



Issue 22
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2022



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Event Calendar

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|----------------|-----------------------------|
| February 26 | Corvette Poker Run |
| March 1 | NCV Monthly Meeting |
| March 16 | Happy Hour |
| March 27 | "Into the Woods"/Dinner NVA |
| April 5 | NCV Monthly Meeting |
| May 16 | Napa Wine Trip |
| Ongoing Weekly | Thursday Breakfast Club |

2022 NCV Board

- | | | | |
|------------------------|-------------------------|-------------------------|------------------------|
| President: | <i>Carm Finocchiaro</i> | Member Services: | <i>Scott McClellan</i> |
| Vice President: | <i>Royann McClellan</i> | Activities: | <i>Scott White</i> |
| Secretary: | <i>Jan Weber</i> | Newsletter: | <i>Glenn Peterson</i> |
| Treasurer: | <i>Dave Tracy</i> | | |

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February & March Birthdays



Yvonne Finocchiaro	Feb 14
Rich La Farge	Feb 14
Barry Rechterovich	Feb 27
Steve Schechner	Feb 27
Buddy Watson	Mar 3
Ed Fredendall	Mar 4
Dave Felbab	Mar 22
Gary Pebley	Mar 24
Larry Harker	Mar 28
Jim Wetzel.	Mar 28



Upcoming Events

Poker Run

Sat Feb 26

Our Poker Run will start at 8:30 am at the Campus Marketplace on Twin Oaks Valley Rd across from the University. We will meet in the parking lot by Bank of America and there is a Starbucks nearby. You have a choice of paying \$10 per person to participate in the money side of the Poker Run or just play for fun. We should be at lunch between 11:30 and noon. The Poker run will end after lunch....we will be outside for lunch which will be at a Barbeque place so if that doesn't suit your needs you can bring your lunch.

Per normal instructions....come with a full tank of gas, an empty bladder and your CB radio.....

Let me know if you will be able to join us.

Scott White

Napa Valley Trip. (Draft)

Sun, 15 May

The trip to the Napa valley will start at the Starbucks in the Carlsbad Premium Outlets and go North on I-5/I-405 to US-101. We'll then proceed North along the beautiful Central Coast and stop for lunch in Goleta (about a three-hour drive.) After a leisurely lunch we'll continue along the Central Coast to Paso Robles (about a two-hour drive) and spend the night at the historic Paso Robles Inn (currently about \$167/night before taxes.) We'll arrive at the hotel sometime in mid-afternoon. We can have our own traditional Happy Hour, or choose to have dinner at The Steakhouse, or snacks at the Cattlemen's Lounge, or choose a relaxing massage at the Spa Central Coast. (Total day's distance/time – about 325 miles/5 hrs. Time does not include stops for lunch/potty/gas.)

Mon, 16 May

After breakfast we'll check out from the hotel and continue North on US-101 along the Central Coast and stop for lunch at historic Abalonetti's bar and Grill on Old Fisherman's Wharf in Monterey (about a two-hour drive.) After lunch we'll continue along part of the Central Coast to the south of San Jose and on to the Napa Valley and Calistoga (about a 3.5-hour drive.) We'll check in at the Best Western Stevenson Manor (currently about \$169/night before taxes.) (Total day's distance/time – about 300 miles/5.5 hrs. Time does not include stops for lunch/potty/gas.)

Mon afternoon/evening, 16 May, Tue 17 May, Wed 18 May

GrapeLine winery tour? Lunch at the Culinary Institute of America? Visit the Castello di Amorosa winery? Sterling, V. Sattui, Coppola, others? Explore the Valley?

Thu, 19 May

After breakfast we'll check out of the hotel and start our trip home. We'll first drive to the Locke Historic District in Walnut Grove, CA, and have lunch at Al's Café (Known as Al the Wop's.) (About a two-hour drive.) We'll walk the few streets/alleys in the old Chinese town and learn about its history.

After sightseeing and lunch we'll head south on I-5 to the historic Harris Ranch Inn and Restaurant, in Coalinga (About a three-hour drive.) We'll spend the night at the Inn (currently \$169/night before taxes.) (Total day's distance/time – about 250 miles/5 hrs. Time does not include stops for lunch/sightseeing/gas.) In the evening we can enjoy the ranch-style lounge/restaurant/etc. and that special NCV friendship.

Fri, 20 May

We'll check out after breakfast and head South on I-5 to Carlsbad/home. (Total day's distance/time – about 300 miles/5 hrs. Time does not include rest/gas stops or LA traffic.)

Our total distance driven for this trip is about 1,175 miles. If we were to drive straight up I-5 to Calistoga and back to Carlsbad the total distance driven would be about 1,050 miles and we would see the beautifully boring I-5 drive of the Central Valley.

Borrego New Years Day Run
January 1, 2022





Vista Christmas Parade Award
February 10, 2022



On Thursday, February 10, Scott White attended a Vista Chamber of Commerce meeting where the North Coast Vettes club was presented with a Second Place award for supporting the theme of the 2021 Vista Christmas Parade.

Corvette News



2023 Chevy Corvette Z06 Makes Pit Stop On Jay Leno's Garage

Leno then takes it for a drive.



It's only been a few weeks since the [2023 Chevy Corvette Z06](#) debuted, introducing a new, high-revving flat-plane crank V8 to the lineup. Production won't begin until sometime next summer – fingers crossed – though finding one to buy may be a challenge. However, the car is already making the rounds, and it recently made a pit stop on [Jay Leno's Garage](#), which saw the host dive into the trim's changes and features before taking it for a spin.

[Leno](#) is one of the first people to drive the new Corvette, and it looks quite a bit different from the standard C8. It's 3.6 inches wider than the standard Stingray, and it's noticeable. The widened stance creates bigger air intakes behind the doors to feed the engine and cooling system. It also helps the car accommodate the largest rear tires ever put on a Corvette, though the

Z06 has a few more exclusive bits. Leno also mentions that it will start at under \$100,000, which jives with previous rumors we've heard about the price avoiding the six-figure mark.

Chevy made the engine, a [naturally aspirated 5.5-liter flat-plane crank V8](#), exclusive for the [Corvette](#), a first for the model that often had to share its V8 powertrains with other [Chevy](#) and GM models. The new engine packs a wallop, producing 670 horsepower (500 kilowatts) and 460 pound-feet (623 Newton-meters) of torque. That can propel the coupe to 60 miles per hour (96 kilometers per hour) in 2.6 seconds, and it looks like it could complete the quarter-mile in about 10.6 seconds.

Leno then takes the Corvette Z06 out for a spin, mashing the accelerator to listen to the car's unique exhaust note. The car Leno drives in the video comes with the Z07 package, making it a bit more track-focused than the standard Z06. Engineers designed it to be a bit more livable for daily driving, though 670 hp is still a lot of power to go to the grocery store. The Z07 package also adds the largest carbon-ceramic brakes ever to the Corvette – they're bigger than the brakes on the C7 ZR1.

You can see the video of Jay Leno's Garage on YouTube. Search for Jay Leno's Garage 2023 Z06.

Corvette News (Cont.)



It occurred to me that we spend a lot to time focusing on Corvette technology (mainly but not solely) interesting to men. I thought it would be interesting to find some articles that focus on women and Corvettes. The following article was from the National Corvette Museum on International Women's Day March 28, 2021. (Editor)

International Women's Day – Honoring The Women In Corvette History

By Mariah Hughes

March 8, 2021

Today the National Corvette Museum celebrates International Women's Day by honoring several iconic women who've made a positive impact throughout the Corvette community. Three of the four honorees are in the Corvette Hall of Fame, while the fourth is representative of a newly-founded women's organization here at the NCM. The contributions Dollie Cole, Donna Mae Mims, Betty Skelton, and Elfi Wolfe Duntov have made to Corvette world are each significant in their own right.



Dolle Cole, 2019 Corvette Hall of Fame Inductee

While the world at large first came to know Dollie as the wife of Edward N. Cole, President of General Motors, she wasn't the kind of automobile executive wife to let that be the one thing that defined her. Colorful, beautiful, driven and outspoken, she truly did live life to the fullest, building up a resume of accomplishments that included: accredited test driver and pilot, Senior Editor for a publishing company, author, television host, and she was even a model in print ads for Dr. Pepper. She could work out in the barn all day, and step into the most elite social situation without missing a beat. She was engaging and comfortable with anyone she met regardless of their station in life. She made it a point to make people feel valued whether it be an underprivileged child, the elevator operator, a Hollywood celebrity, top race car drivers, powerful business icons, or even the President of the United States. They all mattered to her, especially those who were defenseless—mainly children and animals. It would be the goal of her life to use her resources, abilities, time and energy to help them rather than looking for ways to be entertained. After her husband's tragic death, Dollie became a cheerleader of sorts for Corvette.

Dollie passed away on August 24, 2014, leaving behind her children, William Jefferson McVey, III, Anne Cole Pierce, Esq., Robert Michael Joseph Cole and Edward Nicholas Cole, Jr., as well as a grateful family of Corvette enthusiasts who will always be in her debt. Dolle Cole was inducted into the Corvette Hall of Fame in 2019, where she joined her husband, Ed Cole, Corvette Hall of Fame Inductee from 1998.



Donna Mae Mims, 2016 Corvette Hall of Fame Inductee

Affectionately known as “The Lady in Pink,” the late Donna Mae Mims became a true Corvette enthusiast from the first moment she spotted one, a 1957 Corvette, for sale on a dealership lot. At the time she and husband Mike had never heard of the model, but ended up purchasing a brand new one from Don Yenke Chevrolet. An invitation from a fellow motorist to a sports car meeting is what got Mims involved in SCCA, and in 1961 she started racing, winning the B Production national race that same year at Cumberland. While Mims liked her Corvette, she was not fond of the color. Her husband would not let her paint it pink, so she painted ‘Think Pink’ on its side. Her subsequent race cars bore the same name, while Mims sported pink coveralls, a pink crash helmet, and full pink wig behind the wheel. In her championship driving year, she was part of the Yenke/Chevrolet race team that dominated A/Production and B/Production SCCA racing with Corvettes, all while she was driving her little pink H/Production bug-eyed Sprite. Her dedication to racing was not only recreational, but also professional, serving as Manager of Hi-Performance at Yenke Sports Cars.

After retiring from racing in 1974, Mims stayed busy as a worker in Race Control at three Ohio race courses, and remained active in events of the Steel Cities SCCA Region, Corvette Club of Western Pennsylvania, Three Rivers Corvette Club (which she founded), Steeltown Corvette Club, and the Tri-Rivers Car Club Council. Donna Mae Mims was inducted into the Corvette Hall of Fame in 2016.

Betty Skelton (Frankman), frequently referred to as the “first lady of firsts”, worked side-by-side with some of the biggest names in Corvette, and established unbelievable records of her own in racing, aviation and automotive history. The first woman to be inducted into the Corvette Hall of Fame was also the first woman in the world to drive racing cars to new records through the famous NASCAR measured mile on the sands of Daytona Beach. Skelton established records for Chevrolet behind the wheel of the Corvette, and appeared at major auto shows, as well as national ads and TV commercials.

Harley Earl at the GM Tech Center along with Bill Mitchell, designed a special Corvette for Betty in 1956-57. Skelton drove the translucent gold Corvette to Daytona for Speed Week and then



paced all the NASCAR races with it in 1957. In 1959, she was invited by NASA to become the first woman to undergo physical and psychological testing for the first seven astronauts, and was directly involved with arranging America's first astronauts to become Corvette Owners. Betty Skelton is represented in Hall of Fames and Museums throughout the United States but way inducted into the Corvette Hall of Fame in 2001.

Elfi Duntov is considered the Godmother and First Lady of Corvette. She would often accompany Zora Arkus-Duntov, the first Chief Engineer of Corvette, to car shows and special events. Everyone who met Elfi was immediately impressed with her grace, enthusiasm and knowledge of America's Sports Car. She attended the Grand Opening of the National Corvette Museum in 1994 and plays a pivotal role in the story of the Corvette. It is an honor to attach her name to this new society – to continue her legacy of philanthropy among like-minded women in the Corvette family. In 1965, Corvette introduced a new and exciting color – Silver Pearl. It was sleek, elegant and powerful, much like the women who love Corvette! Pearls symbolize wisdom acquired through experience as well as generosity, integrity and loyalty. While pearls make the perfect complement to flashier gemstones, they also possess an elegance that can shine alone. Although Elfi is not a member of the Corvette Hall of Fame, a special women's organization was named in her honor, Elfi's Silver Pearl Sisterhood.



Elfi Duntov, wife of Zora Arkus-Duntov and Inspiration for Elfi's Silver Pearl Sisterhood

Elfi's Silver Pearl Sisterhood is a group of women with a shared passion for Corvette, who enjoy celebrating the Corvette experience, uniting with other Corvette enthusiasts, promoting the traditions of America's Sports Car, and collaborating to advance the mission of the National Corvette Museum. Members pool their financial gifts and allocate the funds to a project or program at the Museum to maximize the impact of their philanthropy. Each member of the group has a unique opportunity to be connected to other women who are enthusiastic about all things Corvette, and to learn about the Museum's priorities and initiatives in a group setting specifically geared toward women. Members have an equal voice on how the pooled funds are utilized annually. A member may be as involved as she wishes, from serving as an ambassador to simply making a financial gift.

In the end, each of these four women represented the connection between women and Corvette. Presently, women like Nora Roper, Assistant Plant Manager of the Bowling Green Assembly Plant, Laura Klauser, Sports Car Racing Program Manager at General Motors, and Mary Barra, Chairman and Chief Executive Officer at General Motors continue to pave the way for the next generation.

Member News

Scott White

With the purchase of a new Corvette, Chevrolet partially subsidizes a 2 day performance driving school in Pahrump, Nv. which needs to be completed within one year of purchase. So you can pay about \$3500 if you don't have a new C8 and go through the course or your subsidized cost is \$1000. This includes one night stay in their condos, breakfast and lunch each day and the two day course which runs from 8 am to 4 pm. Everything was First Class and their schedule was run to perfection.

I asked my two sons last June if they might be interested in joining me for the class and without hesitation they replied that this would be a "bucket list" trip so we planned the School for January 29 and 30, 2022 and it was everything and more than we expected.

The course includes class room and track time....first a few interesting facts:

- The Spring Mountain Facility is actually a School and Country Club for racing
- There are numerous tracks including the 1.5 mile track that we learned on and multiple others up to 6.5 miles
- They are currently adding a new track
- They have homes on the property and condos with garages for members to use
- They have an inventory of 200 new C8's and rotate them through the classes....each person has their own car for the two days...class sizes are normally 18 and broken down into 3 groups of 6
- They are constantly putting on new tires and brake pads (monthly)
- When a car reaches about 8000 miles it is wholesaled through a company in Anaheim called DCmotors
-

The classroom activities talk about the car, its capabilities and the track which offers braking cones, turn cones and apex cones. Obviously the braking cones are where you brake, the turning cones are where you begin your turn and the apex is your target cone for exiting the turn. They have the latest technology in the classroom so everything is on an electronic board and we were even shown drone footage of our laps to show where we were braking early, turning early, not hitting the apex, etc. We talked about all of the modes and the importance of each. We were told if you made a mistake entering or leaving a turn just slam on the brakes and it would keep you on the course....if you go off course then the deductible on your insurance comes into play. The three of us made it through the two days without incident. We were broken down into three groups based on speed through the course. My oldest son was in the fastest group to start and then had a minor glitch (which required him to use heavy braking) and he was moved down one level. My youngest son and I were in the next to slowest group which was fine by me. The teaching group (which consisted of 7 professional drivers) constantly evaluated positions by performance so they cater to your comfort level and emphasize learning.

The track time was great and the way they set it up was excellent. From the start you are the only one in your car. A professional driver is assigned for each track event and you are in a leader/follower mode where 3 cars are following one instructor. If I was the first car after the instructor we would take a warm-up lap and the other two cars would be behind me. After about 3 laps I would move to the right on the final straightaway and the other two cars would move up and I would then fall in line and this would repeat until all 3 of the cars were the car behind the instructor. The most amazing part of this is that the instructor is driving the course while on the radio to our cars instructing our hands on the steering wheel position, not close enough to the apex cone, wrong position on the track, etc. So they are driving while using the rear view mirror constantly!!!

In addition to the 1.5 mile track, we did four 0-60 runs (my best was 3.2 and they said it was bit slower because of the elevation), we had 45 mile hour hard breaking through water where we had to turn left or right at the end as directed by the instructor, we did figure 8's on a wet track so we could drift and spin out....then the instructor turned on the weather mode and then it was next to impossible to lose control (amazing computer control)....this was the first time the instructor was in the car with us.....and finally we ran an autocross track in the morning for our practice laps and then in the afternoon for the competition. My youngest son took first in group 3 and my oldest son took second in group 1 so they were excited about that.

Sunday afternoon, after we had all of our training and before our final track lap, we had one of the professional drivers take our Corvette and give us a demo ride. It was exhilarating, unbelievable and takes your breath away as they demonstrated how effortlessly they controlled the car and pushed it beyond what I would ever do. I happened to have Tami (the only female professional for our class) and I asked her what her top speed was and she answered that she never looks at the speedometer but is more interested in lap time....since we received an SD card with a video of all of our track experiences, I did go back and review it and the top speed on the 1.5 mile course was 101.....

We did wear helmets and a harness which attached to our helmets to minimize head travel every time we were on the track.

The entire experience was amazing and we were all so glad we had the opportunity. In reality, the key area I needed to improve on after the first day was not accelerating all the way to the brake cone and not using enough brake pressure going into the turns. On the last day I did hit 95 mph when I reached the braking cone and used full brake pressure and made a decent turn through the apex. While I understand that this is the correct way to attack the track....I know that I will probably never drive that way again....but there were so many great lessons learned during a once in a lifetime experience for the 3 of us.

I have requested a Gift Certificate from Spring Mountain for the two day course for NCV to use as an auction item for this years Vettes for Veterans Car Show so hopefully they will come through with it.



January Meeting
Minutes
By Royann McClellan

There was no January Monthly Meeting.