



JUNE 2023, VOL 7-4

NEXT MEETING JULY 13, 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

JULY

- 7/3/23, Mon. Drive the Squares w/Dogs at Nahas (Don Chaney/Jim Logudice GL)
7/4/23, Tues. "Brews & Cruise '23" Lake Sumter Landing 4th of July Car Show (Wayne Johnson Coordinator)
7/15/23, Sat. "Christmas in July" Oldies Cruise In Spanish Springs monthly car show (limited to 1993 and older Wayne Johnson Coordinator)

AUGUST

- 8/15/23, Tues. Prime 3 Steakhouse Leesburg (Bob/Helene Aisenstat GL)
8/22/23, Tues. Ski Beach Leesburg followed by site visit to Total Recon Leesburg (Paul/Darry Bova GL)

September

- 9/12/23, Tues. Old Sugarmill Run Pancake House deLeon Springs State Park (Stan Cohen GL)
9/22/23, Fri. "Vettes on Paddock Square" 32 cars surround Brownwood Square (Don DiBartolomeo Coordinator)
9/30/23, Sat. The Villages Car Club Showcase in Brownwood 48 cars (Don DiBartolomeo Coordinator)

OCTOBER

- 10/10-12/23 "Color Run 2023" Destination Unknown (Gene McConkey/RogerStokes GL)
10/13/23, Fri. Hollerbach's Willow Tree German Restaurant Sanford (George/Lois Borlase GL)
10/??/23 Hometown Halloween Brownwood Square (Denny Carroll GL)

NOVEMBER

- 11/10/23, Fri. "Vettes on Paddock Square" 32 cars VVCC only on Brownwood Square
11/??/23 Christmas Tour Stetson Mansion followed by dinner at Deland Stockyards (Dylan/Erin Todd GL)

DATES TO REMEMBER

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

**GROUP LEADERS ARE STILL NEEDED FOR SEVERAL EVENTS,
PLEASE STEP UP AND VOLUNTEER... BE A LEADER!**

Please remember that our activities and events may change a bit from time to time so please check the calendar for latest news and updates on activities. Also, we are selling out quickly on many of the events so register early if you're intending to attend and, if the registration is full, make sure to use the "Waitlist" button in case someone cancels.

Presidents Message

Because there wasn't a newsletter in June, I'm belatedly thanking those members who made the Flags for Fallen Vets a success. On May 28th 54 members in 30 Corvettes caravanned down to Florida National Cemetery for the placement of flags. It took only 38 minutes to place the flags in our designated section. On June 3rd 19 members in 11 Vettes returned for the removal.

On July 3rd we held our annual Driving the Squares. While it was extremely hot, we still had 101 members in 56 Vettes participating. About half of the cars started from Laurel Manor Rec Center and the remainder at Eisenhower Rec Center. Even though we started earlier than in prior years we still had plenty of people wave and video us as we displayed our patriotic pride by waving the flag. After driving around Lake Sumter and Brownwood we met at George Nahas Chevrolet to mingle and have a hot dog and chips.

The Board has tightened up some of our existing rules regarding the receipt of funds and payment of bills. Going forward a form is to be submitted with money derived from any source. Additionally, no one will be reimbursed for expenditures incurred without the proper form and receipts. The Treasurer will not accept any funds or pay any bills without submission of proper paperwork. Both forms can be found on our website.

The proposed amendments to the By-Laws have been posted on our website. The changes are as follows:

- 1) Article IV, Section I:B is revised to specify that recurring monthly expenditures are excluded from the monthly discretionary funds the Board is allowed to spend.
- 2) Article XII, Section I:B is revised to specify that each of our quarterly charities will receive \$500, which may be derived from our quarterly 50/50 sales.

Hope to see everyone at our meetings this year.

Rich Rose

You Do Not Want to Miss The July 13th Meeting

If you ever wondered about the back story of many of the items of memorabilia hanging on the walls at the Eisenhower Recreation Center you are going to want to hear the presentation of our special guest. Ret. Colonel Harry Lumpkin is uniquely qualified to bring the memorabilia to life. He has conducted 108 tours of the Eisenhower Recreation Center. He is a gifted speaker who will hold your interest throughout his presentation.

Ret Colonel Harry Lumpkin:

- Army colonel with 26 years of active duty service.
- From Baltimore, Maryland and has been married to Connie Lumpkin for 55 years.
- Graduate from the Army War College and has two Masters Degrees.
- Served in Vietnam and has commanded units at all levels.
- While serving in the Pentagon, he was on the Army Staff and Joint Chiefs of Staff, and served as GEN Colin Powell's logistics briefer
- Served as an Assistant Professor of Psychology at the United States Military Academy at West Point. He helped develop the program to successfully integrate women into West Point which was an all male institution.
- Received citations from the U.S. Senate and House of Representatives for outstanding leadership and community service.
- Full-time resident of The Villages since 2009 and has served as Chairman of the Deacon Board of his church, President of TAAC, Vietnam Veterans Chapter 1036, and the Baby Boomers Club
- Is the Vice-President of the Dr. MLK Commemorative Scholarship Committee and the Senior Diversity, Equity, and Inclusion Advisor for the Florida District Rotary Clubs
- Helped lead the effort to collect memorabilia for The Villages Eisenhower Recreation Center and has given 108 tours of the Center

As an added bonus Colonel Lumpkin has agreed to do a guided tour of the Lobby, and a couple of the available rooms prior to our meeting. This opportunity will be available on a first come first serve basis to a limited group of attendees at our pre-meeting cruise-in.

NCM *CORVETTE* DELIVERY

DID YOU KNOW???

NCM delivery is the process by which your new Vette is delivered to you in Bowling Green, KY, the epicenter of Corvette action. The delivery code is R8C on the dealer order form and adds \$995 to the vehicle cost. Here's what you get for the \$995:

- 1 year Museum membership, 10% discount on anything you buy there
- An assembly plant tour
- NCM assistance getting *YOUR* car from the plant to the Museum
- *YOUR* new Vette is examined and prep'ed by expert technicians who's sole job is **CORVETTES**
- The day before delivery, you can enjoy the *Z06 Driving Experience* at National Motorsports Park adjacent to the NCM. It's 3.2 miles, 23 turns following an Instructor in a Camaro and there's an cost for this.
- **PLUS** so much more. For complete details, pictures, and more click the **BIG RED BUTTON** to the right

For more information about Museum Delivery please go to the Home Page of the website.

www.villagevettes.com and

Click on the Red Button.



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

Future Corvettes: E-Ray, ZR1, C9 EV, and more

[Don Sherman](#)

04 May 2022



Fulfilling long-held rumors, our beloved Chevy Corvette has officially begun its journey toward full-electric propulsion. On April 25, GM President Mark Reuss announced two near-term Corvette variants—what he called an “electrified” model due early next year to be followed by a fully electric, Ultium-based vehicle. Confirming this was far more than corporate hyperbole; a 25-second video depicted a camouflaged C8 prototype spinning all four wheels while drifting furiously across a snow-packed test track. Fans of fiery combustion engines will surely appreciate that the prototype’s soundtrack suggests that a hot V-8 continues as part of the deal.

Now that the Chevy Volt has been retired from production, GM prefers the term “electrified” over “hybrid” to indicate a thoughtful blend of electric and combustion propulsion elements. Ultium is GM’s combination of a massive lithium-ion pouch-type battery pack in a “skateboard” layout with one or more AC drive motors. Deliveries of the Ultium-based 2023 GMC Hummer EV pickup have just begun and the SUV version will follow for the 2024 model year. We have every reason to believe that when an electric Corvette finally lands, it will utilize this same fundamental architecture.

2024 Corvette E-Ray hybrid

In 2015, while plotting the future that is just now coming true, GM applied to the U.S. Patent Office for exclusive ownership of the CORVETTE E-RAY and E-RAY trademarks. Rights to these names were granted in December of that year for “motor land vehicle” use.

While GM has yet to officially confirm it will use the E-Ray name on its coming electrified Corvette, the expectation is that a pair of 83-hp AC induction motors will reside just ahead of the passenger cabin to drive the front wheels. The current 490/495-hp LT2 V-8 will drive the rear wheels through today’s eight-speed dual-clutch automatic transaxle. The hollow cavity serving as the backbone of the C8 Corvette’s aluminum spaceframe is approximately 2.5 cubic feet in volume, enough space to house over 100 Ultium battery cells.

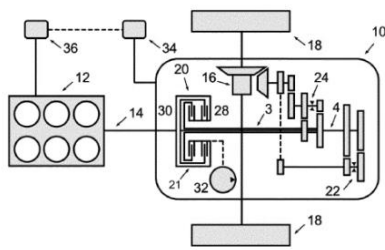


Fig. 1

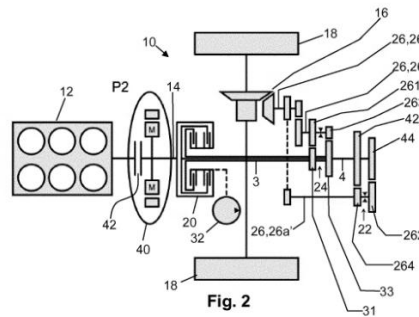


Fig. 2

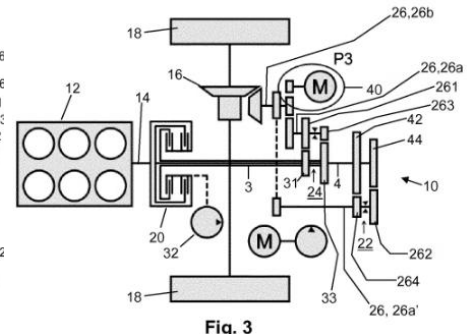


Fig. 3

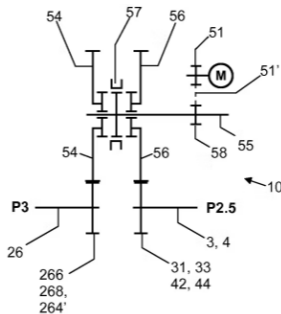


Fig. 4

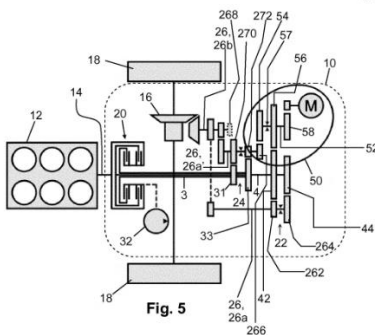


Fig. 5

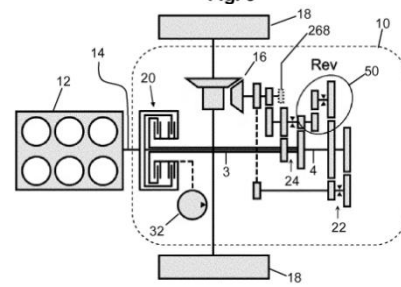


Fig. 6

It's a good guess that the E-Ray's pilot will be allowed to choose between rear- or all-wheel drive. During cruising, we expect that an engine-driven alternator will replenish the battery pack; a port to plug in at home for battery charging is not likely.

Electric motors providing torque to the front wheels will enhance the Corvette's agility spiraling into a turn. The added traction will also improve mobility in wet and snow conditions. In spite of a curb weight increased by an estimated 700 pounds, the E-Ray's AWD and instant torque will likely trump the [standard Stingray](#) in a drag race.

Beyond E-Ray, pure electric

The Hummer EV's battery pack consists of 576 individual pouch-type lithium-ion cells storing 200 kWh of electrical energy, worth roughly 450 miles of driving range. Given the 4-inch width of each cell and the fact they're stacked in modules two high, the resulting battery pack is some 8-inches in overall height.

Cramming an 8-inch tall skateboard under the passenger cabin would yield a Corvette that's notably taller than the current 49-inch high C8 Stingray.

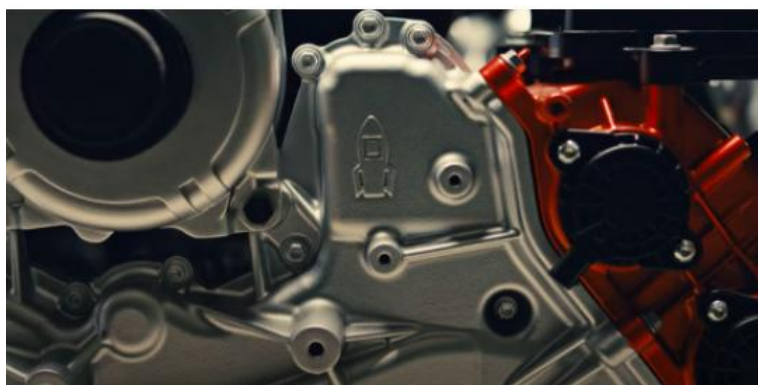


In other words, the fully electric Corvette with this same arrangement of cells would need to be a stylish sport utility vehicle, not a pavement hugging two-seat supercar. (For an imaginative vision of what a Corvette SUV might look like, check out our 2019 rendering [here](#).) Further evidence that this is the case was revealed by GM in November 2021 when the company began polling Corvette owners regarding their interest in an “electric sport vehicle.” If it works for a Ford Mustang recast as an electric Mach-E, why wouldn’t it work here?

C8’s ZR1-shaped endgame

Following the Z06 and E-Ray in the C8 generation’s roll forth sequence, a mega-hot ZR1 is expected circa 2026. The Z06’s 670-hp DOHC LT6 V-8 will be enhanced with two turbochargers to vault peak output over 800 hp in an engine designated LT7.

The fifth and final variation on the C8 theme will be the Zora—named after Corvette patron saint Zora Arkus-Duntov. Here, the combination of LT7 combustion energy in back with two AC motors in front will be tuned to shatter the 1000 hp barrier with highly satisfying performance



consequences. We anticipate Zora’s triumphal return to Chevy showrooms before the clock strikes 2030.

C9 EV in the pipeline, other electric musings

[Click here](#) for our detailed vision of what the future might bring when the Corvette reaches its inevitable full-electric destination. Fear not, ye of little electric faith, GM will likely keep combustion in production at the Bowling Green, Kentucky, manufacturing plant as long as possible to serve old-school diehards.

In the summer of 2020, several months before the U.S. election, now-President Joe Biden espoused his love of American performance cars in general and Corvettes in particular. (He owns a dark green ’67 small-block roadster that he’s not allowed to drive while in office.) Biden’s 80-second campaign banter included this prophetic side note: ‘They tell me that GM is making an all-electric version of its iconic sports car that will go 200 mph.’

We’re guessing the “they” in this scoop was Mark Reuss.

Then, at the end of April 2022, Barbie joined the electric Corvette cause. Movie production company Warner Brothers announced a July 2023 release date for the latest Ken and Barbie romantic adventure film. Margot Robbie, who will star in the movie, was presented in the front seat of a radiant pink 1957 Corvette with two scintillating touches: a flap cut into the left front fender for likely access to an electrical battery charging port and a CHEVROLET script on the side of the car featuring bright-blue accents for the EV letters in that logo.



Certainly there have been electric Barbie-branded toys in the past, but this particular iteration for the film could hint at something more. Requests to both Warner Brothers and Chevrolet for added comment have thus far generated no response.

A bright future???

Assuming Reuss, Corvette engineers, and GM's top management don't become intoxicated over their future Corvette prospects, the electrification movement should provide a lasting role for America's only two-seater. Balancing style, technology, performance, and price will pose a significant challenge to be sure. But there's no reason why Corvettes shouldn't thrive in the AC age to come.

Dodge Is Cancelling The Hemi V8

Dec 21, 2021
Steven Symes

WHAT DOES THIS HAVE TO DO WITH ME??? I DRIVE A CORVETTE!!
READ ON. . .

I warned everyone that the disbanding of Dodge's SRT team was the beginning of the end for high-performance for the brand, but some people just didn't want to hear it. Then when it came out recently that the Hellcats are getting canceled at the end of 2023 I predicted that would also be the curtain call for all the Hemi V8s, something which was just confirmed.

Replacing the Hemi V8 will be the GME T6 or the Global Medium Engine Turbocharged 6, a name which just rolls off the tongue. It will be used for all Stellantis Global medium platform models, which include the Dodge Challenger and Charger. Please, try to hide your excitement about a turbo-six instead of a bruiser Hemi V8, especially one with a supercharger.

I really hate being the bearer of bad news or making doom-and-gloom predictions, but as a wise man once told me it's best to face the awfulness of reality than to talk yourself into believing a lie. Those who have chosen to take the blue pill and sink into the ether, content that everything is going to be just fine, might think they're wise. Instead, what they're trading is the semblance of contentment now and the very real specter of tyrannical oppression at a later date.

Back to the replacement of the Hemi V8 with the GME T6: this proves an interesting point. If Dodge were really all super advanced and ready to rip with electrification, wouldn't it be marrying that to a hybrid powertrain? Maybe it will, but so far no reports make any mention of even one electric motor. As I've said before, the key to understanding media reporting, particularly the kind that's done at the bidding of large corporations like Stellantis, is to pay attention to what isn't said. But don't worry, I'm sure Dodge will become a leader of electrification, which is obviously going to be the future of cars because the media keeps repeating that talking point over and over

All this is ostensibly to combat the slowly, and ever-slightly increasing global temperature. The hubris of believing by curtailing carbon emissions we can just “turn the dial” on the global thermostat down a few degrees is shocking but sadly not surprising. After all, the tale of Icarus exists for a reason.

A harbinger of our brave new world order has been revealed yet again, this time in the form of the 2021 Regional Transportation Plan passed recently by the San Diego Association of Government’s board of directors. The \$160 billion road and transit plan has been characterized as a way to nuke private vehicle ownership over the coming years, although the included mileage tax component was “shelved” for now as it met fierce resistance. Don’t think for a moment it won’t be revisited since it was one of the biggest sources of funding to pump up public transit in the San Diego region. There are those who can’t stand that you can get into your privately-owned vehicle at any time of the day or night and drive virtually anywhere you please. These budding authoritarians view that and all other forms of personal freedom as threats to their power. That’s how big I think this fight really is, because it’s ultimately not about muscle cars and their V8 engines.

The best way to defeat an opposing army is to demoralize it. If you want to take away private cars from a population, a good strategy would be to first make all new cars toasters. After a while, enthusiasm about vehicles will wane to the point there would be little resistance to corralling everyone onto public transit systems. At least this seems to be the line of thought among certain groups and crazy enough, automakers are getting on board with this philosophy. This is why Ford, BMW, and others have been talking for years about how they’re not just car manufacturers but they’re transportation companies. We’ve seen all kinds of alternative transportation solution prototypes from certain automakers as they prepare for the new world order. They’re not dumb, they know which way the wind is blowing.

So who’s going to save us from an awful transportation hell in the near future? Some think Elon Musk will be their savior. Just remember, this is the same man who ran quite the fleecing of American taxpayers to get Tesla going, only to cater to a very narrow section of the population. Sure, the guy’s smart but he’s definitely on Team Musk. Now that we know the awfulness of the reality we’re facing and the uncertainty of the future, it’s time to do something about the direction things are taking. Sure, some will laugh at enthusiasts for caring about V8 engines. Those same people are puttering around in the left lane in their Hyundai Elantra, completely unaware of the pathetic nature of their ride, so I wouldn’t pay any heed to what they think. But if we don’t start shoring up our personal freedoms around things like performance vehicles, even more essential items will be taken away next.

Corvette Racing Wins 24 Hours of Le Mans



In the centenary edition of the 24 Hours of Le Mans, Team Chevy drivers Nicky Catsburg, Nico Varrone and Ben Keating gave Corvette Racing its ninth class win in the ultra-prestigious race.

The trio turned in a masterful, comeback performance in the No. 33 Corvette C8.R to take the victory in GTE Am on the 8.5-mile Circuit de la Sarthe in northwest France. The triumph was the first for the mid-engine C8.R in its last start at the race, as the Corvette Z06 GT3.R is set to compete at Le Mans and in all FIA World Endurance Championship races next season.

“Corvette Racing has won Le Mans in class for the ninth time, and it is even more special during the centenary celebration of this race,” said Mark Stielow, Chevrolet Director, Motorsports Competition Engineering. “The skill by the drivers, the strategic decisions by the engineers and the execution of the Corvette Racing pit crew all came together for this GTE Am victory in the final race at Le Mans for the Corvette C8.R. Congratulations to everyone at Corvette Racing!”



American driver Ben Keating put the No. 33 car on the class pole for the team’s 23rd Le Mans start. However, soon after the race began, Dutch driver Nicky Catsburg (who started the race) reported there was an issue and the Corvette team had to replace the right-front damper, putting them two laps down.

Keating got into the car during the repairs and survived the attrition as heavy rain began to fall when he got back on track.

Throughout the ensuing overnight hours and into daybreak, the Argentinian Varrone, Keating and Catsburg turned in fast laps, while quick pit stops by the crew and proper engineering decisions allowed the team to fight back and regain the laps lost.

Ultimately, a strategy call allowed the No. 33 car to gain a full pit stop advantage over its GTE Am competitors in the final hours. That allowed the Corvette to take the lead and it stayed there the rest of the way, with Catsburg crossing under the checkered flag to score the win in the team’s 25th anniversary season. It was Corvette Racing’s first Le Mans triumph since 2015.

Corvette Racing Wins 24 Hours of Le Mans, con't.

The victory was a momentous occasion not just because it was Le Mans, but because of the adversity the team overcame throughout the 24 hours.



“The way we won it is special,” Keating said. “To feel like it was out of reach and then watch this team claw back and get victory out of defeat’s grasp was really special. It was really nice to feel like I was a part of that. It’s one of those deals where you can look at every member of the team on this win, and you know everyone contributed.”

The No. 33 car has now also won three of the first four FIA WEC events in 2023 and increased its points lead with three races remaining.

The mantra of Corvette Racing is “never give up,” and in the biggest sports car race in the world, every member of the team did just that.

In addition, the Le Mans Garage 56 NASCAR entry prepared by Chevrolet and Hendrick Motorsports turned in an impressive showing and finished 39th out of 62 cars entered with drivers Jimmie Johnson, Jenson Button and Mike Rockenfeller.

Reprinted from The Block on-line publication GM Chevrolet Division

Welcome New Members

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

Rex and Wanda Norris

They live in the Village of DeLuna He is from Indianapolis, IN and has a 1988 C4, Black, Vert a 1966 C2, Black, Vert and a 1985 C4, Blue, Coupe

Gary Halgren and Cady Clark

They live in the Village of Sabel Chase. They are from Minnesota and they have a 2023 C8, Grey, HTC

Dave Archer

He lives in the Village of Santo Domingo. He is from Tennessee and has a 2020 C8, Zues Bronze, Targa

Bill and Julia Hankle

They live in the Village of Dunedin They are from Lancaster, PA and they have a 1999 C5, Black, Vert

Bill Cooper

He lives in the Village of Pine Ridge. He is from South Florida and has a 2023 C8, Red, Targa

Dave and Lynda Akerson

They live in the Village of Bridgeport @ Miona Shores. They are from North Carolina and they have a 2016 C7, Shark Gray, Vert

Paul and Suzy Hayes

They live in the Village of Chitty Chatty. They are from West Palm Beach. They have a 2023 C8, Rapid Blue, HTC

Bob Bradford

He lives in the Village of Marsh Bend. He is from Houston, Texas and has a 2016 C7, Light Gray, Targa

Lee Waller

He lives in the Village of Hadley. He is from Chicago and has a 2021 C8, Silver, HTC

Sam and Virginia Hardie

They live in the Village of Hacienda. They are from Alabama and has a 2002/1953 C5, White, Vert

Bill and Ginger Tracey

They live in the Village of Lake Deaton. They are from New York/CT and they have a 2023 C8, Torch Red, HTC

Richard and Alexa Gilles

They live in the Village of LaBelle. They are from Illinois and they have a 2023 C8, Elkhart Lake Blue, Targa

Andy and Kimberlie Prentice

They live in the Village of Richmond. They are from Streator, IL and they have a 2006 C6, Lemans Blue, Targa

Susan Grimm

She lives in the Village of St Johns. She is from New York State and has a 2022 C8, Yellow, Targa

Larry and Jackie Fear

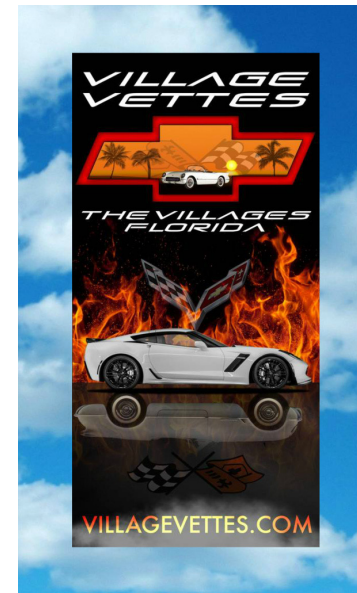
They live in the Village of Cason Hammock. They are from Miami, FL. They have a 2018 C7, Admiral Blue, Vert

Len Alt and Jane Shen

They live in the Village of Osceola Hills. They are from Herndon, VA. They have a 2023 C8, Elkart Lake Blue, HTC

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

TOTAL MEMBERS 556		
FAMILIES	234	
SINGLES	88	
GEN	Qty	% Tot
C8	94	25%
C7	110	30%
C6	54	15%
C5	47	13%
C4	21	6%
C3	22	6%
C2	11	3%
C1	13	3%
Tot.Vettes=	372	



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NCM MEMBERSHIP	
NCM FAMILIES	73
INDIVIDUAL	26
LIFETIME	10
SENIOR INDIV	1
TOTAL =	110

WHEN ARE WE HERE?	
FULL-TIME	430
PART TIME	122
Don't Know	4

AS OF 07/01/23

TOP 10 VILLAGES	
VILLAGE	#
GILCHRIST	29
PINE HILLS	29
COLLIER	23
PENNECAMP	22
PINE RIDGE	20
FERNANDINA	15
CHARLOTTE	14
FENNEY	13
LABELLE	13
OSCEOLA HILLS	13
-	191
ALL OTHERS	366