



SEPTEMBER 2023, VOL 7-5

NEXT MEETING OCT. 12, 2023

WWW.VILLAGEVETTES.COM

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

VILLAGE VETTES CORVETTE CLUB

2023

EVENTS SUMMARY

September

- 9/12/23, Tues. Old Sugarmill Run Pancake House deLeon Springs State Park (Stan Cohen GL) **13 Spots Available**
9/22/23, Fri. "Vettes on Paddock Square" 32 cars surround Brownwood Square (Don DiBartolomeo Coordinator)
3 Spots Available
9/30/23, Sat. The Villages Car Club Showcase in Brownwood 24 cars (Don DiBartolomeo Coordinator)
Must Downsize by 5
9/??/23, Corky Bell's Gator Landing Restaurant, Palatka (Stan Cohen GL) **Pending**

OCTOBER

- 10/7/23, Sat. VVCCX Toys for Tots 2023 Kickoff Event 11:00-2:00 Nahas Chevrolet (Mike White GL)
10/10-12/23 "Color Run 2023" Destination Unknown (Gene McConkey/RogerStokes GL) **Sold Out with Waitlist**
See Gene for Details
10/13/23, Fri. Hollerbach's Willow Tree German Restaurant Sanford (George/Lois Borlase GL) **Sold Out with Waitlist**
10/??/23 Hometown Halloween Brownwood Square (Denny Carroll GL) **18 Spots Available**

NOVEMBER

- 11/10/23, Fri. "Vettes on Paddock Square" 32 cars VVCC only on Brownwood Square **7 Spots Remaining**
11/??/23 Vettes on a Mission Car Show/Sock Hop
Possible Vettes for Vets Car Show Mission BBQ Lady Lake **EXPLORATORY ONLY ATT**
11/15/23 Christmas Tour Stetson Mansion followed by dinner at Deland Stockyards (Dylan/Erin Todd GL)
6 spots available (Don't forget to prepay at Stetsonmansion.com)

DECEMBER

- 12/14/23, Thurs. VVCC Christmas Holiday Party at Eisenhower Rec Center with Clark Barrios entertaining
150 spots available

**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.

Vice Presidents Message

Hi everyone!

Well it's been a year since I last wrote to all of you and I'm still amazed by the wonderful cadre of volunteers and leaders we have. That collectively deserves all our thanks for providing us with a wide variety of activities and events to enjoy each and every month.

Syl and I joined VVCC back in August 2015 and like many new members just sat back and cherry picked the type of activities we attended. We never spent much effort meeting other members that were outside the clique of our club friends and we became what I'd term as Observers rather than being Participants. But thankfully this all changed after we hesitantly agreed to volunteer for a small role helping out on the day of an event. That experience opened my eyes to realize how much fun it was to work with other members as a participant.

During these past seven years our leaders have provided us with hundreds of activities to enjoy. And thanks to the dozens of current event leaders and volunteers our 2023 calendar is loaded with activities for the remainder of the year. Your Board of Directors is already planning for 2024 and I'm pleased to report that there are several exciting new and time honored events and trips in the planning stages. And we hope to expand on the breath and type of activities, events and trips that we conduct. But for this to happen, we need more of you to step up as event leaders and volunteers. Considering the overall growth of our membership, I'm hopeful that we can make this happen in 2022

With the above stated, I want to put out a call to each of You to take a more active role in your club. 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 this one of the best clubs in The Villages
Hope to see you at one of our upcoming activities!

Thanks

Art Donnelly
Vice President



Saturday, October 7, 2023, 9:30 AM until 2:00 PM
 George Nahas Chevrolet, Rt. 44, Wildwood Fl.
 www.georgenahaschevrolet.com
 4135 FL-44
 Wildwood, FL 34785

"DJ Mark the Shark" will entertain, George Nahas Chevrolet will grill lunch free of charge, we'll have prizes, auctions, games for this year's kickoff. Price of admission is \$5 or unwrapped toy. No registration necessary. We invited other Corvette Clubs.

It's a new year and this year, we're honored to have a national supporter of our Toys-4-Tots charity program **ROCKAUTO.COM**



The month of August commences the process for the election/ installation of a new Board Of Directors for the coming 2024 calendar year. With this announcement, the search begins to identify an officer slating of members who are interested in submitting their names for a Board position. All positions are open. (President; Vice President; Secretary; Treasurer; and Activities Director)

The requirement/qualification for office are simple, be a "tenured, member-in-good-standing" and demonstrate an interest in facilitating the direction of the club for the coming year. New ideas, new perspectives serve to advance the potential that is The Village Vettes Corvette Club.

The new Board Of Directors will be elected by the attending membership at the 9 November '23 General Membership Meeting. Elected members will serve a one (1) year term of office extending from 01 January '24 thru 31 December '24.

Any member(s) who desire to be placed on the standing slating for the 2024 Board Of Directors is encourage to contact the Nomination/Election Committee (Mike WHITE or Jim LOGUIDICE).





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



Here we are: the end of summer 2023 and it has been hot. Too hot for us to enjoy the top down in our new Z06 so we are looking forward to cooler weather and great rides. I wrote about the museum delivery in a previous note which was made available, thanks George, on the Club web site. Since then, the 2024 order book has opened and the prices on everything seem to have increased including National Corvette Museum (NCM) delivery. More on that below. Again some noted on the 30th anniversary (of NCM opening) caravan next year.

NCM Delivery Price Increase

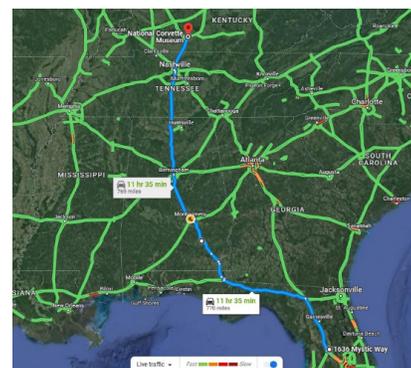
As note above, the cost for NCM delivery for you new Corvette has increased to \$1,495 from the previous \$995. Wow!! And, I don't see anything different in what you get for the money. However, I am still in favor of a NCM delivery principally because of the preparation team at the NCM as compared to local delivery. For example, our local dealer and Club sponsor, George Nahas Chevrolet has delivered about three (3) Z06 vehicles so far and I've been told that their total Corvette allocation for 2023 was somewhere around 47 Corvettes of which they expected to receive around 28 or so. That means they will see a new Corvette every couple of weeks. Compare that to the NCM which delivers eight (8) new Corvettes every working day. Which preparation team would you think is better able to identify and correct issues with you car? To us, it was certainly worth the \$995 plus all the travel expenses. For \$1495?? We continue to believe it is worth the cost but readily admit it is approaching questionable.

Getting to NCM

We have made this trip about six times over the years. From The Villages, it's about 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 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 are 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.





AMBASSADOR

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

Caravans 2023 29th and 2024/Museum 30th Anniversary

Mike White is our Club point of contact for our participation in the 2024 Caravan and Museum 30th Anniversary events. Mike should be contacted if you have any questions regarding the caravans. Routes are being considered to meet other caravans to continue to NCM as a group. Please bear in mind that the 30th anniversary of the NCM opening will be a very large event with LOTS of corvettes. The 25th anniversary in 2019 had 7,500 cars attending.

Festivals of Speed

A Festivals of Speed event is (was by the time you read this) scheduled for September 10th at the World Equestrian Center in Ocala. We will be displaying our 2023 Corvette Z06 there for the first time. Hopefully we will not be shuffled of into a corner with Porsches, Ferraris and Lamborghinis afforded center stage despite the Z06 being able to out perform most, if not all, models of those makers. Hope to have seen you there.

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

**WEDNESDAY
SEPT. 27, 2023
MEET AT COLONY REC
CENTER AT 10:15**



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

A Trip to Ski Beach and Total Recon

On Tuesday August 22, 40 members of the Club ventured to Ski Beach Restaurant in the far off town of Leesburg. Ski Beach is the recently opened sister restaurant to the popular Eaton's Beach Restaurant. Our entire group was seated on a covered outdoor patio. We enjoyed a great lunch with excellent service.

After lunch, about half of the group made the short trip to Total Recon on Rt.27 in Leesburg. The owner Tom Mckee gave us a tour of his facility. He explained the thorough job they do in applying ceramic coating products to cars and trucks. They also have an extensive reupholstery operation which, based on some of the examples he showed us, does some fine work.



Don “The Snake” Prudhomme: Still racing at 81



05 May 2022

Steven Cole Smith



SIX-TIME NHRA champion Don Prudhomme made a living piloting eye-catching race cars down the quarter-mile. Early in his career he drove the Hawaiian rail for the Leone family, and in the '70s, he campaigned an Army-sponsored Chevy Monza. But his greatest fame came when he teamed up with Tom “Mongoose” McEwen, and they match-raced their funny cars—the “Mongoose” Duster and the “Snake” Barracuda—in the late-'60s. The pairing caught the attention of Mattel, leading to premium sponsorship for both cars, a line of Hot Wheels toys, and eventually a feature film titled “Snake & Mongoose.” McEwen died in 2018 at the age of 81.

Prudhomme turned 81 last month, as he prepped for a 1000-mile off-road down the Baja California peninsula. Just last year, after his class victory in the NORRA 1000, called it quits on off-road racing. “Yep, I said that,” Prudhomme recalls. “But Baja is just a place that keeps calling me back to try it one more time. I think we can win it again.

“I’m just ready to go—I’m 81 years old, but I still feel like I’m 51.” Aside from a sciatic nerve in his back that keeps acting up, Prudhomme says he’s in amazingly good shape. “I’ve been blessed. And I just got a cortisone shot for the sciatica, so my back should be good to go.”

Prudhomme and racer Dick Firestone (yes, from the tire family) will be racing the retired drag racer’s modified Can-Am UTV once again. “We’ve done some work on it, and it should be a little faster,” Prudhomme says of his wicked-looking side-by-side. In fact, when we spoke to the Snake—a nickname he earned in high school growing up in Southern California—he was taking the shocks from the Can-Am to veteran off-road racer and tuner Walker Evans for some last-minute tweaks. Apparently, it’s a star-studded affair, as P.J. Jones, son of racing legend Parnelli Jones, will be helping out, too. “We’re serious about it,” Prudhomme says. “If we weren’t, we’d have no business heading down there.”



The 1000-mile scramble is sanctioned by the National Off Road Racing Association (NORRA). The first NORRA Mexican 1000 ran in 1967, and eventually transitioned into what we know known as the Baja 1000. The NORRA 1000 is a little more low-key than the , with five days allowed to cover the 1000 miles.

Each year, the route is different, and unlike the Baja 1000, you can’t pre-run this race. You don’t get the chip containing the route for your GPS until the day before the race. Drivers have less than 24 hours to study the downloaded map before they careen off into the desert. “It’s tough,” Prudhomme says. “Some days we’ll do 250 miles, some days 150, but we’ll average 200 miles over the five days.”



The race starts Monday, May 2, and runs through the following Friday. (It is live-streamed at) The field is comprised of restored vintage race cars, historic vehicles, as well as modern-day, high-tech race cars, trucks, and motorcycles as they traverse the challenging and spectacular landscape of Baja, Mexico.

“I like going fast,” Prudhomme says. “I don’t go *crazy fast anymore, I just go fast.*”

Prudhomme went crazy fast for years. As a teenager, he joined a Southern California car club called the Road Kings of Burbank. “They had a dragster that they took to a track near where I lived, and I got to drive it. I was hooked. Absolutely hooked.”

Prudhomme won his first national event in 1965. (If you have Roku on your television, there’s a 24-hour NHRA drag racing channel, and they’ve been airing vintage black-and-white coverage of the first win for Prudhomme and his rail dragster.) Not long after, he moved to full-bodied Funny Cars. The Snake is one of the few drivers who have won titles in the NHRA’s Top Fuel and Funny Car classes.

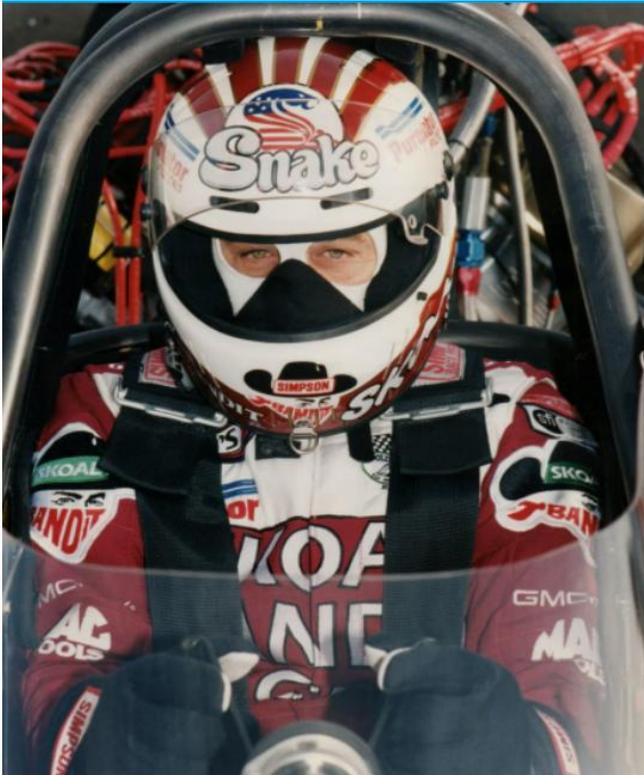


Alta Uptis/Getty Images

Bettmann Archive/Getty Images



According to veteran Prudhomme, the dragsters are easier to drive, but he preferred Funny Cars, and won four titles in the fiberglass floppers. “They’re a little trickier, but they are the most exciting to drive,” he says. He was also the first Funny Car driver to top 250 mph. Prudhomme eventually retired from driving in 1994 but continued to own winning race teams.



As for drag racing today, “I wish I had a lot of good things to say. It costs so damn much money to be in it professionally,” says “the Snake.” To race, you have to bring a lot of sponsorship, or your folks supply the money, or you marry into it, or something. The cost has run a lot of the good people out. But that’s the way it is with all professional racing. It’s all about money.”

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“I’m glad I came up when I did. It was the golden years, really – the building of the sport, the innovation, the ability to do new things. I’m so glad I raced when I did,” says Prudhomme.

He added: “And I’m happy to be doing what I’m doing now.”

The History Of The Mid-Engined Corvette And Why It Took So Long To Realize

The Corvette finally went mid-engine in the final hour of internal combustion and here's why it's important that it did

BY GARRET DONAHUE PUBLISHED 3 DAYS AGO



The Chevrolet Corvette is America's star child sports car. The Corvette is as American as it gets. A big, loud V-8 grumbling at idle but screaming at redline. It's a beast that at times, is difficult to tame when really let loose. Eight generations have been produced since 1953, and it sure has come a long way since its inception into the sports car world.

While the Chevy Corvette has traditionally been a front-engine, rear-wheel-drive vehicle, the ultimate vision for Corvette was something much more exotic. Like Porsche's 911, the Chevrolet Corvette has been an ongoing evolution over the past seven generations rather than a revolution. With the C8 Corvette, that completely changes.

The thing is though, it isn't just a sports car anymore. It's a completely savage supercar, especially in Z06 form. This wasn't an accident. There was a certain individual responsible for the journey that brought us to the mid-engine masterpiece we see running around today, and a determined team of engineers who love what they do to make the dream of a mid-engined V-8 Corvette into a very real, very raucous reality.

Some might look at it as a, "better late than never" situation, while others prefer the traditional front-engine cars. Either way, there's no doubt that finally, with the mid-engined C8 Corvette, and the advancements in tech, manufacturing, and engineering, the latest generation realizes the ultimate dream for the Corvette, while raising its capabilities to compete with the best that the world has to offer.

Factors That Limited GM From Building The Mid-Engine Corvette:

- Poor economy
- Lackluster initial public response
- Upper management restriction
- Lack of mid-engine vehicle dynamics knowledge
- Lack of resources/project prioritization
- Lack of leadership in project refinement

The man responsible for much of the Corvette's legacy was none other than Zora Arkus-Duntov. In essence, Zora was the mastermind behind the glorious car we know today. It took a while, but it was his vision for a mid-engined V-8 Corvette.

He was the one who pined for a V-8 in the existing car, and thankfully his persuasion worked. The original Corvette was a six-cylinder, barely making enough power to be a competitive pony car. That wouldn't do, and thanks to a little vision, and a ton of push, at least the Corvette would see a V-8 under the hood, even if it wasn't located in the correct place according to Zora.

Having been an engineer and familiar with certain powertrain and vehicle dynamics, it was clear to him that in order to completely transform the feel and capability of the Corvette, it would in fact need to go mid-engined. Zora would become Chevrolet's first Chief Corvette engineer perhaps saving the car from cancelation along the way.

Mid-Engine Concepts



Starting in 1959, Zora and the Corvette team started a special research project known as CERV or Chevrolet Engineering Research Vehicle. CERV I was an experimental mid-engined vehicle meant to test the real-life handling of vehicles as close to physical limits as possible. This meant having a low weight (1600 pounds) and relatively high power (350 horsepower) to reveal even the smallest attitude changes in the chassis at speed. The car had Corvette brakes, and the suspension development from it went on to be featured in future Corvettes.



CERV II was initiated in 1963 as a prototype just a few years later and was completed in 1964 was a testbed for mid-engine exploration once again, but this time for specific vehicle components, namely tires and engine performance. The plan for CERV II was to also be involved in the competition, though it never panned out for the prototype. Six were to be built for competition, while GM also tested components, a strategy some other manufacturers still use today



CERV III was where things became more interesting as it pertains to Corvette. First shown in 1986 as the, “Corvette Indy” concept, this was a serious attempt at making the original idea of a mid-engine Corvette come to life. This car showcased a slick four-wheel drive and four-wheel steering system. The official CERV III was revealed in 1990 as a near-production-ready car. Featuring a twin-turbo dual-overhead cam V-8 located behind the cabin, and with its wildly futuristic design, the idea of a production Corvette supercar suddenly wasn’t so far-fetched.



CERV IV was literally a test mule for the 1997 C5 Corvette, a then-new generation of car. At this point, the CERV program was solidified as Corvette-oriented projects as they represented the most capable vehicles in the Chevrolet lineup. Wildly, CERV IV wasn’t even actually created by GM but rather, by a company called TDM.Inc. As it turns out the car that resulted was a strong competitor, and brought back the Corvette to life, even bringing Corvette to Le Mans with the C5-R.

There was never an official CERV V, however, one prototype remains as arguably one of the most important research and development vehicles ever in GM history. This is, of course, the test mule for the C8 Corvette, also known as, “Blackjack”. This final mid-engined prototype was the real deal.

The new Corvette was green-lit as a mid-engine design and testing started with a strong intent to put it into production. Blackjack was a mix of bits from all over GM’s performance divisions. The front was all Holden, and inside housed C7 generation Corvette bits, as well as a C7-derived V-8, shoehorned into a customized rear compartment. It was used to build out the basic architecture of the C8, a car that is now very much in production today.

Funding, Economy Crashes, Pushback From Upper Management

Funding, Economy Crashes, Pushback From Upper Management



The mid-engine Corvette hasn't seen the smoothest journey to production. In the 1970s a mid-engine Corvette nearly went into production. Zora had been slowly working on concepts with the team to make it happen, however, Ed Cole, GM's president at the time had become informed of the Wankel rotary engine and insisted that if there was to be a mid-engine sports car to be produced by GM, it would have to feature that engine specifically.

This was a far cry from the dream of a small block V-8 Zora had originally imagined. Prototypes were built, and sent to auto shows where they were met with mild enthusiasm, and eventually, the project was scrapped altogether.

The CERV 4 prototype that came later, well after Zora's retirement was a secret project. The Corvette kept development costs down by commissioning the project to an outside engineering firm TDM.Inc. Ultimately the C5 that resulted from CERV 4 barely made it into production, but was a success as the Corvette gained serious traction as a viable sports car once again.

GM wanted to push the Corvette, even bringing back a ZR1 model for the C6, and planning on C7 being mid-engined. Looking back at the exterior design, subtle hints as to the intent were there, more rear venting, and louvers on the rear 3/4 fenders. It was the plan, but GM couldn't quite pull it off, and having a recession not long before zapped the necessary resources to make such a significant step happen.

What The C8 Represents Today

The C8 is the culmination of 60 years of development in the pursuit of mid-engine perfection. Though it is not perfect, the C8 Corvette is as competent as any sports car/supercar on Earth. Its handling prowess, powerful V-8 engine choices, and now mid-engine architecture are the final realization of the dream of the Corvette legend Zora Arkus-Duntov.



Incredibly, after so many failed attempts, GM turned that dream into reality just before it wouldn't matter anymore. With the inevitability of electrification looming on the horizon, this really was the last chance to make the mid-engine concept work for Corvette. The engineers decided to go all in. C8 Stingray wowed the world, and Z06 crushes the competition with its performance sledgehammer at a relatively bargain price, a hallmark of Corvette throughout the generations.

Moving into the electric era while honoring Corvette's past has proven to be no simple task. E-Ray is bridging the gap between rowdy internal combustion and silent electric motors. [It](#) beautifully combines the glorious LT2 V-8 with electric motors for a hybrid system that is as quick as the Z06 in short bursts. With more variants to come and most likely an all-electric version, at least for now, we can celebrate the C8 generation as the truest Corvette as it was intended to be so many years ago.



Welcome New Members

List of New Members as of May, June and July 2023

Jon and Diane Hart

They live in the Village of Bradford They are from Peabody, MA and they have a 2019 C7, Black, Vert.

Cheryl Zuidema

She is from New Orleans and has a 2010 C6, Silver, Vert.

Tim Perkins

He lives in the Village of Rio Grande. He is from Michigan and has a 2005 C6, Yellow, Vert

Don Hankey

He lives in the Village of Newell. He is from Pennmsville and has a 2064 C2, Blue, Vert.

Brian Raetz

He lives in the Village of Bradford. He is from Indian Land, SC and has a 2017 C7, Long Beach Red, Targa

Zebulon and Karla Bulluck

They live in the Village of Cason Hammock. They are from California and they have a 2016 C7, Shark Gray, Vert

Bob and Karen Chaikin

They live in the Village of Brigeport @ Miona Shores. They are from Miami. They have a 2023 C8, Black, HTC

Arell and Dee Wasson

They live in the Village of Poinciana. They are from Nebraska and has a 2014 C7, Crystal Red, Vert

Timothy Obermeyer (Obie)

He lives in the Village of St Catherine. He is from Cincinnati, OH and has a 2023 C8, Ceramic Matrix Gray, HTC

Bob and Beth Faucett

They live in the Village of Monarch Grove. They are from Wisconsin and has a 2017 C7, Yellow, Targa

Ron Tuturice

He lives in the Village of St. Johns. He is from Ocean Pines, MD and has a 2014 C7, Cyber Gray, Vert

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

TOTAL MEMBERS 573		
FAMILIES	240	
SINGLES	93	
GEN	Qty	% Tot
C8	97	25%
C7	117	31%
C6	54	14%
C5	47	12%
C4	21	6%
C3	22	6%
C2	12	3%
C1	13	3%
Tot.Vettes=	383	

NCM MEMBERSHIP		
NCM FAMILIES	73	
INDIVIDUAL	26	
LIFETIME	10	
SENIOR INDIV	1	
TOTAL =	110	
WHEN ARE WE HERE?		
FULL-TIME	446	
PART TIME	123	
Don't Know	4	

Body	Qty	% Tot
RagTop	145	38%
Targa	147	38%
T-Top	18	5%
Coupe	9	2%
HTC	49	13%
FRC	5	1%
DON'T KNOW	10	3%
TOTAL	383	

AS OF 08/07/23

TOP 10 VILLAGES	
VILLAGE	#
PINE HILLS	32
COLLIER	29
GILCHRIST	29
PENNECAMP	26
PINE RIDGE	21
MCCLURE	17
CHARLOTTE	16
FEENEY	16
FERNANDINA	15
LABELLE	15
TOP 10 =	216
ALL OTHERS	130



REMINDER!

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

THIS THURSDAY SEPT. 14, 2023

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.



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