

Under The Radar

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



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Care & Kindness: Dianne Wiest
Car Show Champion: Art Huhta
Rally Champion: Open
Auto Cross champion: Open



CSS News and Upcoming Events

The Social events for March

Donnell's Retirement 3/1

Other events for March

Homeland Security Training 3/8 & 3/22



All members are welcome to attend the Board meetings. We especially welcome our new members to come and see the inner working of the club.

As you can see, everyone is welcome to attend the Board meetings



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 2013 to have provided venues that attracted many participants. From our activities, we were able to donate \$8,000 to our charities.

CHIPS for Kids \$4,000.00

Support the Enlisted Project \$4,000.00

CSS Family Updates

Please keep Michael Baddley, Cindy Orrico, and Connie Killian in your prayers.





President Geoff

As we begin the new year, your board is working diligently to come up with a fun filled adventure list for the CSS event calendar. At the last board meeting we came up with a great list of places to go and things to see in 2014. Now all we have to do is fold them into our NCCC calendar for the

year. We will probably have another year with something to do every weekend. We are planning to visit a big cat sanctuary, do the dinner theater train at Fillmore again, do a mystery run that will involve tasting vinegar, olive oil, and Scotch Whiskey (this is all I can say) but you have to bring your badminton shoes too! We all need to start practicing our miniature golf games, and towards the end of the year we are going to get all cozy around bunko tables.

And we have NCCC events that we all will want to go to as well. There is a practice event in Palm Springs and we should try to get our new members to go along for the ride. For those new members, the autocross is like a large obstacle course with cones to go around on the road. You are only racing against yourself and this is not a lug nut to lug nut event. It is usually a course around cones with slaloms and tight turns. Each lap you perform is timed and at the end of the day you get NCCC points for your efforts.

We also have a car show coming up that will award NCCC points. Pomona Valley Corvette Association is having a car show on April 6th. There are many kinds of car shows that we can enter but the most popular is a People's Choice car show where the entrants vote for the best car in class. But there are other kinds including a judged show where your car is inspected inside and out with a white glove. Both are fun, and one of the best parts is the caravan to the car show and talking to all our friends while there.

We are also planning our own fund raising events including a car show. Last year's car show that was open to all GM cars was a blast from the past. I especially liked the GTOs and the '57 Chevys. These are the cars that I grew up street racing all over Southern California. So we will have more about this and how you can help in future newsletters.

So as the year ramps up I think it was quite fitting that we start the year out with a "Wig" day to welcome Cindy back from her chemo therapy and to get together with our wonderful extended family and practice the Hokey Pokey at the annual Sweethearts Bowling. This was just the inspiration we all needed to get ready for racing and car shows and Homeland Security Training, and cruising and all the rest of the things we enjoy doing together.

Save the wave
Geoff

The VP's Column

The VP's Word
By Tony Schavone

With starting the third month of the year, things are starting to roll...more events and activities are coming. Local events can be found online at SoCalcarculture.com.

Here are some dates for upcoming events.



March 7-8. Temecula Rod Run, 700 hot rods and classics - Friday night cruise; Sunday show and shine. (951) 694-6480.

March 15-16. 15th Annual Spring Fling Auto Cross, Riverside County Fairgrounds in Indio. Palm Springs Corvette Club.

March 22-23. NASCAR race in Fontana, Autoclubspeedway.com

April 5. Redondo Beach, The Vetteset 39th Annual judged car show.

April 5. Santa Maria Vapor Trails Vettes. See MotorsportReg.com

April 6. People's Choice Car Show. Pomona Valley Corvettes.

April 6. The California Festival of Speed, Porsche Club of America invites CSS to super car paddock. Autoclub Speedway, Fontana.

April 11-13. Long Beach Grand Prix Corvette Corral. See Rick Miller.

May 2-4. 6th Annual Monterey Coast Corvette Cruise. www.montereycorvette.com

May 18. 34th Annual Plastic Fantastic Car Show, sN Diego North County Corvette Club. www.NCOCC.com

August 22-30. Corvette caravan to Bowling Green, Kentucky. 6-day trip. Starts on August 22. www.nationalcorvettecaravan.com

Sept. 18-21. Nevada Silver State Classic Challenge. www.silverstateclassic.com

Oct. 17-18. Mariposa Hot Rod and Custom Car Show. See Cindy Orrico.

Corvette Timeline: March 23rd, 1957. Corvette returns to Sebring. Duntov has created a purpose built racer, the corvette super sport.





Corvette Caravan to Bowling Greene.

CORVETTE CARAVAN IS COMING!

Once every five years, Corvette owners from all over the country and beyond hear the call and begin their exodus to Bowling Green, Kentucky for the National Corvette Caravan. Individuals and clubs join groups along the way, forming long caravans reaching from coast to coast, converging on the National Corvette Museum the last week of August 2014. With fun stops along the way, this is something every Corvette enthusiast needs to do in their lifetime.

Note that the registration for the 2014 Caravan is all web-based. The web page at which the registration process begins is at:

<http://www.corvettemuseum.org/registration/celebration/20info.shtm>

Labor Day weekend 2014 marks a major milestone in Corvette and Museum history; Corvette, the longest running single marque, is in its 7th generation and the Museum, a member driven organization, celebrates the 20th Anniversary of the Grand Opening. In keeping with tradition, which is one of the hallmarks of the Corvette world, the kick-off to the celebration starts with thousands of Corvette enthusiasts from all over the world making their way to Bowling Green, Kentucky in ever-growing caravans converging on the home of Corvette for 3+ days of exciting Corvette lifestyle.

Although months away from finalizing the on-site activities, planning for the [National Corvette Caravan](#) has been underway for several years. In one significant change from the past there will be only a single registration for both the 20th Anniversary Celebration and the National Corvette Caravan. Base registration is for the on-site event and there are options to add your Caravan selection, the Hall of Fame Induction Banquet, event shirt and, for Lifetime members, the Lifetime/VIP dinner.

As activities are finalized and an agenda created updates will be posted to this page and announcements will appear in [eNews](#) and on [Caravan Chat](#).

All activities are open to Event Registrants only. On-line registrants will receive a hardcard credential, lanyard, and an event pin. Lifetime registration is free, member registration is \$15 per person and non-member registration is \$25 per person.

Caravan registration is \$5 per person. Please note – this is per person/ not per car.
BOTH participants in Corvette must register for the Caravan to be able to take part.

CSS Explores Hearst Castle By Rick Miller

22 Left, Right 7, and back around to 13 turned out to be the perfect combination to open the doors to Hearst Castle and a Wonderful weekend.

As planned, we left Orange County on the 22nd of February, 7 glistening Corvettes on what promised to be a perfect weekend for 13 CSS members. Donna, Ron, Karen, Eric, Debbie, Will, Joyce, Gary, Allison, Art, Marge, Lynn and Rick headed north on I-5, destination San Simeon.

The route is simple, I-5 to 101 to 46W to Hwy 1 N. and in just 5 hours you're at the Quality Inn in San Simeon! The only challenge being one of keeping the caravan together and of course the timing of potty breaks. Simple, Right? So simple in fact we decided to add a little to the mix. I-5 to the 101 and then to Santa Barbara as usual. Now let's take the cut off through the Chumash Indian Territory via Hwy 154. Most of us have taken this route at one time or another in the past and once again we found the rolling hillsides and beautiful vistas did not disappoint. Evidence of our states drought was obvious though with little water in Lake Chumash and the absence of spring vegetation and wild flowers usually prevalent at this time of year.

Soon we approached the north end of the 154 and bid Art and Marge so long as they headed on to Hwy 101 and a prior commitment but assured us we would meet them later at the hotel. The 6 remaining cars exited Hwy 154 at Zaca Canyon Rd. prior to getting on the 101 and embarked on a 30 mile journey through winding canyon roads, scenic vineyards and impressive wineries.

Our first stop was at the Firestone Vineyards and although the grapes hadn't yet started to grow, the meticulous care of the many, many, rows of grape trees was truly impressive. Our next stop took us to the Fess Parker Vineyards, a wine tasting experience for some and the opportunity for the rest of us to share some snacks and stimulating conversation while enjoying the beautiful surrounding grounds. Once back on the road we completed our side excursion through many more vineyards amongst the rolling hills of Foxen Canyon Rd (sorry Debbie) on our way to rejoining Hwy 101 in Santa Maria. We received a hearty recommendation for lunching at a truck stop restaurant just before entering the 101.

The food was tasty and plentiful and the service was excellent. Their celebrity wall was full of pictures of local notables, many cowboys of yesteryear and some very recognizable folks like Andy Devine and Ronald Reagan just to name a couple. Rested and nourished we headed out, once again onto Hwy 101 and soon onto Hwy 246 over to the coast and Hwy 1 for the last 10 or so miles to our hotel.

Check in was easy, everything was prepared and ready for our arrival. The hotel even provided security to watch over the cars (see website pictures). After a brief group instruction on where to park closest to our rooms we dropped off luggage and reassembled for a short walk to a nearby lodge and a Margarita Happy Hour. Still nearly full from lunch we decided to forego a traditional dinner and opted for cheese, crackers and wine at Club Donnas'. What a fine Saturday we had!





San Simeon Continued.....

Sunday was to start with our included continental breakfast at around 8 and a departure for Hearst Castle promptly at 9:30. Exactly on schedule we watched the 9:45 showing of the fascinating movie about William Randolph Hearst's early years, his father's good fortune, the acquisition of the San Simeon property and the eventual construction of "Casa Grande", all very interesting. Now 11 O'clock and time to board the bus for the ride up the mountain to the castle. Once at the top we were greeted by our tour guide Sr. Minor Chavez and the beginning of our tour. Grand Rooms Tour. We were told of the many beautiful and priceless items we were about to see very close to. Sr Chavez said we should "Feel Free to Touch absolutely NOTHING"! Certainly understandable as many of these items were upwards of 2,000 years old.

We were guided around the grounds and then entered the Main House for a tour of several of the rooms including the Dining room where famous people from politics, motion pictures and life itself often gathered as Mr. Hearst's guest. Also visited was the billiards room and the theatre. Having completed the inside tour we decided to peruse the grounds on our own for a while before heading back on the bus to our cars. It's funny, huh Allison, how you don't see any security around the grounds until you touch something you're not supposed to and suddenly you're surrounded. LOL !

Our bus ride back down the hill was equally interesting and after a quick bite to eat from the visitor's café we took our caravan a few miles further north along the coast to Seal Vista Point. Annually the Seals return to this point to have their babies, nurse them and teach them to swim before the adults head back out to sea. Most of the baby seals were about 5 weeks old and many of the adults had already gone but the sites along the beach were interesting and at times, amusing. It started getting chilly so we headed back to the hotel to freshen up before our 7 pm dinner reservation. Along the way we were treated to the somewhat rare site on the Castle grounds Mr. Hearst imported many animals and had his own zoo on the property including lions, tigers, giraffes and others.

Our included dinner was at the Manta Ray Restaurant next door to the hotel. We reconvened by the cozy fire pit next to the hotel's pool for a pre-dinner drink and a review of the day's activities recollecting all the beauty.

Dinner turned out to be equally nice. The restaurant was quaint, the service good and the food, delicious. The Salmon was prepared in a lemon and Dijon mustard sauce and was enjoyed by many in the group. The steaks were so tender they could be cut with a butter knife and nearly melted in your mouth. Yummmm!

We concluded a long and successful day by unanimously agreeing it was time to turn in. Continental breakfast was next on the list for whenever you get there, followed by our departure for home. We set our compasses for south and headed home. About 18 miles from San Simeon and on Hwy 246 we stopped for a picture opportunity. We all watched as Art scaled the nearby mountainside much the way we imagined Sir Edmund Hillary did and awaited Arts best Ansell Adams moment

Back on the road we headed for a little sandwich shop in Los Olivos recommended by Ron and Karen. They couldn't remember the name but felt confident we would find it. Before we can head for Los Olivos we needed a fuel stop and potty break so Morro Bay was next on the list. After fueling we stopped at a Carl's Jr. to use their facilities. While waiting for everyone Lynn ordered some onion rings. We waited and waited and finally said forget the rings were out of here. The nice guy at the counter said it would only be a couple more minutes but we opted to leave. Back out in the cars and the caravan now back out on the street and ready to turn onto the highway when out comes the counter guy running towards Lynn's door, onion rings and another apology in hand. How funny!

Los Olivos here we come. As we entered the town the first objective was to find a place where we could all park together. Here's a spot, oh there's 2 over there, hmmm lets try the next block. Hey, what's the deal here, no one parked on the street, is the curb red? is there a posted sign? All clear pull over and park. All is good, all in a row! There's a couple directions we could go in, further down the block, around the corner to the right across the street and down, HMMMM again. Of all the possible directions we decide to cross the street at the corner going to our left and start going down the side street. Amazingly the 2nd store we came to was the intended sandwich stop. How perfect!

Having completed our exploration of Los Olivos we headed for Solvang and more exploration, Danish Style. Solvang is much bigger than Los Olivos and has many more and diverse shops. Karen found a rather unique item in one of the shops. It was a bag that allowed you to put your bread and cheese into it and then into a regular toaster to create the perfect grilled cheese sandwich. I believe Karen would have purchased the bag but she was afraid we'd all show up for lunch at her place.

Well it's time for most of us to head home. Ron, Karen, Art and Marge planned to spend the night in Solvang while the rest of us headed for home, our own pillows and work in the a.m. Everyone arrived home safely, rejuvenated and with a near perfect weekend of memories.

To those who went, Thank You for your participation and Superb company. For those who couldn't make it, we wish you could have shared our journey and hope you enjoyed this recounting.

Check the website for pictures.

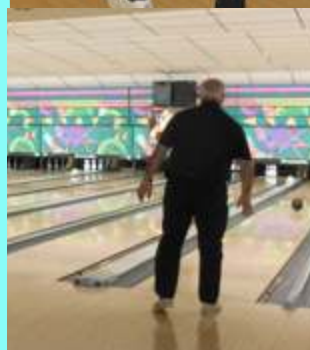
p.s. Ask Ron what the one thing not to do with an automobile type plug in travel cooler.





Sweetheart Bowling (aka Hokey Pokey practice).

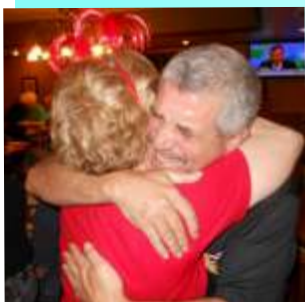
First we had fun and bowled well, but soon I guess we got tired and needed to try to dance the ball into the pocket. Later we ate and were awarded prizes.





Breaking News! CSS members wig-out!

At our first meeting of the year, to welcome Cindy back, we wanted her to feel right at home and to not be subconscious about the lovely wigs that she has started wearing given what happens to one's hair when they undergo chemo therapy which by the way worked and she got a great result! Anyway, many of us put on our favorite wigs or soon to be favorite wigs and re-introduced ourselves to Cindy. What a great evening it was.



Then we figured out that a famous TV personality was amongst us. Captain Kangaroo came to visit us with his red Corvette. Do you recognize any of these folks??



Dave Alciatore and Little Engine do what they do best:

Hot cars and caring people is what the Fallbrook Shafter's car club is all about. On Feb. 7, this fun-loving group of local residents donated \$4,000 they raised at their annual Mike Hayden Burnout Party on Jan. 1 to help wounded warriors on Camp Pendleton.

"This is our third year holding our annual Burnout Party as a fundraiser," explained Shafter's member Clint Campbell. "Prior to that, it was always just held as a club event. Now it has grown, and grown, and grown."

Hosted by club president Mike Hayden, who has a drag test strip on his property, the annual get-together includes plenty of hot car action as well as a barbeque.

"Mike, an engine and drag car builder, has the perfect place for the event," explained Campbell. "His test strip was a hit with the guests – seeing cars launched and smoking their tires."

"George Seville was the chef and has done a great job for the past three years," explained Campbell. "He was helped by his family and wives of Shafter's members. Shawn Pagett of Fallbrook Tire Co. was also cooking hamburgers and hot dogs for the guests." Campbell said all the food was provided by the club and Gerry Sevigny served as announcer and DJ.

"Our honored guest was Dode Martin of drag racing fame and the original founder of the Shafter's," said Campbell.

According to member Bill Ahrend, the club was started in 1949 by Martin, "but it went dormant for a few years before being re-energized in the late 1990s with the help of Rick Brain and Carlin Yokum."

With another successful fundraiser accomplished, the Shafter's were pleased to donate the funds to wounded warriors and their families on Camp Pendleton. George Brown III, who is affiliated with the Camp Pendleton YMCA, accepted the donation toward programs that assist those families.

"We try to keep the money close to Fallbrook," said Campbell. "This was our best year and we thank all who contributed to the wounded warriors."



Fallbrook Shafter car club member Dave Alciatore does a burnout in his modified 1967 Chevy Corvette at the organization's annual fundraising event for charity in January.





NCCC Regional News:

Subject: NCCC RMD's Message 2014-02-23

Hi Governors,

Since there are a lot of new governors this year, I will explain what this is all about.

Four times a year your regional officers go to St. Louis, MO for the national NCCC meetings. They occur in February, April, September and November. There may be meetings at the NCCC Convention, but that is rare, except for the national governors meeting, which is usually pretty short.

Allen Morris is on the Executive Committee and Finance Committee. Joe Orrico is on the Competition Committee. I am on the Vision Committee and the Membership Committee. When I get back from the meetings I send out a report to all the governors. That usually happens Sunday night, so here we go. This is usually a little random because I just report stuff as I wrote it down as it happened.

Friday, February 21 -- Vision Committee

The purpose of the Vision Committee is to look at NCCC's operations with the goal of improving, simplifying, saving money, etc. The Vision Committee did not meet because chairman Dennis Patrick has been having health issues and was not in St. Louis this weekend. I heard he just got out of the hospital, recovering from pneumonia.

Friday, February 21 -- Membership Committee

VP of Membership Steve Johnson started the meeting at 6:30. It usually starts at 7:00 but he wanted to get business done because the hotel was hosting a buffet to thank NCCC for our business and he expected that to take a big chunk of time out of the middle of the meeting. A note: various officers wander in and out as the meeting progresses, so their contributions sort of come in whenever they do.

FCOA (Future Corvette Owners Association) director Pat Kelly told us that when she sent out the recent mailings she got back about 200 because of bad addresses. This is an ongoing problem and I will contact you if this happens. She usually sends me a roster of FCOA kids in my regions but she was busy with other stuff and didn't send it yet. When I get that list I will go through it and contact you if there is a bad address and the FCOA kid sponsor is in your club. This process is problematic because it depends on a long chain of events that all have to happen to make this work. She sends the list to me. I contact the sponsor's governor. The governor contacts the sponsor. The sponsor gets back to the governor. The governor gets back to me. I send the updated address to Pat. If any of these links get broken then it doesn't happen.

Pat said that she started out using a Microsoft Access database but had a lot of problems with it and switched to Excel. She said that apparently the import process glitched because she recently found out that some sponsor's NCCC numbers are wrong. She's going to try to resolve this in the near future. I have been trying to get the FCOA database incorporated into the NCCC membership database, but have met a lot of resistance to this suggestion. It seems like an obvious thing to do

to me.

Blue Bars Editor Sylvia Hoaldrige told us the latest issue was mailed starting on February 10th, so everybody should have them by now. She said the caption for the picture on the back cover was completely wrong, an oopsie on her part.

Sylvia went on a rant about the periodical rate that Blue Bars gets. Getting that rate was about a two-year process and she had to jump through a lot of USPS hoops to get it. It saves NCCC several thousand dollars a year in postage over the old bulk rate. One thing about this is that if the magazine can't be delivered because of a bad address or the forwarding order has expired then under the bulk rate the magazine just got recycled and she never knew about the problem. With the periodical rate, the Post Office tears off the rear cover (where the address is located) and sends it to her. Then she has to print a new label and send out a whole new issue. This obviously is not a good thing since it costs NCCC extra money. The addresses for Blue Bars come from the membership database, so it's important to keep those addresses up to date.

Related to all of the above is that when Sylvia was working on getting the periodical rate, the USPS insisted (she says -- more on that later) that all NCCC new member applications must have the verbiage about a portion of their dues going to pay for a subscription to Blue Bars magazine. A copy of those applications is supposed to go to her so that she can respond if the Post Office visits and wants proof that randomly selected NCCC members did see that verbiage when they signed up as new members. In the past we were told that the governor could fill out the new member form and put "signature on file" if the person filled out a club information form and the USPS verbiage was on that form. Theoretically we are supposed to have a new member application form for every new NCCC member. I have not pushed that for several reasons. One is that 100% compliance is not possible. Another is that the membership database does everything we need and I see no point in having a paper version of that data. Third, I think the requirement is stupid and my policy on stupid requirements is to ignore them. And... I doubt that Sylvia could produce a form for a specific member if the USPS asked for it. She has been collecting forms for about 5 years and if the USPS walked in and said, "Let us see the application form for Jim Smith". I don't think that she could find it, even if she did actually have it. Now Sylvia is telling us that we don't have to have an official NCCC new member application form. We can use a copy of the application that the person filled out when they joined the club. The stipulation is that the club's application form must have the USPS verbiage on it. If you're curious to know what that verbiage says, you can download a copy of the new member application form from the West Coast Region web site at <http://www.ncccwregion.org> It's actually three forms on one sheet of paper because back in the old days we were using 4-part forms and sending copies all over the country. We whittled that down to one copy and I made a 3-up version that anybody can print out. Having three on one sheet of paper cuts down on the volume of paper I have to deal with. Note that if you use this form you don't have to cut them apart. Just leave the unused ones blank. It's easier from me to handle it when it's whole. There is also a new member application form on the NCCC membership database Main Menu. You can click on "NCCC Membership Application" to download a copy. As I said earlier, I think all this is stupid so if you don't send a copy of the app form then obviously I don't have to do anything. If you DO send a copy, I scan it, file it and send a .PDF version to Sylvia. She told us she prints out every one then throws them all away. Waste of paper





On this same subject: As I said before, Sylvia keeps insisting that the USPS forced her to require this verbiage and proof that the member saw it (the signature). Supposedly they want to see a signature from every Primary member (because Blue Bars is only sent to Primary members). She says we HAVE TO (emphasis hers) do this in order to keep getting the periodical rate. I say that this organization has been around for 55 years and we're not some fly-by-night outfit trying to scam the Post Office in order to save money on postage. Sylvia says EVERY organization that has a magazine and gets the periodical rate must comply with the Post Office requirements. I belong to several organizations that include a magazine as part of their membership, and I don't remember ever seeing the USPS verbiage on any other new member application forms.

Sylvia departed and then we heard from NCCC's web mistress, Joan Thomas. She maintains a mailing list of all the NCCC officers and governors. For some reason that she can't seem to verbalize, she can't get this information out of the membership database, so we need to keep supplying her with up-to-date email addresses. In the past we have been able to send emails to all the members of a committee by addressing it to something like "NCCC-RMD@corvettesnccc.org". It was then forwarded to all of the RMD's individual email addresses. We get meeting minutes, financial stuff and some other things with this system. The problem has been that some ISP's (Internet Service Providers) block emails that have multiple people in the "TO:" field, assuming that they are spam. After consulting some people inside NCCC (we have several Internet experts in our group) and consultants at various ISPs, Joan decided that she would "start over" and create a new system from scratch. She has contracted with GoDaddy to supply everybody with an email mailbox for the next 10 years. I will be sending out a separate email letting you know how all this will work (or not, as the case may be). One thing Joan emphasized is that she will NOT allow forwarding of emails with this system (which was the first thing I set up). She said she can see the forwards and will delete them. She said, "That's what got us in trouble in the first place". She refused to talk about what that means. More coming in a separate email. I don't think this system will work because it requires you to log in to the NCCC email system to see your messages. If you fail to do that then you won't see your messages. That's not 100% true, and I'll explain it all in the "email" email. This is more stuff I think is stupid and I'm obviously not afraid to say so. That's why I got "volunteered" by Allen to be on the Vision Committee...

Steve told us the current member count is 17,012. That's much higher than we have seen in the last few years for this time of the year. He said the new member applications are coming in at a much higher rate than usual. It looks like we will top our all-time record for the number of members. We came pretty close last year. We peaked about 8 - 10 years ago and then dropped off and it's been slowly coming back up since then.

NCCC Distribution Manager Larry Higgs was in another meeting so Steve told us that Larry has finished sending out all the 2014 renewal packets. He is now starting to work on the late renewals and the new members, which were put aside until after the renewals were done. He expects those to go out in the next two weeks if all goes well. One fun part of going to the February meeting is that I get handed a bunch of renewal packets that were returned due to bad addresses. The stack was pretty high this year (14 renewal packets and two new member packets -- the new member packets have NCCC license frames in them), about double what I got last year, which was a (unwelcome) surprise. I will send these to the various governors. I need you to fix these addresses in the

database and pass the packets on to your members.

Other stuff happened. We discussed things. You wouldn't be interested. I didn't write it down and probably couldn't recall most of it anyway. Here's an example: Patsy Shearer, RMD from the Florida region wants NCCC database guru Walt Jenkins to remove the "License Plate" entry. Some clubs asked for that for competition reasons, which is the reason the "Region race #" and "RegionClass" entries are in there. Some people want to reserve a number for their car because it's painted on or whatever. Anyhow, Patsy got several questions from governors because they felt they HAD to put something in there since it was there and what should be put in there and they felt it was an invasion of privacy too (oh, brother). Walt said he's not taking it out.

We adjourned at 10:30, which is about when we usually get done. The Westport Conference Center closes at midnight, so we could have gone longer.

Saturday, February 22 -- National Governors Meeting

The first order of business at the national governors meetings is to announce the deaths that have occurred recently. That was the reason for the "The Sad Part" email I sent out a couple of weeks ago. The names are read into the minutes and they will appear on the rotating list in the Blue Bars "In Memoriam" section. There were about 15 names this time, which is a little higher than normal.

Business Manager Jack Wilson told us that he asked for insurance bids from K&K (our broker for MANY years) and Legacy (they have been insuring NCCC for the past couple of years). During the bidding process K&K withdrew their bid because they said they couldn't supply the coverage we were asking for for the price that was being discussed. That means that Legacy will continue to be our broker for 2014. Note that they are brokers. The actual insurance comes from somebody else. There is a lot of information on our insurance on the main NCCC web site under "Insurance Information".

Gary (I wrote down "Carbout ?", but have no idea how to spell his name) from the National Corvette Museum spoke about what happened and is happening there. NCCC was a big part of getting the Museum going back in 1994 and the current NCCC President is always a member of the Museum board. Gary is some kind of PR guy or something like that. He travels around the country to promote the Museum. He has worked there for many years and was Museum Delivery manager for several years. The pictures we've all seen show some caverns in the sinkhole and he said the local geologists are really anxious to get in there and explore. He said somebody suggested a "sinkhole de Mayo" party in May. He also said, "We didn't just lose some Corvettes -- we gained a basement". I suggested that they offer cave tours -- all they need to do is build some stairs. Gary spent some time talking about what the Museum will be doing to repair the damage. The gist of it is that they will take all the dirt out, stabilize the area and then fill it all in with dirt. He said that's going to take a LOT of dirt. He told us how many truck loads, but I didn't write that down and don't remember. They are also going to do geologic studies on the whole area under the Museum property so there won't be any future surprises. All that info is available on the Museum web page and their Facebook page. NCCC President Hal Bellamy proposed that NCCC give \$5000 to the Museum to help with the repairs. The motion was voted on without discussion (which is VERY unusual -- NCCC is usually very strict about following Robert's Rules of Order) and passed. Gary





NCCC Regional News cont....

ty told us it costs more than \$100,000 per month to operate the NCM. That's why they do all the promotional work and raffle cars. NCCC President Hal Bellamy streamlined the approval process for appointed officers this year. Usually he announces the name and then the governors vote on that person. This time he announced the whole list and they were voted on as a group. There are a bunch of appointed officers, so this process usually takes a long time, but this greatly speeded things up. He did the same thing for the volunteer committee members. Another thing that Hal started with this meeting is that instead of having the appointed officers come to the podium and give their report, there were written reports on the tables. This was also done as a time-saving measure. It's working. We usually start at 12:30 and get done around 5:00. This time we were finished at 3:30.

2014 NCCC Convention Director Deb Murphy talked about the Convention in Savannah in August (I'm going). She said 362 people have registered so far. The hotel has about 100 rooms in reserve, which they have been releasing in blocks of 10. When we originally contracted with the hotel there were no other events happening during that week but now they have another organization there. That means that the rooms could become scarce, so reservations should be made ASAP to guarantee that you get a room. She said it's also possible that the room rate could go up as the rooms become less available. She said they will be working with the NCM caravan people so that people can get day passes to the Convention if they arrive early for the NCM gathering. The NCM caravan events will occur on the weekend that the Convention ends. The last day of Convention is Friday. The Convention and NCM are about 600 miles apart, so they're not too distant from each other. One new part of Convention will be a 40th anniversary celebration with Mid America Motorworks. Mike Yager has been a club governor and held several NCCC offices over the years so he is very closely tied to NCCC. He came to one of the governors meetings a few years ago and told us he got his start selling used Corvette parts out of the back of his mother's Ford station wagon at NCCC meetings. Usually the Convention folks schedule local tours that can be booked through the Convention. Deb said there are so many tours in the Savannah area that she couldn't possible choose a few so she left that open for people to make their own arrangements. She said they will have a riverboat dinner cruise on one night. The riverboat will come to the Convention hotel and board there. The riverboat can carry about 300 people and there are about 75 openings left... Usually somebody talks about the Convention for next year, but nobody did. Strange. I don't know what happened there. We do know that it will be in the Poconos. There were no bids for the 2016 Convention. The due date was this meeting weekend, so it's possible there will not be a Convention in 2016. On the other hand, the 2015 Convention bid was put together after the February meetings because they didn't have a bid last year, so something might come up. I heard that a club that will remain nameless looked into the amount of work involved and decided that they didn't want to put on a Convention after all. It's a two-year process, so a lot is involved. Web mistress Joan Thomas told us that she will set up NCCC email addresses for all the club's governors on GoDaddy. As I said earlier, more coming on that in a separate email. Joan said we should check out the "Did You Know?" link on the main NCCC web site. She wouldn't tell us what that was about. It's under the "Latest News for NCCC Members" link on the main page.

That's all for now. Any questions, suggestions or comments are welcome.

See ya, Cliff

National News:

Timeline Set for Sinkhole Repair and Car Recovery

During a press conference today on Corvette Boulevard, Mike Murphy with Scott, Murphy & Daniel construction provided an update and timeline on the work to be done.

Highlights of the press conference include:

- This is very common for this area, what's not common is for a sinkhole to swallow eight Corvettes.
- It is repairable. The building foundation and structure is in good condition.
- They will be securing the sinkhole and surrounding areas to ensure that even if we have sinkholes on the property in the future it will not affect the Museum.
- It will take 2-3 weeks to stabilize and secure the area (red spire, walls of the sinkhole) then the process of vehicle recovery will begin.
- They will be making sure the sinkhole is safe and that no further damage will occur before starting vehicle recovery.
- It will take 4-6 days to retrieve the vehicles
- After that, they will replace earth and the floor system
- They have a good plan and it takes action tomorrow with no problems foreseen

"We are confident that it will be done in time for the Museum's 20th Anniversary Celebration in August. You won't even know that this has happened," said Wendell Strode, Museum Executive Director

To help the National Corvette Museum recover from the massive sink hole, Chevrolet will be overseeing restoration of the Corvettes damaged. The process will be managed by General Motors Design in Warren, Mich.

"The vehicles at the National Corvette Museum are some of the most significant in automotive history," said Mark Reuss, executive vice president of General Motors Global Product Development. "There can only be one 1-millionth Corvette ever built. We want to ensure as many of the damaged cars are restored as possible so fans from around the world can enjoy them." The restoration will be overseen by Ed Welburn, vice president of GM Global Design. When the cars are recovered, they will be shipped to the Mechanical Assembly facility, a small specialty shop within GM Design, where the best restoration approach will be determined. Mechanical Assembly has been part of GM Design since the 1930s, and today maintains and restores many of the vehicles in the GM Heritage Collection and GM's historic concept cars





Technical Corner:

It's here. The new 2015 Corvette C7.R has been unveiled yesterday at the North American International Auto Show (NAIAS) in Detroit alongside its Z06 counterpart. Though the Z06 may be hogging most of the spotlight at this moment, the C7.R is truly an incredible machine. It was co-developed with the Z06 and features the same chassis, engine technologies, and aerodynamics strategy because let's be honest, the design can't be more perfect. It's slated to make its competition debut on January 25th at the 52nd Rolex 24 at Daytona to continue Corvette's impressive legacy, including 90 global victories and 10 manufacturer championships since the team's competitive debut with the Corvette C5-R in 1999.

"When it comes to endurance racing, Corvette has been the benchmark of success for nearly 15 years," said Jim Campbell, U.S. vice president, Performance Vehicles and Motorsports. "A great deal of the team's success can be attributed to the symbiotic relationship between Corvette Racing and the production vehicles. The 2015 Corvette Z06 and new C7.R will be more competitive on the street and track due to successful design of the Corvette Stingray – which itself is heavily based on the C6.R race car."

Two C7.R race cars will compete in the 2014 season, with the debut race kicking off the TUDOR United Sports Car Championship, which is a series new for this year after the merger of the American Le Mans Series and GRAND-AM Rolex Sports Car Series. The C7.R will compete in 11 races all over North America in the GT Le Mans class. In June, the Corvette Racing team will compete at the 24 Hours of Le Mans in the GTE Pro class, from which they have emerged victorious seven times. The C7.R race cars will have big shoes to fill, as the 2013 season was a huge success for Corvette Racing – five victories as well as manufacturer, team, and driver championships in the GT class for the second season in a row.

Corvette chief engineer, Tadge Juechter, explains that Corvette Racing owes much of their success to the technology transfer between Corvette production cars and race cars.

"Corvette Racing sets the gold standard for technology transfer between the track and street," said Juechter. "We are continually taking what we learn in competition, and applying it to improve production Corvettes – which then make better race cars. As a result, the new Corvette Z06 is the most track-capable production Corvette ever while the new C7.R is poised to be even more competitive on the race circuit."

The 2015 Corvette Z06 and the Corvette C7.R share many aerodynamic and architectural design aspects, including the new aluminum frame, which for the first time will be built in-house at the Corvette assembly plant in Bowling Green, Kentucky. Laser welding, Flowdrill-machined fasteners and a General Motors-patented aluminum spot-welding process ensure drastically-improved structure strength, meaning the C7.R's chassis is 40 percent stronger than the C6.R's.

"In the first lap in the C7.R, the drivers felt the increase in chassis stiffness," said Mark Kent, director of Racing for Chevrolet. "The drivers instantly noticed that the C7.R handling was better over changing surface features and rough track segments. This is important as our drivers don't always stay on the smooth pavement, and are constantly driving over curbing at corner apexes."

The direct-injected engine is also a shared commodity for the Z06 and C7.R, which enables technology to take the wheel once again after just about disappearing at the end of the GT1 era in 2009. Greater efficiency means significant gains in long-distance endurance at races like Le Mans and Daytona with less time-consuming pit stops.

"Direct injection offers two advantages for the race team," said Kent. "First, it offers drivers more precise throttle control, so that even the smallest changes in the driver's throttle position deliver a proportional response from the engine. Second, direct injection typically improves fuel economy about 3 percent. That could be enough to bypass one fuel stop during a 24-hour race. Given that races are often won and lost in the pits, a 3 percent gain in fuel economy could translate to a significant advantage in track position."

If you ever delve into the design specifics of the C6.R, you'll notice that the Stingray has adopted many of its aerodynamic details including the forward-tilted radiator, the functional hood and front-quarter panel vents, and the rear transmission and differential cooling intakes. Now look at the newest Z06 and C7.R, and you'll notice that those aerodynamic cues have been taken to the next level with aggressive cooling and downforce in mind. Similar front splitters, rocker panels, and front- and rear-brake cooling ducts are shared by the newest powerhouses.

"We worked concurrently with the race team developing the aerodynamic packages for the Z06 and the C7.R," said Juechter. "We even used the same modeling software to test both cars, enabling us to share data and wind-tunnel test results. As a result, the aerodynamics of the production Z06 produce the most downforce of any production car GM has ever tested, and we are closing in on the aero performance of a dedicated race car."

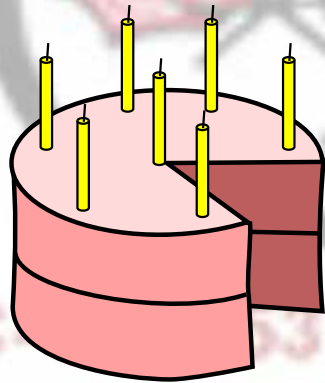
All of these similarities should not draw one to make conclusions that the two are identical, however, as there are plenty of differences. For instance, the C7.R is powered by the same powertrain as the C6.R due to GT rules limiting the maximum displacement of race cars to 5.5L and prohibiting forced induction. The Z06, in comparison, will boast a supercharged 6.2L under the hood, producing approximately 625 horsepower, though both are based on the same successful small block architecture. In addition, also according to GT regulations, the C7.R's suspension has been modified to accommodate wider racing tires and larger brakes, and the C7.R's rear wing is a more significant element of the aero package. Used in conjunction with a larger radiator inlet, the outcome is smoother airflow over the rear wing for more efficient handling and stability at high speeds.

Also, the C7.R's U.S. National Advisory Committee for Aeronautics (NACA) ducts have been left behind. On the C6.R, there were two NACA ducts – one on top of each side of the rear bodywork and near the position of the rear wheels for cooling. The C7.R features openings on each rear quarter panel above the brake ducts in an effort to draw air to cool the transaxle and differential.

Keep it locked right here to www.GMHighTechPerformance.com for the latest information on the newest Corvettes as it becomes available.

Read more:
http://www.gmhightechperformance.com/hotnews/1401_chevrolet_corvette_c7r_features_z06_technology/#ixzz2uTjRQeH





February Birthdays

Doug Meeuwenberg	02/15
John Manfred	02/19
Mark Costello	02/24

March Birthdays

Thomas A. Cuccio, Jr.,	03/03
Ignacio Alarcon (Smiley)	03/06
Bert T Wiest	03/09
Don Prichard	03/12
Pat Works	03/17
Will Grohmann	03/19
Teresa Cruz	03/26
Ron J DeBartolomeis	03/30
Cindy Vracin,	03/30

February Anniversaries

Bert & Dianne Wiest	02/14
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March Anniversaries

Geoff and Ginger Girvin	03/21
Will and Joyce Grohmann	03/25



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 Chevrolet is a family owned and operated business. The dealership was first opened in the late 1950's on Pacific Coast Highway in Newport Beach. In 1963, the Chevrolet dealership was relocated to its present location in Costa Mesa. Connell Chevrolet has earned a reputation for solid deals and quality service. In fact, you are hearing more and more about the "Connell Chevrolet Deal". They have over 200 used cars in stock and are considered a large volume Chevrolet store. They have more master repair technicians than any other Chevrolet dealership in Southern California and their wholesale auto parts department has one of the largest inventories in South California.

Connell Chevrolet is active in the community and is proud to partner with the following organizations: Orange Lutheran High School, Crean Lutheran High School, Costa Mesa High, Fountain Valley High, Estancia High, Orange County 4H clubs, Newport Harbor Corvettes, Corvette Super Sports, Better Business Bureau, Auto Club, Costco, Los Angeles County Police and Fire Departments, Orange County Fire Department, Costa Mesa Police, Newport Beach Police, Huntington Beach Police and Irvine Police. And Corvette Super Sports.

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.

This is a picture of the Sponsor's Trophy given to Connell Chevrolet at our Car Show. It is displayed prominently in the display case in the showroom.



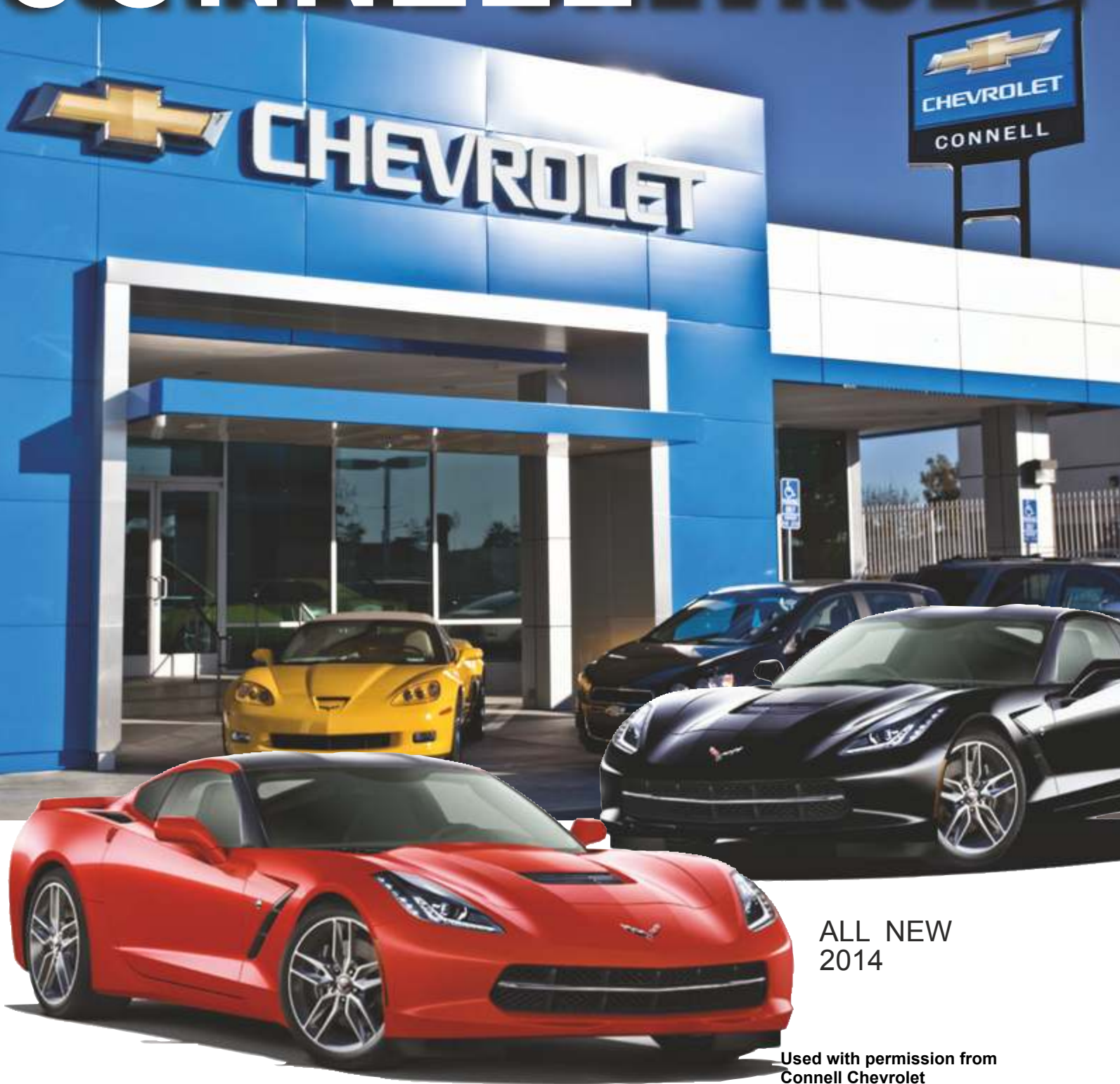
When you go to Connell for service ask for Todd Mack. Todd has been a consultant at Connell for over 16 years, in the Automotive Business for over 17 years and a recommended advisor in the Corvette Forum. In addition he drives a white C4 - one more for our up and coming "Refrigerator" class.

Editors' Note

I had a delightful conversation with Wayne this month. He was truly disappointed that Connell representation at our banquet would be missing this year due to unexpected issues. During our conversation, I expressed a desire to meet with his Service Manager and with his Sales Manager to improve our full page adds that are in the newsletter. Specifically we agreed that we we would make the advertisements be more relevant and current with information from both Sales and Service that can benefit both Connell and CSS. Thanks, Wayne, I appreciated the time.

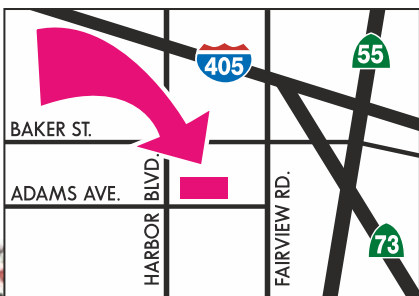


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