



Legends Ledger

November 2025



Astronaut Neil Armstrong's Corvette to be
exhibited in the National Corvette Museum.

Story on page 6

November Meeting

11 am Saturday, Nov. 8

Dua Trattoria, 5225 Warren Pkwy, Frisco, TX

Details on page 3

2025



*CLoT Club Participation Event

- Oct 29-Nov 1 Mecum Auction** Dickies Arena Ft. Worth, TX
1911 Montgomery St., Fort Worth
- *Nov 8 Legends Meeting** 11 am Dua Tratorria Frisco, TX
- Nov 12 Classic Cars & Brown Bags** 11 am-1 pm Flower Mound, TX
Heritage Park, 600 Spinks Rd. (between Gerault Rd & Garden Ridge Blvd.)
Bring your own lunch and drinks and socialize with other Car Guys! Call Bill 405-412-0502 for info.
- Dec 5-6 Southwest Swap Meet** Lone Star Park Grand Prairie, TX
- *Dec 6 Lewisville Christmas Parade** Lewisville, TX
This year's parade celebrates Lewisville's 100th Birthday, and they want to recognize all the decades they've been a city. **Put The Year Of Your Corvette Prominently On Your Car To Acknowledge Those Decades... Even Tho' Corvettes Didn't Start Until The 50's!**
Staging begins at 11:30 am along Cowan between Parnell & Main. Enter to meet the Corvette Legends at Elm & Edna Streets east of Medical Center of Lewisville.
Decorate your car and wear Christmas apparel.
Parade starts at 1 pm. Bring proof of car insurance. Go to lunch together after parade about 2:00 pm at Main Street Cafe, 208 E. Main, Lewisville. Contact Diane Preston 405-615-3856 for possible changes. Parade is sponsored by Huffines Auto Dealerships Lewisville, our club sponsor.



- *Dec 13 Legends Meeting** 11 am Vaqueros Texas BBQ Allen, TX
Vaqueros Texas BBQ, 965 Garden Park Dr, Allen, Texas (new meeting location)

2026

- *Jan 10 Legends Meeting** 11 am BJs Brewhouse & Restaurant Addison, TX
- *Feb 13-14 The Musical "Esther"** Coppell Arts Center Coppell, TX
The Musical "Esther" written by Legends member, Barb Macdonald, is being performed again by popular demand on Valentine weekend (February 13 & 14, 2026). This time, at the Coppell Arts Center, in "Old Town" Coppell, TX. We have reserved a Corvette section (15 seats) at the Saturday, February 14, 2:30 Matinee for any in the club who would like to go. Tickets are on sale now, but in order to have seats in the club section, they would have to call the Box Office 972-304-7047 (not get them on-line) before February 6.
- *Feb 13-15 Autorama** Market Hall Dallas, TX
Legends plans to have 8 Corvettes in our display... One from each generation!
Contact Dan Jacobs 972-824-9139 or carsfun2@yahoo.com to volunteer your Corvette to be in this 3-day indoor show.
- *Mar 14 Spring Fling Party** 6 pm The Tribute Golf Club The Colony, TX
- *Apr 23-25 Legends @ Pate Swap Meet** TMS Ft. Worth, TX



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Legends Newsletter in Color
at VetteLegends.com**

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November Meeting

11 am Saturday, Nov. 8

Dua Trattoria

**5225 Warren Pkwy. (at Legacy Dr.)
Frisco, TX**



Directions: From Hwy 121 go North 1.5 mi on Legacy Dr. to Warren Pkwy. then turn West. Dua Trattoria is on the Left. From Dallas N. Tollway exit Warren Pkwy. go 1.1 mi West to Dua Trattoria on the Left.

OFFICERS

President: Tom Hubbert THubbert@verizon.net (972) 897-3045
VP of Operations: Jeff Clevenger ClevengerJ@charter.net (972) 948-7218
VP of Special Events: Dan Jacobs CarsRFun2@yahoo.com (972) 824-9139
Secretary: Sharon Conde CockerMom57@gmail.com (972) 658-2526
Treasurer: Kevin Shedden GKevinS@aol.com (214) 502-4721

DIRECTORS

Director of Communications: Denise Eckhart Communications@VetteLegends.com (214) 684-4649
Weekend Wrench Coordinator: Mike Kmita Mike@Kimka.com (972) 422-1105
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 Eckhart <http://www.vettelegends.com>
Send submissions to: Communications@VetteLegends.com

Meeting Speakers:

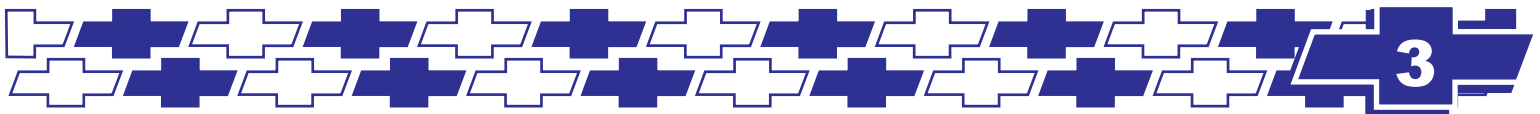
**If you have a recommendation for a guest speaker to
address the club at one of our meetings, please contact**
Jeff Clevenger: ClevengerJ@charter.net or (972) 948-7218

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



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LOCATION



Dallas Market Hall
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US

Legends plans to have 8 Corvettes in our display...

One from each generation!

The sooner we get all 8 Corvettes registered for the show, the BETTER LOCATION our display will get in Market Hall!

Volunteer to display your Corvette NOW!

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972-824-9139 or carsfun2@yahoo.com



Move In Thurs. Feb 12th

FRI^{FEB} 13TH

3 PM - 8 PM

SAT^{FEB} 14TH

10 AM - 8 PM

SUN^{FEB} 15TH

10 AM - 6 PM

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Birthdays for November

11-08 Ron Spurlock

11-24 Gary Williams

11-09 Brian Ratcliff

11-25 Bob Braun

11-10 Donna Wadley

11-26 Al Macdonald

11-14 Michael Kmita

11-26 Andi Kirk

11-21 David Marko

11/27 David Schall

11-23 JoAnn Brumit

11-28 Kim Liptoi

11-29 Jan Koester



12 Reasons the Chevrolet Corvette Is One of the Coolest Cars in American History

Few cars capture the American spirit quite like the Chevrolet Corvette. Since its debut in 1953, this sports car has evolved from a charming roadster into a legitimate supercar competitor, all while maintaining its accessible charm and staying true to its roots.

Here's why the Corvette has earned its place as an American automotive icon.

It Started as a Dream at a Detroit Auto Show

The original Corvette made its debut as a concept car at the 1953 GM Motorama in New York, and the response was so enthusiastic that Chevrolet rushed it into production the same year. Only 300 were built that first year, each one hand-assembled in Flint, Michigan.

That willingness to take a chance on something different set the tone for seven decades of innovation.

The C2 Stingray Became a Design Legend

When the second-generation Corvette arrived in 1963, it brought styling that still turns heads today. The split rear window on the '63 coupe lasted only one year because Zora Arkus-Duntov, the Corvette's chief engineer, complained it hindered visibility, but that rarity made it one of the most collectible American cars ever built.

The hidden headlights and sculpted body lines influenced sports car design for years to come.

It Made Performance Affordable for Regular People

Unlike European exotics that required family fortunes, the Corvette offered genuine sports car thrills at Chevrolet prices. A 1967 base model started around \$4,400, while a Ferrari 275 GTB would set you back over \$14,000.

This democratization of performance meant that teachers, small business owners, and engineers could experience the joy of a true sports car.

The ZR1 Proved America Could Build Supercars

When the C4 ZR1 launched in 1990 with a 375-horsepower LT5 engine developed with Lotus, it could hit 60 mph in under 5 seconds and reach 180 mph. This wasn't just fast for an American car — it was fast by any measure, competing directly with Porsche and Ferrari.

Suddenly, the Corvette wasn't just a sports car; it was a supercar killer.

Astronauts Made It Their Ride of Choice

NASA astronauts have long favored Corvettes, starting with a special lease program in the 1960s arranged by a Florida Chevrolet dealer. Alan Shepard, the first American in space, drove a 1957 model.

This connection between America's space pioneers and America's sports car created a cultural association that elevated Corvette's status beyond just another car.

It Survived When Other American Sports Cars Didn't
The Corvette outlasted every domestic competitor, from the Ford Thunderbird to the Dodge Viper. While other automakers abandoned their sports car dreams during tough economic times, Chevrolet kept the Corvette going through oil crises, recessions, and market shifts.

That persistence across eight generations shows a commitment that car enthusiasts respect.

The C7 Z06 Delivered Track Performance for \$80,000

With 650 horsepower and a 0-60 time of 2.95 seconds, the C7 Z06 could embarrass six-figure European supercars on any racetrack. The fact that it cost roughly half what competitors charged made it a favorite among serious driving enthusiasts who cared more about lap times than badges.

Road & Track joked, "You're buying the engine and getting the Corvette for free," remarking on the C7's surprisingly low price despite its impressive performance.

It Went Mid-Engine and Shocked Everyone

After 66 years of front-engine tradition, Chevrolet completely reimaged the Corvette with the 2020 C8. Moving the engine behind the driver improved weight distribution and handling dramatically.

The bold move paid off — the C8 sold out immediately and finally gave the Corvette the exotic supercar layout it deserved.

The Small-Block V8 Became an Engineering Icon

The Corvette's various small-block V8 engines powered everything from muscle cars to trucks, but they truly shined in the Corvette. From the original 265 cubic inch engine to modern LT-series motors making over 500 horsepower, these engines proved that lightweight, compact V8s could deliver both reliability and performance.

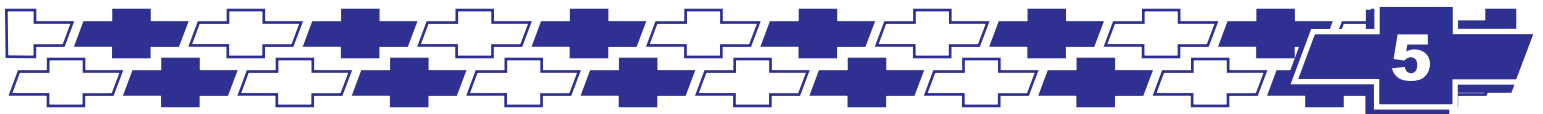
Millions have been built, and aftermarket support is unmatched.

It Dominated Production Car Racing.

Corvettes have won their class at the 24 Hours of Le Mans multiple times, proving they're not just fast in a straight line. The Corvette Racing team's success in endurance racing — including eight consecutive GT1 class wins at Le Mans from 2001 to 2009 — showed that American engineering could compete with Europe's best.

These victories translated directly to improvements in production models.

12 REASONS--Continued on page 8





National Corvette Museum Announces New Collections Facility to Preserve Historic Corvette Cars and Artifacts

The National Corvette Museum announced October 14, 2025 a major expansion to protect and grow its renowned Corvette collection. The new 66,000-square-foot Collections facility, set to open in Fall 2026, will serve as the future home for some of the world's most important historic Corvettes, Corvette artifacts, and Corvette preservation efforts.

Located in Bowling Green, Kentucky, on the National Corvette Museum Campus, the new Collections facility will significantly increase the Museum's capacity for vehicle preservation, small artifact conservation, and long-term storage, while also supporting public education and guest engagement. Once complete, the building will offer behind-the-scenes tours for visitors looking to explore Corvette's past in new ways, offering unprecedented public access to the Museum's collection.

The facility is being built to support the growth of the collection for decades to come, allowing the Museum to accept additional rare vehicles and historically significant materials that tell the full story of Corvette design, innovation, racing, and culture. It will also provide the Museum with additional exhibition space, enhancing storytelling and offering the behind-the-scenes experiences that members and guests value.

The Future of Corvette Preservation Begins Now

As part of the drive to build the new collections facility, the National Corvette Museum has secured \$2.1 million in funding commitments to the capital campaign supporting this project.

A Campus-Wide Vision: Connecting Corvette History, Assembly, Manufacturing, and Ownership

The new Collections facility strengthens the National Corvette Museum's campus-wide approach to celebrating America's Sports Car. The Bowling Green Assembly Plant, where every Corvette has been built since 1981, is located just across the street. The NCM Motorsports Park, where guests can experience Corvette performance firsthand, is also part of the Museum campus and sits directly across Interstate 65. Construction of the new Collections facility will also bring NCM Insurance one step closer to returning to the Museum campus. Once complete, this addition will allow visitors to engage with the full arc of Corvette ownership, history, and performance in a single location.

"This expansion project is about creating a sustainable future for preserving the full story of Corvette," said Bryce Burklow, President and CEO of the National Corvette Museum. "We're safeguarding the design breakthroughs, engineering milestones, and cultural moments that make Corvette an icon. And soon, our guests will be able to experience that process in a whole new way."



Why We're Expanding: Honoring Historic Vehicles Like Neil Armstrong's Corvette



Former Brevard County Sheriff's Office commander and Merritt Island resident Joe Crosby bought the historic car in February 2012 from a man in Atlanta who had the car in his basement since 1981.

A key reason behind the National Corvette Museum's expansion is the strategic growth of its vehicle collection, which requires the highest standards of preservation. One example is the recently donated 1967 Corvette Sting Ray once owned by astronaut Neil Armstrong.

Two years before his iconic Apollo 11 mission, Armstrong was buzzing around NASA in a 1967 Corvette Sting Ray coupe he had leased from Jim Rathmann, a Melbourne, Florida, Chevrolet dealer. The car came with a big block 390hp 427-cubic inch V-8, four-speed transmission, and was loaded with air-conditioning, power brakes, and tinted power windows. Rathmann, a former Indianapolis 500 winner, is known for convincing GM officials to let him lease Corvettes to astronauts for \$1. If that weren't incentive enough, they could trade them in year later for the newest model. Armstrong drove the '67 Sting Ray around for a year and, as the lease agreement allowed, traded it in for a Corvette convertible in 1968.

The day after Armstrong turned in his Marina Blue coupe, a NASA employee purchased it and kept it for 44 years. The car was parked in a climate-controlled garage in the basement of his home in Georgia from 1981 until 2012. Aside from modifying the fender flares, the car was kept in original condition.

"This vehicle is a prime example of the need for a new facility," said Robert Maxhimer, Director of Curatorial Affairs and Education at the NCM. "When a Corvette with a story like Neil Armstrong's comes through our doors, it deserves to be cared for in a space that is built to honor its legacy. This expansion ensures we can physically preserve the vehicle while protecting its history for future generations to enjoy and learn from."

The Marina Blue paint is flaking with age. Grime covers hoses surrounding the original 427-cubic-inch engine. And the driver's cockpit remains like it was when



The Fender flares and damage to the rear end were repaired by Crosby.

the first man on the moon motored across Cape Kennedy decades ago at high speed.

Neil Armstrong's newly "preserved" 1967 Corvette Sting Ray made its public debut April 10, 2014 at the Kennedy Space Center Visitor Complex, attracting spectators, a documentary film crew and a contingent of fans from the National Corvette Museum.

"It's amazing to have this car unrestored and see it as-is. It's a piece of art right now," said Karen Renfrow, the museum's event director.

Joe Crosby, a retired Brevard County Sheriff's Office commander, owns the one-of-a-kind coupe. He bought the car from an undisclosed person in Georgia in February 2012 and initially listed the vehicle on eBay — where it garnered offers topping \$250,000.

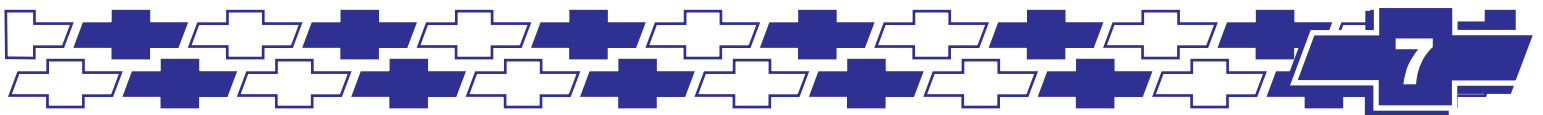
Crosby changed his mind and kept the car. Rather than mechanically restore the Sting Ray part-by-part, as is typically done with collectible vehicles, he worked with a team of Corvette buffs from the Space Coast and Daytona Beach to keep the vehicle in original condition, as if Armstrong was still driving it today.

"My intent was to restore it. And the museum said, 'Please don't do that.' I went the preservation route and only did what I had to do to put the car back drivable,"

"The few parts that I had to replace or repair, I just spent months and months and months finding Chevrolet stuff — which they quit making 30 years ago," he said.

The Georgia owner had stored the Corvette in a climate-controlled garage since September 1981, Crosby said. The odometer shows 38,148 miles, but the cable broke many years ago.

Crosby said that when he removed the seats to vacuum the carpet, he found about \$1.50 in loose change and a K-Mart receipt from Houston, home of NASA's Johnson Space Center.



Pick Up Your New Member Directory



at any Meeting

12 REASONS--Continued from page 5

Three Generations Bought the Same Car

Corvette ownership often spans generations, with grandparents, parents, and kids all falling for the same car. This multi-generational appeal is rare in the automotive world, where most sports cars skew heavily toward either younger or older buyers.

The Corvette manages to feel both classic and contemporary, depending on the generation.

The C8 Z06 Screams to 8,600 RPM

The C8 Z06's naturally aspirated 5.5-liter V8 is the highest-revving production engine ever offered in a Corvette, producing 670 horsepower. In an era where most manufacturers are downsizing and turbocharging, Chevrolet built a flat-plane crank V8 that sounds like a Ferrari and costs \$110,000 less. It's a reminder that the Corvette still does things its own way.

Conclusion

The Corvette's longevity comes down to more than just good engineering or smart pricing: it's about staying true to an idea. For over 70 years, it has represented the notion that exciting, beautiful, high-performance cars shouldn't be exclusive to the wealthy.

Whether it's a 1963 Stingray in a garage or a C8 Z06 carving up a racetrack, the Corvette remains proof that American automakers can build sports cars that rival anything in the world. **That's what makes it cool.**



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**CORVETTE LEGENDS OF TEXAS
GENERAL MEETING--October 11, 2025
Spring Creek BBQ Restaurant, McKinney**

The members of Corvette Legends were called to order by Tom Hubbert at 11:56 am. Minutes of the previous meeting were approved. Attendance was recorded as 60.

Guests: Sondra Dulberg, mother of Jeff Clevenger

Lady Legends Winner: Debbie Totter

50/50 Pot Winner: Jim Brummett (\$96)

Jeff Clevenger introduced member Mack Rogers to speak about the sale of members Pete & Sherry Snyder's car. It's a white 2008 C6 3LT convertible. More details are in the October newsletter. Mack is familiar with the car and is helping Sherry with the sale. Please text Mack at 214-704-5341 for more info.

Diane Preston has finished the new directory. A huge thank you to her for all her work on it. Diane and Bill were busy distributing it to members at the meeting. Copies will be available at upcoming meetings for those not in attendance. She will not be mailing the directories.

Next Meetings: Nov. 8-Dua Trattoria, Frisco.

Dec. 13: Vaqueros Texas BBQ at Watter's Creek, Allen (new location).

Jan 10: BJ's Brewhouse, Addison.

Feb.14: Don Camillo's, Hickory Creek.

Mar. 14: Spring Fling/After Holiday Party at The Tribute Golf club in The Colony.

The club (Dan Jacobs/Sharon Conde) received a request for car show from Catherine Richard. It will be on Saturday, October 25 at St. Joseph Senior Village, 1201 E. Sandy Lake Rd, Coppell from 11-3. Catherine is formerly of Teresa's House in McKinney where the club has done car shows in previous years. A sign-up sheet was passed.

Autorama will be Feb. 13-15, 2026 at Dallas Market Hall. Dan Jacobs & Mark Peterson will be doing the planning. They would like to have 8 cars, 1 of each generation. Please sign up early. The sooner our club is registered, the better our display location will be. Contact Jeff or Mark please. Jeff will also be replacing the 80x24 inch Corvette Legends sign used at Auto Rama & other club events as a donation to the club. He asked if any members had graphic design experience & could help with the layout.

Robert Cotner was not at the meeting so Diane told of the Solid Axle Corvette Club (SACC) monthly ZOOM meetings. She said it's usually 10-12 guys and herself talking C1 solid axles; maybe they'd mention a C2 now & then. It's a fun conversation about rear ends and front ends and all kinds of old car stuff. The club is also making plans for their annual meeting on Saturday, Nov. 15 at Prairie House in Lewisville. They'll allow non Solid Axle Legend members to attend. Please contact Robert or Diane Preston for more info.

MEETING--Continued on Page 10



Carole & John Arakelian arrive in their 2008 Black Indy Pace Car Convertible



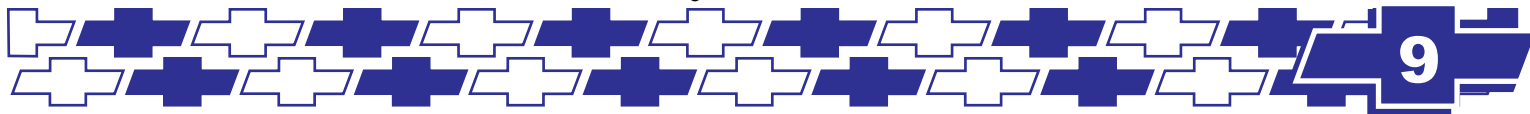
Mark & Susan Elliot before the meeting at Spring Creek BBQ in McKinney.



Dennis Conte, Kevin Shedden, Joe Koester and Denise Eckhart



Jan & Kerry Smith, Jan Koester and Linda Deneault.



Denise Eckhart made us aware that Walt Plumley was hospitalized in Lewisville after falling into his grease pit and dislocating his shoulder. He's doing better and our thoughts are with him for a speedy recovery. She also mentioned that she has revised the club e-mail list using emails from the new directory. Please contact Denise if you have not received any club emails since September.

Mike Kmita reported the Weekend Wrench group is currently working on a new member's C3 in Duncanville. It's been mostly interior work. Please contact Mike if you're interested in helping.

Jeff Clevenger also reviewed plans for the Pate Swap meet April 23-25, 2026. The club has 2 spots: zone 2, block 41 spots 631 & 633 on second street. Total space 18' x 18' Setup day is Wednesday April 22. Sale dates are Thursday thru Saturday. Jeff also purchased a third spot for his truck and personal use, so we'll have power at the booth. Start getting your parts ready and priced. Sign up sheets for member help at the booth will be sent around at future meetings. Please contact Jeff for any other info.

Plans continue for next year's After Holiday/Spring Fling Party. It will be on Saturday, March 14, 2026 at The Golf Clubs of the Tribute in The Colony. The St. Philip the Apostle's Knights of Columbus group will be doing a casino night for us as entertainment. Mark your calendars. More details to come.

Dan Jacobs provided raffle items to fit the theme of Micro Fiber Towels and cleaning your Corvette.

The meeting was adjourned at 12:23 pm.

Submitted by Sharon Conde, Secretary

We have reserved a Corvette section (15 seats) at the Sat., Feb. 14, 2:30 Matinee for anyone in Legends. Tickets are on sale now, but for seats in the club section, call the Box Office 972-304-7047 (not get them on-line) before Feb. 6!



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White convertible with beige automatic convertible top and beige leather interior. Brand new tires. 73,000 miles. New crate engine was put in by GM at 17,800 miles.

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Generation Breakout of Legends Members' Corvettes (9/15/25)

Be sure to let Dennis Conte know when you buy or sell your Corvette(s) so our Corvette census is correct.

		1953	23	14%
		1963 1967	31	18%
		1968 1982	26	15%
		1984 1996	7	4%
		1997 2004	15	9%
		2005 2013	26	15%
		2014 2019	23	14%
		2020 2025	10	11%
123 Memberships			170	Total

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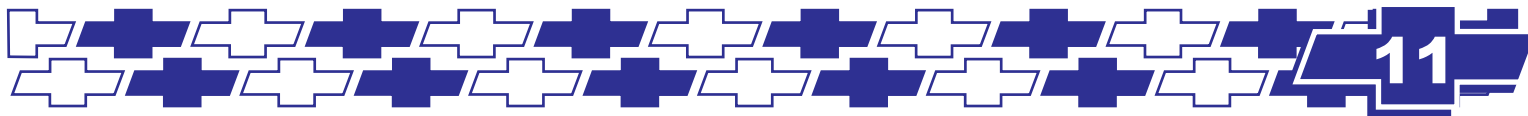
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Nov. 8 Meeting
Dua Trattoria, Frisco
See page 3

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