

NORTH BAY CORVETTE ASSOCIATION
POST OFFICE BOX 2012
SAN RAFAEL, CA. 94902

ESTABLISHED 1967
PROMOTING THE SAFE AND ENJOYABLE OPERATION OF
AMERICA'S ONLY TRUE SPORTS CAR

MARCH 2022



Vette Views

A North Bay Corvette Association Publication

Guests are always welcome!!

North Bay Corvette Association (NBCA)

Meets on the second Wednesday of each
month

In person at
Sam's Place
1545 S. Novato Blvd.
Novato, CA / or **ZOOM**
at 6:30 pm

In This issue you will find:

Birthdays/Socials

President Report

Social Director Report

Treasurer Report

Secretary Report

Membership Director Report

Vice President Report Social

Public Relations Report

Flyers /Advertisement

Volume 55 March 2022 Issue 3

www.northbaycorvettes.org

2022 Executive Board Members

President: Jeff Farber 415-561-9101

Vice President: Steve Boyer 415-717-2255

Treasurer: Mike McLucas

Secretary: Don Drummond

Membership Director: Barbara Boyer

415-847-8196 bjsbes@att.net

Public Relations: Bill Donnelly
707-494-9614

Publications Director: Heather Torres

707-228-0320

nbca67publications@gmail.com

Social Director: Betty McKinnie
707-315-5474

Board Member at Large: Dan Divita

NON VOTING BOARD MEMBERS :

Web Master: Stephen Buttrick

707-364-0248

Stephenbuttrick@gmail.com

Sunshine: Lynn Larson 707-935-0762

March

2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 Gloria A. Birthday	5 Jennifer M. Birthday
6	7	8	9 NBCA Membership Meeting	10 Judy S. Birthday	11	12
13	14	15	16 Bill D. Birthday	17 St. Patrick's Day	18	19
20 Maryanne M. Birthday. <i>First Day of Spring</i>	21 Shirlie H. Birthday	22	23 NBCA Board Meeting	24	25	26
27	28	29	30	31		

April

2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Dan D. Birthday	2
3 Cars and Coffee Novato	4 Art A. Birthday	5	6	7 Don D. Birthday	8 Marci A. Birthday	9
10	11	12	13 General Membership Meeting 6:30pm	14	15	16
17	18 Dennis C. Birthday Teresa C. Birthday	19	20 Woody R. Birthday	21 Stephen B. Birthday	22	23
24 Lee C. Birthday	25	26	27 E-Board Meeting 6:30pm	28	29	30

North Bay Corvette Association

General Meeting Minutes

February 9, 2022

Social Hour: A social hour was held at Sams's Place in Novato at 5:30.

President Jeff Farber called the meeting to order at 6:38. The meeting was both in person and by ZOOM. President Farber then asked for committee reports.

Membership Director: Barbara Boyer reported that Dan and Margaret Marsh are guests. They have had a C7 for several months. John and Laurie Pollard will not be joining at this time. The director replaced a lost item.

Secretary: Don Drummond requested that the minutes for the month of January be approved. It was so moved, seconded and passed unanimously. He will have all formal legal documents located in one place.

Director of Publications: Heather Torres reported that articles for the newsletter are due this month on the 21st. Newsletter is out and started family tree.

Webmaster: Stephen Buttrick was not able to be present.

Public Relations Director: Bill Donnelly reported that all 2022 advertisers/sponsors are on board. There is a bill for the newsletter.

Member at Large Dan Divita reported that as to WSCC, big difference on Motorsports (motorsportsres.com) for Caravan. \$185 for registration; hotel on your own. President Farber commented that registration is more complicated; need WSCC number.

Treasurer: Mike McLucas reported on deposits and expenses. Financials are in good shape. Mike's detailed report is attached.

Social Director Betty McKinnie reported:

Feb 13th Super Bowl party at Club Sonoma. 2-2:30. Bill will be BBQing salmon and tri tips. The Club will pay for moose milk.

Mar 12th St Patty's Day party, Jeff will lead; corned beef sandwiches can be ordered, Details to follow in the newsletter and NBCA calendar.

Sunshine Report: Lynn Larson sent out one sympathy card.

Vice President Steve Boyer reported that Thunderhill cancelled our May autocross, so there will only be one on June 4 and 5. The reason was that SCC, which owns the track, had requested the May date for their own autocross. So, our only event will be June 4th and 5th. Registration will be via motorsportreg.com. Jeff was able to get them to reduce their price by \$250, so we are sending a deposit check with a new contract in the next couple of days. As usual we will go up on Friday to set up the course. Ken is working on getting a block of rooms at the Super Eight Motel in Williams for Friday and Saturday nights. Need volunteers. Please plan on attending even if you do not plan to run.

WSCC has sent out their proposed 2022 for the members' club input and approval. I forwarded it to all the board members for their review. The WSCC Board decided to not make any adjustments from last year's

budget given that they do not know what this year will truly look like with Covid restrictions. Things are getting better, but we are a long ways from being back to normal. One thing was added; a line item for the 2022 WSCC Caravan for which North Bay is spearheading the planning. This is planned to be a break even event. After discussion, a motion to approve the budget was made, seconded and approved.

President Jeff Farber had no report.

Old Business: A reminder to wear our pins was made.

New Business: Working on Family Tree for newsletter.

Announcements:

Our next eBoard meeting will be on Feb 24th, site TBA.

Jane Rittler moved to adjourn the meeting. The motion was seconded which passed unanimously. The meeting was adjourned at 7:19 pm.

Respectfully Submitted,

Donald Drummond, Secretary

President's Message - Have you ever counted your injuries?

My body is getting increasingly marked up as I get older. Occasionally I take inventory of my scars and try to remember how I got each of them. My first major scar is hidden. My spine became curved near my pelvis from a skiing accident. My brothers and I learned to ski at a very young age and we became very good skiers. My older brother and I skied so much that we were able to try about every type of freestyle skiing available. We did tricks on jumps, learned to ski ballet (it actually hurts a lot as you stretch your legs to their limit) and did lots of downhill speed skiing. The injury came when I was 13, took a kangaroo jump with too much speed, caught an edge as I was going up the ramp, and failed to land on my skis - but landed on my back on a ledge of ice. No worries though, my brother was there to help me, after he got through laughing hysterically at me, as I lay on the ground gasping for air. I still ski occasionally and avoid jumps these days, but still occasionally fly down the hill at 40+ miles per hour: skiing fast is SO MUCH fun!

As for physical scars, I have wounded myself because of stupidity. Luckily, I only do stupid things once and not repeat them. I was in the kitchen cutting cold cheese with a dull knife. I can assure you the knife was not too dull to cut into my thumb and I learned that day never to pull the knife toward me when cutting cold cheese. The scar looks pretty mean when I get a good suntan.

I've been cutting up cardboard with cardboard cutters for years for recycling. I remember right after a new family moved in next to us and talking to their youngest kid who was about 10. When the talkative kid took a break from talking, instead of laying the cardboard down to cut it, I held the cardboard across my leg. I ripped a nice slice through my thigh.

I even have a stupid boating accident and a warning. Never try to stop a boat with your arms or legs when a boat is landing at a pier. The boat and pier can handle themselves just fine without you. I put out my hands to grab a pier when riding in a boat that was nearing the pier too fast and ripped the webbing between my thumb and the rest of the hand. The biggest danger to that injury was that the lake was known for bad algae. I needed an antibiotic to stop any algae growth in my hand from the lake water that I used to clean my wound. I guess I needed the antibiotic due to the algae and the 10 stitches.

I've never broken anything, just scratched and dinged myself a lot. I love to keep my cars in very good shape and hate their injuries too. My Corvette needed the front air-dam repaired when I somehow bent the right wing slightly. It was barely noticeable and didn't affect the air flow, but it bothered me enough to fix it. And it still bothers me that when I put in my harness bar, I had to cut holes in the rear interior pieces. Those modified pieces are a scar to me, though no one else sees them. And when I bent my new fancy tailgate on my new 2019 Sierra and Nick needed to repair it - that was terrible too.

I guess the scars add personality and give me some stories to tell. We will get to talk about our cars and scars when we picnic at our St Patrick's Day drive soon. Please clean your car and join the club for this event as we get ready for increased sun and fun. I know my scars will look better in the sun.

-Jeff

Vice Presidents Report

February 23, 2022

Autocrosses: As I mentioned at our last meeting, we will be holding only one weekend autocross this year, June 4th and 5th. Registration will be via motorsportreg.com. Please attend if at all possible, we need volunteers to help run the event.

WSCC:

The Club voted to recommend approval of the WSCC 2022 budget. I forwarded our vote to the WSCC Treasurer, as required.

The WSCC Director of Competition is recommending changes to their Competition Code. I will be giving the draft to Heather to distribute to all members via email. Please review the highlighted changes and be ready to discuss and vote on the changes at our next meeting.

Respectfully Submitted by,

Steve Boyer
Vice President

My Great '58!?!

Here is a shot from the day I brought my '58 Corvette home back in 1970. I paid \$400.00 for it. The top barely covered the bows and the interior was completely gutted with a huge hole in the floor around the shifter. It barely ran. The tires were bald and cracked. It smoked like a steam engine. The exhaust leaked through the hole in the floor so bad I had to have the windows down to breath and see on my way home. I had to keep driving my Sprite until I gave it a valve job, rebuilt the carburetor, bought new tires and rims, and gave it a tune-up (including points, plugs, condenser, rotor, cap, and wires), to make it reliable.



Yea, it really looked bad. But all the major pieces were there. It was only 12 years old, but they were hard years. It got me totally hooked on Corvettes. Wish I still had it, but I got drafted, so I sold it the first time I got home on leave after basic training.

Submitted by Steve Boyer

SOCIAL REPORT - FEBRUARY, 2022

February 13th was our social and NBCA celebrated by attending the Super Bowl at *Club Sonoma* and hosted by Bill Donnelly. We had 8 cars and 15 in attendance. We enjoyed BBQ tri-tip and salmon. All of our side dishes were amazing along with desserts. This super bowl was between the LA Rams and Cincinnati Bengals. The LA Rams won 23-20! We had 3 football pools and we had several winners! We also had a great corvette race with the model cars at Bill's! A wonderful evening was enjoyed by all! Thank you so much Bill for hosting and for all that you do!!

Saturday, March 12th will be our St. Patrick's Day ride and lunch. Please meet at Cattlemens, at **9:30 AM** at 5012 Petaluma Blvd N, Petaluma, CA 94952, Our drive is followed by a St. Patrick's Day Picnic Lunch from Sam's Place. We will eat lunch at Novato's Community Park behind Margaret Todd Center. Set your navigation to 1560 Hill Road, Novato. Jeff Farber will lead this ride and I will need your RSVP on who would like corned beef sandwiches from Sam's Place. You can bring your own lunch of course but if you would like a corned beef sandwich or another type of sandwich Jeff is willing to pick them up at Sam's for us! You can pay Jeff after lunch. The corned beef sandwiches are \$14.95. You can see more of the menu on line. Important: **Bring your own chairs and drinks. RSVP to me by March 10th. Betty McKinnie - 707-315-5474 or bjmckinnie@yahoo.com**

Thank you for participating! Can't wait to see you!!

Betty McKinnie
Social Director



Super Bowl Sunday

February 13, 2022

North Bay Corvette Association
Treasurer's Report
February 9, 2022

Checks Cleared This Month:

- 1 Debit Card to Matt & Jeff's for Car Wash tickets.
- 2 Debit Card to ULINE for 70 12" lime traffic cones.

Deposits Made This Month:

- 1 Dues paid, \$15.00 Susan G.
- 2 Sponsor, Novato Chevrolet
- 3 Sponsor, Quality Auto Body
- 4 Advertiser, MS&I
- 5 Advertiser, Silveria Chevrolet
- 6 Advertiser, Sam' Place
- 7 WSCC Overpaid dues (refund)
- 8 Steve B. Car Wash tickets (2)
- 9 Deposit Sponsor (missing check)

Car-Wash Ticket Report: One ticket was given to Lee C. for winning last month's Wheel-Of-Car-Wash at the end of the meeting. Lee was mailed the car wash ticket. As reported last month Steve B. bought 10 more tickets. We currently have 9 car wash tickets available from your Treasurer Mike.

Please consider buying some car-wash tickets from me the next time you see me. I usually have them with me at club events.

Advertisers and Sponsors Report: All advertisers and sponsors are sending in their payments.

Respectfully Submitted

Mike McLucas

NBCA Treasurer

MEMBERSHIP REPORT: There were two guests at the February 9th meeting. Dan and Margaret March who live in Novato. They have a Torch Red C7 Stingray.

Steve and I attended Cars and Coffee on Sunday, February 6th and spoke to several corvette owners about joining the club.

Attached is a picture of Mike and Maryanne McLucas's new C8 and our C7 and C8 visiting Petroncelli Winery last Sunday before the great Super Bowl party held at Club Sonoma. Fabulous tri-tip steak and salmon grilled by Bill Donnelly. Thanks Bill.



Submitted by Barbara Boyer

Public Relation Report:

Hi gang, hope all is good with everyone, well the super bowl didn't work out like most of us wanted but the party was great! Thank you all for bringing great food, and for those of you that missed it a lot of people won big money! Congratulations to all of them! Fun time was had by all!!! Well advertisers & sponsors are sending in their checks, thank you for that! Everything seems to be going well with all of them! Go thru our newsletter and pick out one of them to support, they will all love it if you do! How about getting or giving a massage from Angela's in Petaluma. Well that's it for now, except I'm putting in pictures of the four corvette's I've own before the 2021! 1978,1980,1981,1988!

Trivia: Ancient Rome was 8 times more populated than what city?

Picture from: <https://www.chevymall.com/All-Generations-Corvette-Art-Poster/productinfo/CCL9656/>







CARS and COFFEE

SINCE 2012



DATE

March 06 2022



TIME

6:30 AM - 10:00 PM



MORE INFO

[Read More](#)



LOCATION

Starbucks - Novato
132 Vintage Way, Novato, CA

WSCC 2022 Caravan

Here's a brief summary of the trip. We hope you will join us on this journey, and please remember, there is a limit of only 200 registrants - so sign up early if you plan on attending.

Daily Driving Overview

Day 1 - Thu. Aug 25, 2022

Traveling from Fairfield, CA to Corning, CA

ARRIVE AT 9:00am

Costco parking lot, Fairfield, CA.

Registration & Caravan Launch

(180 miles)

Day 2 - Fri. Aug 26, 2022

Traveling from Corning, CA to Canyonville, OR

(269 miles)

Day 3 - Sat. Aug 27, 2022

Traveling from Canyonville, OR to Salem, OR

(159 miles)

Day 4 - Sun. Aug 28, 2022

Traveling from Salem, OR to McMinnville, OR

(35 miles)

Day 5 - Mon. Aug 29, 2022 (Start Heading Home)

Traveling from McMinnville, OR to Eureka, CA

(390 miles)

Day 6 - Tue. Aug 30, 2022

Traveling from Eureka, CA. to your home (*If you live in San Francisco*)

(271 miles)

Our WSCC 2020 Caravan Planning committee:

Mike and Maryanne McLucas

Dan Divita

Kevin McKinnie

Steve Boyer

Jeff Farber

[\(https://www.corvetteracing.com/news/corvette-racing-at-sebring-fia-wec-zoom-transcript/\)](https://www.corvetteracing.com/news/corvette-racing-at-sebring-fia-wec-zoom-transcript/)

CORVETTE RACING AT SEBRING: FIA WEC Zoom Transcript

MAR 01 2022 [RANDALL SHINN2022](#), [NEWS](#), [SEBRING](#), [SEBRING](#) COMMENTS OFFON CORVETTE RACING AT SEBRING: FIA WEC ZOOM TRANSCRIPT

CORVETTE RACING AT SEBRING: FIA WEC Zoom Transcript

Ahead of the 1,000 Miles of Sebring and the kick-off of the FIA World Endurance Championship, Corvette Racing drivers Tommy Milner and Nick Tandy – teammates in the No. 64 Mobil 1/SiriusXM Chevrolet Corvette C8.R – discussed the team’s first venture into a full WEC season and touched on preparation for the Sebring weekend in the GTE Pro class. **FULL TRANSCRIPT:**

TOMMY MILNER, NO. 64 MOBIL 1/SiriusXM CHEVROLET CORVETTE C8.R

YOU’RE STARTING YOUR SEASON AT SEBRING, AS WAS THE CASE FOR YEARS IN ALMS. WHAT’S THE

MINDSET GOING INTO THIS EVENT? “I was a bit surprised at making 125 starts with Corvette ... that’s more than I would have thought. But along those lines while the team is starting a new endeavor by racing in the WEC, it still feels very much like home. It feels normal in some ways by starting off our championship at Sebring. It’s the same team, same co-driver as last year with Nick and lots of carry-over, which is the name of the game in many ways for Corvette Racing. While it is new in the sense of racing in a new championship, the feeling I get from the team is not business as usual because there is a lot more behind the scenes that makes this happen than just that, but it still feels very familiar and very normal, but also very exciting to get started with a new chapter in Corvette Racing’s history.”

THERE HAVE BEEN TWO STAND-ALONE WEC RACES FOR THE C8.R AND BOTH WERE TOUGH RACES,

PARTLY BECAUSE OF THE BoP. HOW DO YOU FEEL THAT MIGHT AFFECT THINGS? “In both of those situations and events for the team, there was some planning to make those events happen but there were add-ons and extras to our calendar. In those situations, and looking specifically at performance, we were hoping for a more competitive situation. Both those races were unique. The COTA race (in 2020) was pretty early on with the C8.R, and last year’s race at Spa was a super cold event. In this situation for this year and knowing as long as we’ve known that this was the plan to split the two cars, this feels much more like (normal). While this is a new championship in general for Corvette Racing, the experience we have at Le Mans is a part of that. But we do have some new tracks that the team hasn’t been to. We’ll use the DiL (Driver in the Loop simulator) as much as we possibly can for the engineers and us as drivers to get as much time as we possibly can leading up to these events. We finished last year and started this year knowing what the program is. The BoP process does play a big role at times in the pace, performance and results. For us, it’s probably the best-case scenario in some ways starting at Sebring. We know the racetrack, we know the tires, we know the car. We should be pretty competitive out of the box, I would imagine. If that’s not the case, then we will have some data that us as a team and the WEC can use to hopefully make the racing close and exciting as this class always seems to provide.”

AS IT’S YOUR FIRST WEC SEASON, IS THERE A CIRCUIT YOU’RE LOOKING AT VISITING FOR THE FIRST

TIME? “To be honest, I’m excited about all of it. I’ve never raced at Spa, Monza, Fuji or Bahrain. For many of these races, it will all be new for me. Over my racing career, I’ve been a big fan of and done a lot of sim racing, so I’ve driven all these tracks multiple times in different sims. I’m excited to have the

opportunity to go to these places on our DiL and also in real life. In general, I feel as prepared as I can be for these new tracks. As always, going to these new places in real life, it's always a little bit different. There are always elevation sensations that you don't get in the sims. While most of the bumps and things like that are there, the different track surface changes don't always translate over very well on these sims. There definitely is a learning curve that will be involved there. We have lots of tools and experience from Nick, our engineers and other drivers that we can pull from to get us all up to speed as quickly as possible. It's exciting to be part of a World Championship and have a chance to go for a World Championship. It's exciting to take Corvette Racing and be one of the drivers of the car around the world and showcase this Corvette C8.R – especially now with the Corvette street car being available worldwide, it just seems like a perfect fit for this team.”

YOU’LL DO THE 1,000 MILES AT SEBRING AND THE OTHER WEC RACES OUTSIDE OF LE MANS WITH JUST TWO DRIVERS. WILL THAT HAVE AN IMPACT? “It’ll probably be about the same driving as it has been in the past with a little bit of a shorter race. Obviously, Sebring is tough physically and mentally. From my point of view, I’ve found that the more driving you do in a race, the more comfortable you get. You have more time to really understand what the car needs from every lap and every corner to figure out how to get the most out of the car. Not that I don’t like driving with multiple drivers. For 24-hour races, it’s a necessity. But there have been times at some Sebring races – while for 12 hours having only two drivers would be difficult – it’s a situation where at the end of the race and when it’s all over, the ones I’ve done quite a bit of the driving, you are tired for sure. But there is a sense that you had every opportunity to maximize the potential of the car. I’ve always enjoyed the races where, for whatever reason with the way the drivetimes worked out, I drove a lot of the race. There is a sense of accomplishment at the end of it all where you feel like you’ve had a big role in the performance of the car, and you feel like you get the most out of it. From that point of view, I’m excited about that challenge. There’s nothing extra special; it’s business as usual with what I’ve done in the past with training has always worked well for me. I’m continuing on that path as I always have. For me, I think the biggest challenge will fundamentally be getting used to new racetracks and getting up to speed. Our competitors will have had quite a bit more experience than I have at these tracks. That, for me, will be the biggest challenge – finding the maximum out of the car and getting the most out of the car on these new tracks.”

NICK TANDY, NO. 64 MOBIL 1/SiriusXM CHEVROLET CORVETTE C8.R
YOU’RE GOING BACK TO FIA WEC COMPETITION FULL TIME AND HAVING BOTH CORVETTE RACING ON THE GROUND AT SEBRING ALONGSIDE THE IMSA ENTRY. “The thing I’m looking forward to most is seeing how the different weekend plays out. The fact that we have our first weekend in the WEC as a single-car team, we’re actually sharing the weekend with our teammates, even though they are different race and different category. I’m looking forward to having another car to cheer on in another class and in another race and how the weekend plays out. It will be the first time that all of our crew that will be working in WEC all year will be split from the IMSA side. The good thing is that we know how to make our No. 64 Corvette go well around Sebring. Yes, the race is a bit less in time than what we are used to with the 12 Hours. But it’s still an endurance race at Sebring, so this is a good way to start the year. I’m glad we get to start the year in North America. It’s a familiar place to race and get things started. Hopefully, it’s a good start and something we can learn on the way the races are structured, the way we work as a team and take that through the rest of the season.”

HOW IMPORTANT IS A TOOL LIKE THE DRIVER IN THE LOOP SIMULATOR GIVEN NEW TRACKS ON THE CALENDER FOR CORVETTE RACING?

“I’m off to Huntersville (North Carolina) on Wednesday. We have some work to do on not just Sebring but also the upcoming races after that in both IMSA and WEC. Having these tools available to us ... there are certain things that stay pretty similar with the car and how the setup of the car is from track to track. But there are a lot of things that are track specific. Going to places like Monza and Fuji, for example. I know from previous experience that these places – maybe not Monza because it’s more of a Le Mans-type setup of aero level – like at Fuji with a great long straight but also a technical infield, you can run through simulations of aero level and not just figure out what makes the car work but what makes the best lap time. The trade-off between downforce and drag at certain places like Le Mans and Daytona is pretty simple to work out what makes the lap time. At somewhere like Fuji and Spa to a certain degree, you can trade off some of the cornering ability to make up time on the straight. The DiL sim that we have for this sort of thing is quite useful. We can test things to see how much time we are giving away in certain areas and how to then tune around it. We like to have two kinds of setups ready to go that we can try in testing. It gives us a head start before we get to the track. Going to new circuits, it will be even more important and play a bigger role than ever.”

IT’S YOUR FIRST FULL WEC SEASON IN QUITE A FEW YEARS. HOW DO YOU FEEL ABOUT THAT AND IS IT STRANGE TO NOT DO A FULL IMSA SEASON FOR THE FIRST TIME IN AWHILE?

“There are mixed kind of feelings. I think all of us are excited to do a World Championship, to do something new and something different. This is exciting. But we are leaving a lot of people, a lot of tracks and races, and a lot of fans and stuff that we are used to seeing and racing with on a week-to-week basis in IMSA. I will miss going places like Virginia, Watkins Glen and events like this. But we are going for a World Championship and that is something not a lot of people get the chance to go for. Le Mans is always big, but a full World Endurance Championship season is something else. It was really nice to start the year in Daytona. When you do the IMSA series and then you get to do Le Mans in the same year, that’s a fantastic calendar. To do a full WEC calendar and include Daytona as a single event from our side, it was a really nice thing to do. To have this opportunity to do these races and have the chance to be successful in not just a series but in these big, single events is something that’s always good. We were lucky to start off at Daytona and we’ve got this full chance at a World Championship, which is the aim of what we are doing. I’m looking forward to it. But I am not looking forward to not looking back to going to Silverstone, though. It used to be a home race in the WEC. I’m a bit sad we don’t go to Silverstone anymore. But I’ll be looking forward to going back to Monza. It’s been since 2017 since the last time I’ve raced there so looking forward to that.”

THERE HAVE BEEN TWO STAND-ALONE WEC RACES FOR THE C8.R AND BOTH WERE TOUGH RACES, PARTLY BECAUSE OF THE BoP. HOW DO YOU FEEL THAT MIGHT AFFECT THINGS?

“Tommy was probably more involved in previous WEC single events. I was part of the team when we did Spa last year. We know that the BoP process from all the series is getting better and better. They have the tools to make this process as fair as possible. Yes, we have run the car in normal configuration at Spa last year. Nothing has really changed since then, and of course we had all the running at Le Mans last year. We also have the Prologue this year. I hope everything will be a decent window to start with. I have no reason to think they won’t. Of course, the process takes time, but cars evolve and tires evolve, and from track to track it’s different. It’s pretty simple that we make sure our car and everything on our side is 100 percent. You just hope for a fair run at it.”

YOU'LL DO THE 1,000 MILES AT SEBRING AND THE OTHER WEC RACES OUTSIDE OF LE MANS WITH JUST TWO DRIVERS. WILL THAT HAVE AN IMPACT?

“From a strategic point of view, when you have only two drivers you get more time, like in practice. You don’t just have more driving time in practice. With things that you’re testing in free practice, you don’t have to worry about changing drivers as much. There is a strategic advantage to having less drivers a lot of the time. You can get through more work in practice. Of course, when it comes to the actual racing, we typically do the Six Hours of The Glen regularly with two drivers in GTLM. That’s been the normal kind of thing. With GTE being nearer to one-hour stints on fuel stops, the four-, six-, eight-hour races become a bit easier to manage with two drivers. With classes that have maybe 40- or 45-minute fuel stints, you would have more options with more drivers from that point of view. The 1,000 Miles and even in the eight hours at Bahrain, it’ll be tough. As Tommy says, doing a 12-hour or 24-hour race with three, that’s still a lot of driving time. If we both do three stints in Sebring, it’s still three double-stints, which isn’t out of the ordinary in testing. A lot of the time when we do long endurance testing, we drive a lot more. If you can get away with having less drivers, then it’s better for the team as a whole. The problem comes if someone has an issue, as I know about from Spa last year. Doing the Spa 15 Hours with two drivers is quite difficult! Having the extra guy sometimes gives you a bit of safety net if one driver has an issue. Other than that, we’re good to go with two and I think you’ll see all the other teams in GTE Pro doing the same.”

Racing toward the future.

Designed for the 2024 racing season to compete in the GT3 category, Corvette Z06 GT3.R will soon join a family of long-standing victors on the track. This track-only race car will be the first that Chevrolet offers to both pro and amateur teams.

Street-inspired track star.



Although based on the design of the street-friendly Corvette Z06 and its 5.5L engine, the GT3.R won't be street legal. The track-only race car will be modified with racing-specific equipment and will comply with FIA regulations to compete in multiple series and drive circles around the competition.



The key to winning is evolving.

The modern era of Corvette racing began in 1999 with the C5.R. Over the years, we've developed many variations of the Corvette and established it as a successful competitor in GT sports car racing around the world, including the GT1, GT2 and GTLM/GTE Pro categories. Now, we're developing the next generation of the Corvette to take the GT3 category by storm and carry on the legacy.

- **120 - RACES WON**
- **14 - MANUFACTURERS' CHAMPIONSHIPS**
- **8 - LE MANS CLASS WINS**

Trivia Answer: New York City

A decorative border of green shamrocks surrounds the text. The shamrocks are scattered along the left and right edges of the page, with some overlapping the text area.

St. Patty's Day Crockpot Corn beef

Corn Beef to fit your crockpot

Guinness Dark Beer 2-3 cans

A lighter Beer 2-3 cans

Veggies: Potatoes, Carrots, Onion, Garlic, Cabbage (cut into quarters or eights) ect. Cut into 1.5-inch pieces

First Cook: Place Corn Beef in crockpot, fatty side down and cover with Guinness Beer. Be sure to cover the meet with the beer, cover it cook overnight on low.

In am remove corn beef, dump beer clean crockpot out. At this point you put the cooled corn beef in the refrigerator, well covered until you are ready to do the second cooking with the Vegetables, or go ahead and put corn beef back in the crockpot cover with second lighter beer cook on low for about an hour until pot's warmed back up, add more beer and room temperature vegetables, heaviest vegetables on the bottom and work up. If vegetables are not covered in broth, add more room temperature beer to just cover it. Depending on how long you want to serve, cook on low another 5 hours or until vegetables are soft to what you like. If you want to eat in 3-4 hours turn crockpot to high after vegetables are added and cook 3-4 hours checking for doneness about every hour after that. Also, while cooking, make sure all's covered in liquid if not add room temperature water as needed.

Enjoy!

Meeting Location 2nd Wednesday of each month

5:30pm Dinner & Social / 6:30pm Meeting starts



Southbound – From Sonoma County:

South on Hwy 101

Exit 462B – take the De long Ave exit

Slight right onto De Long Ave

De Long becomes Diablo Ave

Turn LEFT on Novato Blvd.

Your destination is on your RIGHT

Northbound – Marin County:

North on Hwy 101

Exit 462B – Take De Long Ave exit

Keep left to take ramp toward Downtown/Novato

Turn LEFT on De Long Ave

De Long becomes Diablo Ave

Turn LEFT onto Novato Blvd.

Your destination is on your RIGHT

Recall Alert: C8 Corvette



By **Sean Tucker** 03/01/2022 8:34am

<https://www.kbb.com/car-news/recall-alert-c8-corvette/>



[Chevrolet](#) is recalling a small number of 2021 and 2022 Chevy Corvette Stingrays because dealers need to inspect their axles.

Chevy discovered a potential problem when the rear driveshaft assembly on one 2021 Corvette shattered, immobilizing the car. GM engineers inspected the 'Vette and found that its rear halfshaft contained just four ball bearings rather than the normal six.

In consultation with the supplier that built the shafts, GM engineers narrowed the risk down to halfshafts built on certain dates. So, the company has recalled those cars — 18 in all — to replace both left and right halfshafts.

Recall repairs are always free. Check whether your car has ever been recalled at our [recall center](#).

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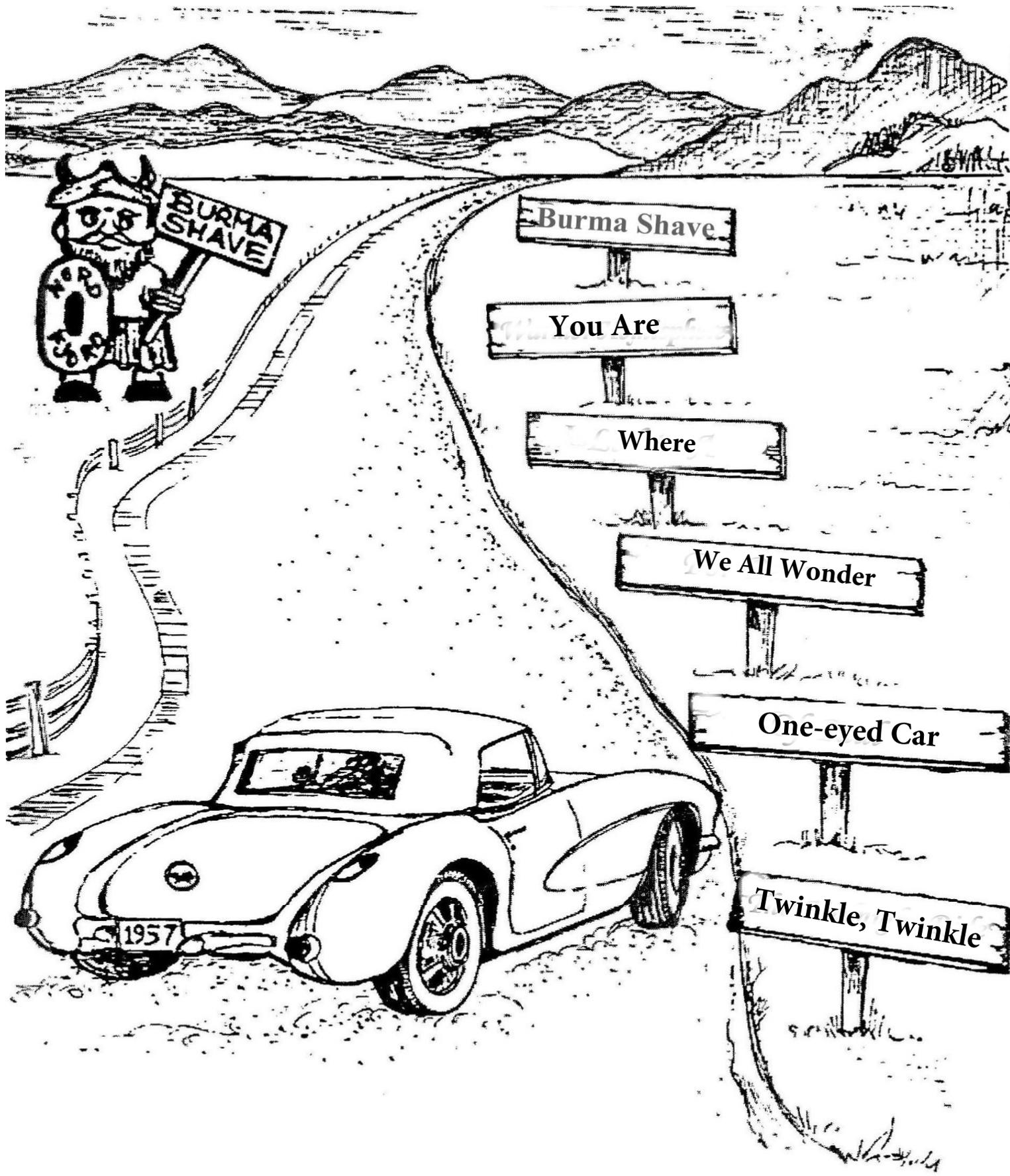
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