



NOVEMBER 2023, VOL 7-5

NEXT MEETING DECEMBER 14, 2023

WWW.VILLAGEVETTES.COM

Visit our website at www.villagevettes.com for changes and updates to the schedule

VILLAGEVETTES CORVETTE CLUB

2023

EVENTS SUMMARY

NOVEMBER

- 11/10/23, Fri. "Vettes on Paddock Square" 32 cars VVCC only on Brownwood Square **7 Spots Remaining**
11/15/23, Wed. Christmas Tour Stetson Mansion followed by dinner at Deland Stockyards (Dylan/Erin Todd GL)
(Don't forget to prepay at Stetsonmansion.com) Filled with waitlist
11/18/23 Sat. "Corvette Party" at Ferman Chevrolet, Tampa **VVCC Flash Mob Event**

DECEMBER

- 12/07/23 Thurs. World Equestrian Center, Ocala Winterfest Event **VVCC Flash Mob Event**
12/14/23, Thurs. VVCC Christmas Holiday Party at Eisenhower Rec Center with Clark Barrios entertaining **33 spots left**

JANUARY 2024

- 1/10/24 Wed. Mecum Kissimmee (details forthcoming)
1/16/24 Tues. New Members Get Together TBD
1/17/24 Wed. Corky Belles, Palatka. GROUP LEADER NEEDED
1/26/24 Fri. Drifter Riverfront Restaurant, Astor GL NEEDED
1/27/24 Sat. Brownwood Car Club Showcase (24 cars) TBDFebruary

FEBRUARY

- 2/05/24 Mon. Inn On The Gulf, Hudson. GL NEEDED
2/16/24 Fri. World Equestrian Center, Ocala GL NEEDED
2/23/24 Fri. VVCC on Paddock Square, Brownwood (32 cars)
2/29/24 Thurs. Puddle Jumpers, Tavares GL NEEDED

MARCH

- 3/07/24 Thurs. NPD Car Collection/Lunch at Braised Onion, Ocala
3/13/24 Tues. Baseball Spring Training, Lakeland (date/location to be confirmed)
3/21/24 Thurs. The Cove Resort and Pub, Inverness

**GROUP LEADERS ARE STILL NEEDED FOR SEVERAL EVENTS,
PLEASE STEP UP AND VOLUNTEER... BE A LEADER!**

Please remember that our activities and events may change a bit from time to time so please check the calendar for latest news and updates on activities. Also, we are selling out quickly on many of the events so register early if you're intending to attend and, if the registration is full, make sure to use the "Waitlist" button in case someone cancels.

Presidents Message

Since we only publish a newsletter every other month, this is the last article I will be doing as your President. Back in November of 2020 when I ran for the Board, I knew it was for a one-year term. However, when the time to step down came I was convinced to do another year. Even though 2023 has been a very tumultuous year it has still been my honor to serve as your President. While I will no longer be on the Board it is still my intent to remain active and assist the new Board in any way that I am able.

On September 28th ten members of the club participated in the Honor Flight. As usual we met at Colony Recreation Center before caravanning to the Walmart in Leesburg. There we meet the three busloads of veterans returning from Washington. While this is a late evening event, it is still one of the best ways to thank those who have served our country. We always receive accolades from the organizers and participants of the Honor Flight. Of course, I am disappointed that we can only get 10 cars out of 393 in the club.

For those members that are unable to participate at night, there is a "Flightless" Honor Flight on November 18th. This escort is from Eisenhower Recreation Center to the American Legion. Participants need to be at the recreation center at 1:30 PM for a 2:15 PM departure.

At our October 12th meeting the Board provided free hot dogs for those in attendance. Our normal attendance at a meeting varies between 90-110. For this meeting we had **175** registered to attend. This event did not happen without a major issue. It was learned at the 11th hour that our vendor didn't have the required paperwork to serve food on Villages property. Because of this, and the high probability of rain, the event was moved indoors. In order to make this a success the Board stepped up by picking up the prepared food, bringing it to Eisenhower, setting everything up and then serving those in attendance. Due to twenty members not showing up, we donated the remaining food to the firefighters across the street from the Recreation Center.

On October 17th we held our annual "Toys for Tots Kickoff Event" at George Nahas Chevrolet. There were 117 Corvettes participating from our club and six surrounding clubs. It was a successful start to the campaign with \$6,549 and 166 toys donated. While this was great, it is only the beginning. Until we have our caravan to the distribution center on November 29th, we need our members to get actively involved. Last year I was able to get over \$4,100 and 40 toys just by sending out email blasts to my current and old neighborhood. There is a solicitation letter that you can download on our website that you can use to send to your village. Also, make sure you register to attend the T4T caravan on the 29th so that we can give the Marine Reserves an accurate count so they can order the food from Mission BBQ.

On October 3rd I was advised, by member Jim Roberts, that the wife and eleven-year-old son of a Sheriff's Officer killed in the line of duty were travelling to the Villages for a short stay. Knowing that, it was decided to provide them an escort from Homestead Recreation Center to the home they were staying at in the Village of Citrus Grove. So, when Shannon & Rylan arrived from the airport on October 17th, they were met by 25 club members and with the assistance of the Sumter County Sheriff's Office escorted to the house. Members who were retired law enforcement gave the young boy, Rylan, department police patches and challenge coins. Thanks to the efforts of Jim Roberts, they also received a tour of the Sheriff's Office Headquarters and Wildwood Police Headquarters for the following day.

On October 31st there was a Celebration of Life for deceased member Ron Ficarro at Havana Country Club. The family, through Dick Ford, wondered if there could be a display of Corvettes at that location. The members of the club really stepped up with 47 Vettes staging at Colony Recreation Center for a caravan to Havana. Fortunately, I was able to make arrangements for the Sumter County Sheriff's Office to escort us up Morse to the country club. The family and friends of the deceased gathered outside the club to view our arrival.

As you are aware, our December meeting will be when we hold our annual Holiday Party. The buffet dinner is being catered by La Hacienda and Clark Barrios will be the entertainment. As of this writing we have 108 registered for the event. This event always fills up with a capacity for only 152 people so make sure that you sign up soon.

Rich Rose
President



Toys for Tot's "Kick-Off"



The recent "Kick-Off" event (Saturday, 7 October '23) provided a great launch for the club's 12th Annual Village Vettes Toys-For-Tots Campaign. One hundred and seventeen Vettes (117) representing six area local Corvette clubs gathered at the Nahas dealership. The great weather and DJ "Mark The Shark" energized the attendees who enjoyed the food, games, and prizes. A spirited auction and a 50-50 raffle augmented the event. In the end, \$6,562.00 cash and 166 toys were collected to put the club on a path for a successful campaign.

With this event, our club campaign has begun the effort to provide a message of hope to the less fortunate children within the tri-county area and for them to experience the joy that is the Christmas season. As in previous years, 2023 is expected to be a very difficult year. Members are encouraged to "pitch-in" with their individual measures for supporting the campaign. (i.e., boxes placed at resident, neighborhood solicitation, driveway parties, etc.). Your efforts to obtain the needed donations are only limited by your imagination. Jan LED-BETTER, the Marine Corps League Coordinator for the 2023 Toys-For-Tots Campaign, has echoed last year's situation of a problem to obtain toys for the older boy/girl age bracket. She has made an appeal for us to promote toys for the 11-12 year old boys/girls.



The club website, <https://village-vettes.clubexpress.com>, affords members an easy way to make a cash donation to this year's campaign. Cash donations is the preferred option. This allows the Marine Corps League to purchase needed items in bulk at a reduced discount without a sales tax. Donations rendered by check should be payable to "Toys-For-Tots," with the "Village Vettes" annotated on the memo line. The Toys-For-Tots organization is a 501 (c) (3) charity. It should be noted, 98% of donations are utilized for the purchase of toys.



Our campaign will cap-off with The Village Vettes 12th Annual Toys-For-Tots Caravan occurring on Wednesday, 29 November '23 at the George Nahas Chevrolet dealership. Always a fun event, the membership will members are invited to tour the facility, observe the process for toy distribution, meet the staff, and enjoy a lunch. As in previous years, members will rally at the Nahas dealership (09:00 AM) to enjoy coffee/donuts and bag/load the collected toys. We will depart the Nahas dealership at 10:30 AM for an expected arrival at the Marine Corps Collection site at 10:45 AM. The Caravan will be escorted by local law enforcement for the cruise to the

collection site. To facilitate the logistics of this event, members are encouraged to register via the club's web site for the event.



Picturing the joy on children's faces is what gets Mike White excited for the Village Vettes Corvette Club's Toys for Tots drive each year.

On Saturday, the club will have its 12th annual kickoff event at George Nahas Chevrolet in Wildwood to mark the beginning of the toy collection season, and members invited seven other Corvette clubs from the tri-county area to attend.

"Our members have big hearts, and we seem to outdo ourselves just about every year," said White, of the Village of Piedmont. "We collect toys as well as cash for donations."

When the club started the event in 2012, they raised \$3,954

The Villages®
DAILY SUN

FRIDAY, OCTOBER 6, 2023

TOYS

Continued from A1

and collected 780 toys. Last year's event brought in more than \$45,000 and 1,648 toys for kids in need for the holidays.

"We are all incredibly proud of what we do," White said.

White said members host driveway parties and set up collection boxes in their neighborhoods to gather toys and money. Anyone who would like to donate can email White at mikewhite410@gmail.com or Jim Loguidice at jlog323@hotmail.com.

"The kickoff event always sets the mood, and we play music and games," White said. "The price of (an invitee's) admission is a donation or an unwrapped toy."

The club will be collecting donations until Nov. 29 and will be giving its donations to the Col. Phillip C. Delong Marine Corps League Detachment 1267 in The Villages.

Bill Ward, of the Village of Hillsborough, is the commandant of the detachment and said the group does a lot of preparation for toy drive season.

The organization puts out around 450 boxes throughout Lake and Sumter counties to make sure anyone who wants to donate can do so conveniently. Boxes will be set up at all recreation centers in The Villages from Oct. 18 through Dec. 7.

"It is a great time of year for us, and it feels good to help so many kids," Ward said. "Last year we distributed about 50,000 toys."

Marine Corps Reserve Maj. Bill Hendricks and his wife, Diane, started Toys for Tots in 1947.



Submitted photo

Members of the Village Vettes Corvette club distribute and organize toys and bikes at the 2022 Toys for Tots distribution event. This year's event kicks off on Saturday at George Nahas Chevrolet in Wildwood.

Diane started making toys to donate to children, but there was no existing charity that would distribute them, so they started one themselves.

To date, the nonprofit has donated 652 million toys to nearly 300 million children.

Ward is proud to be part of the cause.

"It just feels good knowing we can help so many children," he said.

Jan Ledbetter, of the Village of Pennecamp, is the volunteer coordinator for the Lake and Sumter counties Toys for Tots

campaign for the first time this year.

"It's a great charity to belong to because they put the kids first," she said. "Having a campaign in The Villages is a great thing because we have so many clubs and groups that donate."

Ledbetter said people have parties and make bringing a toy the only requirement to attend. She also said she once had someone throw themselves a retirement party and ask for

toys instead of gifts.

"Plus we also have our scheduled events like the light-up boat parade in Mount Dora and the bike bash at our local Winn-Dixies," Ledbetter said. "We prepare well in advance for this and our schedule is busy, but it's a good busy."

From 6 to 9 p.m. Dec. 2, they will be collecting donations at the annual Lighted Boat Parade alongside Toys for Tots Night of Lights at the Mount Dora Boating Center and Marina.

For more information about events and donations, email Jan Ledbetter at oxford.fl@toysfortots.org or call 352-459-7229.

Senior writer Maddie Cutler can be reached at 352-753-1119, ext. 5386, or maddie.cutler@thevillagesmedia.com.



AMBASSADOR

Michael Grinder, VVCC Ambassador; Email: socratesjac@aol.com ;
Cell: (703) 282-3083



Sorry I won't be with you at the meeting but I will be in Bowling Green at the Museum for an Annual Ambassador's Covention at which I hope to learn more about the 30th anniversary caravan that I can pass on to our caravan coordinator, Mike. That was a looong sentence. Sorry. I have some insight into determining just how unique your ride is to share with you. A few other comments as well that may or may not have anything to do with the Museum.

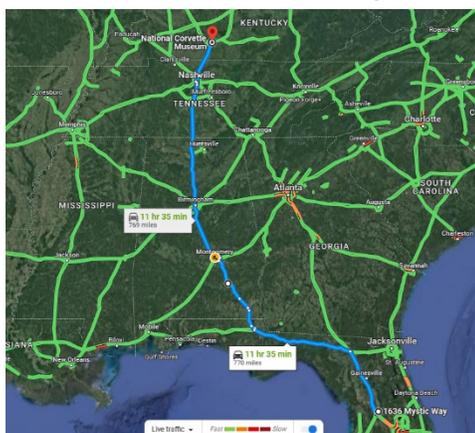
How Unique is Your Ride??

You can find out for sure if you have a 2022 or 2023 C8, otherwise you have to extrapolate in both cases the National Corvette Museum (NCM) Library/Archive can help. Here is what you do it. The Bowling Green assembly plant maintains production records for the 2022 and 2023 production years and the NCM Library, specifically Betty Hardison, is your conduit to those files. For \$30 for NCM members and \$50 for non-members, yes, NCM non-members can access this information from the Library, and your VIN, Betty will contact the Plant and they will search the records. That search will tell you how many Vettes were made with you options. You get that information on Museum letter head and it is an official document for whatever purpose you have in mind. We were thrilled to find our 2023 C8 Z06 is one of one.

Cars older than 2022 are more problematical. Read pain in the neck. There is no cost for this service and you also get Betty's help. She will send to you, again for free, a PDF file that she received from the Plant that lists by option how many cars wee produced. You also get instructions on how to extrapolate that information to determine how unquieness of your vehicle. It certainly is not as precise as the information for the 2022 and 2023 production years but it is what it is. The PDF file is not machine searchable but I'm told there are programs available that will convert the NCM PDF file to something that can be searched. The file will tell your how many vehciles were made with the option listed. It will NOT tell you how many vehicles were made with the list of options you have. Obviously, in addition to the PDF file, you need the build sheet for you car listing the options. The library can provide some build sheets but I didn't ask Betty what years that had and any expense in getting them. Betty's contact information is: 800-869-3557 and betty@nationalcorvettemuseum.org.

Getting to NCM

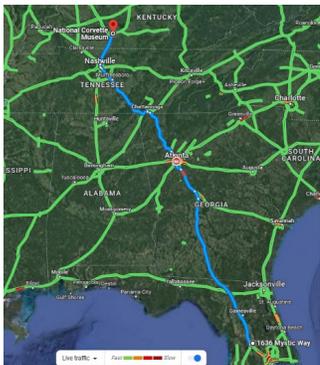
This is a repeat of what I provided previously. We will be leaving next week for the Ambassador's Convention and most likely will take the western route rather than go though Atlanta. We will provide



Mike, our 30th anniversary caravan coordinator, any information we develop along the way. We have made this trip about six times over the years. From The Villages, it's abut 750 miles, give or take, to the NCM depending on which navigation system and route you take. Bear in mind that your navigation system bases its estimates on time required on the distance and speed limits on the various roads and assumes you travel at exactly the speed limit for the duration of the trip. They do not take into account, traffic lights, traffic jams, rest stops or gas stops. A common route among the various navigation systems is I-75 north through Atlanta and beyond eventually connecting with I65 to KY exit 28 in Bowling Green. We have taken this route a couple of times. My wife lived in Atlanta



Michael Grinder, VVCC Ambassador; Email: socratesjac@aol.com ;
Cell: (703) 282-3083



previously and is an excellent navigator but even so, we do not recommend this route. There are multiple lane changes required in Atlanta and traffic can be challenging. This is supposed to be the quickest and shortest route but the constant construction in the Atlanta area, the traffic and lane changes combine to make getting through the area a chore – see the image to the left. Google maps says this route is 710 miles and takes 11 hours, 24 minutes. We prefer a different route that is longer, 770 miles, and takes longer 11 hours, 47 minutes according to google maps but is a more pleasant and less stressful drive --- see the image to the right. This alternative route takes you through Montgomery and Birmingham, Alabama and we suggest spending a night elsewhere if you don't want to try to make it all in one day.

Miscellaneous Ramblings

Ah, cold weather. It was 48 degrees yesterday morning as I left for golf, giving Guinevere, our Z06, an affectionate pat on the way out the door. According to Tire Rack, "...as temperatures drop into the 40s, a summer performance tire's tread compound changes from a pliable elastic to an inflexible plastic, drastically reducing traction capabilities... ." So, it appears an accurate tire pressure gauge, remember pressure decreases with temperature decline, and an eye on the thermometer will help you protect your ride as it gets colder. Assuming you are still using summer tires and not all season or all weather tires.

Festivals of Speed/ C8 Radiator Grill Guards

A Festivals of Speed event is took place September 10th at the World Equestrian Center in Ocala. We displayed our 2023 Corvette Z06 there for the first time. We were not shuffled off into a corner with Porsches, Ferraris and Lamborghinis afforded center stage. We were one of two Z06's on display and, despite being able to out perform most, if not all, models of those makers we failed to bring home a trophy. We did, however, meet Olley, the service manager at Palm Chevrolet (probably spelled his name wrong) and Rodney Holderbaum. Rodney sells and also installs grill guards for the C8 series including both Stingrays and Z06. The cost is \$100 for Stingrays and \$120 for Z06 and installation, in his home garage, is \$100. I spoke with Olley before purchasing the guards who assured me these guards do not void the warranty. We had a full set of the radiator guards installed to protect those very vulnerable parts. Rodney is at 352-563-8972 and rd.dillon56@gmail.com

That's it for me for this time. Enjoy the ride!!!

FLIGHTLESS HONOR FLIGHT
SATURDAY
NOV 18, 2023
MEET AT EISENHOWER AT 1:30

A VERY SUCCESSFUL OCTOBER CORVETTE CLUB MEETING



photos by Kamera Keith

BROWNWOOD CAR SHOWCASE September 30, 2023

The Villages featured a Car Showcase in and around Paddock Square in Brownwood. Patterned around the monthly Spanish Springs monthly showcase, this event, featured cars of all age brackets from clubs within The Villages. Each showcase was grouped into 7 areas surrounding Paddock Square and on arterial streets with car clubs and groups selecting one or more of the 7 groupings to display member cars.

This was NOT a car show. This was an opportunity for you to proudly display your car at Paddock Square.



photos by Kamera Keith



photos by Kamera Keith



photos by Kamera Keith



GM Vehicles Are A Privacy Nightmare According To Mozilla Foundation

BY TREY HAWKINS — SEP 8, 2023

In today's age of modern technology and global interconnections, it's easy to forget just how dangerous all the information collection we're exposed to can really be. A majority of us are aware that our computers, phones, browsers, etc. are gathering our habits and corresponding data, and selling it. However, did you know that your GM vehicle – as well as every other automaker – is likely collecting information about you, and that it pertains to more than just the way in which you drive?

According to a [report](#) from the Mozilla Foundation, modern vehicles can be considered privacy nightmares. In fact, of the 25 automobile brands reviewed, every single one was found to collect much more data than was necessary. This may seem trivial, as it has little to no impact on your daily commute, but it goes deeper and gets weirder than one might expect.

For starters, automakers are collecting data that has nothing to do with driving your vehicle. A few ways in which they're able to access personal data is when users connect their phones to their cars, through the vehicle's integrated apps, and from third-party sources like SiriusXM or Google Maps. Through various avenues, automakers collect information related to how fast you drive, where you drive and what songs you play, as well your medical information, genetic information, and even your sex life.

To be frank, there's absolutely no reason why General Motors needs to know about your sex life. And where does the genetic information even come from?

As if that wasn't bad enough, the research found that 83 percent of automobile brands share that personal data with outside parties, while 76 percent are more than willing to sell the information. The worst part is, 92 percent of brands give drivers little to no control over how automakers use their data.

This is certainly creepy.

A Heretic in the Corvette Chapel

Could a run in a C8 through the Devil's Triangle in Tennessee make Spencer Hall believe?

CAR AND DRIVER

C/D BY SPENCER HALL

The Beliefs

The Devil's Triangle is a diabolically winding loop in East Tennessee favored for hairpin turns, leafy scenery, and the tantalizing ever-present danger of flying off the road at speed. It has ecstatic terrain and interesting history in its corner. I had a 2021 Corvette Stingray with the Z51 Performance package and a friend who suggested we head north from Georgia and see what the car and "the coal road," as he called it, were made of.

I am not a card-carrying member of the Corvette cult and never have been. The Corvette is the car of people I am not. When I was young, Corvettes belonged to guys named Todd, freshly divorced dentists, and country singers with awe-inspiring substance-abuse issues.

I am none of these. I grew up watching what I thought real speed was: rally cars flying off Corsican cliffs, NASCAR machines roaring at Talladega, and Ayrton Senna ripping up Monaco in a McLaren. I loved either speed or danger in my cars, the cheaper the better. A Mazdaspeed 3 torque-steering off the road or a derelict Volkswagen Thing moving any faster than 35 mph fit my needs perfectly. Nothing pleased or still pleases me more than cheap thrills in rally frames and eccentric rattletraps seconds away from falling to ribbons.

The Corvette seemed to be a kind of mostly cosmetic speed machine enjoyed by the mostly cosmetic. Give me something focused less on aesthetics and more on beating skulls on straightaways. (That car would be an '87 Grand National, the looks-don't-matter hero of my youth.)

Also, I spend most of my working hours considering college football, the sort of thing that can immunize one to elegies for the everlasting American spirit, be they aimed at storied universities or storied automotive brands.

So maybe I am the wrong person to drive a Corvette, or the right one, because the car C/D sent wasn't the Corvette I remembered, the kind the neighborhood dads would wreck two weeks after bringing them home. The car deposited at my house in Atlanta was a 495-hp C8, the mid-engine Vette that GM built to deliver exotic performance at American middle-manager pricing.

General Motors dropped it into a mire of historical circumstances it could not control. The C8 debuted, and in short order a UAW strike, a global pandemic, a subsequent economic recession, and a chip shortage made the cars harder to find than GM probably would have liked. But the ones who found them loved them. It was an unfair entry into the world for a mid-engine move that had been teased for decades. But what is fair? Fair describes a breeze. The C8 looks more like a cyclone someone equipped with exactly two cupholders.

The Road

The state of Tennessee built its meanest prison in the Devil's Triangle for the same reason the road could pass for a licensing exam for the amateur aspiring rally driver. It sits on the Cumberland Plateau in a crimped piece of geography known for two things:

CAR AND DRIVER *Con't*

1. It's where James Earl Ray and six other prisoners escaped from Brushy Mountain State Penitentiary, spurring a massive two-day manhunt that ended less than 10 miles from the prison when Ray realized the surrounding terrain put up too much of a fight for even the most desperate man to want to continue running.

2. It's where the Barkley Marathons is run, a footrace so long, brutal, and hellish that most competitors don't come close to finishing. The leg passing through the prison grounds is considered to be one of the more pleasant.

A friend followed me in a Honda Civic Type R, and another gamely took the passenger's seat next to me. I pressed the Z button on the steering wheel and the car shot out claws by stiffening the suspension, sharpening the throttle and brake response, opening the exhaust, and adding some heft to the steering. Most important for anyone buying

**The C8 ripped so hard, it shook loose lunatics
from the rocks and boulders as it blew past.
The only thing slowing me on the way down
the hollers came out of the woods like a
brightly colored hallucination.**

a C8 simply because they can (and not because they care to know a single spec): That big honking Z button ignites the vehicle display, turning it red, and the car starts thrashing its way down the road like Oldboy with a hammer running through a hallway of thugs with two-by-fours.

Even at extralegal speeds, I realized I didn't really have to brake for corners. I boggled as the Corvette shot out of turns without so much as a stutter. When I had to brake, the Brembos held every corner in a headlock. Without even really trying, I dropped my friend in the Type R twice. The C8 ripped so hard, it shook loose lunatics from the rocks and boulders as it blew past. The only thing slowing me on the way down the hollers came out of the woods like a brightly colored hallucination.

A side-by-side apparated from the trees. I knew four-by-fours climb rocks all over those hills, but honestly, I didn't even see it drive onto the road in front of me. It was just there, rigged with neon and steered by a local giant in Realtree camo. I thought I'd have to slam on the brakes, but he knew the road well. The side-by-side leaned and rocked hard around each corner. I envisioned the phrasing of the police report I'd have to fill out: A huge man in camo cut off my Corvette, then leaned his entire massive body like an Olympic sailor from side to side until even that didn't help. The crater containing his body and the remains of the flossiest overgrown golf cart I have ever seen may be found a mile and a half below us.

Despite every law of physics, he didn't crater. When I finally found a safe stretch of road to pass him, he pumped his fist as we zipped by down the hill and out of the kind of giddy automotive wormhole only spaceships like the C8 can navigate. I heard him say "Hell yeah, brother," as we left, even if I didn't.

CAR AND DRIVER *Con't*

The Conversion

I get it now, but first let me say that “getting it” has nothing to do with finding perfection. After all, I should be the one who gets a Corvette. I am in my 40s, firmly on the radar of the car’s midlife-crisis targeting system. I had a cool uncle who blew paychecks on Camaros, AC/DC tickets, and replica jackets of anything Burt Reynolds ever wore on camera. For better and worse, I’m there.

Putting the targa roof on the car in the driveway after a two-hour moonshine scramble through the hills of East Tennessee, I spotted two little nicks in the paint where the top edged back into the body of the car. Then my eye lingered on the row of buttons riding the right rail of the dash, which now that I examine them do in fact look a little chintzy and definitely like a corner cut in the name of optimizing everything else. The front and back of the car both are great and also seem to belong to two completely different cars. Coming, it fronts a razor-sharp Euro-supercar face and a long torso. Leaving, it waggles a Costco-size American sports booty.

On the drive down the highway from Tennessee into Georgia, I was tucked in the little cocoon of the driver’s seat, riding in near silence with the display lights glowing ahead of me. Steering the C8 headfirst at blazing speed through traffic was effortless with the comfort of air conditioning and a silky sound system, the world whipping past through the windows.

I forgive a lot for that feeling and way more for the turn through the hills in a car simply unwilling to let me lose. Maybe it’s because I can, at the end of my youth, actually drive a little, or maybe it’s forgiving myself for being just selfish enough to enjoy it. Either way, the C8 actually sometimes makes you, the fleshy, vulnerable driver, disappear for a moment like a supercar does. It erases everything else and leaves only a thrilled ghost driving the wheel—just a brain, eyes, hands, and feet pulled through space by the machine.

My biggest complaint—that the car behaves too well and does feats of speed with too much well-engineered gentility—is wild and extravagant. But that will likely all change with subsequent versions that have more power and likely a predilection toward putting more fear into the driver. Think of it this way: When someone drives the Stingray, they are driving a brilliant first draft. And there’s the thrill.

Have your Corvette Featured in Daily Sun

“As you are aware, the Daily Sun newspaper does highlight articles about cars on a weekly basis.

If you would like to have yours taken into consideration, here is the contact information.

Donovan Conaway
(352) 753-1119 Ext. 5400
Donovan.Conaway@thevillagesmedia.com

CALLING ALL VETERANS

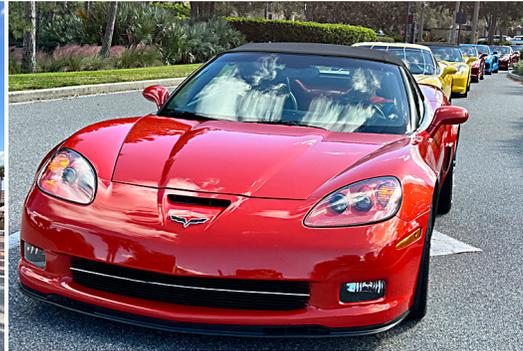
If you served in 1975 or earlier and are interested in participating in an Honor Flight trip to Washington D.C. please contact our President, Rich Rose at ra_rose@hotmail.com

Trunk or Treat - Brownwood



photos by Kamera Keith

Trunk or Treat - Brownwood



photos by Kamera Keith

Welcome New Members

List of New Members as of Sept, Oct. 2023

Tim and Joyce Smith

They live in the Village of **Fernandina**. They are from Nevada and they have a 2021 C8, HTC.

Warren and Terri Eells

They live in the Village of Dunedin. They are from Michigan and they have a 2023 C8, Targa

Kim Jensen and Lori Duncan

They live in the Village of Dunedin. They are from Mass. and they have a 2017 C7, Targa

Joe Malone and Gaylea Casagrande

They live in the Village of Newell. They are from Penn. and they have a 2016 C7, Vert

Peter Virgilio and Donna Slavin

They live in the Village of St Charles. They are from New York and they have a 2015 C7, Vert

Mark and Karen Workman

They live in the Village of Hillsborough. They are from Malden MA. They have a 2017 C7, Targa

Bill Block and Betty Costa

They live in the Village of Amelia. They are from Pittsburgh and has a 2015 C7,

Raymond Massanti

He lives in the Village of Bradford. He is from Hamden, CT and has a 2023 C8, Targa

Nick Spence and Ann Verzeletti

They live in the Village of Hacienda. They are from Texas and has a 1965 C2, Vert

Jim and Meg Whitmer

They live in the Village of St Catherine. They are from Illinois. They have a 1966 C2, Vert

Dominick and Deborah Busto

They live in the Village of Buttonwood. They are from Connecticut. They have a 1994 C4, Targa

Let's give a warm welcome to our newest members!

TOTAL MEMBERS 599		
GENERATION	Qty	% Tot
C8 ('20+)	100	25%
C7 ('14-'19)	136	35%
C6 ('05-'13)	53	13%
C5 ('97-'04)	39	10%
C4 ('83-'96)	17	4%
C3 ('68-'82)	20	5%
C2 ('63-'67)	13	3%
C1 ('53-'62)	15	4%
Tot.Vettes=	393	

WHEN ARE WE HERE?		Body	Qty	% Tot
FULL-TIME	464	RagTop	144	37%
PART TIME	135	Targa	128	33%
		T-Top	22	6%
		Coupe	11	3%
FAMILIES	255	HTC	69	18%
SINGLES	89	FRC	5	1%
		DON'T KNOW	14	4%
		TOTAL	393	

AS OF **10/27/23**

TOP 10 VILLAGES	
VILLAGE	#
PINE HILLS	19
GILCHRIST	17
PINE RIDGE	16
COLLIER	12
PENNECAMP	12
FENNEY	11
FERNANDINA	10
OSCEOLA HILLS AT	10
DUNEDIN	9
LAKE DEATON	7
TOP 10 =	123
ALL OTHERS	344



REMINDER!

OUR MONTHLY MEMBERSHIP MEETING
AND "CRUISE-IN" TAKE PLACE

THIS THURSDAY NOV. 9, 2023
We Will Be Voting for
New Club Officers
at the Meeting

Our monthly "Cruise-In" is (of course),

!!! WEATHER PERMITTING !!!
and will take place from
5 pm to 6:15 pm
in the Eisenhower Rec Center parking lot

Weather aside...
our meeting begins promptly at 6:30 pm in the
Omar Bradley room.



VVCC BOARD MEMBERS

Rich ROSE - PRESIDENT
(908) 752-8788
ra_rose@hotmail.com

Art DONNELLY - VICE PRESIDENT
(631) 792-2203
apd.vette@gmail.com

Stan COHEN - SECRETARY
(860) 830-6067
marshstan@sbcglobal.net

Alan LUTHI - TREASURER
(651) 253-3182
arluthi@sbcglobal.net

Wayne JOHNSON - ACTIVITIES DIRECTOR
(586) 612-6991
wayneoc5@gmail.com

Mike GRINDER - NCM AMBASSADOR
(703) 282-3083
socratesjac@aol.com

George BORKE - WEBMASTER
(407) 758-5298
(352) 205-7167
borkg2006@gmail.com