



SEPTEMBER 2021 VOL. 5-9

NEXT MEETING OCTOBER 14, 2021

WWW.VILLAGEVETTES.COM

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

VILLAGE VETTES CORVETTE CLUB 2021

PRESIDENTS MESSAGE

I'm here at New Smyrna Beach enjoying this last summer holiday with my family and Darry kindly reminded me that I overlooked sending my Presidents Message. So, I'll be brief.

The Pre-meeting cruise ins continue to be a hit. Mark the shark entertained the 60 or so Vettes that came in August. We will continue the tradition September 9th preceding the Membership meeting.

And what a meeting I expect that to be. Marine honor guard and Patriotic Show. Be there at 6:30 Thursday.

October will bring the Toys 4 Tots kick-off. Hoping for another successful year. A lot of kids count on us. See details elsewhere in this newsletter.

And then be sure to sign up for this years Christmas Party.

Check our website for all the Fall activities

Be Safe

Charlie Tagman, President 2020/21



Presents a

Surprise Patriotic Show

Thursday, September 9, 2021 6:30-8 PM

Eisenhower Recreation Center

3560 Buena Vista Blvd., The Village, FL 32163

Featuring Super Tenor

MARK STEVEN SCHMIDT

*singing a variety of your
favorite Patriotic Songs*



*For more information contact
Charlie Tagman
(407)375-9179 or
cttagman@gmail.com*

**THERE WILL BE A MARINE CORPS LEAGUE HONOR GUARD CONTINGENT,
WEAR YOUR RED, WHITE AND BLUE IN HONOR OF AMERICAN HEROES**

Save The Date

Save The Date



Save The Date - The 10th Annual Village Vettes Toys-For-Tots Campaign Kick-Off event will occur on

Saturday, 9 October '21. (11:00 AM – 03:00 PM)

Venue will be the Nahas Chevrolet dealership. (11:00 PM – 03:00 PM)

Johnny Wild and The Delights will be providing the event's entertainment.

“Nomads Motorcycle Club”,
“Village Camaro Club” and Tri-County Corvette Clubs will be Invited

There will be food, games, prizes, auction items, and a 50-50 raffle.

Price of admission is a cash donation and/or unwrapped toy.

Stay tuned to the Village Vettes web site, <https://villagevettes.clubexpress.com>,
for further details.



Village Vettes "Country Christmas"

This year's annual Village Vettes "Country Christmas" Dinner Party will occur on Thursday, 9 December '20. The entertainment will feature world class showman Kip Sweeny channeling country legend Garth Brooks in his production, "Garth Brooks – The Ultimate Tribute Show." Cost is \$40.00/person.



The event will be catered by the Oakwood Smokehouse Grill. It is a "country" themed event; so, "blame it all on your roots and show up in your boots."

Visit the club's web site (<https://villagevettes.clubexpress.com>) for further details/registration.



The process has commenced to establish a new slating for a new Board Of Directors for the coming year.

The requirement/qualification for office is simple, be a "tenured, member-in-good-standing" and demonstrate an interest in facilitating the direction of the club for the coming year. Elected Directors will serve a one (1) year term with a term of office extending from 01 January '22 thru 31 December '22. The new Board Of Directors will be elected by ballot casted by the attending membership at the 11 November '21 General Membership Meeting.

All office positions are open. If interested, please contact a member of the Nomination/Election Committee. (Mike White or Jim LOGUIDICE).



Corvette Racing (3 stories)

1. Corvette comes in second at LeMans



How would you like to race in this?

The mid-engine Chevrolet Corvette C8.R finished on the class podium in its 24 Hours of Le Mans debut Sunday with the trio of Antonio Garcia, Jordan Taylor and Nicky Catsburg placing second in the No. 63 Mobil 1/ SiriusXM Corvette C8.R.

The debut of the mid-engine racing Corvette came a year

later than originally planned due to the global COVID-19 pandemic. But the wait proved worth it with Corvette Racing showing its usual competitive spirit during its 21st race at Le Mans since 2000.

“Today’s second-place result in GTE Pro for the No. 63 Corvette C8.R and drivers Antonio Garcia, Jordan Taylor and Nicky Catsburg is a significant achievement as we debuted the mid-engine Corvette C8.R at Le Mans,” said Jim Campbell, Chevrolet U.S Vice President, Performance and Motorsports. “To be on the podium at Le Mans with the C8.R is very gratifying. It’s a testament to the hard work and determination of our Corvette production and racing teams.

“The support of Corvette owners and fans from around the world has been incredible,” Campbell added. “This race result is dedicated to our customers and supporters.”

While the No. 63 Corvette ran in contention for the entire race, the No. 64 C8.R of Tommy Milner, Nick Tandy and Alexander Sims seemingly ran into nothing but bad luck. It began on the roll-off from the grid when Milner was hit from behind by the eventual class-winning Ferrari at the beginning of the formation lap.

The contact broke part of the diffuser, but the No. 64 Corvette ran well early and even led in a wet start with Milner going to the fore. He and Tandy cycled through and kept the No. 64 C8.R in contention before the diffuser finally broke in the fifth hour shortly after Sims’ first stint.

It was the first of three visits to the garage for the No. 64 team, which also had to repair part of the gearbox, clutch and the alternator. Milner, Tandy and Sims – who set a GTE Pro record race lap of 3:47.501 – finished sixth in class.

Corvette Racing (3 stories) con't

On the No. 63 Corvette side of the garage, all three drivers drove double stints to open the race. Each of the trio led for a time as well as the race began to evolve into primarily a battle between Corvette and Ferrari, although five cars remained on the lead lap in GTE Pro at the halfway point.

Things began evolve into a two-car race into the final six hours between the No. 63 C8.R and No. 51 Ferrari. The Corvette team kept it close and was able to triple-stint its Michelin tires in the late going but couldn't make up the necessary ground.

The No. 63 Corvette did, however, complete the entire 24 hours without a change of brakes.

2. Corvette future at LeMans in question

One of the reasons why General Motors has been unable to clearly define the future racing plans for both Cadillac and Corvette Racing was because the organizers of Le Mans (ACO) hadn't yet offered up their vision of what sports car racing would look like in 2024 and beyond.

The day before the LeMans race ACO announced that the next generation GT class will be based on the GT3 specifications. However, to keep a team's operating costs as low as possible, the ACO is looking to "prevent" factory-backed teams from "officially" participating in the new class.

Richard Mille, President of the FIA Endurance Commission said one way to do that is by enforcing the driver classifications to ensure a mix of professional and amateur drivers in the new GT class.

When specifically asked about how a team like Corvette Racing could participate in Le Mans in 2024 and beyond, ACO President Pierre Fillon replied, "You have to ask the question to Corvette. They can come with amateur drivers and private teams."

Fillon says the ACO hasn't yet determined if there will be more than one GT racing class or two, as is currently the case with GTE-Pro and GTE-Am, but he reiterated that the objective is to contain costs, saying "Today GTE is very costly, and it is something we don't want" when the new class begins racing in 2024. Fillon adds, "We will have the final decision at the end of this year."

While Le Mans has always been the signature event for Corvette Racing, IMSA president John Doonan says IMSA's new GTD Pro class will still offer a place for manufactures to participate in GT racing. So we will at least can have Corvette Racing in America.

3. No Glory at Road America

Not much to say about a race that was not much of a race. Corvettes came in second and third in a three car race (Porsche won). This was supposed to be the last "field test" before the big Mans. So maybe the team learned some things, but not much there for the spectators.

The most valuable Corvettes from C1 to C6

Andrew Newton

30 June 2021



Chevrolet has sold over 1.75 million examples of America's favorite two-seater since, spanning eight generations. Each of those generations is distinct, offering a wide range of looks, performance, and price. That means there's a Corvette for nearly every taste and budget, from four-figure daily drivers to million-dollar historic race cars.

Our Valuation mavens currently track market prices of all regular production Corvettes from the first generation C1 (1953–63) to the sixth generation C6 (2005–13). The lowest #4-condition (Fair) value is \$3600 and the highest #1-condition (Concours) value is \$3.1M. With a gulf that wide, we can't possibly cover them all, so we figured we would highlight the king of the collectibility hill for each generation. Strap in, Vette fans.

C1 (1953–62): 1953 Corvette Roadster (Excellent) condition average value: \$224,000

The two-speed Powerglide couldn't quite cut it, it did, however, set the Vette down the path to becoming America's sports car, and for that reason it will always be collectible. With just 300 built, all in Polo White, 1953 is also the Corvette's rarest year by far. The Corvette got more refined and quicker as the 1950s went on, so if you want a C1 to drive a later one is probably a better choice. A '53, meanwhile, serves more to round out a collection. If you're in love with the '53's smooth sides and tail fins, however, a or a is a much cheaper alternative. The '54 is essentially the same car but GM built over 10 times as many examples and a #2-condition car can be had for under \$100,000. The 1955, meanwhile, has the looks of the '53 but introduced the small-block V-8 to the Corvette for the first time. It carries a #2-condition value of \$139,000.

C2 (1963–67): 1967 Corvette 427/430-HP L88 Coupe (Excellent) condition average value: \$2.5M



The C2's five-year production run was the Corvette's shortest, but a lot happened in that time. The car gained independent rear suspension and a coupe model in , added disc brakes and available big-block engines in , lost its optional fuel injection in (injection returned in 1982), and introduced what would become ***the most valuable production Corvette of them all—the L88—in 1967.***

Chevrolet never actively promoted the L88, instead hoping that only serious race teams would order what was the most hardcore Corvette around. The L88 was essentially a competition engine for the road with aluminum cylinder heads, solid-lifter camshaft, and forged pistons for a 12.5:1 compression ratio. 103 octane fuel was required. To further discourage average Joe from ticking the box for an L88, GM intentionally underrated it at 430 hp, 5 horses fewer than the cheaper .

Selecting an L88 also added F41 suspension, Positraction, J56 heavy-duty brakes, heavy-duty aluminum radiator, and Muncie M22 four-speed while deleting a heater or radio. This was a Corvette for the track, not the turnpike. The L88 option was only around for three years, 1967–69. The '67 version is the only one with the more attractive C2 body. It's also the rarest with just 20 cars built. By , more people had caught on and 80 of them ordered an L88 that year. In , 116 people ordered one. The last '67 L88 to hit the open market was earlier this year at Mecum's Glendale auction, where a Sunfire Yellow coupe sold for .

**C3 (1968–82): 1969 Corvette 427/430-hp L88 Convertible
(Excellent) condition average value: \$556,000**



The third generation of the Corvette lasted for 15 model years. It carried the Corvette's crossed flags through the peak of the muscle car era, through the emissions and Malaise Era of the 1970s, and into the 1980s. Naturally, the Corvette went through a lot of changes in that time. Power ratings for C3s ranged from just 165 hp in 1975 to 435 hp in the 1969 L71, and today #2 values range from \$15,300 for a 1976 car to \$556,000 for an L88 convertible. It still came with all the heavy-duty competition equipment and still didn't come with any of those cushy creature comforts like a radio or air conditioning. Chevrolet did build 1969 Corvettes powered by the all-aluminum, dry-sump 427-cubic-inch developed with McLaren for use in Can-Am racing, but they were prohibitively expensive and only two were ever sold. These would be holy grail Corvettes if they ever came to market

**C4 (1984–96): ZL1 1996 Corvette GS Convertible
(Excellent) condition average value: \$48,000**



Despite the boom in 1980s and '90s cars in general, C4 Corvettes remain . The cheapest Vette of them all, in fact, is the coupe, which carries a #2 value of just \$12,800. The median #2 value for the whole C4 generation is just \$20,300. Although the median #2 value for C4s across the board is actually down—1.5 percent over the past three years, certain year and early are up a few percent and the 1996-only Grand Sport (GS) is up 8 percent. At \$48,000 for the convertible (190 built) and \$44,500 for the coupe (810 built), the GS isn't the fastest C4, but it is the most valuable. The GS was a send-off for the fourth generation Corvette at the close of its 12-year production run. Reviving the Grand Sport name used on the five experimental Corvette race cars from 1963, Chevrolet wisely gave the limited-edition C4 some performance chops to match its unique paint scheme of Admiral Blue with Arctic White stripes and red hash marks on the left front fender. Under the clamshell hood of a '96 GS is an LT4 V-8 with 330 hp. That's 30 more than a base Corvette LT1, and the Grand Sport also came with black five-spoke wheels and wider tires.

C5 (1997–2004): 2003 Corvette 50th Anniversary Pace Car Convertible (Excellent) condition average value: \$33,000



The Corvette has paced the 500 more times than any other automobile, doing the honors in 1978, 1986, 1995, 1998, 2002, 2004–08, 2012–13, 2015, and 2017–21. That seems appropriate for America's sports car, and in many of those years Chevrolet has sold a special limited production replica of the official pace car to the public. For 2002–03, though, Chevy had a double whammy. Pacing the 500 in 2002, the Corvette got an early start on celebrating its golden anniversary with a preview of its 2003 50th Anniversary model, distinguished by its Xirallic Crystal Red paint, champagne-colored wheels, Shale leather seats, Shale cloth top on convertibles, and of course plenty of "50th Anniversary" badges. Chevrolet didn't officially sell a pace car replica for 2003, but you could buy a decal package from your dealer for about \$500 that made your 50th Anniversary Vette look just like the car that led the field at the Brickyard. Collectibility-wise, cars that did get those decals are worth a bit more than a standard 50th Anniversary—\$33,000 vs. \$28,900 in #2 condition. The 1998 Indy Pace Car, with its retina-searing purple-and-yellow paint scheme, is also fairly collectible with 1163 built and a #2 value of \$32,100. The median #2 value across the whole C5 generation is \$23,000.

**C6 (2005—13): 2013 Corvette ZR1 60th Anniversary Coupe
(Excellent) condition average value: \$71,800**



C6s are the newest Corvettes whose values we track , and in true Corvette fashion they offer boatloads of performance for the money. No C6 makes less than 400 hp, and the median #2 value for a base model is just \$26,900. Of course, more power costs more money. A 505-hp LS7-powered Z06 comes in at \$41,900, and a 638-hp supercharged ZR1 comes in at \$65,000. Still not a bad deal when you remember just how fast these cars are. The 138 ZR1s equipped with the 60th Anniversary Design Package. That package included Arctic White paint with silver stripes over Twilight Blue leather interior with suede accents. At \$71,800 (original MSRP was about \$127,000) it is the most valuable production C6 of them all, but it's worth noting that even this is a performance bargain.

Village Vettes Upcoming Events for September

Village Vettes Members:

Following is a listing of a Village Vettes activity for the month of September which is included in the Calendar on the club's website.

September 9, (Thursday)
PRE-MEETING CRUISE-IN
Eisenhower Parking Lot 4:30 PM

September 9, (Thursday)
General Membership Meeting
Eisenhower Regional Rec Center 6:30 PM

September 15, (Wednesday)
Peck's Old Port Cove
Dine and Drive event is "Sold Out"

September 18, (Saturday)
SPANISH SPRINGS MONTHLY CRUISE-IN
1953-1991 Vettes Welcome
Spanish Springs Town Center 2:00 PM

September 25, (Saturday)
VILLAGES CARS & COFFEE
Parking Lot behind Panera Sumter Landing 9:00 AM
Show up the last Saturday of each month for this casual, fun get together of fellow car guys & gals.

September 30th (Thursday)
Capone's Dinner and Show
4740 W Irlo Bronson Memorial Hwy,
Kissimmee, FL
3:00 PM

This adventure will be a 50+ mile drive into Kissimmee, a night's stay at the Season's Florida Resort, and, most importantly, a fun-filled dinner show at Capone's. This show is a delight for all that've participated in past years. Registrants are highly encouraged to "DRESS THE PART". Ladies can finally wear their "flapper" dresses and men can go with a dark double-breasted (room for your gun) suit, spats, Fedoras, boas, and whatever you have that may be appropriate for a gangster and his "doll" in the '20's & '30's. Dinner will be Italian & American ordered from the menu and served to your table.

It is recommended that due to the late hour the show is over that all participants stay the night. Doing so requires you to make a reservation at the SEASON'S FLORIDA RESORT @ 407-997-3200. We're getting a GROUP RATE (group name is VILLAGE VETTES). The rate will be \$55 for a DOUBLE-QUEEN or \$60 for a KING.

Sign up by clicking on the following link that takes you directly to the web page for this event.

https://villagevettes.clubexpress.com/content.aspx?page_id=4002&club_id=214221&item_id=1333958

Tom Swiers, Activities Director
(847) 951-2230
tom@swiers.com

For more information about our events go to www.villagevettes.com and click on the Calendar.

Welcome New Members

List of New Members Since July 1, 2021:

Neil and Verna Timm

They live in the Village of Gilchrist. They are from Pittsburgh and they have a 2016 C7 White/Black

Tony and Teresa Martin

They live in the Village of McClure. They are from Columbia, IL and they have a 2010 C6 Black/Silver

Bill and Rose Evans

They live in the Village of Hadley. They are from Cherry Hill-Medford, NJ and they have a 2014 C7 Yellow

Michael Hickey

He lives in the Village of Pine Hills. He is from Dallas, TX and he has a 2009 C6 Blade Silver

Mike Thacker

He lives in the Village of Orange Blossom Gardens. He is from Gainesville, FL and he has a 1999 C5 Torch Red

David Kraemer

He lives in the Village of Osceola Hills at Soaring Eagle. He is from So. Jersey and he has a 2019 C7 Black

James and Janis Lee

They live in the Village of Pennecamp. They are from Atlanta, GA and they have a 2020 C8 Rapid Blue

John and Linda Sakelaris

They live in the Village of Buttonwood. They are from Harrisburg, PA and they have a 2017 C7 Watkins Glen Gray

Terry and Vicki Watson

They live in the Village of Hadley. They are from Illinois and they have a 2021 C8 Silver Flash

Steve Daidone

He lives in the Village of Citrus Grove. He is from New York and he has a 1981 C3 White/Red

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

TOTAL MEMBERS 481		
FAMILIES	211	
SINGLES	59	
GEN	Qty	% Tot
C8	41	11%
C7	106	38%
C6	55	23%
C5	42	17%
C4	18	6%
C3	26	8%
C2	15	6%
C1	10	3%
TOT.VETTES	313	

		Body	Qty	% Tot
		RagTop	143	46%
NCM MEMBERSHIP		Targa	113	36%
NCM FAMILIES	73	T-Top	18	6%
INDIVIDUAL	26	Coupe	7	2%
LIFETIME	10	HTC	15	5%
SENIOR INDIV	1	FRC	4	1%
TOTAL =	110	TBD	13	4%
		TOTAL	313	
FullTime	-380		79%	
PartTime	-98		21%	
?????	4			
C8 ON ORDER???	9			

As of: 08/28/21 17:27

TOP 10 VILLAGES	
VILLAGE	#
FERNANDINA	13
PENNECAMP	12
GILCHRIST	11
COLLIER	10
PINE HILLS	10
LABELLE	9
Pine Ridge	9
PINELLAS	7
CHARLOTTE	6
CHATHAM	6
	37% 93
ALL OTHERS	177



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ARTICLES OF INTEREST WANTED

WE NEED YOUR HELP

We are looking for articles for our newsletter.

If any member has an article they think may be of interest to other club members please submit it for consideration to darrybova@gmail.com. Please include information on the source publication if you didn't write it yourself.