



MARCH 2024, VOL 8-2

NEXT MEETING APRIL 34, 2024

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VILLAGE VETTES CORVETTE CLUB

2024

EVENTS SUMMARY

MARCH

- 3/8 Fri. D&D NPD Tour and Las Margaritas for lunch, Tony Di Salvo
- 3/9 Sat. Villages Honor Flight Car Show – Baker House
- 3/21 Thur. D&D The Cove Resort & Pub for Rib Eye Night, Paul Bova
- 3/29 Fri. Flash Mob Mission Barbecue Honoring Viet Nam Vets

APRIL

- 4/12 Fri. D&D Castaways-Astor, Pete Rouette
- 4/17 Wed. Honor Flight #61 Escort, Wal-Mart, Leesburg, 10:30 PM
- 4/20 Sat. Blessing of the Vettes, Mike White, Jim Logiudice
- 4/25 Thur. D&D Red's, Hernando, Ed Henry and Lina White

MAY

- 5/6 Mon. D&D Peck's Old Port Cove, Crystal River, Don Di Bartolomeo
- 5/15 Wed. Honor Flight #62 Escort, Wal-Mart, Leesburg, 10:30 PM
- 5/22 Wed. Mystery D&D ???????, Tim and Terri Berthiaume

JUNE

- 6/19 Wed. Top Golf, Lake Mary, Paul Hayes

**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

WAY BACK in January when we first spoke, I shared with you how honored I was to be working with a great new Board, a very experienced group of committee members and a bunch of dedicated volunteers. I shared with you our desire to build on all the great successes our club has experienced over the years. And shared with you our commitment to honor those successes, while continuing to create new activities, new events and expand the services we provide to our members and for our community.

Well, I'm pleased to report that I think we're off to a great start. During these past two months we've done a lot of behind-the-scenes work improving and building a fantastic leadership team. Our aim is to work smarter not harder and be more responsive and transparent to the people that matter most.... YOU!

Building on our relationship with The Villages Entertainment Group we expanded the number of Town Square displays we will be participating in. We also managed to get invited to and have rules waived so that all our cars could participate in the 30th Anniversary Spanish Springs Cruise In. Working with the management at Mecum Auctions, we were able to have a special Corvette Day event for our members and wound up being Honored by Mecum when they selected us as their Car Club of the Month. We held our Inaugural Member Appreciation Party to honor our past and present club leaders and volunteers. We introduced a different style of Entertainment at our historic February Valentine's Event but still provided our historical gift of Roses for the ladies. We also helped honor fallen veterans and their families that live in our community. We reaffirmed our Charitable efforts and aided other organizations develop fund raising events. We implemented new Website procedures to enhance protection of membership data and sensitive club information. And, last but not least, thanks to Elaine Swiers, I'm very pleased to report that our new Committee of Care began offering help and comfort to our members in need.

I sincerely hope that you are pleased with the outcome of what your fellow members have accomplished in these past two months.

ARE YOU READY TO SPRING FORWARD ?

Hopefully all of you remember that this Saturday night we need to move our clocks ahead one hour. And you've already begun getting ready and planning on how you're going to take advantage of all those additional Daylight hours. Well, if you have, you're not alone. Thanks to our dedicated team of directors, officers, chairmen, event leaders and committee members I'm also happy to report that they too have been busy planning on how our club can Spring Forward! So, stay tuned, watch your emails, regularly check our Website and Facebook page so that you can stay informed of the fantastic opportunities planned for the coming months ahead.

In April we will be having our first New Member Orientation event. In June we're planning to host a Golf themed event. We're finalizing plans for our Blessing of the Vettes, Color Run, Christmas Party and T4T Campaign. By the way, thanks in part to our efforts, last year the local Marine Corps Toys for Tots Campaign provided 54,662 toys, 7,226 books and a host of miscellaneous Stocking Stuffers to 16,234 local children. I hope you agree that this is a worthwhile organization that we can all be proud to support.

We're increasing the number of Displays, Shows and Dine & Drive events we will host. We're expanding the number and type of "Flash Mob" events and will provide more FYI car related activities on our Facebook page.

We're exploring offering a food option at our General Membership meetings. Hosting a Spring Training ballgame trip and some new overnight or multi day trips to places like Key West and Myrtle Beach. Formalizing a way to share your corvette expertise and provide technical corvette help for members in need. Implementing a TEXTING feature to keep members better informed of last-minute changes and notices.

So, if you have an interest in any of these activities, please let us know.

I still think our club is pretty awesome. We accomplished some great things in the past two months and with your help we will "Soar in 24". I'm still amazed by the wonderful cadre of volunteers and leaders we have. I thank you for your commitment, your time, and your talents.

SO IF YOU TOO ARE READY TO SPRING FORWARD !

Join us and take a more active role in your club. Especially you ladies.... Don't just be an Observer, become a Participant. I promise you'll love it! Like any organization, we are only as strong as our membership. So, let's endeavor to keep our club the best club in The Villages.

Hope to see you soon at one of our upcoming activities!

Thanks again,

Art Donnelly - President

THE VILLAGE VETTES IS HOLDING THE BIGGEST EVENT OF THE YEAR ON APRIL 20



THE BLESSING OF THE VETTES

**Saturday, April 20TH 2024, 10 a.m. - 1 p.m.
at George Nahas Chevrolet in Wildwood**

**Entertainment and Blessing by
** Pastor Norman Lee Schaffer ****

The 9th Annual "Blessing Of The Vettes" on Saturday, 20 April '24 from 10:00 AM – 01:00 PM
at the George Nahas Chevrolet dealership (4135 East SR 44, Wildwood, FL 34785)

will include breakfast items supplied by Nahas Chevrolet (samples shown).

In addition, "POPPY'S FOOD TRUCK" will be there once again and participants will be able to
pay cash for delicious lunch items supplied.





AMBASSADOR

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



A bit warmer weather is encouraging more top down driving especially since I just completed the Ron Fellows Z06 Corvette Owners Driving School. More on that later but first the National Corvette Museum (NCM) 30th Anniversary celebration and the caravans to it.

NCM 30TH Anniversary

The NCM 30th Anniversary will take place August 29 – 31, 2024 with approximately 6,500 Corvettes and 8,000 people anticipated to attend. You can register with the NCM at [On-Site Events - National Corvette Museum](#). Mike White is our Club caravan captain and he has information on hotel room blocks, the caravan route and integration of our caravan with the Florida caravan. An additional note about participation at the NCM: for a \$750 donation to the NCM you can park your Corvette on one of the hard surface lots at the NCM. Otherwise, you, and the rest of the caravan will be directed to one of the grass areas to park. Pray for no rain either immediately before or during the event. Say “Hello mud!” Contact Mike for any questions including details on the anticipated route. I addressed the various routes in previous notes and will not repeat that discussion here. Just let it be said, we’re not big fans of going through Atlanta. Since the Florida caravan is spending the first night in Tallahassee, it is most likely they will be taking the western route and avoid Atlanta. So much for that.

Ron Fellows Z06 Owners’ School

Over the two days, 16 – 17 February, 2024 I attended the Ron Fellows Corvette Owners School in Pahrump, Nevada for the second time. The first time, about three years ago, was for the C8 Sting Ray session. This time it was for the Z06. General Motors pays for most of the course cost (\$3,800) when you purchase your Corvette, Sting Ray or Z06. Your out of pocket costs included \$1,000 for your portion of the course fee, the airfare to get to Nevada, the rental car, price for two evening meals, and, most likely, the costs of both the condo at the course for the night before the course and a last night in Vegas to catch a flight the next day. So, your out of pocket cost will approach, if not exceed, \$3,000. Is it worth it? Absolutely in our opinion (my wife highly encouraged me to attend for the Z06). The Sting Ray and Z06 curriculum are identical and take place on the same track section, just higher (much higher) speeds with the Z06. You get classroom instructions/discussions on car control, safety issues, approximately five, sometimes six, track sessions in lead – follow format, a blind steering/looking ahead exercise, a steering while braking exercise, a figure eight session on a skid pad, two slower speed autocross sessions (one for practice the second for competition record) of three attempts each and breakfast and lunch meals for the two days, and one night in the condo for your fee. It is a much more comprehensive course than the Z06 experience at the National Motorsports Park at Bowling Green although the Nevada track is less than half the distance of the Bowling Green track. You also get a demonstration ride with an instructor to show you just what the car can do. Here are more details.



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Getting there

You have the options of driving to Nevada or flying. I choose to fly and used Southwest Airlines for a non-stop flight from Orlando to Los Vegas for just under \$1,000. Of course, you have to get to Orlando which is an additional out of pocket cost. I used the Villages Airport Van for \$45 each way plus driver tip. Arriving in 'Vegas, the next step is a rental car for which you take the shuttle to the consolidated facility for all the companies. The line to get on that shuttle was about 200 yards long – bring your patience gene. Exiting the rental facility, you get on Nevada 160 for about a 75 minute drive through the desert to Pahrump, Nevada and the Spring Mountain Motorsports Resort. Watch your navigation

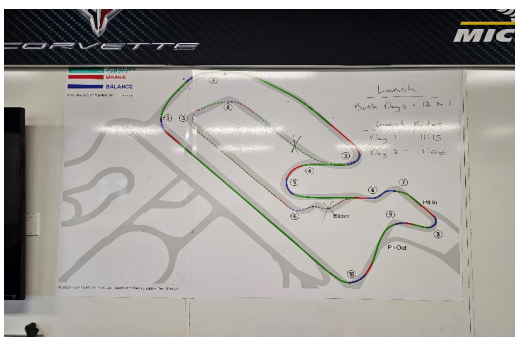
system closely because the resort turn comes up very suddenly on the right. If you get there during normal business hours, you make a right into a small parking lot and enter the office to get your condo key and welcome package including map of condo location and club house for your meals. You'll get a wrist band that gets you past the guard to the rest of the facility.



Classrooms

Your class starts in the designated room, its on the map, at 8 AM each day. Sit near the table with the helmets on the first day so you can get the proper size. You will return to the classroom after most of the driving sessions for review and introduction to the next session. Your guest can also sit in the classroom. They will be on their own while you are driving and there is an observation tower from which they can see you on the track. The car you pick the first day will be yours for both days --- unless you break it.

Track Sessions



This is why you came to Nevada. The first session will be liesurely with no helmet. The purpose is to acquaint you with the track and for the instructors to get an idea of your capabilities. You will be placed in a group of people with similar capabilities. The track sessions are lead follow and no passing. Your car will have the glove box removed and a CB radio installed through which the instructor will talk to you.

Up to three students will be in cars behind the instructor as they show you the line, breaking points and acceleration points for each turn. After the first three laps, the first student will be instructed to pull to the right on the straight and the next two cars will close with the instructor. This rotation is repeated such that each student gets three laps behind the instructor. You will get the feeling you are going really fast through the turns. Then you look at the PDR recording when you get home and discovery you were doing a blistering 43 miles an hour --- sometimes. The instructors will have placed a blue cone at the points on the curves where you should begin your turn. Another cone, orange this time, will be at the apex of the corner and they want you to pass



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VERY close to that cone. About 10 – 12 inches with your inside wheels riding on the turn curbing. Watch the instructor's car to know where to brake and then accelerate after the turn. Never brake or accelerate while in the turn at this level.

Blind Steering/Looking Ahead

In this exercise, you negotiate a series of turns looking not at the turn you are in but the one after that and not through the windshield but through the side windows. You make several passes with the instructor talking to you via the CB radio. Then they put a sunshade over the windshield and you go through the course again this time make sure you are looking right and left to pick up the next turn.

Figure Eight

You will drive with an instructor in your car in a figure eight pattern on the wet skid pad. The instructor will turn off all the stability controls and prompt you to go faster until you spin out. That's the purpose. They want you to get acquainted with how the car acts at the limit of traction and beyond.

Brake and Steer

The purpose of this exercise is to show you that even under hard braking, you can still steer the car around an accident. You will do three sessions, one each at 35, then 40 then 45 miles an hour. You will approach a grid of one approach lane leading into the matrix of a center lane, right lane, and left lane. You maintain speed into the approach lane and watch the instructor at the end of the center lane. They will use a large cone to direct you right or left which you execute while under heavy braking and then you come to a complete halt in the stop box.

Autocross

This is the only competitive event in the course. You get an initial three laps for practice on an autocross set up with cones on the skid pad. It's fun and the speed you are actually doing is significantly less than the speed you think you're doing.

Dining

You are provided breakfast and lunch during the course but dinner is on your own. The school gives you a list of restaurants and fast food places in Pahrump. The first night I treated myself to a steak dinner at the Stockman's Steakhouse in the Pahrump Golden Nugget casino. Once through the casino wall of cigarette smoke, the restaurant is ok. A bit pricey like a Morton's. I saw some other students there.

The second night, I decided to use Mom's Diner in Pahrump before heading to Los Vegas for the night. Mom's is a true old time diner so don't expect linen napkins or silverware beyond a knife, fork, and spoon. I had the open face roast beef sandwich which included a mound of roast beef slices on a piece of bread, a scoop of mashed potatoes all of which was smothered in enough brown gravy to satisfy your carb' and sodium requirements for at least the next week.



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Getting Home

As noted earlier, I spent the night before flying home non-stop on Southwest in Los Vegas. Nevada route 160 between 'Vegas and Pahrump can be tricky and is subject to accidents and natural hazards like high water flash floods from rains in the mountains. So rather than risk missing the early morning flight, I made reservations at a Hilton Garden Inn that was off the strip. Returning the rental car is a pain in the neck mostly because the return location is not on the airport. So you drop off the car, make your way to the shuttle bus area and wave at the bus leaving so you wait 20 minutes or so for the next bus. The 'Vegas airport is VERY busy. If you don't have TSA Pre-check be prepared for a very long line to get through security. Even though I left the hotel, which was only a few miles from the airport, three hours before flight time and have TSA Pre-check status, I made it to the gate only about 20 minutes before boarding. Like Orlando, 'Vegas uses a train to transport people between the main and departure terminals. Expect another delay for the train to arrive.

In planning for the trip, I researched a number of airlines and there are very few that offer non-stop service. Every connection is an opportunity for something to go wrong so I would rather suffer some inconvenience for the early non-stops than risk a missed connection.

That's it for me for this issue. I do highly recommend the Ron Fellows Corvette Owner's School. Having also done the Bowling Green National Motorsports Park courses for both the C8 Sting Ray and the Z06, I am of the opinion that the Ron Fellows course is the better of the two. Although the Ron Fellows Nevada course is less than half the distance of the Bowling Green course, it has far more content than you get at Bowling Green. However, the Bowling Green experience beats the devil out of not doing anything at all. With the 30th Anniversary coming up, it might be a good time to take advantage of being in the Bowling Green area and take the course. But, reserve it early because there will be an estimated 8,000 other Corvette enthusiasts there during the anniversary. Besides, you drive their cars on the track(s) and leave yours safely in the parking lot.

In-Villages Car Shows and Cruise-ins

MARCH

3/16 Sat. Spanish Springs Cruise-In, '94 and earlier

APRIL

4/20 Sat. Spanish Springs Cruise-In, '94 and earlier

4/27 Sat. Brownwood Saturday Car Club Showcase

MAY

5/3 Fri. Sumter Landing Friday Cruise-In, VVCC only

5/18 Sat. Spanish Springs Cruise-In, '94 and earlier

JUNE

6/15 Sat. Spanish Springs Cruise-In, '94 and earlier

6/29 Sat. Brownwood Saturday Car Club Showcase

Club Supported External Car Shows

MARCH

3/9 Sat. First Annual Villages Honor Flight Car Show, Baker House

3/10 Sun. Corvette and Camaro Show, Inverness FL

3/19 -3/20 Tues/Wed. 19th Annual Vette Together, Venice, FL

MAY

5/3-5/4 Fri/Sat. Corvette Show at One Daytona

JUNE

6/8 Wed. 10th Annual masters of Florida Show, Jacksonville

Villagers help woman with access to home

By MADDIE CUTLER, Daily Sun Senior Writer

Jan 25, 2024



This is one of the Charities our club is supporting this year

Members of Villagers Home Assist program with The Villagers Habitat for Humanity Club, Sally Read, of the Village of Tall Trees, and Kim Thayer, of the Village of Summerhill, center, stain the existing ramp, while Rick Gauthier, of the Village of Hemingway, installs a new door for a resident in the Village of Silver Lake.

Sometimes, what would seem like the smallest of issues to most of us are serious obstacles for others. The Villagers Habitat for Humanity Club helped Linda Pellettieri so she could move around her home more easily.

The club's Villagers Home Assist program does small construction projects and exterior repairs for community members who cannot do so themselves. Pellettieri, of the Village of Silver Lake, has multiple sclerosis and needed a ramp outside her home repaired.

"We ended up doing a lot more." Said Kim Thayer, program manager for Home Assist. "We fixed what we could of the existing ramp, and then we saw her need for a second and built a new ramp." Thayer, of the Village of Summerhill, said volunteers also got Pellettieri a new front door. Her existing door opened outward and blocked the ramp entrance, making it impossible for her to navigate her electric scooter down the ramp.

The volunteers installed the door so Pellettieri can exit onto the ramp and no longer get trapped on the landing.

Volunteers built the ramp in November, but Pellettieri was only recently able to appreciate the gesture. Around the same time volunteers built the ramp, Pellettieri was in a rehabilitation facility to heal from a fall.

"I was so touched Habitat wanted to help me", Pellettieri said. "You don't realize how those gestures of kindness can impact people. I don't have to worry when I'm leaving my house now."

Villagers help woman with access to home

By MADDIE CUTLER, Daily Sun Senior Writer

Jan 25, 2024

Multiple sclerosis is a disease of the central nervous system and can affect people differently. Some people with MS have mild symptoms, while others can have difficulty with walking, speaking, swallowing and vision.

Pellettieri said aids like the ramps can have a huge impact on her quality of life and allow her to live independently.

The National MS Society reached out to Habitat for Humanity of Lake-Sumter, which is what The Villages Habitat for Humanity Club operates under. The two county nonprofit recommended the club of volunteers for the project.

Thayer said volunteers got right to work and only took a few days to complete everything. She said it only took one day to repair the existing ramp and get a second one built, and on day each to stain the wood and lay down grip tape for traction. “It was a wonderful project and we were grateful we could do it for Linda,” Thayer said. “Those are the kind of projects Home Assist wants to do.”

Kevin Tucker, of the Village Del Mar, is the co-president of the club and works for Habitat for Humanity. Tucker said getting to build small projects is just as important as constructing homes.

“We are building our fourth house as a club, but we love any home project that makes someone’s life better and easier,” Tucker said “That’s what we got to do with the ramps project.”

Sally Read is co-president with Tucker. She said the project was a collaborative event, with the National MS Society donating \$500 to the project once the organization learned of its scope.

“This group of volunteers loves participating in these projects. It’s what we are all about,” the Villages of Tall Trees resident said, “We want to take care of those problems for people and make their lives easier.”

The Villages Habitat for Humanity Club is accepting applications for Villager Home Assist project. Email villageshabitate@gmail.com to nominate yourself or a friend.

World Equestrian Center 2/16/24



photos by Kamera Keith

World Equestrian Center 2/16/24

photos by Kamera Keith



ROAD & TRACK

The Corvette Will Always Be Dad's Car

For every car person, there is a model that got them into cars. For me, it was the Corvette. Dad had a series of them until he decided to have a kid, and as that kid, I am still salty about that.

BY STEF SCHRADER PUBLISHED: SEP 29, 2023

ILLUSTRATION BY STEPHEN OMARK

The 2023 Chevrolet Corvette is an all-American V-8 marvel. It has finally become what many of the Corvette's creators dreamed it could be: a well-balanced, mid-engined sports car that can stand toe-to-toe with more exotic rivals. It's a blast to drive that punches far above its weight even in its less powerful trims.

It is also—no matter how many times they update it or where they stick the engine—Dad's car.



For every car person, there is a model that got them into cars. For me, it was the Chevrolet Corvette. Dad had a series of Corvettes until he decided to have a kid, and as that kid, I am still salty about that. Yet I still have to credit the Corvette as the car that opened up my love of automobiles. Dad would bring me along to car shows as a kid and point out cars that looked like his old ones. Eventually, I started liking the friendly, round shape of the Porsche 911 more, but my respect for the Corvette always remained.

WANDA SCHRADER

Dad had all kinds of stories about his Corvettes, some of which shape my preferences to this day. I still won't live in a flood plain because of the 1978 Indy Pace Car Edition Corvette he lost when a swollen Holliday Creek inundated his apartment's parking lot. Grandpa had to help pull it off of the sidewalk, and the car was subsequently totaled. I still won't eat in the car if I can avoid it, either. The time Dad threw a melting ice cream cone out the window instead of letting it drip inside his Corvette—while on a date with my mom, no less—became a running joke over the years. It's a bit of an overreaction, but it's hard for me to blame him too much there. That's how you get ants!

When I finally got a Corvette test car to review earlier this year, it felt like I made it. Sure, I've had more expensive and exotic review cars before, but this was the latest version of the reason why I ended up in automotive journalism in the first place. I often feel like a failure lately, having been laid off last September with hardly any options for a new full-time job. I feel like a letdown and a burden to everyone who's put up with me lately, and it's been hard to pick myself up and keep going. Yet for a week, I had the cool car of my most formative years. I even took it on a small road trip to show it off to Mom.

Dad passed away six years ago, but this made me wonder: would he have been proud of me? My week with the car soon became less about testing the capabilities of GM's latest giant slayer, and more about confronting my loss.

As fun as the car was, I noticed myself treating it a little differently than other test cars. My collection of Fisher-Price Puffalump stuffed animals always annoyed my dad, so I intentionally took more Puffalumps than usual in the Corvette when I went to visit Mom. That and I couldn't listen to Marty Robbins in the car, going so far as to begrudgingly change the radio station when any of Robbins' songs started playing. "Big Iron" played at Dad's funeral, and it still strikes a raw nerve.

ROAD&TRACK

Continued



STEF SCHRADER

Back in 2017, I was supposed to go drag racing for *Jalopnik* and continue on to visit my parents afterwards when I got the bad news. Dad had another stroke, and this would be his last. The next few weeks were a whirlwind of trying to hold it together as my mom was overcome with grief. Mom and Dad took care of each other, each watching out for the others' assorted health conditions as they settled into old age. When Dad died, I needed to make sure Mom could handle things herself from here and I didn't want to add to the chaos. I took a few extra days off when I got home, but I still don't know if I ever really took the time to process my own grief.

Yet here I was with a Corvette for the week, haunted by the memory of Corvette Man. The association was unavoidable.

«Dad» and «Corvettes» will forever be together in my

brain, no matter how much time has passed. Cool cars were a shared love of ours, even if we disagreed over things like stuffed animals. Mom said we would «walk around the same car several times and look at every nook and cranny» at car shows. I'm guilty of the same thing today when I see one that I like, and possibly worse, given that I sometimes want to crawl underneath.

I'm merely adding to the chorus of C8 enjoyers at this point in the car's life, but the latest Corvette is phenomenal. This one was a \$99,160 3LT-trim hardtop convertible with the Z51 performance package, clearly spec'd more for enjoyable backroad cruising than hardcore track use. While I didn't get the chance to test it out on track, the Corvette handled the well-worn back roads around my house and Mom's brilliantly. Its limits are far above any legal speeds in Texas, but this one wasn't brutal at all in the way a front-engined C7 Z06 was. This C8 was easy to control, approachable, and even chuckable, even on its hardest-core track mode. The eight-speed dual-clutch transmission offered extremely fast, smooth gear changes that were perfect for twisty country drives.

Actually using it as a convertible at enjoyable Corvette speeds was out as soon as I realized that no matter what I did with the windows, it would blow my long flyaway hair directly over the left side of my face. Perhaps this is a feature best left for bald dudes like my dad, but the contrasting black folding roof opened with ease at the push of a button and really did make the car look a bit sharper than its single-color counterpart when it was up. The convertible roof added a sizable blind spot, but the blind spot monitor lights do a decent job in its place.



There are some other impractical features, such as thick doors that make getting in and out a beast in tighter parking spots and the strange walled-off passenger side. Who is this interior for, horny teens? That being said, the air conditioning still blows ice cold, there's ample storage in both the front and back, and the controls were easy enough to get used to. You could daily this if you wanted, and probably be fine. Most of all, front cameras and a nose lift make it easier to live with than the Corvettes of yore.

Even as I tried to critique this car on its own merits, it brought back memories of talking about cars with my parents. Mom was less of a fan of Dad's Corvettes than I was, and complained it was impossible to see a C3 <Vette>s pointy, low front end. She said she would always

STEF SCHRADER

ROAD&TRACK

Continued

stop far back from any curbs out of fear of hitting anything. Dad had a red one with velour seats when they first started dating that she thought was very pretty, followed by the Pace Car Edition, and finally, a blue one—all low, curvaceous C3s. She soon grew irritated with how Dad would park further away to avoid door dings and how low the car was, claiming that you «couldn't go over a rabbit pellet without dragging the pellet around.»

The Corvette got traded in for a K5 Blazer shortly before I was born, which Mom found to be a relief. «I wasn't sitting on the ground anymore,» she said. I was always less enthused with this trade even though I was the reason it happened. Perhaps that's why I have such a visceral revulsion to the idea of a Corvette SUV. A K5 is cool, but not Corvette cool. The idea of slapping a Corvette badge on the less cool style of car that replaced it in our family is a bridge too far.

I had to know, though—what did my mom think of the latest one? «It doesn't have that distinctive Corvette look,» she said, claiming that it looks more like a Ferrari or a Lamborghini now. The long hood and short rear end that defined the Corvette's shape for as long as she could remember were gone. Those of us who have kept up with Corvette lore may know that the idea of a mid-engine Corvette has been around since the late Fifties, when Chevrolet's then-newly minted Director of High Performance Zora Arkus-Duntov suggested it as a way to make the Corvette a better endurance racer. Yet to my mom, this was a completely different car, albeit an awesome one.



JORDAN HOFSTETTER

“Dad would probably still be out there, looking at every little thing,” she said, after we went back inside to escape the summer heat.

The associations we make with certain cars or other objects are easy to dismiss as silly, foolish, or even materialistic, but I would argue the exact opposite. They're what makes us human. An object can unlock a key memory, or be a starting off point to make new memories of our own. They can be an excuse to visit family and friends, and make new memories. After I came home, I went to take pictures of the car with a friend who was

about to move away, adding another chapter to the volume of *Stef's Personal Corvette Lore*. She wanted take a break from packing up to hang out and see the car, and I couldn't blame her. It's a really great one.

This is why we're really into cars. Which car doesn't even really matter in the end. We all have that one vehicle that gets us interested in automobiles, or that will always be associated with certain points in our lives. Being a car person is more about what we do with cars and who enjoys them with us. If that's something else I learned from Dad, maybe he would be proud of me after all.



BROWNWOOD CAR SHOW 2-23-24

Look At That Sky

photos by Kamera Keith



BROWNWOOD CAR SHOW 2-23-24 cont. They Stayed Through The Rain

photos by Kamera Keith



BROWNWOOD CAR SHOW 2-23-24

They Persevered & The Weather Cleared

cont.



photos by Kamera Keith

Welcome New Members

List of New Members as of January 2024

Jay & ShelleyYoung

They live in the Village of Bonita. They are from Columbus, OH and they have a Blue, 1969 C3, T-Top

Donnie Lies

He lives in the Village of Poinciana. He is from Minnesota. He has a 2021 C8, Targa

Ronald Intile

He lives in the Village of Tamarind Grove. He is from New Jersey. He has a Silver 2005 C6, Targa

Rick & Ginny Brooks

They live in the Village of Collier. They are from Troy, OH and they have a White 2023 C8, HTC and 1973 C3, T-Top

Richard & Ronnie Veillette

They live in the Village of Amelia. They are from Baton Rouge, LA and they have a Arctic White 2019 C7, Roadster

Randy & Lynne Carpenter

They live in the Village of St Johns. They are from Chattanooga, TN and they have a Pearl White, 2023 C8 HTC, Z51, 70th Anniversary.

Chuck & Mary Crover

They live in the Village of Newell. They are from Goshen, NY and they have a Burgundy, 1973 C3, T-Top

Rhonda Noah (Ronnie)

She lives in the Village of Osceola Hill @ Soaring Eagle Preserve. She is from Pembroke Pines, FL and have a White, 2024 C8, HTC

John Smoluch

He lives in the Village of Mira Mesa. He is from Minnesota and have a Yellow, 2005 C6, HTC

Douglas Lundberg & Dawne Fritz

They live in the Village of Lake Deaton. They are from Old Lyme, CT and they have a Silver, 2021 C8, HTC

Edward (John) & Patricia Constable

They live in the Village of Duval. They are from Wisconsin and they have a Red Mist, 2022 C8

Chet Clark & Katie Nilsen

They live in the Village of Mallory Square. They are from Long Island, NY and they have a Gray, 2009 C6, Roadster

Richard & Patty Young

They live in the Village of Chitty Chatty. They are from Illinois and they have a Artic White, 2016 C7 Roadster

Michael & Gail Laffey

They live in the Village of Newell. They are from Pittsburgh, PA and they have a Red Mist 2023 C8, Purple/Gray 2009 C6

Neal & Alma Dossett

They live in the Village of Chatham. They are from Las Vegas and they have a Red, 2015 C7, Targa, Z06/Z07

Harry & Barbara Lauer

They live in the Village of Southern Oaks. They are from Upper Chichester, PA and they have a Black, 2018 C7 Roadster, Z06

Carl Passieri

He lives in the Village of Winifred. He is from Pennsylvania. He has a War Bonnet Yellow 1972 C3 T-Top

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

TOTAL MEMBERS 524

GENERATION	Qty	% Tot
C8 ('20+)	107	31%
C7 ('14-'19)	111	32%
C6 ('05-'13)	43	12%
C5 ('97-'04)	34	10%
C4 ('83-'96)	12	3%
C3 ('68-'82)	16	5%
C2 ('63-'67)	11	3%
C1 ('53-'62)	14	4%
Tot.Vettes=	348	

WHEN ARE WE HERE?	
FULL-TIME	397
PART TIME	127

FAMILIES	219
SINGLES	86

**AS OF
2/21/2024**

Body	Qty	% Tot
RagTop	131	38%
Targa	122	35%
T-Top	14	4%
Coupe	3	1%
HTC	63	18%
FRC	3	1%
DON'T KNOW	12	3%
TOTAL	348	

TOP 10 VILLAGES	
VILLAGE	#
PINE HILLS	19
GILCHRIST	17
PINE RIDGE	16
COLLIER	12
PENNECAMP	12
FENNEY	11
FERNANDINA	10
OSCEOLA HILLS AT SOAR	10
DUNEDIN	9
LAKE DEATON	7
TOP 10 =	123
ALL OTHERS	0



VVCC BOARD MEMBERS

Art DONNELLY - PRESIDENT

(631) 792-2203

apd.vette@gmail.com

Wayne JOHNSON - VICE PRESIDENT

(586) 612-6991

wayneoc5@gmail.com

Stan COHEN - SECRETARY

(860) 830-6067

marshstan@sbcglobal.net

Alan LUTHI - TREASURER

(651) 253-3182

arluthi@sbcglobal.net

Paul BOVA - ACTIVITIES DIRECTOR

(352) 205-2242

bovapaul@gmail.com

Mike GRINDER - NCM AMBASSADOR

(703) 282-3083

socratesjac@aol.com

George BORKE - WEBMASTER

(407) 758-5298

(352) 205-7167

borkg2006@gmail.com

Elaine SWIERS - CARING COMMITTEE

(847) 951-2169

elaine@swiers.com

Darry BOVA - NEWSLETTER

(203) 979-2022

darrybova@gmail.com