



MAY 2025

FLAGS

The 4x NCM Award-Winning Newsletter Publication of the Brookville Corvette Club, Inc.



TONY'S STEAKHOUSE

Bowling Green, KY

ISSUE 105

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THE BEST OF



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**THE BCC
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CORVETTE ENGINE EVOLUTION

FRONT PAGE

THE BIG GROUP

What better way to celebrate the Michelin Bash than to have a nice dinner at a nice restaurant with nice people? Our group represented Corvette Clubs from Ohio, Indiana and West Virginia. We had the same waiter that we had last year (and he remembered us. How could he forget us?

08

DUES ARE DUE

It's May, so the BCC annual dues are due this month. So, Sue takes checks, cash, Bitcoin, money orders, penny rolls, \$2 bills and solid gold bars (no change). The good news, tariffs do not apply!

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NEW PRESIDENT AT THE NCM

Finally, after several false starts, the NCM has announced the new President of the Museum. Best decision ever.

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CORVETTE BLOGGER

We have more highlights from Corvettemanager this month. Check it out.

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WHO'S BEEN IN CHARGE?

Have you ever been the least bit curious who has led the BCC over the years? Turn to page 22 and see all the names of the folks that have held office in this Club. Some familiar names keep popping up.

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CORVETTE CENTRAL

This month, we have a great article that appeared in a recent email release from Corvette Central. The history of the Corvette engine. I think you'll enjoy the read.

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BCC CALENDAR OF EVENTS

We've made a few updates to our 2025 Events calendar.

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AMBASSADOR'S REPORT

What's going on down at the National Corvette Museum.

THE BROOKVILLE CORVETTE CLUB

President

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Vice President

Rick Snider

Secretary

Paula Ransdell

Treasurer

Patty Wagner

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Membership Chair

Sue Alexander

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Joe Ricketts

Webmaster

Dave Ransdell

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The Brookville Corvette Club meets on the 2nd Thursday of each month at the Leiber Center, Golden Gate Park in Brookville, OH at 7:00 p.m.
Everyone is invited to attend

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The Brookville Corvette Club was founded in 1982



It's May! Spring has definitely sprung and the flowers are in full bloom.

So is Corvette season!

This month, we remind the membership that our annual **dues are due**. It is \$50. Please arrange to get your dues payment to Sue Alexander either during our May meeting or mailing it in to the Club. Much appreciated.

The National Corvette Museum finally promoted **Bryce Burklow** to President and CEO. This is long overdue. Bryce is just the right guy to lead the Museum into the future. A big congratulations to Bryce.

We have several entries this month from Keith at **Corvette Blogger**. Check them out.

We take a somewhat nostalgic look back at who has led this rag tag group of Corvette fans since the Club's inception in 1982. Lots of familiar names from the past for sure.

We have a great article from Corvette Central titled **The History of the Corvette Engine**. A lot has changed over the last 72 years, and I'm sure there are many more changes coming up here shortly.

Our next big adventure is our annual **Cruise Into Summer** car show. Please try to make it to our May meeting as we start to put the wraps on our plans. Cross your fingers for great weather, too.

With great weather comes many chances to get the Vette out and enjoy it. We'll be planning some Club outings in an attempt to get our cars out in a group. In the meantime, whatever you do, have fun doing it.

Rick

Hi, all:

It's hard to believe that May is already here, and time for our annual **Cruise Into Summer**. If possible, I'm asking all members to bring a door prize to be given away at the show. It should be something automotive related – not necessarily Corvette. Remember, our audience drives all types of vehicles. Value can be \$20 - \$25 bucks.

Also, we could really use more people to **work the show**. Either come to our next meeting in May or contact me and I'll sign you up. You can even show up at the Cruise In and work. We also have flyers that need to be handed out. If you're planning on attending a car show or event, make sure you grab some flyers to pass out at that event. Just see me if you want or need flyers.

Joe, Rick and I had a great time at the **Michelin Bash** down at the Museum last week. I wish more members would consider attending this event. You get to interface with many of the Corvette management people and see "stuff" before the public sees it. Always a good time.

Right now, it is time to get out and drive your Corvette and enjoy some of the automotive events in the area. It's a great way to enjoy your toy.

As always, **Save the Wave** and we'll see you soon!

Prez Gary

BCC CLUB MEETING

Our next meeting will be May 8th at Golden Gate Park at 7:00 p.m. That's our last meeting before our Cruise-In in early June. We'll have the sign-up sheet available for members to sign up for the Cruise-In. So, please plan on attending the meeting. And, if you're lucky, you too can get your picture in a future issue of Flags just like these members did! Isn't that exciting?



BUD'S CORVETTE CRUISE-IN

Be prepared to rendezvous on Saturday, May 10th as we head up to St. Mary's to participate in Bud's Chevrolet annual All Corvette Cruise In. Watch your email for a message from Joe on where we will be meeting up and at what time. When the weather cooperates, this is always a well-attended show with Corvettes coming from many surrounding states.


Spring 2025

CORVETTE

Cruise In

Saturday, May 10th • 9am to 1pm

National Anthem at 10:00 am

- Dash Plaques to First 350 Cars
- Entertainment by DJ Ryan Ahlers
- Classic / New Corvettes on Display



For details call 1-800-688-BUDS or
Email: tom@budschevy.com

BUD'S CHEVROLET-BUICK INC. | 1415 COMMERCE DRIVE | ST. MARYS, OH 45885

GREATER DAYTON CORVETTE CLUB All Corvette Cruise-In

On May 17th, this will be the first of four all-Corvette Cruise-Ins held by GDCC. All will take place over at the Museum of the United States Air Force in the large parking lot just as you enter the property and just to the left of the first Museum building. Weather permitting, prepare to join 150 – 200 fellow Corvette enthusiasts. Watch your email for instructions on where we will meet up and at what time. From 9:00 to noon.





Just remain calm...and pay your dues.

It's that time of year once again where we all have to cough up our membership dues.

I know, I know. Many of us are on fixed incomes. This tariff thing is causing some uncertainty in the markets, so our investments may be a tad rocky. Democrats and Republicans just aren't seeing eye-to-eye. The ZR1 still hasn't been released. Dogs and cats are living together. The list goes on and on.

But I digress.

Your \$50 dues goes a long way to bolster our treasury so we can fund our annual Cruise Into Summer Car Show, donate to many worthy causes in and around the Miami Valley and many other things.

So, make it easy on Sue this year. Between now and the end of May, make sure that you send in your dues. It makes her job so much easier. And here's a great safety tip: she won't have to send Guido to your house late at night to *"make you an offer you can't refuse"*. I hate it when that happens.

Thanks so much in advance!

Here are some tidbits from the Club and Corvette nation for May 2025.

- **Gas guzzler tax.** The U.S. government imposes a gas guzzler tax on passenger cars with poor fuel efficiency. The tax applies to all new cars with a combined fuel economy rating below 22.5 mpg. The tax increases as fuel economy worsens. Right now, the highest gas guzzler tax is \$7,000 for any car that has a combined fuel economy of 12.5 mpg.

GM just announced that the gas guzzler tax for the upcoming Corvette ZR1 will be \$3,000. This is the same dollar value that has been imposed on the Z06.

So, for those of you planning on picking up a ZR1, tack on that \$3,000 to the MSRP. Oh wait. GM will do that for you. Sorry.

- **Ordering status update.** Keith Cornett was out at Spring Mountain the first week of April participating in the very first E-Ray Corvette Owner's School (Keith has a '25 Hysteria Purple E-Ray). That was keeping him busy, but he did get some updates on the 2025 ZR1 that he wanted to share.

It appears that the long drawn out saga of the very first ZR1's has finally been resolved with dealers reporting that the initial orders have now been moved to 3000 status and should be scheduled for production for end of April to early May. It also appears that they have resolved the availability of the Carbon Fiber Aero package that includes the ZTK big wing. All good news!



- **Blast from the past.** Neil and Karen were going through their pictures and Neil sent me this one. I think it was taken during our NE Ohio Wine Tour from several years ago. Neil, Dale and I apparently posed for the picture with Dale holding his dog Keebler.

My take-away from the picture is **a)** it's a good shot of Neil pre-terminator surgeries, **b)** just a really good picture of Dale – god rest his soul and **c)** I needed to have my fingers a tad higher on Dale's hat.



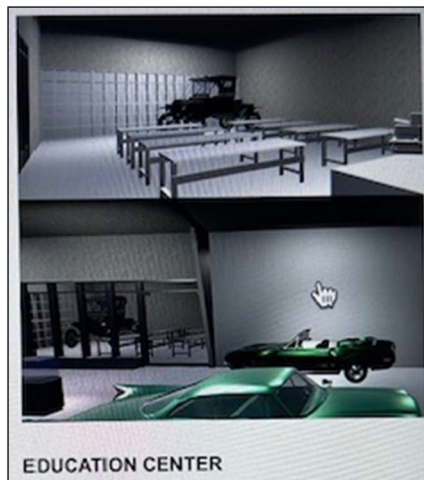
Neil

Dale

Rick

- **Gilmore Museum update.** Some good news coming out of the Gilmore Car Museum up in Michigan. They just announced that they will be adding on a new Education Center, with one side dedicated to classes and educational programs while the other side will focus on interactive, hands-on fun for young museum goers.

The second piece of big news is that they are finally moving forward with the Performance Car Gallery expansion. This was derailed when the pandemic hit. Now, they are back on track and moving forward ensuring this long-awaited expansion becomes reality for muscle and performance car enthusiasts alike. No date has been announced for completion of either project.



EDUCATION CENTER



GILMORE PERFORMANCE CAR GALLERY EXPANSION

- **BCC Anniversary.** So, I opened up the vault of BCC historic files and came across this article (written by past founding member Linda Taulbee) announcing the 10th anniversary of the Brookville Corvette Club.

The article appeared in the premier issue of the **Tri State Motorsports Times**, a publication that first appeared in May 1982 and circulated in Ohio, Indiana and Kentucky.

Sadly, the publication is now long out of print, but we can say that we were in the very first issue that was printed.


BROOKVILLE CORVETTE CLUB

10th ANNIVERSARY

By LINDA TAULBEE

The Brookville, Ohio Corvette Club is celebrating their 10th Anniversary in 1992. Formed by a small group of Corvette enthusiasts as a family-oriented club for those who just enjoy their cars, today's membership includes over 40 Corvettes from a 1958 to a 1992 model. One objective of this particular club was that there be no competitions among the members - only events and outings for the fun of owning a Corvette.

A major event for the club is the annual Cruise Into Summer, co-sponsored by Boose Chevrolet in Brookville. The first Saturday in June finds almost 400 classic cars gathered at the Chevrolet dealership for an evening of good music, great cars and fun! All of the Brookville Corvette Club members get involved to make this an event so many car enthusiasts in the Miami Valley look forward to attending.



While there is no charge (yes, it's FREE) for participating in the cruise-in, the club usually has a fundraiser connected with the evening. This year they proudly offer \$1.00 chances for a set of 4 Goodyear Eagle Performance Street tires (whatever size you need to fit your car). Why not mark your calendar now for Saturday, June 6 from 5-10pm and join the others who have discovered this is a great way to CRUISE INTO SUMMER. TSMT

- **A new addition to Flags is coming next month.** You know, I'm always trying to keep the Newsletter relevant for the membership, especially when it comes to keeping you up-to-speed on all things Corvette. Next month, we are adding a new feature to Flags courtesy of a VIP in the Corvette World.

Stay tuned. I think you'll really like this one.

6,600



BRYCE BURKLOW PROMOTED to PRESIDENT AND CEO

On April 9th, the Board of Directors of the National Corvette Museum sent the following message to all NCM members concerning the position of President and Chief Executive Officer

Effective immediately, David Hill has submitted his resignation as President and CEO of the National Corvette Museum, which has been accepted by the Board of Directors. We thank him for his time with the organization and wish him well in his future endeavors.

We are proud to share that Bryce Burklow has been appointed President and Chief Executive Officer of the National Corvette Museum, effective immediately. A dedicated 15-year veteran of the Museum, Bryce has served in key leadership roles across events, facilities and most recently as interim Chief Operating Officer. His deep understanding of our operations and passion for the Corvette community position him to lead the Museum forward with strength and purpose.



We appreciate your patience and understanding during this transition. The high level of interest and engagement from our Members and the Corvette community has been a powerful reminder of how much this institution means to so many.

BCC Editor's note: The big question on every one's mind is: Who vetted the candidates? That's three CEO's in a row that didn't work out over a period of four years. I'd also question the search organization that was used to hire the first three candidates. With all due respect, how much money was tossed down the drain? A HUGE shout-out and congratulations to Bryce!!!

- **New Police Car.** This 2023 Corvette Stingray was seized by the Florida Highway Patrol, in partnership with the Drug Enforcement Admin. Task Force. It was NOT purchased with state funds. It was seized from a drug dealer, and now will be used for community outreach – as well as enforcing Florida traffic laws.



The Vette is wrapped in the traditional FHP livery, but that's just the beginning. Emergency lights have been fitted on the front, sides and rear of the car as well as a siren, just in case folks don't notice a police Corvette with flashing lights coming up behind them.

I mean, go figure.



- **The Front Page.** This picture was taken during our dinner at Tony's Steakhouse. Seated L – R going clock-wise from the bottom left is: **Doug & Carol Burke** from the National Road Corvette Club in Springfield, **Joe, Gary, me, Rick & Prema Ray** from the Kanawha Valley Corvette Club in Huntington, WVA (Rick is also our at-large Cub reporter for Flags), **DeEtta & Sam Balser** from Indiana, **Jan & Jim Blystone** from Stow, OH and **Star & Tom Brook** from the Greater Dayton Corvette Club.

This is one of two large organized dinners that we put together when we gather in Bowling Green. It is great to get friends together from different Corvette Clubs. While it is the car (and the event) that we all have in common, breaking bread is the other main thing that we all love to do.

APRIL HIGHLIGHTS FROM



Introduced in the March 2025 issue of Flags, we continue to bring you monthly highlights from Keith Cornett's daily issues of Corvetteblogger. We pick the (arguably) best of his daily posts and bring them to you right here. If you want, you can also follow Keith on his website by logging on to www.corvetteblogger.com and signing up to receive his daily posts. That way, you won't miss a single article. I encourage to do that.

• The Indianapolis Motor Speedway Presents its 2025 Festival Vehicles

This year, we know that the 2025 Corvette ZR1 will be the pace car as it was announced back in November 2024. NFL great Michael Strahan will be driving the pace car. To the right, the IMS has taken delivery of the official "Festival Cars" for this year's race. There are at least a dozen Corvette Stingrays along with a bunch of Silverado' and Camaros.



All of these Indy 500 Festival vehicles are used by track personnel and VIP's, along with the individual race car drivers to get around town during the month of May. Once the race is over, these Corvettes and other Festival Cars are usually given to area Chevrolet dealers who sell them as pre-owned but with all of the provenance and documentation that shows these were officially used for the 2025 Indy 500 event.

• **GM Releases 1st Quarter 2025 Sales Results for Corvette**

General Motors released their first quarter sales results the first week of April. Sales were actually down 20.8% versus last year as only 6,794 units were delivered during the time period versus the 8,576 units delivered during the same time last year.



Obviously, this is not great news as the C8 Corvette marketplace has been perfectly set up for buyers due to the huge number of available Corvettes ready to be sold and dealers offering huge discounts on available inventory. And believe us, there are plenty of available new Corvettes in inventory to be sold.

At the end of March, our monthly “On the Ground” report showed just over 4,500 Corvettes for sale on dealer’s lots, which is thankfully down from the more than 6,000 Corvettes that were showing up on Chevrolet’s Live Inventory page in February.

There is lots of uncertainty in the marketplace, and 1st quarter sales numbers are generally lower than at other times during the year due to weather-related events. We will be watching to see if there is any improvement when we revisit the numbers again in three months.

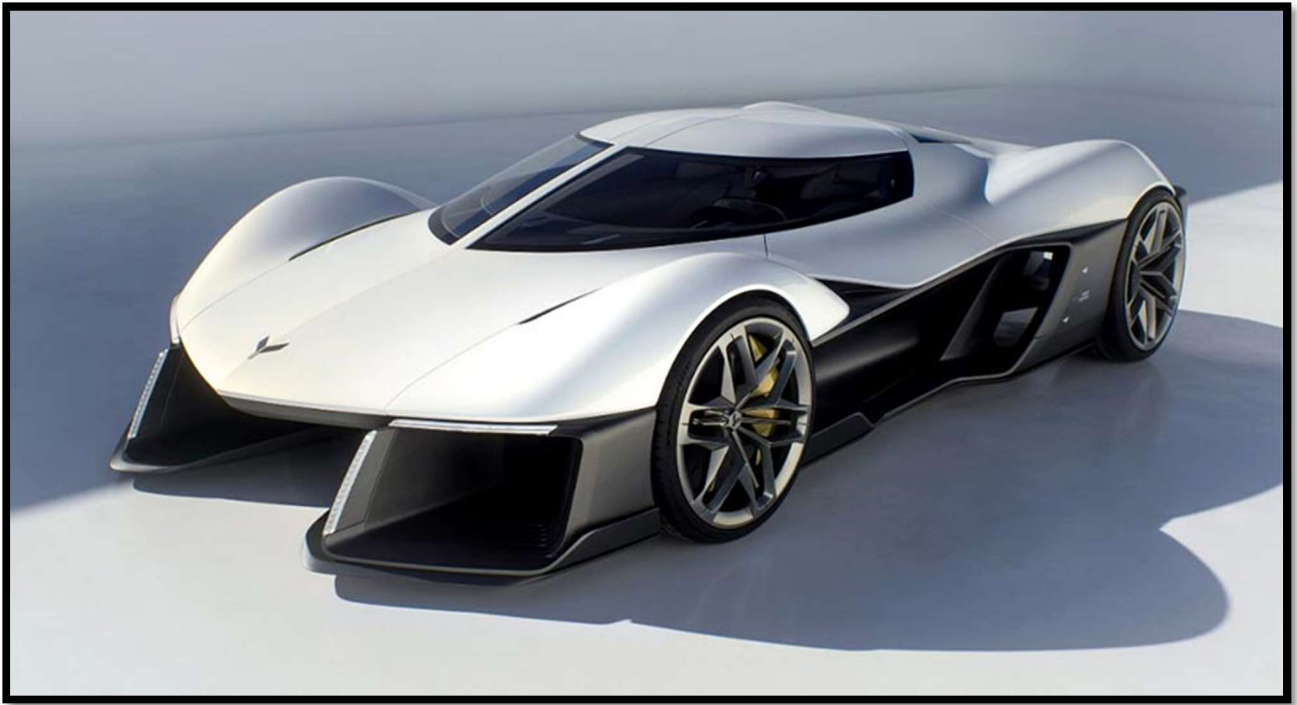
Corvette Sales Archive

Archived Corvette Delivery Statistics					
YEAR	Jan – Mar	Apr – Jun	Jul – Sept	Oct – Dec	Total
2025	6,794	-	-	-	6,794
2024	8,576	9,338	7,797	7,619	33,330
2023	7,904	9,125	8,409	8,915	34,353
2022	8,811	8,630	7,939	9,130	34,510
2021	6,611	7,971	10,166	8,293	33,041
2020	3,820	2,459	6,355	8,992	21,626

- **GM's New U.K. Advanced Design Studio Showcases New Concept Corvette**

Remember the days when automakers would test the bounds of design and innovation by showing off concept cars at shows or allowing them to be used in movies?

Now we have a new Corvette-inspired concept from GM's new Advanced Design Studio now open in the United Kingdom, and more will be introduced later on in the year from GM's Design Studios in Los Angeles and Detroit. Chevrolet calls this a design study with no intention for these cars to be put into production. But, it's always interesting to see what their current designers are capable of.



The press release calls attention to the concept car's "Apex Vision Design Feature" that is highlighted by the center split windows and gull-wing doors. Supposedly, there is an augmented display from inside the car, but no renderings are shown of that. Instead, we focus on the racecar-inspired aesthetics with the dual air channels and active ducting that redirects the airflow through and over the vehicle.

Chevy also listed the dimensions of the concept which, by the way, needs a better name than simply calling it the UK advanced design studio concept. Those dimensions are slightly longer and about two inches wider than the current E-Ray/Z06 wide bodies. The car also rides on a staggered set up of 22-inch front wheels and 23-inch rear wheels.

As another nod to the '63 Corvette split window that we see is that the exterior design also has a horizontal design line around the entire concept that divides the lower half of the car from the top of the car. The release says that the upper half captures the Corvette's futuristic design elements while the lower half of the car is all about function including EV battery storage and the aerodynamics which they say channels air more efficiently and without the need for wings or spoilers.

So, what do you think?

- **GM Announces Price Increase on Corvette Delivery Charge**

GM Delivery Charge Increase

Chevrolet is raising the mandatory delivery fee for new Corvettes by \$200 to \$1,895. We believe this is due to using new shipping companies following the bankruptcy of Jack Cooper Transport earlier this year, but there could be other factors as well like the reduction in the quantity of Corvettes on transports, which have dropped from 10 cars to 9.

Note: The \$1,895 transport fee applies to ALL Corvette shipments. If you live in Bowling Green, the fee is \$1,895. If you live in Phoenix, the fee is \$1,895. If you are doing Museum Delivery of your new Corvette, the fee is \$1,895. Any Corvette, any destination.



- **Mershon's World of Cars Sold**

Dan Mershon, founder and owner of **Mershon's World of Cars** has sold his business to luxury and exotic car expert Jeffrey Warrington of the Toy Barn (Columbus) and Performance Luxury Sport in Marysville and Cincinnati.

Located at 201 E. North St. in Springfield, Mershon's has earned a reputation around the world over the years for its vintage Corvettes and other collectible muscle cars, exotic vehicles and classic American cars.

The dealership will be hosting a Springfield Cars & Coffee event on Saturday, May 3rd from 9:00 a.m. to noon to celebrate the new ownership and thank the local community for its support.

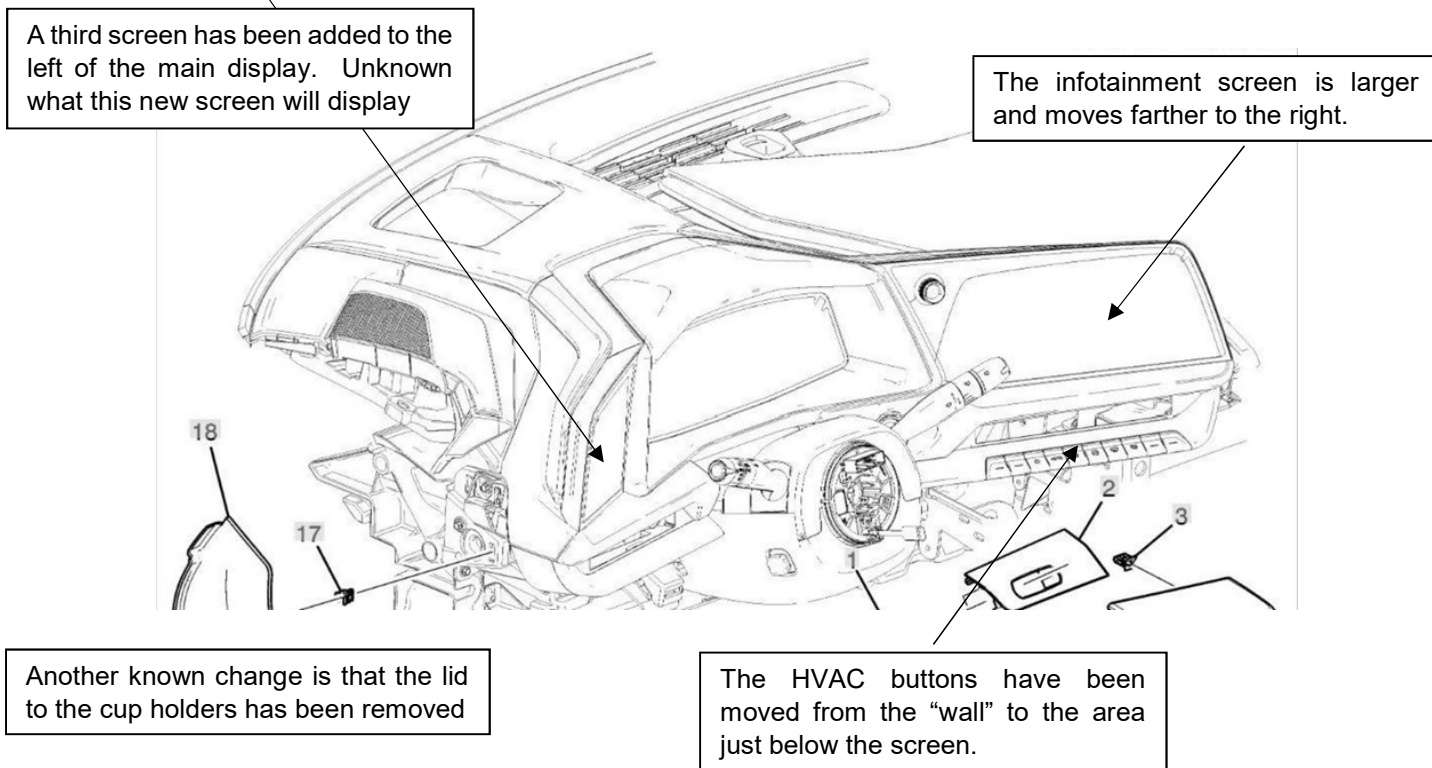
Warrington, sales manager for Toy Barn, looks forward to preserving everything that's made this place special and bringing new energy to the business.



• GM Parts Catalog Shows Off New 2026 Corvette Interior

One of the things that we were expecting to see this week during the NCM Bash is the new 2026 Corvette interior with the reworked infotainment system and the removal of the “wall of buttons”. We’ve seen some of the leaked photos in the previous months, and now it’s just a matter of time to wait and see the real thing. However, while we wait, there has been a leak of another kind regarding the new interior layout and it comes from GM’s own parts division.

ED. I found the picture below while doing a search on Google. This shows a much better diagram of the upcoming 2026 instrument panel changes.



But wait! Hot off the presses!

Someone finally was able to get a photograph of the new 2026 interior that shows the great wall of buttons is now a mini-wall with a hand grip ala the C7. You can also see the cup holders are open with no lid. What you can’t see are a couple anticipated changes with the mode-control knob and the shift buttons.

So, there it is. It really won’t change anything for the passenger. That wall will still be there.





WHO'S BEEN IN CHARGE OF THE BCC?

The Brookville Corvette Club was founded way back in 1982. Over these past 43 years, there have been many people that have led this Club. Over the past nine years that I have been a member, I often wondered how many different people have been at the helm of this organization.

So I thought it might be a neat idea to go back in the files that I have and compile a list of the officers for each year. My files are not complete, so I'm missing a few years. That said, I rummaged through the files that I do have and compiled a listing of officers for the years I could find.

For those older members that have either been around since the beginning or in the early years, there will be a lot of familiar names in this listing. For the newer members, it gives you an idea just how many people have shaped this organization over the years.

1982

President:	John Weaver
Vice President:	Joe Ricketts
Treasurer:	Gary Patterson
Secretary:	Pat Ricketts

1983

President:	Joe Ricketts
Vice President:	Chris Brooks
Treasurer:	Gary Patterson
Secretary:	Pat Ricketts
Program Chair:	Wendell Meyers
Membership Chair:	Scott Taulbee
Newspaper Ed:	Dan Taulbee

1984

President:	Chris Brooks
Vice President:	Dan Taulbee
Treasurer:	Gary Patterson
Secretary:	Linda Taulbee
Program Chair:	Wendell Meyers
Membership Chair:	Scott Taulbee
Newspaper Ed.	Dan Taulbee

1985

President:	Dan Taulbee
Vice President:	Bob Freshour
Treasurer:	Brenda Patterson
Secretary:	Teresa Weaver
Program Chair:	Joe Ricketts
Membership Chair:	Scott Taulbee
Newspaper Ed:	Dan Taulbee

1986

President: Bob Freshour
Vice President: Gary Patterson
Treasurer: Jane Brooks
Secretary: Steve Adams
Events Chair: Linda Taulbee
Membership Chair: Don Schneider
Newspaper Ed. Dan Taulbee

1987

President: Bob Freshour
Vice President: Scott Taulbee
Treasurer: Jane Brooks
Secretary: Steve Adams
Events Chair: Linda Taulbee
Membership Chair: Don Schneider
Newspaper Ed. Dan Taulbee

1988

President: Scott Taulbee
Vice President: Carol Schnieder
Treasurer: Jane Brooks
Secretary: Steve Adams
Events Chair: Linda Taulbee
Membership Chair: Debbie Adams
Newspaper Ed. Dan Taulbee

1989

President: Carol Schneider
Vice President: Steve Adams
Treasurer: Melissa Jackson
Secretary: Debbie Mullins
Newspaper Ed. Tim Jackson

1990

President: Bob Freshour
Vice President: Dave Mullins
Treasurer: Melissa Jackson
Secretary: Judy Myers
Membership Chair: Dan Taulbee
Newspaper Ed. Linda Taulbee

1991

President: Bob Freshour
Vice President: Dave Mullins
Treasurer: Debbie Mullins
Secretary: Diana Atkins
Membership Chair: Mark Weaver
Newspaper Ed. Linda Taulbee

1992

President: Dave Mullins
Vice President: Pete Atkins
Treasurer: Debbie Mullins
Secretary: Diana Atkins
Membership Chair: Diana Atkins
Newspaper Ed. Linda Taulbee

1993

President: Pete Atkins
Vice President: Joe Ricketts
Treasurer: Dan Taulbee
Secretary: Vickie Strader
Membership Chair: Diana Atkins
Newspaper Ed. Linda Taulbee

1994

President: Pete Atkins
Vice President: Joe Ricketts
Treasurer: Dan Taulbee
Secretary: Pat Ricketts
Membership Chair: Diana Atkins
Newspaper Ed. Linda Taulbee

1998

President: Diana Atkins
Vice President: Lee Larger
Treasurer: Don Schneider
Secretary: Sue Alexander
Membership Chair: Debbie Larger
Newspaper Ed. Pat Ricketts

1995

President: Joe Ricketts
Vice President: Diana Atkins
Treasurer: Carol Schneider
Secretary: Pat Ricketts
Membership Chair: Bob Freshour
Newspaper Ed. Linda Taulbee

1999

President: Bob Freshour
Vice President: Joe Hardy
Treasurer: Dan Taulbee
Secretary: Linda Taulbee
Membership Chair: Debbie Larger
Newspaper Ed. Pat Ricketts

1996

President: Joe Ricketts
Vice President: Diana Atkins
Treasurer: Carol Schneider
Secretary: Debbie Larger
Membership Chair: Lee Larger
Newspaper Ed. Pat Ricketts

2000

President: Bob Freshour
Vice President: Joe Hardy
Treasurer: Dan Taulbee
Secretary: Linda Taulbee
Membership Chair: Debbie Larger
Newspaper Ed. Pat Ricketts

1997

President: Diana Atkins
Vice President: Lee Larger
Treasurer: Don Schneider
Secretary: Debbie Larger
Membership Chair: Debbie Larger
Newspaper Ed. Pat Ricketts

2001

President: Joe Hardy
Vice President: Ken Bernard
Treasurer: Carol Schneider
Secretary: Shara Hopkins
Membership Chair: Debbie Larger
Newspaper Ed. Pat Ricketts

2002

President: Joe Hardy
Vice President: Ken Bernard
Treasurer: Gary Bell
Secretary: Shara Hopkins
Membership Chair: Bob Hopkins
Newspaper Ed. Ken Bernard

2003

President: Ken Bernard
Vice President: Bob Freshour
Treasurer: Gary Bell
Secretary: Bob Hopkins
Membership Chair: Dan Taulbee
Newspaper Ed. Ken Bernard

2004

President: Ken Bernard
Vice President: Gary Bell
Treasurer: Joe Hardy
Secretary: Bob Hopkins
Membership Chair: Dave Ransdell
Newspaper Ed. Ken Bernard

2005

President: Jeff Burris
Vice President: Debbie Larger
Treasurer: Gary Wagner
Secretary: Paula Ransdell
Membership Chair: Dave Ransdell
Newspaper Ed. Ken Bernard

2006

President: Jeff Burris
Vice President: Debbie Larger
Treasurer: Patty Wagner
Secretary: Paula Ransdell
Membership Chair: Charlene Beck
Newspaper Ed. Jatana Kotte

2007

President: Dave Kopf
Vice President: Sue Alexander
Treasurer: Patty Wagner
Secretary: Paula Ransdell
Membership Chair: Charlene Beck
Newspaper Ed. Dave Ransdell

2008

President: Dave Kopf
Vice President: Sue Alexander
Treasurer: Gary Chesnut
Secretary: Cindy Ferguson
Membership Chair: Paula Ransdell
Newspaper Ed. Dave Ransdell
Activities: Vaughn Oburn

2009

President: Dave Kopf
Vice President: Sue Alexander
Treasurer: Gary Chesnut
Secretary: Cindy Ferguson
Membership Chair: Paula Ransdell
Newspaper Ed. Dave Ransdell
Activities: Vaughn Oburn

Here's where I have a gap. From 2010 until 2017, I do not have any copies of a Newsletter if one was being done at the time (I know that the publication of the Newsletter was suspended at some point).

If someone has copies of any Newsletter that would cover those missing years, please let me know and I'll fill in the blanks for officers during that time.

2017

President:	Gary Chesnut
Vice President:	Vaughn Oburn
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Larry Atchinson
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2018

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Larry Atchinson
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2019

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Larry Atchinson
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2020

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2021

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2022

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2025

President:	Gary Chesnut
Vice President:	Rick Snider
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2023

President:	Gary Chesnut
Vice President:	Rick Scoville
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

2024

President:	Gary Chesnut
Vice President:	Rick Snider
Treasurer:	Patty Wagner
Secretary:	Paula Ransdell
Membership Chair:	Sue Alexander
Activities:	Joe Ricketts
Webmaster:	Dave Ransdell
Newsletter Ed.	Rick Scoville

So, there you have it. Forty-three years of leadership for the Brookville Corvette Club.

When you look at each year and the slate of officers for any of those years, there were key people that stepped forward for each of the positions. Many held an office for several consecutive years, while others would hold an office for a period of time, then back away only to return to hold an office again.

I can say that from a continuity-standpoint, our current slate of officers (save for a few instances) have remained intact since 2017 – which is the longest run in Club history.

The other long stretch of being an officer (President and Vice President) belongs to our good friend and long-standing member Bob Freshour. Between 1985 and 2003 (with a few breaks), Bob either held the office of President or Vice President. That's a 18-year stretch. He apparently did something right and people noticed.

If someone out there has any officer information from 2010 through 2016, get it to me and I'll add it. We can use this document for future use if the occasion arises.



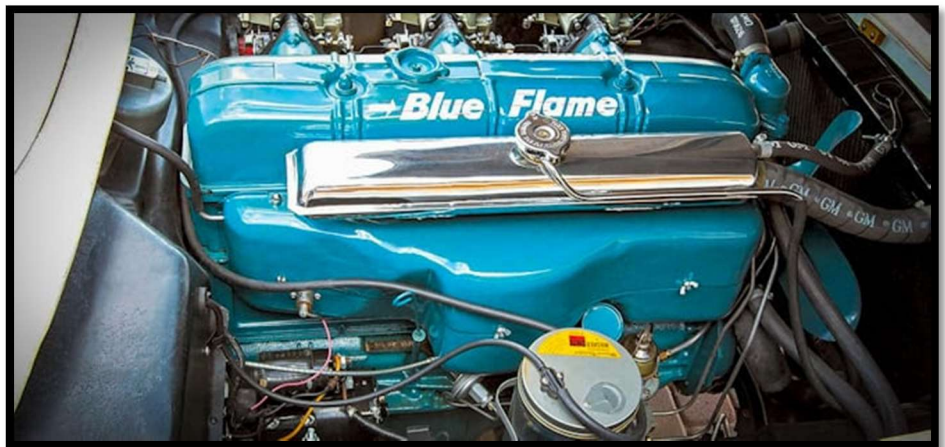
This month, we share a great article from our friends over at **Corvette Central**. In what appears to be a continuing series on Corvette, this most recent piece talks about the **Evolution of the Corvette Engine**. I requested and received permission from Corvette Central to use the article in Flags. So, for those of you that don't ever get an email or connect with Corvette Central, enjoy the piece. It is well done.

EVOLUTION OF THE CORVETTE ENGINE

Today's Corvette is a modern marvel, with outstanding performance and efficiency. But, American's Sports Car started with a bare-bones approach in the horsepower department. We're diving into the evolution of Corvette power plants and how General Motors put the Corvette at the forefront of its high-performance endeavors.

C1 – 1953-1962

Drastic changes took place in the first 10 years of Corvette production. It all started with the 235 cubic inch Blue Flame six-cylinder, boasting 150 horsepower using a trio of Carter YH carburetors. In 1955,



Chevrolet debuted its overhead valve V8 engine, affectionately known as the small block Chevy. With 195 horsepower, the original 265 cu.in. V8 began a long run of reliable engines. The 283 cu.in. version of the famous V8 debuted in the 1957 model year and was used through 1961, raising the bar again by reaching the one-horsepower-per-cubic-inch mark.

The introduction of Rochester Fuel Injection provided the ultimate **wow factor** to complement Chevrolet's high-winding small block, but there were plenty of potent combinations. Mechanical lifters with radical camshaft profiles, high compression ratios and increased airflow brought the output to 360 horsepower with the introduction of the 327 cu.in. small-block in 1962.

C2 – 1963 – 1967

Squeezing 375 horsepower out of a road-legal 327 cu.in. small block was no easy task, and the all-new chassis and suspension system under the C2 Corvette Sting Ray put that power to the ground. Several horsepower configurations were available in the small block engines, ranging from the low-key 250-horse units to the finicky solid-lift, fuel injected screamers.



1965 was another pivotal year in the Corvette legacy as a new engine combination entered the conversation. Although Zora Arkus-Duntov didn't like the idea of a physically larger engine in the Corvette platform, the Mark IV big-block's advantages outweighed its hefty proportions. The 396 cu.in. big block raised eyebrows worldwide and set the stage for the next round of revisions.

1966 was the introduction of the 427 cu.in./425 HP L72 combination, followed by the famous L71 in 1967, which used three two-barrel carburetors and cranked out 435 horsepower. The C2 generation also saw the birth of the L88 engine, one of the most famous big blocks ever created.

C3 – 1968 – 1982

In 1968, Chevrolet carried over the 327 small block. In 1969, the 350 became the base engine used through 1982. The horsepower reached the pinnacle during the C3 era, as the race-ready L88, available from 1968 – 1969, pounded the ground with well over 500 horsepower despite an advertised rating of 430



horsepower. The very rare L88 was a rarity on the street, but there were plenty of 427 Corvettes on the highway in the late 1960's and early 1970's. The 1968-1969 427 L89 was a stout combination that used high compression, aluminum cylinder heads and Tri-Power carburetion for one of the top options for a short time. Of course, the 1970-1974 454 cu.in. big block made plenty of noise, even though the LT-1 small block was a peppy combination.

Horsepower numbers began to decline in 1971 due to the SAE changes from gross to net horsepower ratings. The decline happened as compression ratios went south in 1973 and beyond. By 1975, the big block was gone. The L48 and L82 small blocks were the primary engine options for a few years, and the only exciting thing to come from the mid-1970's was the High Energy Ignition (HEI) distributor, which quickly became an easy electronic ignition upgrade for all sorts of applications.

C4 – 1984 - 1996

Although the Cross-Fire Fuel Injection system debuted in 1982, it is most known for its use in the 1984 Corvette. This fuel injection system had many problems, so GM changed course quickly to develop the Tuned Port Injection system. The 1985-1991 L98 engine featured 350 cu.in. allowing horsepower figures to rise for the first time in a decade.



The next update came in the form of the Gen II LT1 in 1992, not to be confused with the high-winding combination discontinued 20 years prior. The new LT1 featured a host of high-tech upgrades, including a reverse-flow cooling system, improved fuel injection and an Optispark ignition system replacing the small block's recognizable rear-mounted distributor.

From 1992 to 1996, the LT1 cranked out 300 horsepower, while its big brother, the LT4, available in 1996 made 330 horsepower. The standout of the C4 generation was the LT5, a unique 350 cu.in. double-overhead cam V8 engine engineered by Lotus and built by Mercury Marine. The 1990-1995 ZR1 models were the only ones to feature the LT5. The horsepower peaked at 405, leaving plenty of room for upgrades.

C5 – 1997 – 2004

The 1997 year model came with extensive chassis and body redesigns and a brand-new engine platform. The modern rendition of the conventional V8 platform, the LS1, included an aluminum block, aluminum cylinder heads and an entirely new valve train geometry to produce excellent horsepower. The LS1 came in at 346 cu.in. (advertised as 5.7 liter) and debuted at 345 horsepower. The Gen III small block engine remained the go-to engine throughout the C5 generation.



When the Z06 came onto the scene in 2001, GM introduced the LS6 engine, an upgraded version of the LS1. The LS6 cranked out 405 horsepower in peak form but had plenty of room for enhancements to make significantly more power with mild modifications.

The LS1 and LS6 engines from C5 Corvettes are excellent platforms for LS swaps into older Corvettes, as adapting the modern fuel systems and electronics is simple using aftermarket components.

C6 – 2005 – 2013

Another big update came in 2005 with the C6 Corvette platform. The updated chassis and bodywork were complemented by a new engine, still based on the LS platform but with updated internals, bringing it into Gen IV territory. The 2005-2007 base model engine was the LS2, a 364 cu.in. (advertised as 6.0 liter) powerhouse. The new normal became 400 horsepower with excellent fuel economy, thanks to efficient cylinder heads and a 10.9:1 compression ratio, enhanced in 2008 with the introduction of the 430 HP LS3 used through 2013.



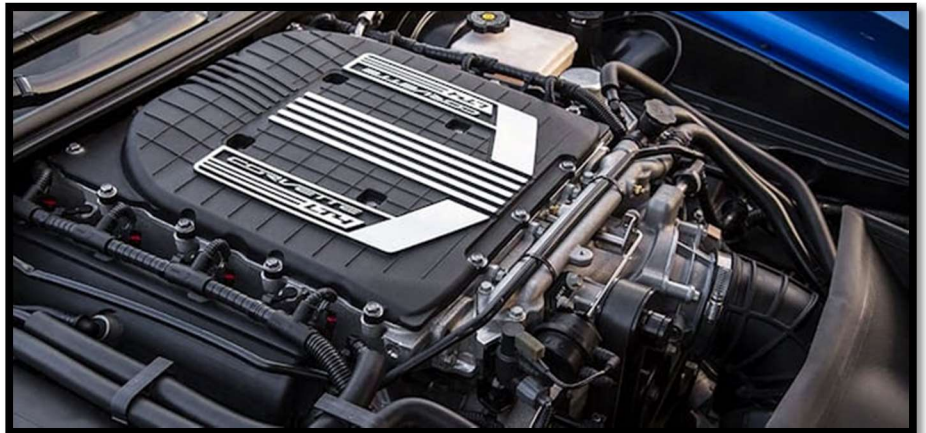
The big news for the C6 generation came in 2006 with the reintroduction of the Z06 nameplate, taking the high-performance package to new levels with tons of specific race-bred components including an all-new engine combination. The 2006-2013 426 cu.in. (7.0 liter) LS7 will go down as one of Chevrolet's most impactful engines, as it broke the 500-horsepower barrier.

Next up was the reintroduction of the 2008-2013 ZR1 model that opened the door to GM's first supercharged LS combination. The LS9 was a supercharged 6.2-liter engine that cranked out 638 horsepower in stock form.

C7 – 2014 – 2019

As the C7 generation rolled out in 2014, the LS engine was phased out and a new generation of LT engines came in.

The Gen V LT1 (not to be confused with the other two LT1's from past years) was the base model engine through the entire C7 generation. With 455 horsepower, the LT1 is an efficient combination with an astounding 11.5:1 compression ratio.



The Z06 moved into new territory with a fresh supercharged V8 called the LT4, with ran from 2015 through 2019. This 6.2-liter V8 effortlessly cranked out 650 horsepower with help from an Eaton TVS supercharger.

Another new engine in the C7 generation was the LT5, a supercharged 6.2-liter engine used exclusively in the 2019 Corvette ZR1. This engine pumped out 755 horsepower at 6,400 rpm and 715 lb.ft. of ground-pounding torque at 3,600 rpm.



C8 – 2020 – Present

Moving the engine to the middle of the chassis was a big step in the Corvette legacy, but that wasn't the only change for the revolutionary C8 Corvette. The base model engine became the LT2, an updated version of the LT1 from the C7. This low-key 6.2-liter, naturally aspirated engine makes 490 horsepower and utilizes dry sump oiling. Next to debut was the 2023 Z06 LT6, an all-new naturally aspirated 5.5-liter V8 with a flat-plane crankshaft and double overhead camshafts. This high-winding combination based on the exciting new Gemini platform makes 670 horsepower at an ear-tingling 8,400 rpm.

The 2024 E-Ray brought the Corvette into an entirely different new playground, introducing the combination of a 6.2-liter LT2 gasoline engine with a 1.9 kWh electric drive system powering the front wheels. Who would have thought an all-wheel drive, mid-engine, hybrid Corvette would be a thing?

The most recent addition to the Corvette horsepower legacy is the LT7, a double overhead cam V8 boasting 5.5 liters of displacement and twin turbochargers. The output of the new ZR1 engine is an astonishing 1,064 horsepower at 24 pounds of boost.

So, there you go. A nice little synopsis of the history of Corvette engines. I again want to thank **Corvette Central** for giving us permission to share this with our membership. And remember, if you are looking for a specific part or accessory for any year Corvette, do yourself a favor and go to Corvette Central. They carry a wide range of parts for just about every year Corvette. Located in Sawyer, Michigan, you can reach out to them by visiting www.corvettecentral.com. You can also go to www.customerservice@corvettecentral.com or contact them at 1-800-345-4122.

CALENDAR OF **EVENTS** FOR 2025

January 09	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
February 13	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
10	Sweetheart Dance at Romer's Catering – St. Henry. 7:00 p.m. – 11:00 p.m.
March 7	BCC Member drive to Crafted & Cured. Troy. 6:30
13	Brookville Corvette Club Meeting –Golden Gate Park, Brookville. 7:00 p.m.
April 10	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
19	Greater Dayton Corvette's All Corvette Cruise-In. Air Force Museum from 9 – 12.
24 - 26	Michelin NCM Bash, Bowling Green, KY (Museum). All day.
May 08	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
10	Bud's All Corvette Cruise-In, St. Marys, OH. From 9:00 to 1:00. Details to follow
17	Greater Dayton Corvette's All Corvette Cruise-In. Air Force Museum from 9-12
10	Spring Fling All Corvette Show – Chosen Few. Quaker Steak - Columbus. 8 – 4.
June 07	BCC Cruise Into Summer Car Show – Reichard Chevrolet. 3:00 – 8:00 p.m.
12	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
14	Pool Party at Rick Snider's house. Details to follow
22	Greater Dayton All Corvette Show. Fairborn. 11:00 a.m. to 3:00 p.m.
July 6	St. Henry's annual Firecracker Cruise-In Car Show – St. Henry. 1 – 4. Dinner @ Romer's.
10	Brookville Corvette Club Meeting – Location to be announced. 7:00 p.m.
18	Voss Hoss Cruise-In. Voss Chevrolet in Centerville. From 5:00 p.m. until 9:00 p.m.
19	Greater Dayton Corvette's All Corvette Cruise-In. Air Force Museum from 9 – 12.
21	BCC/NASCAR Brickyard party at Ransdells. Arrive by 1:30. Bring a covered dish.
26	National Trails Car Show. Details to follow
29, 30, 31	Gilmore Car Museum/Henry Ford Museum. 3 days. Details to follow

August	
14	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
10	Englewood Art Festival & Car Show, Centennial Park. 11:00 to 3:00 p.m. \$10 per car
18	Antioch Shrine Custom Car, Bike & Truck Show. Dayton. From 1:00 – 4:00
21, 22, 23	Corvettes at Carlisle (PA). Details to follow
23	Greater Dayton Corvette's All Corvette Cruise-In. Air Force Museum from 9 – 12
23	27th Annual Old Fashion Downtown Saturday Night – Eaton. 2:00 – 7:00 PM
28 - 30	31st Anniversary Event @ the National Corvette Museum – Bowling Green, KY
September	
7	19 th Annual All Corvette Car Show – Lancaster.
11	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
14	Dayton Concours d'Elegance @ Carillon Park. 10:30 a.m. to 5:00 p.m.
17, 18, 19	The Bourbon Trail drive. Details to follow
27	Tipp City Mum Festival Cruise-In. 4:00 pm. Watch for e-mail
October	
4	Heritage of Flight Festival & Car Show. From 4:00 to 10:00 p.m. .
09	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
?	Progressive Dinner. Details to follow
19?	Camden's Black Walnut Festival. Registration: 11 a.m. to 1 p.m. Trophies @ 3:00
November	
13	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
15	BCC Pizza Party @ Marion's in Englewood. Watch for details in an e-mail
December	
11	Brookville Corvette Club Meeting – Golden Gate Park, Brookville. 7:00 p.m.
13	Brookville Corvette Club Christmas Party. Party Barn at Tiernans

(Note: Events/dates that have been grayed out means that the date for the event has not yet been announced. All events in black/red are confirmed as of this writing.)

- Trips under consideration for 2025:
 - NE Ohio Wine Tour
 - Ohio Triple Nickel
- Trips under consideration for 2026
 - Route 66

AM BASSADOR'S REPORT

"The mission of the National Corvette Museum is to educate worldwide audiences on the evolution of the Corvette - America's Sports Car – through collection, preservation and celebration of its legacy"

CORVETTE RAFFLES

On May 22nd, you can win a **Riptide Blue Stingray Coupe**. Tickets are \$150/each with 1,500 available. Drawing is 2:00 PM CST.

On June 19th, you could win a **Build Your Own Corvette Stingray Coupe**. Tickets are \$250/each with 1,500 available. Drawing is at 2:00 P.M CST. There is also a cash option of \$85,000.

To purchase tickets, just go to the National Corvette Museum's website link right here: (www.corvettemuseum.org), click on *Win a Corvette*, and then click on *Enter to Win*. It's as easy as that!

Good luck!



USA TODAY 10BEST

If you're a car fanatic, the U.S. is packed with places that celebrate these marvels of engineering. You can log in to USA Today **10BEST Attractions for Car Lovers** and vote for your choice. Obviously, we'd like everyone to vote for the National Corvette Museum. The NCM has placed in the Top 10 the last five years taking first place in two of those years. Cross your fingers for 2025.



LINKS OF INTEREST

Here are some suppliers of various products and services that may be of interest to you.



Adam's is a supplier of premium car care products, equipment, waxes, microfiber towels, etc. As you know, my personal favorite. Go to: www.adamspolishes.com



Yipes Stripes, located in Englewood and owned by Todd Schindler, is a graphic design house specializing in all types of graphic appliques, pin-striping, race stripes, artwork and design services. Just go to:

www.yipesgraphics.com or 937-836-9473



ACS Composites is a supplier of Corvette aftermarket parts with an emphasis on C7 and now C8 ground effects including side rockers, front splitters, hoods, diffusers, etc. Go to: www.acscomposite.com



The National Corvette Museum

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Hours and Directions

Between March 1st and October 31st, The National Corvette Museum is open between 9am and 5pm, CST, Sunday thru Saturday. Last tickets are sold at 4:30 each day. Tickets can be purchased on-site or on-line. The Museum is located just off of I-65 at exit 28 (about 90 minutes south of Louisville).

The Museum, located on I-65 at exit 28, is closed New Year's Day, Easter, Thanksgiving, Christmas Eve and Christmas Day.

National Corvette Museum

350 Corvette Blvd.
Bowling Green, KY 42101
www.corvettemuseum.org

Our Express Service Lane is open for your convenience every Saturday from 8 a.m. to 2 p.m. Servicing all makes and models!

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