin (AUS)	B	Morris Schuring (NLD)	S	Richard Lietz (AUT)	P
92	MANTHEY PURE RACING	WEC	LTU	Porsche 911 GT3 R LMGT3		Atakshand Matykhin (KNA)	B	Joel Sturm (DEU)	B	Klaus Bachler (AUT)	P
95	UNITED AUTOSPORTS	WEC	GBR	McLaren 720S LMGT3 Evo		Hiroshi Hamaguchi (JPN)	B	TBC		Marino Sato (JPN)	G
168	SPIRIT OF RACE	CHE	G	Ferrari 296 LMGT3		Duncan Cameron (GBR)	B	Matthew Griffin (IRL)	G	David Perel (ZAF)	S
777	D'STATION RACING	WEC	JPN	Aston Martin Vantage AMR LMGT3		Satoshi Hoshino (JPN)	B	Erwan Bastard (FRA)	S	Marco Sorensen (DNK)	P

Pos	N°	RESERVE CAR#	CAT	NAT	T	CAR#	MISC	DRIVER 1	C	DRIVER 2	C	DRIVER 3	
1	79	PROTON COMPETITION	H	DEU	M	Porsche 963	HY	Giannaria Bruni (ITA)	P	TBC		TBC	
2	43	INTER EUROPOL COMPETITION	LMP2	POL	G	Oreca 07 - Gibson		Clément Novak (FRA)	G	Vladislav Lomko	G	TBC	
3	72	RACING SPIRIT OF LEMAN	LMGT3	CHE	G	Aston Martin Vantage AMR LMGT3		Derek Deboer (USA)	B	Valentin Hesse-Clot (FRA)	G	Maxime Robin (FRA)	S
4	74	KESSEL RACING	LMGT3	CHE	G	Ferrari 296 LMGT3		John Hartshorne (GBR)	B	Ben Tuck (GBR)	S	TBC	
5	52	FORMULA RACING	LMGT3	DNK	G	Ferrari 296 LMGT3		Johnny Laursen (DNK)	B	Conrad Laursen (DNK)	S	TBC	
6	29	RICHARD MILLE BY TDS	LMP2	FRA	G	Oreca 07 - Gibson	Pro/Am	Rodrigo Sales (USA)	B	Mathias Beche (CHE)	G	TBC	
7	41	STAYSAIL MOTORSPORT	LMP2	USA	G	Oreca 07 - Gibson		Michael Dinan (USA)	S	TBC		TBC	

## SLO Vettes Events Calendar for 2024 and Monthly Meeting Dates for the Year

SLO Vettes -- Events -- 2024			
Month	Date	Day of Week	Event
January	21st	Sunday	Events Planning Meeting
February	24th	Saturday	Parkfield Run - Parkfield
March	15th/16th	Postponed to Future Date	Reagan Library & Nethercutt Museum
March	30th	Saturday	Maverick Saloon - Santa Ynez
April	13th	Saturday	Vintage Cowboy - Pozo
April	27th	Saturday	Pistachio Run - New Cuyama
May	3rd & 4th	Friday/Saturday	Morro Bay Car Show - Day Cruise on Friday
May	18th	Saturday	Doug & Jackie Lyon Run - ??
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	2nd/9th	Saturday	Toy Drive - CHP - San Luis Obispo
November	16th	Saturday	Ragged Point Run
December	12/7/24	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