



BRAZOS RIVER

February 2018

CORVETTE CLUB

Newsletter

BRCC 2018 BOARD OF DIRECTORS



Tim Jacksy, President

Beth Batista, Vice President

Pam Click, Treasurer

Kim Sheppard, Secretary



BRAZOS RIVER CORVETTE CLUB
PO Box 2251
Granbury, TX 76048
www.brazosrivercc.com



2016 BRCC Sponsor

2018 Club Officers

President	Tim Jacksy
Vice President	Beth Batista
Secretary	Kim Sheppard
Treasurer	Pam Sharp

2018 Appointments

Cruise Coordinator	Open
BRCC Charity	Open
Car Show Directors	Jim & Sharon Hill
Charity Raffle	Larry DeYoung
Historian / Newsletter	Jim Hill
Member Care	Sandy Varner
Merchandise	Larry Sharp
National Corvette Museum Ambassador	Open
NCCC Governor	Neal Bellamy
Yahoo email Group Manager	Jim Hill
Web Master	Sandy Varner

Membership Meetings

General membership meetings are held the 1st Thursday of each month, exceptions are posted on the web site and members notified via Yahoo mail.

Meetings are held at the Harbor Lakes Golf Club, Granbury TX (See web page for map), meeting begin at 6:00pm for socializing and ordering dinner, club business starts at 7:00pm and usually over before 9:00pm.

Birthdays



Garrett Waddell	Feb 10
Beth Batista	Feb 11
Mary Kessler	Feb 16
Larry Sharp	Feb 17
Libby McHaney	Feb 18
Larry Dunnahoe	Feb 20
Debbye Fulmer	Feb 20

Anniversaries

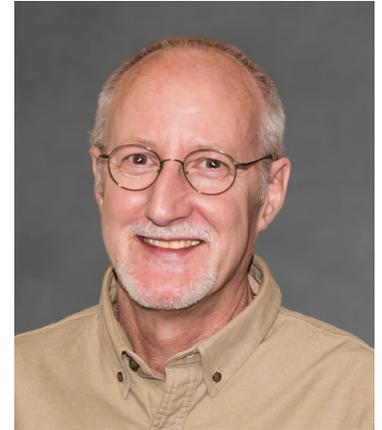
Robert & Paula Mischel Feb 18



Happy Anniversary!!

MESSAGE FROM THE PRESIDENT Tim Jacksy

Its official BRCC has installed the 2018 Officers. The new faces in the group are myself President and Beth Batista, Vice President. Thankfully we have the capable and familiar faces of Pam Sharp, Treasurer and Kim Sheppard, Secretary to keep us newbies on track. Our January meeting was on a very cold night. Seat warmers may be a favorite feature in a Corvette lately.



I have received congratulations, words of encouragement and well wishes from many of you. Thank you very much. I hope to keep things the same as they have been since I started coming to BRCC almost 3 years ago. I have thoroughly enjoyed spending time with and getting to know you.

Our monthly fun activities are a favorite for me. Saturday road trip with a lunch stop or whatever. The more people we can have set up fun activities the better. So don't hold back. Got an idea for something we can do, speak up and let's make it happen.

Please feel free to contact me with your thoughts about the club.

Tim Jacksy

E-mail – tjacksy1brcc@gmail.com

Cell – 817-235-8605

MESSAGE FROM THE VICE PRESIDENT BETH BATISTA

As a Corvette owner, I'm keenly aware that my car can create a lifetime memory for a future car owner. Whether I'm on the street, in a parking lot, or at a car show, I look for those children and love to watch their eyes light up and the smile spread across their face when they see the "go fast" car. If I'm at a car show, and I see a little one admiring my car, I always let them sit in my car - with the permission of mom or dad, of course. Pictures are taken, and I always get a huge "thank you" from them. I also take the opportunity to let the child know that they, too, can one day own a car like this – with good grades and by taking responsibility as a future driver.



I do this because I remember my own childhood experiences with cars that helped foster my love for them. As one of three daughters, I didn't have the influence of a car-crazy brother, but my dad would point out sports cars that we would see on the road and share any knowledge he had about them. These small experiences would help foster my love for all things about cars. I want to help instill that same passion for cars in young children who will become the next generation of car owners, and become the caretakers of the special cars we pass on.



What was your experience with a Corvette, or any special car, when you were a child and how did it impact your life? I bet you have a great story!

I look forward to being your BRCC VP for the next year.



Beth Batista

JANUARY 4TH BRCC MINUTES

The Brazos River Corvette Club meeting was held on January 4, 2018 at Harbor Lakes Country Club.

John Bratta opened the evening with a prayer blessing the meal.

The 2017 President Terry Varner called the meeting to order at 7:00 PM and welcomed everyone in attendance.

No flag was present.

Terry turned the meeting over to David Penwell.

David thanked the 2017 elected officials. David named all the past presidents. He thanked Terry Varner who served two years, Kim Sheppard, Pam Sharp and Ed Pultorak for their fabulous job and help. He then began to transfer the power of the past officers to the present 2018 elected officers. He called both Terry Varner and Tim Jacksy forward for the "changing of the guard". Terry Varner passed the gavel to Tim Jacksy our 2018 President. Tim Jacksy agreed to accept the responsibility of President. He promised to lead the members and follow the motto of "What's Best for the Club." David then swears in Beth Batista as Vice President, Kim Sheppard as Secretary and Pam Sharp as Treasurer. As 2018 elected officers they too agreed to follow the motto.

Tim Jacksy thanked Terry for all the help he is giving him. Tim has placed an agenda on the table for members to fill out to help with the monthly minutes. The sheets have who has made the motions, the meeting roster, guests present, prayer, flag led by and charity raffle won by.

New members Nin and Jan Hulett were introduced. They have two red corvettes, an 03 and a 1971 with 212,000 miles. They are glad to be back in the club.

The members present signed the new meeting roster sheet. The total count is 23.

Reports:

The November minutes by Kim Sheppard are posted on the web site. Terry Varner made a motion to accept the November minutes. They were seconded by Sandy Varner. None were opposed. All present were in favor and approved the minutes.

Pam Sharp read the club's bank balance. The storage building is the only bill that needs to be paid. Bob Brandies made the motion to accept the current Treasurer's report and Ed Pultorak seconded it. All present unanimously approved the Treasurer's report. No members opposed the report. Terry Varner mentioned the extra money in the club's treasury will make it easier to donate throughout the year to needy organizations.

Committee Reports:

Events/Cruise

Kelly Fulmer is no longer the event coordinator for 2018. Tim is requesting someone to step up and volunteer for the position.

Newsletter/Car show/,Yahoo Group Manager/Photographer/Historian:

Jim Hill is retaining his positions.



MONTHLY MEETING MINUTES CONTINUED

Member Care:

Sandy Varner informed the members that she is checking on Chip Mull and will send out an update on him.

NCCC Governor:

Neal Bellamy was not present.

Webmaster:

Sandy Varner is Webmaster.

National Corvette Museum:

The position is open.

Club Merchandise:

Larry Sharp is retaining his position. Black shirts for the winter and white shirts for the summer. He is checking into name tags.

Old Business:

Tim spoke about the nine cars that helped celebrate the young boys surprise birthday wish. His favorite were the red corvettes.

New Business:

Tim spoke about possible trips for the club to go on this year.

The Power Tour that will start in Bowling Green, Kentucky this year. This might be fun because the National Corvette Museum is in Bowling Green.

There are annual events that other Corvette Clubs put on. We could pick one to attend.

Black Hills, South Dakota, is in July.

Vettes On The Rockies, Steamboat Springs, CO is 23-26 August

Bob Brandies mentioned that there is an annual event in Tombstone, Arizona. Tim said he would look into that one.

Charity Raffle:

Tim Jacksy will contact Larry DeYoung about continuing his position.

Tim thanked everyone for attending.

Adjourn:

Larry Sharp made the motion to close the meeting and Bob Brandies seconded it.

The meeting was adjourned at 7:47 PM by President Tim Jacksy.

Respectfully submitted,

Kimberly Sheppard

Secretary

UPCOMING EVENTS

BRCC 2018 Calendar

The primary interest in our club is centered on activities. Our best months are those with two cruises. We need each of you to organize and lead an activity. You will get all the help you need to contribute to our club success.

Oct 13	13th Annual BRCC Car Show	Jim and Sharon Hill	817-279-0959
Oct 20	Cowtown Annual Car Show	Jim and Sharon Hill	817-279-0959
Dec 6	Christmas Party	BRCC	
Dec	Christmas Toy Car Show		

* Help us fill this up *

HIGH MILEAGE C5 CORVETTE DONATED

November 3, 2017



When it comes to Corvettes, many owners like to brag on how few miles their car has. For Mark Blackwell of Jacksonville, FL, he loves the fact that his Corvette is quite the opposite. In fact, it boasts 773,338 miles, all on its original engine.

Mark purchased the car brand new in 1999 and has used it as his mobile office ever since... a total of 18 years. For business, he travels into Georgia and down into southern Florida every day, and if you do the math, the car has achieved an average of 100 miles per day.

“It’s a fabulous car, I have no complaints,” said Mark. In fact, having the Corvette saved Mark’s life. He tells us that one evening he was driving on the interstate when the bumper from a semi fell into the highway. He was able to quickly maneuver around the debris into the median, blowing two tires but never losing control.

Mark decided a car with this incredible amount of miles on it belonged in the Museum and Curator Derek Moore agreed. “Ever car has a story, and this one is unique. It was only about 20,000 miles ago that it needed its original head gaskets replaced!”

The car’s story was featured on [Road and Track](#).

NOT CORVETTE RELATED BUT AS BRCC MEMBERS WE HAVE TRAVELED OUT OF COUNTRY AND NEEDED OUR PASSPORT

Don't Be Like Me, The Passport Idiot

Tom Ley



On Christmas night I went to the airport with my wife. We were set to fly to Amsterdam, and would be spending the next eight days enjoying a festive vacation in various cities in Holland and Belgium. Too bad they didn't let my dumb ass on the plane!

Here's a thing I did not know, and it is something I am hoping to save you from not knowing in a similar way: If you're flying to Europe and your passport expires less than three months after your scheduled return date, you're fucked! Some countries even require a six-month buffer between expiration and return date. This means that every day scores of extremely sad travelers are sent home from the airport because their passports, which have not expired, have effectively expired. I know this happens to a lot of people because I met many of them.

Here's what happens when you get told by the very nice woman at the check-in counter that you can't get on a plane because your passport is no good: she'll send you over to an equally nice woman at the rebooking counter, to whom you will explain your nightmarish ordeal as if it is somehow novel. You'll be surprised by how immediately she understands your predicament, and how quickly she lays out your next steps. She'll book you on a new flight leaving the next day, then tell you that you need to get to a passport agency where you can get an expedited passport before your new flight departs. She'll tell you that you need to bring your old passport, a 2x2 photo of your face for the new passport, a printout of your new flight itinerary (to prove that you need the passport ASAP), and that you'll need to get there very early. How early? She told me that the passport office in Manhattan opens at 7:30 a.m., but she also told me that people start lining up at 5:00 a.m.

After managing to find a CVS that was open on Christmas night and would print a new passport photo for me, I went home and slept a few hours before getting up early and arriving at the passport office by 5:15 a.m. When I got there, eight people were already waiting in line, all with the exact same problem I had. By 6:00 a.m., the line had stretched around the block. By the time the doors opened at 7:30, there were hundreds of people, all bitterly cold and depressed, waiting to get an expedited passport. And this happens every damn day. Seriously, go read the office's Yelp page, where you will find years worth of people sharing their stories and giving advice on when to get in line. The fact that enough people need expedited passports every day in New York City to make lining up 2.5 hours before the passport office opens standard practice suggests that not very many people know about the three- and six-month passport rule.

I hesitate to get too Fed Up about this—I'm not here to bore anyone by shouting, "Shouldn't the expiration date ON your passport actually BE the expiration date??!???" in Lewis Black's voice—because I'm sure there are perfectly good reasons for the rule existing. But it does seem to me that if the primary purpose of the NYC passport office is to service hundreds of spectacularly owned and clueless dopes like me every day, then the system isn't quite working.

I count the real villain here as Delta Airlines, which asked for my passport number and expiration date when I booked the tickets last summer, but did not provide me with any kind of warning about the three-month rule. It's not surprising that an airline would hang their customers out to dry in these situations—I gave Delta a truly obscene amount of money when I rebooked my flight!—because that's what an oligopoly does. Standing in opposition to Delta Airlines are the people who work at the NYC passport office, who were all extremely helpful and courteous. After my long, frozen wait on the sidewalk, I got through the application process in under an hour. I paid a \$190 fee, and was told that my brand new passport would be ready within four hours. I went to a bar around the corner, ate breakfast and watched soccer, and then returned at noon to find my passport ready for me. I made it to the airport with plenty of time to spare before my 4:30 p.m. flight. I managed to have a very nice trip.

THE 2019 CORVETTE ZR1

One of the exciting things about Corvette is that it is always evolving. Yet somehow in the process, it manages this feat without diminishing the Corvettes that have gone before it. Most of us rarely get everything out of what a Corvette can do anyway, so when any new Corvette reaches a milestone, all of the Corvettes are a proud part of the same exciting story.

Today's excitement is being generated by the 2019 ZR1. The camo-covered Corvette-shaped test vehicles we've seen in the spy photos have come out into the open on stages in Dubai and Los Angeles. Speculation has given way to actual specs, all adding up to make this the most powerful and capable production Corvette in its 65-year history. With its supercharged LT5 6.2 liter engine putting out 755 hp, this car boasts a top speed of 212 mph. Race proven aerodynamics have been engineered

with, but we didn't have a ZR1 as part of it. Coincidentally, it was just like the sixth-generation car—we didn't have a plan for a C6 ZR1 either. So it became a stand-alone business case, and we were never quite sure if we'd be able to do a car that is worthy of the ZR1 name. In fact, when we finished the Z06, I said that we'd left everything on the table and done everything we knew how to do. That was true at the time. But technology marches on and we continued to learn more. We also spent enormous amounts of time collaborating with the race team to understand race technology and used the tools they developed to go faster on the track. Ultimately, the possibility of creating a ZR1 became something we all got excited about. It was tough to build a business case for it, but we got the program approved.

ASC: This car has been called the pinnacle example of the synergy going on within the Corvette team. Can you tell me how this developed?

We've become one integrated family which I think is unique in the automotive landscape. The race team, production engineering team and design team, and really beyond that to the marketing and finance teams—we've all come together. This enables us to do a car that is sculptural and beautiful to look at, that is fully functional at the extreme outer edges of its performance envelope.

This all really got its start back with Dave Hill (Corvette Chief Engineer 1992-2006). He would bring the race team together with the production team and tell us to "bring the racing spirit to work." He would go to many of the races and bring back stories from the track to inspire us with what they were doing. We've taken a much bigger step than that and have actually integrated the teams. We participate in each other's meetings and we know each other very well. We know each other's families and go to each other's Christmas parties. It's highly integrated and no longer this "arm's length" business relationship like most companies have with their race programs.

What new features on the ZR1 are specifically connected to the race car?

In the past, we've avoided wings on the back, primarily for

to provide nearly 1000 pounds of downforce that when applied to the Michelin Pilot Sport Cup 2 tires, keep this supercar stuck to the track. It delivers visually too, from an all-new front clip, over the halo hood, across the top of the carbon fiber supercharger cover, all the way back to the massive rear wing and its fire spitting exhaust.

Corvette Chief Engineer, Tadge Juechter, has been a busy man these days promoting the ZR1, but he took a break to share some thoughts with us about America's Super Car.

ASC: So how long has the ZR1 been in the works?

We typically work on a 3 to 4-year life cycle and the ZR1 came together seriously about 3 ½ years ago. We had a plan for the seventh-generation car with the models people are familiar trunk access. Our spoiler/wicker combination is a way to get downforce by applying high pressure across the hatch, rear fascia and quarter panels. It's an elegant solution, but in terms of the downforce to drag ratio, it's not as efficient as a wing.

As a perfect example of the synergy we've talked about, when we asked the race team to develop a wing for us they brought us something that was functional, but it didn't have any of the "design language" that the rest of the car had. So our team took that and developed a sculpted solution that was wicked cool and did what it had to do with the efficiency of the race car version.

Aerodynamics has to balance the car though. It wouldn't make sense to plant the back of the car with that wing and not do something to the front, otherwise it would understeer like crazy. In the past, we could do this with a splitter, but with the wing generating so much downforce we had to come up with another solution. So, for the first time on the streetcar, we've used an "underwing" in the front to create downforce like the race team does.

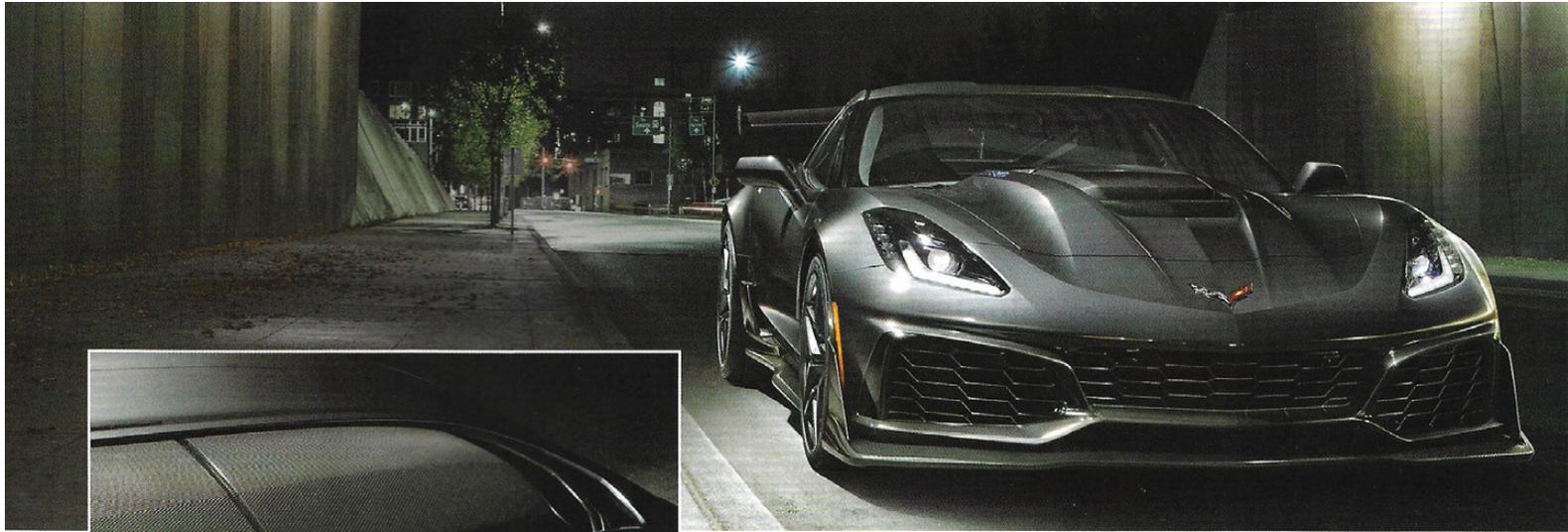
So those are some examples, along with all of the race team influences, that were carried over from the Z06 already.

When planning to do a new car, how much pressure is on you to beat what else is out there?

I've been asked a lot if this car was a reaction to something else like the Porsche 911 GT2 RS. (Editor's note—This Porsche starts at \$293,200 with 700hp and a top speed of 211 mph.) The truth is that we are not reacting to anyone else's activities, we are always doing our own thing as best as we know how.

What will surprise most people about the car?

Once they drive it, I think they will be surprised by how connected and comfortable they will feel with the car. Ever since the C4, we've been trying to push the performance levels, but the compromises to get there were pretty extreme in terms of ride performance and the need to be an expert driver. All along we've been trying to up the edges of the performance envelope while also making the car more accessible and friendly. To make this happen we've focused on the stability systems—chassis tuning



and working with Michelin, to make all of the feedback to the driver easy to respond to. It's a complicated equation, but in the ZR1 we've been able to make those performance levels more accessible to everyone.

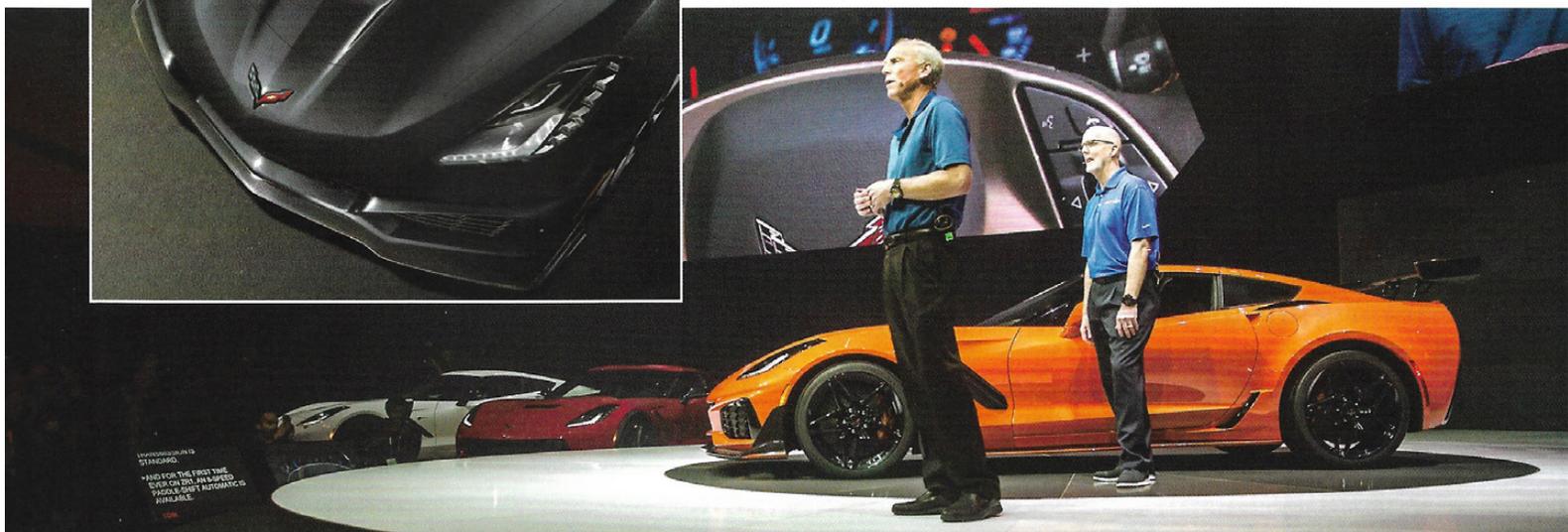
When people get in it, they'll find that it doesn't ask too much out of them. By that I mean that it is a car anyone can drive comfortably as a daily driver. While the appearance of the car is always aggressive, you can change the way it drives, handles and sounds to suit your comfort level for long touring trips. But when you want one of the most exotic performance machines on the planet, it will do that too.

What is the schedule for getting some lap times at the Nurburgring?

We've done our tuning and validation work there and are hoping to get back in the spring to get a fast lap out there and see what the car can do. You never know though. You are subject to the weather there and whether we'll get enough time to do a clean lap, but that's the plan.

Last Question. Will you bring a ZR1 to the Michelin NCM Bash, and is there any way to get Jim Mero to do laps on our track for people as a fundraiser for the Museum?

The answer is yes, definitely to the first part, and yes, *maybe* to the second part. (Laughter.)



BRCC Logo Merchandise

Larry Sharp has lots of great merchandise for sale with the BRCC logo on them. Here is a sampling of most of our items. *We are open to additional item upon request.*

Larry Sharp
Merchandise
817-475-9692
LarySharp2004@gmail.com



Flame Caps\$ 12.00
Solid Color sandwich bill caps\$ 12.00



Nike Polo Shirts 363-807\$ 30.00
Many colors, Yellow, Light Blue, Med Blue, Varsity Red, White, Black, Pink & Others



Sport Wick Stretch 1/2 Zip Pullover\$35.00
Mens & Ladies styles XS-4XL
Mens: Black, Charcoal Grey, Navy Blue, Med Blue, Forest Green, Maroon
Ladies: Black, Charcoal Grey, Med Blue, Dust Rose, Pink Rush, Navy Blue, White



Sweatshirt 1/4 Zip 9-Oz Pullover.....\$35.00
Mens & Ladies styles XS-4XL & Tall
Black, White, Vintage Heather, Graphite Heather, Light Heather, Forest Green, Dark Pink, Pink, Maroon, True Red, True Navy, True Royal



Long Sleeve Dress Cotton/Poly S608 \$25.00
Mens Button Down Ladies Open Collar
All colors



Long Sleeve Denim Mens & Ladies\$35.00
Mens Button Down Ladies Open Collar
XS-6XL and Long



ADD \$3.00 FOR EMBROIDERED NAMES

Name Tags\$9.00



FOR SALE

**USED 2017 CHEVROLET CORVETTE
GRAND SPORT COUPE 3LT**

SALE PRICE

\$69,250

See Important Disclosures Here



30 photos

Save Compare

SPECIFICATIONS

Exterior	Silver
Interior	Gray
Miles	6672
VIN	1G1Y12D77H5102356
Stock Number	102356
Body Description	2dr Grand Sport Cpe W/3LT
Engine	6.2L
Drive Wheels	RWD
Transmission	8-Speed Automatic

CURRENT OFFERS

Classic Price	\$69,450
\$200 Classic Cash! ¹	- \$200
Sale Price	\$69,250

Offer Disclosure

**USED 2011 CHEVROLET CORVETTE
COUPE GRAND SPORT 4LT**

CLASSIC PRICE

CONTACT US

See Important Disclosures Here



1 photos

Save Compare

SPECIFICATIONS

Exterior	Red	Interior	N/A
Miles	69000	VIN	1G1YT2DW2B5100023
Stock Number	100023	Body Description	2dr Cpe Z16 Grand Sport W/4LT
Engine	6.2L	Drive Wheels	RWD
Transmission	6-Speed Manual		



Next Club Meeting February 1st

