



# Vette Gazette

Also on [easternmasscorvetteclub.org](http://easternmasscorvetteclub.org)

Sept 2021

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## *Into the Fall*



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# President's Message

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)



Although September is upon us, it doesn't mean Corvette season is over. Fall is my favorite time of year and Crusin' is at it's best this time of year. Our Social Director, who, by the way, has done a fabulous job this past year, still has lots of events for us to enjoy. Be sure to mark your calendars for October 17<sup>th</sup> which is our Annual Fall Foliage Cruise. With the weather we have endured over the summer, who knows what the leaves will look like this season. Come join us and see.

We have lost one of our best recently. Bob Wodogaza has been a member of EMCC since 2009 and has left us all with many wonderful memories. Bob fought cancer for a few years and did his best to enjoy life to the fullest, even through his illness. He will be missed by us all. Bob's son, Rob is the new owner of Bob's Vette. Hopefully, he will come and join us. Bob's wife, Deb will now be an honorary member of the club and we hope she will join us at many of our events. Please encourage both of them to be a part of EMCC.

Speaking of "Wodogaza", we are still waiting for information about the dedication of a bench in Norwood Center, in memory of Michael Wodogaza who we recently lost to COVID. As soon as the information is available, we will let you know so we can honor his memory with a EMCC parade.

Our "Columbus Day Weekend" event is underway. I heard that there are 12 Vettes heading out on this spectacular event. If you have any questions regarding this event, please contact Jim Gable.

Our Membership Chairman is finally home from the hospital and rehab and is working hard to get back to his normal activities. Bob Hanson has been ill for quite some time. He had a reaction to treatment which caused burns over the majority of his body. We are looking forward to seeing him soon. Keep him in your prayers.

The By-Law Committee has met and has put together some proposed changes to the By-Laws. A copy of the proposed new By-Laws will be sent to you for your review shortly. Thanks to the Committee.

We voted in some new members at the Board Meeting. If you have been at the Cruise Nights, you might have already met these newbies. Welcome to Bill Polin of Westwood (dark blue 1966 coupe), Harry Nanos of Ashland (Iemans blue 2005 convertible), Gary Crandall and Donna Crandall of Raynham (white 2019 coupe).

With all the new members this year, I ask you to try to wear your name tags so we can get to know each better. If you do not have a name tag, please see Steve Wilson.

Stay well and drive safely.



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# Executive Board & Chairpersons

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

**President:** Mal Smith  
781-706-5762, AuntieMal@aol.com



**Vice President:** Gerry Criscenzo  
508-735-9311, gcriscenzo@gmail.com



**Secretary:** Steve Syliva  
508-505-8208, tyrysy@comcast.net



**Treasurer:** Bill Schroeder  
781-812-9991, wrs600@gmail.com



**Social Chair:** Bruce Kolovson  
508-789-7780, ski1000@verizon.net



**Membership Chair:** Bob Hanson  
617-840-8202, rhanson3@verizon.net



**Publications Chair & Webmaster:**  
Gerry Criscenzo



**Sunshine:** Judy Pitasi  
508-966-9026, rdvette72@aol.com



**Facebook:** Keith E. Jacobson  
617-527-2100,  
kamerakeith@gmail.com



**Eastern Mass Corvette Club is a non-profit social club for Corvette owners.**

EMCC sponsors and attends many Corvette events throughout the year, including: regional car shows, Corvette displays, cruise nights, Fall Foliage Cruises, multi-club Corvette cruises throughout N.E, and seasonal get-togethers.

**Eastern Mass Corvette Club**  
**P.O. Box 291, Medfield, MA 02052, US**



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# Club Calendar

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Standing Events



- **Static Cruise:** Every Tuesday, weather permitting, we park, chill, and get to know more about each other. Every second Tuesday of the month, the club provides Pizza for MEMBERS. Check [eastermasscorvetteclub.org](http://eastermasscorvetteclub.org) for times and where. **NOTE: Due to a long term road construction project about to begin on RT 1A, we will be relocating to a new location, yet to be determined. Check the website and watch for emails.**
- **Wednesday Lunches:** Wild card. Check our website and look for emails.
- **Thursday Cruises:** Wild card. Check our website and look for emails.
- **Board Meeting:** Last Monday of every month.
- **Member Meetings:** 1st Monday of every month, 7pm. Currently held at Conrad's, Walpole in the backroom. Dinner before the meeting at 6 PM.



## Special Events/Cruises

Save the dates but More to Come! Meeting times and locations may change so check our [Website](http://Website) and watch email for full details or check with Bruce at [ski1000@verizon.net](mailto:ski1000@verizon.net)

### September

- 9/9 Bass Pro weather permitting
- 9/12 Franklin Cultural Festival
- 9/16 C&L Frosty 27 N Main St, Sherborn
- 9/18 Kidde-Fenwal Car Show
- 9/23 Bass Pro weather permitting
- 9/26 Woodman's of Essex

### October

- Oct 9-11: Columbus Weekend Cruise. Contact Jim Gable for all details.
- Oct 17: Fall Foliage Cruise (details pending)
- More in Process. Stay Tuned



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# Club Member Birthdays

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[eastermasscorvetteclub.org](http://eastermasscorvetteclub.org)

# Happy Birthday

Rick Butt

Mike Campopiano

Kevin Corrigan

Jim Cove

Rhonda Dutton

Bob Feigan

Stephen LaSalvia



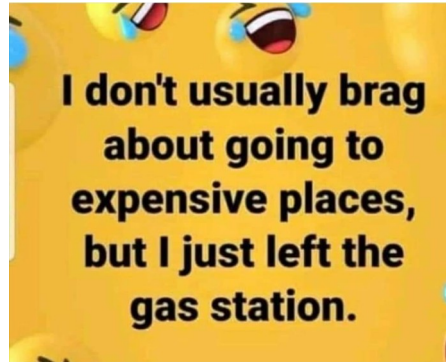


# Humor

[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)



Michael Twiss ▶ Here's Your Sign July 14 at 2:45 AM · 🌐  
I don't think that's what they had in mind...





# Member Submissions

[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Assisted Living Cruise

Story: Gerry Criscenzo. Photos: Keith E. Jacobson & Gerry Criscenzo



We met at the Big Y Supermarket in Walpole for our cruise to the Bright view Senior Assisted Living Center in Canton to part of their Summer Outing Event. I, Gerry, led the cruise without planning a route but the GPS took on a pretty scenic ride. I used the "Corvette Scenic Cruise" setting.



It was beautiful day but extremely hot. When we arrived, we thought we had the wrong date because there wasn't any sign of an outing. They planned music and other events but when we arrived we were told that the heat was too much for most of the residents so they "minimized" what they planned.



A few heat-loving residents did come outside with chairs and sat in the shade where our Corvettes were parked. The staff brought out lemonade, water, and some fresh baked cookies and brownies.



One of the residents called her son to tell them there was "a bunch of Corvettes" in the parking lot. He showed up with his C5. Not sure if he was tricked into a visit by a wily Mom but I'll hope he really came down to visit her.





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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Crystal Lake Golf Club Cruise

Story: and Photos: Joe O'Connor

August 15th was a perfect day to cruise in a Corvette. Six beautiful Corvettes and eleven EMCC members went for a scenic cruise through Southern Mass and into Northern Rhode Island. Our destination was Crystal Lake golf course in Burrillville, R.I. Bruce and Sue Kolovson put this cruise together for us and did an excellent job of leading us. Tops off or tops down it didn't matter; just a very scenic cruise at a speed so you can enjoy what you saw. Bruce and Sue were followed by the O'Connors, the Gardeners, the Gables, the Forsbergs, and old smiley himself, Steve Sylvia. It was a nice cruise.

We arrived safely and were able to park together; plenty of parking but not much shade. We had reservations at the club house restaurant, The Crystal Lake Tavern which is open to the public. All was ready for us and we were all seated at one table very comfortably.

The menu was very nice with reasonably priced lunch and dinner specials. There was also full bar, and the service was excellent. The waitress would not do separate checks, but did arrange the checks so that everyone was happy. It's a very nice place and think we should go again. It was a great time and thanks again to Bruce and Sue Kolovson.

We were getting ready to cruise toward home when a retired police officer from the town saw the Corvettes and came in to say hello. He is a member of the Rhode Island Corvette Club; a typical Corvette owner proud to be part of saving the wave.







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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Burger Cruise to KC's Burgers

Story: Gerry Criscenzo and Photos: Bruce Kolovson and Bob Gardener

EMCC has cruised to KC's Classic Burger Bar many times. It's in North Attleboro and is fun place with a 1950s décor and lots of car memorabilia. The burgers are crazy and good. They have an Elvis Burger which comes topped with a fried banana! KC's also has a full bar and I think one of the main reasons some of our members go (you know who you are), are the spiked milkshakes! YUM and only served to 21+. Its always a deliciously fun time cruising to KCs.





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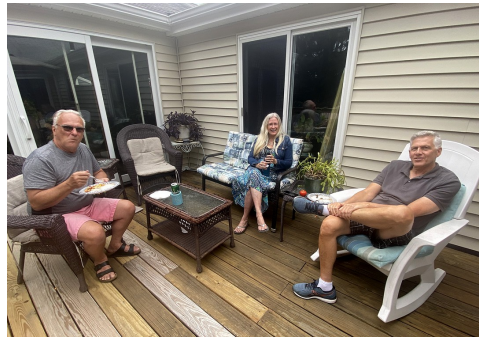
# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Judy's BBQ

Photos: Keith E. Jacobson





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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## My 1st Corvette (Part 2)

Story, Photos: Larry Colvin



The first big test was an NCRS Regional judging meet in New Jersey. We took the car down to southern New Jersey in a friend's enclosed trailer. It was unloaded onto the outdoor show field in the pouring rain! I covered it up and waited for judging the next day. I had done quite a bit of judging myself but this was the first time I had a car of my own judged. I was like a nervous

parent!

The car passed its operations check (lights, accessories, engine operation, etc.) without losing any points. I then watched as two-person teams judged interior, exterior, chassis, and mechanical subjects, deducting points for issues with condition and originality. Each team took 45-60 minutes. Scoring over 94% correct brought a Top Flight Award. Lesser point totals brought either a Second Flight or Third Flight. Below 85% brought no award. At the awards banquet that night the '66 received a score of 97% and a Top Flight Award, unusual for the first judging event on a recently completed car. I was ecstatic!



I took the car home and fixed the issues where the car had lost points.

The next event was another Regional judging meet in Marlborough, MA. This was a qualifying meet for the National Convention to be held in the same location that summer. This time the car scored 98% and received another Top Flight Award. Again I fixed some additional issues found by this set of judges.

Later that summer, the car was entered in the National Convention judging in Marlborough, MA. The National Convention has the most experienced, toughest judges so this would be a challenging test. Again, the car passed all operations checks. Judges again judged operations, interior, exterior, chassis, and mechanical subjects. As with all NCRS judging, after each judging team completed their section they reviewed the results with me but it was hard to keep track of the individual point deductions.

At the National Convention awards banquet on the final night of the event I found out my results. The car had scored a 99% (out of 100) and received another Top Flight Award. People sometimes ask me what the car lost that one percentage point for? The restoration market makes excellent reproduction tires of all kinds. In 1966 tires did not have Department of Transportation (DOT) identification numbers. Any tire manufactured and sold in the United States now must have a DOT number on the sidewall. So, points are deducted for "originality" on each tire. Some people find and pay a fortune for non-DOT original tires for judging, upon which you would *never* drive due to deterioration because of their age. I was not willing to do this so I took the deductions. There were another couple of issues like this. (continued next page)





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# Member Submissions

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## My 1st Corvette (Part 2)

Story, Photos: Larry Colvin



-Continued

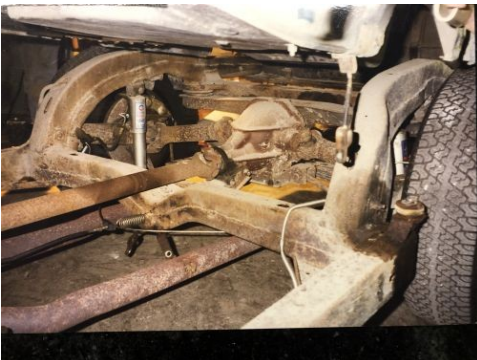
The restoration and NCRS judging process was very satisfying. I learned so much along the way. I can truly say I know every nut, bolt, part, and rivet in that car. I drove the car periodically, taking it to cruise nights, car shows, and other NCRS events.

In 2005 I was doing consulting work for General Motors in Detroit and bought a 2005 C6 Corvette through the original GM employee discount program. An ideal Corvette situation: a new one and an old one! (continued next page)

In 2006 my late wife was diagnosed with cancer. During those few years I hardly used either Corvette. I sold the '66 in 2009. In 2010 I traded the 2005 in on a 2010 Grand Sport, which I still have today. After acquiring the Grand Sport I noticed a small coincidence: the last 3 digits of the Grand Sport VIN are "299" and the last 3 digits of the '66 coupe "serial number" (what a VIN was called back then) are also "299"!

In the last few years I started thinking about getting another interesting car. I thought about another C2, perhaps a "driver". However, I know that I would not leave a "driver" alone, and pretty soon I would be into another restoration. I was not looking for a project that large again. I was thinking about something a little louder, rougher, and less polished than the C6.

Enter the idea of a Cobra. Big, loud engine in a little car, no frills, what you see is what you get, what's not to like?! Soon thereafter I acquired a Superformance Mark III replica of a 1965 Cobra. Yes, I know, it is not a GM vehicle....but it sure is fun!





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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## Throaty!

Story, Photos: Gerry Criscenzo

I have always hated my exhaust! Well hate is strong word but I think you get it. I don't understand why GM would put a quiet exhaust on a Corvette. A quiet exhaust should have been the option not the standard!

Anyway, I guess I've never hated it enough to spend \$1200 or more to replace it and also wanted the car to remain factory original.

Then, Larry Colvin made me an offer on a bi-mode NPP exhaust that he took off his C6 when it was new. He said it wasn't loud enough! LOL.

It was an offer I could not refuse and after I installed, I regretted not spending whatever it cost to change the exhaust! Its like I'm driving a new car!

I've ordered the Mild-to-Wild kit which will allow me to switch from throaty to quiet with a remote! Why would do something stupid like that? Because I don't like sleeping on the couch!

By the way, if you've ever wondered why its called NPP: Nuclear Powered Propulsion!





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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## My 1st Corvette (Part 2)

Story, Photos: Larry Colvin



-Continued

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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## My Ride

Story, Rob Haneisen. Photos: Kathleen Culler

This story appeared in Metrowest Daily New, July 20, 2014

<https://www.metrowestdailynews.com/article/20140720/news/140729828?template=ampart>



Cars bought by teenagers, especially those who like to build them up and drive fast, rarely last long. They get worn out, smashed up or sold to pay for the next project, the evidence of their existence usually no more than some faded Polaroids in a vinyl album.

This week's car in "My Ride, My Story" was bought by a teen looking to race - and he did - but luckily this 1969 Camaro was put into hibernation for decades in a garage, to emerge as an exceedingly rare throwback to muscle car primetime.

**The owner:** Fran Blake, 60, Ashland

**The car:** 1969 Chevy Camaro COPO

### When and where did you get this car?

I purchased the car for \$875 in 1973 right after graduating from high school. I grew up in Cambridge and bought the car at a used car and parts lot near my neighborhood. I knew the owner and he gave me a heads up that the car would be coming in that day.

### How was it that a kid just out of high school was able to get such a fantastic car?

My friends and I knew this would be a high performance car and we were all car guys. This was in the muscle car era and we were all into those cars. Camaros first came out in 1967 and I already had a 1970, but I preferred the body style of the 1969. The cars were very distinctive in the '70s - today a lot of new cars look alike. I don't think the cars today are as exciting as they were back then. In the '70s you could get a high-performance engine in most models (Impalas, Chevilles, Camaros, Novas, Corvettes, and that is just the Chevys). Today, to get a true high performance engine you generally have to buy a high-end sports car like a Corvette.



### What were your intentions for the car?

Initially I planned to make a race car out of it (drag racing). I stripped it down, and then got another car that was already set up for racing (roll cage, suspension work, etc.) so the Camaro then sat for a couple of years. I eventually rebuilt it, did a custom paint job, and made it back into a street car.

(Continued next page)



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# Member Submissions

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## My Ride

Story, Rob Haneisen. Photos: Kathleen Culler



### **So what happened to the car once you got it home?**

In 1984 I took it off the road and put it in storage in a friend's garage until 1990. When my wife and I moved to Ashland I moved the car to our house.

### **Eventually, the car came out of the garage. What motivated you to bring it out?**

In 2010 I decided to rebuild it - I wanted to enjoy the car again. I did a complete frame-off restoration to bring it to original condition which took about two years.

### **How much of the restoration did you do yourself? Were there any stages that were particularly difficult?**

I did every part of the restoration except the installation of the headliner. I tried doing that as well, but didn't like the result, so I had someone do it for me. A couple of friends and I spent many Sunday mornings helping me restore the car - I couldn't have done the car nearly as fast without their help.

### **The COPO model of Camaro is something most have not heard of, let alone seen. What does that mean?**

COPO stands for Central Office Production Order. Dealers needed to know the order number 9561 which was the 427 CI 425 hp engine. It had a special 12-bolt heavy duty rear axle, a M22 Muncie 4-speed transmission, and front power disc brakes. This car came with no other identifying marks on the exterior indicating it was a high performance car. Only 1,000 of these were made.

### **How did you get interested in cars?**

While growing up in Cambridge, in 1967, my oldest brother came home from the Air Force and he and his friends were really into cars. I was his shadow. My brother had a 1966 Chevelle SS396 and he let me be his go-fer when he was working on his car.

### **How have cars remained a part of your life?**

I attended a technical trade school and always wanted to work around cars. I eventually opened my own business in Belmont and specialized in high-performance race cars and show cars. I also did general repair on regular cars. Over the years I have done other restorations - I have a 1967 Corvette convertible that I bought in 2003 and restored as well. I also have a 1964 Ford Galaxie that I've had since 1985 - it has not been on the road since 1996 or '97 so I will restore that next. I have also helped a couple of friends with their restoration projects.



### **How often do you drive the Camaro?**

After finishing the restoration in the spring of 2013 I went to the Elm Bank Car Show in Wellesley and the Kidde-Fenwal Car Show in Ashland putting on 112 miles which is the first mileage put on the car since 1984. This year I plan on taking it to a few more car shows which might add up to 500 miles this year. The car has 34,000 miles on it in total.

I plan to show it again at the Kidde-Fenwal show on September 20 in Ashland. All proceeds from the show go to the American Cancer Society. Here's a link to more info on the show: [http://www.hemmings.com/events/detail?listing\\_id=42537](http://www.hemmings.com/events/detail?listing_id=42537).

### **You have been around cars your whole life and are very familiar with the collector trade and hobby. What do you see as the future of this interest?**

When my friends and I go to big car shows or cruise nights we don't see a lot of younger guys. In the past you could go out to the garage and tinker and make adjustments to the motor. Now everything is computerized - there is very little someone can do to their own car.





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# In Memoriam

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

**Bob Wodogaza:** Rest in Peace and Cruise among the Angels with your son, Michael.

<https://franklinobserver.town.news/g/franklin-town-ma/n/39956/robert-bob-wodogaza-sr-80>



In gratitude to Bob Gardner for submitting all these photos.





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# In Memoriam

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

**Bob Wodogaza:** Rest in Peace and Cruise among the Angels with your son, Michael.





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# In Memoriam

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# In Memoriam

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**Bob Wodogaza:** Rest in Peace and Cruise among the Angels with your son, Michael.





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# EMCC Merchandise

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)



Order all EMCC merchandise, hats, clothing, bags, etc, directly from Tri-Valley Sports.

You can also bring your own items for them to customize with our EMCC Club logo, your name, etc.

**106 Main St. Medway, MA 02053, 508-533-5080**

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The National Corvette Museum's offers many types of Corvette apparel.

Visit the store at [corvettemuseum.org](http://corvettemuseum.org)



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Want to add bling to ANYTHING?

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This is a hot/cold water bottle/thermos customized with the C6 logo from Beantown Bling! They can put any design or logo or photo on thousands of cool items. Contact them on Facebook

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# Editor's Note

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[www.easternmasscorvetteclub.org](http://www.easternmasscorvetteclub.org)

## What Happened There?

By VP, Publisher/Editor, Gerry Criscenzo



For years Chrissie and I have had Sunday morning breakfasts at Westbury Farms Family Restaurant. It's located in the same parking lot as Conrad's. If you've attended the EMCC members meeting at Conrad's, you've likely noticed the restaurant's sign.

On the menu they offered a traditional "Irish Breakfast" that isn't offered in most restaurants. In addition to Irish "bangers" it included a "black pudding" as well as a "white pudding." Look those up and you'll understand why its not offered by most restaurants. However, the rest of the breakfasts are what you'll find anywhere else and they were always delicious.

Sadly, they did not survive Covid.

Now, this piece is not really about Westbury Farms Family Restaurant. It's about our mind and how it works when reading.

The mind does not "read" words once we know the words and understand the language. It sees "pictures" of words and also anticipates what words will follow other words.

In the case of Westbury Farms Family Restaurant, we see a sign that is for a restaurant so we really don't read the sign and just see a picture of words.

To prove my point, re-read the picture of the sign. Read it carefully. Does it really say Westbury Farms Family Restaurant?

I realized the other day, and I'm not sure why, that *it doesn't* in spite of "reading" it literally hundreds of times, whether going to the restaurant, the CVS, or Conrad's.

I then wondered what happened. Did the owners get a great deal on the sign or perhaps even for free and left it on purpose? LOL! By the way, re-read my second to last sentence. Did I get you again? :)

