

Legends Ledger February 2022



February Meeting
Saturday, February 12
11:00 A.M.
Spring Creek BBQ
1993 N Central Expy (US 75)
McKinney, TX



Legends Charter Member and former President, Tom Atchison originally owned this 1963 Red Z06.
It sold again at Mecum's Kissimmee Auction for \$550,000 hammer price (\$605,000 with fees).
Full story and pictures on the Mecum web site for lot #F153.1

2022 Upcoming Events



*CLoT Club Participation Event

Are you receiving our Legends e-mails?

We have a new e-mail system. If you don't get an e-mail before the February meeting, notify Denise at Communications@VetteLegends.com

- *Feb 12 Legends Club Meeting** McKinney, TX
11 am-Spring Creek BBQ, 1993 N. US 75-Central Expy, McKinney, TX 75071.
- *Feb 18-20 Autorama** Market Hall, 2200 Stemmons Fwy. Dallas, TX
Move in on Thurs. Feb. 17. Legends plans to display six C1-C3 Corvettes again this year. Call Tom, if you want yours to be in the show. Sign up to man the display and promote the Legends club during this three-day indoor show. *Contact Tom Hubbert, 972-897-3045 or email thubbert@verizon.net.*
- Feb 25-27 Wise County Antique Auto Swap Meet** Decatur, TX
Wise Co. Sheriff's Posse Grounds, 3101 S. FM 51, Decatur, TX
Directions: Hwy. 51 South, 1.5 miles south of Junction 287 & 51. Take US 287 North to Decatur. Exit FM 51 South (Weatherford Exit). 1 mile South on left. Fri.-Sun. 8am-6pm. Rain or Shine. 3,000+ vendor spaces sold. 80% of vendor's items must be auto-related. FREE Admission. Info: www.wcaac.com/dsm.
- Feb 27 Parker Square Car Show** Flower Mound, TX
1400 Cross Timbers Road, Registration 10am-noon, Show 11am-3pm, \$20
- Mar 11-13 Good-Guys** Texas Motor Speedway Ft. Worth, TX
Friday & Saturday 8:00am to 5:00pm, Sunday 8:00am to 3:00pm
- *Mar 12 Legends Club Meeting** Plano, TX
11 am-Outback Steak House,
- *Mar 17-20 New Car Show** Convention Center Downtown Dallas, TX
Final decision on whether there will be a Car Corral for our Vettes to display in will be made by the promoter soon. Move in on Wed., Mar. 16. Anyone interested in displaying their new or old Corvette in the Club display at this 4-day indoor show should contact *Contact Tom Hubbert, 972-897-3045 or email thubbert@verizon.net.* Free entry and no car registration fee to display. Show hours: Thur-Sat: 10am-9pm, Sun: 10am-7pm.
- Mar 27 Parker Square Car Show** Flower Mound, TX
1400 Cross Timbers Road, Registration 10am-noon, Show 11am-3pm, \$20
- April 2-3 Texas Corvette Assn Open Car Show** Boerne, TX
Car Show Saturday on Boerne Main Square, Sunday Hill Country Run. Full info at:

WORLD OF WHEELS

Market Hall

AutoRama

February 18-20

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Dallas

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**Corvette Legends of Texas
will have a 6-car display at Autorama
February 18-20 at Market Hall, Dallas**

Call Tom Hubbert to volunteer
972-897-3045 or email thubbert@verizon.net
Put your 1953-1982 Corvette in the Show.
Legends will pay entry fee to have your Vette in our display.
Move in Thursday, Feb. 17.

















Show Hours: Fri. 3pm-8pm, Sat. 10am-8pm, Sun. 10am-6pm

**Join Legends members to man the display anytime during
the weekend. Talk to spectators about our Corvettes
and Corvette Legends of Texas.**

**You can sign up to work the display for a few hours,
even if you're not displaying your car.**

Generation Breakout of Legends Members' Corvettes (12/10/2021)

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

		1953 1962	33	16%
		1963 1967	41	20%
		1968 1982	34	16%
		1984 1996	13	6%
		1997 2004	22	10%
		2005 2013	32	15%
		2014 2018	30	14%
		2020 2021	5	2%
			210 Total	

136 Memberships

Mask Required February Meeting

11 am-Saturday
February 12
Spring Creek Bar-B-Q,
1993 N Central Expy (US 75)
McKinney, (972) 542-8529

In front of Target on West side of US 75, N of US 380 (University)



Legends Newsletter Available
In Color on our web page
VetteLegends.com

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:..... Pat Cople..... patcople@aol.com (469) 535-3104
 Treasurer:..... Kevin Shedden..... GKevinS@aol.com (214) 502-4721

DIRECTORS

Director of Communications:..... Denise Iverson communications@vettelegends.com (214) 684-4649
 Weekend Wrench Coordinator:..... Ken Dobbs..... ken_dobbs@verizon.net H-(972) 423-3732 C-(972) 896-4611
 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 Denise at:
Communications@VetteLegends.com

Membership Information:

Coordinated by Dennis Conte (see above)
 \$35 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

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



PLANNING TO SWITCH TO AN EV?

Whether you are a proponent of electric vehicles or not, this is very interesting information. This is an unusual and thought provoking article by Bruce Haedrich.

When I saw the title of this lecture, especially with the picture of the scantily clad model, I couldn't resist attending. The packed auditorium was abuzz with questions about the address. Nobody seemed to know what to expect. The only hint was a large aluminum block sitting on a sturdy table on the stage.

When the crowd settled down, a scholarly-looking man walked out and put his hand on the shiny block, "Good evening," he said, "I am here to introduce NMC532-X," and he patted the block, "we call him NM for short," and the man smiled proudly. "NM is a typical electric vehicle (EV) car battery in every way except one; we programmed him to send signals of the internal movements of his electrons when charging, discharging, and in several other conditions. We wanted to know what it feels like to be a battery. We don't know how it happened, but NM began to talk after we downloaded the program.

Despite this ability, we put him in a car for a year and then asked him if he'd like to do presentations about batteries. He readily agreed on the condition he could say whatever he wanted. We thought that was fine, and so, without further ado, I'll turn the floor over to NM," the man turned and walked off the stage.

"Good evening," NM said. He had a slightly affected accent, and when he spoke, he lit up in different colors. "That cheeky woman on the marquee was my idea," he said. "Were she not there, along with 'naked' in the title, I'd likely be speaking to an empty auditorium! I also had them add 'shocking' because it's a favorite word amongst us batteries." He flashed a light blue color as he laughed.

"Sorry," NM giggled then continued, "three days ago, at the start of my last lecture, three people walked out. I suppose they were disappointed there would be no dancing girls. But here is what I noticed about them. One was wearing a battery-powered hearing aid, one tapped on his battery-powered cell phone as he left, and a third

got into his car, which would not start without a battery. So, I'd like you to think about your day for a moment; how many batteries do you rely on?"

He paused for a full minute which gave us time to count our batteries. Then he went on, "Now, it is not elementary to ask, 'what is a battery?'" I think Tesla said it best when they called us Energy Storage Systems. That's important. We do not make electricity – we store electricity produced elsewhere, primarily by coal, uranium, natural gas-powered plants, or diesel-fueled generators. So, to say an EV is a zero-emission vehicle is not at all valid. Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road are coal-powered, right?"

He flashed blue again. "Einstein's formula, $E=MC^2$, tells us it takes the same amount of energy to move a five-thousand-pound gasoline-driven automobile a mile as it does an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a gas tank in a car."

He lit up red when he said that, and I sensed he was smiling. Then he continued in blue and orange. "Mr. Elkay introduced me as NMC532-X. If I were the battery from your computer mouse, Elkay would introduce me as double-A, if from your cell phone as CR2032, and so on. We batteries all have the same name depending on our design. By the way, the 'X' in my name stands for 'experimental.'"

There are two orders of batteries, rechargeable, and single use. The most common single-use batteries are A, AA, AAA, C, D, 9V, and lantern types. Those dry-cell species use zinc, manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals.

Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel-cadmium.

The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy. You have likely ruined a flashlight or two from an old, ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak

EV-Continued on page 10





Ed & Kimberly Atchley's newly customized 1966 Razzle Berry Red Coupe will be returning "home" soon from the builders.

New Members

Clark & Patty Kirby
Arlington, TX
1965 Red Coupe



Lonn & Pam Hutcheson
Denton, TX
2019 Ceramic Matrix Grey Z06
2006 Silver Coupe



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Kerry & Janice Smith, Larry & Jan Dyer,
Nadine & Bill Tichy and Bill &
Diane Foote



Julia Kelsey & Tom Atchison, Kevin Shedden,
Sam & Linda Deneaul and Jan & Joe Koester



Dan Jacobs, Tom & Sandy Lainson, Carole &
John Arakelian and Judy & Ron Thur

After-Holiday Party



Charter Member
Robert Cotner
and his wife Maggie.



Ken & Linda Dobbs, Jim & Kathleen Pagana,
Jerry & Barbara Echols, Mike Kmita
& CiCi Rosales



Mary Jean Entrekin, Mary Anne & Al Lisbona,
Diane Gibson & Ken Weller and
Dennis Conte



Lucky Sluder, Walt & Sandra Plumley and Sharon Conde.



Ron & Pat Cople and Lynn & Phil Schilt

Continued on page 7

2021 Member of the Year



Founding members are honored while Ron Thur (right) tells the story of the club.

Corvette Legends of Texas annual After-Holiday Party was held on Saturday, January 8, 2022 at Heritage Ranch Country Club in McKinney, Texas. After enjoying the Social Hour and dinner, the members of Corvette Legends were called to order by president, Sam Deneault, at 7:15 pm for a brief meeting and moment of silence in memory of Scott Buzzell. Attendance was 65.

In recognition of the 25th Anniversary of the club, Tom Lainson had arranged for charter members to attend and be recognized. Of those contacted, eight original members and spouses attended. We had located 13 of the original founders group who were expecting to attend. However, with the recent spike in Covid worries, several of these were not able to do so. Original member, Ron Thur described the origination the Club, including that he had owned three generations of Corvettes.

The founders in attendance received special commemorative paper weights with "Founding member, established 1996, 25 years" and our Legends logo laser etched on the bottom. Founding member Robert and Maggie Cotner attended from Blanchard, OK. Special guests Lori Douglas (Tom Douglas' daughter) and Mark Nichols were also honored. Her parents, Tom and Margaret Douglas were listed as the first members of Legends in December, 1996, 25 years ago. They stayed actively involved in every aspect of the club until their deaths.

We have eight of the founders still active as Legends members and they are: Tom Atchison and Julia Kelsey, Sam and Linda Deneault, Mark and Susan Elliott, Joe and Jan Koester, Walter and Sandra Plumley, J.C. and Erika Cherry, Ron and Judy Thur, Kevin and Lisa Shedden. These current members also received special club name tags indicating that they are Founding Members.

Member of the Year award was presented to Dan Jacobs in recognition for his continuing support for the club's activities.

Tom Atchison, one of the founding club members, reported that one of his original Corvettes, a 1963 Z06 will be a main attraction at the Mecum Auction January 6-16 at Kissimmee, FL. Actually this was the second 1963

Continued on page 8



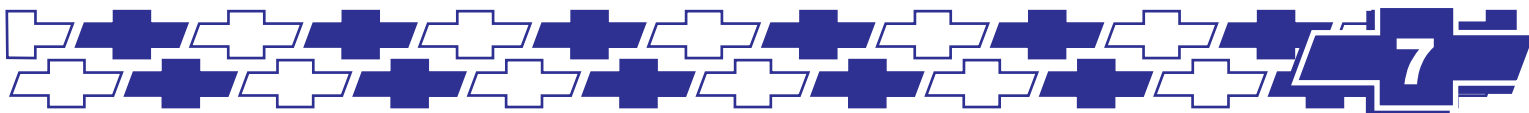
The 2021 Member of the Year is Dan Jacobs. He has been deserving of this honor for many years due to his continuous service to the Corvette Legends of Texas.

Dan and his wife, Brenda, are at almost every event and meeting that Legends has. He has many, many talents and has generously shared them with Legends to make it a better club. Dan is an auctioneer, and for several years volunteered to auction off the donations that club members collected to raise funds for Patriot PAWS Service Dogs. He's also volunteered to work our Patriot PAWS fund-raising booth at swap meets and car shows. In past years, he has organized a booth at Pate Swap Meet for Legends members to sell their car parts and promote our club.

Currently, and for the past several years, he and Kevin Shedden go out and purchase all the "goodies" that are given away at the raffle at the end of every Legends meeting... and sell the tickets... and distribute prizes to the winners at the meetings.

Being our Legends resident Disc Jockey is Dan's most unique service. For many years now, he has supplied all the equipment and expertise needed to make our annual After-Holiday Party a fun and festive evening... Even if a lot of us old fogies won't dance!

He's done all this for the club while working full time, serving as Grand Knight of Knights of Columbus, restoring his 1972 Corvette convertible in his garage, and trying to keep up with wife Brenda, while she's running marathons.



he bought. He wrecked the first one, and was able to replace it with an identical model. The car is a Bloomington Gold winner, original, and expected to get \$500,000 to \$600,000 per the Mecum web site. Official meeting was adjourned at 7:45 pm and the music and dancing began.

A silent auction was held during the evening for Corvette-related items donated by former members Ted Boyer and Ron Thur. The auction raised \$350.



Joe Koester, Jerry Echols and Mike Kmita look over the long table of Silent Auction items donated by Ron Thur and Ted Boyer.



Janice & Kerry Smith



Bill & Diane Foote



Mark Nichols & Lori Douglas, Tom Douglas' daughter



Kimberly & Ed Atchley



Sam & Linda Deneault



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Club Member Discounts

Legends members get **Fleet Pricing** on parts at **Huffines Chevrolet in Lewisville**



Huffines Chevrolet in Lewisville

Batteries Plus+ Discount

Get the commercial price on any batteries and home, commercial or auto light bulbs at the Lewisville or Denton locations by asking for the **“Corvette Legends” Discount.**

If your business needs batteries, contact Tom Atchison 214-215-1948 for a personal quote.

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offers Legends Members a 10% Discount on purchases of Accessories, Clothing, Parts, Service, etc. Not Corvettes!



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from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill.

In addition to dry cell batteries, there are also wet cell ones used in automobiles, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle batteries like me or care to dispose of single-use ones properly.

But that is not half of it. For those of you excited about electric cars and a green revolution, I want you to take a closer look at batteries and windmills and solar panels. These three technologies share what we call environmentally destructive embedded costs."

NM got redder as he spoke. "Everything manufactured has two costs associated with it, embedded costs and operating costs. I will explain embedded costs using a can of baked beans as my subject.

In this scenario, baked beans are on sale, so you jump in your car and head for the grocery store. Sure enough, there they are on the shelf for \$1.75 a can. As you head to the checkout, you begin to think about the embedded costs in the can of beans.

The first cost is the diesel fuel the farmer used to plow the field, till the ground, harvest the beans, and transport them to the food processor. Not only is his diesel fuel an embedded cost, so are the costs to build the tractors, combines, and trucks. In addition, the farmer might use a nitrogen fertilizer made from natural gas.

Next is the energy costs of cooking the beans, heating the building, transporting the workers, and paying for the vast amounts of electricity used to run the plant. The steel can holding the beans is also an embedded cost. Making the steel can requires mining taconite, shipping it by boat, extracting the iron, placing it in a coal-fired blast furnace, and adding carbon. Then it's back on another truck to take the beans to the grocery store. Finally, add in the cost of the gasoline for your car.

But wait - can you guess one of the highest but rarely acknowledged embedded costs?" NM said, then gave us about thirty seconds to make our guesses. Then he flashed his lights and said, "It's the depreciation on the 5000-pound car you used to transport one pound of canned beans!"

NM took on a golden glow, and I thought he might have winked. He said, "But that can of beans is nothing compared to me! I am hundreds of times more complicated. My embedded costs not only come in the form of energy use; they come as environmental destruction, pollution, disease, child labor, and the inability to be recycled."

He paused, "I weigh one thousand pounds, and as you see, I am about the size of a travel trunk." NM's lights showed he was serious. "I contain 25 pounds

of lithium, 60 pounds of nickel, 44 pounds of manganese, 30 pounds cobalt, 200 pounds of copper, and 400 pounds of aluminum, steel, and plastic. Inside me are 6,831 individual lithium-ion cells.

It should concern you that all those toxic components come from mining. For instance, to manufacture each auto battery like me, you must process 25,000 pounds of brine for the lithium, 30,000 pounds of ore for the cobalt, 5,000 pounds of ore for the nickel, and 25,000 pounds of ore for copper. All told, you dig up 500,000 pounds of the earth's crust for just - one - battery."

He let that one sink in, then added, "I mentioned disease and child labor a moment ago. Here's why. Sixty-eight percent of the world's cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls, and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?"

NM's red and orange light made it look like he was on fire. "Finally," he said, "I'd like to leave you with these thoughts. California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being 'green,' but it is not! This construction project is creating an environmental disaster. Let me tell you why.

The main problem with solar arrays is the chemicals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulfuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone. In addition, they also need gallium, arsenide, copper-indium-gallium-diselenide, and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Windmills are the ultimate in embedded costs and environmental destruction. Each weighs 1,688 tons (the equivalent of 23 houses) and contains 1,300 tons of concrete, 295 tons of steel, 48 tons of iron, 24 tons of fiberglass, and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade weighs 81,000 pounds and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades. Sadly, both solar arrays and windmills kill birds, bats, sea life, and migratory insects.

NM's lights dimmed, and he quietly said, "There may be a place for these technologies, but you must look beyond the myth of zero emissions. I predict EVs and windmills will be abandoned once the embedded environmental costs of making and replacing them become apparent. I'm trying to do my part with these lectures.

Thank you for your attention, good night, and good luck." NM's lights went out, and he was quiet, like a regular battery.



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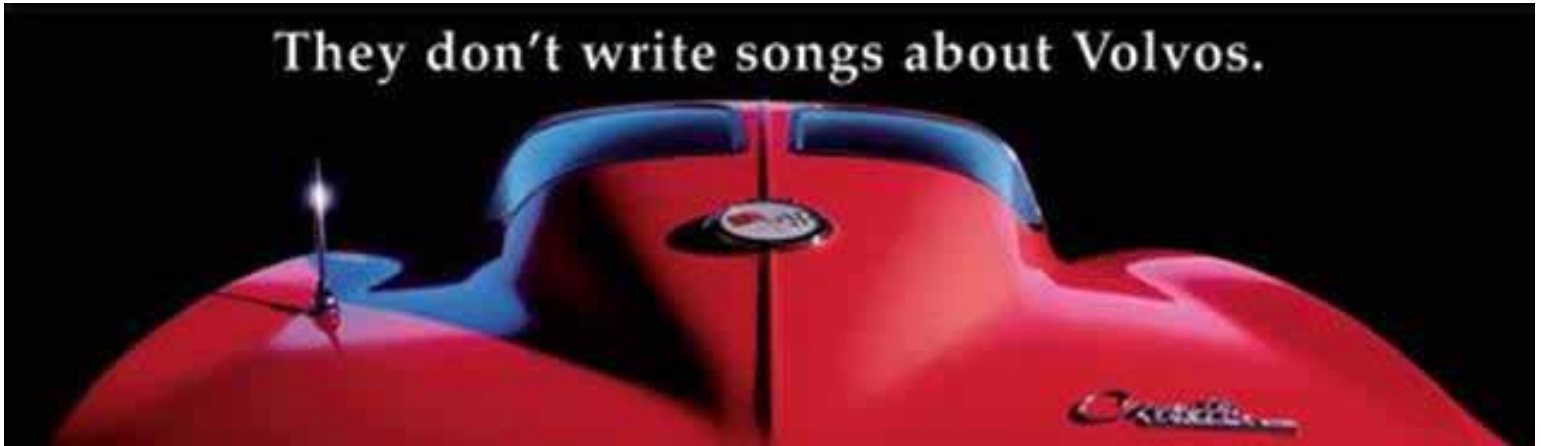
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Birthdays for February

02-02 Char Henry	02-17 Randy Henry
02-03 Jerry Echols	02-17 Walter Plumley
02-03 Tina Oyster	02-19 Jim Deaton
02-06 Sharon Hager	02-24 Wess Griffin
02-11 Ken Weller	02-25 Brenda Jacobs
02-14 Kimberly Atchley	02-27 Bill Preston
02-14 Linda Rockett	02-29 Randy Cleaver



CORVETTE

February Meeting
11:00 am
Sat., Feb. 12
 Spring Creek BBQ
 1993 N Central Expy (US 75)
 McKinney, TX
 See page 3

P.O. Box 260316
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