



February  
2026



## FEBRUARY 2026 - EVENT CALENDAR

**EVERY Thursday morning at 9am**, North Coast Vettes members gather at the Coyote Café, 1510 North Santa Fe, Vista (corner of Bobier and Santa Fe); no rsvp required.

- Feb 5: North Coast Vettes monthly meeting, El Camino Country Club  
5:30 pm no-host dinner; 6:30 pm meeting.
- Feb 8: North Coast Vettes **Super Bowl Party**, at the home of Scott and Donna White, 3541 Corte Dulce, Carlsbad 92009 at 2:45pm. Bring and appetizer or dessert to share; rsvp to **Donna White**.
- Feb 15: Valentines' Wine Run and Lunch (alternative to a possible Happy Hour  
By **Lesly Adams** [who is working her flight to/from Manilla]).
- Feb 19 – 20: McCormick Palm Springs Collectors Car Auction  
19<sup>th</sup> – Palm Springs Air Museum and dinner with Palm Springs Corvette Club  
At LaQuinta Brewing Palm Springs Market  
20<sup>th</sup> – Viewing McCormick's classic car offerings  
Big Rock Pub and Grill  
RSVP to **Royann McClellan** if you are interested in going.

## ***FEBRUARY AND MARCH BIRTHDAYS***

Connie Cook	Feb 19
Yvonne Finocchiaro	Feb 14
Shirley Kingery	Feb 13
Rich LaFarge	Feb 14
Steve Schechner	Feb 27
Dave Delfab	Mar 22
Larry Harker	Mar 28
Meg Merkt	Mar 6
Gary Pebley	Mar 24
Marie Schilke	Mar 30



## **HAPPY HOUR FOR JANUARY JALISCO CANTINA, CARLSBAD**

It was a dark and stormy night . . . not really, but coming so fast after the holidays it was a smaller North Coast Vettes Action Group than normal. The food was great, service was terrific and we could see the Farmers' Market traffic pass by from our semi-private area. There are no photos, sorry. Thanks to each of you who enjoyed one another . . . and we'll see you in February too.

# BARRETT-JACKSON AUCTION RUN TO SCOTTSDALE



Special thanks to our reporters: Doug Johnson's comments are in regular type; Royann McClellan's comments are *in italic*:

The “run” to Scottsdale, January 21 to January 25, 2026. With one thing and another the road trip to Barrett-Jackson in Scottsdale, AZ got down to just three cars and six members, **Royann** and **Scott McClellan**, **Linda** and **Norm Pick** and **Susan** and **Doug Johnson**. We left on Wednesday for the drive out to Scottsdale with no trouble other than trying to stay together in the afternoon commute traffic. Per tradition, we enjoyed happy hour at the hotel.



The key part of the trip was Thursday, the hotel provided a shuttle to the Barrett-Jackson Auction, so we could leave the cars behind at the hotel. *The NCV dynamic six hit the Barrett-Jackson auction floor running. We logged over five miles checking out the auction floor, seven outdoor tents with six rows of 30+ cars per row, four football-sized interior tents filled with cars, vendors and people. For a million dollars you could pick up an Earth Roamer (traveling hotel room), helicopter or a pontoon boat. The cars being*

*auctioned have an approximate three-minute window to come up – over – and off the stage. If bidding is fierce, they linger a bit longer. As of Saturday night, over 2,000 cars had been auctioned.*

*This year's primary charity car, a bespoke 1 of 1 Stars and Steel-inspired 2026 Corvette ZR1X (based on the fastest car from an American manufacturer to lap the Nurburgring Nordscheife) sold for \$2.6 million. It was 100 percent of the hammer price, which benefits the Tunnel to Towers Foundation. Worn out, we went back to the hotel for pizza and game night. Car eye candy everywhere, but after five hours they kind of blend together.*



Friday was a trip out to the Musical Instrument Museum, which has over 10,000 instruments on display. After dinner at Sol Mexican Cantina, we gathered at the hotel for game night. Two games of Mexican Train and a word game later and then it was time for bed.

Saturday's agenda was the Penske Car dealerships and car museum. It showcases Penske racing with cars and stats up until 2022. Quick and fun experience. Rain was forecast so we changed our plans and toured Old Town Scottsdale--checking out the art galleries. Of course, we had to go to the Sugar Bowl for sundaes. The shop has been there for over 60 years and is still family-owned. *Twin Peaks* showed the ongoing Barrett-Jackson Auction and offered great bar food for dinner.



It was a fantastic trip!



Home again in time for football.



## ***VOICES FROM PAST NCV MEMBERS***

From Carol and Warren Elsasser:

“Warren and I are Honorary members of North Coast Vettes. We were active NCV members from 2005 until we moved from Oceanside CA in April 2018 to live in Leander, TX.

“In December 2025 our good friends and former NCV members, Jim and Phyllis Braun were flying from their home in Reno NV to Austin, TX for a family get together for the Christmas holidays. Warren and I live 20 miles North of Austin, so Jim called Warren to arrange getting together for dinner while they were here.

“So, on December 22, 2025 Warren and I met Jim and Phyllis at their hotel. After they arrived, the four of us walked a short distance to the Mexican restaurant La Frontera to have dinner. We didn’t know the restaurant would close at 7 pm for their Christmas party, but they let us stay to eat our delicious Mexican dinner with wine, and have a great time visiting and reminiscing of our time together in CA and our time in NCV. We left the restaurant at 9 pm while the restaurant staff was still having their party. We couldn’t believe how well it turned out.



Jim recently received his new C8 2026 E-Ray, so, of course, they talked about Corvettes. Warren now has a yellow C7.

Please tell everyone in NCV “hi” from us. We love getting the NCV newsletter each month and seeing all of the activities and trips scheduled. You are publishing a great newsletter. HAPPY NEW YEAR.” Carol Elsasser

# FTC ISSUES FINAL ORDER BANNING GM AND ONSTAR FROM SELLING DRIVER DATA FOR FIVE YEARS

By

**Keith Cornett**

Jan 16, 2026 – Photo credit Chevrolet

General Motors and its [OnStar division](#) are facing sweeping new restrictions after federal regulators determined the company had quietly collected and sold sensitive driver information for years.

Under a proposed settlement announced by the Federal Trade Commission, GM will be barred from sharing drivers' precise location and behavior data with consumer reporting agencies for the next five years. The order also requires the automaker to obtain explicit, opt-in consent before gathering any connected vehicle data.



The case began two years ago after a New York Times investigation revealed that GM and OnStar were harvesting data through the company's Smart Driver program—marketed as a safety tool meant to encourage seatbelt use and better driving habits. In reality, the investigation found that GM was selling detailed driver information to data brokers such as LexisNexis and Verisk, which then passed the data along to insurance companies. In some cases, drivers saw their premiums rise without ever knowing their own car had helped make it happen.

GM says it has since ended its contracts with both companies and shut down the Smart Driver program in April 2024. In its final order, the FTC accused GM of an “egregious betrayal of consumers’ trust” and prohibited the company from disclosing geolocation or driver behavior data for five

years, except in limited circumstances such as assisting emergency responders.

GM says it has already begun complying with the new requirements. Customers picking up a new GM vehicle are now asked at the dealership whether they want to allow data collection when enrolling in OnStar services. The company notes that OnStar features still function even if the customer declines.



GM also says it will continue collecting some information for internal research, but the data will be anonymous, stripped of identifiers, and cannot be used for marketing or sold to third parties. Under the settlement, GM must also delete or destroy all previously collected driver data, except when it is legally required to

retain information for law enforcement purposes. Otherwise, none of the data gathered in past years can be used again.

You can read the full decision from the Federal Trade Commission [here](#).

**Source:** [Federal Trade Commission](#) via [AutoEvolution](#)

**Related:**

[GM Ends Program that Shared Customer Driving Data with Brokers and Insurance Companies](#)

[GM is Now Facing a Lawsuit for Selling OnStar Driving Data to Insurance Companies and Data Brokers](#)

[\[VIDEO\] Check Your MyChevrolet App to Opt Out of GM Sharing Your Driving Habits with Insurance Companies](#)

# New LS6 Leak Confirms 6.7-Liter Engine Will Power the Stingrays in 2027

By  
**Keith Cornett**  
Jan 6, 2026



Photo Credit: Richard Prince for Corvette Racing

When *CorvetteBlogger* broke the news in late December that a [new 6.7-liter V8 engine was headed for the Corvette in 2027](#), the main assumption was that it would be for the new [Corvette Grand Sport](#), while also replacing the 495-hp LT2 engines in both the Stingray and E-Ray.

While that first leak was all about the LS6, we then had a specific Grand Sport leak a week later that the [Grand Sport Heritage Package with the Z15 RPO code](#) was also showing under the list of 2027 RPO codes. Both of these were made possible by JMB56 of the *Mid Engine Corvette Forum.com* who reached out to us to share that fun news! He provided those previous screen shots from the GM Parts Book that was originally shared.

Today, we came across another example what I think has to be definitive proof – again straight from GM's internal systems – that the new engine will indeed be used in the 2027 Corvette Stingrays.

The [post comes from Reddit](#) and it actually shows a printout from a GM screen showing their Vehicle Locator service. The original poster shared the following screen shot and then simply said, “*Work at a GM dealer and found this today...*” FYI, you can click the photo to enlarge it, and click again to close it:



When I first read this post over the weekend, I saw it to be another confirmation of the specs from the LS6 and the fact that it a GM screenshot again solidifies that the information is correct. Today while rolling through Reddit, I came across the same post again but paused after taking a closer look at it based on some of the comments, as the screenshot confirms the LS6 engine is coming in 2027 for the Corvette Stingray.

On the very right of the screenshot, the drop down shows a “2027 model year Corvette Cpe 2 DR Convertible” and in the middle section with the blue highlighting, it reads “1YC67” which is the GM code for the C8 Stingray Convertible. Finally, in the poorly circled left side, we can see the same LS6 engine designation that we broke on December 23rd – “LS6 – Engine Gas, 8 CYL, 6.7L, DI, PFI, OHV, ALUM, GEN 6.”

We can assume that both the Stingray model codes (1YC07 and 1YC67) would be showing the LS6 as the engine, and now that it’s confirmed for the 2027 Stingray, we would most likely see it for the two E-Ray models (1YG07 and 1YG67) as well.

Since our original post about the LS6 designation, GM has reportedly [scrubbed the Parts Book of any LS6 information](#) for the 2027 Grand Sport. So either our Reddit poster was in there early enough to get his own screenshot, or Chevy missed the one listed under the 2027 Stingray Convertible.

**Source:**

[Reddit](#)

**Related:**

[\[VIDEO\] Everything We Know about the 2027 Corvette Grand Sport](#)  
[GM Scrubs their Parts Book for Any Reference to the 2027 Corvette Grand Sport’s LS6 Engine](#)  
[Another GM Parts Book Leak Confirms Grand Sport Specific RPO Codes Twice Confirmed: GM Parts Book Leak Shows 2027 Grand Sport LS6 V8 to be 6.7 Liters!](#)

## GM DELETES CORVETTE GS LS6 FROM PARTS BOOK\*

The drama surrounding the new LS6 V8 engine expected to power the forthcoming C8 Corvette Grand Sport continues, with General Motors apparently tightening the lid by deleting the LS6 from the GM Parts Book. According to a recent post made to Mid Engine Corvette Forum, the new LS6 V8 that was initially listed in the Parts Book is no longer anywhere to be found. As reported last week, the GM Parts Book previously listed the LS6 as a 6.7L V8 engine with both direct injection and port injection, aluminum construction, and overhead-valve (pushrod) architecture. This isn't the only attempt that GM has made in deleting the new LS6 leaks from the internet. In addition, a YouTube video that allegedly featured the first audio recording of the LS6-powered C8 Corvette Grand Sport was apparently taken down at GM's request. The original discovery of the LS6 entry was credited to Mid Engine Corvette Forum user JMB56, who has previously leaked early technical details through similar means. In the latest post, JMB56 remarks that the LS6 takedown is similar to a parts-book leak involving the twin-turbo 5.5L V8 LT7 that powers the C8 Corvette ZR1 and ZR1X. For readers who may not remember, an earlier parts catalog leak exposed details of the twin-turbocharged 5.5L V8 LT7 prior to the debut of the new C8 ZR1, with GM reportedly editing the parts book to temporarily reclassify LT7 as a 4.3L diesel engine in an effort to throw enthusiasts off the scent. GM Authority has been following the development of the new Corvette Grand Sport for quite some time now, covering details like a design easter egg spotted on a C8 Corvette test vehicle that seemed to imply that GM was working on a new C8 Grand Sport.

Special thanks to those who helped with this newsletter: Mike Smith of Alberta Corvette Club, Doug Johnson and Royann McClellan. When I cannot attend, I appreciate the photos and commentary sent to me, thank you. Yvonne

***REMINDER: Be sure your membership dues are current so that you're included in the Master Roster. Dues are \$72 per couple or \$36 per person. Call Scott McClellan and let him know "the checks in the mail." The McClellan address is 2148 View Crest Glen, Escondido, CA 92026.***



## NCV BOARD OF DIRECTORS 2026

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