

P.O. Box 1175
Canyon Country, CA
91351



April
2004
Newsletter

SAVE THE WAVE!!!

Santa Clarita Valley Corvette Club

Please note that if you received a hard copy this Newsletter, the Club's records show that you do not have e-mail – if you do have e-mail, please advise Fred Seeley at fredseeley@sbcglobal.net and we'll send the Newsletter electronically!

Website: santaclaritacorvetteclub.com

CHECK THE WEBSITE!!!

Regular Meeting at Mulligan's on the First Wednesday of the Month
Social Hour at 6:30 p.m.
Meeting At 7:30 p.m.
25848 Tournament Rd., Valencia, CA 661-255-3356
Next meeting: May 5, 2004

Social Meeting at Route 66 on the Third Thursday of each month!!!

SCVCC Officers 2003/2004

		Telephone	e-mail address
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<u>Webmaster</u>	<u>Debi Clarkson</u>		<u>debindan@comcast.net</u>

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YOUR NAME HERE -- SEND IN AN ARTICLE..... We're waiting for an article on the Trivia Run...

IN THIS NEWSLETTER:

- Website News
- SCVCC Events through December 2004
- A Day at the track with Dick Guldstrand
- A "chat" with Dave Hill on the C^ and Corvette Racing

WEBSITE NEWS

Please check the website!!! Our new (volunteer) Webmistress is Debi Clarkson and she is doing a great job!!! The photo's from events and up to date as is the activity schedule. When you get a chance to meet Debi, please tell her how much we appreciate her work on our behalf.

In addition to the following, don't forget our social meetings at Route 66 the third Thursday of the month. We've been averaging about 25 people and it is a lot of fun getting to know each other! Newer members are especially welcome.

SCVCC Activities – (MAY / December) 2004

- a. **Pierpont Inn located in Ventura – Dinner and Theatre Show on May 8th.** Includes night's accommodations, Sunday brunch, and tickets(2) for the play---Driving Miss Daisy--starring Michael Learned-Waltons Mountain should be fun. Prices are \$205 or \$215 for an ocean view. Sounds like a great overnight trip. RSVP to Sara Seeley as she is in charge of this activity. <http://www.pierpontinn.com>
- b. **Route 66 Car Show – Canyon Country May 8th.** If we have enough interest, I'll see if we can park our cars on the grass area near the sidewalk and in front of the restaurant. Only pre-1973 cars are judged. This is the first of their monthly car shows, held on the second Saturday of the month.
- c. **Kernville Run – Whispering Pines Lodge.** Set for **May 14-16** has been confirmed. (877) 241-4100 is their number, but I do believe all the rooms are now taken. We have 12 cars going (24 people) and I have a reservation for 12 people for River Rafting (single rapid run – Lickety Split) on Saturday May 15 @ 11:15am, but I can add more. The cost is \$25 per person you need to RSVP to Howard Butler. You can bring your money (check/cash) to the next club meeting. <http://www.kernvalley.com/whisperingpines/>
- d. **The Vette Set Car Show in Torrance, June 13.** All years of Corvettes welcomed and judged. It would be a lot of fun to do down there as a group. More info to follow. <http://www.thevetteset.com/>
- e. **Ronald Reagan Library – June 20.** Drive out Hwy 126 and drop down into Simi Valley to the Library and Museum. <http://www.reagan.utexas.edu/>
- f. **4th of July Parade – Newhall – July 4.** We want to win Best Car Club participation award. There is room for a maximum of 12 cars. We'll decorate the cars to show our spirit and support. Afterwards, we'll meet for a nice lunch.

- g. **Big Bear Bash** – Big Bear, CA **July 9-11**. A whole weekend of fun. Corvette Car Show, Golf, Autocross, Poker Run, cruise around the lake and lots of beer!!! <http://www.corvetteswest.com/BigBearBash.htm>
- h. **Casino Nite in Sand Canyon with Vintage Corvettes** – **July 10**. For those that decide not to venture out of town for the weekend we have been invited to participate in a fun filled evening of food, drink, and a complement of Vegas style games of chance. More information to come from Pat West of Vintage Corvettes.
- i. **Sunday Brunch at Duke's in Malibu** – **July 25**. Drive out along the mountain roads of Malibu and drop down onto PCH for brunch with the longest ocean view on the West Coast. <http://www.dukesmalibu.com/>
- j. **Club Picnic - Aug 7th** – We're all set for Lake Piru. There will be a \$7.50 per vehicle entry fee. Alcohol is permitted, so BYOB, a fun attitude, and a healthy appetite. Hamburgers & Hot Dogs and all the fixins will be provided by the club, and members will bring a side dish or dessert.
- k. **Corvette Super Sport Car Show** – Buena Park **Aug 21** All year of Corvettes are welcomed and judged. It would be a lot of fun to do down there as a group. More information to follow.
- l. **Wine Tasting (Los Olivos, Atascadero, or Templeton)** – **Sept ???**
Last year we stayed at the Union Hotel/Victorian Mansion and all had a great time. <http://www.unionhotelvictmansion.com/> We can do the same or try a different place. More information to follow.
- m. **Route 66 Rendezvous** – **San Bernardino Sept 16-19, 2004**. Street Cruise, Car Show, Poker Run, Open Header Cruise, Burnout Contest, and more. A wild weekend or just a day run with over 2100 classic cars, muscle cars, hot rods, and trucks all in a 35 block area. <http://www.route-66.org/>
- n. **Lane Victory Ship Tour & Cruise - Aug or Sept, 2004** A day at sea on an actual WWII Victory ship. Sails out to Catalina Island and back with a tour of the Engine Room, Radio Room, Wheel House, etc. A special surprise awaits your return!!!
- o. **Classic Auto Gallery in Glendora** – **Sept ???** Let's try this again. Perhaps the weather will cooperate better and we can get several cars to go on this run. Nice place to visit for car memorabilia and related items. Several classic cars are on display. <http://www.classicautogallery.com/>
- p. **SCVCC All Chevy Car/Truck & Corvette Show Oct 16th**. This will be at the Valencia Power Chevrolet dealership. It will be a charity fundraiser with the proceeds going to "The Domestic Violence Center of the Santa Clarita Valley" and "LARC Ranch" – (Los Angeles Retarded Citizens' Foundation). We will have a flyer shortly and begin promoting this event.

As time gets closer we'll be asking for volunteers to assist with raffle prize donations and other critical functions. Don't be shy or bashful and plan to get involved as we can use your help.

- q. **Two Tujunga Canyon Run – Oct. 24 or 31.** After a quick drivers meeting we'll be off heading up Sand Canyon over Bear Divide and down Little Tujunga Canyon Road, then it's back over the mountains via Big Tujunga Canyon Road, Angeles Forest Hwy. This drive gives you plenty of time turning the wheel, hitting the gas, and pressing the brake pedal.
- r. **Willow Springs Track Day with Dick Guldstrand – Oct. ???** Meet at Denny's off of Hwy 14 and Sand Canyon at 5:30am as we need to be at the track by 7:00am.
- s. **Death Valley-Furnace Creek Inn/Ranch Overnight Run – Nov. 5-7** with a tour of Scotty's Castle. <http://www.furnacecreekresort.com>
- t. **Fast Cars, Hot Guns, & Cold Beer – Nov 20 or 21.** Canyon Driving combined with Target & Skeet Shooting, and your favorite beverage afterwards. <http://www.oaktreegunclub.com/shooting.html>

u. *** **SCVCC Christmas Party Dec 4.** I think we all agree we have out grown Mulligan's and need a larger facility for our holiday party. **Marie Callender's** –has a private dining room adjacent to the bar. It will seat up to 90 people and there is room for a portable dance floor. In addition, there is a comedy show provide by JR's Comedy Club (9:00pm-10:30pm). Dinner and Show prices are very reasonable at **\$30 (includes 18% gratuity)** Salad and dessert is extra, but I'll try to negotiate and get these thrown in. The only down side is that we may not have a private show unless we commit to all 90 seats. It would be spectacular if we can get the whole club and don't have to share the show. *** *I'm not very good at formatting*

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A Day on the Track with Dick Guldstrand

We had an absolute blast at Willow Springs. The guys at Guldstrand Racing Association put on a great day of drivers training and plenty of track time. Donna Bledsoe, Jack Barber, Barrie Bennett, Greg Kushiner, and Howard Butler met at Denny's and drove out to Willow Springs around 5:50am. We arrived a little before 7:00am and waited for them to open the gates.

First thing was a routine tech inspection of your car checking for fluid leaks, secure battery, seat belts, properly mounted wheels/tire and wheel bearings, plus inspection of your helmet. Also, any loose items needed to be removed as things tend to fly around at speed and can become lethal projectiles. This was pretty straight forward and we all met for brief introductions and coffee, juice, and sweet rolls. A safety crew, corner/flag workers, and track officials were present along with mechanics from Guldstrand Motorsports. In addition, volunteers from Guldstrand Racing Association handle driving instruction. Many of the instructors are professional racers, and compete all over the world, including major SCCA races and Rolex events. Each took a moment or two to explain their function.

Those that have had experience on the track were allowed out on the first session while us beginners met for a little classroom "chalk talk" session. Dick Guldstrand conducted the class and talked us through each of the corners, indicating where the entry, apex, and exit points were and answered questions.

There were a total of 27 participants with nearly 20 instructors. This meant that you just didn't play follow the leader to learn the correct lines, but actually had someone in the car to give you hands on instruction, comments, and pointers. Having the instructor in the car was optional, but we all opted for their advice for the first session or two. If you take away the fact that several of the participants were already qualified racers, we had better than a 1:1 ratio of instructors to students.

We ran for 25 minute sessions with about 10 cars on the track at a time. No wheel to wheel racing, but passing was allowed on the front and back straights. Entry, apex, and exit points were marked with cones and that sure helped a lot. If you made a mistake you could come into the pits and talk about it, figure out what you did wrong and really work at improving your skills. No pressures to go any faster than you feel comfortable.

Most of the cars were Corvettes. A couple of guys had Camaros, one BMW, an Acura NSX, and a Subaru. We didn't clock any lap times, but I did glance down at the speedo a few times. I got turn 9 down comfortably with an exit speed of 85 and about 115 down the front straight. Not bad, for an 11 year old car with nearly 100,000 miles on it. I'm sure that Barrie and Jack were a bit faster. One of the instructors was the Senior Tire/Shock tester for Monroe Shocks and he drove my car and I now have a much deeper respect for the guys who can go really fast. Coming out of turn 9 at over a 106mph in a complete 4 wheel drift will require much more practice time for me!!!

More info on the track can be found at

<http://www.willowspringsraceway.com/visitorinformation/nineturns.asp> and

<http://www.willowspringsraceway.com/trackinformation/hotlap.asp>.

Around noon we took a break for lunch. There was plenty of food, cake, and soda/water to drink. Before the next session, they did what was called a "Station Wagon" ride out on the track. This was for those that weren't driving to get a close up view of the track at slow speeds. Again, the instructors were always on hand to answer questions and help you out.

There were only a few minor mishaps where a few ran off the course in a cloud of dust. If you buy them a beer, I'm sure that Barrie and Howard will tell you all about it. One of the really fast Corvette race cars blew an engine and spilt oil on the track. They got it cleaned up quickly, but we ran only a few more laps as it was towards the end of the day.

Once the track was closed we all gathered in the restaurant/bar/meeting room. Cold beer never tasted so good!!! It was a good chance to unwind and share with each other our experiences on the track. Dick addressed the group and presented us with Certificates of Achievement. There were a few special awards, such as "Sad Day" award for the guy who blew his engine, but the highlight was when Donna Bledsoe received "Most Improved Driver" award. Congratulations to everyone!!! I wouldn't hesitate to sign up again.

See you on our next adventure,

Howard

SAVE THE WAVE!!!

ROUTE 66 ON THURSDAY, April 15

The "Wave" is fun. Driving around on a gorgeous May 1 (Saturday) BMW Z3's and Z4's were waving to me along with a new black Ferrari convertible--it must be catching!!!!!!

FOUND THIS SURFING THE WEB.....Thought you might enjoy it.....

**Corvette Chat: C6 chief Dave Hill
shares what he can with Autoweek at
Le Mans**

Look for the next-generation Corvette, the C6 due in fall 2004, to benefit mightily from General Motors' campaigns with the C5-R at Le Mans in the past few years. Dave Hill, Corvette chief engineer and the man behind the C5, C6 and coming C6-R, says aerodynamics, technology and the use of lightweight materials have carried over from the C5-R racing program to the 2005 model C6.

"Engine power," says Hill, during an interview in the pits at Le Mans. "Just getting more and more out of the small-block V8. A broader power range, more of it, and more power per liter. We're doing it through breathing and camshaft changes, drive dynamics and lighter-weight valvetrains."

For the first time, C5-Rs at Le Mans this year ran clutchless five-speed sequential Hewland transmissions with steering wheel controls, but Hill isn't sure if the same setup will find its way into the C6.

"We don't really have the Hewland sequential shifter strategy worked out so far as an application for the C6," says Hill. "Everyone's got one form or another of gimmicky transmission controls. We'd rather be technically correct than just doing things because of popularity. Our customers are kind of divided into the camps of, 'I wanna shift every shift' and, 'Just a straight automatic.'

Our cars, given the amount of torque, do just great with a standard auto. But we'll see. If we can do a really good sequential in the future, we will, but it's still a work in progress.

The dual-clutch is a real breakthrough, though I have not driven the Audis [with Direct Shift Gearbox]. I personally don't find the Cambiocorsa [of Ferrari] to be ideal. The shift operation is kind of slow for me."

Hill says all these engineering finer points will be decided one way or the other by Thanksgiving, to allow for the public christening of the new Vette at the 2004 Detroit auto show in January and the subsequent start of production.

At least one thing has been resolved for the Z06 C6: It will wear run-flat tires.

"The technology has come a ways and the tires now weigh a lot less," says Hill. "This will let us eliminate the spare tire and add cargo space. You can run 200 miles on a punctured run-flat now and we have commitments from manufacturers that getting a replacement will be as easy as finding a normal tire nationwide."

Corvette fans waiting for the C6 can use the time productively by picking up one of only 2000 Le Mans Commemorative Editions of the outgoing C5 Corvette available in North America (Europe gets 150). The car is fundamentally an LS1 with all the Z06 performance bits and a lightweight

carbon composite hood created by MacLean Quality Composites in Utah. The dominant blue on the fiberglass body is called—by permission of the Automobile Club d’Ouest (the governing body of the 24 Hours of Le Mans)—Le Mans Blue.

“It’s the first time that such a Class-A carbon fiber hood panel has been used on a production series car,” Hill says. “The stripe of raw carbon fiber mesh in the center of the panel is actually a decal, not the weave of fibers in the hood—the technique used is stacked sheets of carbon monofilament. You can get the car without any of the stripes if you like.”

So what’s Hill planning for next year’s C6-R? GM has budgeted two more years for the Corvette Racing program—and given that Ferrari won the GTS class at Le Mans this year and spoiled the Corvette three-peat, you can bet Chevy’s 2004 effort will be a major one. Lips are sealed on all sides, but we do hear that the high-strength steel chassis of the C5-R will change to tubular aluminum in the C6-R. Should make for a fairly different personality accelerating out of Tertre Rouge and the two chicanes on the Mulsanne Straight.