



Keepin' Track - SLO Vettes

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

Published on the first ay of each month, except January

Cover Page

Monthly Newsletter

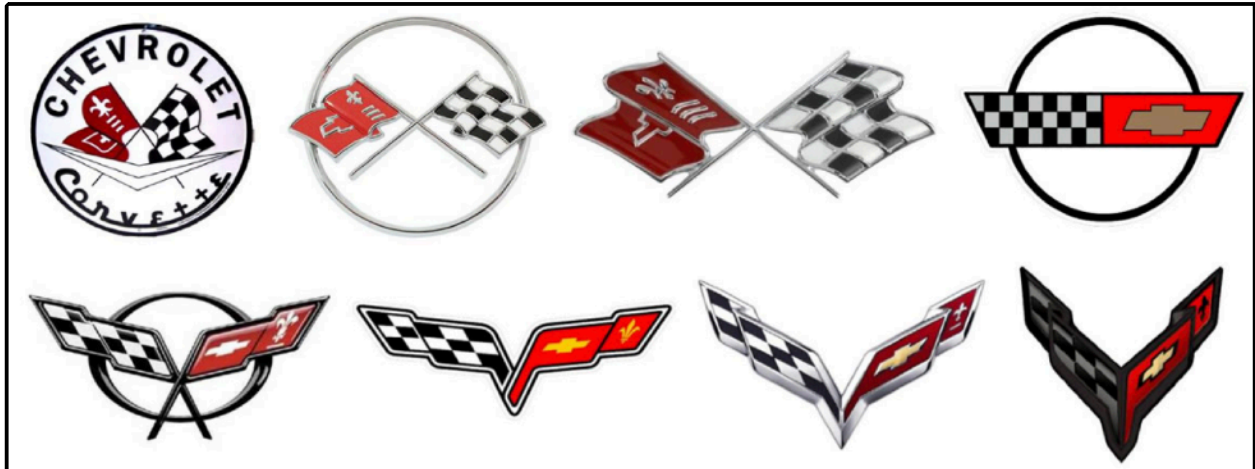
April 2024



T. S. Elliott Famously Wrote that “April is the Cruellest Month” Obviously, He Never Lived on the Central Coast

As you may have noticed, March was absolutely cold-hearted towards SLO Vettes. The Maverick Saloon Run was quite literally “washed away” by a weekend filled with rain, both here in SLO County and in Santa Ynez. As a result, President Craig as acting Events Chair decided to move it to the April slot set aside for the Pistachio Run, which he plans on reviving in the future, possibly next year. Then, with rainy weekends the the norm, we couldn't even take our lovelies to the grocery store, let along on a run to somewhere. The cover shot represents the only rain free weekend we've had so far when an event was planned, February's Parkfield Café Run. So here's a shot of a bunch of Corvettes waiting to hit the road, just the thing to cheer everyone up in an otherwise dark and dreary March.

**February SLO Vettes Meeting: Friday, April 12,
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

TABLE OF CONTENTS

President's Message	Page 3
Vice President's Message	Page 3-4
Minutes of Events Meeting	Page 4-5
Events Chairs's Message	Page 5-6
NCM Ambassador's Report	Page 6-13
Sunshine Report	Page 13
Recipe: Teriyaki Ground Beef Skillet	Page 13-14
Tech Talk - Battery Issues	Page 14-19
Stories of Corvette Racing	Page 18-20
The Final Word	Page 21-22
Vingate Cowboy Winery Run	Page 23
Maverick Saloon Run Flyer	Page 28
Morro Bay Car Show Flyer	Page 26-27
WEC/WTSCC Schedules	Page 27
Events Schedule 2024	Page 28



The weather has not been kind to SLO Vettes in the month of March these last two years. In March of last year, we had to postpone our run to Buellton because of the rain. And this year we had to postpone our run to Santa Ynez because of the potential for rain. We are fortunate to live here on the Central Coast which has some of the best weather anywhere in the US, but when it rains or if there is a slight chance of rain, most of us will leave our cars in the garage or keep the car covers on. We just do not want to get a drop of water on our Corvettes.

This got me thinking: Why don't we drive our Corvettes in the rain or drizzle or even drive our Corvettes the day after it rains? I asked one of my friends this question. Their name is Chat. Their last name is GPT. This is what Chat told me:

1) Traction: High-performance sports cars like the Corvette often have powerful engines and wide tires designed for dry conditions. In wet weather, these tires may not grip the road as well, leading to decreased traction and potential loss of control.

2) Hydroplaning: Sports cars with low ground clearance, such as the Corvette, are more prone to hydroplaning. This occurs when a layer of water builds up between the tires and the road surface, causing the vehicle to lose traction and skid.

3) Risk of damage: Corvette owners may be concerned about the possibility of damage to their prized vehicle in wet conditions. Water can infiltrate sensitive electronic components, corrode metal parts, and cause cosmetic damage to the exterior.

4) Visibility: Driving a low-profile sports car like the Corvette in heavy rain can reduce visibility due to spray from other vehicles and limited windshield wiper effectiveness.

5) Cleaning: Corvettes often have sleek, polished exteriors that require meticulous cleaning and maintenance. Driving in the rain can quickly dirty the car, necessitating additional cleaning efforts.

Chat identifies some very good reasons why we don't like driving our Corvettes in the rain. However, I'm thinking the main reason is because we don't want to spend the extra time cleaning our Corvette. Thank goodness we don't live in the Pacific Northwest or in other areas of the US where the weather is not as nice as it is here, or our Corvettes may not see sunlight for months.

Stay safe out there. I hope to see everyone at the monthly meeting on Friday, April 12th.

Craig Bricker
President
805-471-2945 805-471-2945



Hello to all you Corvette enthusiasts!. As of March 28th, 2024, our awesome club has 48 memberships with a total of 85 members. I want to give a special shout out to Cheryl Donahue and Ray Gonzalez. They joined our club two months ago and I failed to mention them in my last newsletter. I for one cannot wait to meet them especially because Cheryl is related to Jackie Lyon. Considering Jackie is a sweetheart I'm sure her sister is a sweetheart as well. Again welcome Cheryl and Ray.

Now that the political wheels are turning all around in our country, I thought I would find out what kind of cars our current and past presidents drove. Now considering the Corvettes American heritage, it's most definitely a icon of the good ol' U.S.A. I would assume several of our past or current presidents would have had corvettes. Well

not so much. ☹ We did have a few presidents which went to the dark side (Ford) which included J.F.K owning a 1961 Thunderbird. It's rumored Gerold Ford had a Mustang but that has yet to be verified. Lyndon B. Johnson sort of had a relation with Ford given he liked Lincoln Continental but he also had a Fiat 500. Bush jr was a Ford guy as well but as you might guess he loved his Ford F-150 King Ranch. Ronald Reagan opted for only the finest 4x4 ranch vehicles for his California estate. He owned a 1962 CJ-6 and, while president, a 1983 CJ-8 Scrambler. Amazingly enough, Reagan also owned a Subaru BRAT. Now, Barack Obama was hip right, he could have had a Corvette right.... Again not so much, while president he drove a 2008 Ford Escape Hybrid. So which President had or has a Corvette.... If you guessed our current President Joe Biden you would have guessed correctly. He owns a 1967 Corvette and has stated he has gone 160 MPH in it. Not sure if he is still driving it (insert your own joke here) but at least he does own the American Icon. What about Trump (got to give equal time to our current front runners) as well. Longtime man-of-means Donald Trump has owned a range of exclusive cars, including a 1956 Rolls-Royce Silver Cloud, a 1997 Lamborghini Diablo and a 2003 Mercedes-Benz SLR McLaren. I don't know about you all but if he is elected I think he should promise to buy the newest and best Corvette Chevy has to offer. Have a great month, hope to see some of you at our events and Be safe out there, enjoy life... drive a Corvette.

Bob Furster
 VP/Membership
 ososbob@gmail.com



1st White House Limousine
 1909 Pierce Arrow



SLO Vettes March 2024 Meeting

Date: March 8, 2024
 Location: Chevy SLO

Call to Order: 6:30pm

Club Attendees: 29 including 2 guests.
 All Board Members present, with exception of our Treasurer, Jan Dallons. The guests were Carlos Zargoza and his friend David whose last name I am sorry to not have gotten. Carlos is a new owner of a 2022 C8 Ceramic Blue Convertible. He was very happy to check out our club to see what we are all about. Welcome Carlos and David.

President, Craig Bricker:

Round table question: Do you play or have you ever played a musical instrument or sang in front of an audience?

VP, Membership Bob Furster:

Memberships – 49
 Number of People- 87

Treasurer, Jan Dallons: Sitting in for Jan Dallons was Denise Surber

A review was made of the January through December 2024 Profit & Loss Budget vs Actual Report. A Motion was made to accept the report January thru December 2024 by Russ Surber and seconded by Harold Davis. The Motion was carried unanimously.

Next we reviewed the current Treasurer Report: P&L Budget vs Actual for dates of February 9 through March 8, 2024. A Motion to accept was made by Bob Babineau and seconded by Lee Carrillo. The Motion was carried unanimously.

February Minutes by Secretary, Lisa Klockenteger:

No comments or changes were requested for the report. A Motion to accept notes as written was made by Russ Surber and

seconded by Bob Babineau. The Motion was carried unanimously.

Events Chair: Position OPEN. Please step forward to fill this vacancy. Currently this is a shared position. Anyone that wants to lead a Run or Event for the club **please** let our President, Craig Bricker know. He will help guide you through the planning and implementation. If you have an interest in volunteering to fill this position let President Craig Bricker know. It can be run by more than one person. A team of people would be ideal. Please see report on upcoming events and be watching for e-mails with informational flyers of these Events.

NCM- Ambassador, Don Allen:

Lots going on with the Museum and preparations for the Corvette BASH in August 2024. There is still time to join the Corvette Caravan to the BASH in August. Get a hold of Don if you are interested in going. Please read Don's informative report on "all things" Museum!!

Sunshine, Jeanne Allen:

Please check out her report.

Old Business:

Jon Dallons stated we have made our deposit for the Christmas Party in Morro Bay.

Webmaster, Jon Dallons:

Jon has been updating his computer with new software to handle our awesome website. Kudos to Jon. Can't wait to see how it goes. Be sure to check on our website monthly for any news on club happenings.

Merchandize, Jan Dallons: Sitting in for Jan was Denise Surber.

Please call Jan if you have ideas on a new Jacket or other Corvette item you want to add to your wardrobe.

Old Business: None

Newsletter, Russ Surber:

Please have Reports, Articles and Recipes turned in by March 27th.

50/50 Drawing \$ 53.00

Winner was \$26.50 to Tom Wilkins. Yay Tom!

Next Monthly Meeting: April 12, 2024

Location: Chevy SLO

Time: 6:00 pm Meet & Greet

6:30 pm Meeting Starts

Meeting Adjourned: 7:55 pm

Submitted by your Secretary

Lisa Klockenteger

lisaklockenteger@gmail.com

Events

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

Below is an update on several events that are scheduled soon: Note that the Maverick Saloon – Run to Santa Ynez that was scheduled for March 30th has been cancelled due to weather and has now been rescheduled for Saturday, April 27th. The Pistachio Run II which was originally scheduled for April 27th has been cancelled and may be rescheduled for later this year but most likely will not be scheduled until next year.

Please see the attached Events for 2024 spreadsheet (p. 28) which has been updated with the new date for the Maverick Saloon.

1) Vintage Cowboy Winery Run – Saturday, April 13th. See attached flyer.

2) Run to Santa Ynez - Maverick Saloon – Saturday, April 27th. See attached flyer.

3) Morro Bay car show/day cruise scheduled for May 3rd & 4th. See attached flyer (pp.26 - 27).

4) Tour de Paso Robles – Saturday, May 18th. See attached flyer. Flyer will be sent out soon.

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.

The Events Committee, *Pro Tem*



National Corvette Museum Update



Greetings everyone. Well, April is here and hopefully it will bring a few showers so we can enjoy May flowers. Judging by all the green grass on the hillsides behind Lisa and John’s beautiful blue convertible, Spring has sprung and soon summer will be just around the corner.

Spring is a great time to make sure your Corvette is ready to ride. A fresh service and a check up will ensure you have no troubles on your next outing. While mine is still wrapped up in its storage blanket, I did notice that the tires are ready to celebrate their fifth birthday. Wow! Has time every flown by. Seems like I just replaced them but then I remember I did that in preparation for

the NCM Caravan back in 2019. I suggest you check the date codes cast into the sides of your tires too. While they may still look brand new on the outside, tire rubber tends to break down chemically.

Spirited driving demands good shoes and the last thing you want is that steel-belted radial tire coming apart at speed. If it does, the tire becomes a saw blade and quickly chews anything that gets in its way as it separates. Remember, you don’t want a body shop repair show up on a CarFax or similar report. Take a minute, check your tires, and stay safe. How to read date codes: [How Do I Determine The Age Of My Tires? | Tire Rack](#)

Museum News New and Upcoming Exhibits



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.

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](#)



1977 Studebaker Avante II

The National Corvette Museum's collection now includes a 1977 Avanti II donated by Mike Hammer. This car has a gold interior and exterior and includes a Corvette engine, a fiberglass body, and a unique radiator intake design that needed no front grill opening. Yes, the Corvette engine was standard equipment in the Avante II.

The Avante design has quite a history and shares even more aspects with the Corvette. The original designer was Margaret "Peg" Sauer who had previously worked for Harley Earl around the time he was developing the Corvette.

Why the photo of the glovebox? Read the entire story and find out. [Avanti II - 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](#)

Events

2024 NCM Michelin Bash, April 25-27, 2024

This is the first event for the NCM onsite 2024 event season in Bowling Green. Traditionally, GM has used this event as an opportunity to introduce new models and new color combinations to the public. I am hoping that GM will unveil the new C8 ZR1. Check out the cool events planned: [On-Site Events - National Corvette Museum](#)

Join the Southwest Caravan to Bowling Green Leaving Aug 21st

Activities and schedules are being released now. Time to sign up! You don't have to be an NCM member to participate. 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. 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 merryway to some other destination or return home. If you go for at least the first couple of days, you will be able to help celebrate Lisa and John's wedding at our first stop, the M Resort outside of Las Vegas.

Here is the link to a local news article complete with a short video of us leaving Pasadena during the last Caravan in 2019. [Photos: Long line of Corvettes leave from Pasadena to take an all-American road trip – Pasadena Star News](#)

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](#). Please see me if you have any questions and if you decide to sign up, call me and I can give you some tips.

Assembly Plant tours to re-open during the Anniversary Celebration.

If you were thinking about joining the Caravan or just attending the 30th Anniversary Celebration of the National Corvette Museum, you will have the opportunity to book a tour at the Corvette Assembly Plant. Members can start booking tours on May 25, 2024.

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 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



**2024 Hypersonic Gray Corvette
Convertible 5/16/2024**
Price: **\$200.00** Tickets: 1500

Assembly Plant Update

Corvette Wins KBB 2024 Best Resale Value Award

Kelley Blue Book has announced the winners of the 2024 Best Resale Value Awards, covering the cars, trucks, and SUVs with the highest resale values on the used vehicle market. Taking a spot on the top 10 list is the 2024 Chevy Corvette, which is estimated to offer a five-year resale value of nearly 60 percent of its original sticker price. The Kelley Blue Book Best Resale Value Awards are based on projections from the organization's Official Residual Value Guide, an industry recognized standard. Interesting that the measures for resale were calculated using sticker prices which may have been unrealistic. An awful lot of C8 buyers paid over sticker for their beauty. For more, go to: [Chevy Corvette Wins KBB 2024 Best Resale Value Award \(gmauthority.com\)](https://gmauthority.com)

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 and the dealer invoice prices for the latest versions of the Corvette. [Invoice Pricing for Sports Cars - Negotiate](#)

[the Best Price at the Dealership \(roadandtrack.com\)](https://roadandtrack.com)

Corvette Stingray: Current Dealer Invoice: \$65,487.20, MSRP: \$69,995.00

Corvette Z06: Current Dealer Invoice: \$107,206.40, MSRP: \$114,395.00

Corvette E-Ray: Current Dealer Invoice: \$99,671.60, MSRP: \$106,595.00

Rumors and Tidbits

GM Ends Program of Sharing Your Driving Habit Data (Did You Even Know?)



If you bought a C8 Corvette you had to have an OnStar/My Chevrolet subscription. That was a required option that buyers had to pay

for monthly. The reason you ask? You were told that GM could remotely install the latest updates to your car's software. Not at the dealership but "over the air", even when your car was parked as long as OnStar could access the network.

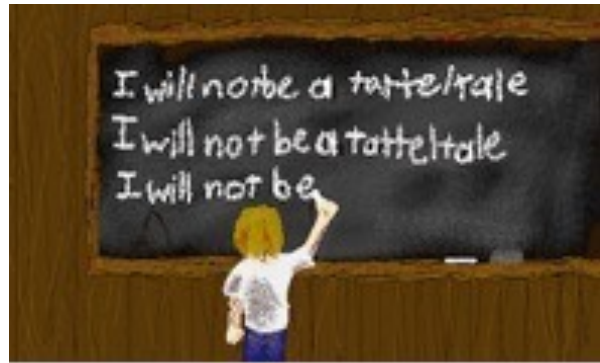
Turns out that buried deep inside the contract agreement buyers signed when enlisting these apps was a waiver that allowed GM to share your driving habits with insurance companies or anyone else willing to pay for the information. Some reports say that GM made millions from the sales. And it did not just start with the C8. It has been going on for years. [OnStar Woes: GM is 'Sharing' Driving Data with Insurance Companies - CorvetteForum](#)

So here is the warning for 2015 and newer Corvette owners. Be aware that the app was intended to supposedly "provide driving insights on how you can become a smarter, safer driver," rating drivers based on instances of hard accelerating, hard braking, wearing a seat belt, and time spent north of 80 mph. Sounds like standard operating procedure for Corvettes.

GM then sells individual customer driving data — based on those OnStar Smart Driver results — to data brokers who sell "risk reports" for insurance companies checking up on current and potential customers. So, your Corvette may well be tracking how you drive and you could end up with a higher insurance bill even without a citation or an accident.

First of all, what can you do to see if your Corvette is tattling on you and if so, how do you turn it off? You can turn off the third-party reporting component because of course, your enrollment was "voluntary". There is a quick video to get you through the process. [\[VIDEO\] Check Your MyChevrolet App to Opt Out of GM Sharing Your Driving Habits with Insurance Companies - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

It is not just Corvette owners that GM shares driving habits but all 2015 and later GM cars. That's not right, you say? Well, Romeo Chicco, a Florida man claimed that sharing



his driving data caused his insurance rates to nearly double for his 2021 Cadillac XT6 and furthermore led to his rejection by seven other insurance companies late last year. So, he sued and now GM has responded promptly by halting the sharing process with the companies responsible for generating the risk reports to insurance companies. I wonder if they might be sharing other marketing information to other agencies? After all, as of 2022, GM had over 8 million vehicles registered in this "Smart Driver" program. That is a ton of data just sitting out there somewhere. Seems like something could be made from that.

Here was the statement from GM. "Customer trust is a priority for us," GM spokeswoman Malorie Lucich said in the email, "and we are actively evaluating our privacy processes and policies." [GM Ends Program that Shared Customer Driving Data with Brokers and Insurance Companies - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

I suggest you watch the video I referenced earlier in this article and sever your connection anyway. Oh, by the way, this type of reporting is not limited to GM. I bet all the manufacturers are doing it.

General Motors is Raising the Prices of Extended Warranties by 30% Effective April 7th

You hear me regularly tout the many accolades that Corvette receives including several dependability awards from industry-recognized experts and rating organizations.

Kudos to the design team as well as the workers at the Corvette Assembly Plant.



With all that said, even if I could afford a new C8, I would make sure that I had included a factory extended warranty in my purchase agreement. Just in case of course and I would hope I never needed to use it.

Maybe the other GM products aren't as well put together? If you are in the market for a new GM product and plan to buy an extended warranty plan from GM, you need to up your loan amount. The price of the Platinum Plan, the one most selected because of the coverage, will increase by around 30% beginning April 7, 2024. Evidently the cost or frequency of repairs must have gone up requiring GM to limit their risk exposure by increasing the plan's cost. In fact, the cost of plans across the board will increase. So, if you are in the market for a new GM product and want the extended warranty coverage, you need to buy it soon to avoid the increase.

[General Motors is Raising the Prices of Extended Warranties by 30% Effective April 7th - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

C8 Corvette "Market Adjustment" Prices Falling. Good or Bad?

Depends on who you ask. For the buyer searching for a deal on a Corvette at a dealer, probably good. I stopped by the Chevy dealer in Arroyo Grande when I noticed two new C8s displayed outside. One was a convertible and the other a coupe; neither of which had any mark-up. Good news for a prospective buyer but not so

much for someone who paid thousands over sticker for a C8 two years ago and now wants to sell it.

The Z06 owners are really taking a beating. According FourWheel Trader, Z06 prices have taken a plunge, off some 27%. Of course, that is still a lot of money to secure a Z06. Just not as big as it was.

Don't get too excited if you are looking to buy new. GM is not offering any incentives on Corvettes because the market is still very strong. To see more and a video, go to: [\[VIDEO\] C8 Corvette Prices Still Falling, but There May Be a Silver Lining - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

Pre-Owned Michigan Dealer Lists a New In-Stock 2024 Corvette E-Ray for \$389,995

America's newest performance hybrid sports car started showing up at dealerships last week after the first 100+ cars were released from Bowling Green Assembly. One of those cars was a very loaded E-Ray Convertible wearing VIN 018 and it's already been flipped to a pre-owned dealership in Michigan where it's being offered for more than \$240,000 over MSRP.

Originally delivered to Feldman Chevrolet of Novi in Novi, Michigan, this 2024 Corvette E-Ray Convertible has 354 miles on the odometer and it's very nicely optioned with a Torch Red exterior and a 3LZ Adrenaline Red interior. Equipped with all the desirable options, the MSRP on this car came in at \$147,685.

The car is now being offered as pre-owned car by DM Motors in Walled Lake, Michigan with an eye-popping selling price of \$389,995. That's \$242,310 more than the MSRP of the car and anyone who buys this E-Ray will be without a factory warranty due to GM's toothless anti-flip rule that only punishes the next owner.

[Pre-Owned Michigan Dealer Lists a New In-Stock 2024 Corvette E-Ray for \\$389,995 - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

Speaking of GM's Anti-flip Rule

If you really want a Z06 and have lots of extra money, you can probably buy a very low mileage example from the original buyer as long as you can cover the mark-up. You had better read the fine print as GM inserted a clause in the warranty saying that if the original owner sells the Z06 within the first 6 months of purchase, then the warranty will not carry over and such is voided for the next owner. Ouch!

GM uses the clause to hopefully prevent buyers from flipping cars and making a big profit. Ford did the same thing with the GT 40.

I wondered if GM would really enforce the clause. It will make for very angry Z06 customers who didn't read the fine print. After all, the car did come with a warranty and this just gives GM an out for a costly repair. I also thought the stipulation was made by the original buyer, not the second buyer so how could GM enforce it in good conscious. As a buyer of used cars, I never read the fine print in the warranty because original factory warranties have always gone with the car, not the person.

Evidently GM is holding firm as a couple of Z06 owners have discovered when their transmissions went out, an issue not uncommon for Z06s. Interestingly enough, in one of these two cases, the dealer has stepped up to the plate and offered an out. If the owner can't afford to get it rebuilt or replaced, the Chevrolet dealership he brought the car into is offering him \$102,000 to take it off his hands - resulting in a \$75,000 loss on the car.

[How GM's 6-Month Warranty Policy Put 2nd Corvette Z06 Owner In A Bind \(hotcars.com\)](#)

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 of C3 Corvettes.



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 \(hotcars.com\)](#)

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



AWA Racing's Z06 GT.R #13 on its way to a 9th place finish in class at this year's Sebring 12-Hours. It was the highest placed Corvette.

Sunshine Report
Jeanne Allen




April Sunshine Report
By
Jeanne Allen



Bruce Lomath	4/1
Jim Pyle	4/5
Carolyn Smith	4/9
Tim Khong	4/13
Richard Smith	4/23
Jan Hansen	4/24
Dave Naumann	4/28



Doug and Jackie Lyon	4/8
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Recipes

What is better on a cold, wet winter's evening than a nice, thick, meaty chowder? This is a recipe we found on the internet and, to our delight, it turned out to be a real keeper. We think you will too.

CHICKEN CORN CHOWDER

Ingredients

- 1 Tbs olive oil

- 2 carrots (peeled and finely diced)
- 1 red pepper (cored, seeded, and finely diced)
- 2 stalks celery (thinly sliced)
- 2 shallots (minced)
- Kosher salt and freshly. Ground black pepper (to taste)
- 1 Tsp ground cumin
- 1/4 Tsp cayenne pepper
- 8 ears of corn (if you prefer frozen corn, one ear equals about 1/2 cup of corn)
- 2/3 cup heavy cream
- 3 cups chicken broth
- 2 to 2 1/2 cups shredded cooked chicken
- 2 Tbs minced fresh thyme leaves
- 1/4 cup crumbled cooked bacon
- minced scallions or cilantro or parsley (to serve, optional)

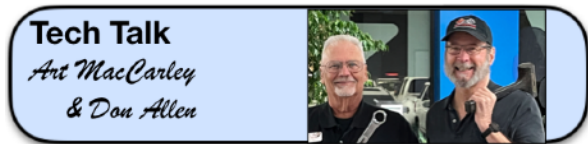
Instructions

1. In a large soup pot or Dutch oven, heat the olive oil over medium-high heat. Add the carrots, pepper, celery, and shallots, season with salt and pepper, and sauté for about 5 minutes until everything is fairly tender.
2. Meanwhile, remove the kernels from the corn and puree about 1 1/2 cups of the kernels in a food processor or blender with the cream. Add the chicken broth to the pot and bring to a simmer. Stir in the remaining corn kernels, the pureed corn and cream mixture, shredded chicken, and thyme. Return the mixture to a simmer, adjust the heat, and simmer for a few minutes until the corn is crisp-tender and just cooked. Taste and adjust seasonings as needed.
3. Ladle the soup into bowls and top with the bacon, scallion, cilantro, and and/or parsley as desired.

Notes

Like many soups, this chicken and corn chowder offers some good alternatives for

topping each bowl as the person wishes. Crispy bits of bacon, sliced scallions, cilantro, parsley . . . all of the above or none of the above, your choice. Put out little bowls of everything and let each guest make their own decisions.



Corvette Tech Talk

Art MacCarley and Don Allen

Season 2 Episode 3: What do you get when you cross a Corvair with a Chevette?

Don't even think about saying it. Among the two worst cars ever created by GM, both in the Chevrolet division. And both of them were named to sound like the Corvette, maybe hoping that some of the Corvette magic would rub off on them. It didn't.



1961 Corvair

Corvair, Gen 1 1960-64, Gen 1 1965-69. A shameless attempt by GM marketing to coat-tail the success of the very popular

Volkswagen Type 1 (Beetle, Bug). The 'Vair had a 2.6L 6- cylinder flat air-cooled rear engine, that produced only 95 HP, but actually wasn't that bad. It was made of an amazing new metal, at least for GM: aluminum (like the VW mills at that time). GM's only other aluminum adventure in the early 60's was the 215 CI Buick Skylark/Olds F85 small V-8, a brilliant engine that they quickly sold lock-stock-and-barrel to British Leyland because their cast-iron supply and production chain was too ingrained to handle a low- strength reactive metal. Even borrowed the cost-saving swing axles of the VW design. Rear-heavy with terrible oversteer since GM had never built a rear engine car before, and apparently couldn't afford to reverse engineer a Porsche 356. Fuel tank in front to serve as a collision buffer. Styled to appeal to the proletariat by looking like a stack of pancakes (the ones you probably give the dog). The car that, later in the 60's, forced us to forgive Porsch for the 914, the victim of jokes like "Leave a note on the car to remind you which end is the front." The Monza option made it sooo much better. Not.

The Gen 2 in 1965 was less dorky^[1], and as a stunning exception to mediocrity, even came with a turbo option which gave the car a whopping 160 HP in the Corsa submodel. But it was too late. GM lost money almost every year on the car, and had earned the criticism of some ambitious Boston Lawyer named Ralph Nader, who attempted to become a consumer protection hero by accusing it of being the most dangerous car ever made because of its rear- engine, front fuel tank and terrible handling. (Never mind that the Volkswagen Beetle had all of these features also.) But people loved the Bug. It was beyond reproach by anyone with political ambitions. It was endearingly ugly. Disney made a movie about it (Love Bug, 1969). Did anyone make a movie about the Corvair? Right. But in 1965 a best-selling book was written (Unsafe at any Speed) by that aforementioned lawyer and failed third-party presidential candidate. In a way, it was a shame, since the Corvair represented one of GM's rare attempts at radical innovation since the 1953 Firebird Turbine car, an

attempt not repeated until again until they finally moved the engine a little further back in the C8 Corvette. Well, maybe there was the 1966-69 Toronado, the first US front wheel drive car. But even as bad as it was, the Corvair didn't deserve the self-promoting technically illiterate judgement of Mr. Nader. It never really had a chance. If a Gen 3 had ever been produced, it might have been a great car.

In its dying years, Chevy realized they had missed the entire target in their attempt to build a "people's car" that got 18 mpg when the first US CAFE requirement in the 70's was still 12 mpg. More significantly, the Corvair was one of GM's first departures from the deeply entrenched Harley Earl (1893-1969) School of Design whose motto was "Mo chrome, mo bigga, mo betta". GM was well behind Ford and Chrysler on that count.

Eight years of creative drought followed the Corvair years, concurrent with the CARB emissions standards that took effect in 1968. During said period, we surmise that the same mythological intern that we blame every month for problems with the Corvette must have sketched out a cartoon of an Animal Cracker Box on tiny wheels, while he/she was bored at yet-another- meeting. Marketing found the sketch in the waste basket and loved it. To compensate for its utter lack of imagination, they reverted to their marketing ace-in-the-hole, borrowing from the famed Corvette name to subconsciously mislead consumers that it had something in common with its legendary namesake. They named their brainchild *Chevette*.



1978 Chevette

Now, to aficionados of America's Sports Car, such an internal IP theft should have been a capital crime, twenty to life in Levenworth. But those were different times when the ultimate symbol of American affluence was the Cadillac El Dorado that required registration as a Commercial Fishing Boat (my memory is vague on this). They would say that they were just trying to give the public what they wanted, or at least trying to convince consumers of what they wanted.

So in 1976 we got the "Chev-vette", produced through 1987. I'm sorry, I have trouble saying it without requisite eye-roll, learned from my daughters. This 'vette was compact, unibodied, and equipped with range of four-cylinder squirrel-cages from 85.5 to 111.2 CI, delivering 51-74 HP. Even a diesel option in 1982. Poor space utilization, explode-able gas tank behind the rear bumper like the Ford Pinto, cheap, and again, ugly. Even with new "pastel color options" intended to make it appear more "mod" to the growing boomer cohort. In a historical context, it is ranked 6th among the worst cars GM ever made, right behind its predecessor, the 1971-77 Chevy Vega, a car best-known for its disposable engine.^[2] No matter how many ads showed attractive models with their beloved little 'vettes, it was still an insult to the car from which its name had been purloined. You be the judge:



1982 Chevette 1963 Corvette Stingray

The 'vette went through three generations on its way to the junk yard, from 1967 through 1978.



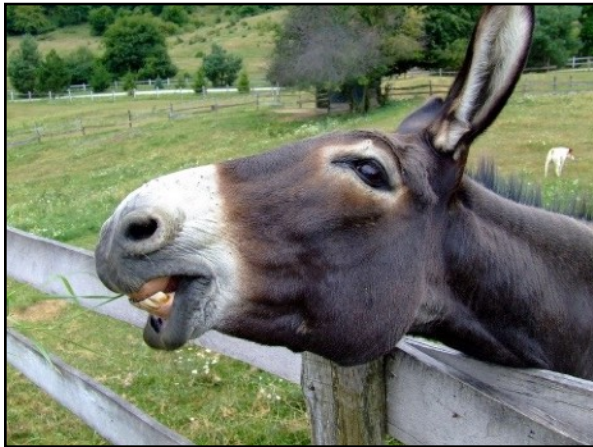
So why are we even talking about other Chevys that happened to have names like the Corvette? Well, it's a lesson learned in the 1980s that may very well have been forgotten now, as GM decides to make *Corvette* a complete line of vehicles. An *SUVette*? A *Cortruck*? A marine *Vettski*? Oh my!

But overcoming my poor attitude for a moment, the inconsistent history of GM's production cars is actually a demonstration of its product range capability. Chevy can build production Corvettes that consistently win the GT class at Le Mans. And they can build cheap grocery-*gettervettes*. This is not typical in the world auto industry. Ferrari does not build a *Ferrarette*. Mercedes only briefly produced the W124 *E-Class* (aka *Buttmobile*) in the 80's. And Ford built the world-beater GT-40 in 1966, but couldn't put it into production until 2005 with the Ford GT.

This is not my usual rant. Nothing much technical here. It's about the marketing choices made by GM that devalue the classic Corvette mark. Perhaps GM marketing is the place they send their "problem" employees who can't make any contribution except dubious creativity. Remember the landmark 1997 GM *Impact*, the first production EV in the USA? It took them two years and hundreds of focus groups before they finally got the memo and changed the name the GM *EV-1*. Enough said.



Ok Art. It ain't over yet. The same people must still work at GM considering their latest efforts at bringing new ideas to the marketplace.



The Corvette SUV could be an all-new model for the Chevrolet lineup when it goes on sale, probably by the end of 2024 as a 2025 model. Just think, a five-seat Corvette with ground clearance, cargo space, and serious go-fast performance. Maybe an entry-level model could even sell for less than the current mid-engine C8 Corvette's base model with added options to reach into Z06 territory.

Car and Driver pontificates that a compact-sized Corvette SUV could come with a turbocharged four-cylinder or a twin-turbo V-6, while a mid-sized one would no doubt come with GM's 6.2-liter V-8 engine. A supercharged version of that engine could target more exotic competition such as the

Ferrari Purosangue and the Lamborghini Urus.^[3]



What do you think? Should Chevy dare to oppose a Corvette SUV to the super-SUV realm of Aston DBX, Lambo Urus, or BMW XM or are they better off making only the traditional coupe and convertible models?

I hope you recall that we recently revised our club's by-laws. The team had the insight to include the words, "sports car" to describe the model of Corvette that club members are required to own to be included in our membership. So, no worries, SLO Vettes won't include SUVs.....at least for now.

By the way, I might also note that if an SUV-Vette were to happen, Art has already printed up bumper stickers that say "No SUVettes!" He is probably taking orders for them now. Be the first on your block to have one.

[1] Chevrolet television spot for 1965 Corvair. <https://duckduckgo.com/?t=ffab&q=Corvair&atb=v313-1&iax=videos&ia=videos&iai=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DffXgm7GTLZM>

[2] *Ranking The 15 Crappiest GM Cars Ever Made*, Hot Cars, 2020. <https://www.hotcars.com/ranking-the-15-crappiest-gm-cars-ever-made/#2005-2009-chevrolet-uplander-a-rather-downtrodden-experience>

[3] [2025 Chevrolet Corvette SUV: What We Know So Far](https://caranddriver.com/news/2025-chevrolet-corvette-suv-what-we-know-so-far/) (caranddriver.com)

Stories of Corvette Racing

Russ Surber



As I sat down to write this column it occurred to me that not everyone in the Club has a burning interest in racing, even Corvette racing. As a consequence, some of you may be as confused as I've been about Corvette Racing in general because there seems to be a lot of action but in very different venues. So, I thought this month we'll take a quick look at what and where Corvettes are competing, and then quickly run over where we are at in the 2024 season.

The Series

There are two major series, the World Endurance Championship, or WEC, and the IMSA WeatherTech SportsCar Championship. Let's first look at the WEC series.

The WEC is international in scope and annually sponsors eight races held on tracks around the world. The most famous of these events is the 24 Hours of Le Mans, held in France since the early days of the 20th century. When people talk about the Triple Crown of automobile racing, they are talking about Le Mans, the Monte Carlo Grand Prix, and the Indianapolis 500, and only a handful of drivers have ever won all three. The WEC has two broad categories of cars, and Corvette only competes in one. To be sure, in WEC races both category of cars are on the same track at the same time, but the race for overall winner is usually confined only to one of the classes because it is the very fast Hypercar. The Hypercar category is designed to allow manufacturers to both replicate brand identity and have wide leeway for creativity and innovation. That means that Hypercars like the Cadillac V-Series.R may bear the Cadillac name, they look nothing like the four-door Cadillac sedan you parked next to at Trader Joe's. They are pure and simple racing car and, as Carrol Shelby once said of Corvettes, "they

go like stink." This class is where the overall winners come from, usually after 8, 10, 12 or 24 hours laps ahead of the the other class, the LMGT3 Class. Manufactures competing in the WEC Hypercar Class are Alpine, BMW, Cadillac, Ferrari, Isotta Fraschini, Lamborghini, Peugeot, Porsche and Toyota.

The LMGT3 Class cars are more recognizable as heirs of a particular marque, which is to say that BMW's look kind oof like BMW's, and Corvettes look kind of like Corvettes. Looks deceive, as we have all been taught, and that is true here to the extent that these cars may start with a "stock" machine, but by the time the owners are done preparing the car for racing, its band name is only skin deep. In language that I particularly love for its quaintness, LMGT3 cars can only be driven by, are you ready, "gentlemen drivers" from "private teams." That means that when the WEC rules changed for this year, GM's factory sponsored Team Corvette was no longer eligible to race. Hence, we have what used to be called in the heyday of racing, "Privateers," or people who buy cars from the factory and race them with the support of (but not ownership of) the factory. And so it is for Corvette. TF Sport, a British based team with years of experience in endurance racing, has two Z06 GT3.R's in this series, #'s 81 and 82.

So here is a quick summary of the international series, where TF Sports is "our" team.

The IMSA (International Motor Sports Association) dates back to the 1970's, and the Sports Car Championship dates back eleven years, which is sponsored by WeatherTech, hence the WeatherTech SportCar Championship, or WSCC. The series consists of 11 races held at tracks across the country. Racing is divided into four classes, and like the WEC series, two of the four classes are essentially race cars wearing the name of a manufacturer. Corvettes compete in two of the four classes, GT Daytona Pro (GTD Pro) and GT Daytona (GTD), the difference being in the Pro Class only professional drivers compete.

Manufacturers competing in GTD Pro are Ferrari, BMW, Lexus, Porsche, Lamborghini, Aston Martin, Ford Mustang, Corvette, McLaren, and Mercedes-AMG. In this class the drivers are professionals. Corvette's banner is carried by a name that is probably familiar to you, Pratt Miller Racing,. PMR worked closely with the Corvette factor team for years, essentially building their cars. PrMR has two Z06 GT3.R in the GTD Pro Class.



Manufacturers in the GTD class are the same as in GTD Pro, Ferrari, BMW, Lexus, Porsche, Lamborghini, Aston Martin, Ford Mustang, Corvette, McLaren, and Mercedes-AMG. The Ford also has two Corvette Z06 GT3.R's competing for the checkered flag, #'s 13 and 17. These cars are owned by AWA Racing, and they are not competing directly with PMR's cars because they are in a different class, competing for different trophies. In a recent development, the owner of car #17 announced that he was pulling it from the team and putting it up for sale, apparently frustrated by it's inability to finish a race. His Instagram add read,

"IMSA spec GTD Corvette Race car for sale. Used very infrequently. Hasn't finished a race. Perfect for the collector who wants the latest iron from Pratt and Miller / Corvette Racing. Not a perfect race car but unobtainium (sic) to the public."

"Our" team in GTD Pro is Pratt Miller Motorsports and in GTD its AWA Racing, or what's left of it!



The Races

WEC: Only one of the WEC's eight race championship series has been run, the Qatar 1812 K. Corvette immediately made its mark when #81's driver Tom van Rompuy put his Z06 GT3.R on the pole in the LMGT3 Class. In the race itself, TF Sport's #81 led the Class for the first 20 minutes and remained in the top ten until driver changes began. Team mate Rui Andrade kept the car in the top ten until he spun harmlessly, putting him out of the top ten. As the dusk came and the night wore on #81 was plagued first with a problem with the electric shifter, which had to be replaced, and then with the electrical harness, which ended the pole-sitters race. Nonetheless, it left Qatar with one point in the Championship for Van Rompuy's remarkable effort that put #81 on the pole. #81's team mate, #82, remained in the top ten through the event with a incident-free race and picked up 2 points in the WEC scoring. The electrical problem is worrisome, because it first appeared in January's IMSA WSCC Daytona 24-Hours. It's something to keep our eyes on.

The second WEC race will take place at Imola, Italy, on April 21, and Pratt Miller Racing will be there with its #81 and #82.

IMSA WSCC:

The Rolex Daytona 24-Hours: The WSCC opened the 2024 season with one of its biggest challenges, the Rolex Daytona 24-Hours. The four Chevrolet Corvette Z06 GT3.R's showed promise during their competition debut, with two Corvette GTD Pro cars in the hands of team Pratt Miller Motorsports and two GTD cars in the hands of AWA Racing. Although Sunday's checkered flag flew without a Corvette win, there are plenty of positives and lessons to carry forward to the Z06 GT3.R's upcoming events.

In GTD Pro, Corvettes from Corvette Racing by Pratt Miller Motorsports completed the full 24 hours with the # 3 of Antonio Garcia, Alexander Sims and Daniel Juncadella led the way with a fifth-place finish. The trio led 118 laps during Saturday and Sunday with the sister # 4 Z06 GT3.R of Tommy Milner, Nicky Catsburg and Earl Bamber leading 38 additional laps.

Both of the Pratt Miller Corvettes experienced separate mechanical issues – the No. 3 had a cracked oil tank and the No. 4 had to replace a power steering pump inside the final six hours.

In GTD, AWA decided to withdraw the No. 13 Corvette (power steering) and the No. 17 Corvette (electrical), also in the last quarter of the event. The team and Chevrolet Competition Engineering are working together to determine the root causes ahead of the next race.

Mobil One Twelve Hours of Sebring: Corvette arrived in Florida for the Sebring 12-Hour with four Z06 GT3.R's. Perry Miller Racing brought two cars (#13 and #4) as did AWA Racing

The #13 AWA Chevrolet Corvette Z06 GT3.R led the contingent of first-year GT3 Corvettes at the end of Saturday's Mobil 1 Twelve Hours of Sebring. The #13 placed ninth in a 22-car GTD field at Sebring International Raceway.



Sebring was the second race for AWA as part of the Corvette program following a debut in January's Rolex 24 At Daytona. The #13 trio completed 314 laps and finished on the lead GTD lap in a largely trouble-free run.

The #3 Corvette Z06 GT3.R from Pratt Miller Motorsports looked as if it would take the honors as the highest-finishing Corvette in the race before being hit from behind and spun off track in the waning laps while running second in GTD PRO. Late-race chaos saw the #3 jostled around by multiple cars, the final being the impact that knocked the No. 3 Corvette off the circuit with six minutes to go.

The #4 Pratt Miller Racing Z06 GT3.R lost time in the first half of the race trying to sort clutch issues while trying to remain in GTD PRO contention with servicing during pit stops. Near the halfway point, the team elected to change a clutch component and lost multiple laps in the process.

AWA's second Corvette – the No. 17 Z06 GT3.R in GTD – retired early in the race with an electrical problem.

So there you have it, the WEC and WSCC seasons in a nutshell. The next WSCC race will be close to home on the Long Beach Street Circuit on April 20, before the series moves north a couple of hundred miles for a May '12 event at Laguna Seca.

A schedule of the full WEC and WTSCC season can be found at page 27.

Finally, I apologize for making this column so long, but I wanted to better explain the two series and bring you up to date on where things stand.

Russ Surber

Sometime editor and now sometime contributor to *Keepin' Track*

The Final Word

Russ Surber



Something happened recently that made us both kind of stop and think about life, that's the one with the capital L. A friend passed away with almost no advance warning, which somehow heightened the sense of loss and sorrow that came with the news., not to mention the shock.

Happily, it did serve to remind us of how fragile is our grasp on life, and how suddenly everything thing about it can change radically. We thought of the old adage, "Live every day as if it were you last," and decided that it was pretty much spot on. There are so many things in this day and age that annoy and frustrate, disturb and confront us, that it is hard to embrace each day as something new and wonderful that needs our full attention and care. While we don't expect our lives to change much from this revelation, we are resolved to as best we can follow Saint Francis's suggestion of changing or improving the things that can be changed or improved, and accepting those things that can't. Our hope is that perhaps by not wallowing in the torrent of bad news that seems daily to pour down on our heads, but instead finding those seeming few and rare things each day that can bring joy and letting them buoy our spirits and warm our hearts. We hope that the joy of life is yours as well.

That's a hell of a thing to put in a Corvette newsletter, but I just did.

And, speaking of annoying and frustrating, the weather this March has been especially so, what with consecutive weekends of rain interspersed with dry and even sunny week days. A friend says this proves that God does have a sense of humor. Because of all of this, our very busy President and acting Events Chair has done some remarkable shuffling of the events schedule to keep the

Club both active and dry, starting with moving the Maverick Saloon Run into the Pistachio Run slot and moving it into the next year. I mention this not only to acknowledge the yeoman job President Craig is doing, but to remind everyone that he is still awaiting the phone call from someone in the Club who will step forward and take that particular burden from his shoulders. I've been President and I've been Events Chair (pro tem) and can assure you that both require some time to do well. Neither alone is overwhelming, but when combined they can be. So, sometime this month I'd like to ask you to sit down alone and think about giving President Craig a call to say you'll take the Events Chair job. He'll work with you to bring you up to speed as will, I am sure, Bonnie Babineau and Beth Yudovin. I'd be happy to help as well, so you wouldn't be alone in the deep end of the pool looking for a life vest.

Finally, a word about the new EPA regulations clearly intended to put an end to the production and ownership of gasoline powered automobiles and trucks. Apparently, the decision to impose these new regulations relates to the relatively tepid response consumers have made to electric vehicles (EV's). In other words, the government has decided that if consumers won't buy EV's for whatever reason, sound or unsound, it will use its massive coercive powers to force them into such purchases. As far as I can tell, no one at the EPA or in the Biden White House has bothered to consider some of the implications of such an order. America's electrical grid, experts tell us, is on the verge of collapse. With highly-subsidized green energy alternatives taking over the provision of electric power to the nation, and with the unreliability of that source, the prospect of an era of widespread, rolling black outs is now a real possibility. Moreover, that "green" electricity is considerably more expensive for the consumer than hydro, nuclear, or coal or natural gas-based sources. So, the cost of electricity continues to rise, the federal government is determined to force everyone to use only electric appliances and vehicles, and sources like natural gas and nuclear are still untouchable. We'd better wake up to

the threat this poses for our economy or, before we know it, we'll be sitting in the dark wondering what happened.

To bring this to a close, I should mention that my much loved and even more missed iMac desktop passed away just before I was getting ready to put *Keepin' Track* together. So, if there are some "strange" things about our April edition, blame me and my fingers and my laptop that was pressed into service at the very last moment.

Have a great month, and remember "The Wave",

Russ Surber, Editor
Keepin' Track, the SLO Vettes Newsletter

How much is a BILLION?

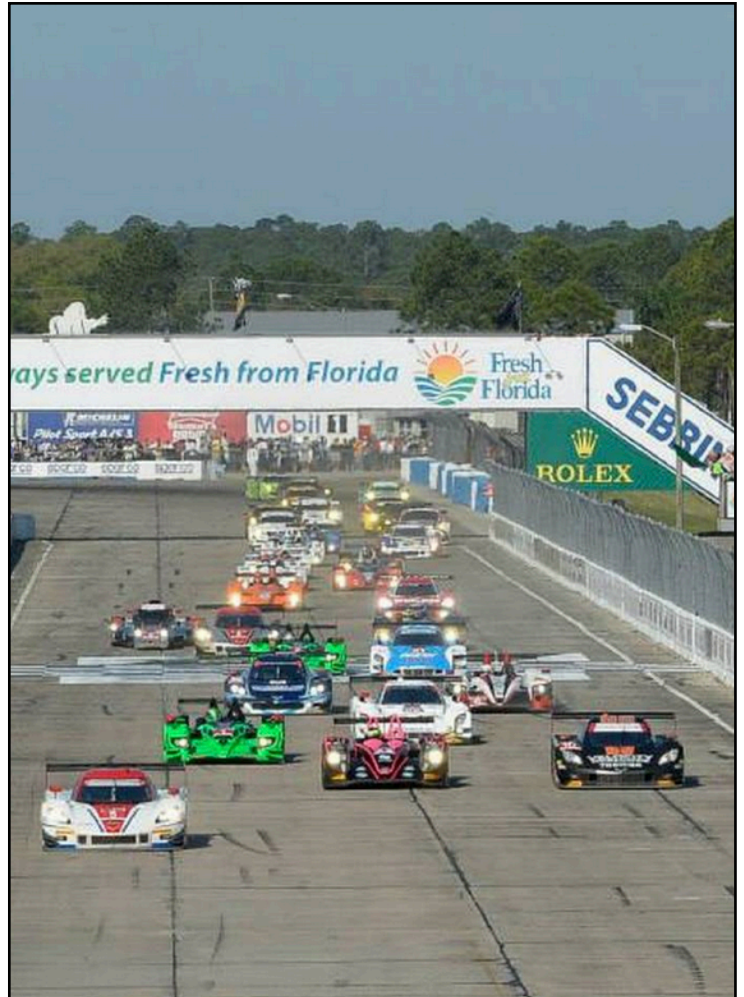
A billion *seconds* ago,
it was 1959.

A billion *minutes* ago,
Jesus was alive.

A billion *hours* ago,
our ancestors were
living in the Stone Age

A billion *days* ago,
no-one walked on the earth
on two feet.

A billion *dollars* ago,
was only 8 hours and 20 minutes,
at the current rate of
government spending.



CORVETTE





Vintage Cowboy Winery Run Saturday, April 13, 2024

We've visited Pozo's Vintage Cowboy Winery for about 10 years, which says something about the event's popularity with SLO Vette members. We each bring some "heavy" appetizers to share with one another and we "taste" some of Vintage Cowboy's excellent wines.

What do I need to do? If you are planning to attend please email Russ or Denise Surber at (rdsurber@charter.net) or text them at 805-610-0931 by Wednesday, April 10, and let them know you'll be there. This allows us to give the head-count to the Vintage Cowboy on Thursday.

Where do we go? We'll gather at the Santa Margarita Park & Ride just off the Hwy 101 Santa Margarita off ramp (both north & south) at 12:30. We'll depart the P&R at 12:45 sharp. Be sure you have at least 3/4 of a tank of gasoline because there is no gas in Pozo.

What do I need to bring? For the Run itself, bring a family radio (Walkie-Talkie) if you have one, set to Channel 10. For the Winery, bring a "heavy" appetizer you can share with others, along with a happy spirit!

What should I keep in mind? The owners of the Vintage Cowboy are excellent hosts. They let us taste their wine without charge, bring our own food, take up their tables & chairs, and make us very welcome. Please consider buying at least one bottle of their wine while you are there, or joining the Vintage Cowboy's Wine Club. You'll discover that many of us have, and the Pick-up Parties are an absolute delight!

SLO VETTES RUN TO SANTA YNEZ

LUNCH AT MAVERICK SALOON

Saturday, March 30, 2024



SLO Vettes will be heading south on Saturday, March 30th 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 no later than Monday, March 25th if you plan to attend.

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.

WEC and WTCR Series Schedules for 2024



World Endurance Championship 2024

Rnd	Race	Circuit	Location	Date
	Prologue	Losail International Circuit	Lusail	26/27 February
1	Qatar 1812 km			2 March
2	6 Hours of Imola	Imola Circuit	Imola	21 April
3	6 Hours of Spa-Francorchamps	Circuit de Spa-Francorchamps	Stavelot	11 May
4	24 Hours of Le Mans	Circuit de la Sarthe	Le Mans	15–16 June
5	6 Hours of São Paulo	Interlagos Circuit	São Paulo	14 July
6	Lone Star Le Mans	Circuit of the Americas	Austin, Texas	1 September
7	6 Hours of Fuji	Fuji Speedway	Oyama, Shizuoka	15 September
8	8 Hours of Bahrain	Bahrain International Circuit	Sakhir	2 November



IMSA WeatherTech SportCar Championship 2024

Schedule [\[edit\]](#)

The provisional schedule was released on August 4, 2023, and features 11 rounds.^[4]^[5]^[6]

 Race is part of the Michelin Endurance Cup

Rnd.	Race	Length	Classes	Circuit	Location	Date
1	 Rolex 24 at Daytona	24 hours	All	Daytona International Speedway	Daytona Beach, Florida	January 27–28
2	 Mobil 1 Twelve Hours of Sebring	12 hours	All	Sebring International Raceway	Sebring, Florida	March 16
3	Acura Grand Prix of Long Beach	1 hour, 40 minutes	GTP, GTD	Long Beach Street Circuit	Long Beach, California	April 20
4	Motul Course de Monterey	2 hours, 40 minutes	GTP, GTD Pro, GTD	WeatherTech Raceway Laguna Seca	Monterey, California	May 12
5	Chevrolet Detroit Grand Prix	1 hour, 40 minutes	GTP, GTD Pro	Streets of Detroit	Detroit, Michigan	June 1
6	 Sahlen's Six Hours of The Glen	6 hours	All	Watkins Glen International	Watkins Glen, New York	June 23
7	Chevrolet Grand Prix	2 hours, 40 minutes	LMP2, GTD Pro, GTD	Canadian Tire Motorsport Park	Bowmanville, Ontario	July 14
8	IMSA Sportscar Weekend	2 hours, 40 minutes	All	Road America	Elkhart Lake, Wisconsin	August 4
9	Michelin GT Challenge at VIR	2 hours, 40 minutes	GTD Pro, GTD	Virginia International Raceway	Alton, Virginia	August 25
10	 Tiresack.com Battle on the Bricks	6 hours	All	Indianapolis Motor Speedway	Speedway, Indiana	September 22
11	 Motul Petit Le Mans	10 hours	All	Michelin Raceway Road Atlanta	Braserton, Georgia	October 12

SLO Vettes Events Calendar 2024 as Revised

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 - Cancelled Weather
April	13th	Saturday	Vintage Cowboy - Pozo
April	27th	Saturday	Maverick Saloon - Santa Ynez
May	3rd & 4th	Friday/Saturday	Morro Bay Car Show - Day Cruise on Friday
May	18th	Saturday	Tour de Paso Robles
June	1st	Saturday	BBQ at Tracy & Stacy Weed's Home - Atascadero
June	22nd	Saturday	Mission San Antonio - Jolon
July	4th	Thursday	BBQ at Dallons Home - Templeton
July	25th	Thursday	Solvang - PCPA
August	3rd	Saturday	BBQ at Bill & Grace Nagel's Home - Nipomo
August	16th	Friday	Hot El Camino Nights - Atascadero
September	14th	Saturday	Melodrama - Matinee - Dinner After Show - Oceano
September	27th - 29th	Friday, Saturday, Sunday	Mystery Tour - ????
October	12th	Saturday	Pioneer Day Parade - Paso Robles - Lunch After
October			
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