

Under The Radar

Volume 55 Number 7
July, 2014



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



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Car Show Champion: Tony Schavone
Rally Champion: Art Huhta
Auto Cross champion: Open

CSS News and Upcoming Events

The Social events for August Homeland Security Training 8/30
The Club Event for August Vapor Trails Show & Rally 8/1



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

Right after the Bib Bear Bash, in fact during the Big Bear Bash, our friend Cliff Harris became disoriented and was later diagnosed with a brain tumor. He knew something was wrong because he could not race as well as he though he could and was having issues remembering where he was. The good news is that he will soon be all right after 4 months of chemo therapy and tender loving care from his sister and from all our best wishes and prayers.





President Geoff

On July 19th, a very special unsung hero of Corvette Racing passed away. We all knew him as James Garner the movie actor or as Jim Rockford of the Rockford files or as Maverick from the days of TV westerns. But something I learned recently made me realize just how much he

loved Corvettes. The history of the three James Garner/American International Racing (AIR) cars is unique in automotive history. James Garner's AIR team sponsored three cars under one banner. The three cars were all-new L88s. Three factory-built L-88 cars left the St. Louis plant for delivery to James Garner's American International Racing (AIR) team in November of 1967. These three Le Mans Blue convertibles were the first production models featuring the new L-88 engine with first generation closed-chamber aluminum heads. Of course, the cars were all Central Office Production Orders (COPO)—a system which provided for an incredible range of production specifications. These three cars, sold to the AIR team, were effectively part of GM's strategy to manage the release of its most powerful cars to a carefully controlled list of approved customers. The drivers were Dick Guldstrand, Bob McDonald (Herb Caplan's crew chief) and Perry Moore (a former Caplan employee). Although delivery was recorded as being at Fred Gledhill Chevrolet, it is much more likely that the cars drove nearly directly to the first AIR shop in Culver City, just two doors down from Dick Guldstrand's new shop. As soon as the Garner cars were delivered, the engines were taken to Travers & Coons (TRACO) to be prepared for racing. Upon arrival at Daytona, the two cars out-qualified all other FIA competition in their class. As a result the two AIR team cars filled-out the front row positions for their class at the start of the race.

Unfortunately, endurance races are the true test of all things mechanical. So it may not have been a surprise that these new cars could not keep up the qualifying pace. The # 45 car (driven by Scooter Patrick, Dave Jordan and Herb Caplan) dropped out with a blown head gasket. The # 44 car (driven by Dick Guldstrand and Ed Leslie) suffered through numerous problems with the rear differential. After changing differentials four times in that race, the team finished 29th, well down the field. The cars returned to Culver City and were rebuilt in anticipation of Sebring. But Don Rabbitt had already been forging plans to acquire Lolas for the balance of the season. Although the Corvettes had been pre-registered for Sebring, they never made it. The cars had run one race but would never see another race under the AIR banner. The cars were put up for sale and the AIR team ran the Sebring 12 Hour race with two Lola T70 Mk II coupes.

In total, at the end of the 2007 season the car had raced eight times and had won its class at one HSRA race at Laguna Seca. The car has also won trophies at the Hillsborough, Palo Alto and Monterey del Oro Concours. Dick Guldstrand drove it at the 1999 and 2002 Histories at Laguna Seca. He says that he has enjoyed his reunions with what was, in effect, the first car he really built as a professional car builder.(LOT #355) This car sold for \$744,000 at the 2008 Bonhams and Butterfields auction: Quail Lodge, A Sale of Exceptional Motorcars and Automobilia at the Quail Lodge Resort and Golf Club in Carmel, California on August 15th, 2008.

We will miss you!

The VP's Column

The VP's Word
By Tony Schavone

Well, Summer is in full swing and the Events are plentiful!! Check out socalcarrculture.com for local events and our own web site.

Here are some dates for upcoming events:



- Aug. 2.** Vapor Trails Vettes Auto Cross. Santa Maria NCCC
- August 16** 2nd Annual Hot August Days Vallejo Ca.
- August 16** Uptown Whittier 14th annual Car Show
- August 17** Ronald McDonald House Car Show, Loma Linda, CA Corvettes, Classics, Hot Rods
- August 19** Wax Your Corvette Day at Aero Wax Co., Bellflower CA Room for 7-8 Cars. See Tony Schavone for details
- August 22-30.** Corvette caravan to Bowling Green, Kentucky. 6-day trip. Starts on August 22. www.nationalcorvettecaravan.com
- Aug. 25-29.** NCCC Convention, Savannah, Georgia
- Aug 30** MAVTV Indy Car Race, Auto Club Speedway
- Sept. 4-7** Corvettes of Fresno. Tahoe 46
- Sept 7** Annual Coastline Car Classic Corona del Mar State Beach
- Sept. 13** CSS Miniature Golf. Bert Wiest will have details later
- Sept 18-21** Nevada Silver State Classic Challenge www.silverstateclassic.com
- Sept. 28** Cruisin' for a Cure, Prostate Cancer Car show OC Fairgrounds
- Oct. 5** CSS Car Show Connell Chevrolet.
- Oct 11** VTV Car Show Santa Maria
- Oct. 17-18.** Mariposa Hot Rod and Custom Car Show. See Cindy Orrico.
- Nov 15** Bunko Party - Joe and Cindy's Rec Center

Corvette Time Line: April 1, 1967. The L-88 Big Block sees its first race action at the 12-Hour Sebring Event; winning its GT Class and placing 10th overall.

The Car Show planning is coming along. However, we need all members to donate raffle prizes. These raffle prizes are where the income really comes from. So, please talk to the places of business that you frequent and ask them if they could donate anything for our raffles.

So far we have 7 cars registered for the car show split about evenly between CSS members and others. Everyone in CSS should be entering their cars in the Car Show.

Remember also that the Second CSS Golf Tournament is right around the corner. Only 11 golfers have signed up. Please send your fees to Bert so that we can have everything ready before we arrive at the Golf Links. On Site registration cannot be handled this year. The fees need to be paid one week in advance of the Tournament.





CSS Mystery Run - July 19th

It was a bright sunny and warm day in July when 12 CSS cars met to caravan to a mystery spot known only by the caravan leader, Geoff. All those in the caravan had only 4 hints. Vinegar, Olive Oil, Scotch and Liqueurs. At the drivers meeting when a little about the route was explained and what to expect at the rendezvous, everyone heard Donna say "Yippee - Shopping"

So off we went to parts unknown. The caravan cruised along at freeway minimum speeds of 55 miles per hour and stopped short of the destination to regroup and be able to make our grand entrance by the Claremont Police Department and into the newly revitalized Packing House center to park in the parking structure directly across from the Vom Fass "try before you buy" store.

It was then that the caravaners finally figured out what the mystery run was all about. The owner of the Vom Fass store in Claremont is Kim and she and her staff were all ready for us. Kim explained the way that the originators of the facility in Germany thought that these kinds of presentations should be purchased. Try before you buy is their motto and their business model. So Kim explained how each of the tasting opportunities would work and then explained what all the various bottle shapes were for. We were to find what we liked, pick out a bottle, and purchase the bottle one time and the product that we were interested in. I say one time on the bottle because the idea is that as you need more, you wash out the bottle and dry it then come back to the store for more..

So we all broke up into groups and went off to taste what we wanted under the supervision of Kim and her staff. Karen headed off and found some Scotch. Debbie found some Irish Whisky Liqueur. Rick and Lynn found an assortment of 7 bottles of everything and got that. Donna wanted a bread dipping combination of Olive Oil and Vinegar. Many of us found the selection for bread dipping from Kim to be delightful and got some of that as well.

After we were done and Kim needed to replenish her tasting stock, Kim came over to the parking structure and took a picture for her company Facebook Page. Kim posted the following and this picture. "It was our pleasure to host the Corvette Super Sport corvette car club of Northern Orange County on Saturday. VOM FASS was the destination for their outing of Saturday. Gorgeous cars and wonderful people, we hope to see them again soon!!"



After spending the morning perusing the shop, we then met at 12:30 for a short drive to Memorial Park in Claremont for a picnic. These times are some of our best outings because we get to talk about everything under the sun that makes us one big family.

I hope you enjoy the pictures:





Mystery Run continued



Dateline July 26th. Extravaganza

Donna's Pool Party

As always, Donna's pool party is well attended and is a great opportunity for the CSS family members to get together and chat about how the summer has been progressing. Enjoy these pictures:





Does anyone recognize these dazzling toes from the pool party??



Set Number 1

Set Number 2



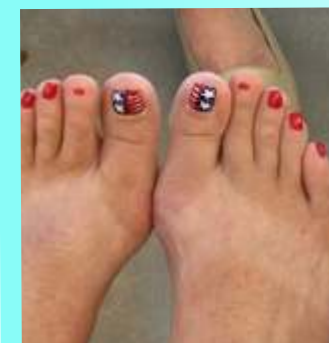
Set Number 3

Set Number 4



Set Number 5

Set Number 6



Set Number 7

Set Number 8

The first person to email me all the names of the owners of these toes correctly, will get a prize at the meeting!





A Racing Story from Tony

121, Turn 1
By Tony Schavone

Recently I received an Email from Chevrolet stating that I'd been chosen to participate in a track day with high performance driving school Hooked on Driving at California Motor Speedway in Fontana, California. Interested and excited, I filled out the form, and quickly received an Email alerting me of the exact details for my participation. How often does something like this happen? At the appointed time, Friday, July 11 at 7:30 am, I was at the track with 100 other people in attendance. Chevrolet had furnished six 2014 Corvette Stingrays, and the school divided all of us into four groups, colored arm bands identifying which group we belonged to. With six Corvettes and 100 people, I wondered how this was going to work out.

First, we spent time in the classroom, becoming acclimated with what to expect, which was informative and helpful, and a good way to break the ice. Then we broke out into our groups, and I admit being a little hesitant - six Corvettes, 100 people. But while we were in the class, an ocean of Corvettes had been moved into place. As a lifelong fanatic of Corvettes (I've owned one for 40 years, and owned three over the past 45 years), seeing all these C7s was absolute insanity, and hearing all of them on the track was mind boggling - but I'm getting ahead of myself.

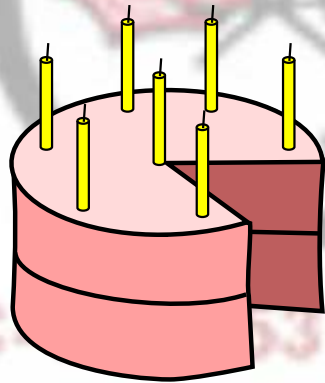
Helmets on, grab a car, buckle up, and follow your leader, who was in a Camaro. We're off. I was the last car in my group, taking up the rear and trying to keep up while not herding the car in front of me. It's important to keep a respectful distance, yet imperative to keep up. Turn 2 approaching, easing into the bank, around to the back stretch, quick short turn, a hairpin, straight, the esses, turn, then back on track at the start/finish line, back around the track again to the tarmac. Park, back to class, nerves shivering, smiling like a teenager. In the class, they discussed elements of the new Corvette. How it was designed, engineered, built; they discussed tolerances and had advice on how to get the most out of the car. Currently owning a 2012 Corvette I was impressed again at how Chevrolet had raised the bar on this car - one little thing I thought was interesting was that the C7 wears narrower tires than the C6, yet can sustain higher G's on turns. It's capable of executing curves and turns at higher speeds without losing grip. This was important information to know, because we were heading back out to the track, and this time, they wanted us to move faster through the course.

This second time around, my mind was racing as fast as the car, maybe faster. The advice in class was to use "Track" mode, which stiffens the suspension and holds the exhaust in the open position, allowing for a little more power and an absolutely amazing exhaust note. To hear all those Vettes making that sweet noise sent shivers down everyone's spines. Nirvana can't be far from this.

On the track, indeed the Camaro was moving at a quicker clip. Going into turn 1, I grab a glance at the heads-up display, showing 121-miles per hour, and while it felt like it, it didn't - the Corvette made driving fast a joy, almost easy, but still nothing you want to take lightly. Holding about a two-car space from the wall, I wonder if the car's going to slide into the wall entering the turn, or if it's going to stick. Up ahead, the Camaro is doing just fine, so I press into the accelerator a little more, and slice out of turn 2 with absolutely no drama, just truckloads of fun. What a ride!

Everybody had huge smiles as the morning ended. Walking back to my waiting C6, I think I smiled the entire way. Driving out, California Motor Speedway in my rearview mirror, I was thinking this was the most fun you could legally have with a sports car, maybe the most fun you could have period. I was truly impressed with the new C7, and did notice a big difference in the driving experience between the C6 and C7. Hooked on Driving was a fabulous host, and I recommend them highly if you're interested in improving on your performance driving abilities. Hosting classes in Northern and Southern California, Reno, the Northeast USA, Florida, the Great Lakes, the Southern States, and the Pacific Northwest, it's reasonably easy to attend. I wonder if my wife and recently-licensed-to-drive grandson might benefit from a class here? It wouldn't hurt their abilities. www.HookedOnDriving.com





July Birthdays

Norris, Dawnette	07/03
Kump, Bob	07/14
Troisi, Les	07/14
Salinas, Steve	07/21
Baddley, Michael R	07/22
Hanlin, John	07/25
Utash, Douglas	07/25
Chee, Ellis	07/28
Brenda Kalb	07/19

August Birthdays

Cliff Owens	08/08
Michelle Owens	08/09
Amelia Allison	08/12
Greg Glodery	08/13
Barbara Cuccio	08/16
Claude Allison	08/18
Jan Works	08/31

July Anniversaries

Bob & Vicki Kump	07/08
Chuck & Sue Rosen	07/12
Tony & Laura Schavone	07/12
Bud & Dawnette Norris	07/19
Alex & Cindy Vracin	07/20

August Anniversaries

Mark/Cindy Costello	08/07
Ed/Linda Norris	08/08
Jay/Marcia Lynch	08/16
Sal/Teresa Cruz	08/20



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.



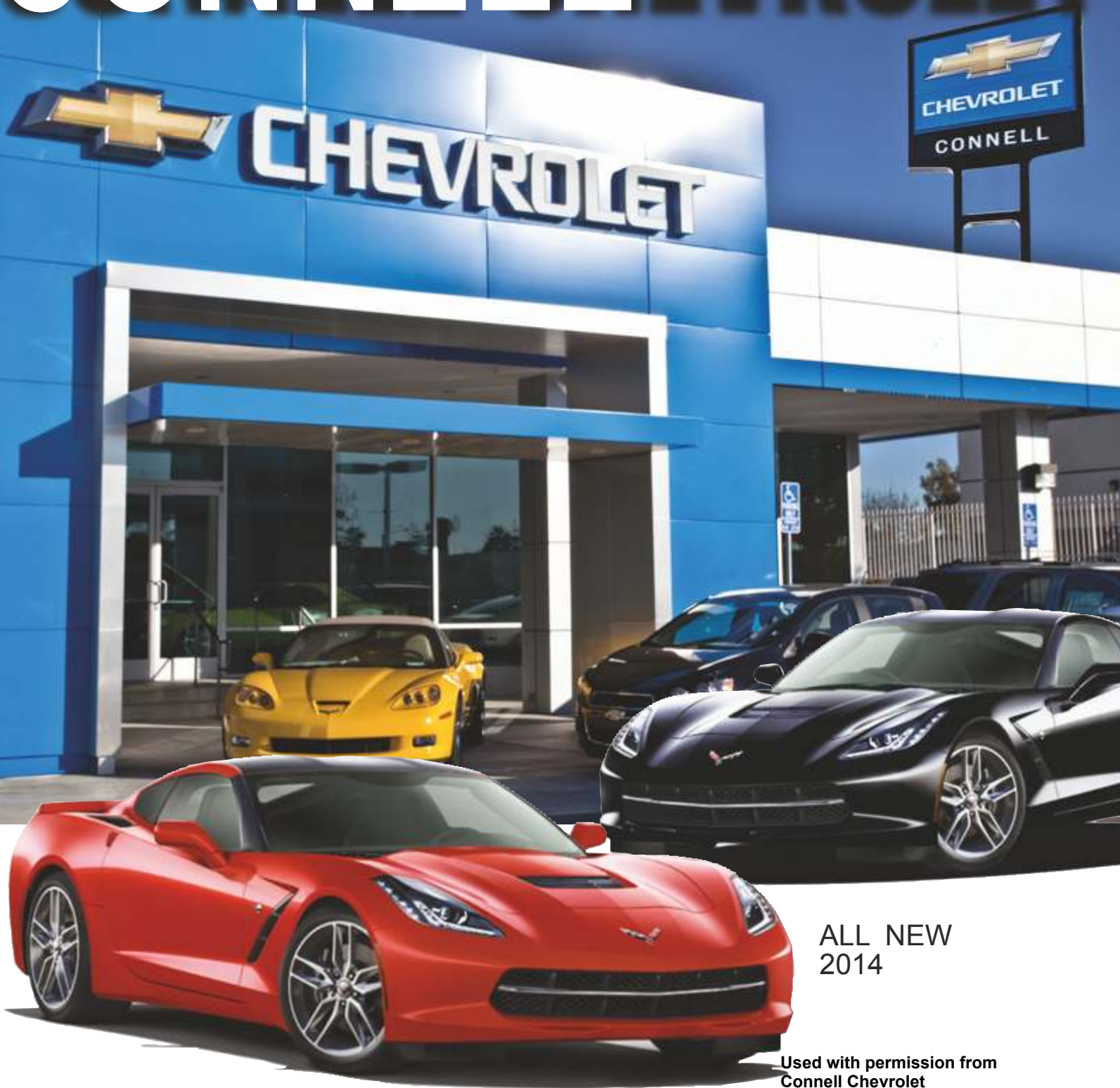
When you go to Connell for service ask for Todd Mack. Todd has been a consultant at Connell for over 16 years, in the Automotive Business for over 17 years and a recommended advisor in the Corvette Forum. In addition he drives a white C4 - one more for our up and coming "Refrigerator" class.

Editors' Note

It is our intention to place the Volleyball Perpetual Trophy at the Connell Chevrolet Trophy Case after we affix the plaque stating our recent win.

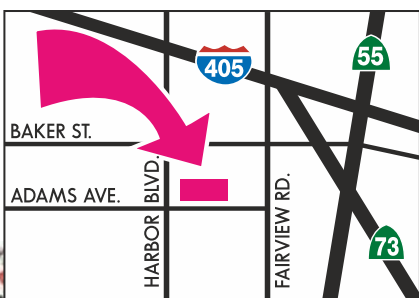


CONNELL CHEVROLET



ALL NEW
2014

Used with permission from
Connell Chevrolet



**2828 HARBOR BLVD.,
COSTA MESA**



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

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



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INVITES YOU TO OUR
ALL CORVETTE & PRE 1975 GM
CAR SHOW *

PROUDLY PRESENTED AT OUR SPONSOR
CONNELL CHEVROLET
2828 HARBOR BLVD. COSTA MESA, CA.

October 5, 2014



Registration by Mail Postmarked before 9/19/14 \$30 after 9/19 & Day of Show \$35

Show Hours 9:00 a.m. - 2:00 p.m. Day of Show Registration 8:00 a.m. - 10:00 a.m.

Make Checks Payable to: Corvette SuperSports
Proceeds to benefit CSS Charities

Mail to: Corvette SuperSports
c/o Richard Carias
4437 Signature Drive
Corona, Ca. 92883

Participant Name: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Club Affiliation: _____ NCCC #: _____

CORVETTE: Year _____ Model _____ Stock _____ Modified _____

GM BODIED: Year _____ Make _____ Model _____

CSS Corvette Entries to be Judged Separately

Non NCCC Participants are not insured



Consequences

