



October
2026



OCTOBER 2026 - EVENT CALENDAR

EVERY Thursday morning at 9am, North Coast Vettes members gather at the Coyote Café, 1450 North Santa Fe, Vista (corner of Bobier and Santa Fe); no rsvp required.

- Oct 1: North Coast Vettes monthly meeting at El Camino Country Club, Oceanside. No-Host dinner is at 5:30pm, with the meeting starting at 6:30pm.
- Oct 16: NCV Happy Hour, Enzo's, 1068 El Camino Real, ENCINITAS. 4PM (near McDonald's) RSVP **Marty Kuper** or **Mary Hantke**.
- Oct 23: Trunk or Treat, Camp Pendleton, 5 – 7pm. BRING ID/INSURANCE TO MEETING for **Bob Ekstrom**. (Oct 21 Trunk or Treat cancelled.)
- Oct 25: Julian Run for cider and apple pie, meet at 10 am. Refer **Royann McClellan**.



SEPTEMBER AND OCTOBER BIRTHDAYS

Dan Omniewski	Oct 3
Teri Johnson	Oct 4
Nancy Rutherford Felbab	Oct 15
Mike Eddy	Oct 24
Scott McClellan	Oct 28
Dave Tracy	Oct 30
Kay Wolfe	Nov 8
Jean Perkins	Nov 16
Carol Elsasser	Nov 19
Cynthia Tracy	Nov 22



SEPTEMBER'S NCV HAPPY HOUR, AMALFI RESTAURANT

Lake San Marcos' Amalfi Marina Grill and Restaurant was the location of the September NCV Happy Hour. One of the hottest days of the year required at least something cold to drink . . . so drinks and munchies were on tap for the wonderful turnout of NCV members. Thanks to **Dianne Grosenbach** and **DanO Omniewski** for putting the day together . . . and the reserved parking for at least 16 Corvettes.





Jan and Rick Weber



Dianne Grosenbach and DanO



Doug and Susan Johnson



Carm/Yvonne Finocchiaro



Scott McClellan, Mark Trapolino



Marie and Dave Schilke



Kathy Morey and John Trzcinka



Mike and Patty Eddy



Lee and Kathy Albertoni



Larry Harker, Norm and Linda Pick



Juliana Scoggins, Teri Johnson



Mike and Meg Merkt



Teri Johnson and Norty Steier



Donna and Scott White



VETTES OUT WEST – CAR SHOW—SEPTEMBER 12



Saturday, September 12, 2026 eight members of North Coast Vettes drove to Murrieta to attend the First Annual Vettes Out West Car Show. When the awards were distributed, NCV was honored with the biggest club participation award. Thanks to members **Royann and Scott McClellan, Mary Hantke and Marty Kuper, Norm Pick, Walt Perkins, Lisa Lerandeau, Mark Trapolino and Carm Finocchiaro**. This club tries to support those clubs whose members have supported us in the past . . . thanks to each of you.

CAR AND DRIVER ARTICLE

The article may be read at:

<https://www.caranddriver.com/features/a73414330/0-150-0-speed-test-2026/>

This from **Cary Thomas**: “The ZR1X destroys 12 other “super cars” in the 0 to 150 to 0 time. See graph below.

“One car is slightly faster to 150 – The “Lucid Air Sapphire” – all electric – but slower to stop.

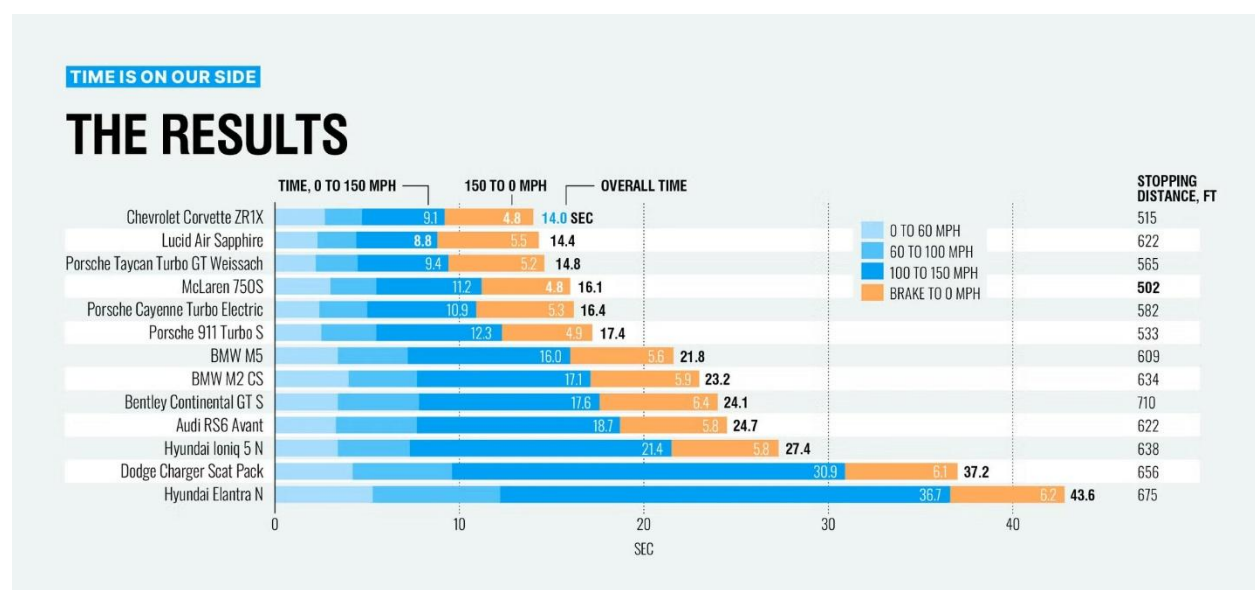
“One car is slightly quicker in stopping (by 13 feet) – the McLaren 750S – which costs \$410,000 to \$475,000.

“No car is faster in the combined performance. I’m guessing that this test is “independent” as it was performed by Car and Driver.

P.S. For Dodge fans, the Corvette could go 0 – 150 – 0 and then do it AGAIN in less time than the Dodge Charger Scat Pack can do it once! Or .

..

The Corvette could go 0 – 150 THREE times in the same space that the Dodge could do it. 😊



NAPA RUN – SEPTEMBER 2026

*It was six days of beautiful scenery, delicious food, wine and laughter for our 22 North Coast Vettes members who followed the **Carm Finocchiaro** path to and fro Napa. . . including: **Doug and Susan Johnson, Lisa Lerandeau and Mark Trapolino, Scott and Royann McClellan, Walt and Jean Perkins, Glenn and Sandy Peterson, Dave and Marie Schilke, Juliana Scoggins and Teri Johnson, Cary and Nan Thomas, John and Kathy Trzcinka, Scott and Donna White and Yvonne and Carm Finocchiaro.***



The Route

*Day 1: From Carlsbad to Atascadero via a picnic lunch stop at Manning Park in Montecito—with a Birthday Happy Birthday Hour for the birthday people: **Nan and Cary Thomas** (one day apart) and **Walt Perkins** at the Springhill Suites, Atascadero fire pit.*



MANNING PARK, MONTECITO



Day 2: Atascadero to Napa Valley, driving up Highway 1 to Big Sur, with a gorgeous lunch stop at Nepenthe Restaurant and on to the Springhill Suites Napa Valley . . . part of the group took the route through San Francisco, across the Golden Gate Bridge and had dinner in Sausalito.





Golden Gate Bridge



The Pacific from Nepenthe Restaurant



*Day 3: From Napa to the Castello di Amorosa where we toured the castle, including the torture chamber and jail, and enjoyed the wine tasting in the cellar. Lunch was hosted by **Nan and Cary Thomas** at No Love Lost in downtown Napa (owned and operated by Jay Nunez and Canon Thomas).*



CASTELLO DI AMOROSA



Yes, Scott W DID sit on the nail torture chair

Day 4: Some went to the Domaine Carneros and others ventured forward to the Ledson Winery in St. Helena . . . a most gorgeous environment (the former personal residence of Steve Ledson), which is now the wine-tasting environment. We enjoyed our pre-selected sandwiches under the oak trees on site . . . and the perfect weather. The fire pit at the Napa hotel also provided a casual, welcoming environment to share stories and lies.

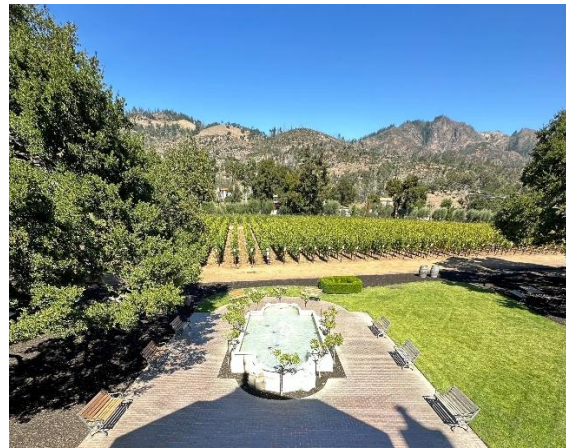
***Domaine
Carneros***



LEDSON WINERY, ST. HELENA



GORGEIOUS INTERIOR



Day 5: An open morning for touring/shopping we gathered together at the V.Sattui Winery for wine-tasting before heading back to the hotel. The evening dinner was held at the Culinary Institute of America Gatehouse Restaurant. There were new tastes to be had and new staff to assist but another beautiful environment in which to enjoy each other.



V. SUTTUI WINERY



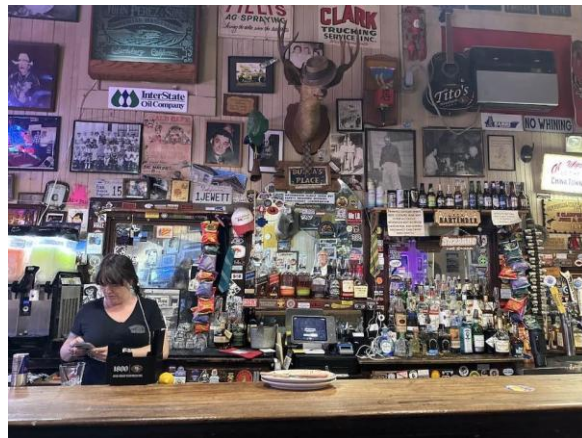


CULINARY INSTITUTE OF AMERICA



Day 6: The beginning of the return trip south, we drove east to visit the historic Chinese town of Locke, CA, having lunch in Al the Wop's Restaurant . . . and the ceiling of the bar area loaded with money. We spent the night at the Harris Ranch Resort and had a Happy Birthday Walt dinner together. Carm and Yvonne want to THANK our traveling buddies for the lovely meal.







*Day 7: It was back to Carlsbad . . . individually . . . as some wanted to leave early, some wanted to sleep in, some wanted to visit Clovis (**Lisa Lerandeau**'s home town where there was a balloon festival going on). Interstate 5 could put you to sleep if you were not watching . . . straight, dull and LONG through the Central Valley. (Editor's note: I think ALL OF US got caught in horrible traffic that extended our drive day beyond our planning . . . but all arrived home safely . . . and, hopefully, happy to have joined the group. [Just learned Royann/Scott and Lisa/Mark had a much easier drive home on Sunday, luckily.)*

RANKED: CARS THAT HOLD AND LOSE THEIR VALUE THE MOST

Key Takeaways

- The Porsche 718 Cayman has the lowest five-year depreciation in the ranking at 9.6%, while the Nissan LEAF loses 63.1% of its value.
- Six EVs rank among the 15 fastest-depreciating vehicles.
- Toyota places seven models among the 15 vehicles with the lowest five-year depreciation.

Five-year depreciation varies dramatically by model, with a spread of more than 50 percentage points between the best and worst performers in this ranking.

This graphic ranks cars with the highest and lowest five-year depreciation in 2026, based on data from [iSeeCars](#). The automotive research firm analyzed more than 950,000 five-year-old used vehicles sold between March 2025 and February 2026, with prices adjusted to 2026 dollars.

The study compares each vehicle’s average used price with its original manufacturer’s suggested retail price, or MSRP. Lower depreciation means a vehicle retained a larger share of its original purchase price.

Porsche Sports Cars Hold Their Value Best

The [Porsche 718 Cayman](#) stands out as the strongest performer, depreciating by just 9.6% over five years.

That works out to an average decline of only **\$6,988** from its original MSRP of approximately **\$72,800**. The Porsche 911 follows at 11.1%, while the Chevrolet Corvette ranks third at 18.7%.

Rank	Model	Avg 5-Year Depreciation	Avg \$ Difference from MSRP
1	Porsche 718 Cayman	9.6%	\$6,988
2	Porsche 911	11.1%	\$15,533
3	Chevrolet Corvette	18.7%	\$13,365
4	Toyota Tacoma	19.9%	\$6,426
5	Toyota Tundra	21.2%	\$8,746

Rank	Model	Avg 5-Year Depreciation	Avg \$ Difference from M
6	Honda Civic	22.9%	\$5,828
7	Subaru BRZ	23.7%	\$8,489
8	Toyota GR Supra	24.0%	\$13,963
9	Toyota RAV4 Hybrid	25.2%	\$7,731
10	Toyota Corolla Hatchback	25.5%	\$6,220
11	Toyota 4Runner	25.5%	\$10,697
12	Lexus RC 300/350	26.6%	\$12,674
13	Ford Mustang	26.8%	\$9,205
14	Toyota Corolla	27.6%	\$6,328
15	Toyota Sienna	28.5%	\$11,530

1963 CHEVROLET CORVETTE GRAND SPORT SOLD

“Monterey Car Week in California has concluded and auction prices are getting more outrageous every year. One of the most anticipated vehicles that was offered at the auction was the 1963 Chevrolet Corvette Grand Sport sold by RM Sotheby's. This special vehicle was expected to sell for around \$11 million to \$13 million but ended up going for an astounding \$18,705,000. That makes this car the most expensive Corvette ever sold and the third-most expensive American car to be sold at auction.”

“Corvette generations offer several trims with the Stingray being the base model and the Z06 being the more powerful version. Back in the 1960s, the Grand Sport was the top of the line. The original Grand Sport was made in secret since General Motors withdrew from factory racing after the success of its small block V8 in 1955. Even though corporate support was limited, the man known as “The Father of the Corvette,” Zora Arkus-Duntov, was working on a masterpiece behind the scenes. The small block V8 was replaced with a 377-cubic-inch V8 that had an estimated output of 600 horsepower and over 600 pound-feet of torque. While the modern Grand Sports are road cars, the original was meant for racing and was not built for

regular roads. One of the most important changes to this car compared to the road-going variants was the lightweight fiberglass body, thinner panels, fixed headlamps and other weight-saving additions. Most of the steel in the car was replaced with aluminum and the wheels lighter-weight magnesium. While the regular Corvettes of this era weighed around 3,200 pounds, the Grand Sport trimmed down to 1,900 pounds. "How does a Corvette command this big of a price tag? The Corvette is referred to by many as the working man's sports car. It offers the performance to compete with the best performing cars from Europe while being a fraction of the price. While that is still somewhat true today when focusing on the lower trims, auction vehicles are in a different class." The 1963 Grand Sport is one of five models built by the secret Chevrolet racing program under Arkus-Duntov. It's a purpose-built race car that was made to compete with the Shelby Cobra on the track and defeated it, earning the nickname "Snake Eaters."

***Special thanks to Mary Hantke, Carm Finocchiaro, Cary and Nan Thomas, Lisa Lerandeau and Juliana Scoggins for the photos.
(Additional photos follow.)***

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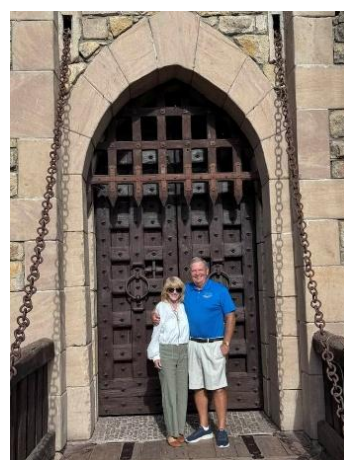
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FUN PHOTOS NOT YET INCLUDED





Jerry Padilla was our docent at the Ledson Winery

