

Under The Radar

Volume 54 Number 2
February 2013



The Award Winning Monthly Newsletter of Corvette Super Sports
WWW.Corvettesupersports.com



Officers 2013

President: Geoff Girvin
Vice-President: Art Huhta
Secretary: Vicki Kump
Treasurer: Marge Huhta
Newsletter: Geoff Girvin
Webmaster: Doug Mariani
N.C.C.C.: Joe Orrico

Board of Governors

2013

Donna Stewart
 Gary Plehn
 Jim Cooper
 Ron DeBartolomeis
 Bob Reed
 Don Pritchard

Committee Chair

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

Sergeant at Arms: Ron DeBartolomeis

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

Care & Kindness Dianne Wiest
Goodwill Ambassador Cindy Orrico
Table Decorations Kathy Baddley
Raffle Administrator Linda Norris
Car Show Champion Open
Rally Champion Open
Auto Cross champion Open



CSS News and Upcoming Events

The Social event for March
The Club event for March
Other events for March

Tour the USS Iowa LA Harbor 3/23
Peterson Museum Car Show 3/1-3/2
Homeland Security Training: 3/30



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 2012 to have provided venues that attracted many participants. From our activities, we were able to donate \$3,200 to our charities.

HIS House	\$800.00
CHIPS for Kids	\$800.00
Council On Aging	\$800.00
Operation Home Front	\$800.00

CSS Family Updates

Please remember Jackie Lyon as she mourns the loss of her Dad on 12/22 and Doug Lyon who lost his mother in October.

Please keep Jan Works in your prayers as she recovers from recent knee surgery

Please keep Janet Curran in your prayers as she mourns the passing of her husband Mike last week

Please welcome Eric Ellsworth and Debra Ruby as our newest CSS members.





President Geoff

To all members who came to the first meeting of the year and wore your favorite hat, my hat is off to you. Thank you for coming and making our first meeting of the year the most fun we have had in a long long time. For my part, I really

enjoy pretending to be Willie Nelson with my pony tail hat because it matches my natural hair color and now that I have shaved my signature beard off the pony tail will have to do for a while. Thank you all for telling me I look much younger because as I attempt to change employment, I find that being young is a definite advantage. I was amazed, too, at all the amazing hats that showed up for the meeting. The pictures are included in this issue so look for your favorite. We had so much fun with this that at an upcoming meeting we will do it again but with a different favorite article of apparel. It has been suggested that next December we have our own version of the Polar Express with Pjs and all. But before that, I am thinking that one dress up night should be a Wig night and another might be "boots" and another might be "neck ties". We will do these every couple of months and eventually we will have enough pictures for our own version of a calendar or a fashion magazine.

February has come and gone and I have to admit that our CSS family members really know how to have fun. All it takes is something silly to happen and the laughter never stops. For instance, we all look forward to seeing Donna at bowling because of her cute little dance to coax her ball down the lane. Then at bowling, Jenny mistook me for Larry Farrell with my pony tail hat on. I take that as a sincere compliment because Larry is a great guy. But Jenny could not stop laughing. This last weekend while having a friendly contest with our friends from IEC shooting at orange clay pigeons, I thought that all of us were going to split a gut. At one of the blinds, I could not see the pigeon. Jason pushed the button 3 times and I had no idea where the clay went. Finally Dave shoved my barrel in the direction of the clay and it caused me to fire the gun. I actually hit the clay and it is the only time we have ever had to score a half clay for anyone. Both Dave and I got a half clay for the round. That must have been the reason that we did so poorly in the contest and lost to IEC. Oh well, it is all about the friends we have and the laughter we generate.

For those going to the Peterson Museum, I am told that a new C7 will be on display for all to drool about.

Finally, our Goodwill Ambassador, Cindy, has a great story to share in this month's edition of Under the Radar about a fun event in Santa Barbara with our friends from Las Vegas Corvette Association.

Keep Driving, Have Fun, and Save the Wave

Geoff

The VP's Word

Congratulations and Good Deed recognitions go to Bob & Kelli Reed for hosting the Super Bowl party. It was *une fête spectaculaire*, which means we had a good time. Good Deeds also to Donna Stewart, Vicki Kump, Linda Norris and Dawnette Norris. They organized the Bowling Party. They said it was easy, but we all know it takes work to get it done. "Pretty much everybody brought food," said Linda. Dawnette kept track of everyone's score so prizes would be appropriately awarded. "I do score keeping because I do terrible at bowling," she said.



Heads-up! Below are some scheduled March and April events. We will peek into May too. BTW, my computer is having problems opening PDF files. I am working the problem, but meanwhile, you can examine the information at the specified website

Saturday, March 2, 60th Corvette Anniversary at Petersen Automotive Museum We caravan to the Petersen Museum Saturday for the 9:00 -4:00 car show. We will tour the museum, examine the show cars and have lunch. Caravan launches from Coco's Restaurant, Imperial Hwy & 57 fwy at 7:30.

Saturday, March 9, Rotolo Car Show and Cruise Night. Rotolo Chevrolet is sponsoring a car show/cruise night starting at 5:00 PM and ending at 8:00 PM. There will be door prizes and awards. There is no entry fee and all cars are welcome. Rotolo Chevrolet is at 16666 South Highland Ave, Fontana.

Sunday, March 10, Daylight Savings Time starts

Saturday & Sunday, March 16-17, Autocross sponsored by Palm Springs Corvette Club
Note their web site at <http://www.palmspringscorvettes.com/>.

Friday-Sunday, March 22-24, Death Valley Run, Color Country Corvettes
Their web site is <http://www.colorcountrycorvettes.org>. Hosted by Jim & Peg Lloyd, plloyd47@sunrivertoday.com. There are two locations in which to stay, Stovepipe Wells or Furnace Creek. There are two restaurants; one in the hotel and one in the village area. Rooms in the village are \$145.00 to \$175.00 per night. Stovepipe Wells is about 30 minutes east of there and is more remote and rustic. \$120-\$145.00 per night. Most of the desert flowers will be out so this is their biggest weekend.

Sunday, March 24, Run With a Winner Car Show.
This will be at Santa Anita Park 285 West Huntington Drive Arcadia. Registration before 3/20 is \$20 and \$25 after. Contact Tom Flenniken at TomFlen@roadrunner.com. <http://www.driveonline.com> Rain, snow, hail or shine. 7:30-9:30 show car placement. Cars will remain in place until 5:00. EZ-ups allowed after 10:00.

Thursday-Sunday, April 4-7, 9th Annual La Jolla Concours d'Elegance.
Note their web site at www.Lajollaconcours.com.



Thursday-Saturday, April 18-20, Gamblers Classic. Corvette weekend at Don Laughlin's Riverside Resort Hotel and Casino. The event includes a Thursday night Social, Car Show, Poker Run, Friday night Dinner Show, and Awards Ceremony, and a Raffle. Corvettes of Bakersfield website is www.corvettesofbakersfield.org. Last year there were about 280 Corvettes and the same is expected this year. Contact Patti Coffman, (661) 393-6189

Sunday, May 5, Old Town Temecula Car Show
This is at Old Town Temecula celebrating 60 years of Corvettes. 8 AM Show Begins: 10 a.m. Ballots In 1 p.m. Trophy Presentation: 2:30 PM. Registration \$35

Friday-Saturday, May 10-11, ALMS Race Laguna Seca, Monterey
Note web site <http://www.mazdaraceway.com>

Thursday-Sunday, May 16-19 Nevada Open Road Challenge.
Speed class 95 mph to 180 mph. sponsored by La Vegas Corvettes club.
http://www.vegasvettes.com/Events/2013/20130516NORC/2013NORC_flyer.jpg

Sunday, May 19 Plastic Fantastic All Corvette show
Located at Seaport Village, San Diego. This is sponsored by North County Corvette Club. Beware of their web site, my anti-virus blocked a malicious virus.

Beware, beware, beware...some Corvette Club web sites are contaminated with viruses. Be sure to keep your anti-virus software up-to-date.

If I have omitted any events, let me know the information so I can include it.

"I count myself in nothing else so happy, as in a soul remembering my good friends."(Shakespeare, Richard II) 2.3.46-7
Arthur

Your charity committee, Bob Reed, Kelli Reed and Karen DeBartolomeis are excited to present new ideas for our charities this New Year.

As discussed at the last General Meeting, we will be focusing on two charities instead of four this year. If we generate enough money from our fund raising events, we will add additional charities.

The two main charities this year will be *CHIP's for Kids* and *S.T.E.P.* which supports enlisted men and women. This was formally *Operation Home Front*. As we did last year, we will be earmarking our *CHIP's for Kids* donation for *Calicinto Ranch*.

Regardless if we raise the extra money, we will not forget our other two charities. Karen has contacted *Council on Ageing* regarding helping seniors out during the holidays with food baskets or other personal items. Also we will be making available a wish list of items that *H.I.S. House* is always in need of, e.g. bar soap, shampoo, toothpaste, hair spray, etc.

Another way that you can help is to turn in those old trophies that you no longer need (or want). We will be recycling them to be used at *Calicinto Ranch* as awards to the children for worthy accomplishments.

Please, only trophies that can have the name plates changed or certificated type trophies will be collected. No acrylic items. New generic tags will be used such as "1st PLACE" or "Best Helper". I bet you can remember when you were a kid and how cool it was to get *your* first trophy. We will be giving these kids something to take with them that they can be proud of.

We have just sent another five pound of greeting cards to St. Jude's Ranch to be repurposed into new cards by the children. Keep in mind that they cannot accept Hallmark, American Greetings or Disney cards.





CSS Hats off to US

You cant tell me that we are not a fun loving and creative bunch of friends. The funniest part of this gallery of pictures is that I have seen most of these hats in other venues. Aren't Bert and Dianne cute?



I bet Jay and Marcia have been seen on the dance floor in a past life with these hats.



Joe won a contest in Vegas as Big Chief Talking Bull. Cindy could blend in nicely at Ascot or on a southern plantation in Gone with the wind



Chuck looks like the Great Gatsby and Sue could have worn bunny ears in a different life too.



Shirley, wow, your hat is amazing



Bob and Kelli bring life to every party. Happy birthday Kelli!

Jim and Elaine probably wore these hats about the time Jim went into the Air Force back when I had hair color.



Pat: We need you to tell us about your hat. But Jan, I still think your hat needs the word Mahalo on it



Art and I are great pals. He deleted the one with my had behind his head.



In every picture I have of Mike and Kathy you can see their love for each other. This is no exception



Barbara told me that Rich looks even better in this hat with his tux and spats. Barbara's hat reminds me of one that Johnny Carson used to wear.



Bob and Vicki are such a cute couple. No one would ever believe that Bob makes her wax their Car for every car show.



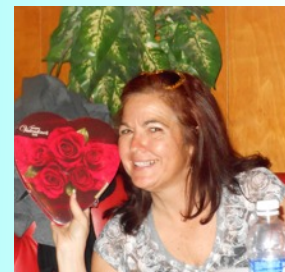
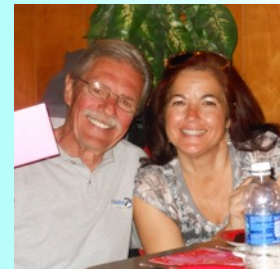
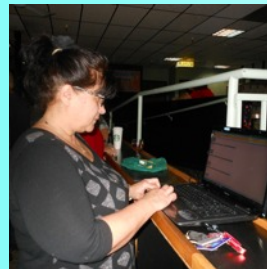
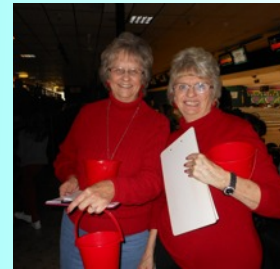
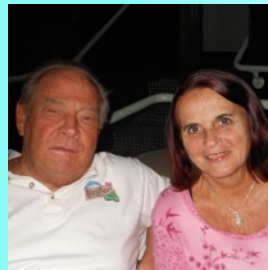
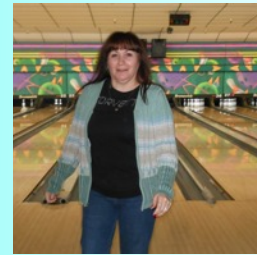
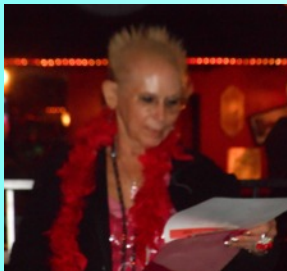
I really expected Ginger to wear the clown cap she wore on the Fillmore Mystery train that we all dressed up for.





February is for Sweetheart Bowling

As you can see, there is something about Cupid and his arrows or maybe the "Hearts" and Kisses that seem to get in the way of our bowling balls. Maybe it is Donna's dance or the prizes we win for the occasional strike (in my case anyway). Whatever it is the turn-out for bowling is always big and the smiles are even bigger. No matter how we bowl, it is not about the final score as much as it is about being together with our friends and family.



A TRIP WITH OUR CORVETTE FRIENDS

Our friends in Las Vegas, aka, club: Las Vegas Corvette Association, have a "President's Run" every year (we didn't know this). However, this year, when I saw my friend, last year's President, Benita post it on Facebook that her President's Run was going to be in Ventura, we thought, hmmm... sounds fun! Hence, asking if we could tag along..... Our weekend adventure was to be at the Pierpont Inn – ocean view rooms and warm weather.

Friday - Joe and I were the first to arrive at the hotel since it was only a 2 hour drive. We thought we would be cute, and sit in the lovely patio area in front of the lobby (since the weather was 77 degrees). We also decided to take a nice big glass of wine with us..... it was 1:00pm. The Vegas group started showing up and immediately joined us – with drinks. It's now 2:00pm and on. So it becomes 5:00pm and time for the 1st party in the hotel bar. It was fun to see people we knew and met some of their newer members. Benita is a very gracious hostess and included a bag with goodies, T-Shirts and emergency supplies for all of us. Emergency supplies included: Hersey Kisses, eye mask, Aspirin, Vitamin C, ear plugs, Band-Aids, Alka Seltzer and more. There was a group of 28 cars!!!



Saturday – the plan was to drive out to Fillmore and take the Mystery Train (CSS had taken the same train, however, different theme). The theme this time was the Western Murder Mystery, Who Done It. Western wear was optional. I thought that the CSS trip was fun, however, we found the Western Theme to be funnier – can't explain in this article! Has to do with the man in the middle of the picture below (Left). Anyway, this trip started at noon..... with wine..... This again, was a fun time, to be repeated.



After the train adventure, we all caravanned back to the hotel. Benita and Jerry had an adorable separate little cottage at the hotel, which was our gathering place..... yes, for drinks and socializing. Non-stop and so much fun!



BUT..... this evening was even more special..... and funny too. Benita and Jerry have been married for 30 years and they renewed their vows outside their cabin. Benita's lovely outfit was made of shower curtain and tablecloth! Priceless!

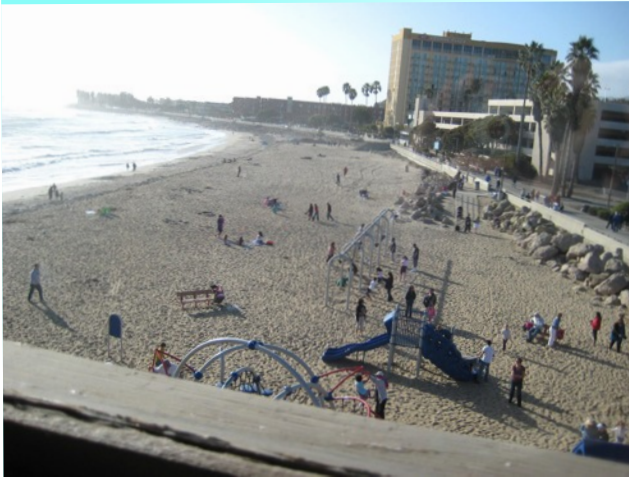
And the party went on.....



And The Trip Continues:

Sunday – was planned to drive up to Ojai where there are shops, a Farmers Market and – you guessed it – bars! Here, Geoff will be wondering where my pictures are, but I'm putting the blame on him for not texting me to tell me to remember to take pictures.....

After our Ojai adventure, amazingly enough, we were to meet at Erickson's, on the pier – Yes! A Bar!! We had happy hour from 3-7:00!!! (Personally, this whole trip was Happy!) It was a great day to be up there, people on the beach, warm sun, greasy food, great people, drinks – did I mention drinks? Then back to the hotel to the hospitality room!



Monday – Back to reality, home. I tell you what – we won't hesitate to go along' with them again next year!

Thanks Las Vegas for a great weekend!!! Hope to do it again soon!

Joe and Cindy



Cindy is our Goodwill Ambassador and her duties are to mingle with our neighboring clubs and develop outings of mutual interest.

Sponsor's Corner:

As all of you know, Connell Chevrolet is our club sponsor and they are a great group of people. When we go into service our cars, both Corvettes and other cars we might have, the service advisors treat us like family and give us all the impression that they are truly interested in our best interests. This family extension is directly attributable to the owner of Connell Chevrolet, Wayne Doddridge.

Art, our CSS VP, stopped by to talk to Wayne recently and it became very clear why the Service Department and the Sales Department and every other department at Connell Chevrolet make us feel so welcome. The following is from Art's chat with Wayne.

Wayne Doddridge manages Connell Chevrolet.

Connell has been a family run business since Wayne's father purchased the franchise in 1989. Wayne is the active general manager, while his dad is more passive.

Doddridge said his philosophy is to "take care of your people as you would like your wife treated." He is a family man with six children and wife at home. When I last visited the dealership, I found him in the hall chatting with the sales staff. I introduced myself and he graciously turned to chat with me.

I asked him about the C7. "Some of my staff saw and touched it. They are Ga-Ga over it," he said. He expects to have one in the show room later this fall. Wayne agrees that we should have a "C7 Welcome Party".

Connell offers full service as well as offering new and used cars.

Look for Wayne the next time you are at the dealership and introduce yourself.



Also, please look at the full page ad we have in the newsletter that shows the new Connell Chevrolet store front!





Homeland Security Training

As is our custom, the last Saturday of each month we meet to hone our accuracy skills with those pesky orange pigeons. For the last few months we have been joined by Jim Reid, and his team from Inland Empire Corvettes. Jim and his wife Tina are responsible for the IEC events and they have placed our Homeland Security Training event on their club's calendar.

It is a real joy meeting up with them every month. There is friendly rivalry, fun, humbling experiences and this month falling down laughing.

Let me first begin with the unorthodox manner that Tina holds her shotgun and the way she aims her weapon. Most of us place our cheek on the stock of the gun and aim up the barrel at a spot in front of where the pigeon is flying so that the pigeon kills itself by flying into the shot. Tina does not appear to aim nor does she place the stock up to her cheek. She looks like what I would expect Annie Oakley to have shot. Basically she shoots from the hip. So for George and Dave and me, we expected her to not be able to dispatch any clay pigeons. But she actually killed of more than anyone that day. How she does this we don't know. Maybe it is the new Turkish semi-automatic shotgun that they have.

Not every shot that she took resulted in clay dust, but the ones that she did dispatch, we just looked at each other and laughed because it was amazing that she was that accurate.

But the laughter was not one sided. I had a very difficult time seeing some of the birds. They seem to come out of nowhere, and land on the safety zone. On one such blind, they had to shoot 3 birds and I never did see it. Dave got so frustrated with me that he shoved the barrel of my shotgun from right to left and it caused me to fire the gun. Amazingly, I hit the pigeon and not only did I hit it but I obliterated it in a cloud of dust. It was the funniest thing any of us had ever seen. No one could stop laughing. Every time I stood up again for the second shot, I had to put the shotgun down because I could not aim for all the laughter and tears.

Later on though after all the ribbing and the fact that I had to score Dave a half point for that shot and me a half point for the shot, I realized that I needed to prove that I could hit the broad side of a barn, or at least a tree.

Just before going to press with the Newsletter, Jim sent me a response to the Flash announcement that I sent out on the wire right after the contest, that said that he approved of my note and that he would make sure to bring more distractions for us next month.

Next month I hope that our sharpshooters will join us. We really missed Mike Baddley and Art and Michele and John. We needed them. Right before we started out on the course, Jim and I laughed about the idea that the high score team ought to pay for lunch at Flo's. Well I did not want to take the bet thinking that we would probably do very well based on the last couple of outings with the IEC team. I should have taken the wager.

Have fun looking at these pictures.



Notice the buggy? George go this to carry the shotguns along. Pretty nifty!



See the spot on the tree. This does prove that I can hit something as long as it is not moving!





NCCC National News.

As the new year gets rolling along, I found that the web site for NCCC actually has some very interesting features that most of us skip over due to the use of bookmarks that we have saved from previous access to the site. One such tid-bit of information is the new membership card mailings for our club,

whose designation is WC-326. WC stands for West coast Region and 326 is our club's registration number. Each of us have these coded in front of our individual membership numbers. According to NCCC, our membership cards were mailed on or about 12/31/2012. So if you have not seen them yet, talk to Joe Orrico, our NCCC Governor. Another good link to bookmark is the following:

<http://www.corvettesnccc.org/whatsnew.html>

Subject: NCCC ~ Family Helping Family Directory

Responses to this e-mail should be directed to Doug McMahan at

PublicRelations@CorvettesNCCC.org

With many of us departing next week for the first Nat'l Meeting of the year, in St. Louis, MO, we wanted to make sure you had the latest version of the *Family Helping Family* directory; not that any of us expect any issues while traveling but it is a nice to have.

The latest issue of the [Family Helping Family directory](#) published, secured and available from our *NCCC National Website*.

The directory is sorted by State, City, then in alphabetical order by volunteer name.

User Name: **NCCCHelp** pwd: **QFHFnc13** Note: the document password will change periodically; you will be notified when it does.

Please feel free to pass this email along to your club membership so that they can access this **FHM NCCC Directory** when they travel..

We also hope that this sparks some interest in other members volunteering to provide support in areas where members might need assistance, as they travel across our great nation. If additional volunteers would like to sign up, please review the [Family Helping Family](#) information. Then we would ask that you complete the questionnaire and email it in so you can be there in the event that someone from our extended family needs assistance in your area.

Regards

Douglas McMahan (817) 473-3837 (H) – (972) 998-1589 (C)

NCCC National Director of Public Relations
www.corvettesnccc.org

We invite you to check out our "[Why NCCC](#)" pamphlet

... desire more info – check out the detailed "[Why NCCC Detail](#)" brochure

We Joined for the Cars – We Stay for the People!

NCCC Regional News

The big news for the West Coast Region is the up-coming regional convention to be held in Las Vegas from April 4th through 7th. Unlike the National conventions where one club hosts the entire event, this year's Regional convention will be hosted by multiple clubs that have specific areas of expertise. The following clubs will be hosting their special events as shown:



- Low Speed Host Club: Vettes'R'Us
- TimeTrials Host Club: Corvette Super Sports
- Poker Rally to the track: Host Club: Inland Empire
- Sat. Car Show: Host Club: The Vette Set
- Sat. Rallies Host Club: Las Vegas Corvettes and Pomona Valley

The Flyer and Registration form are at the back of the Newsletter. The convention center will be the Silverton Casino. You should make your reservations now by calling 866-722-4608 and telling the reservation person that you are part of Code: SCICOR4 PRICE: WED, THUR & SUN \$59 FRI-SAT \$79 + TAX NO RESORT FEES

Access to the West Coast Regional Web Site - use this link:

<http://www.ncccwcregion.org/>

Subject: NCCC Vision Committee Report

Hi All,

Our flight was delayed so we go into St. Louis late. I missed most of the Vision Committee meeting.

We had a presentation by the NCCC West Region on their thoughts on Convention. The main theme was how to make Convention more attractive so that more people will attend. Over the last several years we have seen that the most popular events are the low speed autocross, high speed autocross and drags. About half the attendees run these events. The car show and rallye are much less popular. About half the attendees don't participate in any competition events at all. They are there strictly to socialize (and take a little vacation).

One of the problems with the way Convention is structured is that you have to buy a full package to participate in any competition events. It seems unfair to force people to pay for the full week when all they want to do is the car show, for example. Day passes are available, but you can't compete if you only buy a day pass. The day pass prices differ based on whether or not a meal is included in the day's events.

Why don't people go to Convention? That is literally impossible to determine because people offer up "excuses" rather than state the real reason. I once asked a lady why she didn't attend a Saturday event and she told me she bought a dog and needed to take it to the vet for shots. That couldn't wait until Monday? I asked some



body why he didn't go to Convention and he told me there was a major crisis at work and he had to deal with it. Somehow he knew ahead of time that they were going to have a crisis because he never registered for Convention. The excuse I've heard the most often is that "we can't afford it" because we have to hire a baby sitter and a pet sitter and a house sitter and it's just too

much money. On the other hand, I've seen that if people really want to be there that they will find a way. I think a lot of people are afraid of strangers and don't want to go because "we won't know anybody". If you attend the event you will get to know people. I know a ton of people in Arizona because of the 31 Millard Fillmore events I went to in Phoenix.

Some suggestions for increasing attendance at Convention: Offer day passes that include participation in the competition events. Reduce the cost of a full package by cutting out the "frills", which include things like free beer in the hospitality room. This costs a lot more than you would think. I remember Betty Parks telling us the hotel charged the Tinley Park Convention over \$9000 for beer and sodas. She protested that amount and they showed her rows of supposedly empty kegs that supposedly were consumed by the Convention attendees. They hadn't been tracking the keg changes so she had no way to determine if they were really ours.

Opening up Convention to non NCCC members. They proposed charging more for this and I said we might as well sign them up as NCCC members at the Convention since it would come out to about the same dollar amount.

Opening up the speed events to non Corvettes. One Florida club said they got a huge number of "tin cars" when they did that. It was mostly the local kids wanting to show off their cars. We see this locally with the number of non Corvettes that show up at the Palm Springs Corvette Club auto crosses. I have a picture on my iPhone of the guy in the yellow pickup truck with the camper on the back (locally famous -- always supports the event). Having more "social" events. We're seeing how successful those can be by the registrations for the upcoming Bowling Green Convention. Most of the bus tours are sold out and they are negotiating for more buses to expand the number of people who will be able to do those.

Change the time of the year for Convention. They are always held between Memorial Day and Labor Day. The common rationale for this is that is when the kids are out of school. Considering the age of this organization, that is no longer a factor. I've heard many people complain about how hot it was at xxxx Convention, so this is something to look at.

Restrict the Convention sites to the more popular locations. The Florida Convention was sparsely attended (I believe because people didn't want to travel that far). The Las Vegas Convention in 2004 was the most popular Convention ever, so the venue definitely influences attendance.

Adding a "National Champion" competition, where the competitors with the highest number of points from the various regions compete in a shootout to see who is the best. Somebody said, "I'd pay to watch that".

The Vision Committee can only make recommendations. We will pass our recommendations on to the Convention Steering Committee. It is up to them to decide how Convention is run and whether or not they want to adopt any of our recommendations. We're working on it. We talked a bit about FCOA. One of the main "problems" with

FCOA is that it is restricted to kids between 0 and 16 years of age. Once they reach 16 they are dropped from FCOA (without notice -- they just stop getting stuff from FCOA). They are expected to become NCCC "Youth" members. Last year a letter was proposed to be sent to all FCOA 16 year olds that would explain to them that they have the option to move up to regular NCCC membership. We have no idea how many are actually doing that. Nowadays many FCOA kids are sponsored by grandparents rather than parents and their parents might not even be Corvette owners. The path from FCOA kid to NCCC Youth member is not clearly defined as of yet. The letter will be a big help there.

Several suggestions were made to get FCOA kids more involved in NCCC so they would want to become NCCC members. One club said they put on a car show every year and have the kids act as "runners" that take the judging sheets to the talliers. One suggestion was to use FCOA kids as corner workers in an autocross, but that one was shot down really fast when it was pointed out that kids don't have the attention span to keep track of where the cars are so they can watch out for out of control cars. A suggestion was made to lower the minimum age for passengers in a low speed autocross (it's currently 16 years).

In the past I have suggested that they move the FCOA kids into the NCCC membership database so it would be easier to track them and also easier to move them into Youth membership. Somebody brought up privacy issues because so many people have access to the database and predators could look up the kids' information, so that suggestion has been rejected. We're working on this one also.

Cliff

Subject: NCCC Report Introduction

Since we have some new governors I will introduce something I've been doing in the 10 years I have been going to St. Louis for the national NCCC meetings.

I am on the Vision Committee, which was charged with looking at all of NCCC's operations with the idea of recommending changes to improve the way things worked or save money. We are currently working on FCOA and the national Convention.

We are looking at FCOA because it has been run for more than 10 years by Pat Kelly. She does a LOT of work on this but last year her husband and son were both dealing with serious health issues and she was not able to do what she needed to do. There was speculation that she would be replaced or that the duties of the office would change, so that is what we were looking at.

The national Convention has had some problems in recent years with poor attendance, which brings financial problems. The Convention planning starts two years in advance and a lot of commitments are made based on an estimate of how many people will attend, such as deposits for venues and guarantees to the host hotel for room nights. If the Convention loses money then NCCC has to make up the difference. If the Convention makes money then the profits are shared by NCCC and whoever hosts it (could be a single club or multiple clubs). Most years Convention makes money, but losses sometimes happen.

As RMD I'm a member of the Membership Committee, so I report on what happened in that meeting.

I also attend the national governors meeting so I report on that too.

Cliff





Corvette Museum News

GM Performance Build Center Relocating to Bowling Green

The Performance Build Center, currently located in Wixom, MI, will move to the GM Chevrolet Corvette Assembly Plant by the first quarter of 2014. The PBC employs 29 and builds engines for the Grand Sport Coupe manual, Z06, 427 Convertible and ZR1.

"I'm very happy to announce today that GM will move its Performance Build Center, which allows engine enthusiasts to build their own specialty engines, from Michigan, and we're going to bring it right here to Bowling Green," said Arvin Jones, Manufacturing Manager for GM North America at the January 30 press conference.

In 2010 GM announced the launch of the Corvette Engine Build Experience, where buyers can assist in the building of their engine. The owner's name is then affixed on a special plate on their engine, next to the one bearing the name of the master builder.

"We've got lots of excitement headed our way," said GM Bowling Green Assembly Plant Manager Dave Tatman. "We intend to make the full transition to the Performance Build Center by the first quarter of 2014. Lots of details have got to be worked out yet, but obviously we wanted to share that great news with you. As you think about this, I know Wendell, that you and your team are jumping up and down thinking about how we can continue to combine our efforts between the National Corvette Museum and the Bowling Green Assembly Plant and this new opportunity, and we look forward to those discussions as well."



New Dedicate-A-Tree Program Offered

The Museum now offers another way for our supporters to recognize individuals. This program allows you to have a plaque placed by the trees on our campus.

Existing Tree Dedication - \$500 Donation

Includes a donor recognition plaque at the base of the tree with up to three lines of text (maximum of 13 characters per line). The donation period is 10 years, after which time the tree can be renewed. A total of 81 trees are available.

New Tree Dedication - \$750 Donation

Similar to the existing tree dedication, this program is for new trees, which will be planted in the Spring and Fall. Donors will have the choice of three trees based on location: Shade Master Locust, Prairie Fire Crabapple or Red Bud, and the trees are planted at NCM discretion. Nine new tree locations are currently available.





Technical Corner

With the C7 deliveries right around the corner, here is a technical review of the new C7 engine.

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 Winegard, vice president, Global Powertrain Engineering. “More than just great horsepower, the LT1 has been optimized to pro-

duce 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 road 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:

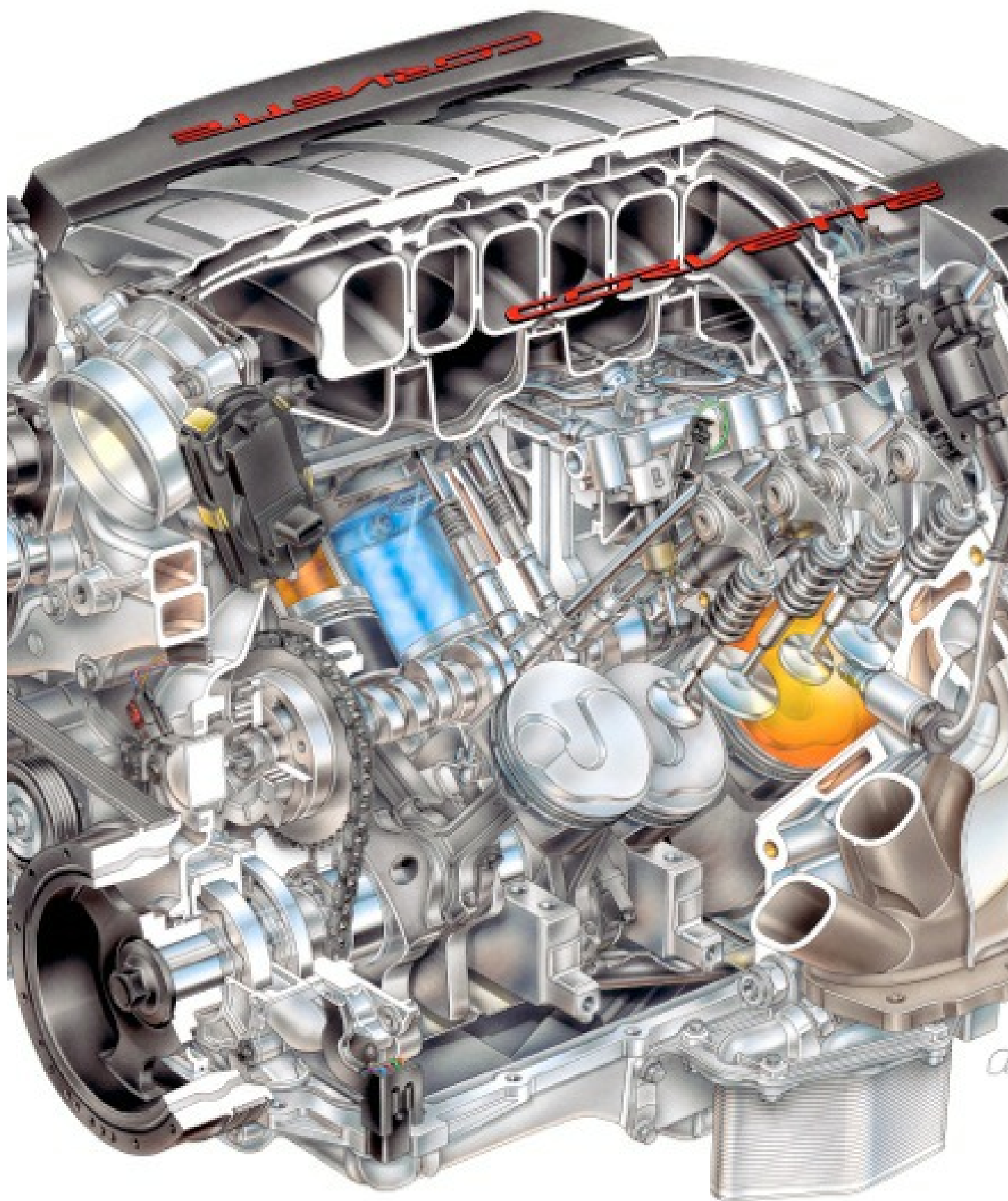
- A revised cooling system with an offset water pump and thermostat for more efficient performance

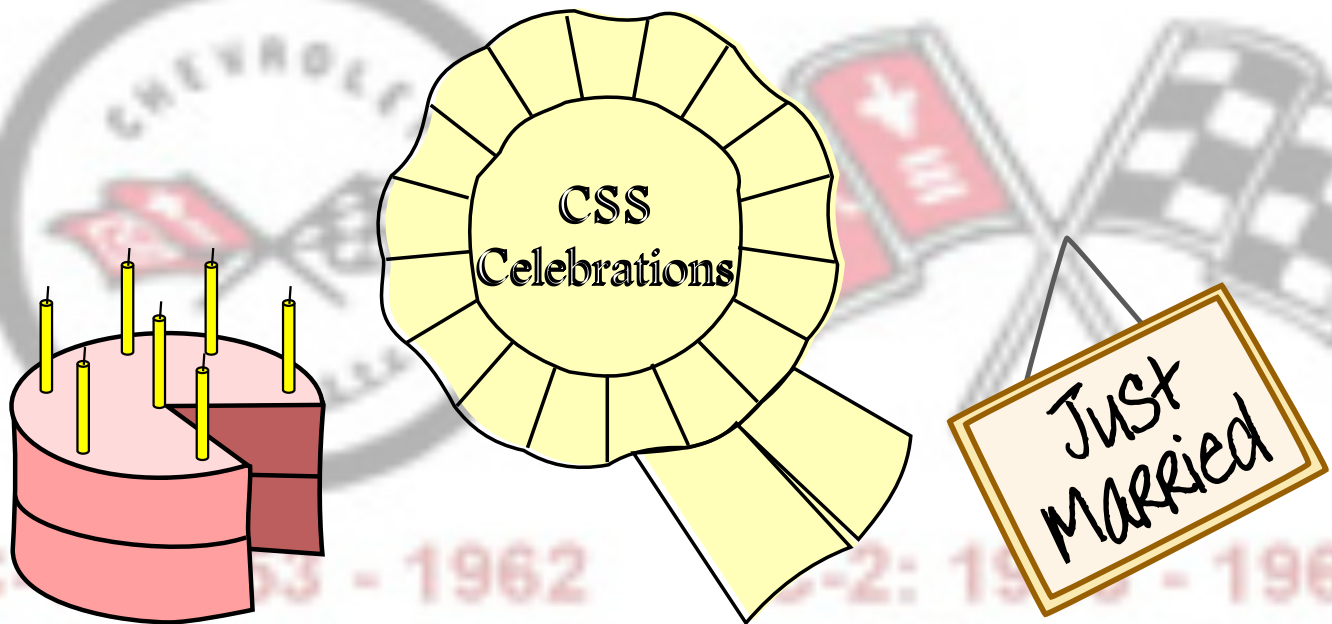
- Air induction humidity sensor ensures optimal combustion efficiency, regardless of the surrounding air's humidity

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

- All-new "E92" engine controller.







February Birthdays

Kelli Reed	02/09
Doug C. Meeuwenberg,	02/15
John Manfred,	02/19
Bruce Romick,	02/23
Costello, Mark	02/24

March Birthdays

Thomas A. Cuccio, Jr.	03/03
Bert T Wiest	03/09
Don Prichard	03/12
Carol Bacon	03/14
Pat Works	03/17
Ron J DeBartolomeis,	03/30

February Anniversaries

Bert and Dianne Wiest	2/14
-----------------------	------

March Anniversaries

Geoff and Ginger Girvin	03/21
Ron and Katie Kennedy	03/24



NCCC WEST COAST REGIONAL CONVENTION

LET. S ALL GO AND HAVE SOME FUN!

CORVETTE  **APRIL 4-7, 2013**  




SILVERTON
Casino • Lodge • Las Vegas

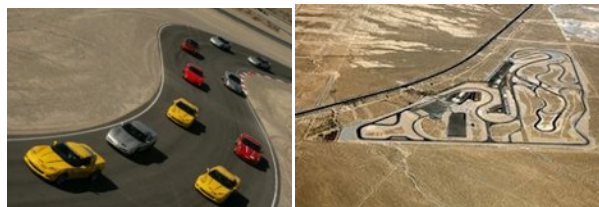


www.silvertoncasino.com

866-722-4608 CODE: SCICOR4

PRICE: WED, THUR & SUN \$59 FRI-SAT \$79 + TAX NO RESORT FEES
YOU CAN MAKE YOUR HOTEL RESERVATIONS NOW


SPRING MOUNTAIN
MOTOR RESORT and COUNTRY CLUB



Low speed autocross and Time Trials



Parties, Rallies & Car Show! Go for fun!



Arizona's "Run to Vegas" Chair: Laurie TEX Schwab

602-790-5788 vettetex@cox.net

(see flier attached for much more information)





NCCC -WEST COAST & NORTHWEST
REGIONAL CONVENTION APRIL 4-7, 2013

START WITH A PARTY HOSTED BY "CORVETTE MIKE" ON THE 4TH
RACING AT WORLD FAMOUS SPRING MOUNTAIN RACE TRACK ON THE 5TH
AM: Low Speed Host Club: **Vettes'R'Us** PM: TimeTrials Host Club: **Corvette Super Sports**
(The two racing clubs in the Region)

(Convertibles without roll bars not permitted -Track Rule- NCCC rules apply at all events otherwise)
POKER RALLYE TO THE TRACK Host Club: **Inland Empire Corvettes** (Puts on the most Rallyes)

Findlay CHEVROLET of LAS VEGAS – Sponsor of Sat. CAR SHOW & RALLYIES

CAR SHOW ON THE 6TH IN THE Morning Host Club: **The Vette Set** (45 years' Experience)
TWO RALLYIES IN THE PM COVERING SIGHTS OF LAS VEGAS
Hosts **LV Corvette Club** (Who knows Vegas Better) & **Pomona Valley** (Home of the Rallye experts)
SUNDAY MORNING - AWARDS BREAKFAST – **HOSTED BY G M DOWNUNDER**

HOTEL: SILVERTON – 866-722-4608 CODE: SCICOR4
PRICE: WED, THUR & SUN \$59 FRI-SAT \$79 + TAX NO RESORT FEES
YOU CAN MAKE YOUR HOTEL RESERVATIONS NOW (make by 3-1-13)

Registration NCCC \$25 EA/ Non NCCC \$35 EA (After Feb.26, 2013 Additional \$20) \$_____

(EACH EVENT AFTER FEB. 26, 2013 IS AN ADDITIONAL \$10)

Friday Rallye \$10 per car..... _____

Low Speed NCCC \$40 Non NCCC \$50 per Driver..... _____

Time Trials (High Speed) NCCC \$40 Non NCCC with speed license \$50 EA. _____

Car Show NCCC \$15 Non NCCC \$20 per Car..... _____

Sat. Rallyies (2) NCCC \$15 Non NCCC \$20 per Car..... _____

(Track Transponder rental \$20 per car per day if you want to know your time)....Total \$_____

NCCC # _____ 2nd NCCC # _____ Club Name: _____

Name: _____ 2nd Name _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

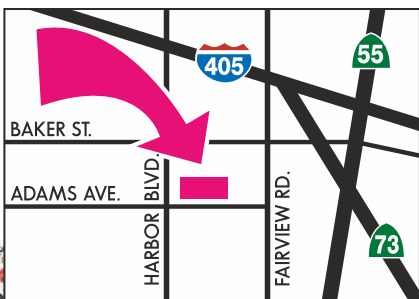
Mail Registration Form and Check made out to WEST COAST REGION NCCC
TO: REX WILHOITE, 3780 W. TORINO AVE, LAS VEGAS, NV 89139
NO CREDIT CARDS or PAY PAL (CUT OFF DATE Feb. 26, 2013) INFO: ALLEN MORRIS 949-367-
9000 West Coast RE / REX WILHOITE 702-897-9890 Conv. Treasurer



CONNELL CHEVROLET



ALL NEW
2014



**2828 HARBOR BLVD.,
COSTA MESA**



SALES HOURS
MON- FRI 8:30AM - 9:00PM
SATURDAY

SERVICE HOURS
MON- FRI 7:00AM - 6:00PM



FIND NEW ROADS™

www.connellchevrolet.com

Consequences

