

EMCC VETTE GAZETTE

"HAPPY NEW YEAR"

INCORPORATED FEBRUARY 15, 1985

JANUARY 2018



President's Message January 2018

Happy New Year 2018!!!

We had a very exciting and busy year in 2017. Our last event was the Christmas Party at Joe Lorusso's garage. This year all attendees paid \$25.00 each and most bought raffle tickets. The result of this was it didn't cost the club anything. Plenty to eat and drink from the Lake Pearl buffet and in addition members provided appetizers and deserts.

January 2018 our year starts off with a couple events. The Barrett Jackson Auction party at Eddie Forsberg's home 1/19 and Corvette Mike's calendar meeting 1/20 which Mal and I will attend to give a list of our events and cruises.

The annual car show for new models is in Boston on January 11th – 15th.



The business meeting is Monday 1/8 and board meeting Monday 1/29.

Also, our every Wednesday at noon lunch is continuing. This has been going on for over a year with no end in site. We average 8 to 10 members attending every week. We go to a different place each week and the cost generally runs about \$16.00 - \$18.00 per person depending on the venue. It's usually the same members and that's great, however, it would be nice to see some different members attending once in awhile.

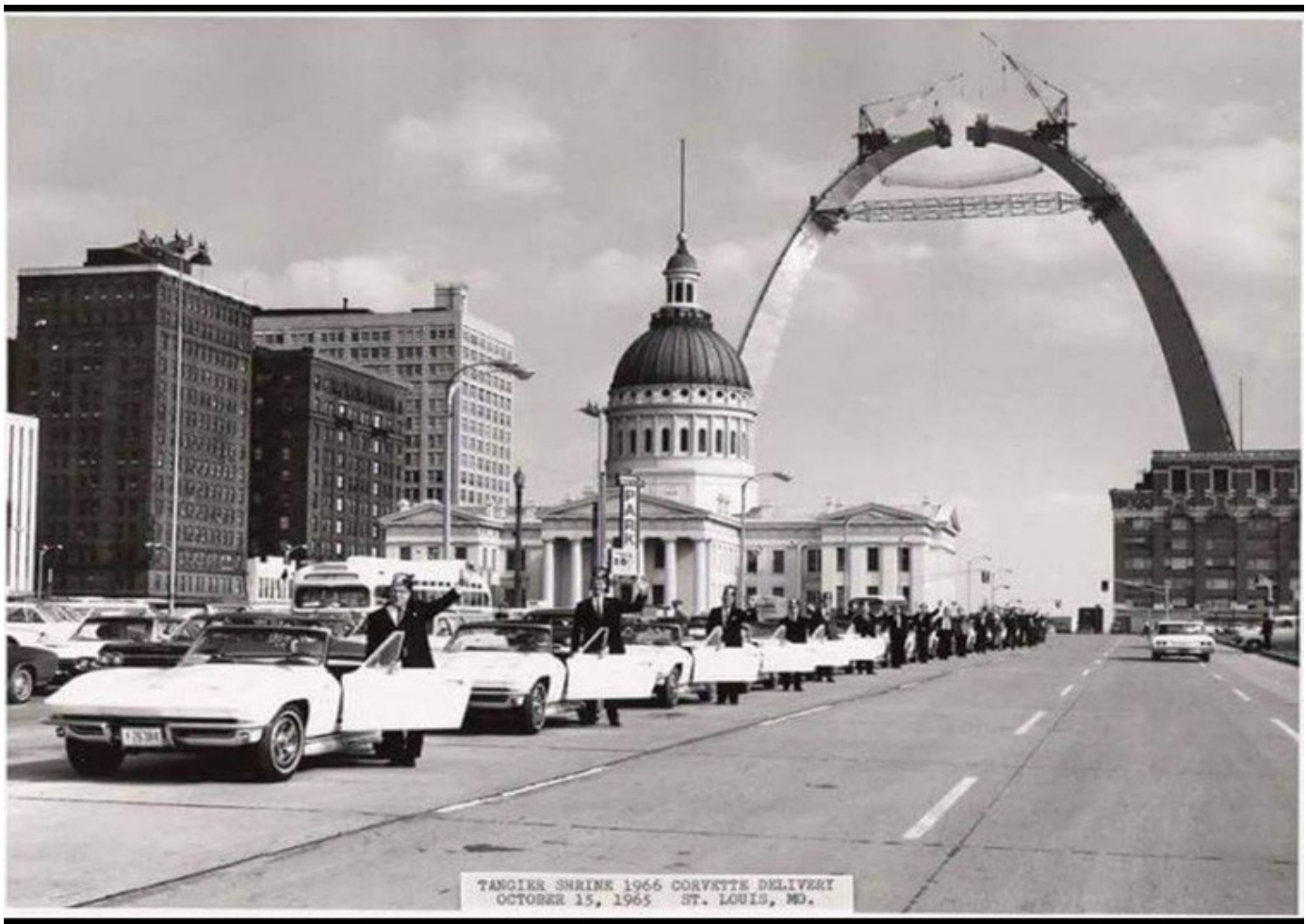
February 5th the meeting is election time for new officers for the next year. As no positions are contested we already know who will be our new officers. March 1st is the start of the new year term for officers.

The plans are in the works for our Annual Anniversary Party on February 17th. This is the time to thank all out going officers and welcome all incoming officers. Also, to it's time to dress up and enjoy a full buffet dinner with desert and drinks, DJ music with dancing, raffle gifts, and of course the Award Ceremony.

Let's plan for another great year in 2018.

Thank you EMCC. Let's keep it going. Save the Wave.

Steve Sylvia --- EMCC President





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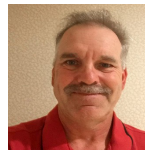
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MEET OUR MEMBERS

Story and Photos by Lonnie Cohen

My name is Lonnie Cohen and I just bought my 1st Corvette ... a 2002 convertible.

I have always loved cars. My friends and I had Grand Prixes, Mustangs, Thunderbirds etc..

Corvettes were the cars you stopped to watch drive by or you would walk out of your way in a parking lot to take a look at but I never thought I would be able own one.

I grew up in Brockton and after high school I went to work for the family heating and air-conditioning company where I still work today. After I started to earn some money I bought a 1977 Thunderbird new for \$5,700 ... crazy right.



Fast forward I married Carol, the love of my life, and have two great kids Ryan and Rachel.

Steve, a customer of mine, helps run the Mass Cruisers car show at the Bass Pro Shop and suggested I check it out. I did and got hooked seeing all the cars from my youth. I have been going for two years and this summer decided I would buy a car. I searched and found one that sounded good but when I looked closer at it I saw vinyl seats, crank windows, and no air-conditioning. I told Steve I wouldn't be happy driving this car. Steve said well it would just be to take to the car show and maybe drive on a nice Sunday. I knew I wanted something I could drive more. Steve suggested considering what he owned, a C5 Vette, very roomy and fun to drive and he said not to badly priced.



I knew I couldn't afford one but told him I would look anyways, I did and that was that. I was hooked. I wanted a Vette and to be a part of something. That's where the club comes in. You will give me a reason to drive the car and meet some good people on the way. Thanks for having me.

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EMCC CHRISTMAS PARTY 2017

DECEMBER 1, 2017

By "Smoken" Mal Smith

Photos by Dennis Collins, Bob Gardner, Keith E. Jacobson

First of all, a big thank you to Joe Lorusso for sponsoring the Christmas Party again for EMCC. You are so generous with the use of your garage and setting up the room with tables and chairs and linen tablecloths as well as getting for us the delicious food. You are the BEST!!!!



EMCC had about 50 members attend the event this year and, I think everyone had a wonderful time. There were 50/50 raffles and lots of raffle items disbursed over the evening. The two cash 50/50 raffles were won by Nancy Taglienti (\$125.00) and Sue Kolovson (\$125.00). Congrats! The members brought appetizers this year and there were many new and unusual items that



were quite wonderful. Thanks to all who brought food to share. President Steve S. passed out Fireball shots to everyone and made a toast for a Happy Holiday Season. Sue Kolovson passed out Irish coffee pudding shots that were a real treat.

Here is the recipe submitted by Sue:

Classic Irish liquors, with Kahlua to give it the coffee flavor!

1 box sugar free chocolate pudding

¾ cup skim milk

¼ cup Irish whiskey

1/4 cup Irish cream
1/4 cup Kahlua
1 tub of fat free whipped topping
sprinkles

Using an electric mixer beat together pudding, milk and three liquors
Fold in whipped topping and top with sprinkles
Freeze overnight

This is the recipe I followed but I used 1 cup milk and 1/3 c each liquor.

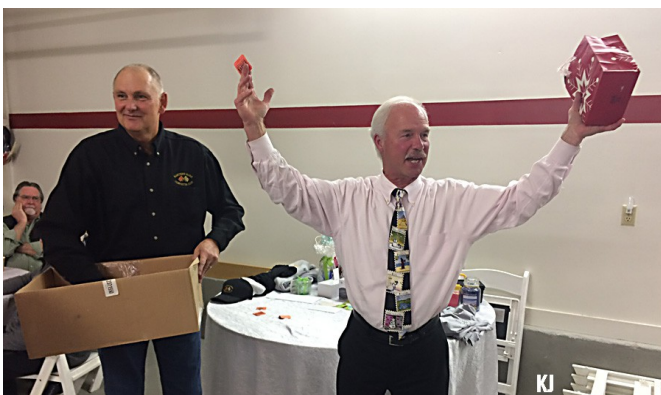
Many other ideas can be found online. In the past I have made mudslide pudding shots using chocolate pudding with vodka, Baileys and Kahlua. The possibilities are endless!!

<https://puddingshotmadness.com/2016/03/11/irish-coffee-pudding-shots/>

Tags and Nancy arrived at the party with the biggest whoopee pie I ever saw and it was yummy. It was a great compliment to the Christmas cake and cookies that we had for dessert.

No one went home hungry!!! There was so much food with a lot of variety. In fact, many members went home with doggie bags.

A great evening was had by everyone. Merry Christmas and Happy New Year to all.







NEWS FROM THE NATIONAL CORVETTE MUSEUM



2018 Corvette Hall of Fame Inductees Announced

December 6, 2017

The National Corvette Museum has announced the following inductees to be recognized as part of the 21st Annual Corvette Hall of Fame ceremony in 2018: John and Burt Greenwood in the category of Racing; Tom Wallace in the category of GM/Chevrolet; and Mike Yager in the category of Enthusiast. These four individuals will be recognized with the highest honor bestowed by the Museum for their contributions to the past, present and future of Corvette.

The 2018 recipients will be inducted into the Corvette Hall of Fame during a ceremony and banquet on Friday, August 31, 2018. Their induction will take place as part of the Museum's 24th Anniversary Celebration August 30 – September 1, 2018.

JOHN AND BURT GREENWOOD

The story of John and Burt Greenwood goes back to childhood when their dad, Hank, would take them to work at the GM Tech Center. Prototype cars would be unveiled for the boys at the Design Dome, sparking an obsession for all things automotive.

John grew to be a gifted, self-taught engineer and a fiercely competitive driver who would blow away the street racers on Woodward Avenue in his 1964 Silver Corvette. This led to starting a shop called Auto Research Engineering, where he did performance work for his competitors. They were eager to pay him to have what he had under the hood, which would ultimately help him finance his racing career.

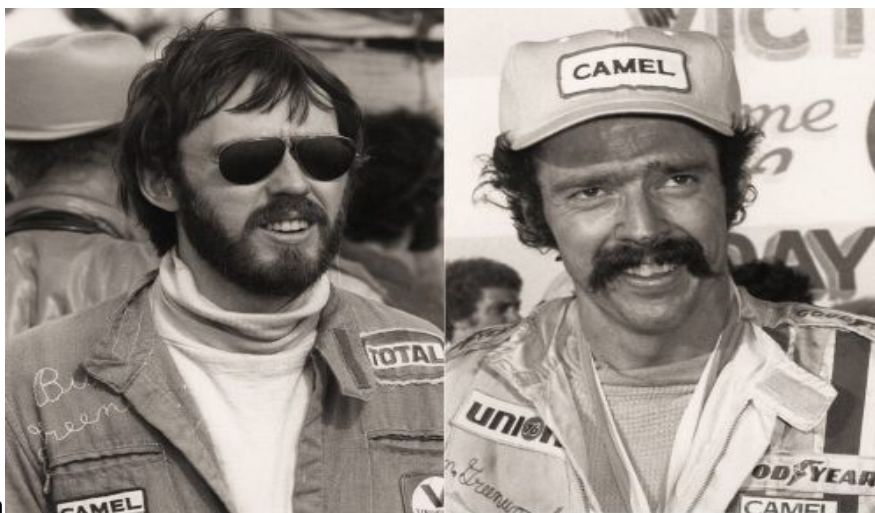
John's first National Championship came in 1970, during his first full year of competition. He followed that up with victories in 1971 at the endurance races in Sebring and Watkins Glen, leading to a 2nd National SCCA Championship. Many victories would follow including the 1975 TransAm Driver Championship and Manufacturer Championship for Corvette.

All along, John's brother Burt, was an integral part of the team. He was the "rule guy" going over all the racing regulations, looking for any angle to give his brother an edge. He became a student of aerodynamics, taking what he learned from his heroes on the track and applying it to the Greenwood street cars. Working together with a team of dedicated mechanics and some covert help on the side from GM Designers and Engineers, the Greenwood brothers made racing history. To this day, those star-spangled Corvettes are a reminder of American pride and America's sports car.

Tom Wallace

TOM WALLACE

Burt (left) and John (right) Greenwood



In Corvette's history, there have been a few engineers who were also real race car drivers, but only two of them have been Corvette *Chief* Engineers—the legendary Zora Arkus-Duntov, and Tom Wallace.

Tom has always been a car guy, going back to high-school when he had the fastest car around, and quickly gained a reputation for being the one to beat in a drag race. As he got older and developed his skill as a driver, he would go on to drive professionally competing in the 24 Hours of Daytona, 12 Hours of Sebring and the Talladega 6-Hour race.

Along the way, armed with a Mechanical Engineering degree from Kettering University, he took his passion and knowledge of performance and applied it to a career at General Motors. He would go on to become Vehicle Line Executive for Performance cars presiding as the Chief Engineer from 2005 to 2008 for the Corvette.

As a team builder, Tom brought everyone closer together—not just from engineering and design areas, but also manufacturing and marketing. Early on he saw the value of bringing a racer's mentality to the Corvette program, so he invited his team to go out to the track for Corvette Museum High Performance Driving Events to learn more about what Corvette could do, *and* to dream of what it could do someday.

Then, during a dark time in automotive history, when the future of GM was in question, Tom surprised the world and pulled together the resources to lead a team on a mission to create the fastest, most balanced, most capable Corvette ever made to that point. It was the 2009 638 hp, 200+ mph ZR1 Corvette.

While retired now, the influence of Tom Wallace continues to this day as ten years later, the new highest-performance standard in Corvette evolution is called ZR1 as well.

Mike Yager

MIKE YAGER

Mike Yager bought his first Corvette in 1970 when he was just 20 years old. When he saw there was no Corvette Club in his area, he started one. As the club grew he made the observation that there wasn't a place where a Corvette fan could purchase Corvette merchandise. To remedy that, he bought whatever he could find that related to Corvette and started making it available at Corvette club events and car shows. When that worked out, he got a \$500 loan to start a company that has now grown to become one of the world's largest suppliers of parts and accessories for Corvettes... Mid America Motorworks.

Just as famous as his company is the annual festival that he started to celebrate the people who have made it all happen—his customers. It is an event called *Funfest*, which brings together thousands of Corvette people each year for a good time that ends with a concert featuring bands like REO Speedwagon and the Beach Boys.

Mike's love for Corvette doesn't stop there. He has been a part of numerous clubs and organizations, including the National Corvette Museum where he served as its Chairman of the Board in 2002. He was also behind "Drive Your Corvette to Work Day" and organized an effort to have a commemorative stamp created to celebrate the 50th Anniversary of Corvette. While he was at it, he got behind a campaign to honor Corvette's birthday with a National Day of Recognition.



Through his aftermarket business he has helped thousands of people keep their beautiful Corvettes on the road, but in the end he's all about making sure people have a good time when they get where they are going.

Since its inception in 1997, 65 individuals have been inducted into the Corvette Hall of Fame. Bios, photos and in many case videos of each are available on the Museum's website at www.corvettemuseum.org.

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WINDSHIELD WIPER INFO FROM AAA

Driving through a fierce winter storm is the worst time to learn your car needs a new set of windshield wiper blades. You should replace them every six months to a year, before streaks and smears leave you guessing behind the wheel. Then use these helpful tips to get the most life out of your new set of wiper blades.

1. Pop Them up When It's Icy

If you want your wiper blades to last, you need to keep the rubber edges intact. When wiper blades freeze to the windshield, you run the risk of tearing the rubber when you turn on the motor or pull them off the glass. If you know a storm's coming, head outside the night before and lift the arms of the wiper blades to lock them in the upright position.

That's one argument for keeping the blades up during a snowstorm, but is it always necessary? [AAA experts weigh in.](#)

2. Never Scrape the Rubber

To the same effect, be mindful of the rubber on the wiper blades when you're hacking away at the ice on your car's windshield. If you followed step 1, you shouldn't have this problem; but if you didn't, pour some windshield washer fluid on the wiper blade to help shake it loose.

3. Shut Off the Wiper Motor

If you hit a lot of traffic on the way home, you probably can't shut the car off fast enough when you pull in the driveway. But if you forget to turn off the wiper blades, they're going to fire right up the next time you start the engine – a problem if the blades are frozen to the windshield.

4. Wipe Them Clean Monthly

Take five minutes to run a cloth dampened with rubbing alcohol up and down the rubber edges of the wiper blades. This will clean away debris that can leave streaks behind. It also gives you a chance to inspect other parts of the wiper system, like the arms and joints, for rust.



Eastern Mass Corvette Club



Richardson Black Cap

\$15.00



Richardson White Cap

\$15.00



Sport-Tek Short Sleeve Dri Fit Tshirt

\$15.00



Charles River Polo

\$30.00



Charles River Crosswind Sweatshirt

\$35.00



Denim Shirt

\$35.00

Order Online

<http://tinyurl.com/mxapf5z>



Tom Sager | (508) 533-5080 | tom@tri-valleysports.com



January Birthdays

Alan Factor

January 20

Ron Graham

January 19

Joe Jacobs

January 5

Larry Lepore

January 30

Kevin Miller

January 26

John Pinciario

January 15

Scott Shikora

January 3

Tony Venuto

January 15

Peter Way

January 29

Steve Wilson

January 16



HORSEPOWER

By Arne Johnson

As active Corvette owners, we are familiar with the many horsepower changes that have occurred over the years and the variety of model offerings. I came across the included chart on line and those changes really hit home when viewed inserted into a single list. The top range today is 755hp for the newest offering but even the mighty 755 may not stand for long if the mid-engine is a predicted 850hp. Interesting that the foundation for much of the ancestry and the foundation of many engines, the 350hp, doesn't even make the charts any longer. Makes me feel like I am driving an under powered sedan by today's standard.



@m_sdq

What about a self-driving Vette?

We are not likely to see a self-driving Corvette in the near future. 1. A Vette is designed for just what is needed to let a driver control and enjoy the ride. 2. Sensors and equipment added to achieve self-driving or autonomous driving takes space, adds weight and blocks limited air flow. What may happen is a track-learning feature which would be basically a “training wheels” concept for learning the driving nuances of various tracks. The feature would take control if the driver performance is prone to errors which could endanger the car and or the driver. As the driver improves performance and learns track skills, the track- learning would gradually disengage much like having a set of training wheels. How soon could we see this feature? The C8 is a possibility.

ORIGINAL HORSEPOWER !!!



[EMCC Membership](#)

As of November we have 81 paid members, 2 associate, and 3 honorary

[Next Board Meeting](#)

Tuesday – December 26th at 6:30 PM
at Conrad's, 905 Main Street, Walpole

[Next Business Meeting](#)

Monday – January 8th at 7:00 PM
at Conrad's, 905 Main Street, Walpole
Come early at 6:00 to enjoy dinner & schmoozing

“WHERE YOU COME FOR THE CARS ... BUT STAY FOR THE PEOPLE”

#####

Can I Use The Same Oil Filter Twice? (And Other Oil Filter Questions Answered)



John Baker | Oct 16, 2017 11:59 AM



In theory, your oil filter has a simple job: capture wear-causing contaminants and hold them in the filter media so they don't run amok throughout your engine.

But lots of factors can throw a wrench into this plan, which can raise questions about oil filters and filtration. Here are some of the most common.

Can I use the same oil filter twice?

The oil filter is designed to capture contaminants and hold them within the filter media. Over time, the media fills with dirt particles, agglomerated soot, metal particles and other junk. If the filter plugs, the pressure differential will open the bypass valve, which allows oil to bypass the filter, preventing oil starvation. Sure, dirty oil is preferable to no oil, but it's not a long-term plan you can trust.

A new oil filter is far less expensive than a new engine. Don't cheap-out – replace the filter with every oil change.

How long do oil filters last?

It depends on filter quality and your driving conditions.

A low-quality, cheap conventional filter doesn't offer the capacity of a filter using synthetic media, meaning it fills with contaminants faster and requires more frequent changes. Plus, if you drive in dusty, dirty conditions, your engine is exposed to increased levels of airborne dirt particles that can enter the engine, especially if you haven't changed the air filter in awhile or there's a leak in the intake system.

Some modern direct-fuel-injection vehicles experience elevated fuel dilution, which also takes a toll on the oil filtration system. In diesel engines, soot particles can agglomerate into larger contaminants and lodge in the filter. This all adds up to more contaminants and more stress on the filter.

Follow the filter manufacturer's service guidelines. If none are given, go with what's recommended in your vehicle owner's manual.

I forgot to change my oil filter when I changed oil. Is it too late?

No. Just change the filter as normal. After the new filter is installed, run the engine for a couple minutes, then shut it off and allow several minutes for the oil to settle in the sump. Check the oil level and top-off as needed to make-up for the oil removed with the old filter.

Should I pre-fill the oil filter before installing?

The Internet is full of pre-fillers and anti-pre-fillers, all of whom seem able to reference a high-mileage conversion van or pickup they've serviced for decades either pre-filling or never pre-filling the filter.

Some filter manufacturers say pre-filling the filter isn't necessary. But remember – they make filters, not engines. There's a reason engine manufacturers recommend 0W-XX or 5W-XX motor oils, and it's so the oil flows readily at startup when it's cold and the engine doesn't go without vital lubrication while it builds oil pressure.

To help ensure the engine doesn't start dry, we recommend you pre-fill the oil filter if you can. Horizontally oriented filters can pose a problem, but even they can be pre-filled with some oil. I typically pour a little oil into the filter and tip it sideways and check the oil inside. If there's room for more before it begins to spill out of the opening in the filter, I add a little more oil before installing the filter.

Should I use a conventional or synthetic oil filter?

Use a filter made with synthetic media for best protection. Synthetic oil filters offer the following benefits:

- **Increased efficiency** – Efficiency describes the filter's ability to capture contaminants. You can usually find a filter's efficiency rating on the package or the manufacturer's website. It's reported as a percentage followed by a micron rating (e.g. "98.7 percent at 20 microns," which is the efficiency of [AMSOIL Ea® Oil Filters](#)). It refers to the percentage of contaminants 20 microns and larger the filter traps in industry-standard (ASTM D4548-12) testing. The higher the percentage, the better.
- **Increased capacity** – Capacity refers to the amount of contaminants a filter can hold while still remaining effective. While there's no industry-standard capacity rating, similar to the efficiency rating noted above, full synthetic media offers greater capacity than conventional media. The smaller fibers in synthetic media allow more room for contaminants to lodge without restricting oil flow.
- 1. **Improved durability** – Hot oil slowly degrades the resins that hold some filter media together. Extreme temperatures also degrade the anti-drain valve and baseplate gasket. Use a filter with reinforcement on the media, such as a wire backing, to withstand increased heat and longer drain intervals. Look for an anti-drain valve made of silicone for maximum durability. This ensures the oil stays in the filter after the engine is shut off, preventing dry starts the next day.

What's inside an oil filter?

Most spin-on oil filters contain the following:

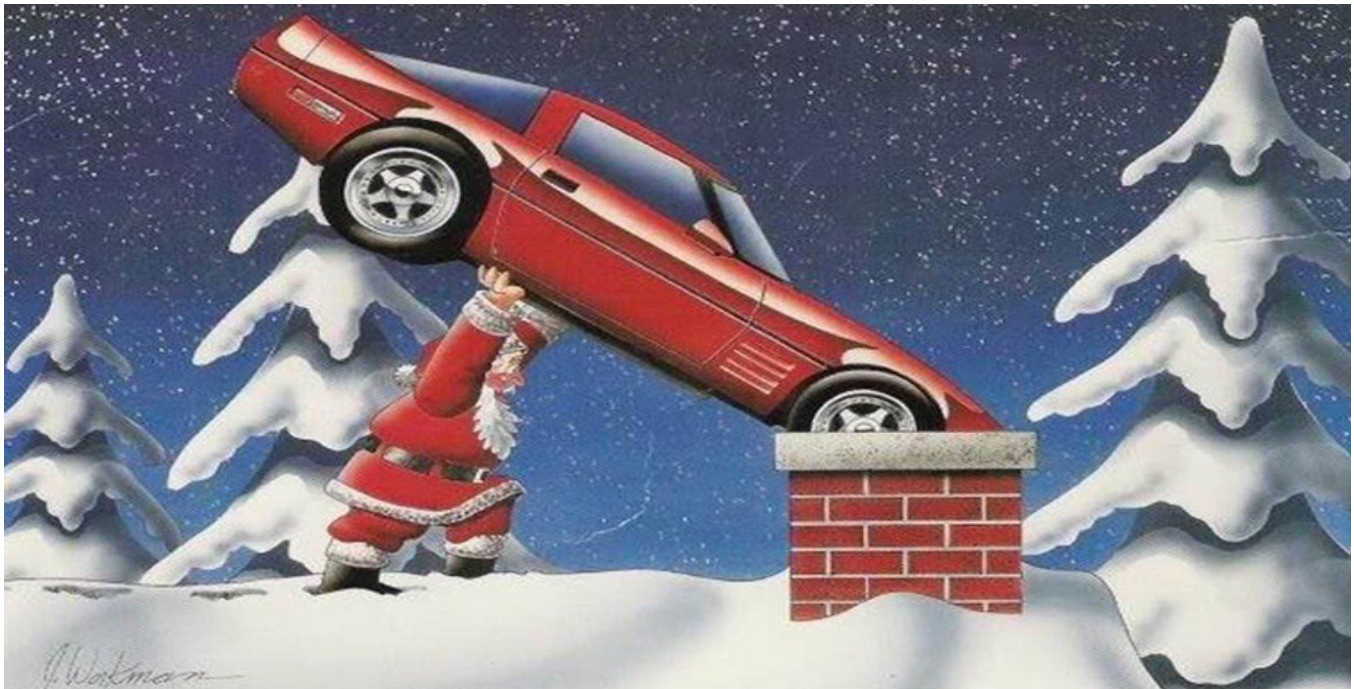
- **Filter media** – the heart and soul of the filter. It's where contaminants go to die. Once they lodge inside the filter media, they can't circulate throughout your engine and cause wear.
- **Anti-drain valve** – prevents oil from draining out of the filter when you shut-off the engine, ensuring immediate oil pressure at startup.
- **Gasket** – technically it's on the outside of the filter, but the gasket that creates a seal against the engine block is critical to preventing oil leaks.

For a more detailed view of an oil filter, [check out this post](#).



Can I use synthetic oil with a conventional filter? Or vice versa?

Yes, it's perfectly safe to use either type of filter with either type of oil. However, if you practice extended drain intervals using synthetic oil, a conventional oil filter may not offer the required service life, meaning you'll have to change it in the middle of the oil drain interval, which is inconvenient. That's why [AMSOIL Ea Oil Filters](#) are constructed to last 25,000 miles between changes, coinciding with the 25,000-mile drain interval of [Signature Series Synthetic Motor Oil](#). AMSOIL Ea15K Oil Filters offer 15,000-mile change intervals.



FANTOMWORKS, *redux*

Story and Photos by Bob Gardner

A couple years ago I took advantage of a visit to the Chesapeake Peninsula to visit the Norfolk, VA home of Fantomworks. Fantomworks is the name of an auto-restoration garage and a very popular TV show on the Velocity Channel. It's my favorite show and one of only two I actually tape to watch. On that occasion I accidentally contacted the wife of owner Dan Short (whose name I have sadly lost). She offered me an impromptu tour of the facility which included, quite by accident, a meeting with Dan. He was quite abrupt and asked who I was and why I was there. We never even shook hands. In any event, I got a bunch of pictures and was very pleased.



Fast forward to this past Thanksgiving week when Barbara and I were again in the Norfolk area to visit our daughter Carrie for the holiday. I checked out the FantomWorks website and discovered they now have scheduled tours. We arrived promptly at 3:00 PM on Wednesday for our tour. The cost was \$10 each. If the total take for the tour went over \$50 there would be a drawing for a tee shirt. We waited along with about a dozen other folks in the faux luncheonette he uses for meet and greet. It is full, as is the entire warehouse, with antiques. Shortly (no pun intended) after 3:00 Dan Short popped in and sat on a counter stool. He proceeded to regale us with stories for more than a half hour. He was absolutely charming and went out of his way to engage the two ladies present, asking



Barbara directly if I had “dragged” here there. Short also answered all our questions. It was clear that on this particular day he had a bug up his \$\$\$ because of someone who had tried to bargain unreasonably for resto work. Somehow he managed to bring every story around to that theme: you get what you pay for and there are few shortcuts in his business. It was very entertaining and I can see why he is successful as a business man and an entertainer. But there is definitely a hard edge to him and he really knows cars, old and new. Oh, and we didn't win the tee shirt.

Following this encounter his business manager Audrey took us on a tour of the huge facility. Audrey also appears regularly on the program. I had seen the shop before but not to this extent. We were immediately forbidden to take any pictures but for the front of the garage. This is the area where the restored cars are revealed to their owners on TV. We were told prior guests had posted pictures on the internet of works in progress AHEAD of their appearance on the Discovery



Channel show. This really pissed the TV people off, hence the warning. The big German shepherd also seen on the show followed us everywhere.



The former linen manufacturing facility is divided into several shops: paint, metal, fiberglass, wood. As we passed from one to the other we encountered many of the workers also featured on the show.



I was pleased to see “my Bobby” with his head buried in a Mustang. I was surprised at the number of Corvettes I saw. Apparently Dan has no problem working with glass as other shops do. Also, some may remember a show in which Fantomworks was asked to create a removable split-window top for a '63 Stingray roadster. They did and now hold the patent on it. A number of them could be seen hanging off the wall, ready for sale. In one area, near the wood shop, we found dozens of antique jukeboxes. All were wood and being refinished. A new project? And the hydroplane racer he recreated? It's hanging from the ceiling. A full airplane was in one corner, awaiting assembly. Dan plans to fly it. One wall was

completely covered with antique oil and gas cans.

I know Barbara enjoyed herself because she talked about Dan Short all the way home. It was a great experience. I took a few pictures where I could.



GEEZER'S SECOND FUNERAL

NOVEMBER 28, 2017

By "SMOKEN" Mal Smith

Well, it doesn't happen too often, but it did happen to Gene ("Geezer") Pierotti . As the story goes.... the Geezer was inadvertently placed in the wrong grave at his first funeral and it was discovered a few weeks later. Oh no! What to do! Well, he couldn't stay in the grave he was placed in, so he was removed and brought back to the Alfred Thomas Funeral Home to "do it all again", which is just what was done.



Quite a few of the Corvette Club members attended the second funeral on Tuesday the 28th of November. A few had been to the first, but a few were able to make this funeral and it was a great showing from good 'ole EMCC. At 1:00 PM we proceed to the Milton Cemetery with all the Corvettes in a row following the hearse. It was quite the sight. At the cemetery some of us, original pallbearers and a few other members, carried Gene from the hearse to the plot. It was an honor to again get that opportunity.

After prayers by Fr. Chris, we all stood around and told stories of our friend, Gene. It truly was a hoot!!! We quietly left the cemetery (no burnouts this time) and headed out to lunch in Milton Square. It was a wonderful second send off and a story most of us will not forget. As an aside, when Judy Pitasi was almost at the funeral home, she was stopped in traffic and she was rear ended by a SUV. Of



course, there was quite a bit of damage to her Vette. The entire rear clip will need replacement and she will need a new paint job. Not sure if this is a blessing in disguise from Gene, for a new paint

job on her 72 . The good news is, Judy made it to the funeral procession, was again able to be one of the pallbearers, and she was not hurt in the accident.

Gene's son, James Pierotti, will be joining EMCC with his father's Vette. We look forward to having him with us.

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

**We meet at 7:00 PM on the first Monday of every
month at
Conrad's - 905 Main Street, Walpole, MA**

PLEASE JOIN US !!!

**E.M.C.C.
P.O. Box 291
Medfield, MA 02052**

WEBSITE: easternmasscorvetteclub.org

LAST LAUGHS

**Submitted by Joel Baker
Photos by Les "Rooster" Brown**

THE CYCLE of LIFE

Two guys grow up together but after college one moves to NY other to California.

Every ten years they agree to meet in Chicago and play golf.

They finish their round at age 30 and go to lunch. "Where you wanna go?"

"Hooters."

"Why?"

"Well, you know, they got the broads, with the big racks, and the tight shorts. The legs..."

"OK."

Ten years later at 40 they play. "Where you wanna go?"



"Hooters."

"Why?"

"Well, you know, they got cold beer and the big screen TVs and everybody has a little action on the games."

"OK."

Ten years later at 50. "Where you wanna go?"

"Hooters."

"Why?"

"The food is good and there is plenty of parking."

"OK."

At 60 - "Where you wanna go?"

"Hooters."

"Why?"

"Wings are half price."

"OK"

At 70 - "Where you wanna go?"

"Hooters."

"Why?"

"They have 6 handicapped spaces right by the door."

"OK."

At 80 -

"Where you wanna go?"

"Hooters."

"Why?"

"We've never been there before."



2012 Corvette Show at Hooters in Sacramento, California

PARTING SHOTS



I WANT YOU TO



SAVE THE WAVE

