



JUNE 2020 VOL. 4-6

NEXT MEETING JULY 9, 2020

WWW.VILLAGEVETTES.COM

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

VILLAGE VETTES CORVETTE CLUB 2020

PRESIDENTS MESSAGE

The world continues to turn. Seems to be just a bit slower!

We are still unable to schedule a meeting. Did receive notice from CDD Recreation & Parks that they will be scheduling “meetings” with their staff “to review new room set-ups and expectations”. They just don’t say when. An article in the Daily Sun on June 1 indicated no meetings will be scheduled until October. So, who knows?



Hope you all saw the spread in the Daily Sun of the VVCC Corvette Cavalcade for Caregivers and First Responders on May 14th. 30 members joined the Cavalcade, donating \$30.00 each which, along with additional donations and about \$200.00 from the Club, allowed us to present donations of \$1000.00 to the Pandemic Preparedness Fund at The Villages Hospital and \$500.00 to the Employee Fund at the Villages Fire Department. We received notes of acknowledgement and appreciation from. Richard Campbell, President of UF Health Auxiliary Foundation and Fire Chief Edmond A. Cain of The Villages Public Safety Department



Your Board of Directors continues to meet to not only plan for when things open up, but to seek opportunities for some low key events.

Elsewhere in this Newsletter you will find information about an event Former President Don Chaney is organizing for July 3rd. I am looking forward to it.

Although Eisenhower advises me we can have no formal events, informal gatherings are permitted. I and some other members plan on being at the Eisenhower parking lot at 6pm on Thursday June 11th (weather permitting) Join us if you can. Bring your own chair(s) and refreshments. Social distancing will be expected. This not a VVCC meeting.

Elsewhere in this Newsletter is “A Call to All Members” from V.P. Rich Rose. I applaud his appeal to members to become more active. This is a great Club that does some real important things. Let’s keep it that way.

Stay Safe.

Charlie Tagman, President 2020

VVCC Corvette Cavalcade for Caregivers and First Responders on May 14th



Drive the Squares in your Corvette Day, **Friday July 3rd**

By Don Chaney

At the turn of the Millennium (or there about) Mid America Motorworks founder Mike Yager launched “Drive Your Corvette to Work Day”. It was in 2001 to be exact. As Mike said, “We understand why many owners consider their Corvette to be a special car and only drive it occasionally, but we think driving your Corvette to work, at least one day a year, is an excellent way to demonstrate just how popular Corvettes are. That started a “Drive Your Corvette to Work Day” which was typically the last Friday in June or the Friday nearest June 30th. Why June 30th? On June 30th 1953, the first Corvette rolled off the assembly line in Flint, Michigan, and instantly an American icon was born. This year it will fall on July 3rd. So, what does that mean for our members? With the Covid-19 Pandemic, we need to get our Corvettes out of their garages and on the road. True, we (at least for most of us) are retired so we will not be driving our cars to work but a great idea came to celebrate this occasion by driving our Corvettes around all 3 Squares here in The Villages followed by an outdoor social gathering with social distancing. So “Save the Date” and come join us as we “Drive the Squares in Your Corvette Day”.

So, what is our plan? We will gather in two locations, one around CR 441 and the other at Eisenhower Recreation Center. You choose which location you prefer. Staging and departure times are TBD along with a planned route. When you arrive at your departure location, please have convertible tops down and Targa tops remove, and an American flag waving for patriotism. Upon completion of your route, we all will meet at the Baker House on CR-44A. There, President Charlie Tagman and your Board will have a Nathan’s Hot Dog stand for a “free” Hot Dog (or Sausage), bag of chips and soda Thanking You for your participation.

We will be having a \$10 entry fee per car and making a donation to the Baker House in appreciation for the use of their grounds. Unfortunately, the Baker House will not be available for tours but outside facilities will be available for our use.

This event will be posted on VillageVettes.com calendar of events for Friday July 3rd.



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

JUNE 2020 UPDATE - Here's the latest news
and offerings from the NCM.

GM ANNOUNCED TWO NEW COLORS FOR 2021

- **Silver Flare Metallic** is replacing Blade Silver which debuted for the 2009 model year.
- **Red Mist Tint Coat Metallic** is replacing Long Beach Red which debuted for the 2016 model year.



POWERTRAIN WARRANTY NOW OFFERED FROM NCM INSURANCE

The NCM Insurance Agency team has spent the last several months developing a program, available for purchase exclusively online, for Restomods, and most other collector Classic Cars, Antique Automobiles, vehicles that they insure.

The limited powertrain protection policies with tiered mileage plans. transmission and other components mechanical protection plan available with built in flat-bed towing reimbursements. This program is backed by an AM Best rated insurance carrier.



mirrors your driving habits and our The coverage covers the engine, of the powertrain. This is the only

UPCOMING MUSEUM IN MOTION EVENTS



- Museum in Motion 'Dragon Run' Presented by Michelin | September 7-10, 2020 (SPACE AVAILABLE)
- Museum in Motion Branson | September 8 - 12, 2020 (SPACE AVAILABLE)
- Museum in Motion Colorado Springs | July 12 - 17, 2020 (SOLD OUT)
- Museum in Motion National Parks Tour | September 20-26, 2020
- Museum in Motion One Lap of Kentucky | October TBA



AMBASSADOR

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

JUNE 2020 UPDATE - Here's the latest news and offerings from the NCM.

UPCOMING NCM CORVETTE RAFFLES

A 2020 Blade Silver Convertible will be raffled on Thursday, June 18. Sales limited to 1,500 tickets at \$200 each.

A 2021 BYO Corvette or \$60,000 cash will be raffled on Thursday, July 16. Sales limited to 1,500 tickets at \$250 each.

A 2020 Torch Red Coupe will be raffled on Saturday, September 5. Unlimited tickets will be sold at \$20 each.

Below is a Raffle Ticket request form for the above raffles – simply clip it, complete, and mail to the NCM at least 7 days prior to the raffle selected. Please give me a call or send an email or text if you have any questions.

Corvette Raffle Ticket Request Form—NOT A TICKET

NO. OF TICKETS: _____ @\$200/tkt 6/18/20 _____ @\$250/tkt 7/16/20 _____ @\$20/tkt 9/5/20
TOTAL: \$ _____

NAME(s): _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ EMAIL: _____

TICKET(S) SOLD BY: Ron Tanner, Ambassador - Village 'Vettes Corvette Club

CREDIT CARD PAYMENT: Name on Card: _____

Card Number: _____ Exp. Date: _____ Security Code: _____

RETURN TICKET FORM WITH PAYMENT TO: Attn: Raffle, National Corvette Museum, 350 Corvette Drive, Bowling Green, KY 42101

**RENEW YOUR MEMBERSHIP,
OR BECOME A MEMBER OF THE NCM TODAY!**



As of May 1, 2020, the VVCC has 406 members of which 88 (21.7%) are members of the National Corvette Museum. The 88 VVCC members who are also members of NCM have the following NCM membership types: 56 family; 14 individual; 1 senior individual; 10 lifetime; and 7 trial (1 year given with the Museum delivery of a new Corvette). As the NCM Ambassador to the VVCC, my objective is 75%+ of our club members will hold ongoing NCM memberships.



AMBASSADOR

Ron Tanner, VVCC Master Ambassador;
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JUNE 2020 UPDATE - Here's the latest news

Thanks to all those Club members who have renewed their NCM membership, and to those new Club Members who have joined the NCM ! If you aren't a member of the NCM, here are 10 good reasons why you should be:

1. **TAX DEDUCTIBLE MEMBERSHIP FEES, RAFFLE TICKET PURCHASES & DONATIONS**
2. **FREE ADMISSION TO NCM EXHIBITS**
3. **SUBSCRIPTION TO AMERICA'S SPORTS CAR MAGAZINE & E-NEWSLETTERS**
4. **DISCOUNT ON NCM CORVETTE STORE & CATELOG MERCHANDISE**
5. **DISCOUNT ON NCM SPONSORED EVENTS**
6. **DISCOUNT ON INSURANCE FROM NCM AGENCY**
7. **DISCOUNT ON CAR RENTALS**
8. **DISCOUNT ON HOTELS**
9. **DISCOUNT ON CARFAX REPORTS**
10. **DISCOUNT ON AIR EVAC / AIRMEDCARE NETWORK MEMBERSHIP**

If you haven't yet renewed, or joined NCM, please do so today --- **your ongoing membership fees of about \$1 per week support of the Museum is critical!** Simply clip the membership application below, complete, and mail to the NCM. Please give me a call or send an email or text if you have any questions.

Please enroll me in the following membership: <input type="checkbox"/> Bus./Club Lifetime \$2500 <input type="checkbox"/> Renewal <input type="checkbox"/> Rejoin~ <input type="checkbox"/> Lifetime \$1500 ~Required after 6 month lapse. <input type="checkbox"/> Business/Club \$250 <input type="checkbox"/> Family \$100 monthly payment plan**** <input type="checkbox"/> Individual \$50 (Lifetime membership only) <input type="checkbox"/> Senior Individual \$500 <input type="checkbox"/> \$500 <input type="checkbox"/> \$200 <input type="checkbox"/> \$100 *\$75 1st yr; \$50/yr renewal **\$37.50 1st yr; \$50/yr renewal total \$ _____		Method of Payment <input type="checkbox"/> Check # _____ <input type="checkbox"/> VISA <input type="checkbox"/> Discover <input type="checkbox"/> MasterCard <input type="checkbox"/> AMEX credit card number _____ expiration date _____ signature _____ security code _____	
name of member(s), business or club _____		e-mail address _____	
address _____	city _____	state/province _____	zip code _____
home phone _____	work phone _____	birthday+ _____ +Required for New Generation and Seniors.	
Village Vettes Corvette Club			
Corvette club or organization _____			
Recruited by: Ron Tanner <input type="checkbox"/> Gift Add \$15 <small>The National Corvette Museum (NCM) is a non-profit foundation exempt from federal income taxation under Section 501(c) (3) of the Internal Revenue Code. Membership fees and dues are tax deductible as allowed by law.</small>		Save time and a stamp by signing up online at corvettemuseum.org or send this form (and check made payable) to: National Corvette Museum, 350 Corvette Drive, Bowling Green, KY 42101-9134 <small>All memberships are non-transferable and non-refundable. Prices and benefits are subject to change.</small>	

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 notify me at either the above email address or cell phone to ensure our Club receives recognition for supporting the NCM.**

"This month we have the pleasure introducing one of our members, John Shamblin (2016 Blade Silver Z06 Convertible). John has been building model cars since he was a kid growing up in Tuscaloosa, Alabama. He has expanded his model car hobby into automotive dioramas, some of which actually tell a story. This month we bring you Chapter 1 of his most recent project. "



Chapter 1 *Connie Got the 'Cuda*

Connie had enough of her husband Eddie Ray's cheating and slappin' her around. This time, she got her a \$200 lawyer and filed for a quick divorce. She knew she'd win. What she didn't know was that the judge would not only give her their double-wide, but also Eddie Ray's prized 1970 Hemi 'Cuda convertible.

Connie couldn't drive no stick so she called Frank over at Shambles Performance Motors to see if they could sell the 'Cuda for her. Shambles was just starting up and recently hired Frank, an experienced used car salesman, to be the sales manager. Well, one thing led to another and Frank hired Connie as secretary and assistant salesperson.



<https://www.shamblesmodels.com>



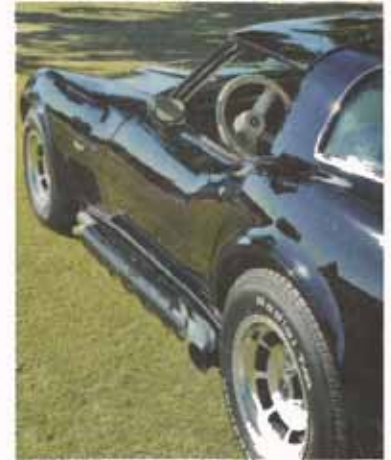
The Villages®

Friday April 24, 2020

DAILY SUN

Villager's Corvette Dream Finally Came True

Milt Volosyn purchased a black 1978 Corvette from a car lot in Indiana.



SHERRI CONER
Daily Sun Staff Writer

While operating a bulldozer during summer months at 17, Milt Volosyn already had a plan for how to spend all that hard-earned money.

He was dreaming every day about buying a brand new 1963 Chevrolet Corvette split window.

At a Chevrolet dealership, Milt learned a bitter life lesson about the cost of insurance for a hot sports car with a teenage boy behind the wheel. He could afford to buy the car, but there was no way he could afford insurance, especially with college tuition just around the corner.

Sadly, he realized the dream had to be put on hold.

So Milt settled on buying a new 1964 Chevrolet Impala.

"It was a bigger car," Milt said. "But it moved."

After high school, he started college. Then he started a career, married Margi, now his wife of 52 years, and raised a daughter.

Thoughts about wanting a Corvette in the garage came and went ... but they mostly went.

Twelve years ago, after he and Margi became empty nesters,

Corvette fever struck again.

"I was able to talk my wife into letting me buy one," Milt said. "She never wanted me to have one since she didn't want me to kill myself in one."

With the go ahead to shop for the Corvette of his dreams, Milt revisited the sadness of being 17. Instead of insurance being the roadblock, this time it was the 1963 split window Corvette that wasn't in the budget.

"Who knew that 50 years later, that car would be worth gold?" he said.

Deciding that buying another year of Corvette was better than never having one at all, he got busy carefully shopping. He knew the color must be black. It had to be the 'vette he could fall in love with, proudly and safely drive around every day and shine up for car shows.

He finally found it on a car lot in Fairmount, Indiana.

Milt didn't expect to find a black 1978 Corvette in mint condition, shining like a beacon in that little town. But there it was.

Originally, the car was a silver anniversary model.

The previous owner had the car perfectly painted the color Milt was looking for. It was the

1978 Chevrolet Corvette



Engine:
350 ci 195 hp



Transmission:
automatic



Base Price:
\$12,000



Miles per Gallon:
"You don't even want to ask that question. Maybe 20."

perfect find.

Through the years, he has reupholstered the seats a couple of times, and he recently redid the interior. Seals and gaskets have been replaced. Ceramic coated hooker side pipes have been added. He also has added a newer radio with a pop-up screen and Bluetooth, along with changing analogue gauges to electronic.

"So now I've got a digital display," Milt said.

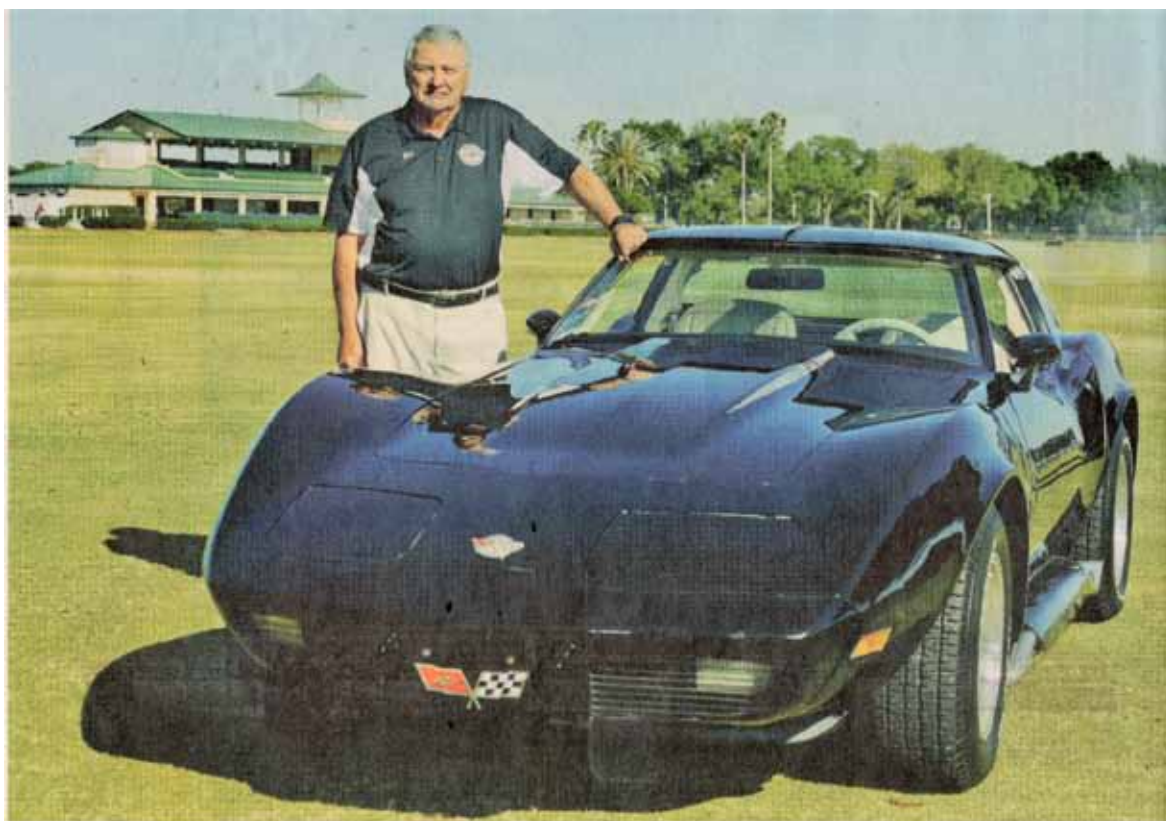
Since moving to the Village of Pinellas in 2013, he works part time at Bonifay Country Club as a starter for golf and tennis. He serves as vice president of The Villages Classic Automobile Club, loves to play golf and loves The Villages Cruise Ins at Spanish Springs Town Square.

One of his favorite activities, though, is the ride home from the cruise in.

With the T-tops off in the warm breeze and the engine rumbling, Milt knows for sure that it's all been worth the wait.

"It's not a trailer queen," he said of the car. "It's got 106,000 miles on it."

Staff writer Sherri Coner can be reached at 352-753-1119, ext. 5400, or sherri.coner@thevillagesmedia.com.



Photos by Milt Mitchell | Daily S

Milt Volosyn didn't expect to find a black 1978 Corvette in mint condition, shining like a beacon in that little town in Indiana. Originally, the car was a silver anniversary model. The previous owner had the car perfectly painted the color Milt was looking for. It was the perfect find.

"It's not a trailer queen. It's got 106,000 miles on it."

MILT VOLOSYN | Village of Pinellas



Call to All Members

By: V.P. Rich Rose

As you are all aware, the Lake Sumter Landing Car Show was cancelled due to the pandemic. It is also unlikely that we will be able to find a slot to reschedule the show this year. However, I wanted to take this opportunity to thank those members who stepped up to learn important roles in the operation of the car show. Hopefully, you will once again be so inclined when we do have the show.

With the above stated, I want to put out a call to all of our members to take a more active role in the club. Like any organization, we are only as strong as our membership. While we currently have 409 dues paying members only about 125 - 150 attend meetings. Of that number only about 10-20 members take an active role. This includes your Board of Directors and past presidents who fill a vital role with the help of a few others. They have been filling these operational roles for our events for many years and it is time for others to take the reins. This is not unique to our club but rather the norm for most organizations.

We have a couple of big events still coming up this year: The Blessing of the Vettes as well as the Toys 4 Tots Campaign. Members are always willing to assist in the ancillary roles but it would be great to have some fill roles as co-chairs. In this way we would always have people that could step up to fill primary roles as needed.

Besides the above there are a myriad of other things that members can volunteer to run as team leaders. These include Dine & Drives, Car Shows, Road Rallies, and trips to Tourist Attractions. Anything that you can think of that would be enjoyed by our members you can make happen.

We have a great group of people that can use their varied experiences and expertise to make this the strongest social club in The Villages.

Top 5 Hated Corvettes

#5

1982 (C3) and 1984 (C4) - Both were popular sellers last and first of a generation, The 1984 was praised for its European design and a 205 HP Tune Port Fuel Injection thus making it more fuel more fuel efficient. The 1982 was a 5.7 Cross Fire Fuel Injected Corvette with a 200 HP 350 and difficult to modify.

#4

1963 (C2) Split Window – Wow, I did not expect this! It was a 1st year C2 generation that was proclaimed as “Pure Art” on one hand and “Love Hate” on the other. The rear window split created a major blind spot as proclaimed by Zora Duntov who hated it although most fans including Bill Mitchell loved it. In 1964 Duntov won out and eliminated the split.

#3

1974 (C3) LS4 454 with 207 HP ran 0-60 in 6.4 seconds whereas the 350 L48 engine ran the 0-60 in 6.8 seconds.

#2

1975 L48 350 with 165 HP ran 0-60 in 7.7 seconds.

#1

1953-55 Corvette had an in-line Blue Flame six cylinder with 3 carburetors. In 1955, Chevrolet introduced the 265 Cubic Inch V-8 with overhead valves. Zora Duntov insisted that this power plant be installed in the Corvette. Hence, only seven 1955 Corvettes were produced in 1955 with the Blue Flame engine.

For additional information go to
OLDCARMEMORIES.com

Here's how many Chevrolet Corvette Stingrays will be built in 2020

The first mid-engine Chevrolet [Corvette](#) won't be setting any sales records this year, but it very likely will be sold out.

Due to last fall's [UAW strike](#) and the manufacturing suspension caused by the coronavirus pandemic, Chevy will be able to build only up to 20,181 Corvette Stingray coupes and convertibles for the 2020 model year. That word came from Corvette Product Manager Harlan Charles, [according to Corvette Blogger](#), assuming there aren't any additional issues before production switches to the 2021 model year in the fall.



Last year, rumor had it that the automaker was aiming to build over 40,000 cars, but it never confirmed that figure. However, in December, GM [North America President Barry Engle](#) said the entire year's run essentially was spoken for at full capacity, so the smaller number should make it an even tougher get.

The Corvette Stingray starts at \$59,995 and can be optioned up to over \$105,000. Corvette Blogger estimated that over half of the 2020 cars will be top-of-the-line models.

Chevrolet sold 34,839 of the last generation front-engine Corvettes during its first full year in 2014, and 17,988 in 2019. The model's best year ever was 1984 when over 50,000 were sold.

Corvette C8 2020 production stats	based on the 2,700 cars built prior	to the COVID-19 shutdown
Top three exterior colors were (52%) <ul style="list-style-type: none"> • Torch red (25.2%) • Artic White (15.2%) • and Black (11.7%) 	Bottom three exterior colors were (11%) <ul style="list-style-type: none"> • Long Beach Red (5.3%) • Accelerate Yellow (3.4%) • and Zeus Bronze (2.7%) <p>were:</p>	The four popular options based on the 2,700 cars built prior to the shutdown: <ul style="list-style-type: none"> • 3LT (46%) • Z51 (75%) • ZZ3 Engine Lighting Appearance Package (36%) • E60 Front Lift (58%)



WEBMASTER's UPDATE: With a lot of time on my hands I have been feverishly working on enhancing the membership support on our website. To this end there is now a brand new MENU TAB available to all visitors to our site. It is called **FAQ** which stands for **F**rrequently **A**sked **Q**uestions. This tab can be found on the bottom row on the Menu Bar.



So, how's this going to help me, you're asking yourself. Well, here you'll find complete answers to the most frequently asked questions/problems members have accessing and using our website. Time allowing, additional topics will be added in the future. Here you'll find complete and detailed answers relating to:

- **HELP!!!!** I forgot my UserName &/or my Password. **What can I do?**
- I want to register myself and my wife and she is in on my FAMILY MEMBERSHIP. **How do I do that??**
- I want to register JUST myself for an event. I'm not bringing a guest. **How do I do that?**
- I want to register ME and another member as my guest. My guest is NOT part of my FAMILY MEMBERSHIP. **How do I do that?**
- I want to register ME and a guest who is NOT a Club Member. **How do I do that?**
- I want to see what the upcoming club events are. **Where can I find this information?**
- I'm don't know how to do something on the site and I can't get in touch with George. **Who can help me???**
- I want to see who else is registered for a particular event? **How do I do that?**
- I'm an EVENT LEADER. Is there a form I need to fill out to get my event posted on the website? **Where is it?**
- Is there a way to PRINT what I'm seeing on the screen?
- I want to pay my dues. **How do I do that?**

I URGE ALL MEMBERS TO PLEASE, TAKE A FEW MINUTES AND CLICK ON THE FAQ TAB. Take it for a test drive. See what's there. I guarantee it'll cover 90% of all the problem calls I get in the middle of the night from members who get stuck. If you have a specific problem you'd like me to add please shoot me an email at borkg2006@gmail.com George B.

5 of the strangest engines that made it to production

by Kyle Smith



An engine puts the auto in automobile; without one, you merely have a carriage and have successfully shifted yourself backwards by 120 years. A century-plus of engine development has brought forth a vast array of solutions to the internal combustion problem. Virtually every person who has set their mind to building a car has experimented with the number, orientation, and even shape of the cylinders. The best designs rose to the top of the heap, but that heap is hardly small. We thought it might be fun to shine a light (not the check engine light ...) on a few of the oddball designs that manufacturers sent out into the wild under the hoods of production cars.

Tatra air-cooled V-8



In the record books of doing something before it was cool, [Tatra has a place among the greats](#). It was only 1937 when it built a streamlined, rear-engine, V-8-powered car that competed in endurance racing. While that's quite the list of descriptors, our focus here is the three-liter V-8 mounted under the sloping rear sheetmetal.

That engine was air-cooled and also featured hemispherical combustion chambers. Power output was 75 hp, which rivaled the contemporary Ford Flathead V-8. The Czechoslovakian automaker thought it had a winning formula with the design and continued [producing a version of this V-8 through 1975](#). The final iteration produced 166 hp—more than the [L48-equipped Corvette](#) of the same year.

Bugatti W-16



In a world flush with what I like to call “numbers cars”—automobiles that seemed to exist solely as [barroom one-uppers](#)—the Bugatti Veyron took things to the extreme. It took just about every number associated with a performance engine and doubled it, or 16x it, if you want to talk about heat exchangers. If eight cylinders in a V is good, why not [make it 16 cylinders and a W?](#) Seeing the bare block of the W-16 engine is a confusing moment if you aren't familiar with how the packaging works. The goal is to fit the 16 bores into the most compact package possible, which means staggering them so that all sixteen don't sit on the same centerline. Interestingly, multiple Volkswagen models received narrow-angle V-6 and V-5 engines, which are essentially one bank of this W engine with two and three fewer cylinders, respectively.

Wankel rotary



The concept of an internal combustion engine requires compression, and the easiest means of achieving that was a reciprocating piston. German

5 of the strangest engines that made it to production

by Kyle Smith con't.



engineer Felix Wankel penned a compact design that could fit the four phases of the Otto cycle (intake, compression, combustion, exhaust) into one revolution of the rotor. In fact, there are three combustion events for each rotation of the rotor, but the geared output shaft spins at three times the rotor speed. This gives you one combustion cycle per rotor per revolution of the output shaft. Mazda is the manufacturer [most closely tied to the rotary design](#), having installed it in [a number of capable sports cars](#) after it acquired the tech in 1961.

There are drawbacks, though. The apex seals at the tip of the Reuleaux triangle rotor have a shorter life expectancy than their piston-ring brethren, and oil consumption is significantly higher than in a reciprocating engine. There are fewer parts to fail—which, on the surface, makes it attractive in an era of long warranties—but the rotary's thirst for fuel and relatively high emissions makes it a tough sell in the modern market.

Chrysler turbine



Yeah, I'm stretching a bit here calling this a production car, so save your comment. The fact that Chrysler even considered a turbine power plant for a street car is so absurd it has to be discussed. The plan was simple: Shove Chrysler's fourth-generation gas turbine into a midsize, two-door chassis. It was 1963, and there was really nothing to lose.

The Chrysler turbine team had a lengthy list of upsides to the alternate engine: "Reduced maintenance, longer engine-life expectancy, development potential, 80-percent parts reduction, virtual elimination of tune-ups, no low-temperature starting problems, no warmup period, no antifreeze,

instant interior heat in the winter, no stalling because of sudden overloading, negligible oil consumption, low engine weight, no engine vibration, and "cool and clean" exhaust gases" were all cited in period literature.

The reality was that 130 hp and 465 lb-ft put through a three-speed Torqueflite automatic (sans torque converter, because it was not needed) were simply underwhelming and, paired with the cost of production, just [didn't add up to a winner](#). Chrysler shelved the idea and crushed 46 of the 55 cars produced. Most of the nine survivors are in the custody of museums.

Honda NR750



Need a reminder that racers in modern times are racing the rulebook, not each other? I give you the Honda NR750. In the early 1990s, Grand Prix racing was dominated by two-stroke engines, but Honda wanted to put a four-stroke on the grid. Specifically, a four-stroke V-8 packed into a motorcycle frame. The catch? The rulebook stipulated just four combustion chambers.



So Honda went the unconventional route and blended the eight cylinders together to create four oval cylinders. That makes an engine with a bore x stroke measurement that requires three numbers. The 101.2-mm x 50.6-mm x 42-mm bore and stroke made for a final displacement of 748 cc. Each of the oval pistons is supported by two connecting rods. Since we stretched our definition of "production" engines, we'll open up the comments to explore other low-volume engines as well. Do you have a favorite?



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Welcome New Members

List of New Members Since May 1 2020:

Joseph and Francesca Boroden

live in the Village of Monarch Grove.
They are from LA, AL, IL, TX, KY, FL, PA,
and NY.
They drive a 2014 C7 Torch Red, Targa.

Richard Cascadden

live in the Village of Labelle.
He is from Michigan and drives a
2016 C7 Artic White, Convertible.

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

TWO OF OUR MEMBERS GOT A HOLE-IN-ONE CONGRATULATIONS

In today's Daily Sun (May 28, 2020) one of our members, Al Theriault, scored a hole-in-one on May 6. What makes his the best, IMHO, it was on #5, Cain Garden Hibiscus, 198 yds. with a 3 wood. Now that's a shot!!

"HOLE-IN-ONE" by a member Charles Taylor. Here's the details: Southern Star, Hole 8, 147 yds, hit it with t 5 wood. That's 2 in the past month.