



Legends Ledger

July 2025



Vic Pacheco and Jeff Clevenger at the Haas Moto Museum after the June meeting.

July Meeting

11 am Sat.
July 12

Don Camillo
Tuscan Grill
1225 Tuberville Rd.
Hickory Creek, TX
Details on page 3

2025




*CLoT Club Participation Event

- *July 12 Legends Meeting** Don Camillo Tuscan Grill Hickory Creek, TX
- July 18 Corvette Invasion** Bastrop, TX
The biggest Corvette-only car show in Texas. Registration \$50 for driver and passenger.
Friday night Meet & Greet with guest speakers, & entry to the Saturday car show. Hotels starting at \$95.
For info: 512-373-5544 or shawn@CorvetteInvasion.com
- July 26-27 Height of Summer Indoor Corvette Show** McAlester, OK
www.hocc.club
- Aug 2-5 Solid Axle Convention** Lionsgate Hotel Sacramento, CA
- *Aug 9 Legends Meeting** Prairie House Restaurant Lewisville, TX
- Aug 21-23 Corvettes at Carlisle** Fairgrounds Carlisle, PA
- *Aug 22-23 Legends Car Museum Trip** TX
Overnight road trip to 5 car museums. Ft. Worth, Weatherford, Mineral Wells, DeLeon, Cross Plains, TX. Sign up at the meeting or Contact Dan Jacobs: carsfun2@yahoo.com or 972-824-9139
- Sept 7-11 NCRS Convention** South Point Hotel Casino Las Vegas, NV
- Sept 13 Sam Pack Car Show** 2070 Diplomat Farmers Branch, TX
10am-2pm All brands of cars. A rare chance to see Sam Pack's car collection.
- *Sept 13 Legends Meeting** 11 am Spring Creek BBQ Richardson, TX
- Sept 25-28 Eureka Springs Corvette Weekend** Eureka Springs, AR
- Sept 26-28 Good-Guys Lone Star Nationals** TMS Ft. Worth, TX
Fri & Sat: 8am-5pm, Sun: 8am-3pm
- *Oct 11 Legends Meeting** 11 am Spring Creek BBQ McKinney, TX
- Oct 23-25 NCRS TX Flight Judging** Embassy Suites Frisco, TX
- Oct 25 Gearheads All GM Car & Truck Show** Grapevine TX
10am-3pm, \$25 or \$20+Toy Donation for Grapevine Santa Cops, 1st Methodist Church,

New Members

Mike & Jean Volpe
Allen, TX
Silver 1966 Coupe



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Send all of your current info and pictures to:
Diane Preston: cdiane1957@aol.com



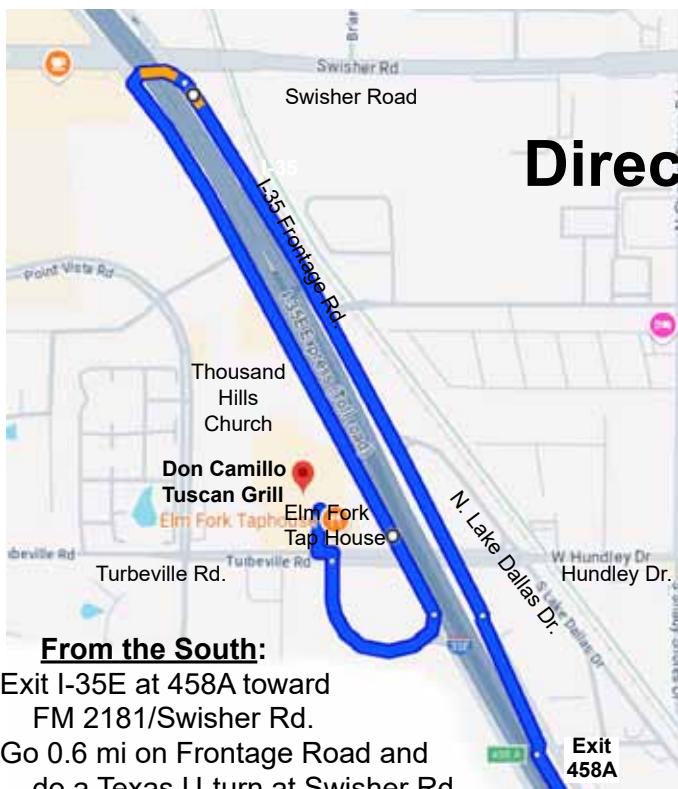
July Meeting 11 am-Saturday, July 12

**New
Location**

Don Camillo Tuscan Grill
1225 Turbeville Rd (aka Hundley Dr.), Hickory Creek

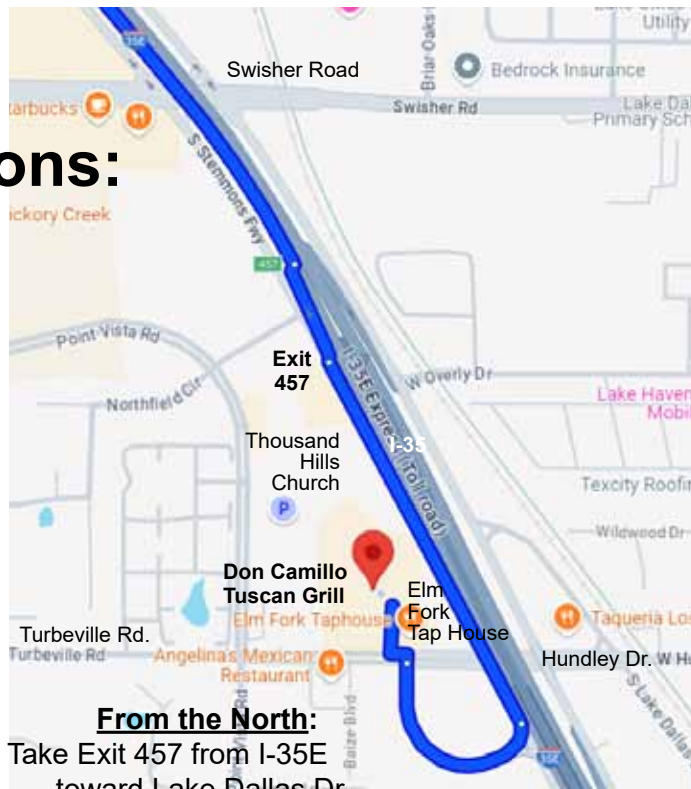
**New
Location**

Directions:



From the South:

Exit I-35E at 458A toward
FM 2181/Swisher Rd.
Go 0.6 mi on Frontage Road and
do a Texas U-turn at Swisher Rd.
Continue South on I-35 frontage road in the right
lane to Turbeville Rd/Hundley Dr. ramp,
Exit right toward Turbeville Rd.
Turn left onto Turbeville Rd. at light then immediately
Turn right thru parking lot of Elm Fork Tap House to
Don Camillo's behind Elm Fork Tap House.



From the North:

Take Exit 457 from I-35E
toward Lake Dallas Dr.
Continue South on frontage road in the right lane
to Turbeville Rd/Hundley Dr. ramp,
Exit right toward Turbeville Rd.
Turn left onto Turbeville Rd. at light then immediately
Turn right thru parking lot of Elm Fork Tap House to
Don Camillo's behind Elm Fork Tap House.

OFFICERS

President: Tom Hubbert THubbert@verizon.net (972) 897-3045
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VP of Special Events: Dan Jacobs CarsRFun2@yahoo.com (972) 824-9139
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DIRECTORS

Director of Communications: Denise Eckhart Communications@VetteLegends.com (214) 684-4649
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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:

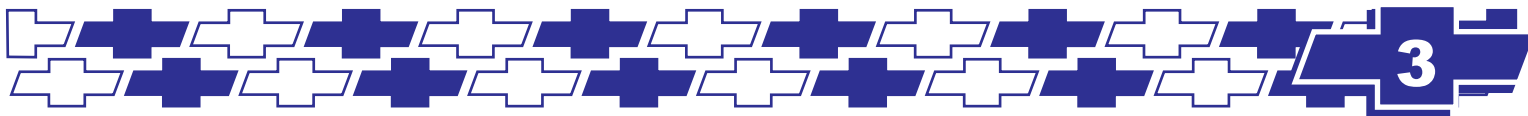
If you have a recommendation for a guest speaker to
address the club at one of our meetings, please contact
Jeff Clevenger: ClevengerJ@charter.net or (972) 948-7218

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



Overnight Car Museum Trip!

Friday-Saturday, August 22-23, 2025

Dan Jacobs is leading this trip. Contact him at
972-824-9139 or CarsRFun2@yahoo.com

FRIDAY Meet at:

9 am: DFW Auto & Toy Museum,

2550 McMillan Pkwy., Ft. Worth

Massive Collection of 3,000+ rare antique toys.

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Unique Exhibits featuring "Dogs in Art, Toys & Antiques" exhibit. **Free.** Open 9am-6pm Tues-Sat

11 am: Leave to drive to Weatherford, TX (1 hr)

Vintage Car Museum, 202 Fort Worth Hwy,
Weatherford, TX 11am-4pm Tues-Sun

Lunch: Shep's Burgers (next door) Open 11am-10pm

1 pm: Leave to drive to Blue Oval Car Barn (30 min)

201 West Hubbard St., Mineral Wells, TX

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Optional: National Vietnam War Museum

(1.5 mi. east of Mineral Wells) 12685 Mineral Wells
Hwy (Hwy 180), Weatherford, TX 9am-5pm Wed-Sun

Hotel: Days Inn, 107 Washington Rd, Mineral Wells, TX

76067, 940-468-2727, Breakfast 6-9am,

\$99+ tax, rate good til July 31,

Group: Corvette Legends of Texas

Dinner: Mineral Wells, TX (TBA)

SATURDAY Leave hotel at:

9 am: Drive to Woody's Car and Baseball Museum,

(1hr 35 min) 500 SW Fifth St., Hwy. 36 West, Cross
Plains, TX, 100 yrs of Classic Cars & Baseball History
in 22,000 sq ft of discovery. Thurs-Sat, 10am-4pm, Free

Lunch: TBA

After Lunch: Drive to Terrill Antique Car Museum,

(39 min) 500 N. Texas St, DeLeon, TX

10am-Noon & 1-4pm Tues-Sat

Drive Back Home!





Corvette Assembly Plant Tours

It's been a while since the Corvette Assembly Plant in Bowling Green has had any public tours available, but there are three weeks of tours now announced for later in 2025. It's a great opportunity to witness how workers build America's Favorite Sports Car. Visit the National Corvette Museum and book your tour now!

2025 plant tours offered during these three weeks:

- Week of August 11
- Week of August 25 (NCM 31th Anniversary Show)
- Week of November 10 (Nov. 11 excluded)

When told how much Corvette owners are missing the opportunity to tour the facility, Communications Director Rachel Bagshaw replied that it goes both ways as workers in the plant are really missing the interactions with owners as well. She said that there has been a lot of activity at the plant that required no tours, but they are

hoping to get back to a regular schedule at some point where tours would be permissible once again.

To book your tour of the Corvette Assembly Plant, you need to purchase your tickets in advance from the National Corvette Museum. *Walk-up and same-day tickets are not available.* corvettemuseum.org



7-1 Guy Coyne

7-3 Linda Deneault

7-6 Don Kingston

7-6 Rick Maybury

7-7 Yavuz Colasan

7-11 Bruce Jarrett

7-11 Denise Eckhart

7-11 Joel Joseph

7-11 Sandy Lainson

7-12 Geni McLeod

7-15 Lisa Guerra

7-15 Michael Benedetto

7-21 Ed Atchley

7-21 Millie Van Guilder

7-23 Tom Atchison

7-24 Stephen Parry

7-26 Tami Braun

7-26 Loudeene Spencer

7-28 Dennis Conte

7-29 Gerry Boren



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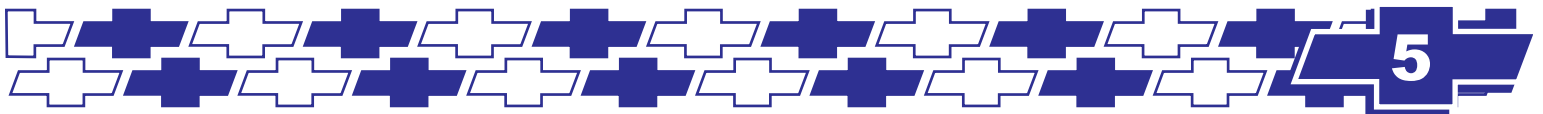
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2025 Chevrolet Corvette ZR1 Enters Another Dimension



As it turns out, the Corvette can handle 1064 hp... But can you?

The new ZR1 hit 60 mph in 2.2 seconds.

It did the quarter-mile in 9.5 seconds at 149 mph.

That makes this Corvette ZR1 the quickest rear-wheel-drive car we've ever tested.

A thousand horsepower makes a particular sound. It's a compact tornado ripping across the plains, a 30-foot swell curling across a shore break, an airlock blowing out in deep space. It's the sound of a placid afternoon breeze that was minding its own business until the 2025 Chevrolet Corvette ZR1 showed up, its twin ball-bearing turbos cramming up to 26.1 psi of boost into its LT7 5.5-liter V-8. The ZR1 is rated at a strangely specific 1064 horsepower at 7000 rpm, and you'd guess that GM aimed for an even thousand and overshoot the mark. That's not the case. The horsepower goal was simply "as much as possible," and it turns out that the envelope of possibility extends to four-digit output, a 233-mph top speed, and a yet-undisclosed Nürburgring Nordschleife lap time that's likely to embarrass the \$300,000-plus Mustang GTD more than a little. For a frame of reference, this year's Indy 500 qualifying average speed was 231 mph, and you can't buy Álex Palou's Dallara for a starting price of \$178,195 at your local Chevy dealer.

Strap In

It would be disingenuous to claim that the ZR1's performance is easily accessible. When you first climb in, it's best to treat the accelerator pedal the way a bomb-squad crew treats a wired-up bundle of explosives—careful, careful, lest you trigger the boom. Perhaps the ZR1's

most important instrument-cluster display is the tire temperature readout, which gleans its information from the TPMS sensors. If the display is blue, that means you'd best not show off while leaving Cars & Coffee. If it's green, that means you'd still best not show off while leaving Cars & Coffee, but your power-oversteer spin will happen slightly farther down the road. If it's red, you're a hero because that means you drove hard enough to actually make the tires hot.

HIGHS: Straight-line performance of the gods, aero upgrades, typical excellent Corvette value.

We drove the ZR1 at GingerMan Raceway in Michigan, and the morning began with cold rain. That provided a good opportunity to confirm that a rear-wheel-drive car with 1064 horsepower and 828 pound-feet of torque, wearing Michelin Pilot Sport Cup 2R tires ("not recommended for driving in wet conditions," per Tire Rack), is not ideal on a chilly, damp day. The ZR1 on wet pavement feels like a normal car on snow, with the front tires washing wide on tight corners at barely more than 30 mph, and the 345/25ZR-21 rears flaring into wheelspin at perhaps 25 percent throttle. Fortunately for us, the skies cleared, the track dried, and eventually the ZR1 got to demonstrate its talents.

Shrinks Racetracks

GingerMan is a fairly compact circuit—2.1 miles—but the ZR1 is going to make every track feel tight. It's a cheetah let loose in a Chuck E. Cheese, an F-22 flying combat maneuvers in your grandma's attic, a Tyson Fury title fight held in an elevator. The ZR1's acceleration is so explosive that it's hard to find a frame of reference, but let's try. The 2006 Corvette Z06, with its 505-hp LS7 engine, hit 60 mph in 3.6 seconds. The 2025 ZR1 is almost that quick over the next 60 mph—it runs 60 to

DIMENSION—Continued on page 7



120 mph in 3.9 seconds. In 23.8 seconds, you're at 200 mph. And that's with the optional giant rear wing slowing it down. Powering out of GingerMan's penultimate right-hand corner onto the long straight, you head uphill before the track flattens out, and the ZR1's accelerative ferocity makes that gentle transition feel like a launch ramp, the car going just a little bit light over the crest. In just about any other car, there is no crest right there, just a barely discernible transition to flatness. But behind the wheel of the ZR1, reality warps to the power.

And that power is usable right off the line. The ZR1's 2.2-second 60-mph time is the best number we've ever seen from a rear-wheel-drive car and matches the all-wheel-drive Porsche 911 Turbo S. The Corvette's launch control is very clever, and very adjustable—our best results came with a 3500-rpm launch at 10 percent slip. There's a burnout mode to clean off the tires, which is both useful and a crowd-pleasing warm-up to perform before cracking off a 9.5-second quarter-mile at 149 mph. Mind you, that result was on an unprepared surface. At a drag strip sticky with traction compound, there's surely more to be had.

LOWS: Needs a bigger gas tank, normcore interior, brakes and handling don't make proportional gains.

Not that this is a drag car, even. The ZR1 is optimized for destroying road-course lap records, especially when fitted with the \$1500 ZTK Performance package (magnetic selective ride control and the Cup 2Rs), \$13,995 carbon-fiber wheels, and the \$8495 Carbon Fiber Aero package. You'll know the aero package by its enormous rear wing, which helps the ZR1 generate more than 1200 pounds of downforce. Up front, the Corvette's forward trunk is sacrificed for cooling and aero, with air flowing up from under the car and through the hood. There are also brake-cooling ducts on the rear fenders and, above those, more ducts to feed cool air to the turbos. Those are the obvious ZR1 tells, but if you're still unsure what you're looking at, the split rear window is the definitive signifier of a ZR1. Besides nodding to the C2 split-window from 1963, the center panel is vented to provide yet more cooling.

As the tires warmed up and the track dried out, we began to realize that the ZR1's outsized thrust dictates a particular driving style—quick hands, early on the brakes, but stoic with the throttle until the steering is unwound. It's helpful that the LT7 provides all manner of aural feedback on its state of readiness, but basically you can assume it's ready to pounce within a fraction of a second. The turbos are integrated into the exhaust manifolds and have their own speed sensors, with the engine management system always striving to keep the turbines spooled up. Even when you abruptly back off the throttle, you hear a lingering screeeee as the turbos keep spinning, a

high-pitched overlay to the LT7's guttural flat-plane howl. GM knew, when it was developing the Z06's naturally aspirated LT6, that there would be a turbocharged version, so the LT7 was optimized for its mission from day one, with a new intake, strengthened pistons and connecting rods, and a whole extra port fuel-injection system complementing the direct-injection setup.

You might infer, from the dual fuel-injection systems, that the LT7 swills gas, and you'd be right. In fact, the ZR1's voracious thirst and relatively small 18.5-gallon fuel tank will be the constraining factors in track-day she-nanigans. We weren't trying to set any lap records, and still the ZR1 managed barely 50 miles before demanding a pit stop. One tank that included the five-mile drive back from the gas station netted less than 4 mpg. Out on the street, the EPA reckons you'll see 12 mpg city and 18 mpg highway, hence a mandatory \$3000 gas-guzzler tax. While it's a fine practice to occasionally pit in and let the red mist dissipate, the ZR1 insists you do that on a regular basis.

That's for the best, we think, because the ZR1's historic leap in horsepower doesn't come with commensurate gains in braking and cornering—how could it? The ZR1's 1.13 g's on the skidpad is, of course, a top-of-the-food-chain number, but still not quite as good as the 1.16 g's we saw from the Z07-equipped Z06. (At 3831 pounds, the ZR1 weighed in at 165 pounds more than the Z06, an admirably minor gain, but still a gain.) And although the ZR1 gets upsized 15.7-inch front brake rotors, the largest ever fitted to a Corvette, its braking performance mirrors the Z06's: Stopping from 70 mph requires 140 feet of pavement, and 100 mph is scrubbed in 273 feet, compared with 139 feet and 274 feet for the Z06.

The interior, too, is a doppelgänger for the Z06, if not the base Stingray. There's a boost gauge and a ZR1-specific Top Speed mode, which basically tells the stability control that you plan to go extremely fast in a straight line, but the base 1LZ interior on our test car is standard-issue Corvette. Our test car was very superleggera, lacking even heated seats, but who needs creature comforts when you've got 1064 horsepower? That should occupy your full attention.

How We Got Here

It's tempting to look ahead and ponder the Corvette team's next move—hey, what if you combined the E-Ray's hybrid all-wheel drive with the ZR1's engine?—but we think the ZR1 merits a moment to reflect on how incredible it is that this car exists. Back in the bankruptcy-era days of the 638-hp C6 ZR1, Chevy wasn't even sure if it could improve on the 505-hp Z06's 60-mph time because the rear tires were already at their limit all the way through first gear. Then Michelin worked some magic,



and the ZR1 shaved off a few tenths. But at the time, 638 horsepower was all the Corvette could handle and then some.

The seventh-generation Vette brought the 650-hp Z06 and the 755-hp ZR1. As one Corvette engineer told us, "You'd drive the Z06 for a week and think, 'Eh, it could use another hundred horsepower.' You never drive a ZR1 and think it could use another hundred horsepower." And yet, here we are. They added another hundred horsepower. And another hundred after that, and another hundred after that. And then nine more for good measure.

Prior super-Vettes, as good as they were, played by rules established in 1953: front engine, rear drive, and (almost) always a pushrod V-8. The new ZR1's sole guiding ideology is the pursuit of maximum capability, and so it makes an exponential leap in performance—who'd have thought that 755 horsepower would ever seem quaint, let alone so soon?

The benchmarks are moving fast. The 1990 ZR-1's 375 horsepower, so staggering in its day, is now considered a normal output for a family SUV. Will 1064 horsepower ever seem normal? We doubt it, but if you're stout enough to want a taste of that future, the ZR1 is ready right now. As for whether you're ready for it, there's only one way to find out.

SPECIFICATIONS

2025 Chevrolet Corvette ZR1

Vehicle Type: mid-engine, rear-wheel-drive, 2-passenger, 2-door targa

PRICE

Base/As Tested: \$178,195/\$205,265

Options: carbon-fiber wheels, \$13,995;

ZR1 Carbon Fiber Aero package, \$8495;

ZTK Performance package, \$1500;

Competition sport bucket seats, \$995;

Body-colored split-window trim, \$995;

Microsuede-wrapped steering wheel, \$695;

Black exhaust tips, \$395

ENGINE

Twin-turbocharged and intercooled DOHC 32-valve V-8, aluminum block and heads, port and direct fuel injection

Displacement: 333 in³, 5463 cm³

Power: 1064 hp @ 7000 rpm

Torque: 828 lb-ft @ 6000 rpm

TRANSMISSION

8-speed dual-clutch automatic

CHASSIS

Suspension, F/R: control arms/control arms

Brakes, F/R: 15.7-in vented, cross-drilled carbon-ceramic disc/15.4-in vented, cross-drilled carbon-ceramic disc

Tires: Michelin Pilot Sport Cup 2R ZP

F: 275/30ZR-20 (97Y) TPC

R: 345/25ZR-21 (104Y) TPC

DIMENSIONS

Wheelbase: 107.2 in

Length: 185.9 in

Width: 79.7 in

Height: 48.6 in

Passenger Volume: 51 ft³

Trunk Volume: 9 ft³

Curb Weight: 3831 lb

TEST RESULTS

60 mph: 2.2 sec

100 mph: 4.5 sec

130 mph: 7.1 sec

1/4-Mile: 9.5 sec @ 149 mph

150 mph: 9.7 sec

170 mph: 13.1 sec

200 mph: 23.8 sec

Results above omit 1-ft rollout of 0.2 sec.

Rolling Start, 5–60 mph: 3.0 sec

Top Gear, 30–50 mph: 1.8 sec

Top Gear, 50–70 mph: 2.0 sec

Top Speed (mfr claim): 225 mph

Braking, 70–0 mph: 140 ft

Braking, 100–0 mph: 273 ft

Roadholding, 300-ft Skidpad: 1.13 g

FUEL ECONOMY

Observed, Track/Street: 4/13 mpg

EPA FUEL ECONOMY

Combined/City/Highway: 14/12/18 mpg

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Generation Breakout of Legends Members' Corvettes (6/17/25)

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

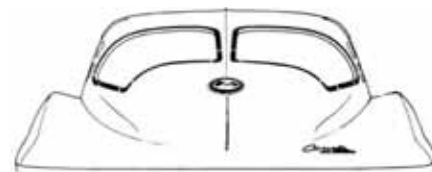
		1953	28	15%
		1963 1967	25	15%
		1968 1982	31	17%
		1984 1996	11	5%
		1997 2004	19	10%
		2005 2013	24	14%
		2014 201	26	14%
		2020 2025	18	10%
			<hr/>	
121 Memberships			182	Total

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**CORVETTE LEGENDS OF TEXAS
GENERAL MEETING June 14, 2025
BJ's Brewhouse Restaurant, Addison**

The members of Corvette Legends were called to order by Tom Hubbert at 12:21 pm. Minutes of the previous meeting were approved. Attendance 68.

Guests: Scott Sebert son and grandson of Jeff & Don Sebert. Don Knutson, friend of David Schall.

New Members: Mike & Jean Volpe, 1966 silver coupe

Lady Legends Winner: Maggie Cotner

Dan Jacobs apologized to all. The raffle tickets didn't make it into his car, so there was no 50/50 winner and no raffle. He promised it would not happen again and suggested maybe he should turn the task over to Sam Denault.

Diane Preston commented that her work on the new directory continues and also that we had all generations of cars today except a C4.

Jeff Clevenger asked those members who were participating in the visit to the Haas Moto Musuem to gather outside after the meeting and they would all caravan together. He gave a huge Thank You to Debbie Garrison for the idea. I'm sure we'll have a report at the next meeting

Next Meetings: July 12-Don Camillo Tuscan Grill, 1225 Turbeville Rd, Hickory Creek (another new location)

August 9-Prairie House, Lewisville

September 13-Spring Creek BBQ, Richardson

Dan Jacobs reviewed his plans for a road trip of various car museums for August 22-23. We'll be starting at the DFW Auto & Toy museum in Ft. Worth. From there we'll go to Weatherford for vintage car museum and lunch, then on to Mineral Wells another museum, dinner and to spend the night. The next day we'll proceed to Woody's car and baseball museum in DeLeon and then to a pre-war museum in Cross Plains. It sounds like an interesting trip. He had a sign-up sheet and he'll have it and more details at the next meeting too.

Jeff Clevenger and Dennis Conte are continuing plans for a dinner cruise to Marty Bs BBQ in Bartonville in September. Stay tuned for details.

Tom reviewed the upcoming NCRS events:

July 17-19: Missouri "Show-Me" Regional, Springfield

September 7-11: National Convention, Las Vegas, NV

October 23-25: Lone Star Regional in Friso.

Jeff asked for a show of hands for interest in next year's Pate swap meet. Keep it in mind and look for things in your garage you might be interested in selling. More to come in future meetings.

Tom revisited ideas and thoughts for next year's After-Holiday party. The board favors the idea of moving the party to spring, likely March, rather than in January. Everyone enjoyed the Tribute venue and the casino night as entertainment. Any opinions or suggestions can



1966 Silver Coupe owned by new members Mike & Jean Volpe.



Sam Deneault and Jan & Joe Koester



Tom Lainson's Red 1961 Convertible and Jeff Kuznier's Red 1964 Coupe



John Totter and Maggie & Robert Cotner

be emailed to any of the board members. Please consider helping in the planning of our party next year.

The meeting was adjourned at 12:37 pm.

Submitted by Sharon Conde, Secretary

MEETING--Continued on Page 11





Don, Scott & Jeff Sebert with Don's Black/Silver 56 and Jeff's Blue 66 Coupe



Lots of great Corvettes in the back parking lot at BJ's... Just need a C4!



Bob & Millie VanGuilder, Kurtis & Sandy Allen and Jan & Kerry Smith.



Rare member sighting... Ron & Leslie Spurlock with Jan Dyer



Vic Pacheco, Ron Franklin, Tom Lainson and Tom & Mary Jean Entekin.



Debbie & Mike Garrison and John Cantleberry



Three generations of Seberts; Scott, Don & Jeff. Herb Duplant in the hat.



Ramon & Ana Ortega and Carol & John Heimsath.



Mark & Kerry Petersen, new members Jean & Mark Volpe, Denise & Don Eckhart.



July 12 Meeting
Don Camillo Tuscan Grill
Hickory Creek, TX
See page 3

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