



# Keepin' Track - SLO Vettes

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

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

Cover Page

Monthly Newsletter

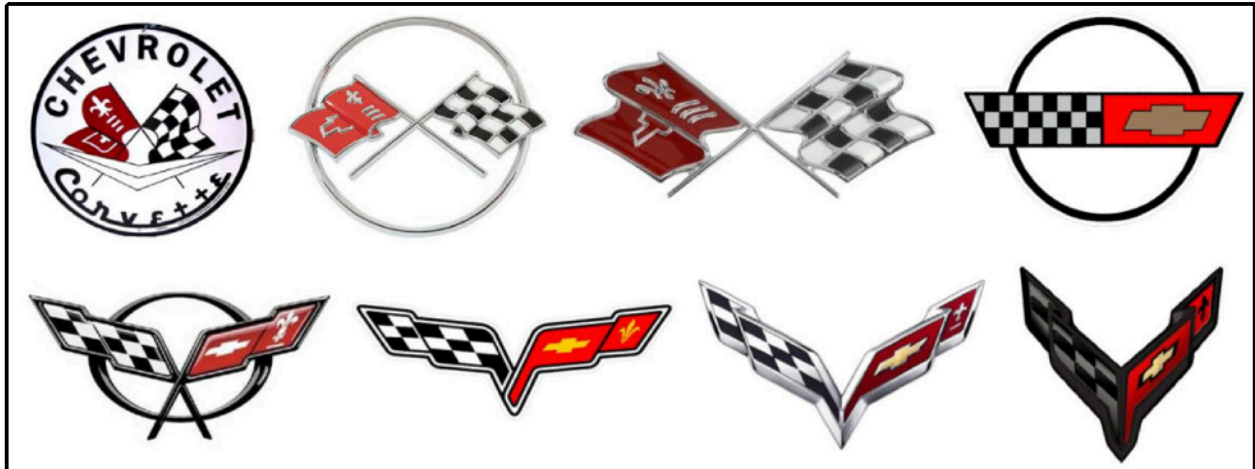
July 2024



## Corvettes Here, There, And Everywhere

Generally speaking, Corvette owners are a passionate lot, they love their cars and they love spending time with other Corvette owners who understand their, well, addiction. July's cover reminds us that we are not alone in this wonderful addiction to America's only true sports car. At the top you can see one of TF Sport's two Z06 GT3.R's on the track a Le Mans practicing for the World Endurance Championship 24-Hours of Le Mans. Below it, on the left, is the Memorial Sponsor's Brick our Club has at the National Corvette Museum, where SLO Vette members Tom & Cynthia Wilkins and Jon & Jan Dallons visited in mid-June. The photo on the right is the reason the Wilkins and Dallons were at the NCM, to pickup Tom's new Z06 Roadster. The silly smile on Tom and Cynthia's faces tell you all you need to know about the proud parents of this exquisite machine.

**Next SLO Vettes Meeting: Friday, July 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

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NCM AMBASSADOR - DON ALLEN

SUNSHINE/HISTORIAN -  
JEANNE ALLEN

MERCHANDIZE - JAN DALLONS

WEBMASTER - JON DALLONS

NEWSLETTER - RUSS SURBER

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**President**

*Craig Bricker*



Stay safe out there whether you are cruising at a safe speed or sitting in traffic. I hope to see everyone at the next event or meeting.

Craig Bricker President 805-471-2945

At the June monthly meeting I commented that we have had several members in our club that had traveled to multiple countries on four different continents in the months of April, May and June of this year. Traveling to Europe, there were two members that visited Portugal and Ireland and there were another two members that visited Iceland and Norway. Traveling to Asia, there were two members that visited South Korea and another member that visited China. Traveling to South America, there were four members that visited Brazil, Argentina, and Chili. In North America, besides members traveling to other states, there were two members that visited Canada. It's nice to see that we have members that like to get out and see the world.

**Vice-President**

*Bob Furster*



Hello to all you Corvette enthusiasts! As of May 28<sup>th</sup>, 2024 our awesome club has 49 memberships with a total of 87 members. I want to give a warm welcome to our newest members; Mark and Lisa Borges, they are sporting a 2006 white coupe. This brings our total number of Corvettes to 55.

In the month of June, Rhonda and I had a couple of recent road trips – one to Northern California and the other to Southern California – in back-to-back weekends. Our drive to El Dorado Hills in Northern California had no traffic issues but it does take a good five hours & 15 minutes to get there which is about the same amount of time it takes to fly from SFO to Miami. On the other hand, our drive to Temecula in Northern San Diego County which normally would take about 4 hours with no traffic took six hours. Luckily, our 2016 Corvette is very comfortable for long drives and while stuck in traffic. Living here on the Central Coast, we don't experience traffic like the Bay area or Southern California, but whenever there is a slight back up in traffic that slows my drive by five or ten minutes, I need to be thankful that it's only a delay for a couple of miles.

This last weekend's run (Mission San Antonio) got me thinking about this month's newsletter. I have not heard anyone comment much on preparedness for less than stellar outcomes when participating in our runs but this last run sure made me think we all should consider what may go wrong on an outing in our beloved Corvettes.

In Southern California two weekends ago, there was stop and go traffic for about 100 miles from The Valley to Temecula. I believe I saw more cars at the 101/405 interchange than I would typically see on a normal weekend here in the Five Cities area. I certainly do not miss living in Southern California.

The run started out great, most of us gathered in Paso Robles, conducted a quick driver meeting and set off out towards Heritage Ranch to meet up with the event sponsor, Lisa Klockenteger and a few others. The drive was uneventful but nice out to Heritage Ranch. After another driver meeting all of us hopped in our cars and set out towards Mission San Antonio near Lockwood. At approximately 7 miles past Lake Nacimiento on Interlake road Dave and Kathy Naumann experienced a flat tire. James Mariott and Lori and I stopped to assist them in hopes we could fix the tire and get back on the road. As most of you know not too many Corvettes have a spare and Dave's C5 was not running on run flat tires. However, Dave had the forethought to have a "slime" tire repair kit. Unfortunately the tire blowout was much more than just a small hole. Keep in mind we are basically in the middle of nowhere and the temperature was in the 90's. Again, Dave having a bit of

preparedness did have several bottles of water and luckily there was a tree to shade us. The brush was dry and there was some concern of the hot car starting a fire but that did not occur. James was prepared for that as well and had a fire extinguisher just in case. Luck was with us to a degree and cell service was good so Dave called AAA for a tow truck. James took off to catch up with the rest of the pack while Lori and I stayed back with them. It took a very long time for the tow truck to get there, in fact so long we saw our fellow club members cruise back by heading to the eatery for that run. Once the tow truck arrived Dave and Kathy rode with him back to Paso Robles while Lori and I caught up with the others at Bee Rock.

This event really got me thinking on how all of use really should be prepared for such unfortunate events. Although Lori and I had some water it was really not enough for the almost two hours we waited. I also do not carry anything to repair a flat tire, that will definitely change. So here is what I will do and suggesting all of you consider it as well. We should never go on a run without the following: Tire repair kit, fire extinguisher, plenty water and at least some form of snack... you never know. I will also be putting in a first aid kit in my car. Some may think that is a bit overkill but it's better to have it but not need it than need it and not have it.

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

Bob Furster VP/Membership



**SLO Vettes June 2024 Meeting**

Date: June 14, 2024  
Location: Chevy SLO

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

Club Attendees: 22  
All Board Members & Chairs present.

**President, Craig Bricker**

Craig asked Tom Wilkins to share his recent experience with picking up his brand new 2024 ZO6 Corvette in Bowling Green, Kentucky. He did a Museum delivery and was thrilled with the experience. After driving it across the parking lot, he then had the car shipped to his home here in California. He has very low miles on the car and must break it in before he can cruise at higher speeds. So be on the look out for Tom, you may see him driving around block by block in Morro Bay trying to break in that motor! Every mile counts!!

Bruce Lomath also shared with us his new 2024 Corvette that he picked up this week. It is a beautiful Sea Wolf Gray.

**V.P. Membership, Bob Furster**

Welcome Newest Members: Mark & Lisa Borgess.

Members: 87  
Corvettes: 55  
Memberships: 49

**May Minutes by Secretary, Lisa Klockenteger**

No comments or changes requested. A Motion to accept notes as written was made by Russ Surber and seconded by Kathy Naumann.

**Treasurer, Jan Dallons**

No Report available this month. We will review May/June Report in July.

**Events, Position OPEN**

- Reminder of coming Events
1. San Antonio Mission Run 6-22
  2. Hot August Nites- Atascadero
  3. Melodrama Sept 14<sup>th</sup>
  4. Mystery Tour September-- Space available--Deposits are needed asap \$300

A note from the Secretary:

On June 22, 2024 I lead a group of 11 cars to the San Antonio de Padua Mission. Unfortunately, Dave & Kathy Naumann had a tire blowout approximately 13 miles out on

G14 and had to forfeit the trip. Bob Furster/ Lori Furster saw what was happening and stopped to help out. A Flat bed truck was called to get them but took over 2 hours to arrive. The Furster's stayed with them the entire time. James Marriott also stayed back to get the information and then catch up to the rest of us to let us know the details. This is how we do it right when we go on a car run. Nobody is left behind and alone. The remainder of 9 cars completed the Run and we had a very nice and informative tour of the Mission. We then returned on the same highway and waved at the Naumann's as we passed them on our way to Bee Rock Bar & Grill. The tow-truck arrived shortly there after and the Furster's were able to join us for lunch. Overall the Run itself went well. Many people had not been on that section of G14 before and out to the Mission. A big thank you to the Furster's and James Marriott for all their help.

#### **Sunshine, Jeanne Allen**

She is back!! So good to see Jeanne back and standing again. Please see her Report.

#### **NCM-Ambassador, Don Allen**

Friday June 28<sup>th</sup> is "Drive your Corvette to Work Day"

Lots of good reading in Corvette Magazine on their "Tech Nerd" page.

Don's report this month is a must read. Lots of Information you will only get from our informative Ambassador, Don Allen.

#### **Newsletter, Russ Surber**

All reports due by June 26<sup>th</sup>

#### **Webmaster, Jon Dallons**

Please check out our new and improved website. Jon has rebuilt it from the ground up. He wants to update pictures of you and your car too. So please send a new photo to Jon Dallons for the web page. Thank you.

#### **Merchandize, Jan Dallons**

Contact Jan for any hats, jackets, shirts, etc that you might want or need with our logo on them.

#### **Old News-none**

#### **New news-none**

#### **50/50 Drawing \$75**

Winner: Bruce Lomath \$37 pd

#### **Next Monthly Meeting: July 12, 2024**

**Location:** Chevy SLO

**Time:** 6:00 pm Meet & Greet

**Mtg Begins: 6:30 pm Sharp!**

- **Meeting Adjourned: 7:30pm**

Submitted by your Secretary

Lisa Klockenteger

**[lisaklockenteger@gmail.com](mailto:lisaklockenteger@gmail.com)**

#### **Events**

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

Below are the SLO Vette events that are scheduled in July, August and September:

1) BBQ at Dallons Home – Thursday, July 4th – **RSVP to Jan Dallons at 805-712-1111 by July 1st.** See attached flyer.

2) Solvang PCPA Overnight – Thursday, July 25th. - Sold Out

3) BBQ at Bill & Grace Nagel's Home – Saturday, August 3rd – See attached flyer. Flyer will also be sent out at a later date.

4) Hot El Camino Nights – Atascadero – Friday, August 16th – See attached flyer. Flyer will also be sent out at a later date.

5) Melodrama - Saturday, September 14th – **Must received payment by August 1st.** See attached flyer.

6) Mystery Tour – Friday, Saturday and Sunday – September, 27th, 28th and 29th – Event is limited to only 15 cars. **Only five spots remaining.**

Contact Jan Dallons at 805-712-111 to reserve your spot for this fun weekend event. A \$300.00 deposit is required.

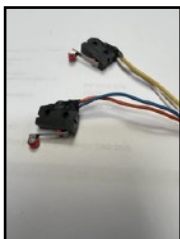
Harold Davis Events:

1) Sunday, August 11th – BBQ at Atascadero Park from 12:00 PM – 3:00 PM hosted by Corvette Pacifica. Text Harold Davis at 805-441-9576 if you plan to attend. Let Harold know if you want hamburger or hotdog. Since Corvette Pacifica is hosting this event, there is no cost to attend.

2) Saturday, August 24th – Norgrove Railway museum and train ride in Arroyo Grande. Cost is \$10.00 per person. Text Harold Davis at 805-441-9576 if you plan to attend. Bring a couple of chairs and a picnic lunch for your yourself. We will be able to enjoy a lunch on the property.



**National Corvette Museum Update**



Greetings everyone. Why am I leading off this article with photos of wires, switches, and plastic grommets? If you recall, when Art MacCarley and I wrote about batteries in our Tech Talk article, shortly afterwards the battery in my Corvette died. History seems

to repeat itself and following our article on shifters getting stuck in Park, my shifter did exactly that. I can hear you now, “What goes around, comes around.” Obviously, Art and I need to be more selective on our subject matter and choose a topic that would be relatively easy for me to fix.

In this case, I purchased some upgraded replacement parts from C&S Corvettes, a Corvette parts and repair shop in Sarasota, Florida. Along with quality new and used parts, Lyle Aulwurm, the owner, provides detailed videos on to install them as well as a sizable library of videos on how to fix common problems associated with Corvettes. The videos are separated by year models include all kinds of subjects.

The kit I selected included the entire wiring harness for a C6 shifter with heavier wires and much better switches than the originals. The factory switches are the typically the cause for failure in a C6 automatic shifter assembly. GM never sold the switches separately so your only option was to replace the entire shifter which by the way, GM no longer makes.

The kit also included a new shifter indicator window, shift indicator pointer, and two new grommets that press into the fittings at each end of the shift cable. One end attaches to the shift lever and the other to a lever on the transmission case. If either bushing fails, the shift cable comes loose from its appropriate lever and the transmission is stuck in whatever gear you happen to be in at the time. Generally, that will always happen when you are out and about, not in the comfort of your garage.

Since I already had the shifter exposed, I decided to replace the grommet with the improved part included in the kit. After many curse words and a serious test of my patience in my hot garage, I discovered my grommet had not degraded but I replaced it anyway. I will tackle the transmission end of the cable when the weather cools down some.

The whole process went much better than I had dreaded and now we won't have to

worry about a sticking shifter while we are out and about. If you do decide to tackle this repair yourself, please call me for a couple of extra tips before you start. To see everything Lyle has to offer, go to: [Corvette Parts Center: C&S Corvettes Parts and Salvage](#).

## Museum News

### Tourism in Kentucky Is Up, Thanks in Part to the National Corvette Museum



Kentucky tourist expenditures are up 9% year over year in 2023, and the National Corvette Museum in Bowling Green is doing its share. In fact, while tourist numbers were up 21% just in Bowling Green for 2022, the already-record-setting number went on to climb another 7.9% in 2023 and in the process generating \$477.3 million in visitor spending and \$39.3 million in state and local tax revenue.

The NCM can't claim all the glory. Other attractions such as the Lost River Cave, the Railway Museum, championship-level athletic play at the Western Kentucky University, and the nearby Mammoth Cave National Park bring visitors with varying interests to the Bowling Green area.

The NCM has invested over \$3 million in exhibit space alone over the last three years. Visitors are not disappointed even if their visit is a repeat as the exhibits are constantly rotated to keep the displays fresh and interesting. For more, watch the video at: [NANOSPARKLE YTL WK23 VID67D T1 H3 M5L \(youtube.com\)](#)

## New Displays

### The No. 3 Corvette C8.R



The NCM is now displaying the [Chevrolet Corvette C8.R](#) that raced from 2020 to 2023 in both IMSA and in the World Endurance Championship (WEC). It has a fantastic record with 10 wins in 27 starts and it won 13 pole positions.

This Corvette C8.R made its IMSA debut in 2020 with Antonio Garcia and Jordan Taylor, and the duo would go on to win back-to-back IMSA GTLM Championships (2020-2021). In 2022, the GTLM class went away in IMSA so Corvette Racing split the two-car team and sent this racer to Europe with Tommy Milner and Nick Tandy to contest the 2022 World Endurance Championship as well as the 24 Hours of Le Mans.

### Keys to the Cars in the Sinkhole

On February 12, 2014, a sinkhole opened in the National Corvette Museum's Skydome during the early morning hours, swallowing eight cars. While it took some time for the cars to be extracted and for the exhibit to be made safe again, the keys to the cars were spared the excitement as they are stored in a separate area from their respective cars. As part of *Ground to Sky: The Sinkhole Reimagined*, the newest exhibit documenting the accident, the keys to the eight cars are now on display.

Like the automobiles they fit, these keys provide a snapshot of the Corvette's

evolution. The oldest car, a 1962 Tuxedo Black Corvette, comes with a simple set of unadorned keys. Several of the later cars come with special keychains signifying their uniqueness, including the 1992 One Millionth Corvette and the 1984 PPG Indy Car pace car. The keys to the 2001 Mallett Hammer Z06, the last Corvette pulled out of the sinkhole, include a traditional metal key, multi-button fob, and a Corvette club keychain from its original owners. The 1.5 millionth Corvette and the ZR1 Blue Devil, both from 2009, have sleeker key fobs with the sixth-generation Corvette crossed flags on the back.

The photos of each are close-ups and to try and to include them in this article really doesn't do them justice. To view them properly, go to: [Sinkhole Corvette Ignition Keys - 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 Black Corvette Coupe 7/18/2024**  
Price: **\$150.00** Tickets: 1500



**2024 Torch Red Corvette Coupe 8/31/2024**  
Price: **\$20.00** Tickets: Unlimited

### Assembly Plant Update

#### Corvette Gets a New Boss



General Motors just named Tony Roma as the new person responsible for all future development of the Chevrolet Corvette. Roma takes over from Tadge Juechter who has been closely linked with the Corvette development team since the early 1990s and led it since 2006, during which time he oversaw development of the C7 and C8 generations. Juechter's last creation comes in July when the long-awaited ZR1 is introduced to the public. Until now, Roma has been in charge of engineering for the Cadillac Celestiq and will switch to the Corvette team on July 1.

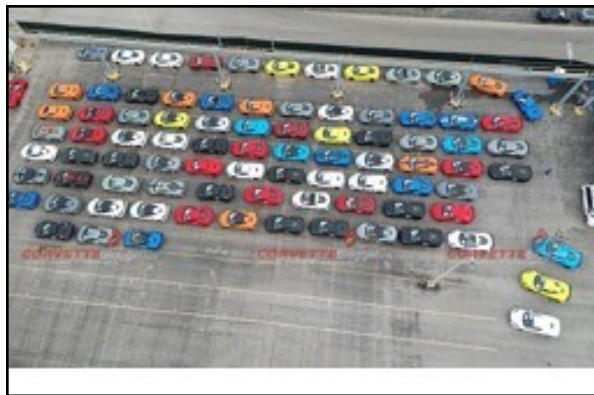
Simultaneously, GM will restructure its efforts of building performance-based cars. The Corvette team will be expanded into the newly established Global Corvette and Performance Cars team, which Roma will



lead as executive chief engineer. Roma will also lead the Luxury and Performance Car team at GM. I'm not sure the details of duplicating the "Performance Car Team" and the use of "Luxury" other than to mean that Corvette will team up with Cadillac Racing as both marques are competing globally in their respective racing divisions.

Since Roma is coming from Cadillac, I wondered if he was more luxury oriented than performance minded. A little digging into Roma's background easily settled any and all concerns. Roma owns multiple Corvettes, including a C4 ZR1, a C6 ZR1, and a C8 Z06. Roma also is an experienced racing driver, with seat time at the Nürburgring, a track where he has racked up more than 1,500 laps. [Tony Roma to Replace Tadge Juechter as Corvette's New Head Honcho \(caranddriver.com\)](#)

### **More Corvettes Sitting Unfinished Outside the Assembly Plant?**



An ariel photo from earlier this year shows several hundred Corvettes were being parked in a special lot inside the grounds of the plant. The rumor is that GM is again parking unfinished cars in the same area, more specifically, E-Rays. The production figures support that rumor. Many days pass where few or sometimes no E-Rays are produced and then a day will come up where the reports show as many as 66 were built. Sounds more like the shorted parts showed up and several cars were finished. Hopefully this won't be a trend causing customers to suffer long waits for their dreams to come

true. [Is the Corvette Assembly Plant Once Again Parking Unfinished Corvettes? - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

### **2024 And 2025 Corvettes Recalled**

GM has issued a safety recall for select units of the 2024 Corvette and 2025 Corvette units over seat belt retractors that may lock in a stowed position and become unusable for occupants. The affected units may have been built with a driver and/or passenger seat belt retractor that can become locked in a stowed position under certain conditions. More specifically, two internal components of the retractor may be out of dimensional specifications, and if it's the case with both of those components, the belt could become locked after being fully extended to engage the Automatic Locking Retractor (ALR) function. A locked seat belt would thus be unusable and creates a safety risk for vehicle occupants.

GM dealer will replace the defective seat belt retractors, which are provided by supplier ZF Group located in Livonia, Michigan. The fix will be covered under the vehicle's warranty at no charge to the owners.

Here is the crazy part. As of June 6<sup>th</sup>, 2024, the new parts aren't yet available! GM's attorneys must be running the show.

For further info, go to: [2024, 2025 Corvette Recalled For Defective Belt Retractors \(gmauthority.com\)](#)

### **Thinking about a 2025 Corvette?**

The 2025 order guide has been released. If you are dreaming of a new Stingray, E-Ray, Z06, (sorry but no ZR1), go to: [Model Information - Online Ordering Guide \(gmfleetorderguide.com\)](#) and dream away. While the pricing hasn't been nailed down yet, you can still see all the options available to you. That is unless something is on restraint.

### **2025 Model Year Production to Start on September 9th**

In a memo to dealers, General Motors is stating that the start of regular production (SORP) for the 2025 model year Corvette will now be Monday, September 9th. The first allocations for the 2025 model year will come during the July Cycle 1 (July 11th?). As for the 2024 model year, that will end most likely on Friday, September 6th.

### Rumors and Tidbits

### Chevy Should Make a C8 Corvette Grand Sport

Personally, I love the Grand Sport models. It would be a simple thing to make. As GM before in the C6 and C7 models, they could take a Z06 and swap out the LT6 for the Stingray's LT2 V-8. That car mostly exists today in the form of the E-Ray, which uses the Stingray engine in a Z06 body, but paired with an electric motor for the front wheels. Think of a new Grand Sport as either a lower-powered Z06, or a de-hybridized E-Ray. Either way works for me.

Maybe you don't think Corvette needs another model but all the other car makers in this category do it. Look at how many models of Porsche there are. It could come late in the C8 run just as GM did for the C6 and C7 Grand Sports. (C6 GS 2010-2013, C7 GS 2017-2019) Time will tell. My fingers are crossed.

### Some Cool Vanity Plates at the Bash

It is always fun checking out special license plates, especially on Corvettes. Here is just a small sampling from the Museum's Michelin Bash Event last April.



These were parked side by side.



### In Closing

To learn more about the Museum, its 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*



transmission, and differential clean. The best way to do that is to keep the oils inside them fresh and clean. For this article, we will focus only on the engine oil.

Much of this article is derived directly from the folks at Corvette Central, a parts warehouse and parts manufacturer devoted to Corvettes. They offer generation-specific catalogs for C1 through C8 Corvettes that total over 700 pages and include over 55,000 parts, accessories, and apparel items. Check them out at: [Corvette Parts & Accessory Supplier | Corvette Central](#)

**July Sunshine Report**  
*By Jeanne Allen*






Sam Sutherland	7/11
John Everett	7/12
Becky Cyester	7/14
Marty and Valerie Cochran	7/14
Tracy and Stacy Weed	7/14
Ron and Donna Eichelberger	7/15
Jim and Vicky Pyle	7/21



Remember when the under-hood fluids were checked every time the fuel tank was filled. When was the last time you did that? Now, we jump in our cars and expect maximum performance and minimal maintenance, with no concern for the extremes the lubricants face. So, GM decided that making a low oil level warning system standard in 1991 was worth the cost.

**Tech Talk**  
*Art MacCarley & Don Allen*



To achieve compliance with Federal gas mileage requirements, GM has gone to lower viscosity oils. The lower the viscosity, the thinner the oil and in turn requires less horsepower to move engine, transmission, and differential parts through the lubricant. To allow for thinner oils to function correctly, all the clearances must be tighter so the fluid will still lubricate properly.

**Corvette Tech Talk**

Art MacCarley and Don Allen

**Season 2 Episode 6: Keep your C5, C6, or C7 fluids fresh, Part 1.**



Last month we talked about keeping your Corvette's engine bay clean and shiny. This month we would like to address keeping the inside of your engine,

Engine oils now range in the 0W30 viscosity range, in stark contrast to 20W50 oils used in earlier generations. You can use 20W50 engine oil in Corvette engines BUILT BEFORE 1996 without engine damage, although it wastes fuel and it costs

horsepower. There is a very important reason to use lower viscosity oil in the 1997 and up Corvette engine.

Changing the oil to 15W40 or 20W50 in 1997 and newer Corvettes can cause crankshaft and/or crankshaft bearing damage. Something else to consider is the extra effort required to turn the oil pump. Not only are you possibly hurting your engine internally, but fuel is wasted turning the extra load on the oil pump.

1997-2013 LS engines idle with 20-30PSI of oil pressure typically. On a hot day after the engine and drivetrain has warmed up, it is possible to see 15PSI at idle without any concern. The main thing to watch for is a rise in pressure once in gear. At 2000 RPM, you should see 45PSI. As RPM increases, so should the oil pressure. Most LS engines top out at 60-75PSI. When you see 0-5PSI at idle and 25-30PSI at cruising speed, you need internal engine work, not 20W50 oil.

### **Is it worth the extra cost for synthetic oil in a C5-C6 Corvette?**

Two reasons actually make the case for synthetics.

1. The use of multi-grade oils for temperature variations.



2. Optimum performance in all temperatures.

Multi-grade petroleum oils start with thinner viscosity base stock then add viscosity improvers that will increase with heat. Depressants are added to let the engine start



with adequate protection on cold mornings. All this viscosity jockeying makes for instability, lowering the oil viscosity over time. You start out with a viscosity grade of 30 and within a short while the oil viscosity drops and engine protection wanes. The lighter petroleum oil base stock allows the oil to burn easier at high temperatures, which may cause the formation of deposits and possibly increase oil consumption.

Synthetic engine oils require very few viscosity improvers. This will keep oil stable considerably longer with a minimum viscosity drop off, which will protect an engine much longer.

Synthetic oils really shine in two more areas. First, they pump easier in cold temperatures because they do not have paraffin to slow down oil flow. Minutes can elapse before the crankshaft and bearings are protected with their lifeblood. Secondly, because of their molecular structure (smaller uniform molecules) there is less heat build-up. If high oil temperatures do occur, synthetics will prevent engine failure from extreme temperatures better than petroleum oils.

The most important reason to use synthetic oil is the manufacturers' warranty requirements. GM fills the crankcase at the factory with the same Mobil 1 we buy off the shelf. They know it works. Why chance it?

### **When to Change Engine Oil?**

Oil contamination occurs, but you do have some control over it. Replacing your air filter and more so, making sure your engine receives clean filtered air is paramount. Fuel

injected engines need careful inspection of the inlet air. Are the air duct pieces tight? In addition, are the PCV grommets in place and crankcase hoses tight on the throttle body? Unfiltered air goes directly to the piston rings and works its way into the crankcase, scoring the cylinders and crankshaft bearings.

Metallic particles slough off engine parts and end up in the oil. This is why we have filters, but some of the minute particles get by and attack the crankshaft bearing surfaces. Lesser quality oils allow more of the particles to slough off, exacerbating the situation.

Acids occur from combustion byproducts, causing corrosion as oil burns off deposits that are left behind in the engine. To protect your engine, the acids have to be removed or neutralized. Changing the oil and filter will take care of the acids. You can also accrue more trouble-free miles with proper air inlet maintenance or better yet, upgraded air filters.

As hard as it may be to go those extra miles between oil changes, it can be done without any ill effects. It is about discretion. If you are driving around town short distances without warming the oil up enough to burn off the condensate, adding to the oil's acid content, you should change it at 3,000 miles or every year. Earlier fuel injected Corvette engines before 1994 dumped more fuel into the oil, diluting it and contaminating it with acids, requiring shorter change intervals. Highway trips that get you on the road for hours at a time allow for those 5,000+ mile oil changes.

C5 and C6 Corvettes use drive time, oil temperature, coolant temperature, and other data to make the decision when the oil should be changed, and they work well. Remember that the Corvette oil change warning system decisions are based on high quality synthetic oil. The oil change monitoring system has no clue what oil you are using. The newer the Corvette, the longer the oil change intervals (better fuel control keeps more of the fuel/acids out of the crankcase).

If you have a garage queen that rarely sees the road, Mobil 1 engineers recommend

changing engine oil annually. We understand that our club members aren't parking their cars during severe winters but if you plan on storing your car for long periods, change the oil before storing it. That way any contaminants present will have been removed. We know that could get expensive but engine repairs are way more costly and oil is your engine's lifeblood.

It really is possible to get 300,000 miles out of an engine with synthetic engine oils and proper oil change intervals, even if you drive your Corvette aggressively.

### **DIY Oil Changes for Corvettes Without Dry-Sump Engines**

Jacking up your Corvette to slide underneath it can be a chore without some sort of a lift. Don uses two floor jacks to raise the car. He places lifting pucks between the jack and the lifting points located on underside of the frame. GM wrapped the body panels under the Corvette onto the frame rail. Careful placement of the lift arms or jack pads is required to prevent panel damage. Corvette Central's [part number 105380](#) and [115653](#) provide adequate protection for the lift arms or jack pads.



Some 2'x12"x18" pieces of wood can then be stacked on top of each other to put under the tires to support the Corvette off the ground just high enough for a creeper and a tummy to clear.



A 15mm box end wrench is used to remove the oil pan drain plug. Nitrile gloves are recommended to keep the dirty oil off your hands. Take a look at the rubber seal. Corvette Central has part number [305035](#) drain plug available if needed. Usually after about five oil changes, the seal is ready for replacement.

Use an oil filter strap wrench for removing the [AC Delco PF46 oil filter](#). Remember the best time to change oil is when it is hot, so BEWARE!

Always fill the oil filter with fresh Mobil1 synthetic oil while the engine oil is draining. You can usually go back a couple of times to top off the filter for maximum oil fill.

Wipe off the filter mounting pad area before the new filter goes on. Sometimes the oil filter rubber sealing ring sticks to the filter mounting pad, so make sure it is not there.



Now it's time to reset the oil service light on the DIC readout. To do that on a C5 or C6 Corvettes, start the engine to power up the computers and electrical system. Press the "Trip" button until the oil life percentage is displayed. Press and hold the Reset button until the percentage says 100%. Some cars will be finicky and only reset to 99%. If it doesn't reset, turn the car off and repeat the process. Now you should be good to go.

To reset the oil service indicator on a C7, scroll through the DIC Info Pages menu until the REMAINING OIL LIFE percentage is displayed. Press and hold the SEL button on the DIC while the Oil Life display is active. The oil life will change to 100%. If the CHANGE ENGINE OIL SOON message comes back on when the vehicle is started, the engine oil life system has not reset. Repeat the procedure.

### **DIY Oil Changes for Corvettes With Dry-Sump Engines Except C8 Z06**

Corvette began offering engines with dry-sump oiling systems beginning in 2006. Depending on the year and model, dry-sumps have been standard equipment or optional on C6 Z06 and Grand Sport, C7 Stingrays with Z51, Z06, Grand Sport, and ZR1, and C8 Stingray and E-Ray.

Basically, instead of holding oil in an oil pan attached to the engine, a dry-sump system holds its oil in a special tank separate from the engine. A smaller oil pan is still used to catch oil as it circulates through the engine

but now suction pumps remove and transfer the oil to a separate tank, usually mounted in the engine compartment near the engine. A pressure pump then feeds oil back into the engine's oil passages.

While more complex than the conventional lubrication systems, dry-sump systems offer several advantages. With less oil in the oil pan, there is less opportunity for engine internals to splash or aerate the oil resulting in a loss of power. Oil pressure stays constant during spirited driving including harsh accelerating and braking or hard cornering. While not an issue for C6 and C7 models, GM wanted to lower the center of gravity for the C8 models (to handle better and to fit inside the design dimensions). With a smaller oil pan, engineers could easily accomplish their goal and now dry-sump oil systems are standard on all C8 models.



Dry-sump oil systems are more sophisticated and the procedures for DIY oil changes are more detailed. Rather than include the steps in this article, we strongly suggest you review an article written by Hib Halverson for *Corvette Magazine*. Hib is frequent contributor to the

publication and his articles are always well written and include excellent photographs. He owns multiple Corvettes and is a member of the Ventura County Corvette Club. To see his step-by-step how-to article, go to: [C6, C7 & C8 Stingray Dry Sump Oil System Service | Corvette Magazine](#)

Doing your own oil changes isn't for everyone, so for those of us who take our car to either a dealer or an oil-change shop for servicing, always check the level of your engine oil before you leave the shop. Different Corvette engines have vastly different oil capacities. Depending on the

year, model and package options, you could end up either low on oil or discover your engine was overfilled. Don discovered the overfill situation on two separate occasions so please be careful. Trust but verify your provider's work.



Well, the old line about practice makes perfect seems to be working for the several teams that race Corvettes in the IMSA, WEA, and GTWCA series (and a free cup of coffee to anyone who can remember what GTWCA stands for).

June opened with the Granddaddy of all endurance races, the World Endurance Championship 24-Hours of Le Mans. Rain played a significant part in the outcome of the race, as it would two weeks later at the IMSA race at Watkins Glen.

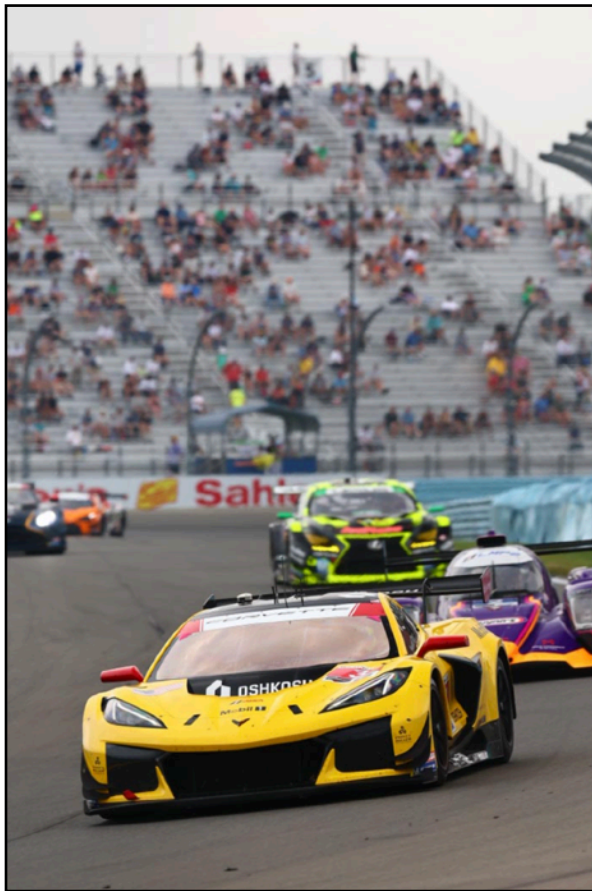
At the iconic French track, TF Sport and the Chevrolet Corvette Z06 GT3.R program achieved its goal of completing the 24 Hours of Le Mans on Sunday as the pair of first-year GT3 Corvettes completed the full race in a challenging and treacherous 24-hour battle. Both Corvettes combined to complete 545 laps for 4,616 miles in the race. It wasn't just the first Le Mans for the Corvette GT3 entry but also the first in the French classic for the TF Sport/Chevrolet partnership.

The No. 82 Corvette of Hiroshi Koizumi, Sebastien Baud and Corvette factory driver Daniel Juncadella led the TF Sport effort with an 11th-place finish after starting 18th and completed 278 laps in the LMG3 class. The No. 81 sister car of Tom Van Rompuy, Rui Andrade and factory driver Daniel Juncadella placed 15th as Porsche took the class win.

Weather played a major role throughout the 24 hours, which put a premium on limiting mistakes and staying on track. To give you an idea about conditions, there was an unprecedented a four-hour-plus safety car

period when heavy rains pounded the circuit at about the 12-hour mark. During this time the cars were limited to 80 kph (about 50 mph) until the track was safe enough to return to racing. If 80 kph sounds slow, try it with slick tires and 600-plus horsepower underfoot!

TF Sport's only significant issue struck during this period when the No. 81 Corvette developed a power system problem that the team eventually rectified, but not before losing more than 10 laps.



Other than that, the cars and teams ran like clockwork, even in challenging weather early and a late rain shower that was heavy enough for the team to change to wet-weather tires with two hours to go.

The only other significant issues for the No. 81 Corvette was a trip to the garage to change the nose of the car during the race's first safety car period near the eight-hour mark. On the No. 82 side, a couple of minor off-track excursions and a clutch system

issue were the only items of note in the first two-thirds of the race.

The next race for TF Sport in the FIA World Endurance Championship is the Six Hours of São Paulo (Brazil) on Sunday, July 14.

Mother Nature, a woman who believes in equal treatment for all, came west in late June when the IMSA series arrived at Watkins Glen in upstate New York for the 6-Hours at the Glen and let the Pratt Miller Corvette Racing team have its own moment in the wet. Here, the outcome was even better for our favorite sports car when Antonio Garcia and Alexander Sims scored the season's second podium finish for the Chevrolet Corvette Z06 GT3.R in the IMSA WeatherTech SportsCar Championship with a third-place result at the Six Hours at The Glen on Sunday.

The No. 3 Pratt Miller Motorsports Corvette ran up front in GTD PRO, fell down the order following an early-race brake change and then challenged for the win late in a topsy-turvy enduro at Watkins Glen International that, like its big brother race in France, was severely impacted by rain. It was the first podium finish for the Garcia/Sims duo, following a similar finish for the No. 4 Corvette at WeatherTech Raceway Laguna Seca.

While luck went the way of Sims and Garcia at the end, it was the opposite for Tommy Milner and Nicky Catsburg in the No. 4 Z06 GT3.R, which had to pit for a fuel splash from the lead on the final lap. The duo ended up sixth in the final GTD PRO standings. This is why race drives have gray hair by their early 30's.

In GTD, AWA's No 13 Corvette Z06 GT3.R of Matt Bell, Orey Fidani and Lars Kern finished 13th in class following a similarly chaotic race. The trio fought from deep in the field and briefly ran in the top-five before the Corvette was caught out on-track in a heavy downpour on slick tires and went off-track. The trio's result did, however, unofficially grow Fidani's lead in the Bob Akin Award standings, which goes to the highest point-scoring Bronze driver in GTD.



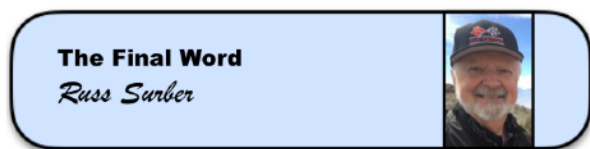
Three separate periods of rain had increasing impacts on the race. The first significant shower hit just shy of halfway and resulted in a crash for two GTD cars that brought out the third full-course yellow of the day. All three Corvettes had elected to stay on dry tires and jumped up the order as the pit closed – the No. 4 to second and No. 3 to third in GTD PRO, and the No. 13 to ninth in GTD.

More rain meant more chaos nearly 30 minutes later as the No. 4 Corvette pitted during a brief but heavy shower on the front straight for rain tires. Another full-course yellow neutralized the field again, and Milner was left on grooved tires with the track drying quickly. Once the race went green, he had to stop for slick tires and fell down to 10th.

The biggest downpour arrived with a little less than two hours to go. Garcia, the No. 77 Porsche and No. 14 Lexus were the only GTD PRO cars to make it into the pit lane for rain tires before the pits closed for the sixth time. After 25 minutes behind the safety car with standing water on the track, officials red-flagged the race which resumed with 35 minutes left and the field behind the safety car. With the three leading cars in class having to pit for slick tires, Milner assumed the lead and drove a stunning final stint to keep the No. 4 Corvette out front before having to make the last-lap stop.

All three Corvette Z06 GT3.Rs will be back in action for the Chevrolet Grand Prix at Canadian Tire Motorsport Park on Sunday, July 14.

Russ Surber, Editor & Sometimes Columnist



With June almost behind us it's hard to believe that 2024 is now half over. Time does move quickly when you're having fun,

and from all the evidence I see, SLO Vettes is having some fun. There are a few exceptions to that, as Dave and Kathy Neumann would be happy to tell you. VP Bob describes their trials and tribulations on the San Antonio Mission run. Suffice it to say it wasn't necessarily the best day they'd ever had in their beautiful red C5. All turned out well, but the lessons learned that VP Bob spells out are worthy of looking at.

In a similar vein, when I spoke with Dave after the "flat tire" incident, he made a point of saying how much he and Kathy appreciated Bob and Lori's stopping to help and remaining with them until the tow truck (from Gonzales, the closest available unit) arrived and carried them off to Paso Robles. I mention this because Dave wanted everyone to know how important it was to him and Kathy that the Furster's were kind enough to stay with them on that 100 -plus degree afternoon. I am a great believer in "class," that almost impossible to describe character trait that sets some people apart and, in this case, it would hard to deny that Bob and Lori displayed an abundance of class. For the rest of us, let's keep in mind that in this Club we don't leave people behind, that we take care of our own, and that we share much more than just an affection for an automobile. We share a friendship that will go the extra mile when an extra mile is necessary. So, a tip o' the hat to Bob and Lori for their kindness and caring. A tip o' the hat should also go to James Mariott, who stopped along with the Furster's to offer a helping hand. Well done, Bob, Lori, and James!

A brief word about the planned visit to the Great American Melodrama in Oceano in September. The Melodrama is one of the area's cultural gems. It is always fun, always slightly over the top, and you always leave with a smile on your face. Check out the flyer on Page 22 and be sure to get your check in the mail to President Craig before the cutoff date, August 1. Hope to see you there!

You may have noticed that there is no "Recipe" section in this issue of *Keepin'*

*Track.* I think it has probably reached its “Use By” date in the sense that it was intended to be a place our members could share recipes with one another. I haven’t received any recipes for several months and take that as a hint that it’s time to move on. So, to everyone who sent in recipes, thank you again, they were all delicious (and Denise and I tried everyone single one)!

Let me end with my usual rant about EVs. Proponents of EVs have argued quite successfully that they require considerably less maintenance than their internal combustion engine (ICE) counterparts. No oil changes, fewer moving parts, etc., etc. What that argument overlooks is that EVs are essentially large, heavy computers with wheels and a place for the owners to sit. And that raises the question, have you ever had a problem-free computer? I certainly haven’t.

The nail in the coffin, or the plug pulled from the outlet if you will, is JD Power’s quality study that found, as had early studies, that EVs and hybrids have performed worse than their ICE counterparts in nearly every category examined by JD Powers. Overall, owners of ICE vehicles have reported 180 problems per every 100 vehicles while owners of EVs and Hybrids reported 266 problems per every 100 vehicles. Most interesting to me is that these are, for the most part, not “mechanical” problems but rather, returning to my analogy of an EV as computer, technical problem with the electronics. Frank Hanley, senior director of auto benchmarking at JD Powers, said in a statement issued with the study that “owners of cutting edge, tech-filled [EV’s] are experiencing problems that are of a severity level high enough for them to take their new vehicle into the dealership *at a rate three times higher* than that of gas-powered vehicle owners” (emphasis mine).

Equally interesting was Tesla’s place in all of this, Given its dominant position in the EV world and the fact it has performed better than legacy automaker’s EVs in past JD Powers studies, that performance gap has

been closed and Teslas now rate as poorly as the rest of the EVs.

I’m not sure what all of this means, but it is one more reason for me to question the headlong rush into EVs mandated by most blue-state governors and the federal government, both of which never tire of reminding the public that they are only following the science. Whatever, I’ll stay plugged in to this issue until they require me to garage my Gray Lady in favor of a soulless electric that will cost about as much as my house.

Keep happy, have a great 4th of July at the Dallons celebrating the birthday of this dear, unique country we call home, and keep up the wave. On that score, on the Dallons and Surbers recent Mystery Tour pre-run we met a Mazda Miata coming our direction and the sweet little thing waved at us, reminding me of a time when sports cars, regardless of their badge, regularly waved at each other as a symbol of being part of a community that loved spritely, sporty cars. That time has sadly passed, but the next time I see a Miata headed my direction, I think I’m going to give it wave for old times sake. Cheers!

Russ Surber, Editor  
*Keepin’ Track*



No. 4 Corvette at Laguna Seca.



Jon and Jan Dallons has invited all members of SLO Vettes to their home on Thursday, July 4th to celebrate our 248th anniversary of the Declaration of Independence.

There will be BBQ, salads and other appetizers along with great views of the ocean and surrounding hills.

Water and lemonade will be provided.

\$15.00 per person

Please RSVP to Jan by July 1st with the number of attendees  
(805) 712-1111

You are welcome to show up anytime after 4:00 PM

Casa Mirador

9985 Santa Rosa Creek Road, Templeton

(Home is located 3.7 miles up Santa Rosa Creek Road from Highway 46. Look for balloons)

Road can be rough.

***It's best not to drive your Corvette***

## **BBQ at Bill & Grace Nagel's Home Saturday, August 3rd**



*On Saturday, August 3rd, Bill and Grace Nagel has invited all SLO Vette members for a 1:00 PM lunch gathering at their home at 540 Camino Roble in Nipomo.*



*Prior to going to the Nagel's home, we will be meeting at the Pismo Beach Outlets at 11:45 AM and departing at 12:00 PM for a leisurely drive through the back roads of SLO, Arroyo Grande & then on through the Village of AG and up onto The Mesa before arriving at their home at 1:00 PM.*



*Bill & Grace will be grilling hamburgers & hotdogs. Water, lemonade & ice tea will be provided.*

*If you would like to sip on your favorite wine or beer you are more than welcome to bring it with you. Cups will be provided.*

*We ask those attending to bring a side salad, appetizer or dessert.*

**Please RSVP to Craig Bricker by text at 805-471-2945 or reply by email at [crbricker@earthlink.net](mailto:crbricker@earthlink.net) no later than Tuesday, July 30th Please inform Craig which side dish you plan to bring.**

# **Hot El Camino Cruise Nite** **Friday, August 16th**

*Mark your calendar and join the SLO Vettes in Atascadero for an evening of Cruizin, eating and fun.*



*We have a reserved spot at the El Camino Car Wash, 7200 El Camino Real where we can park our cars, watch the cars cruise the El Camino and enjoy BBQ.*

*To avoid roadblocks established by the Atascadero PD you should plan to be at the Car Wash **no later than 4:45 PM**. Park on the street in front of the Car Wash and wait for the Car Wash to close at 5:00 PM when we can enter and park our cars. The Cruise formally ends at 8:00 PM and you may leave anytime thereafter.*

*If you want to cruise along the El Camino, you need to register your car. You can find the form on the Club's homepage website or follow the below link to download the forms:*

<https://www.visitatascadero.com/files/Cruisin'%20Registration%20Form.pdf>

*If you register before 4 pm on August 16 the fee is \$30. After that the fee jumps to \$40.*

***What to bring? Folding chairs, a beverage of your choice and a hat and jacket as the night could get cooler.***

***Burgers will be grilled. Cost is \$8.00 per person.***

***Please volunteer to bring a salad or dessert when you RSVP***

*Please RSVP by text to Craig at (805-471-2945) or reply to this email by August 12th to allow time for an accurate food order.*

THE GREAT AMERICAN

**MELODRAMA**

**THEATRE**

Presents



**WEREWOLF  
OF  
ARROYO GRANDE**

Date: Saturday, September 14th

Time: 2:00 PM Matinee Show

Cost: \$30.00 per person

After the show, we have reservations at Old Juan's Cantina for dinner which is located at 649 Pier Ave, Oceano.

Note: there will be a limit of 34 tickets available for this event. This is due to the indoor seating availability at the restaurant for a large group.

If you would like to attend this event, please write a check payable to SLO Vettes for \$60.00 for two people or \$30.00 for one.

Mail the check to Craig Bricker at 200 Stagecoach Road, Arroyo Grande, CA 93420. All checks must be received no later than August 1st as final payment is due to the Melodrama 30 days prior to the show date.

We will determine meeting location two weeks prior to September 14th where we can meet and caravan together to the Melodrama.

**Text Craig at 805-471-2945 once check has been mailed**