

Issue 21
Volume 2

February
2021



**P.O. Box 130116
Carlsbad, California
92013-0116
(619) 701-5408**



Event Calendar

- February 14 Valentine's Day
- March 2 March Monthly Meeting
- November 6 Vettes for Veterans Car Show

2021 NCV Board

President:	<i>Gary Pebley</i>	Member Services:	<i>Scott McClellan</i>
Vice President:	<i>Carm Finocchiaro</i>	Activities:	<i>Open</i>
Secretary:	<i>Scott White</i>	Newsletter:	<i>Glenn Peterson</i>
Treasurer:	<i>Dave Tracy</i>		

In This Issue:

- | | |
|---------------------------------|---------|
| 1. Event Calendar | Page 1 |
| 2. Birthdays | Page 3 |
| 3. Member News | Page 4 |
| 4. Vettes for Veterans Car Show | Page 7 |
| 5. Of Interest | Page 8 |
| 6. Chevrolet Corvette C8 E-Ray | Page 10 |
| 7. E-Ray Corvette Sound | Page 14 |
| 8. 1955 Corvette Roadster | Page 16 |
| 9. Corvette News | Page 19 |
| 10. January Meeting Minutes | Page 22 |

February Birthdays

Rich La Farge	February 14
Yvonne Finocchiaro	February 14
Cramer Jackson	February 17
Dick Raylek	February 18
Barry Rechterovich	February 27
Steve Schechner	February 27



Member News

By Valerie Treese

Greetings from SE Florida!

It's hard to believe we've been in Florida for over 9 months. We miss our Corvette family so much and hope you're all making the best of the current situation. There's a very active club here with about 1200 members but most of what they do is meets and "car shows". It really is amazing how many Vettes we see on the road. There's a lot of C8s here, too.

John and I are still loving waterfront condo living. We miss happy hour and dinner in our Vista backyard, but not the work that goes with maintaining a large yard. John has replaced yard work with picking up litter on the adjacent protected land where trash washes up and it's making a huge difference. On the weekends we go boating at least one day when it's warm enough and we also enjoy spending time in and at the pool with friends, as well as working out at our gym. We never get tired of watching wildlife from our balcony including manatee, bull shark, tarpon, snapper, endangered sawfish, snapping turtles, dolphin, spotted eagle rays, all sorts of shore birds and colorful skies.



After 11 months of no travel for business, John finally flew to chilly Ohio in January. And after three cancelled vacations, it looks like we'll be spending a few days on Roatan, Honduras to snorkel and dive this spring which we are really looking forward to. We also have a snorkel trip scheduled for October at Misool in Indonesia, one of the most healthy, diverse coral reefs in the world. It's a bucket list destination. Now that I am not working, I can travel with John some, so I plan to accompany him to Vietnam and Thailand this year and possibly Belgium.

We had a very successful trip to Panama in December. We now have temporary residence visas and our permanent residency visas will be ready soon. We had originally thought we'd move to the temperate highlands of Panama but we really enjoy living on the water so we found a very strong contender for our future home. It's a gated community about an hour's drive west of Panama City called Vista Mar.



Vista Mar has a beautiful marina, a Mike Poelott golf course, olympic size pool, private beach, restaurants and more. It's walking distance to the beachside fish market where the fisherman beach their boats each morning. We're looking forward to buying whole large lobster for \$8 along with snapper and sea bass for about \$2.50/lb. The coldest the water gets is about 78 so year round watersports are possible.

While in Panama, we visited the breathtaking colonial neighborhood of Casco Viejo. It was built in the 16th and 17th century and is undergoing major renovations.



Last month I finally participated in my first autocross in Homestead and can't wait for the next one. While researching autocross venues, I came across the only Corvette driving school in Florida. They currently offer C7s and C8s. I'm signed up for a C8 this spring. I miss winding roads, so it's good to have an outlet.



Our labradoodle Sierra is very popular in our building. Most of the staff know her by name. She now has multiple people who want to sit for her. One of our neighbors recently had her for the day. He and Sierra started their morning with a bagel run. He took her in the shop and the owner fed her chopped loxs. By the end of the day we weren't sure if "Uncle Abe" would hand her over or if she'd even want to come home with us.

Please feel free to email or text. We'd love to hear from you!

Hugs to you all,
John & Valerie Treese



Vettes for Veterans Car Show 2020

Year	NCV	Semper Fi Match	PVA Grant	Total
2012	<u>\$ 7,200</u>			<u>\$ 7,200</u>
2013	\$11,600	<u>\$ 5,800</u>		<u>\$ 17,400</u>
2014	\$11,000	<u>\$ 5,500</u>		<u>\$ 16,500</u>
2015	\$14,100	<u>\$ 7,050</u>	\$ 16,000	<u>\$ 37,150</u>
2016	\$14,200	<u>\$ 7,100</u>	\$ 11,500	<u>\$ 32,800</u>
2017	\$16,000	<u>\$ 8,000</u>	\$12,150	<u>\$ 36,150</u>
2018	\$14,000	<u>\$ 7,000</u>	\$30,000	<u>\$ 51,000</u>
2019	\$16,000	<u>\$ 8,000</u>	\$30,000	<u>\$ 54,000</u>
2020	\$9,000	\$4,500	\$20,000	\$33,500
TOTALS	\$ 113,100	\$ 52,900	\$ 119,650	\$ 285,700

Hi to all my of Corvette family.

I hope this finds all of you well and staying safe. I miss seeing everyone, but am being extra cautious in this challenging time.

Gary asked that I share the good news with you. I just received word from Peter Ballantyne, the Executive Director of Paralyzed Veterans of America, Cal-Diego Chapter, that they received a grant from the Easterday Family Foundation in the amount of \$20,000. This was \$8,000 more than we requested, so it was an extra special surprise.

NCV should be proud that over the last 8 years we have raised \$285,700 for our supported charities. I have attached the breakdown for your information.

Stay safe everyone. I hope to see you all soon.
Ruth

Of Interest

My day trip to Washington D.C.

By Jean Perkins

I visited Washington, D.C a while back on a side trip when visiting friends in Vienna, VA, only a drive away. We ventured out on our own without specific plans and easily found our way to the Lincoln Memorial. We strolled the Mall visiting the various museums all completely free. It was great! Aimlessly we wandered around without any set destination other than the goal of making our way to view the White House which we had briefly seen on a prior trip when I was there on business. Suddenly we were standing in front of the Supreme Court Building. WOW! I could not believe that I was literally standing there. We continued on and wound up at the Capitol Building. It felt surreal that I was actually in the presence of something so great, something I had only seen in history books or on TV. I definitely felt I was on hallowed ground so it was heartbreaking for me to see the recent activity of people desecrating the sanctity of this historic building, a building that has stood for centuries; an iconic-symbol of our democracy.

We followed a group of people to a rear entrance that turned out to be an entrance for visitors, and allowed entry escorted by a docent. I found myself standing in the Rotunda with its doors and corridors that led to various leaders' offices. I marveled at the beautiful domed ceiling. We entered the 'National Statuary Hall' and viewed the statues of former Presidents and prominent persons of the past. My favorite was the statue of President Eisenhower, probably because he was the first President I had ever seen in-person. As a child his motorcade came through my neighborhood and there he was in an open air car waving to us bystanders. It left an impressive imprint on my young mind. Years later as an adult I had the occasion to be in the presence of Jimmy Carter at a book signing. Unfortunately the session ended before I was able to get to the front of the line to obtain his signature.

In D.C. we continued on our tour and entered the Chamber of Congress looking down from the gallery upon the senate seats. UN-BELIEV-ABLE. We finished up in a basement cafeteria that felt very exclusive. I admired the beauty and richness of the walnut burl wood paneled walls, and felt a strong sensation that at one time this room had not been a casual cafeteria, but an elegant dining hall with servers in white gloves. Although we had already had lunch we felt compelled to experience eating in such a wondrous place.

This commentary is not intended to be a political statement but a retrospective of my personal experience of the greatness of our country; something to be cherished: These UNITED STATES OF AMERICA. The picture (a souvenir) conveys without words much about our leaders as they came together to pay final respects at the State Funeral in 1994 for President Richard M. Nixon.



Chevrolet Corvette C8 E-Ray

Excerpt from gmauthority.com

Chevrolet Corvette C8 E-Ray

The Chevrolet Corvette C8 E-Ray is expected to arrive for the 2023 model year as a new addition to the Corvette lineup.

Overview

The C8 Corvette E-Ray is expected to combine the gasoline internal combustion engine from the C8 Stingray with a battery-electric hybrid system, resulting in a few firsts for the Corvette family: not only will the C8 E-Ray be the first Corvette with AWD, but it will also be the first hybrid Corvette.

The E-Ray will also replace the Grand Sport in Corvette family.

Evidence

The Corvette E-Ray rumor began when *GM Authority* discovered that General Motors filed two applications to register “Corvette E-Ray” and “E-Ray” as trademarks with the United States Patent and Trademark Office. The automaker’s December 16th, 2015 applications specify that the marks will be used to name goods and services in the category of “motor land vehicles, namely, automobiles”.

Engine

GM Authority expects the Corvette C8 E-Ray to mate the atmospheric 6.2L V8 LT2 gasoline engine good for 490 horsepower and 470 pound-feet of torque used in the Corvette C8 Stingray with an electric drive unit located in the front cargo area, plus four 1.94 kWh batteries located in the middle of the car. Peak output of the hybrid system is expected to be around 85 kW (115 horsepower) and 111 pound-feet of torque.

Total system output is expected to be in the vicinity of 600 horsepower.

Transmission

Shifting duties in the C8 E-Ray will be handled by the same eight-speed, dual-clutch automatic transmission as in the Chevrolet C8 Stingray. Like with all other variants of the C8, a manual transmission will not be offered.

Co-developed with TREMEC, the dual-clutch automatic delivers lightning-fast shifts and incredible power transfer in the Stingray model, and we have no

reason to believe that this will change for the Grand Sport. The transmission was designed to provide drivers with the best of both worlds: the spirited feel and direct connection associated with a manual as well as the premium driving comfort of an automatic. The double-paddle de-clutch feature allows the driver to disconnect the clutch by holding both paddles for more manual control, in addition to choosing a specific gear. This enables the driver to perform a free-rev, if and when desired.

The front-mounted motor will send power to the front wheels, while the 6.2L V8 LT2 gasoline internal combustion engine will be sent to the rear wheels, thereby making an all-wheel-drive model.

Chassis

We expect the C8 E-Ray to feature an upgraded chassis compared to the C8 Stingray. In fact, the model will most likely utilize a suspension setup similar to that of the C8 Z06.

The E-Ray will also feature a wider wheel and tire combination than the Stingray, using the same setup as the C8 Z06. That will allow the hybrid Corvette to have a greater contact patch to the road, thanks to:

20-inch front wheels wrapped in 275/30R20 tires, and
21-inch rear wheels wrapped in 345/25R21 rubber

Michelin Sport Cup 2 R tires will be offered, though it's possible that this will not be the standard tire. A set of carbon fiber wheels will also be offered as part of the optional Z07 package.

Larger, more capable brakes compared to the Stingray will also be part of the upgraded chassis in the E-ray.

Performance

Specific performance figures for the Corvette C8 E-ray are not currently available, but we do expect it to be very capable. In fact, we expect it to have a faster 0-60 time than the C8 Stingray, which can sprint from a standstill to 60 mph in 2.9 seconds.

Meanwhile, the superior balance of the mid-engine configuration will aid in achieving higher levels of performance, as the layout maximizes traction and grip, enabling more power to be put to the pavement compared to a front-engine, rear-drive setup.

Exterior

The exterior of the C8 E-Ray will feature a “wide body” design, with flared fenders front and back to accommodate larger wheels and tires, bigger brakes

and more capable powertrain cooling. It's possible that the E-Ray will also offer an active aero package similar those offered on the C8 Z06.

Body Styles

We expect the Corvette C8 E-Ray to be available as a two-door coupe (with a removable hard top panel) and a hard-top convertible.

Interior

Inside, the Corvette C8 E-Ray will not stray far from the world-class cabin introduced by the C8 Stingray. The same general cockpit is expected, with E-Ray badging and a few unique accents throughout. Additionally, the gauge cluster and infotainment screen are expected to have "screens" specific to the E-Ray's hybrid-electric system.

Availability

We expect the C8 E-Ray to become available in late 2022 calendar year as a 2023 model year vehicle.

Production

Like all other Corvette C8 models, the C8 E-Ray will be assembled at the GM Bowling Green plant in Kentucky – home of the Corvette.

We expect the LT2 motor to be assembled at the GM Tonawanda engine plant in Buffalo, New York. The battery system will likely be produced at the new Ultium Battery Cells plant in Lordstown, Ohio. It's currently unclear where the electric motor will be produced.

Platform

The C8 E-Ray will be underpinned by the GM Y2 platform – the new mid-engine vehicle architecture that underpins all variants of the Corvette C8. GM Global B will serve as the vehicle's electrical system. In fact, a big reason why the entire Corvette C8 family, starting with the C8 Stingray, saw a six-month-long delay in coming to market, was to utilize the Global B electrical system.

Pricing

Pricing for the C8 E-Ray is currently unknown. However, *GM Authority* expects the MSRP to start around the \$70,000 mark.

Specs

C8 E-Ray specifications currently not available. We will update this section once we have them.

Other Corvette C8 Variants

The Corvette C8 E-Ray will be one of many model variants in the C8 range, which will consist of:

C8 Stingray – the base Corvette that a great all-round performer

C8 Z06 – a track-focused, all-motor missile

C8 E-Ray – a new model that hybridizes the Stingray, gives it a wide body treatment and AWD

The E-Ray will indirectly take the place of the Grand Sport

C8 Grand Sport – a lightweight model that uses the Z06 body with the motor from the Stingray Model will not come to market, and will be indirectly represented by Corvette E-Ray

C8 ZR1 – the range-topping, non-hybrid flagship slotting beneath the Zora focused on comfortable yet capable touring and cruising

C8 Zora – the undisputed range-topping flagship with close to 1,000 horsepower via a hybrid-electric drivetrain and with AWD capability

E-Ray Corvette Sound

Electronic Device Makes Electric Cars Sound Like a Corvette_e

One of the main concerns enthusiasts have about a possible [electric Corvette](#) in the future is that it “wouldn’t sound like a Corvette.”

With General Motors heading full-steam down the electric highway, we’re sure a totally electric Corvette will one day make the scene.

We’re equally sure that such a Corvette wouldn’t necessarily have to travel noiselessly down the road like current electric vehicles do.

In fact, a company named Thor Tuninga is already offering an electronic device that can mount underneath any vehicle – gas, electric, or hybrid – and make it sound like anything from a Corvette C7 to a jet fighter. Thor – named after the Norse god of thunder – is actually a metal-encased loudspeaker that mounts under the rear end of a vehicle and then communicates with the vehicle through an electronic control unit connected through CAN and ACC circuits.

It’s a four-step installation process that looks relatively simple.

You can choose from two units, a one-speaker exhaust capable of 35db for \$1,045 and a two-speaker system with volume up to 50 db for \$1,545. We especially like the way the system communicates seamlessly with your car’s engine or electric motors to ensure the exhaust synchronizes properly with the powerplant so that it sounds natural.

Also impressive is the way both systems include custom settings for volume, pops, and dynamic start, and Thor doesn’t void your existing car warranty. Also notable is the fact that you can transfer the system from one car to another should you get a different vehicle.

Thor adds a new engine note monthly, with more than 20 “legendary car sounds” already available, including the aforementioned C7, Mercedes-AMG G63, Audi R8, BMW M4, Porsche Panamera, Ferrari 488 GTB, Mercedes-AMG C63, and Audi RS7 – not to mention options that can make your car sound like a jet fighter, a roaring hot rod, and even play Jingle Bells.

Once you’ve installed Thor on your car, you will need to download an app to your smartphone or smartwatch, giving you the ability to change the exhaust sounds with standard car controls.

Could this be the Performance Exhaust option of the future for an electric Corvette?



1955 Corvette Roadster

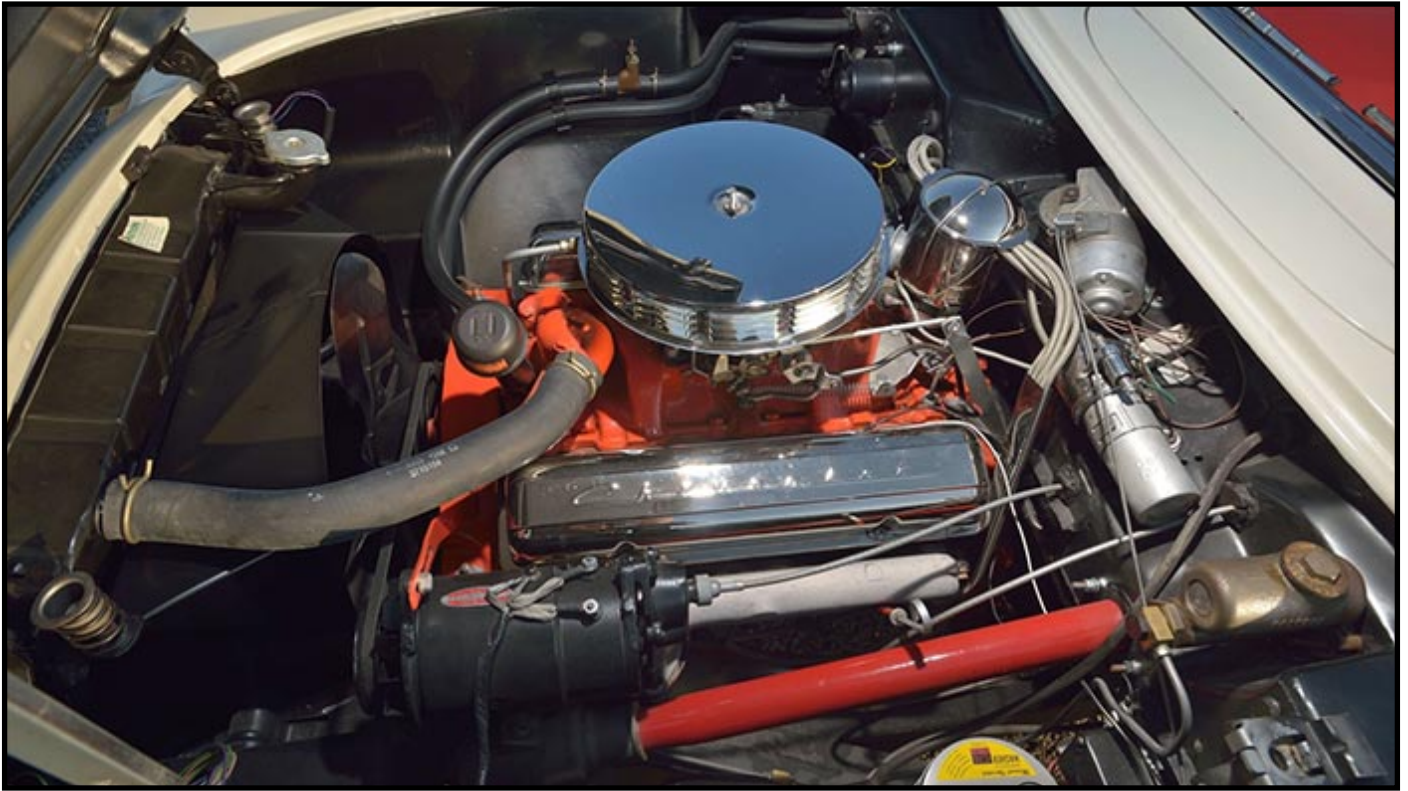
Picture-Perfect 1955 Corvette Roadster Headed to Mecum Kissimmee

By [Mitch Talley](#) -
Jan 7, 2021



If you're looking for a near-perfect [1955 Corvette](#), you might want to seriously consider this example that will be offered at the Jan. 7-16 Mecum Auction in Kissimmee, Florida. This '55 – #104 of just 700 Corvettes built that year – scored 98.5 points out of a possible 100 points at a regional event and is a two-time NCRS Top Flight Award winner.

No wonder, it underwent a professional nut and bolt no expenses spared restoration completed in 2017 by Michael Capozzio of Classic Corvette Restorations of Chardon, Ohio.



But the impressive thing about the restoration is that so many of the original parts were retained and just restored, including the 4-wheel hydraulic drum brakes, Carter WCFB2218S carburetor with tag, intake manifold with proper stamping and date codes, Delco Remy 086 ignition coil, ignition shielding, exhaust manifolds, Eaton vented gas cap, AC547 7# radiator cap, tombstone exhaust riser, instrument panel gauges, Wonderbar radio restored by D&M Restoration, rear view mirror, windshield wiper motor, grille (rechromed), non-DOT headlights (still functional), jack and lug wrench, side curtain windows, hubcaps, and dashboard knobs (restored by Steve Newsom), convertible top made from original patterns by Adam Parker using original materials on the original top frame, and Duntov-designed tailpipes complete with baffles for downward exhaust discharge.

Where the original parts couldn't be refurbished, extreme care was taken to use correct reproductions, such as the Gardner exhaust components, air filter and chrome air filter housing, fan shroud, radiator and hoses, spiral shocks, rear suspension rebound straps, Firestone bias-ply tires, and red Al Knoch interior including door panels, dash pad, carpets and seat covers (over original frames).

During the restoration, it was found that the Polo White car retains its original un-hit body with no patch panels and has the original 265/195 horsepower OHV V8 engine, the first year it was offered in the Corvette. It has the two-speed Powerglide automatic transmission, independent front suspension with coil springs, live rear axle with semi-elliptic leaf springs.

The car's ownership in North Carolina, Oklahoma and California is documented, along with its restoration. An original 1955 Corvette factory brochure is also included.

Mecum estimates the car will fetch between \$115,000 and \$135,000 – seemingly a small price for a nearly perfect '55 and likely far cheaper than the cost of the actual restoration. The 1955 Corvette is scheduled to cross the auction block on Friday, January 15th.



Corvette News



Corvette Assembly Plant Begins Production of Right Hand Drive Corvette Models

By [Keith Cornett](#) - [Corvetteblogger.com](#)

Jan 7, 2021

Astute watchers of the Corvette Assembly Plant's daily output have noticed a sizeable drop in the number of VIN produced so far this week. And it's true. In December we regularly saw daily builds totaling 180-200 Stingrays. On Monday, workers completed 82 Corvettes per shift for a total of 164. On Tuesday the production total dropped to 151 and yesterday's total output was 149.

So what's going on?

Our friend John at the [MidEngineCorvetteForum.com](#) tells us that it is likely that the Corvette Assembly Plant has started to build the first [Right Hand Drive models](#) for export. As with every new major option added, as when the hardtop convertible began production, the speed of the assembly line was slowed as workers become familiar with the new assembly processes involved.

Having worked on an automotive assembly line in his youth, John offers up this based on that experience:

Repetitive motion builds us assembly speed. But speed is not enough in the quality work for C8 manufacture. One needs speed AND quality of execution. So let us imagine that after X amount of time of an employee working on installing certain parts work on either the "A" side or "B" side of an assembly line, when all of sudden through a major new feature, that everything gets shifted "in reverse."

That's exactly what's going on with workers at the assembly plant who suddenly find the whole layout of the interior reversed! With a slightly slower line speed, the workers will build up those repetitive motion skills, and soon the RHD models will become integrated into the regular flow of production. We also assume that the RHD models will be closely examined for quality control along the way as well.

Based on previous comments and other information that been provided by the Corvette Team, it's our belief that these first RHD Corvette models will be going to Japan.

The C8 Corvette went [on sale in Japan](#) back in February 2020 and with the availability of an RHD model, interest in the car skyrocketed with over 300 orders placed. That's triple the number of Corvettes that are generally sold each year in the country. The C8 Corvette will be exported to the country in both Coupe and Convertible models, and available in 2LT and 3LT trim packages. Pricing starts at ¥ 11,800,000 or the equivalent of \$113,668 USD.

Following the Japanese rollout, we expect the C8 Corvette to head to the U.K. and Europe in the middle of the year, and then in late 2021, we should see RHD Corvettes going to Australia and New Zealand.

Corvette Chief Engineer Tadge Juechter and Product Manager Harlan Charles told enthusiasts last August that the automaker had built a [few RHD Prototypes](#) that were being tested by Chevy engineers at the Milford Proving Grounds. When asked about them Tadge replied, *"Yes, some of us are actually driving them around...it's very strange to be driving a Corvette with the steering wheel on the right-hand side."*



January Meeting Minutes By Scott White

Business Meeting Minutes January 5, 2021

1. President Gary Pebley called the meeting to order at 6:32 p.m. at Ciao Restaurant in Vista.
2. Approval of Minutes for Dec 1, 2020
 - a. Vicki Ford made the motion to approve and Martin Hibsche seconded....motion passed by vote of members.
 - b. Introduction of Visitors by Scott McClellan
 - c. None
 - d. Membership Report by Scott McClellan
 - e. Announced that there were 21 members in attendance.
 - f. New member in attendance – Steve McPherson
 - g. Treasurer's Report by Dave Tracy
 - h. Dave reported that there were Dues and Car Show donations deposited.
 - i. There were also expenses for the Car Show, Office Supplies, and Charity Donations
 - j. New Business Gary Pebley
 - k. Gary asked for volunteers to fill the Activity Chairperson position that is now vacant since Martin Hibsche is moving.
 - l. Since there were no volunteers a request for nominations was made. Carm Finocchiaro nominated Doug Johnson, but Doug had already let Gary know that he could not fill the position, so the nomination was retracted.
 - m. The annual Board of Directors Meeting of NCV resulted in four proposed changes to the by-laws. The changes were presented by President Pebley and a motion was made by Martin Hibsche to accept the changes. Glenn Peterson seconded the motion, and all changes were accepted by unanimous vote. The four changes included President can serve beyond 3 years if no new nominations, Sponsorship changed from Weseloh Chevrolet to Premier Chevrolet, Newsletter editor will not include Financials in newsletter, and donations made to NCV 501 (c) (7) are not tax deductible. Updated Bylaws will be posted on our website.
 - n. Congratulations to the January birthdays, Maria Duncan, Rick Hawes, Gloria Tecca, and Jackie Watson.
 - o. Gary Pebley commented on the great work and camaraderie that Frank and Gloria Tecca have contributed to the Club. Consequently, he recommended that the Club make the Tecca's Life Members of NCV. The recommendation was approved by unanimous consent.

50/50 On Hold due to Covid-19

- a. Vettes for Veterans Car Show Update
 - b. Several contracts for the Car Show are being reviewed by Dave Tracy for approval and signature.
 - c. President Pebley announced that a late February date is being targeted for a Car Show meeting. Further details will be announced later.
- a. Club sponsored Activities
 - b. The Mystery Run that had been planned for Sunday Dec 27 to Mt. Palomar was rescheduled for January 1, 2021. Three cars participated.

c. Newsletter Glenn Peterson

d. Nothing to report.

e. Social Director

f. Nothing to report.

a. Tech Talk

b. Rob Hogue reported that his right front tire was always losing pressure, but the tire was OK. It turned out to be the O-ring on the valve that caused the problem.

50/50 On Hold due to Covid-19

a. Discussion

b. None

c. The meeting was adjourned by President Pebley at 7:08 pm.

The next Regular Business Meeting is scheduled for Tuesday, February 2, 2021

Respectfully submitted by Scott White, NCV Secretary with notes taken by Carm Finocchiaro in my absence (temporary leave from the Club)