

# Under The Radar

Volume 53 Number 10



The Award Winning Monthly Newsletter of Corvette Super Sports

[WWW.Corvettesupersports.com](http://WWW.Corvettesupersports.com)



## Officers 2012

**President:** Diane Wiest  
**Vice-President:** Geoff Girvin  
**Secretary:** Bert Wiest  
**Treasurer:** Marge Huhta  
**Newsletter:** Geoff Girvin  
**Webmaster:** Doug Mariani  
**N.C.C.C.:** Joe Orrico

## Board of Governors 2012

Donna Stewart  
 Gary Plehn  
 Jim Cooper  
 Ron DeBartolomeis  
 Vicki Kump  
 Linda Norris

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**Clothing-Jackets**  
**Hats-Shirts:** Shirley Jones  
**Socials:** Geoff Girvin  
**Charity:** Bob Reed  
**Raffle:** Dianne and Bert  
**Meeting Hostess:** Linda Norris  
**Membership &**  
**Hospitality:** Kathy Baddley  
**Phone Committee:** Donna Stewart

**Sergeant at Arms:** Ron DeBartolomeis

**Trophies/Awards:** Tom Cuccio  
**Dealer Rep:** Cindy Orrico  
**Car Show:** Cindy Orrico  
**Banquet:** Bert Weist  
**Historian:** Pat & Jan Works



## CSS News and Upcoming Events

**The Social event for November:** Bowling with Turkeys 11/03  
**The Club event for November:** Autocross School - Lake Elsinore 11/17  
**Other events for November** La Palma Days Parade 11/10  
 Homeland Security Training: 11/24



All members are welcome to attend the Board meetings. As you can see, many did

You can also see that we do have a good time too.



## Who We Are

We are a car club made up of Corvette owners with a passion for a fine driving machine, with the goal to participate in and support auto-related activities, such as: car shows, auto-crossing, rallies, drag racing, caravans, cruises, parades, etc.

We support (N.C.C.C.) **National Council of Corvette Clubs, National Corvette Museum**, several social, civic, and charitable organizations. CSS is incorporated as a non-profit organization in the County of Orange, California.

Corvette Super Sports was blessed during 2011 to have provided venues that attracted many participants. From our activities, we were able to donate \$6,850 to our charities.

HIS House	\$2,850
CHIPS for Kids	\$1,250
Council On Aging	\$ 750
Operation Home Front	\$1,000
Wounded Warriors	\$1,000

## CSS Family Updates

Let's all congratulate Connie and Sue Killian who are celebrating 50 years of marriage

Jim Cooper is still recovering from surgery and loves to have phone calls

Remember Doug Lyon in your prayers as he deals with the loss of his mother this week



## Madam Prez

Since I was off in Atlanta gallivanting and cavorting with my sister, I have asked Bert to help me with this month's column. When I returned to Orange County, Bert told me all about what a

great time was had on the mystery run to the Calicinto Ranch in San Jacinto. Approx. 15 Corvettes left the Coco's in Brea and stopped off at the Carias, McDonough and Lyon households in Corona, Moreno Valley and Grand Terrace before landing finally in San Jacinto at the Calicinto Ranch. A traveled distance of approx. 120 miles!!! The mystery run was in cooperation with Donnell, Vince and Chips for Kids.

The ranch is home to a number of young people who are children of incarcerated prisoners. Some 2,000,000 children in America have one or more parents in prison. These children are known as the most at-risk children in America, statistics show that seven out of every ten of these children will follow in their parents footsteps and end up in prison. The ranch serves as a home to these children during the Summer and also during the school holidays. They send them newsletters and birthday cards during the year.

Since Hillview Acres, the former ranch used by Chips for Kids has closed, they now support Calicinto Ranch and through our charitable contributions to the program, so do we. Bert told me that he thought it was a very meaningful and inspirational run as some of the children spoke and also enjoyed the Corvettes, sitting in them and starting the engines. They also served a great western lunch of barbecue beef, beans (almost as good as Donna's), salad, dessert and beverages. It's a great thing when we can not only give to a great cause but also see first hand where our contributions are going and what they are doing. Keep up the good work.

Save the Wave  
Dianne

## VP and Director of All Things Social

The month of October was chock full of activities for CSS. As promised the Mystery Run was one of those heart tugging events that really jumped out at us. I will provide more detail later but suffice it to say that the Calicinto Ranch is a place where dreams really do come true for the children of people incarcerated in one of the jails or prisons in the 9 Southern California counties. These kids are the forgotten ones. They are the shadow population when their parents are behind bars. Calicinto Ranch brings them hope through the love of God in a 2 week camping experience that these kids will never forget.

We also had members running autocross in Santa Maria on the Porsche America track as well as a High speed time trial at Pahrump Nevada where our team ran the track with the Porsche Club of Las Vegas.

And of course we also had our intrepid group of Homeland Security Agents practicing home defense. Hopefully you can help us decide what our uniform logo should be when you read the article later in the Newsletter. We have found a number of possible ones that both Elaine and Michele have modeled for us at the range lately.

November is stacking up to be fun filled as well. We have an Autocross training school and event min November at lake Elsinore. The la Palma Days Veterans parade, and the Turkey Bowl or as we sometimes call it "bowling with turkeys"!

We look forward to seeing all your smiling faces -out and about as teams or individually representing CSS.

Save the wave  
Geoff





## Bob Reed - Charities



What a great day we had with staff and children of Calicinto Ranch! But I am getting ahead of myself.

It is a pretty amazing sight when you see 18 beautiful Corvettes of different colors, modifications and years going down the street in a single line. Adults and children alike were standing on the curbs waving and shouting as we drove by. Horns were honking by those who dreamed of owning the true American sports car one day. It was very cool!

The main goal of the Calicinto Ranch is to reach out to the children whose parent/s (most from single family homes) is/are in prison. A sad statistic is that 70% of the children from homes where the parent or parents are in prison will also serve time.

While the website and presentations provided an abundance of information on the ranch, I felt like I learned a lot more through my own observations. I met a boy who dreamed of one day owning a yellow Corvette like mine. I asked him if he knew the different parts of the engine and how they came together to become the motor. He said that he did not, but I could read "show me" in his eyes. Upon opening my hood, he listened intently as I pointed out parts such as the alternator, battery, cooling system and more. After I explained the fuel system and how the combustion engine worked. He looked at me with a big wide smile and said "I would like to learn how to work on cars." About that time several other children gathered around my car for another lesson on how tiny explosions make a car go.

These kids are hungry. Sure, they get plenty to eat, but I am talking about the food of knowledge, caring and listening. I will probably never know if those 15 minutes made a difference in a path a young man might take. What path is taken, I hope, leads into the garden of happiness.

One of our greatest opportunities each month is to meet with the charities that we support. In October HIS House had an open house and we were invited to see their facility and understand better their role in the community.

H.I.S. House transitional shelter was founded in 1989 by Placentia Presbyterian Church. Since its

inception, H.I.S. House has been home to 1927 men, women and children.

Once a three bedroom two bath farmhouse, H.I.S. House has undergone two major expansion remodels and now consists of 13 guest rooms, five restrooms, library, two kitchens, two family rooms, a living room and resident manager quarters. Each family lives in a private guest room, singles share a room with another single. During the four to six month program adults secure employment and save money for permanent housing.

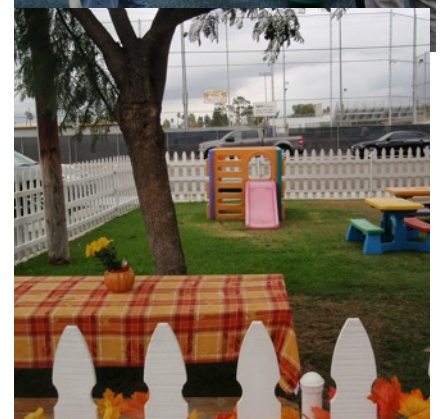
H.I.S. House would not exist without the contributions of time, talent and money from many individuals, congregations, organizations, businesses and government entities from our local community and beyond.

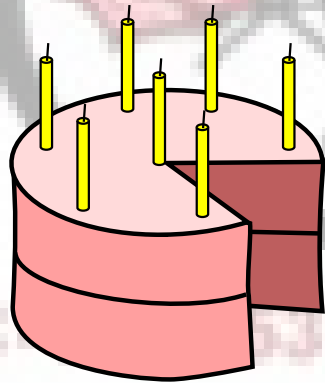
H.I.S. House provides transitional shelter to families, single adults and couples who are homeless but have the motivation and capability, with our assistance, to regain self-sufficiency. Residents stay up to 180 days while they develop a source of permanent income and save money for housing.

H.I.S. House offers a home-like environment where families and couples stay in a private bedroom and singles share a bedroom with another single person of the same gender.

All adults participate in weekly case management meetings to assist them with achieving their short and long term goals which include a livable budget and savings plan. Each adult must be able to work a minimum of 32 hours per week. Supportive services include weekly life skill classes, bi-weekly group counseling and a monthly finance class. All classes are facilitated by master's level professionals. All families receive assistance with childcare, transportation, individual counseling and basic needs such as linens, towels, toiletries, laundry soap and some food.

School age children are invited to participate in our homework club, sponsored by the Placentia Library, which meets in the shelter three evenings per week. Children also receive recognition on their birthdays, a handmade quilt upon entry into the program along with a welcome basket.





#### November Birthdays

George McMullen	5th
Jackie Lyon	10th
Andrew Ersek	22nd
Bud Norris	27th
Ed Norris	27th
Neil Aerts	28th
Tracy Sanderson	31st

#### December Birthdays

Hortencia Sanchez	5th
Joe Orrico	12th
Sandra McMullen	15th
Doug Lyon	17th
William Darke	28th
Robyne Camp	29th

#### November Anniversaries

Neil & CynDee Aerts	11/8/?
Jim & Elaine Cooper	11/18/72
Andy Ersek	11/24/??

#### December Anniversaries

Dave & JennyMacDonough	12/15/??
Art & MargeHuhta	12/16/67
Pat & Jan Works	12/19/??
John & Michele Manfred/Boucher	12/24/?
Roger & Carol Bacon	12/26/82
Bill & Marietta Darke	12/31/??



**General meeting minutes  
October 2, 2012**

**Officers present:** Dianne Wiest, Bert Wiest, Marge H., Joe O., Geoff G., Doug M.

**Board members present:** Gary P., Ron D., Jim C., Donna S., Vicki K., Linda N.

**Members present:** 36, a quorum was present.

President Dianne opened the meeting at 7:04 PM, thanking everyone for their attendance. She mentioned that at the next general meeting ballots will be distributed and collected for the club MVP. The members present will nominate their choice for MVP and the reasons why they have chosen the person. Prior to the December meeting, Secretary Bert will send out an email to the club with the nominees and reasons, similar to a sample ballot, this will enable the club members voting in December to have had a chance to think about their choice. She also mentioned that all nominees regardless of nominations will appear on the ballot.

Geoff thanked everyone for their comments on the change in the newsletter format. The birthdays mentioned were: George M., Andy E., the Norris bros., Tracy S. The anniversaries were Joe and Cindy O. Homeland Security will be on Oct. 6<sup>th</sup>.

The mystery run will be on Sun., Oct. 7<sup>th</sup>, leaving Coco's at 10:00 am sharp.

Oct. 13<sup>th</sup> there is a low speed, high speed autocross.

Oct. 27<sup>th</sup> will be the Wild West car show in Victorville.

Nov. 10<sup>th</sup> is the Carlsbad car show near the outlet mall and the La Palma day's parade.

Nov 17<sup>th</sup> is the Lake Elsinore autocross.

Nov. 3<sup>rd</sup> is the turkey bowl at the La Habra bowl.

Marge reported that club dues are due by Nov. 15<sup>th</sup>. She also made a motion: "I move that that Corvette Super Sports increase the management and general computer line item by \$303.00 for computer software." The motion was seconded by Bert Wiest, the vote called for and the motion passed unanimously.

Secretary Bert Wiest mentioned that we still have a good supply of club business cards, the roster update has been emailed out and there are a few printed copies. The roster now included the birthday and anniversary list. He also reported on the Cruising for a cure car show.

Webmaster Doug reported that the website is running well, no problems.

Joe O. told about the west coast NCCC mini convention in Las Vegas to be held on April 4-7 at the Silverton Hotel. Rooms are available at a great rate, best to reserve now.

Bob R said that he mailed 8 lbs. of greeting cards to St. Jude's ranch as part of our charity program. The club received a nice thank you card from them. He also reported that at the next general meeting the club will vote on amounts and distribution for our charities.

Dianne said that candidates are needed for all offices and board positions, please see Sue R., Marcia L., Jenny M., if interested. They are the nominating committee.

Marcia L and Sandy M were thanked for their goodies tonight.

The meeting was adjourned at 8:20 PM.

Respectfully submitted, Bert Wiest  
CSS Secretary



## Mystery Run October 7<sup>th</sup>, 2012

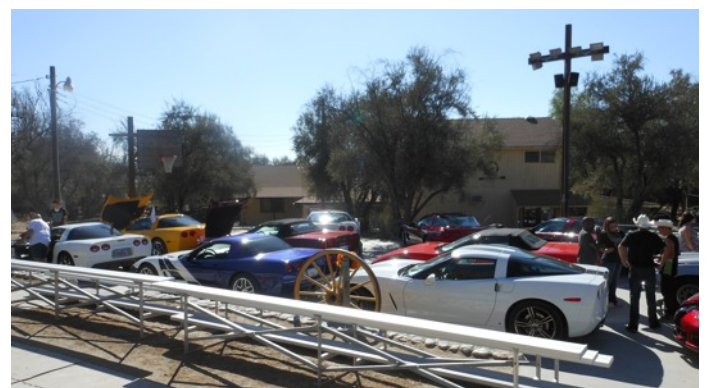
On Sunday, October 7<sup>th</sup> CSS had a very large turn out for the Mystery Run and Poker Run. Fifteen cars left from Coco's, our starting point, and traveled to our check point one. But first let me talk a bit about the gathering of the members. Normally when the club gets together at Coco's as our starting point all the cars are lined up in rows in designated parking stalls. But for some reason, this time cars were parked in stalls, between stalls, and catawampus. It looked awesome. No one can say we are not a creative bunch. Ginger had packets for all the cars that included the first map to the first location and phone numbers should anyone need to call us.

Hand one was picked before we left. The first check point was at Richard Carias's house in Corona. It was awesome seeing 15 Corvettes all in a row cruising along the freeways. I paid close attention to the caravanning procedure written by Doug M a long time ago and made sure that as the leader, I moved over to the required lanes 3-4 miles before the exit that we needed to take so that everyone along the caravan had a chance to get over. We had a short stop for card number 2. Richard provided water and snacks and "facilities" for those in need. Most of us said that we had never been in that neck of the woods before and it was very pleasant. Ginger also handed out the next set of maps.

The next part of the journey was across a vast area of sparsely inhabited land just to the south of Lake Matthews along Caljalco road and through Mead Valley. Again this was a road and a place that none of us had ever driven. It was very beautiful. The lake was shimmering and the San Gabriel Mountains were off in the distance. We headed towards Moreno Valley to Dave and Jenny's house for check point 2. At this check point cars parked on both sides of the street and everyone milled around in the street laughing and talking and just having fun.

Hand number 3 was picked here. Ginger handed out the next set of maps and I explained to the drivers and navigators that the next road that we were going on was known for having wild donkeys in the area. Dave told us that people some times hit them at night, but during the day there should be no problem. As we went through Reche Canyon we actually did see a herd of gray donkeys off to the side of the road under the shade of a tree. This map took us to Doug and Jackie's house.

When we got to our check point 3, Doug and Jackie were waiting for us with nutrition bars and showed a number of guys the way to the "facilities" Donnell and Maria were there as well along with Vince and a representative from Red Robin Restaurants who is a supporter for Chips for Kids. Donnell is the one that came up with the idea for the Mystery Run so that we could end up at a very special place We drew card 4 here and then Ginger handed out the last map. The final destination was the Calicinto Ranch in San Jacinto.





The Ranch is a very special place and we had to see it with our own eyes to appreciate the good work they do. The CHP and Chips for Kids sponsors the ranch too. The ranch provides a safe haven for the children of parents that are in jail. These kids, without a program like this follow in their parent's foot steps 70% of the time. It is very sad. But the ranch is fixing that. The ranch provides a 2 week camping experience at no cost to the kids where they are taught to not hate or fear police officers, which in turn translates into respecting authority. They also learn that they can be loved through the love of God coming from these very special people at the ranch. Finally they learn to trust again and not feel like it is their fault that their parents were arrested in front of them and hauled off to jail. The kids get 3 meals a day, one on one or two to one mentoring from the staff, and the ability to have showers every day and clean clothes too.

The ranch has activities for the kids including bible study, crafts, horseback riding, and farm animal care. There are recreational activities too. The ranch and camping experience takes place on an old sheep ranch of 47 acres. Some of the buildings are over 100 years old and still going strong. The camp has dorm capacity for about 100 campers at a time and the kids come away with a self esteem, and a sincere desire to make the right choices when they go home. The camp even makes sure that they are connected with a local church when they get home so that they always have access to a mentor if they need one.

The Ranch is funded only by donations. They take no grant money from the State or the Federal Government. They are solely dependent upon the gifts of charity that people give to them. It is very clear why the Chips for Kids program works in conjunction with the Ranch. The ranch takes children from the 9 counties in Southern California and is only scratching the surface with the kids in need.

When we arrived at the Ranch, the entire staff was there to greet us and had us park on the basketball court. We got almost all of the cars onto the pad. The kids were amazed by the cars. All of us let the

kids sit in the cars and some, like Tom Cuccio let them rev up the engine. You could see the expressions of exhilaration in the kid's eyes. Every kid there was extremely polite and you could tell they loved the ranch and the new life they had in their grasp.

Shortly after arrival we were offered a fantastic lunch of BBQ'd pulled pork, salad, beans and corn on the cob. We all ate in dining area behind a big banner welcoming us. After lunch we watched a video of a news cast from the beginning of the year that described the plight of the kids and what the ranch was doing to fix the problems. After that we were presented with awards that the kids voted on for our cars. Bob and Kelli received the "Clean Car" award Plaque, \$25 Red Robin Gift Card, and Yellow Bandana, Doug and Jackie received the Best paint awards, and Ron and Karen got the Best looking car here award from the kids. We were all just struck by the enormity of the problem and the loving environment at the ranch. We learned one of the phrases that the kids learn immediately when they arrive. The leaders shout "1-----2-----3" and the kids yell "Yee-haw". I think we need to give them back a big Yee-haw too.





## Mystery Run Photos





## Homeland Security Advanced Training

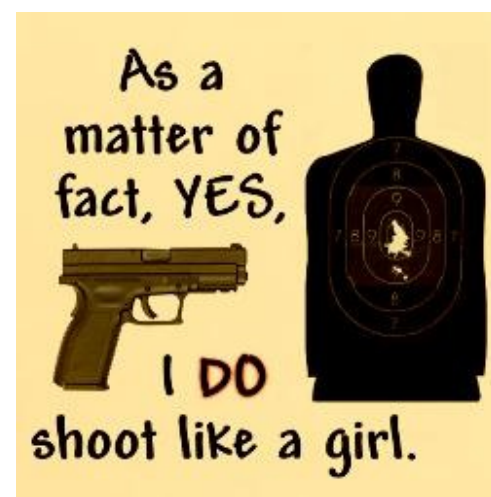
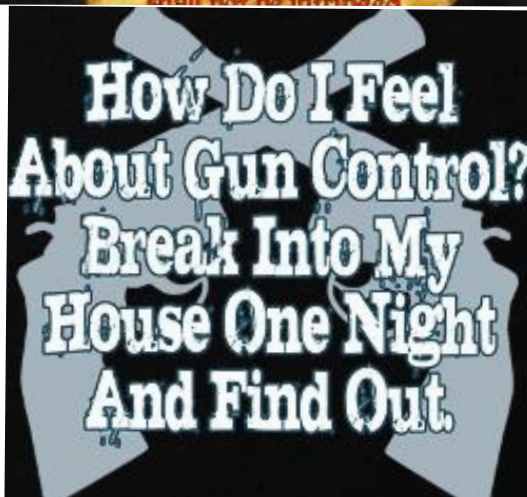
In order to improve our scores we decided to go to the range just 7 days after the last outing to see if practicing more often and on a quicker interval rather than just once a month. We went back to the range for Skeet shooting on October 6th. It actually turns out that we, on average, did about 10% better than the week before. This is good news and based on our scores any good news is welcome. The real test will be when we go again at the end of November when we will have had 7 weeks off. I would also like to mention that Jason Macdonough handles the launching sequences for us. He is a great addition to the team.!





# Unofficial Non-Binding HLS Uniform Survey/Questionnaire

Please help us decide which of the following patterns would be the best pattern for our club Homeland Security Uniforms  
1-12 Left to right top to bottom



Much to the terrorists' surprise the virgins awaiting them in paradise were not quite what they expected.





# Low Speed Autocross - Santa Maria

## Vapor Trails Vettes 10/13/2012

On October 13th, the Vapor Trails Corvette club staged their fourth low speed auto cross in Santa Maria on the Porsche America track. This is an amazing track because the pavement is so new and so smooth, that we often push the limits of the requirements for a low speed auto cross which is a maximum of 80 MPH. To counter act this tendency, this race course was set arbitrarily narrow. It was perfect for the Mazdas and Minis that were racing with us but very technical for the Corvettes which were longer and wider than the other cars. One thing you don't see with a Corvette is one tire coming off the ground like the Minis do as they round a sharp corner. Lucky for us the metal cars were in a different class. As it was, we did very well for CSS and brought home 14 first place trophies scattered across multiple classes.



These trophies are from the second event in the afternoon and collected by yours truly on behalf of Doug, Jackie, Dave Alciatore and Ed Norris who all had to leave early before the trophy presentations. For some unknown reason though, Dave tied his shoe in the middle of the photo Op and did not get into the group picture below. But Bud did.





# CSS hosts High Speed Autocross - Pahrump NV 10/13/2012

While some of us were running in Santa Maria either because that is what we wanted to do or because some one forgot to sign up for Pahrump in time, there were time trials again hosted by CSS at the Spring Mountain Raceway. Normally those of us who go to Pahrump say "what happens in Pahrump stays in Pahrump: but I am going to break with tradition and let Michele tell you in her own words what it is like.

## Pahrump from the eyes of Michele

We got there a day later than usual. Usually we roll in on Wednesday, get up really early on Thurs and tape (takes hours) and change tires (takes less hours), then take long hot showers and lots of Advil and recuperate from all the aches and pains on Friday, and then attend the potluck on Friday night. By Saturday we are good to go.

No potluck this year since there were just us and Joe and Cindy and Jennifer and Chris, Cindy and Joe and John and I went out together. What a treat. I rarely get Cindy all to myself. I love Cindy... can you tell? lol

ANYWAY...There was also a huge storm rolling in on Wednesday night, that was supposed to really hit Thursday afternoon/evening and into Friday morning. So we could not have done our usual taping and such on Thurs anyway. Thunder lightning and rain most of Thursday. We got in late Thurs afternoon during a break in the storm and it POURED later that evening and most of the night. KABOOM!

We got the tires/shims on one side of the car done early Friday morning and I got half a side taped when the rain let go. I actually saw it coming so at least we got a ten minute head start trying to pack up everything.

The Baddleys happened to be in Vegas on Thurs night to see Elton John as an anniversary present to each other, and stopped by at noon on Friday on their way home. Since our car was cattywompus with mismatching tires, the Baddleys, Orricos, and John and I, ate at Wulfys. By the time the Baddleys left to head home it was 2pm and the rain had stopped and sorta blue skies but at least no more rain. We didn't get done till way late and so missed out on dinner with the Orricos. And boy were we tired and ache-y from the long day and the barometric roller coaster. Us old folks ya know.

So here's the tidbit... we get in Thursday and unloaded the car and then directly to Walmart as usual to pick up a few things, like water and snacks. Lightning was lighting up the clouds like a scene from a UFO movie. So here we are in the Walmart parking lot sticking purchases in the back of the Z06 and I turned to say something to John. He had the parking lot light directly above and behind him... and I watched in horror as ALL the hair on his head started slowly rising until it was literally standing on end... he had a perfect halo of hair. And everything I've ever read (I'm a bit of a stormchaser at heart), or seen in movies... that's usually what happens just before someone get stuck by lightning. I said:

"OH SHIT! YOUR HAIR! GET IN THE CAR NOW!"

We got in the car pretty fast (as fast as I could convince him this wasn't a good thing). He thought it was a wives tale of course. And had to stand there to try and feel his hairy halo. And THAT would have been the pic of the year.

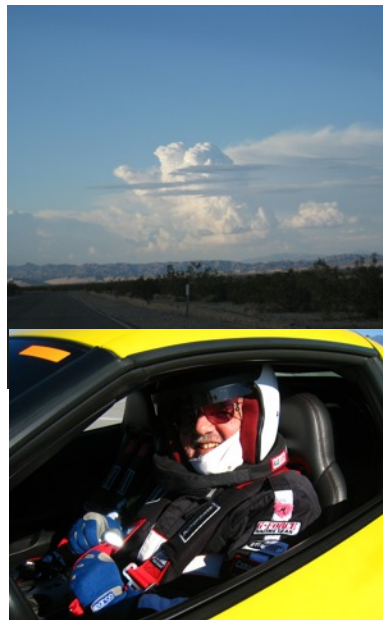
But I wasn't going to stand there and try to get a halo pic. A flat parking lot with us and a few light posts sticking out like sore thumbs? Nuh uh. No way. Zip. Zero Zilch. Nada. A strike would have nailed both of us.

Always something every time we go. Pahrump is a very weird place.

There was quite a storm brewing on Thursday afternoon when we got past the Greek place (that place with the great Strawberry shakes). That long North/South road toward Shoshone: the 127 Desert Valley Road. There was blue skies on either side of us but man, we were heading into something scary and dark. It got even worse when we turned onto that last leg to Pahrump: the Charles Brown Hwy. Good grief, Charlie Brown!

Food was good at Wulfy's as usual and now that Tommasino's has unfortunately closed down, we had to look for another restaurant. There is a new Denny's to fall back on (about a year old), but we discovered "Mom's Diner" (just down the road a bit from the vacant Tommasino's building) They have been there three years. Home cooking and VERY reasonable prices.

Ok so here are the pictures



But the story is not over yet!!

# CSS hosts High Speed Autocross - Pahrump NV 10/13/2012

Ok so here we are at the track [on Saturday](#).

John is happy because all his efforts to be able to get into his racing suit were successful. He got the top time score of 2.34, and he didn't even spin out this time. Or bust his zippers. lol I'm happy because the taping is over. Lol  
It was also Cindy and Joe's 6th anniversary!

I did their number for them.  
Something about a transmission losing 3 out of 4 allen screws on Sunday. Jennifer took Bill around to a few places till they found some at Home Depot. The Radical guys trimmed them down cause they were too long. Guess what all of us are now going out and buying for our tool kits?

A couple of shots of our refuge. It was actually VERY pleasant [on Sat](#) and Sun: 82-86. Perfect weather. First time I can say that!

And finally Monday, as we traveled home, we made our first time stop at Peggy Sue's. Not bad. We also managed to get 26.7 mpg. And because we stopped... we hit rush hour all the way back and it took us 7 hours to get home. Geeez loueeez.





## Racing News From George Johnson CSS roving reporter

### Corvette Racing Runner-Up in Petit Le Mans

#### **No. 3 Corvette Finishes Second for Fifth Time in 10 American Le Mans Series Races**

**BRASELTON, Ga., Oct. 20, 2012** ? The race for the GT class victory in the season-ending Petit Le Mans came down to speed versus fuel economy. With the No. 3 Compuware Corvette C6.R driven by Jan Magnussen, Antonio Garcia, and Jordan Taylor cutting seconds from the No. 01 Ferrari's lead with every lap, Ferrari driver Toni Vilander made it to the finish without a final fuel stop. Thus the No. 3 Corvette finished second for the fifth time in 10 American Le Mans Series races this season.

The winning Ferrari and the runner-up Corvette both completed 375 laps on the 2.54-mile Road Atlanta circuit, with the Ferrari 30.676 seconds ahead at the checkered flag after nine hours and 37 minutes of intense racing. The championship-winning No. 4 Compuware Corvette of Oliver Gavin, Tommy Milner, and Richard Westbrook pitted from the lead just before the six-hour mark with a steering problem, and lost 26 laps to the leaders while the Corvette crew replaced the rack, ultimately finishing 12th.

Garcia drove the final two-hour stint in the No. 3 Corvette, taking the class lead at eight hours into the race. Vilander pitted the Ferrari for fuel at 8:28 in the race, and Garcia made his final stop 13 minutes later. Vilander emerged with a 60-second lead, but Garcia cut that to 30 seconds in the closing laps. Two years ago, Corvette Racing won Petit Le Mans when the class-leading Ferrari's fuel cell ran dry on the final lap; this year the outcome was different.

The Corvettes started third and fourth on the grid after the pole-winning No. 02 Ferrari was disqualified for an infraction in post-qualifying technical inspection. At the green flag, Gavin grabbed second behind Scott Sharp in the No. 01 Ferrari, while Garcia made it safely through the first lap in sixth. Garcia methodically moved forward, gaining fifth on lap six, fourth on lap eight, and third on lap 12. Gavin and Garcia were then running second and third behind the No. 01 Ferrari. Gavin took the lead at the 40-minute mark with a pass in Turn 7.

"At the start I managed to get a jump on the BMW and followed Sharp through," Gavin said. "There was a bit of banging and bumping behind us, so I wanted to just hang with the Ferrari and get away. Sharp got up on the curb in Turn 6, then I nipped inside into Turn 7 and got by him."

"We made it through the first turn and the first lap, that's the important thing," Garcia laughed. "I just waited to see how the car felt, and when I saw my opponents starting to make mistakes or have problems, that's when I made my charge, one by one."

Driver changes just before the first full-course caution at the one-hour mark saw Magnussen take the lead in the No. 3 Corvette with Milner second. At 90 minutes, Johannes Van Overbeek in the No. 01 Ferrari passed the Corvettes to take the point in GT. Both Corvettes then pitted under the second full-course caution, dropping to sixth and seventh behind several cars that did not pit. After the cars cycled through their pit stops, Magnussen was second and Milner third after 2.5 hours of racing.

"I made a mistake in Turn 5 and went for a big ride over the curb," Milner reported. "I got too greedy with how much curb I thought I could use. It spit me out pretty far, and I'm glad I got away with it."

"We were developing the car throughout the day so we'd have a good car at the end," Magnussen said. "The traffic was crazy, crazy, crazy, and not just the new guys."

The next round of pit stops came at 2:45 into the race, with Richard Westbrook getting into the No. 4 Corvette and Jordan Taylor into the No. 3 Corvette. They ran second and third, respectively, through their stints. Garcia replaced Taylor at 3:42, while Westbrook did a double stint before handing off to Gavin at 4:34 in the race.

"I spent a lot of time in traffic around guys who didn't want to get passed even though they were a couple of laps down," Taylor reported after his first race laps at Petit Le Mans. "It was frustrating and I lost a bit of time. We were still on the lead lap, and that's what mattered at that point."

Both Corvettes pitted during the race's third full-course caution, with Gavin replacing Westbrook in the No. 4 Corvette and Garcia staying in the No. 3 Corvette. Gavin took control of the race at the midpoint, extending his lead to 17 seconds with only himself, Sharp, and Garcia on the lead lap after five hours of racing.

"It's just extremely busy out there," Westbrook explained. "You get 10 laps in clean air and feel like a hero, and then you get 10 laps in traffic and that brings you right back down to Earth. You have to fight hard to stay out of trouble, as strange as that may sound."

Fortuitous timing of the race's fourth full-course caution at 5:27 in the race helped the Corvette cause. Both cars reached pit lane before the pits were closed, while Sharp had to wait for the pits to open before pitting. When racing resumed, Milner

was in the lead in the No. 4 Corvette and Magnussen second in the sister No. 3 Corvette.

At 5:56 in the race, Milner radioed to the crew that he had a problem with the steering. He was called to the pits, where the crew inspected the front end. Milner went back out for an exploratory lap, and with the problem persisting, he then took the car to the transporter. The Corvette crew replaced the steering rack and Milner returned to battle 45 minutes later, 26 laps down to the leader.

"Everything was going to plan, and then something happened with the steering," Milner said. "I had a big dead zone turning left that made the car very difficult to drive. More importantly, if there was something broken internally, it could put our car and other racers at risk. They made the right decision to replace the steering rack, and we went back out. This team never gives up!"

With the No. 4 Corvette's mechanical misfortune, Magnussen became the GT leader in the No. 3 Corvette. Magnussen lost the lead to the No. 01 Ferrari on a pit stop exchange at 6:34 in the race, then shadowed the Ferrari as a series of caution periods interrupted the race. Three cars were on the lead lap in GT: No. 01 Ferrari, No. 3 Corvette, and No. 55 BMW.

Magnussen handed off to Garcia at 7:39, and Antonio promptly passed the No. 01 and No. 02 Ferraris on his out-lap. Running second in GT behind the No. 55 BMW of Joerg Mueller after the pit stop sequence, he held off van Overbeek's Ferrari. When the No. 55 BMW pitted, Garcia took the lead and held it until his final pit stop at the 8:41 mark dropped him to third. After the BMW was assessed a stop-and-go penalty for improper refueling procedure, Garcia took off in pursuit of the class-leading No 01 Ferrari, now driven by Vilander. He cut the Ferrari's lead in half, but the Italian car won its gamble on fuel, running the last hour and 11 minutes without a pit stop.

The No. 3 Corvette C6.R won the 2012 Michelin Green X Challenge championship in the GT class. Overseen by the Green Racing steering group comprised of representatives of the U.S. Department of Energy, the Environmental Protection Agency, SAE International and the sanctioning International Motor Sports Association, Corvette Racing won the race within the race? with the best score for clean, fast, and efficient performance.

## National News

For Immediate Release:  
Wednesday, Oct. 24, 2012

### All-New 2014 Corvette LT1 V-8 a Technological Powerhouse

- **Advanced technologies including direct injection, active fuel management, continuously variable valve timing support advanced combustion system**
- **Preliminary output of 450 horsepower (335 kW) and 450 lb.-ft. of torque (610 Nm)**
- **Helps deliver estimated 0-60 performance in less than four seconds and best-ever fuel economy in the Corvette**

**DETROIT** — When the all-new 2014 Chevrolet Corvette arrives late next year, it will be powered by a technologically advanced, racing-proven 6.2L V-8 delivering an estimated 450 horsepower and helping produce 0-60 times in four seconds flat.

The new Corvette LT1 engine, the first of the Gen 5 family of Small Block engines, combines several advanced technologies, including direct injection, Active Fuel Management and continuously variable valve timing to support an advanced combustion system.

“Our objective for the development of the all-new LT1 was to raise the bar for performance car engines,” said Mary Barra, senior vice president, global product development. “We feel that we have achieved that by delivering a true technological masterpiece that seamlessly integrates a suite of advanced technologies that can only be found on a handful of engines in the world.

“What makes this engine truly special is the advanced combustion system that extracts the full potential of these technologies. The art and science behind that combustion system make the Corvette LT1 one of the most advanced V-8 engines in the world,” said Barra.

Output, performance, and fuel economy numbers will not be finalized until early next year, but the new LT1 engine is expected to deliver:

The most powerful standard Corvette ever, with preliminary output of 450 horsepower (335 kW) and 450 lb.-ft. of torque (610 Nm)

The quickest standard Corvette ever, with estimated 0-60 performance of four seconds

The most fuel-efficient Corvette ever, exceeding the 2013 EPA-estimated 26 miles per gallon on the highway.

“The Holy Grail for developing a performance car is delivering greater performance and more power with greater fuel economy and that’s what we’ve achieved,” said Tadge Juechter, Corvette chief engineer. “By leveraging technology, we are able to get more out of every drop of gasoline and because of that we expect the new Corvette will be the most fuel-efficient 450 horsepower car on the market.”

### Advanced combustion system optimized with 6 million hours of analysis

“The Corvette LT1 represents the most significant redesign in the Small Block’s nearly 60-year history – building on its legacy to make one of the world’s best engines even better,” said Sam Winegarten, vice president, Global Powertrain Engineering. “More than just great horsepower, the LT1 has been optimized to produce a broader power band. Below 4,000 rpm, the torque of the Corvette LT1 is comparable to that of the legendary, 7.0L LS7 out of the current Corvette Z06. The LT1 is a sweetheart of a power plant and drivers will feel its tremendous torque and power at every notch on the tachometer.”

Increased power and efficiency were made possible by an unprecedented level of analysis, including computational fluid dynamics, to optimize the combustion system, the direct injection fuel system, active fuel management and variable valve timing systems that support it. More than 10 million hours of computational analysis were conducted on the engine program, including 6 million hours (CPU time) dedicated to the advanced combustion system.

Direct injection is all-new to the engine architecture and is a primary contributor to its greater combustion efficiency by ensuring a more complete burn of the fuel in the air-fuel mixture. This is achieved by precisely controlling the mixture motion and fuel injection spray pattern. Direct injection also keeps the combustion chamber cooler, which allows for a higher compression ratio. Emissions are also reduced, particularly cold-start hydrocarbon emissions, which are cut by about 25 percent.

Active Fuel Management (AFM) – a first-ever application on Corvette – helps save fuel by imperceptibly shutting down half of the engine’s cylinders in light-load driving.

Continuously variable valve timing, which GM pioneered for overhead-valve engines, is refined to support the LT1 AFM and direct injection systems to further optimize performance, efficiency and emissions.

These technologies support the all-new, advanced combustion system, which incorporates a new cylinder-head design and a new, sculpted piston design that is an integral contributor to the high-compression, mixture motion parameters enabled by direct injection.

The LT1 head features smaller combustion chambers designed to complement the volume of the unique topography of the pistons’ heads. The smaller chamber size and sculpted pistons produce an 11.5:1 compression ratio, while the head features large, straight and rectangular intake ports with a slight twist to enhance mixture motion. This is complemented by a reversal of the intake and exhaust valve positions, as compared to the previous engine design. Also, the spark plug angle and depth have been revised to protrude farther into the chamber, placing the electrode closer to the center of the combustion to support optimal combustion.

The pistons feature unique sculpted topography that was optimized via extensive analysis to precisely direct the fuel spray for a more complete combustion. The contours of the piston heads are machined to ensure dimensional accuracy – essential for precise control of mixture motion and the compression ratio.

### Race-proven legacy, state-of-the-art performance

The first Small Block V-8 debuted in the Corvette in 1955. It displaced 4.3L (265 cubic inches) and was rated at 195 horsepower, drawing air and fuel through a four-barrel carburetor. Five years later, V-8 power helped Corvette secure its first victory at the 24 Hours of Le Mans.

In 2012, the Small Block-powered Corvette Racing C6.R beat Ferrari, BMW and Porsche to sweep the drivers’, team, and manufacturer championships in production-based American Le Mans Series GT class. These championships make Corvette Racing the most successful team in ALMS history, with a total of 77 class wins, eight drivers’ championships, and nine manufacturer and team championships since 2001.

“The engine requirements for a production car and a race car are remarkably similar,” said Jordan Lee, Small Block chief engineer and program manager. “In both cases, you want an



engine that is powerful and efficient, compact and lightweight, and durable. That combination is what made the original Small Block so successful. Today, the introduction of state-of-the-art technologies and engineering makes one of the best performance car engines in the world even better."

As an example, the new LT1 engine is 40 pounds lighter than a competitor's twin-turbo 4.4L, DOHC V-8 with similar output. That weight savings not only improves the Corvette's power-to-weight ratio, but also contributes to a near-perfect 50/50 weight balance for enhanced steering response and handling.

The new LT1 is also four inches shorter in overall height than the competitive DOHC V-8. That also improves handling by lowering the center of gravity while enabling a low hood line – contributing to the Corvette's iconic profile, as well as ensuring exceptional driver visibility.

The new LT1 is the third engine in the Corvette's history to be so-named, with previous versions introduced in 1970 (Gen 1) and 1992 (Gen 2). All iterations of the LT1 – and all Small Block engines – have shared a compact design philosophy that fosters greater packaging flexibility in sleek vehicles such as the Corvette.

"The power and efficiency of the Small Block V-8 are hallmarks of Corvette performance," said Lee. "But, the compact size and great power-to-weight are just as important for the overall driving experience. The all-new LT1 will play a huge role in making the all-new Corvette a world-class sports car, in terms of technology, performance, and refinement."

## Engine features and highlights

### All-aluminum block and oil pan:

The Gen 5 block was developed with math-based tools and data acquired in GM's racing programs, providing a light, rigid foundation for an impressively smooth engine. Its deep-skirt design helps maximize strength and minimize vibration. As with the Gen 3 and Gen 4 Small Blocks, the bulkheads accommodate six-bolt, cross-bolted main-bearing caps that limit crank flex and stiffen the engine's structure. A structural aluminum oil pan further stiffens the powertrain.

The block features nodular iron main bearing caps, which represent a significant upgrade over more conventional powdered metal bearing caps. They are stronger and can better absorb vibrations and other harmonics to help produce smoother, quieter performance.

Compared to the Gen 4 engine, the Gen 5's cylinder block casting is all-new, but based on the same basic architecture. It was refined and modified to accommodate the

mounting of the engine-driven direct injection high-pressure fuel pump. It also incorporates new engine mount attachments, new knock sensor locations, improved sealing and oil-spray piston cooling.

### Advanced oiling system, with available dry-sump system:

The LT1 oiling system – including oil-spray piston cooling – was also optimized for improved performance. It is driven by a new, variable-displacement oil pump that enables more efficient oil delivery, per the engine's operating conditions. Its dual-pressure control enables operation at a very efficient oil pressure at lower rpm coordinated with AFM and delivers higher pressure at higher engine speeds to provide a more robust lube system for aggressive engine operation.

Standard oil-spray piston cooling sprays the underside of each piston and the surrounding cylinder wall with an extra layer of cooling oil, via small jets located at the bottom of the cylinders. For optimal efficiency, the oil jets are used only when they are needed the most: at start-up, giving the cylinders extra lubrication that reduces noise, and at higher engine speeds, when the engine load demands, for extra cooling and greater durability.

An available dry-sump oiling system promotes exceptional lubrication system performance during aggressive driving maneuvers and high cornering loads. It includes two stages: a pressure stage and a scavenge stage. The pressure stage includes the new, dual-pressure-control and variable-displacement vane pump.

Dexos semi-synthetic motor oil, with a 5W30 specification, helps reduce friction to further enhance the LT1's efficiency.

**New, tri-lobe camshaft:** Compared to the Gen 4 Small Block, the camshaft remains in the same position relative to the crankshaft and is used with a new rear cam bearing, but it features an all-new "tri-lobe" designed lobe which exclusively drives the engine-mounted direct injection high-pressure fuel pump, which powers the direct-injection combustion system. The cam's specifications include 14mm/13.3mm (0.551/0.524-inch) intake/exhaust lift, 200/207-crank angle degrees intake/exhaust duration at 0.050-inch tappet lift and a 116.5-degree cam angle lobe separation.

### New, cam-driven fuel pump:

The direct injection system features a very-high-pressure fuel pump, which delivers up to 15Mpa (150 bar). The high-pressure, engine-driven fuel pump is fed by a conventional fuel-tank-mounted pump. The direct injection pump is mounted in the "valley" between cylinder heads – beneath the intake manifold – and is driven by the

camshaft at the rear of the engine. This location ensures any noise generated by the pump is muffled by the intake manifold and other insulation in the valley.

### PCV-integrated rocker covers:

One of the most distinctive features of the new engine is its domed rocker covers, which house the, patent-pending, integrated positive crankcase ventilation (PCV) system that enhances oil economy and oil life, while reducing oil consumption and contributing to low emissions. The rocker covers also hold the direct-mount ignition coils for the coil-near-plug ignition system. Between the individual coil packs, the domed sections of the covers contain baffles that separate oil and air from the crankcase gases – about three times the oil/air separation capability of previous engines.

### Intake manifold and throttle body assembly:

The LT1's intake manifold features a "runners in a box" design, wherein individual runners inside the manifold feed a plenum box that allows for excellent, high-efficiency airflow packaged beneath the car's low hood line.

Acoustic foam is sandwiched between the outside top of the intake manifold and an additional acoustic shell to reduce radiated engine noise, as well as fuel pump noise.

The manifold is paired with an electronically controlled throttle, featuring an 87mm bore diameter and a "contactless" throttle position sensor design that is more durable and enables greater control.

### Four-into-one exhaust manifolds:

The LT-1 uses a cast version of the "four-into-one" short-header exhaust manifold design used on the Gen 4 LS7 engine. The cast header passages enable consistent exhaust flow into the "wide mouth" collector at the converter.

### Cooling system, humidity

**sensor and more:** Additional features and technologies of the Gen 5 Small Block include:

- A revised cooling system with an offset water pump and thermostat for more efficient performance

- Air induction humidity sensor ensures optimal combustion efficiency, regardless of the surrounding air's humidity

- 58X ignition system with individual ignition coil modules and iridium-tip spark plugs

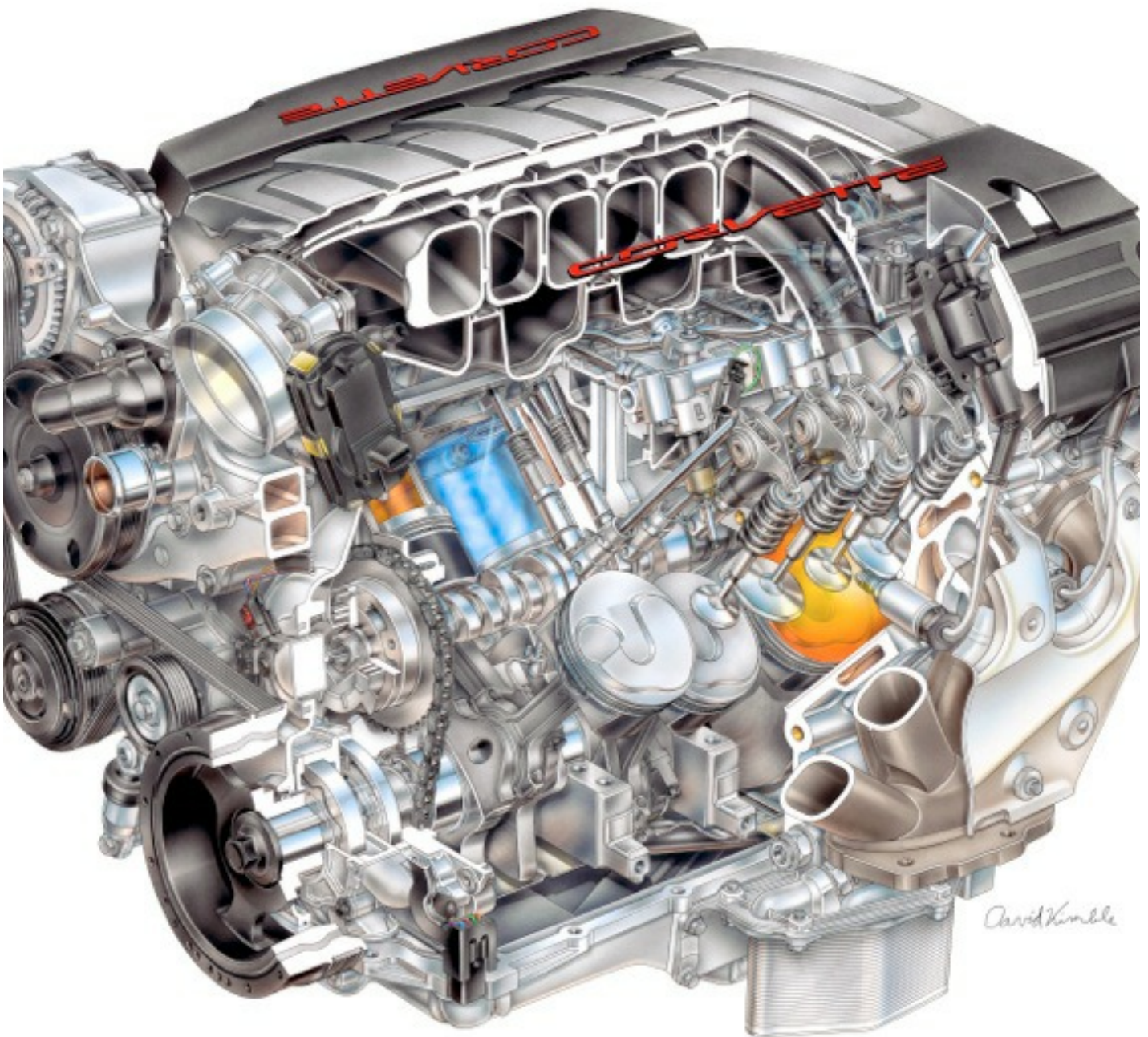
- All-new "E92" engine controller.

General Motors' investment in the Gen 5 Small Block will create or retain more than 1,600 jobs in five North American plants, including Tonawanda, New York, which recently received upgrades to support its production.

**FOR MORE DETAILED INFORMATION AND PHOTOGRAPHY VISIT:**

[media.gm.com/newcorvetteengine](http://media.gm.com/newcorvetteengine)

Founded in 1911 in Detroit, **Chevrolet** is now one of the world's largest car brands, doing business in more than 140 countries and selling more than 4 million cars and trucks a year. Chevrolet provides customers with fuel-efficient vehicles that feature spirited performance, expressive design and high quality. More information on Chevrolet models can be found at [www.chevrolet.com](http://www.chevrolet.com).





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# VETTES R US

## Corvette Challenge

AUTOCROSS SCHOOL PRACTICE NCCC SANCTIONED AUTOCROSS EVENT  
WC-395-057

Sat. Nov. 17<sup>th</sup>  
Lake Elsinore Diamond Stadium  
500 Diamond Dr.  
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Autocross School	8:00 to 12:00	\$40.00		\$
Practice	9:00 to 12:00	\$40.00		\$
NCCC Autocross	1:00 PM	\$40.00	NCCC	\$
		\$45.00	Non NCCC	\$
NCCC Autocross for School or Practice Entrant		\$10.00		\$

**TOTAL** \$

CSchool is limited to 30 students (register early) Must be pre-registered  
Practice is limited to 30 drivers (register early) Must be pre-registered  
Tech and Registration opens at 7:15 Coffee and Doughnuts provided

Driver				NCCC#
Address				Club Name
				Phone
City	State			Zip Code
Car Year	Style	Color		Class
Number				

Make checks payable to Vettes R Us  
mail to: TC McNett 11694 Ivy Ln Moreno Valley, CA 92557

**Email us for additional entry forms**

Contact Information: \*\*TC McNett 951 453-2269 tcmcnett@alarmcosecurity.net  
\*\* Rita Wilsey 951 674-1128 wilsey@ez2.net  
\*\* Brian Robertson 909 628-3146 Solo2ers@msn.com

*For more information, don't hesitate to call.... Come and join us for a  
fun filled day of Corvette Action.*

**Waiver:** The following is a RELEASE. It releases the National Council of Corvette Clubs, Vettes R Us, its sponsors, and any other persons connected with these events of ALL RESPONSIBILITY whatsoever. NOTES: 1. All entrants MUST completely and truthfully fill out the registration form. All entrants 18 years and older MUST also sign the RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT and any other release documents which may be required by NCCC. Entrants younger than 18 years old must have a parent or legal guardian present and submit a properly completed PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT and a MINOR'S ASSUMPTION OF RISK ACKNOWLEDGEMENT and any other release documents, which may be required by NCCC. 2. All drivers MUST be properly licensed per Section 1.7.1, Eligibility to Compete, of the NCCC Rulebook –

Signature (Driver ): \_\_\_\_\_ Date: \_\_\_\_\_



## November, 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2	3
						Turkey Bowling 2pm La Habra Bowl
4	5	6	7	8	9	10
		CSS General Mtg 7PM Sizzler				La Palma Days Parade
11	12	13	14	15	16	17
						Autocross Clinic - La... 8am Lake Elsinore
18	19	20	21	22	23	24
		CSS Board Mtg 7pm Mimi's				HLS Training at Prad... 9am Prado
25	26	27	28	29	30	1

## December, 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	29	30	1
2	3	4	5	6	7	8
		CSS General Mtg 7pm Sizzler			Corvette Track Days Bondurant Track Phoenix, AZ	Corvette Track Days Bondurant Track Phoenix, AZ
9	10	11	12	13	14	15
Corvette Track Days Bondurant Track Phoenix AZ						Christmas Party Callaway Showroom 5pm Santa Ana
16	17	18	19	20	21	22
		CSS Board Mtg 7pm Mimi's				
23	24	25	26	27	28	29
		Christmas Day				HLS Training 9am Prado
30	31	1	2	3	4	5
New Year's Eve						



# Consequences

