

# SOUTHERN NEVADA CHAPTER

NEWSLETTER – DECEMBER 30, 2022





Volume 5 Number 4

# VIVA VETTE

<https://www.lasvegasncrs.com>

## CHAIRMAN'S MESSAGE



**H**appy New Year to all:

2022 was a good year for the Southern Nevada NCRS. I hope everyone had great holidays with family and friends. Our Southern Nevada NCRS Christmas Party at Atomic Motors on December 10 was a great success and once again John Buchholz did a great job along with Jack Gordan, and a special

thanks to Atomic Motors.

Now that the Winter Solstice has passed, the days will be getting longer. We will be looking forward to warmer weather in spring and getting the Corvettes out of the garage for various car shows and events. The first of which will be Laps for Charity Sunday January 23, at Las Vegas Motor Speedway. Go to the site to register for three laps around the track, with all monies going to Children's Charity.

Our next meeting will be at Atomic Motors Tuesday January 10, at 6:30. We hope to see all our new and old members in the new year.

Happy Corvette Motoring! **SNC Chairman Frank Fopiano**





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## NATIONAL CORVETTE RESTORERS SOCIETY

### Southern Nevada Chapter Board Members

## 2023

Leadership	Assigned	Contact
Chairman	Frank Fopiano	<a href="mailto:ffopiano@yahoo.com">ffopiano@yahoo.com</a>
Vice Chairman	Candace Paulino	<a href="mailto:auburncordlady@gmail.com">auburncordlady@gmail.com</a>
Judging Chairman	Don Stefanich	<a href="mailto:dstefanich@cox.net">dstefanich@cox.net</a>
Secretary	<b>Open Position</b>	<b>Open Position</b>
Membership Manager	Bridget Edwards	<a href="mailto:bridgetlv76@gmail.com">bridgetlv76@gmail.com</a>
Treasurer	John Buchholz	<a href="mailto:jabsname3@embarqmail.com">jabsname3@embarqmail.com</a>
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## JUDGING CHAIRMAN'S MESSAGE



**W**e held our Flight Judging Event at Atomic Motors on November 6, 2022. We judged one Corvette, a 1973 Coupe entered by Gary Suppe. The following nine members from our club participated in the judging: Gene Belin, Frank Fopiano, Mike Paulino, Candace Balcom Paulino, Felipe Wentzel, Jack Gordan, John Buchholz, Steve Ciaccio, and Don Stefanich. We also had a guest judge from the Southern Arizona Chapter, Pat Garland. Tabulators were Linda Ciaccio, Brenda Wentzel, and Janet Buchholz. The following members had Sportsman entries: Steve Ciaccio, John Buchholz, Felipe Wentzel, and Don Stefanich.

Gary was awarded a Second Flight Award with a score of 89%. This was a very good showing for his first entry into NCRS judging. Maybe Gary will be motivated with this success and correct some areas that resulted in deductions and enter the 1973 again with hopes of obtaining a Top Flight Award.

The judging event went very smoothly. The judging took longer than anticipated but that was no surprise to anyone. The lesson learned from this event is that even though we are a small club, we can get everyone's participation and make a judging event successful. There will be a judging event in 2023 but it has not yet been scheduled. When it is, please volunteer to participate as you did in 2022. If this happens, we will have another great event in 2023!

***Don Stefanich, SNC Judging Chairman***





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## ON THE LIGHT SIDE

### Retirement Home

A woman moves to a retirement home, and her sons each decide to give her a nice gift as a token of their gratitude.

“I will buy a **Corvette**, for mom,” the oldest says, “at least 100 thousand dollars’ worth, so she can enjoy a nice drive.” “I’ll buy her a luxurious villa with a downstairs bedroom and bathroom,” says the second, “that way she can live independently again.” “I am buying her a million-dollar parrot,” the third one says, “unique in its kind, one that can talk like the best.”

A few weeks later the first son receives a thank you note from his mother:

“Thank you for the **Corvette**, son, but my vision is no longer what it used to be, so I can't drive a car any longer.” The next day the second son also receives a letter: “Thank you for the pretty house, dear, but I didn't move to an old age home for no reason...” A day later the third son finally gets his letter: “My boy, thank you so much for your gift, the chicken was delicious.”



# DECEMBER 10<sup>TH</sup> CHRISTMAS PARTY



***Our first Christmas party after the pandemic brought 18 members to enjoy a special celebration with Atomic as our host. Thanks to John Buchholz and his team, along with Jack Gordan for all the coordination and preparations.***



***Merry Christmas***



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## 2022 Concours d' Elegance

The third-annual Las Vegas Concours d'Elegance, took place October 28-30, 2022, at the spectacular new venue, the Wynn Golf Club, where magnificent collector cars were situated on the rolling fairways, and included 230 cars judged across 15 classes. The participating vehicles represented every era, from a **1933 Duesenberg "20 Grand"**, which went on to win the Best of Show Pre-War award, and the Best of Show Post-War winner was a **1951 Delahaye 235** presented by Peter and Merle Mullin of the Mullin Museum. According to Wynn Las Vegas, this particular example is the fifth of only 84 produced between 1951 and 1954 by the French carmaker.

Previously, many of our NCRS members participated in volunteering for this exciting event in 2021 with the iconic orange shirts. **This time our very own Steve and Linda Ciaccio entered their 1960 Corvette; and Michael and Candace Paulino entered their 1954 Corvette roadster.**











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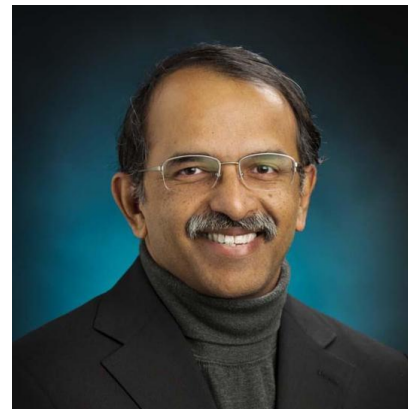
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## RON MATHEWS' INDY 500 PACE CARS

*It gives me great pleasure to introduce to you Dr. Ron Mathews, one of the principal founders of our Las Vegas NCRS Chapter. Ron was instrumental in bringing together several people who are now charter members. His enthusiasm ignited a vision for launching the first NCRS Nevada Chapter and we are grateful for his continued support. Ron accepted an opportunity to serve as Professor of Urology and Pediatrics at Southern Illinois University, in Springfield, IL. We hope to have Ron back in Las Vegas, and join us again when he visits! He has a passionate love affair with the Indy 500 Corvette Pace Cars and he writes to share his experiences with us.*

My uncle had purchased a 1978 Corvette pace car from a colleague in Kansas City. One look at the dual color car with the bold graphics, and I was hooked on getting a pace car. Although not my first Corvette, having purchased a 1985 Corvette in 2000. When the 2007 Corvette pace car was announced, I had the resources to purchase the car pre-production. This was an interesting experience, as the dealer that I contacted in Maryland, had no idea what a Z4Z option was. I therefore got a great deal on the car, and put my money down.



Imagine the dealer's surprise when the car was delivered. They were completely taken aback by how good the car looked. They asked if the car could be used for Cal Ripken's retirement parade. *(Cal decided that he wanted a plain white Corvette - so that people would concentrate on him rather than the car - too bad).* Since getting the car, I have driven it at the Baltimore Grand Prix Road course, and have driven it across the country twice. Amy and I have also driven the car at the Brickyard, at one of the prior Bloomington Gold events.

After the 2007 became part of the family, I saw a 1995 car with 4K miles on the odometer, being sold by a dealership in St Louis. The car came with complete documentation, and also had a lot of extras that the prior owner had collected over time. This included the original hats and t-shirts from the 1995 race and other memorabilia.



This car, now with 27K miles has been to Las Vegas and back, and just scored top honors at Bloomington Gold. We had the opportunity to drive the car on the Las Vegas Super Speedway and also had the car at various other shows, where it is always greeted with great compliments. We also met the prior owner at Bloomington Gold events.



**RON AND AMY**



### ***Additional Corvette History by Ron “Setting the Pace at Indianapolis and Beyond”***

Pace cars have been a fixture at the Indianapolis 500 race since 1911. The role of the pace car for the race is twofold. It permitted a rolling start for the race, which was actually safer for the cars and drivers, and also to slow the field in the event of an incident on the race-track, whether it was to clean up debris, or to manage a crash.

The pace car would take the field of race cars in triple file around the track allowing the engines and tires to warm up to racing conditions, before leaving the track and allowing the racing to commence. These parade laps typically included three parade laps and one pace lap. During caution situations, the pace car would drive out in front of the lead race car and then collect all of the other competitors in single file to slow down the entire field for safety. This role of the pace car did not start until 1975. Importantly, when pace cars were set up for caution duties, they were left running for the entire timeline of the race, so that they could respond rapidly, when called to action on the track.

Most pace cars were solicited from manufacturers, that used the venue to showcase their latest products. The cars were designed to be easily identified on the race track, with vibrant colors and decals. Many cars that were provided to Indianapolis for use as pace cars required significant modification of their engines and drivetrains, from their street legal counterparts. This was particularly true for cars like the Chevrolet Beretta. In addition, the manufacturers typically provided a further number of “stripped” down cars to be used as festival cars to be used during the race.

The first Corvette to pace the Indianapolis was **1978** which was the 25<sup>th</sup> anniversary of Corvette. This was C3 dual color (black and silver) car. It was driven by Jim Rathman. As an advertising gimmick, Chevrolet decided to provide one replica to each of its dealerships. This led to 6502 pace cars being sold, each listed at \$13653.21 above the base price. They sold quickly, and sometimes for even more than the listed prices. All of the pace cars had the L82 engine option (220hp).

In **1986**, Corvette was back pacing the Indianapolis 500. This year a yellow C4 convertible driven by Chuck Yeager was selected for the pacing duties. That year, all Corvette convertibles, whether yellow or not, were designated as pace cars. The cars had a dash board badge proclaiming their pace car status and owners were provided with the option of having the entire suite of decals installed on their cars. Most did not bother. This however led to 7,315 cars identified as pace car replicas, however most collectors only consider the yellow convertibles (732) to be true pace car replicas. The stock car was \$27,027, and the convertible option increased the price to \$32,032. The Corvette only required safety lights and decals to be pace car ready, but otherwise had stock underpinnings.

Corvette next paced the Indianapolis 500 in **1995**, with Jim Perkins at the wheel. It was near stock LT 1 Corvette C4 convertible, but was as flamboyant as the 1986 version was plain. It featured a two-tone paint scheme with dark purple metallic laid over an arctic white body. Additionally, there were red and white graphics running down the flanks, making this an eye-catching automobile. 527 pace car replicas were built in '87 and sent to Indianapolis; 20 went overseas, 415 were sent to top performing dealers. The cars that were originally sent to Indianapolis did not include the Official Pace Car decal. Chevrolet, had to therefore provide this to owners after the fact. Many did not bother to get them, making these decals impossible to obtain any longer. They have a font that was nonstandard and are made with the same body color as the car (metallic purple), making them impossible to duplicate. Aside from safety lights, the car retained all of the stock drivetrain from the production 1995 Corvette – coming in at 300hp. Unlike the stock cars, the pace cars had similar size front and rear wheels and tires and had wheels borrowed from the ZR 1 cars. The pace car option (Z4Z) was an additional \$2,816 over the base price of the convertible, that had jumped to \$43,665.

An even more flamboyant **1998** C5 Corvette convertible was selected to pace the Indianapolis 500. The car was driven by Parnelli Jones. This was the 20<sup>th</sup> anniversary of the first time that Corvette had paced the 500. The only modifications needed for this Radar purple metallic machine to be able to pace the race, were the additional of light and safety harnesses. The car also featured special bright yellow wheels and interior, making this a hard to miss car. Only 1,163 pace car replicas (Z4Z option) were built in 1998. This car featured the LS 1 engine, boasting 345hp. The replicas Z4Z option pricing varied by transmission with either automatic (\$5,039) or manual (\$5,804) transmissions. This was above the base price of \$44,425. All of the decals were installed by the factory and were no longer provided to be installed by the owner.

**2002** brought Corvette back to pace car duties at the Indianapolis 500. Chevrolet had by now developed an exclusive contract with the Indianapolis 500 and after 2002, all pace cars have come from Chevrolet. This return to pace car duties came on the 50<sup>th</sup> anniversary of the Corvette and three **2003** 50<sup>th</sup> anniversary red Corvettes were sent to Indianapolis for pace car duties. The car was a coupe with gold decals, driven by Jim Caviezel. The interior was shale. The car also came with gold painted wheels. Although some of the features like the exterior and interior colors, and wheels were sold in 2003, no Z4Z option was available for this year. All of the 2003 Corvettes had special 50<sup>th</sup> anniversary badging. Some owners purchased the decals and installed them on their red 50<sup>th</sup> anniversary red cars to make them into pace cars, but none of these are considered true pace car replicas.

Following the 2002 exclusive contracts with Chevrolet, Corvettes and Camaros became a mainstay pace car of the Indianapolis 500. They required very little modification to be able to pace the race, due to the fact that the stock cars already had upgraded engines and drivetrains.

In **2004**, Corvette again paced with a white convertible with blue flanks and patriotic flag graphics, driven by Morgan Freeman. This was the final hurrah for the C 5 Corvette. No Z4Z option was available in 2004. Corvette did have a Commemorative edition that was based off the highly successful C5R race Corvette, that had earned a total of 33 1<sup>st</sup> place finishes, including 3 wins at the 24 hours of Lemans (2001, 2002, 2004).

**2005** marked the launch of the C 6 Corvette, and a return back to pace car duties for the Corvette. The Corvette pace car was bright red with a large silver stripe on the hood. No Z4Z option was offered for 2005. The car was driven by General Colin Powell. Minimal modifications were made over the stock Corvette to permit pace car duties.

Corvette again paced in **2006**, this time with an arctic white C6 ZO6 coupe with massive patriotic red white and blue graphics. The car was piloted by Lance Armstrong. Minimal modifications were required for pace car duties. This car was also not offered as a Z4Z option.

An atomic orange C6 Convertible was the pace car for **2007**. Driven by Patrick Dempsey, the car featured gold graphics running down the sides of the car. 500 cars were offered with the Z4Z option, all of them with graphics installed at the factory prior to delivery. The interiors were provided with black leather and all had automatic transmissions. Additional specific items included in the Z4Z option were special Indy 500 wheels, matching colored engine valve colors. Interestingly, the 2007 Corvette pace car was the only version of a pace car that was permitted to have a decal reading **Official Pace Corvette** rather than "Official Pace Car". The Z4Z option included the 3LT package that increased the price by \$5,540, over the base price of the convertible (\$52, 910). The only decal not installed, was the Chevrolet windshield decal.



***Ron's Atomic Orange at the "Yard of Bricks"***



An E85 fueled **2008** ZO6 coupe driven by Emerson Fittipaldi, paced the Indy 500. This car has very specific green paint. Additionally, a black and silver version was also created to commemorate the 30<sup>th</sup> anniversary of the first time that Corvette had paced Indy. This latter version, was the one that was sold as the pace car replica. 500 of these replicas with the Z4Z option and signed by Emerson Fittipaldi were sold to the public. It featured the LS3 engine with 436HP. These cars could be ordered in either coupe (246 units) or convertible form (266 units) and could have been ordered with either automatic or manual transmissions. Graphics were installed at the factory. Base price of the 2008 Corvette was \$45,170.

**2012** saw Corvette returning to pace car duties with a White ZR 1 coupe and minimalist blue graphics. The car was driven by Guy Fieri. No Z4Z option was available for this year. Corvette instead elected to concentrate on the Centennial edition Corvette which came with Carbon Flash Metallic finish and satin black graphics. There were also special graphics to commemorate the centennial of Corvette.

**2013** saw Corvette pacing the Indianapolis 500 again for an incredible 12<sup>th</sup> time. Since the C 6 was ending its remarkably successful run, a 2014 C7 Laguna blue Stingray coupe piloted by Joseph Harbaugh was the pace car for this year. No pace car replicas were offered for sale.

Corvette was again chosen in **2015** to pace Indy. This time a white C7 Corvette Z06 coupe with a relatively mild color design was pacing the race. This was a white car with Indy decals on the doors and hood. Again, no replicas were offered for sale.

In **2017**, Corvette was again chosen to pace in the race. This time a Corvette Grand Sport Coupe was chosen with white body, a blue stripe down the center and red accents was the Pace car. No cars were offered for sale this year either. This year and every future Indy 500 have been paced by Corvettes.

**2018** saw Corvette again pacing the race. The ZR1 coupe in electric blue with a large rear wing was the chosen car. No replicas were offered for sale.

**2019's** pace car was again a Corvette, this time a Long Beach Red Metallic Corvette Grand Sport Coupe. Featuring bright white stripes, with a ground effects kit, this is another striking car. However, it was not available as a replica for sale.

**2020** saw the next generation C8 Corvette pace the race. This was a Torch Red Corvette with a large rear wing and special race graphics. No replicas were offered with the graphics package, although all of the options on the car could be purchased from the company.

**2021's** pace car was a convertible C8 in bright white with yellow and black accents, reflecting Corvette's racing colors and a large performance wing. No replicas were offered by GM.

**2022's** pace car was the 2023 C8 Z06 again in bright white, with red and black center stripes and Indy 500 graphics on the doors. This car also came with the large rear wing and every other option available on the Z06. No replicas have been offered this year either.

***We thank you Ron and Amy for sharing your Indy 500 Pace Cars!***







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## THE NOVEMBER 6, JUDGING EVENT



## THE SPORTSMAN ENTHUSIASTS' LINEUP

JOHN, STEVE, DON AND FELIPE



## TEAM LEADER INSTRUCTIONS







## ***CANDACE AND MICHAEL - INTERIOR***





***FELIPE, JACK AND TEAM LEADER STEVE  
EXTERIOR***



**STEVE, MICHAEL, JOHN AND GENE**



**STEVE, GUEST- PAT GARLAND, DON - MECHANICAL**





National Corvette Restorers Society

**1973-1974 3rd Edition**

# Corvette Technical Information Manual and Judging Guide



- Vital reference information for purchasing, restoring and automating your Corvette.
- Minute details uncovered during four decades of NCRS research into factory originality.
- Includes color photos.







***DON STEFANICH AWARDING GARY SUPPE  
2<sup>ND</sup> FLIGHT AWARD***





**CONGRATULATIONS GARY!**

**ALL JUDGES**

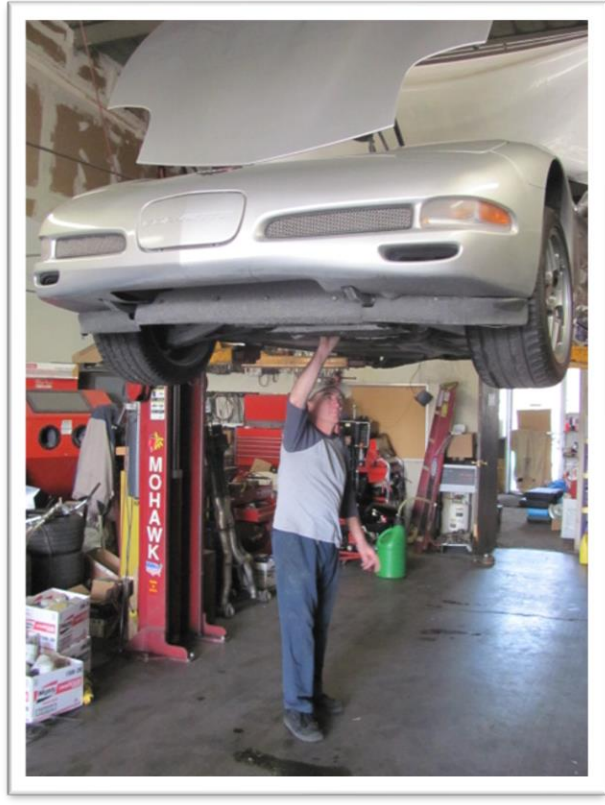
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**JANET, BRENDA, AND LINDA**

**OUR HOST – ATOMIC MOTORS - BILL, CAT AND JACK**

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## THE MARKET PLACE



I have an amazing cool collection of GM Chevrolet Corvette dealer promotional models. Some of these were limited edition, and some are very rare models. MINT condition in their original boxes. **Selling them individually.** Please message me with any questions. [sacvet60@ciaccio.us](mailto:sacvet60@ciaccio.us)

*Corvette Black Cologne has great juicy fruit highlights with smooth hints of floral. Inspired by the adventurous nature of a Corvette sports car, this cologne is sophisticated and fun.*

*The top notes are pear and tangerine. The heart notes are violet, rosemary, and lavender. The bottom notes are amber, musk, and patchouli. Contact: [Felipew@cox.net](mailto:Felipew@cox.net)*

**702-577-5986 *Corvette Blue is Sold Out***





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*Corvette sales brochures would have been available at your Chevrolet dealers. You would have to persuade the dealer to share one, to help you decide the options you want when placing your order, although most can be downloaded today from the Corvette website.*

*Over the years we can see that these brochures got creative and more extravagant. The*

*marketing language is fun too. Show your Corvette and leave one on the front seat. Here are a few hard to find, that are brand new, and for only 15 bucks with one half, going to our Chapter. I*

*have a few others, please ask.*

*Felipe*

**2017**

**2005**





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**2022 CHAPTER EVENT SCHEDULE NCRS WEB SITE [HTTP://WWW.NCRS.ORG](http://www.ncrs.org) CLICK EVENTS LINK  
*CHECK FOR CANCELLATIONS***

## 2023

**JANUARY 10** CHAPTER MEETING AT 6:30 PM – ATOMIC MOTORS, 704 W SUNSET ROAD  
**MARCH 14** CHAPTER MEETING AT 6:30 PM – ATOMIC MOTORS, 704 W SUNSET ROAD  
**MAY 9** CHAPTER MEETING AT 6:30 PM – ATOMIC MOTORS, 704 W SUNSET ROAD



***DON'T FORGET "THE CAR SHOW ON EASTERN" BY CELEBRITY CARS, EVERY SATURDAY MORNING FROM 7:00AM TO 10:00AM, SANSONE PARK PLACE 9500 S. EASTERN AVE 89123. EASTERN NEAR THE 215.***

***NEVER MISS "THE GREAT GATHERING" AT ATOMIC MOTORS SATURDAYS FROM 10AM – 2PM!***

***Hertz offered a handful of 1963 Corvette "ski cars" in Colorado that wore snow tires and were equipped with rear-mounted ski racks.***







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## CORVETTE LINKS

### NCRS

<https://www.ncrs.org/>

### CORVETTE FORUM

<https://www.corvetteforum.com/>

### BOWLING GREEN ASSEMBLY

<https://gmauthority.com/blog/gm/gm-facilities/gm-usa-facilities/gm-bowling-green-plant/>

### CORVETTES AT CARLISLE

<http://carlislemediasite.com/carlisle-events/corvettes-at-carlisle/default.aspx>

### NATIONAL CORVETTE MUSEUM

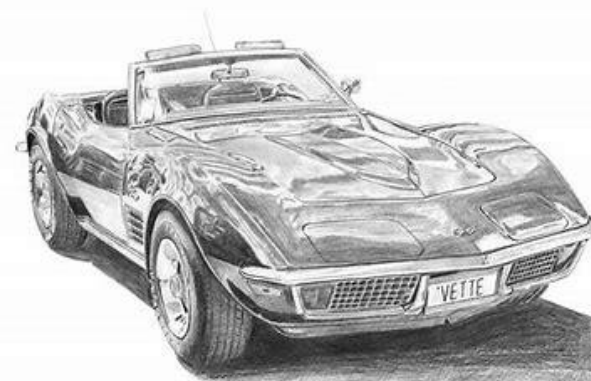
<https://www.corvettemuseum.org/>

### BLOOMINGTON GOLD

<https://www.bloomingtongold.com/>

### CORVETTE MAGAZINE

<https://www.corvette-mag.com/>





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## CORVETTES ARE ALL WE DO

FOR MORE INFORMATION CONTACT JOHN BUCHHOLZ  
JABSNAME3@EMBARQMAIL.COM 702-897-007767



*THANKS TO ALL MEMBERS WHO CONTRIBUTED WITH SUBMISSIONS AND SUPPORT!*

# Thank You