

Legends Ledger

October 2023

October Meeting

11 am Saturday, October 14

Prairie House Restaurant

119 E Main St. (East of Mill St.) Lewisville, TX

Details on page 3



NEWS FLASH

Tickets Now On Sale
For Such a Time as This

ESTHER

The Musical

**Selling out quickly.
Tickets at the door
may not be available.**

October 13-14
Irving Arts Center
for tickets
www.IrvingArtsCenter.com
972-252-2787

**Legends Members
can attend together on
Saturday, October 14 at
2:30 pm after our regular
meeting in Lewisville.**

**Dupree Theater
in the Irving Arts Center,
3333 N MacArthur Blvd, Irving, TX 75062**

Legends member, Barb Macdonald, has created this Pop Hit Musical, and it will be performed for the first time.

Club members will go directly from the Legends meeting at Prairie House Restaurant in Lewisville to attend the 2:30 pm performance at Irving Art Center's Dupree Theater.

Tickets may not be available at the door.

Order your tickets to the Saturday 2:30 pm performance by calling **972-252-2787** or online at <https://www.irvingartscenter.com/tickets-events/>.

If you can't join us on Saturday afternoon, you can attend on Friday or Saturday night at 7:30 pm

Directed by Scott Werntz, this production debuts with all the ambience his audiences have come to expect. It is a musical adaptation of the biblical Book of Esther, from scripture to script. This is the exciting true story of a beautiful young girl named Esther who was orphaned at an early age, raised by her uncle, and miraculously became Queen of the powerful Medo-Persian empire. Amid palace intrigue and the threat of death, she heroically saved her people, the Jews, from total annihilation.

It includes well-loved songs from the past like Irving Berlin's "Puttin' On the Ritz" and the classic "Trumpet Voluntary" to favorites like "Only Hope", and the current release "BAD" from Royal Deluxe. Coming to life on stage this battle for good and evil, love and courage from ancient times still rings true. The author's desire is that many of the truths portrayed in the story will come as a reminder that perhaps we have been placed here for such a time as this.

Upcoming Events



2023

*CLoT Club Participation Event

- *Sept 29-Oct 1 Good-Guys Show** Texas Motor Speedway Ft. Worth, TX
See detail for club participation on page 4
- Oct 5-8 Eureka Springs Corvette Weekend** Eureka Springs, AR
- *Oct 14 Legends Club Meeting** Prairie House Restaurant Lewisville, TX
- *Oct 14 "Esther the Musical: For Such a Time As This"** Irving, TX
Full details on the cover.
- Oct 19-21 NCRS Texas Regional** Embassy Suites Frisco, TX
John Spencer will be displaying his Red 1954 Roadster in the Solid Axle Corvette Club booth in the Lobby of the Convention center during all three days of the show. Come out and support our club members who are participating in this awesome event. Move in Thurs. 12:15-5:30pm, General Admission Fri. 9am-4pm & Sat 9am-3pm.
- Oct 21 Cowtown Corvette Club Show** Ft. Worth, TX
- *Oct 21 Halloween Party** See Info Below Richardson, TX
- Oct 28 Sulphur Springs Corvette Show** See pg 3 Sulphur Springs, TX
- *Nov 3-5 Legends Fredricksburg Trip** Hangar Hotel Fredericksburg, TX
Details on page 9
- *Nov 11 Legends Club Meeting** Outback Steak House Plano, TX
- *Dec 16 Legends Club Meeting** TBD

Save the Date!!!

***Aug 29-Sept 2, 2024 National Corvette Caravan to Bowling Green, KY**

Bill Tichy and Larry Dyer are making plans for Legends to join in the big caravan.

It's time for you to register on line and officially join the Texas Panhandle/Oklahoma Caravan. Search corvettecaravan.com and open the caravan registration for the **North Texas** tour. You'll find a form to print and complete. Mail \$25 registration fee for the TX/OK caravan portion of the event to Ed Onley the Captain for our group. Registration for the Bowling Green portion of the Caravan is separate and will become available soon. Give Bill Tichy a call at 972-650-8007 or cell 214-770-6679, if you have any questions or want to let him know you're going to participate with the Legends group.



You're Invited To:

Kimberly & Ed's Halloween Party

DATE: SAT. OCTOBER 21st

TIME: 8:00 PM

PLACE: 822 DOWNING DRIVE
RICHARDSON, TX

Please RSVP
Text 972-256-6122
or email kd.at@att.net



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October Meeting

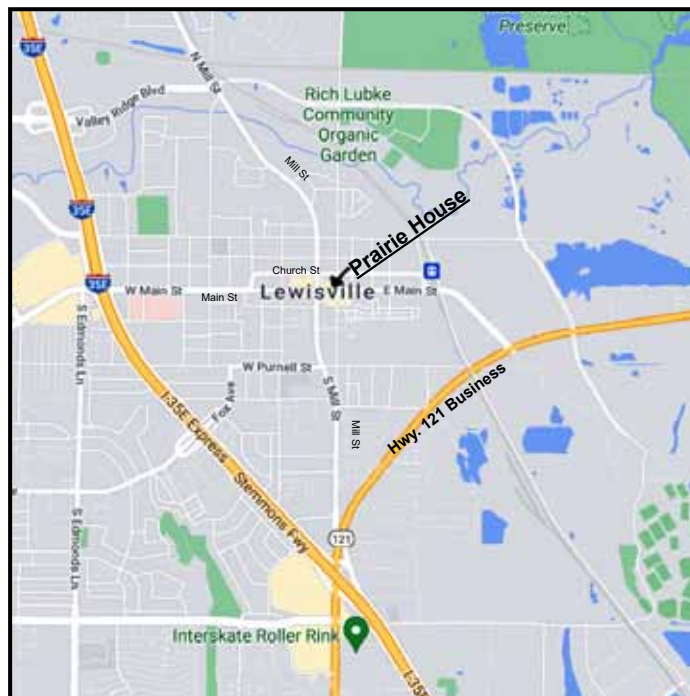
11 am Saturday, Oct. 12

Prairie House Restaurant

119 E Main St, (East of Mill St.)

Lewisville, TX

Additional parking on Main St.



Directions: Take Exit 452 off of I-35E. Go 1 mile east on Main St. (just past Mill St.) Prairie House is on your left on 1-way street.

OFFICERS

President:..... Sam Deneault..... sldeneault@gmail.com (214) 546-4677
 VP of Operations:..... Len Woodruff..... Lenwoodruff@gmail.com (972) 979-5722
 VP of Special Events:..... Tom Hubbert..... thubbert@verizon.net (972) 897-3045
 Secretary:..... Sharon Conde..... CockerMom57@gmail.com (972) 658-2526
 Treasurer:..... Kevin Shedden..... GKevinS@aol.com (214) 502-4721

DIRECTORS

Director of Communications:..... Denise Iverson..... communications@vettelegends.com (214) 684-4649
 Weekend Wrench Coordinator:..... Joel Joseph..... jjjoseph@yahoo.com (214) 477-6833
 Membership Coordinator:..... Dennis Conte..... dennis.conte@att.net (972) 839-8473
 Newsletter Coordinator:..... Diane Preston..... CDiane1957@aol.com (405) 615-3856

*Legends Ledger Newsletter: Published monthly. Send submissions to cdiane1957@aol.com
 Submission deadline is the 15th of the month.*

Club Web Site:

Coordinated by Denise Iverson <http://www.vettelegends.com>
 Send submissions to: Communications@VetteLegends.com

Meeting Speakers:

*If you have a recommendation for a guest speaker to address the club at one of our meetings, please contact
 Len Woodruff: Lenwoodruff@gmail.com or (972) 979-5722*

Membership Information:

Coordinated by Dennis Conte (see above)
 \$40 for annual membership
 Dues are paid annually at a meeting or mailed to:

Club Mailing Address:

Corvette Legends of Texas
P.O. Box 260316, Plano, TX 75026-0316



Scenic Lunch Cruise to Roadside America Museum Sept. 16

Photos by Al Lisbona



Left: Al Lisbona, Bill Foote and Jeff Clevenger

Dennis Conte planned and led the fun trip Saturday, September 16 that started in Granbury. We took a scenic cruise to the unique Loco Coyote Grill in Glen Rose for lunch. Then drove more scenic backroads to the Roadside America Museum in Hillsboro, Texas. The museum was great, had lots of memorabilia and a small car collection.

Pictured to the right are: Tommy Grimes, Al & Mary Anne Lisbona, Mary Jean Entrekin, Bill Foote, George Reilly, Dennis Conte, Tom Entrekin, Jack & Gerry Hollada and Jeff Clevenger




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Carlyle J Johanson of Lavon, Texas, died peacefully in his sleep after a long battle with liver disease on August 30, 2023 at the young age of 81.

Carlyle, or as the people that know him best referred to him as, Carl, Dad, Poppy, Cactus Carl and even on occasion Santa, was a fearless and independent soul and will be missed and remembered by the many lives he touched.

Carl joined the Navy out of high school but knew the tidiness and punctuality needed for a life in the military were not for him long-term. He found his calling after a few false starts as an entrepreneur and eventually opened Cactus Awards which he owned and operated, and even employed each of his 4 children at some point during the last 35 years.

While Carl was originally from the North East, he got to Texas as fast as he could and made it his home, he loved it here and showed that love with his dedication to our community. In addition to being a small business owner, Carl volunteered and worked in many civic minded positions over the years. He was a volunteer fireman, in Murphy, Texas, a police officer in Murphy, Parker and Lavon, Texas, along with spending several years as a Deputy US Marshall and if that wasn't enough he retired from Wylie ISD after 20yrs of driving a school bus.

Carl was preceded in death by his mother and father Jeanette and John Johanson of Florida and his many beloved pets. He is survived by his loving life partner Esther, his children from his first wife, Carlyle Jr. and Julie, as well as his step daughters Heather and Holly, granddaughter Madison and great granddaughter Brylee Mae. Carl would be annoyed if we neglected to mention his love for Corvettes and expensive scotch, because honestly, he might have loved them more than he did anything else.

His family hopes he is cruising in his dream Corvette with the top down through those heavenly gates and playing with the animals who passed before him. Carl, everyone you left in this world hates that you are gone but we are happy that you are home free and painless. We will love and miss you until we can meet again.

Instead of a traditional memorial service, Carl's family has requested that his life be celebrated and remembered with love and laughter, the way he lived everyday. A celebration of life was held at 10am on Wednesday September 6, 2023 at Charles W. Smith and Sons Funeral home in Lavon, Texas.

In lieu of flowers the family has requested donations be made to Life Path Systems Foundation in memory of Carl: Life Path 515 Heritage Dr. Ste 105, McKinney TX 75069 - 972.562.0190 - <https://www.lifepathfoundation.org/donate-now/>



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CORVETTE LEGENDS OF TEXAS GENERAL MEETING September 9, 2023 Spring Creek BBQ Richardson

Photos by Kurtis Allen

The members of Corvette Legends were called to order by President, Sam Deneault, at 12:10 pm. Minutes of the previous meeting were approved. Attendance was recorded as 60.

Guests: Lorraine Kimberlin

New Members: Mark and Debbie Garrison, 2006 Monterrey Red Convertible

Lady Legends Winner: Barbara Macdonald

50/50 Pot Winner: Judy Bailey (\$64)

Barbara Macdonald thanked all of us for our support of her upcoming musical in October. *“Esther For Such A Time As This”* is an exciting original Cinderella story of Esther who saved her people from total annihilation and will be presented at the Dupree Theater, Irving Arts Center on October 13-14. Discounted \$20 tickets are available for Saturday afternoon’s performance by mentioning ‘Corvette’ when purchasing tickets.

October 14 meeting will again be at Prairie House in Lewisville. It’s closer to Irving for us to attend Barbara’s musical afterwards.

November 11 meeting should be at Outback Steakhouse in Plano, but due to some policy changes confirmation is pending.

We observed a moment of silence for our long-time member Carl Johansen who recently passed away.

Guy Coyne was a program speaker. He told us of his 1996 coupe ordered with a solid black interior. He was told he shouldn’t get the black interior, but that’s what he

wanted! He still has it with 35,000 miles on it. Two weeks ago, he had the first part replaced – a bad starter. That’s a good car!!

Kimberly Atchley told us about her and Ed’s Halloween party at their home in Richardson on October 21. They traditionally have a costume contest, and in recent years guests have sung a song, dance or skit to represent their costume.

Sam reminded us the Good Guys show at Texas Motor Speedway is Sept. 29-Oct. 1.

Bill Tichy had a bit more info for the Corvette Caravan being organized to the 30th Anniversary of the National Corvette Museum Labor Day weekend next year in 2024. Official registration will begin sometime in October and there will be a cost for registration. Special parking at the museum can be had for \$750. Bill is now co-captain for the north Texas, Oklahoma and New Mexico group that we will join in El Reno, OK (west of OK City) on Monday, Aug 26, 2024. He is working on gathering hotel info and also for a continued (optional) road trip for about another week following the museum event. He had a sign up list at the meeting and will create an e-mail list for those interested to provide more updates as they are available.

The Texas Regional NCRS event will be held Oct 19-21 at Embassy Suites in Frisco.

The meeting was adjourned at 12:40 pm.

Submitted by Sharon Conde, Secretary

MEETING--Continued on page 7





Jeff & Don Sebert



Chery & Gary Williams visit with Robert & Maggie Cotner



Kimberly Atchley, guest Lorraine Kimberlin and Ed Atchley



Don Eckhart, Denise Iverson and Jennifer & Shane Morris



Linda & Ken Dobbs with Al & Barb Macdonald



Tom & Mary Jean Entrekin and Tom & Sandy Lainson



Jerry Echols, Ron Cople, John McIlvoy, John Specer, Pat Cople and Barbara Echols.



Ken Weller with Linda Deneault and Tom Schipper who are selling raffle tickets



Corvette Video Update from National Corvette Product Manager, Harlan Charles



At the 29th Anniversary Celebration at the National Corvette Museum Thursday, August 31-Saturday, September 2., Corvette Blogger recorded Harlan Charles's talk on the C8. During the presentation, Harlan discussed the awards the C8 has won and the production number for the 2023 model year.

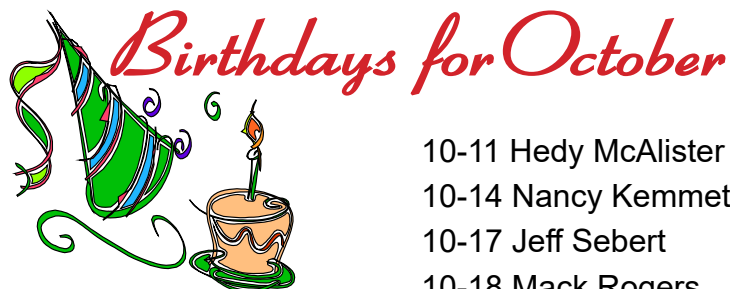
Harlan shared a graphic showing that as of June, there were 53,448 total Corvettes completed and sequenced for production. Harlan says, "It's not the total final, but close to it," and he states that it will be the highest year of production of the Corvette ever at Bowling Green Assembly.

The St. Louis assembly plant still holds the record for most Corvettes produced in a year at 53,807. The old record for Bowling Green came during the extended 1984 model year with 51,547 Corvettes produced. The 2023 model year production totals will also go down as one of only three in Corvette's 70-year history to surpass 50,000 units.

Harlan's chart also shows the current breakdown between the Stingray and Z06, with 89% being the Stingray vs. 11% for the Z06. Another interesting factor is that the Z06 Convertible leads the Coupe by 51% to 49%. That's a feat that hasn't been done since 1968, which is the last year that Convertibles outsold the Coupe.

Another feather in the cap of Chevrolet is that the C8 Corvette appears to have changed the owners' demographics, which were trending older in the previous generation. A chart on the Calendar Year Deliveries in the luxury sport segment shows the mean age for Corvette owners is now at 54, and the percentage of those under 35 years old now stands at 11%, #1 for the luxury sport segment.

See a video of Harlan Charles' presentation at https://www.youtube.com/watch?v=4fE3B0qXCuc&ab_



- | | |
|-----------------------------|----------------------|
| 10-02 Louis Guerra | 10-11 Hedy McAlister |
| 10-03 J.C. Cherry | 10-14 Nancy Kemmet |
| 10-04 Clair Schwendemmen | 10-17 Jeff Sebert |
| 10-05 Carole Arakelian | 10-18 Mack Rogers |
| 10-09 Don Pinson | 10-20 Wesley Weaver |
| 10-11 Mary Jeanne Entrekinn | 10-21 Bob Harris |
| | 10-21 Brad Humphrey |
| | 10-26 Fred Hager |
| | 10-27 Rick Dietel |
| | 10-30 Sam Deneault |

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obo, Bob VanGuilder, The Colony TX, 214-957-3692



Fredericksburg, TX Legends Weekend Trip

November 3-5, 2023

The block of 20 rooms set aside for us is currently confirmed at 16 rooms reserved. **Any rooms in our block not filled by our members by 10/3/23 will be made available to the public.** I expect all rooms in the area to be at No Vacancy by that date as this is the first weekend of deer hunting season in Texas.

Please notify **Bill Foote at 716-427-9611** when you have made hotel reservations or have questions.

PRELIMINARY ITINERARY

FRIDAY 11/3/23

- 9 AM meet at Huffines Chevrolet, 1400 S. Stemmons Fwy, Lewisville. Spaces reserved for us in front of dealership. Leave at 9:30 AM for lunch in Hico, TX at Koffee Cup Restaurant, Hwy 6 & 281. Expect 2 1/2 hour travel time to Hico.
- 4-5 PM Arrive at Hangar Hotel, 155 Airport Rd, Fredericksburg for Check-In approx. 4-5 PM. Pit stops TBD.
- 5:30 PM Gather for dinner in Hotel Lobby. Drive to Backwoods BBQ (1 m). Friday night is steak night with open seating per individual.
- After dinner, explore Fredericksburg or return to hotel. Hotel Officers Club is open til 10-11 PM with live music.

SATURDAY 11/4/23

- Morning breakfast in Airport Diner Hanger next to hotel or coffee in hotel lobby for early birds. There are no microwaves or refrigerators in rooms. Bring small coolers, if you intend to keep drinks/food cold
- Twisted Sisters morning cruise directed by Dennis Conte for those interested (meet in hotel lot 7-7:15 AM, leave at 7:30 AM. Arrive back at hotel by 12:30 PM).
- Day activities: National Museum of the Pacific War, Pioneer Museum Complex, Market Square, Roxbox Theater and loads of shopping all in downtown Fredericksburg. Out of area day activities: hiking at Enchanted Rock State Park (17 mi.), Wildseed Farms (7 mi), LBJ National Historic Park (17 mi.).
- Lunch as desired per individuals during the day.
- Option for early evening activity: Perdarnales Cellars Winery for wine tasting (3-4 PM) Dinner options TBD.

SUNDAY 11/5/23

- Breakfast in Airport Diner or coffee in lobby for early birds.
- Gather after checkout between 10:30-11 AM in hotel parking lot for club group photo with cars.
- Travel back home via individual routes as desired.

Additional Information

Driving time on proposed route to Fredericksburg will be 5 1/2 hours not including our lunch stop or additional

rest breaks needed. A proposed route map will be sent out to all couples signed up prior to November via email.

Keep in mind that inclement weather may have an effect on activities. Last year the temperatures were in the high 70- low 80's with sun and slight winds during that weekend.

We have 20 rooms blocked for our Corvette Legends of Texas Club under Confirmation #G491.

Call the front desk to reserve under our Corvette Legends of Texas confirmation number #G491. Discounted room group rates per night are \$189 plus 13% tourism/bed tax with one King bed per room, no smoking or pets.

Hangar Hotel, 155 Airport Rd,

Fredericksburg, TX 78624

(830) 997-9990 www.hangarhotel.com

Hangar Hotel is a re-creation of the romantic 1940s located at the Gillespie County Airport.


Arrival Date: Friday, Nov 3 2023 – Check-in 3pm

Departure Date: Sunday, Nov 5 – Check-out 11am

Guest Room – 2 adults-1 King bed

Please notify **Bill Foote at 716-427-9611** when you have made hotel reservations or have questions.

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From Mako Shark to Manta Ray: The Evolution of the Most Influential Corvette Concepts

During the 1960s, General Motors introduced a trio of stunning show cars that laid the groundwork for the C2 and C3 Corvette. Although many other concepts followed, these three remain the most influential, as they went on to inspire the styling of modern iterations, including the current, mid-engine C8.



Like the Corvette itself, the notion of a concept (or show) car was born in the U.S., under GM's roof. Dubbed Buick Y-Job and designed by the legendary Harley J. Earl, the drop-top beauty unveiled in 1940 previewed a series of novel features and design cues that influenced the division's mass-produced models for over a decade.

When GM decided to build a rival for the European sports cars that were flooding the North American market in the post-WWII years, the same Harley J. Earl was selected to draw it up. To build hype around it, the corporation commissioned Earl and the Chevy team to build a show car which was codenamed EX-122. First shown to the public at the 1953 Motorama in New York City, the concept would become known as the Corvette and with a few minor changes, it entered production a few months later.

Contrary to popular belief, the C1 wasn't the commercial success that GM had envisioned but it did pique the American buyer's interest in a homebuilt sportscar, so the corporation poured resources into the development of a successor.

Under the supervision of Styling and Design head Bill Mitchell, the new Corvette's design was ironed out as early as 1961 and, as they did in the past, the team created a show car that would help promote it. Like the upcoming production version, the vehicle was designed by Larry Shinoda, who drew inspiration from the 1959



XP-87 Stingray racer.

Gone was the curvaceous, European-looking theme of the C1, with the 'Vette's body now boasting far more aggressive lines that look like the sleek shortfin mako shark. Although it was officially codenamed XP-755, the concept car unveiled at the 1962 International Automobile Show would become known as the Mako Shark due to its unmistakable resemblance to the fast-moving predator.

One aspect that contributed to this was the car's spectacular paintwork. Legend has it that, upon returning from a fishing trip with a taxidermized shark head (some reports state that it was a complete shark) as a trophy, Bill Mitchell hung it in his office and instructed the design team to replicate its coloring on the show car.



Several attempts to make such an impossible task possible were made but Mitchell was not satisfied. The styling head would put the trophy next to the car and since the paint was not identical, he instructed the team to try again. Annoyed by this, an unnamed member of the team snuck into Mitchell's office one night, took his beloved trophy, and airbrushed it to look like the car's latest paint job. In the end, the boss couldn't tell the difference and, since the car and the shark now looked the same, he finally gave his frustrated team the thumbs up.

The Mako Shark managed to draw enough interest in the C2 as it became a fan favorite at every event where it was showcased. It underwent styling and detail changes over time, gaining front fascia and interior upgrades. The car also lost the distinctive "double-bubble" canopy borrowed from a previous concept and became a pure convertible.

Apart from the unique paint and several flamboyant design cues, its overall styling made it to the mass-produced model, which became the commercial hit that its predecessor never was.

Unlike other GM concepts that were eventually destroyed, the original Shark is still alive and well, residing in the corporation's Heritage Collection located in Sterling Heights, Michigan.

Just a few years after the debut of the Mako Shark, the Corvette team began work on the third-generation model which would roll out the factory gates in 1967. While the mid-engine format proposed by Zora Arkus-Duntov with his race-bred CERV II concept was considered, Bill Mitchell's conventional front-engine design was deemed more marketable by GM's top brass.



Under the codename XP-830, the development of a new concept car kicked off in early 1964 with the C2's existing chassis as the base. For the C3, Mitchell wanted "a narrow, slim, center section and coupe body, a tapered tail, an all-of-a-piece blending of the upper and lower portions of the body through the center (avoiding the look of a roof added to a body), and prominent wheels with their protective fenders distinctly separate from the main body, yet grafted organically to it."

Turning this vision into reality took about a year to pull off. Mitchell's designers completed a full-size, non-running version in March 1965, and days later, key members of GM's management were invited to see it. Everyone was blown away and unanimously decided that it had to go into production as soon as possible.

Finished in a similar paint and carrying the same Mako Shark moniker as the XP-755, the non-functional concept was first shown to the public at the New York International Auto Show just a month later. While its exterior design was praised by everyone, its futuristic interior received a lot of criticism for ergonomically-nightmarish such as the yoke-style steering wheel with its complicated transmission controls.

Behind closed doors, the development team was working on a running model that would address these issues and in October 1965, it made its public debut in France, at the Paris Auto Show. Powered by the highly successful and versatile 427 version of Chevy's Mark IV big block, the functional Mako Shark II had rear-exiting exhausts -as opposed to the static model's side-mounted variants - and a conventional steering wheel with column-fitted transmission controls.

Although it's unquestionably the most influential concept car to ever don Corvette badges, shaping the look of America's popular sports car for generations to come,

the story of the second Shark, in either non-functional or functional form, didn't have a happy ending. Unlike its predecessor which enjoys retirement on top of a pedestal inside GM's Heritage Collection, the static version was dismantled while the running model was transformed into another show car.

This leads us to the third most influential Corvette concept. Completed in 1969 it left the Mako Shark name behind (but not the now-iconic paint) and became known as the Manta Ray.

Its front fascia remained largely the same, with the only additions being an extended bumper ring around the vents and a chin spoiler mounted underneath.

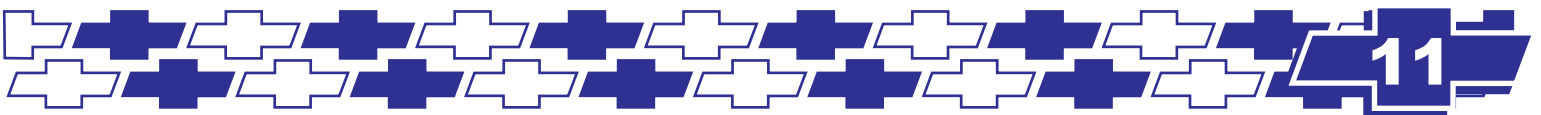
On the sides, the Manta Ray featured functional exhausts that were masterfully integrated into rocker panels, but its most distinct upgrade was the profusely elongated, tail. The now-classic four taillights layout was tucked under the rear deck line and a pair of pop-up flaps that reflected light from upward-facing lamps were added. You can see rare footage of them in action below, thanks to the video posted on YouTube by DtRockstar1

The reshaped tail flowed into a sweeping, scooped-out, stinger-style roof that helped accentuate the aggressiveness of the overall design. Speaking of aggressiveness, the car was powered by the newly introduced ZL1 427-ci (7.0-liter) V8, a lightweight, all-aluminum monster that could spit out no less than 430 hp.



Even if the Mako Shark II had to be sacrificed to build it, the Manta Ray was in itself a work of automotive art that captivated the hearts and minds of sports car enthusiasts. Thankfully, after its transformation, GM decided to keep it and it joined the first Shark in the corporation's Heritage Collection.

Many other concept cars that carried the Corvette nameplate followed in the next five decades, but none were as pure nor as influential as these three. They inspired the look of every mass-produced Corvette generation that followed, including the current and radically different C8.





October 14 Meeting
Prairie House Restaurant
See page 3

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