



DECEMBER 2018 VOL. 2 - 12

WWW.VILLAGEVETTES.COM

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

VILLAGE VETTES CORVETTE CLUB 2018

PRESIDENTS MESSAGE

Merry Christmas and Happy New Year! The December general meeting is the traditional Village Vettes Christmas party. Dinner will be provided by FMK catering with entertainment provided by David Vece, a noted Villages Square entertainer. This will be an event that you will not want to miss. Roger Stokes and his committee have covered all bases to make your evening memorable. See our website for additional details and registration. This is a BYOB event.

We had 37 cars that went to the Corvette Club of Marion County “all Corvette” show held at Dillard’s parking lot. We won the \$100.00 for the club with the most cars as well as several awards. Tom Reynolds was our event leader and did a swell job in coordination and notification. We had so many participants that we had three different caravan groups. It was a beautiful day, cool and clear.

If you haven’t signed up for the Christmas trip to Mt Dora yet, you best get that done. This event, chaired by Dick Ford, has carriage rides, boat rides, a great dinner, and a terrific light show around town. This is truly a marque event for Village Vettes.

This is my last monthly note to the membership. Don Chaney became President during the elections at the last meeting. I know Don will be a great President. I wish him well and will help him wherever I can. I wish to thank the membership for their support during the last two years.

Gene McConkey

Marion County "All Corvette" Show

Tom Reynolds, Event Leader



Marion County "All Corvette" Show, con't

Tom Reynolds, Event Leader

On Saturday, November 17, 2018, thirty-seven members of the Village Vettes met at Mulberry Grove Recreation Center and drove to the Ocala Dillard's parking lot to participate in the Marion County Corvette Club Corvette Car Show. With this many car, it was best to break our caravan into 3 groups. This show was held on a beautiful clear day with very accommodating temperatures especially for the ladies with all the great shopping stores in a short walking distance.

Our club won \$100 for bringing the most cars from one club. Treasurer Tom Sweirs gladly accepted the money.

Let's all congratulate the following members for bringing home nice trophies for Judge Class and Participant's Choice.

Richard Stroke

Pete Paisley

Jeff Huber / Cathy Heuer – Participants Choice

Sam Marinaro

Richard Frost

President Gene McConkey - Best Pace Car

Robert Navigato

Rudy Neustadter

Tom Reynolds

Tom Swiers

Ron Tanner - Participants Choice

Marion County "All Corvette" Show, con't Tom Reynolds, Event Leader



Meet your Village Vettes Secretary, Don Schultz, and his Wife Donna

Don Schultz is originally from New Milford, Connecticut. He graduated from high school in 1966 and Post Junior College in 1968. Don met Donna in 1970 and they married in 1971. In January 2019, Don and Donna will celebrate their 48th wedding anniversary. They have one daughter, Kelley, who lives with her husband, Alex, in Denver, Colorado.

Don joined the U. S. Navy in August 1968 and, after completing boot camp and various schools, he became qualified in the Nuclear Ordnance Field. He has been stationed in Spain; Jacksonville, Florida (three times); Guam (twice); Virginia (twice); and Oklahoma. He has been stationed on two different submarine tenders and three aircraft carriers. After 27 years, Don retired from the U. S. Navy in September 1995.

After retiring from the U. S. Navy, Don worked for Allied Security as a supervisor; Discount Auto; and Southeast Toyota as a Quality Insurance Inspector. He then worked for Lockheed Martin Space Systems as an Ordnance Mechanic and then as a Safety Engineer. Don earned a Bachelor's Degree in Business Administration from Jones College in Jacksonville, Florida. In December 2004, he retired from Lockheed Martin Space Systems.

Don purchased a car at the Turkey Rod Run but when he learned it was all rust, he purchased his first Corvette in 2000 – a white 1985 Corvette.

Later, Don purchased a Red 1999 Coupe (which is still in the Club). When moving to The Villages, he had to sell one of the cars so the 1985 Corvette was sold. Since moving to The Villages, Don has owned a yellow 2007 Coupe. He presently owns a Red 2014 convertible.

Don has served as Treasurer for the Club and is starting his fifth year as the Club's Secretary.



There have been several inquiries regarding how members may obtain the logo flag/caddie set. The process involves two vendors.

For the club logo flag, members need to contact Barbara Peck (610 East Pleasant Street, Belvidere, IL 61008) via her e-mail address (artisticdreamdesigns1@gmail.com) or phone (815) 289-0489. A club logo flag design has already been fabricated by Barbara. Logo flags are \$14.00 for a single-sided or \$27.00 for a double-sided flag. Checks are to be payable to "Barbara PECK."

Barbara does **NOT** have the caddie/pole sets in inventory. These are supplied by a separate vendor, Doug SCHILLER (Flag Caddie Company, P.O. Box 1274, Belvidere, IL 61008). Interested members who desire to place an order for the Club flag/caddie set may do so by referring to web site www.flagcaddie.com or call (815) 979-4591. When ordering flag/poles, you will need to provide your name, year/generation of your Corvette, and the body style (coupe/convertible). The Flag Caddie is designed and developed by a proud Corvette owner and are produced from high grade 6/60 nylon to preserve the sleek appearance of your vehicle.



Flags are made with a special weave to allow the wind to flow through the flag enabling longer life and less flag noise at road speeds. Each Flag Caddie package includes two (2) black nylon Flag Caddies with all the mounting hardware and 11 x 16 American flags with flexible white flag poles.

When ordering, go to the web site's "Custom Flags" tab, order a custom flag set - one (1) US Flag, two (2) poles, and two (2) Flag Caddie mounts. The additional flag pole/caddie will be used for your Club logo flag.



Cost is \$28.95, plus a \$5.75 shipping fee) For a two (2) US Flag set, go to the web site's "Order Form" tab, where a two American flag set may be purchased for \$31.95, plus a \$5.75 shipping fee

The preferred method for ordering is via the web site (www.flagcaddie.com) which offers online options for payment by PayPal, credit card, or checks payable to "Flag Caddie LLC."

Upcoming events (cruises and car shows)

for details and signup member
must logon to our website
VILLAGEVETTES.COM

**12/13 - **Thursday – VVCC Christmas Dinner/
Dance/Party**

1/10/19 - Pre-meeting Dinner BLUEFIN Brownwood

Future Venues that we are scheduling are Barberville
Pioneer Settlement and Howey-in-the-Hills Mansion
tour. Details are not available at this time.

**** - See our webpage for details
and other car related events.**



2018 Election Update

The last position still in need of a candidate is
“Activities Director “. This a call for a “Tenured”
member who may be interested in that position for
2019.

**** ALL OTHER POSITIONS HAVE CANDIDATES**

Don Chaney, our 2018 «Activities Director», is
available for information regarding this position.

If you are interested in being a candidate for
“Activities Director” or want to nominate someone,
please reply to one of Election Committee
members listed below ASAP.

Jim Loguidice 259-6267, jlog323@hotmail.com
Don Bosch, VP and Committee Chair, 633-
3586, bosch03@comcast.net

Mike White 751-2502, mikewhite410@gmail.com

Mike Harris 205-1616 mharris2907@comcast.net



Reminder - the Village Vettes 7th Annual Toys-For-Tots Caravan will occur this coming Wednesday, 5 Dec '18 at George Nahas Chevrolet in Wildwood at 10:00 AM. As in every year, beverages and pastries will be available courtesy of the dealership. The Club Caravan will depart the at 11:30 AM for the Marine Corps Collection/Storage Warehouse in Leesburg. It is an approximate 17-minute (10.9 Mile) cruise. Members will be invited to tour the facility, observe the process for toy distribution, meet the staff, and have a hot dog/hamburger lunch. Again, there is no expectation for members to remain on-site for an extended length of time.

The latest “toy count” is 752 toys. This is “down” from last year’s effort. We are requesting members assist in making this year’s campaign a success – we need your continued involvement to make it happen. If you haven't yet done so, please make an unwrapped toy/cash donation and register for the event at the Village Vettes web site, www.villagevettes.com

Hope to see you all on Wednesday.

Respectfully, and For the Kids,

Roger Stokes
Mike White
Jim Loguidice



CAR DRIVER

JULY 2018

HOW THE CHEVROLET CORVETTE WAS SAVED FROM EXTINCTION

Twice Back from the brink once and again thanks to a few bold, passionate leaders.

Chevrolet's Corvette may now be America's sports car, but it barely survived its first few years. From its 1953 debut through that decade, it continually flirted with cancellation as its sales never rose above four figures. Yet it stayed alive—and enjoyed generally strong sales through the mid-1980s—mostly thanks to ace chief engineers Zora Arkus-Duntov and Dave McLellan.

But in 1992, when Dave Hill took over from the retiring McLellan to become the third Corvette chief engineer, Chevy's sports car was about to be toast. With the fourth-generation C4 selling poorly and General Motors flirting with bankruptcy, the company's brass had reluctantly canceled the next-gen C5 program to free up money for higher-volume products.



Not on my watch, thought Joe Spielman, a passionate enthusiast who was running the mid-size-car division at the time. “I just couldn’t let that happen.” He asked Chevrolet boss (and fellow enthusiast) Jim Perkins for help. Perkins met with GM president Lloyd Reuss, who told him, “We need the capital and engineering resources to do the new full-size sedan [platform]. So we can’t do Corvette.” The resources instead went toward the 1992–1999 Pontiac Bonneville, Buick LeSabre, and Oldsmobile Eighty Eight; not exactly a murderers’ row, that.

Desperate Times

Spielman then asked Russ McLean, director of manufacturing for GM in Mexico, to return to the States to “save the Corvette.” McLean’s responsibilities as a platform manager were similar to those of GM’s current vehicle line executives (commonly known as VLEs) and included product engineering, manufacturing/plant engineering, purchasing, quality, service parts, and finance. “When I took over in February 1992,” McLean told Car and Driver, “the C5 program was not approved. We were at the bottom of the heap on quality and customer satisfaction and [were] losing a significant amount of money on each car built.”

CAR DRIVER

CON'T

McLellan's team was already working on a revolutionary replacement for the aging C4 with a longer wheelbase, a rear-mounted transaxle, and a much stiffer backbone structure. To keep that work funded and on track, Perkins clandestinely tapped his Chevrolet marketing budget.



“Jim came up with a million dollars out of his advertising budget,” Spielman says, “and I looked across the rest of my organization and found half a million here, a hundred thousand there, and put enough together to build a working mule with a new structure under the old car.” Lifting money out of his marketing budget for Spielman to keep the C5 project going was a potentially career-ending risk for Perkins, but he went back to that well twice more for a total of \$2.5 million. The C5 program was on its way to being saved, but much work still needed to be done.

“We desperately needed to build a vehicle,” Hill says. And they needed it in time for the North American Strategy Board (NASB) Concept Approval meeting, just 90 days away. “We didn’t have time to do it inside the company, so we had to use an outside shop.”

The mule car was built with a hydroformed backbone structure and the rear transaxle, all disguised under a “raggedy” C4 body. “We were driving it at the Mesa, Arizona, Desert Proving Ground,” Perkins says, “and everybody was blown away with what we had. For example, when you ran over ripple strips with the old car, you got memory shake that would rattle your teeth. But the C5, even with that old C4 body on it, just settled down and—burr—ran over it.”



CAR DRIVER CON'T

Going Aboveboard

Then Perkins got a meeting with Reuss and some other top execs and had “a nose-to-nose, heart-to-heart talk about that car and why we should continue it.” He won a grudging okay to continue development, then worked with Spielman and Hill to get as many high-level people and NASB members as possible into the mule car before the Concept Approval meeting.

Then, as Perkins recalls, when he presented the business case, “I had had our guys go back and tally up all the Corvette magazine covers we had since 1953, and it was more than 800!” He also lectured the NASB that the Corvette was the purest example of what GM and America could be proud of, “an American icon that they had no right to cancel.”

“Perkins lectured board members that the Corvette was the purest example of what GM and America could be proud of, “an American icon that they had no right to cancel.””

Through a focused effort to improve the C4 Corvette’s performance, quality, customer satisfaction, and profitability, McLean’s team “earned the right to request approval for the C5 Corvette,” he says. “The C5 financial projections were 250 percent better than C4, and, as a result, no one could deny Corvette being placed back on the corporate product program. After I prepared the proposal and completed several reviews, I received C5 approval from [new CEO] Jack Smith and his executive committee.”

When the Strategy Board decision to revive the program and take it to production finally came in 1994, the U.S. car market and GM were fortunately in much better shape. That C5 Corvette turned out to be one of GM’s most successful programs of the 1990s, and the more refined and stylistically clean C6 built on that success. But when it came time to start work on the next-gen C7, GM was spiraling toward bankruptcy—again. And so the Corvette was killed one more time.



The Struggle for C7

When engineer/racer Tom Wallace succeeded the retiring Dave Hill as Corvette’s fourth chief engineer in 2005, he shared a burning desire with its first, Zora Arkus-Duntov, to do a mid-engine Corvette. He also soon realized that assistant Corvette chief engineer Tadge Juechter—who also wanted to explore mid-engine designs and was working on a prototype—was the technical brains behind the Corvette. “So we promoted Tadge to chief engineer, North American Corvette,” Wallace relates, “reporting to me as global chief engineer and VLE.”

But by 2008, the U.S. economy was plunging into a deep recession, vehicle sales were cratering, GM was spiraling toward insolvency, and new-vehicle programs were being reviewed, delayed, or killed. The last two on the block were the Corvette and the full-size truck, and going into the October board of directors meeting, vice chairman and head of product development Bob Lutz told Wallace, “I’ll fight to keep the new full-size truck and C7 programs, but I don’t know if I can keep Corvette.” And he couldn’t. The Corvette was dead. So Wallace took early retirement.

CAR AND DRIVER

CON'T

But Juechter and his team kept working, even after GM declared bankruptcy in June 2009. “We were really worried about GM collapsing in a quick liquidation where we would just be shut down, and the Bowling Green plant and the tools and the brand would be sold at scrap value,” he recalls. “We even put a Corvette phone book together with home phone numbers, so if the worst did happen and everything collapsed around us, if someone wanted to buy Corvette and Bowling Green, we had a team ready to sign up and go to work.”

Participating in a conference call one day with the “task force” put together by the U.S. Treasury Department to consolidate GM manufacturing operations, Juechter was planning to advocate passionately for Corvette and its small, special plant: “We went around the room introducing ourselves, and when I introduced myself as Corvette chief engineer, one consultant said, ‘What can you tell me about C7?’—the same question we were getting from our customers. I thought, ‘Wow, this guy knows the lingo and wants to know about C7. He may get it.’ They got into our books and saw that Corvette made money, so getting going on a new one was on the to-do list coming out of bankruptcy. It was spared as an extremely valuable brand that is known globally, and the Bowling Green assembly plant was also spared.”



Yet still, as GM was emerging from its government-guided bankruptcy, nothing was happening on C7. Then Juechter saw Fritz Henderson, who had succeeded Rick Wagoner as GM CEO, on the Autoline Detroit TV program. “People were phoning in questions,” he recalls, “and one asked, ‘When are we going to get a new Corvette?’ Fritz said, ‘We’re working on one right now. We’re doing an evolutionary but major change off the C6.’ Which was wrong. He was either misinformed or wishfully thinking.”

The next day, a friend of Henderson’s who decided to buy a Corvette emailed him some questions. Henderson passed them along to Juechter for answers. Which gave Juechter the opportunity to say that he had seen Henderson on Autoline Detroit, and they were definitely not yet working on a new Corvette. Henderson responded, “Well, we’ll see about that.”

Less than a week later, direction came from GM product planning to greenlight the C7, which Juechter and his team engineered and developed into easily the best Corvette ever. With that generation preparing to ride into the sunset on the might of the beastly ZR1, the team behind America’s Sports Car soon will realize Duntov’s, Wallace’s, and their own mid-engine dreams when the C8 officially breaks cove



Ron Tanner, VVCC Ambassador; Email: bandito2108@hotmail.com ; Cell: (402) 651-0474

DECEMBER 2018 UPDATE - Here's the latest news and offerings from the NCM.
NCM 25th Anniversary Bricks Available !



Support your NCM by purchasing a limited edition 25th Anniversary Brick to be permanently located inside the Museum on the Boulevard. The price is \$200 for NCM members. Three lines of text can be engraved (in place of the "Bowling Green or Bust 2019!" shown); 13 characters and spaces per line. Brick purchases are tax deductible. Once ordered, it takes four to six weeks to receive a brick and have it placed in its location. When the brick is placed, NCM will take a photo and send it to the buyer along with its location. Duplicate bricks can be purchased and shipped to the buyer for \$75.

Corvette Raffle Tickets - On Thursday, December 13, 2018 at 2 pm CT a **2019 Torch Red Corvette Coupe** will be raffled. Tickets are **\$100** each with sales limited to **1,500** tickets. Purchase tickets at the following link: https://raffle.corvettemuseum.org/15_2019-Torch-Red-Corvette-Coupe-121318.cfm



REMINDER – Whenever you do any type of transaction with the NCM, such as joining or renewing membership, purchasing raffle tickets, getting a quote or actually signing up for insurance, visiting the museum, buying build sheets or window stickers, etc., **please remember to contact me at either the above email address or cell phone to insure our Club receives recognition for supporting the NCM.**

WELCOME NEW MEMBERS

List of New Members Since Nov. 1, 2018:

Phil and Delores Jasper

live in the Village of Largo

They are from Ichigan and drive a 2008 Black C6 Coupe

Steve and Mary Ann Rubini

live in the Village of DeSoto.

They are from Fort Lauderdale, FL and drive a 2017 C7 White convertible.

Phillip Ruppert (or Dr. Phil)

is originally from Milwaukee, Wisconsin.

He lives in the Village of Pennecamp and drives a 2017 Red C7 convertible.

Richard Stebbins

lives in the Village of La Reynalda.

He drives a 2016 Laguna Blue C7 coupe.

Frank Webster

lives in the Village of St. Charles.

He drives a 2012 Blue C6 convertible.

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

DID YOU KNOW?

Not all gasolines are equal. In 1995, the government came up with a standard for gasoline that was required for all brands. With the new standard, many car makers started having problems with deposit build-up and performance problems.

In 2004, ten top auto makers, GM, Toyota, Honda, Ford, BMW, Audi, Navistar, Volkswagen, FCA & Mercedes Benz got together and came up with a new standard for gasoline called Top Tier Gas.

It has a higher detergent package to better clean critical engine parts and help with performance.

What gasolines meet the Top Tier Standard? BP, Citgo, Chevron, Costco, Exxon/Mobil, Phillips 66, Shell, Sunoco, Texaco and Valero.

Please go to the website www.toptiergas.com for the full story and a list of all the manufacturer's in the US and Canada.

Just a side note: The Circle K brand gasoline that came on the market in our area, does not meet the Top Tier standard at this time.



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Wreaths Across America

Event Leader - Bob Kerfin

Did you feel a sense of gratitude placing flags at the Florida National Cemetery in Bushnell and honoring our fallen veterans last Memorial weekend? In case you did or did not, we have an opportunity to participate in "Wreaths Across America".

REMEMBER the Fallen. . . HONOR those who Serve. . . TEACH our children the value of Freedom.

On Saturday, December 15, 2018 at 11:45 AM, Wreaths Across America will be at Florida National Cemetery to Remember and Honor our veterans through the laying of Remembrance wreaths on the graves of our country's fallen heroes and the act of saying the name of each and every veteran aloud.

Staging at **EISENHOWER** Rec Center at 6:15 am - Kickstands up at 6:30 am (for the Nomads). Meet trucks with the wreaths at Walmart Distribution Center, 5100 Kettering Road, Brooksville, FL, 34692. We will then escort the trucks to the Florida National Cemetery- Bushnell. There will be a short rest stop on the way to Brooksville, and coffee & Donuts at the Walmart Distribution Center staging

An open call to place wreaths at as many graves as possible is out for all to participate in the wreath laying ceremony.

If you want more details, contact Bob Kerfin at 847-366-7888.