

The Prez Says

Looking forward to seeing everyone at the meeting to talk about how we will be winding up 2018 as well as looking to the future for 2019. At the meeting we will have a special guest to provide the members with details of the **2019 Corvette Caravan**. Thank you **Lisa** for setting this up.



I want to thank **Tom** and **Hollyann** who gave us a chance to kick back and go back in time and enjoy the past with a shout out trip to the **Seminole Inn** for Sunday brunch.

For our July mystery dinner run, **Joe** and **Diane** took us to a short drive to **Fujiyama Japanese Steak House**. We had over 30 in attendance, including a couple of guest. This was a really fun pick and we all had a great time with 3 different Chef's performing their excellent culinary skills. While I have had several people recommend this restaurant, and I can see why, this was my first experience at **Fujiyama**, but it certainly will not be my last.

I am looking forward to our August event of Elite Cars View and Brew that is schedule for August 18, 2018. I want to thank **Mick Shaffer** for providing the lead in getting this set up. This is a great example of member's keeping their eyes and ears open and I would like to encourage all the members to do the same.

Lastly, I do want to remind everyone that it will be time club elections before we know it. I would like to encourage any member who is interested in serving as a board member to put your hat in the ring.

Look forward to seeing you all soon

Until then, remember to Save the Wave.

Beth

Activities

COMING IN AUGUST

9 - Thursday - NO General Membership Meeting
Due to low attendance in the summer

CLUB OF THE MONTH

18 - Saturday - ELITE CARS VIEW AND BREW
See Details on WEB calendar

28 - Tuesday - Mystery Dinner Cruise
Our Host Stan & Andi

COMING IN SEPTEMBER

6 - Thursday - Board of Directors Meeting
Officers and Directors are asked to please attend,
Club members are always welcome!

13 - Thursday - General Membership Meeting
C.J. Cannon's at the Airport Terminal Building

25 - Tuesday - Mystery Dinner Cruise
Our Host Curt & Barbara

COMING IN OCTOBER



For details check club caler.

WEB site ircorvettes.com

2019 Elections

Elections for next year are coming. We have four elected officers; **President, Vice President, Treasurer, and Secretary.**

To run for **President**, one must be a member in good standing for at least one year prior to nomination, with attendance at approximately 50% of club activities..

Vice President, Treasurer, and Secretary, must be a member in good standing.

Any member in good standing is invited and encouraged to run for anyone of these offices.

It is strongly recommend for anyone wishing to run for office go to "Club Home Page" - "Membership" - "By-Laws"

http://ircorvettes.com/Membership/11-13-15_BL_Final.pdf

Down load and read the **By-Laws** for the duties of the office you wish to seek.

2018 Nominations Committee

MEMBER BIRTHDAYS

Birthdays for August

Beverly Dillon	August 6
Matthew Gurmun	August 9
Rich Steinbach	August 13
Jim Merklinghaus	August 18
Gary Deshon	August 18
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Greg Butcher	August 27

Birthdays for September

Bob Dunne	September 2
Mike Shaffer	September 11
Gene DiPol	September 19
Karen Siffermann	September 26
Phil Canal	September 27

Birthdays for August

Beverly Dillon	August 6
Matthew Gurmun	August 9
Rich Steinbach	August 13
Jim Merklinghaus	August 18
Gary Deshon	August 18
Joe Bernardo	August 21
Karen Atwell	August 23
Susan Steinbach	August 26
Greg Butcher	August 27

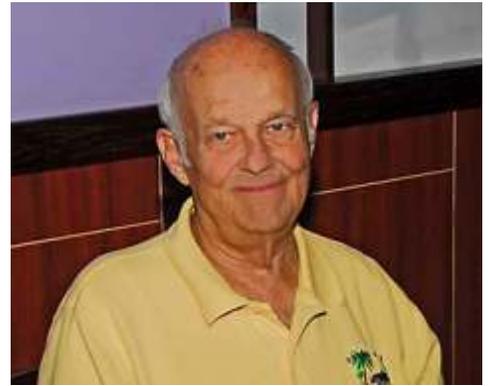
Happy Birthday to everyone!

JULY DINNER CRUISE

Joe and Diane Bernardo were our cruise directors for the monthly dinner cruise. Their dinner selection for the evening was the **Fujiyama Japanese Steakhouse and Sushi Bar** in Vero. The restaurant is well known for the performance of the chiefs at their flaming cooking tables. They gave us a wonderful show with great food.

Thanks for a grand evening, it was really fun. Some of the group had never been there and want to go again.

Save the Wave,
Hollyann



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Shout Out to Indiantown



Our group met at the Home Depot parking lot in Fort Pierce to gather for our trip to Indiantown. **Terry and Sue Smith, Greg and Beth Butcher, Bill Fenton, Rich and Susan Steinbach, Brian and Kathy Blaschke, Curt and Barbara Randolph and Tom and I** made up our group.

Going to **Indiantown** by the back roads is a great way to see what Florida may have been years ago. No street signs, no traffic and no noise. You can see eagles, hawks, and birds in a natural habit.

It takes about forty minutes to get to the **Seminole Inn**. The inn has the history of the Seminole Indians painted on the walls of the upstairs. The hallway down stairs has pictures of the family that had owned the Inn. There is so much history in once place.

The real reason we go to the Inn is the buffet on Sunday. You will not believe the food.

Some of the items are fruit trays with fresh seasonal selections, roast beef, cured ham, bacon, sausage, omelets, scrambled eggs, fresh baked muffins and rolls, vegetables, desserts and more.

We had nice trip with great friends. If you have not gone before I hope you come along next time.

Save the Wave,
Hollyann



History Of Seminole Inn

In 1925 Mr. Solomon Davies Warfield, then President of the Seaboard Airline Railways, found what he believed to be the perfect location to build the center piece of the now Indiantown.

Originally, the Seminole Inn was use as accommodations for guests of Warfield as well as railroad dignitaries. The price for constructing the Seminole Inn was \$66,000.00 by a contractor out of Coral Gables. The condition was that the Inn had to open in time for season in January of 1926.

With almost no delays, the Inn opened in time with a big Gala Event at which Warfield's niece, Wallis Warfield is believed to have been the Social Hostess. At the time she was married to a hard drinking and reportedly abusive naval lieutenant by the name of Earl Winfield Spencer. She divorced him after 11 years of marriage in 1927.

The next year she married Earnest Aldrich Simpson, an American businessman residing in London. This is where she met Edward, then Prince of Wales. In April 1937, the Simpson's divorce became final and Mrs. Simpson legally changed her name back to Wallis Warfield.

Edward became king in January 1936 but abdicated the throne in December 1936 to marry Wallis Warfield in France on June 3rd 1937. It was declared that she would not share her husband's royal rank and she was exiled from England. She and Edward stayed in France until she was officially invited back to England in 1967. She attended Edward's funeral in 1972 and was buried next to him after her death in 1986.



Born in 1958: Bill Mitchell's Sting Ray validates a truism

The more things change, the more they stay the same

AutoWeek.com - J.P. Vettraino – 7/30/18

Elvis Presley drove the Sting Ray race car, but Autoweek is not Elvis. We collectively anticipated a familiarization drive. We had a photo shoot and ride-along with GM's driver instead.



Yes, this Sting Ray is a 60-year-old championship winner with a Chevy small block that was one of the first engines to surpass the hallowed 1-hp-per-cube barrier. Today it makes about the same power as a four-cylinder Honda Civic Type R. Its power-to-weight ratio is 60 percent lower than the ZR1 on our cover a few issues back, and Chevrolet happily offered that for a blast around Road Atlanta. Cars, after all, are built to be driven.

Perhaps GM decided the Sting Ray race car is too precious or the lawyers said "not happening" or the perceived benefit was not up to the perceived risk. We're consoled only by the thought that Elvis drove the Sting Ray in the sorry 1967 film "Clambake," mostly in front of a rolling background. We rode along through 320 impeccably plotted acres 12 miles northeast of downtown Detroit, designed by architect Eero Saarinen, hailed as a wonder of midcentury modern architecture and dubbed the "Versailles of Industry" when President Dwight Eisenhower dedicated the place in May 1956. We're talking about the GM Tech Center in Warren, Michigan, where, in its heyday, the Sting Ray race car was banned from the premises.

No matter. It's necessary we publish

this story, even if we can't share precisely what the Sting Ray feels like in the hands or under the seat. As Autoweek marks its 60th anniversary, no car better encapsulates the times, trends and sentiments that gave birth to Competition Press in 1958 on Burlingame Avenue in Detroit, not far from the Tech Center.

For our purpose, this Sting Ray is the mythical perfect car. It's a microcosm of forces that created one of America's first auto racing-specific publications, which morphed gradually into its only weekly car-enthusiast publication and then into the clarion of car culture in every corner. The elements are synthesized in this Miata-size, fiberglass beauty, starting with rebellion against committee-driven, market-researched corporate consensus. Or with the American hot-rodder's willingness to co-opt whatever worked, whether it came from military aviation, the sacred engineering halls of Europe or hillbillies running 'shine in Appalachia. Or with an impeccably skilled dentist who started late and raced cars on weekends not for money or recognition, but because he loved racing cars more than just about anything else. Or the multitude



who waited at mailboxes across the United States for the latest news on corporate rebellion, co-opting and racing dentists.

Sixty years later, as the world grows smaller and the 755-hp 2019 ZR1 goes like much bigger hell, even as it protects in a stronger, more foolproof cocoon, the Sting Ray race car still

blends the universal truths that keep Autoweek rolling and car culture thriving.

There was no factory racing in 1958,



but racing was an unstoppable force, just the same, even at the factories. A mutually established racing ban could not keep Detroit's automakers out.

This was the start of the Bill Mitchell era at General Motors. It produced some of the most beautiful cars GM has created in 100-plus years, and it might best be understood by millennials in the context of the "Mad Men" television series.

William Leroy Mitchell actually started his career on Madison Avenue, drawing cars for the Barron Collier advertising agency. He quickly became friends with the founder's three sons—Barron Jr., Miles and Samuel (as in the Collier Collection/Revs Institute). The Colliers founded the Automobile

Racing Club of America in 1933 and folded it into the Sports Car Club of America in 1944. Mitchell drew the dirt-spitting Auburn that was the original ARCA logo.

In 1958, Mitchell had just been chosen to replace the mighty Harley Earl as vice president, GM Styling (previously Art and Color, later Design), and his reputation was well established. Loved or hated, Mitchell never went unnoticed. He was known for his humor, knock-down drag-outs with division managers, excessive drinking, pranks—he once had to be rescued 50 feet up a tree on his neighbor's lawn, and he once

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stole a horse-drawn carriage in Central Park and tried to drive it into a hotel lobby—and, yes, for carnal excess. Generally the sort of things no major corporate executive could survive in 2018.. Mitchell survived because GM owned the world in the late 1950s and '60s, and Styling was as crucial as anything to GM's success. Mitchell did everything he could to keep it that way.



He was gearhead to the core. During his 18 years as styling director, Mitchell had 54 custom cars built within the corporation, or an average of three per year. He found some promotional or styling duty for a lot of them, but mostly he drove them. Many were Corvettes, and many were not—the Riviera-based Silver Arrows, the Pegasus (a Gen II Firebird with a Ferrari V12), a Gen II Camaro with a big-block Can Am V8, a De Tomaso Mangusta with a small block. He made a habit of buying Ferraris, Porsches and Jaguars (including the second E-Type imported to the United States) and billing them to Engineering as competitor evaluation. He also amassed one of the largest custom motorcycle collections then known, usually with custom color-matched leathers for each.

Yet few of Mitchell's customs proved as influential as the Sting Ray race car. Never was there a more obvious flying finger waved at the corporate racing ban.

That ban was announced in June 1957 by the American Manufacturers Association, a trade group representing Detroit automakers and suppliers, prohibiting members from participating in racing in any fashion. It can be viewed in the same light as Facebook founder Mark Zuckerberg sitting before congressional panels to be grilled days on end.



The car business was still reeling from the Pierre Levegh crash that left 83 spectators dead at Le Mans in 1955 and from high-profile spectator (not to mention driver) fatalities in the States, as well as from youth riots at race meets, including Daytona Speed Weeks. Detroit figured it was better to do something on its own than to wait for Congress or the Eisenhower Administration to do something more definitive. And still the automakers could not keep fingers out of the pie. Almost immediately, marketing wizards and engineers began devising means to surreptitiously send resources to racers. GM, for example, hired former Packard race engineer Vince Piggins and set him up in the Southern Engineering and Development Co. in

Atlanta. SEDCO quietly funneled the latest speed parts and engineering innovations to stock car racers. All that was hidden outside the org chart, of cours. Within, and especially near the top, there was no racing, and that was bad news for original Corvette chieftain Zora Arkus-Duntov. In summer 1956, Duntov convinced Chevy general manager Ed Cole that Corvette needed to race with a real race car, target Le Mans. Cole announced the Corvette SS program as “a research project to study advanced engineering characteristics in the field of performance, handling, braking and other safety features.”



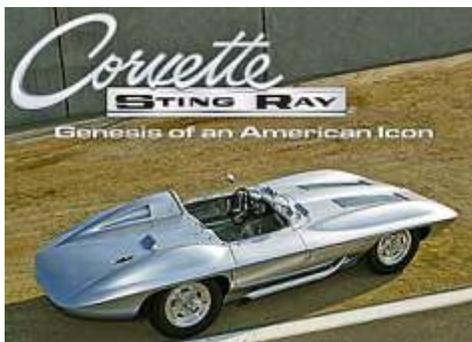
Duntov was Belgian by birth, an engine builder by trade and as American as apple pie when it came to his hot-rodder's instincts. He was more than willing to grift whatever would make the Corvette SS go fast. He took its narrow-tube spaceframe almost verbatim from the Mercedes 300 SL gull wing. He fitted it with unequal length A-arms and coilovers in front, a de Dion axle, Halibrand quick-change differential and inboard aluminum drum brakes in the rear, and he squeezed in what was then GM's most power-dense engine: a 283 Chevy with mechanical fuel injection generating 307 hp. Duntov built two SS frames and fit the



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development car with a Corvette-esque fiberglass body.

He showed up at Sebring in March 1957 and persuaded Juan Manuel Fangio to do some prerace shakedown laps in the development mule. Fangio turned a faster lap than he had winning in a Ferrari 860 Monza the year before. Duntov's car was fast in the race, too, shared by John Fitch and Piero Taruffi, but after a streaming series of brake, electrical and suspension problems, the Corvette SS completed only 23 laps. And that was it.



The AMA ban was announced before Le Mans, and GM was officially out of racing. Except for Bill Mitchell. On a couple of occasions, years later, Mitchell said that he bought the SS mule in 1958 out of the bowels of GM for \$500 of his own money. However he got it, Mitchell quickly went to work.

He announced a contest to his junior designers seeking a Ghia-inspired sports car. Pete Brock and Chuck Pohlman came up with the winner, called Sting Ray (or maybe Stingray), and Mitchell hustled their creation to his secret "hammer room" under the Design Staff building. There Corvette designer Larry Shinoda supervised construction of a fiberglass roadster body for the Corvette SS race mule.

Mitchell then moved the Sting Ray outside the Tech Center and into shop space elsewhere in Warren. He entered it in a handful of races in 1959 with his own money, whenever Fitch or Dr. Dick Thompson could squeeze one in, and started to shake out the gremlins. By 1960, the Sting Ray was ready for something like a full

schedule. Thompson drove it to the SCCA C-Modified national championship that season entered by team owner Bill Mitchell, winning at least five races in roughly a dozen starts.



At some point, the Sting Ray was sprayed silver from its original red. In 1961, Mitchell retired it from racing and had it retrofitted with signals, a horn and a second seat for street use, and he frequently drove it himself. For the Sting Ray's first official connection to GM since its SS days, he sent it to a couple of auto shows as a Corvette design study. And when Chevy was developing the landmark C2 Corvette for production, Mitchell took the race car's look wholesale for the 1963 Corvette Sting Ray roadster and coupe.

It's said that Mitchell adored Earl, his predecessor and mentor, and he definitely bought into Earl's fundamental tenant: longer, lower, wider. Yet Mitchell generally rejected Earl's predilection for pointed chrome ostentation in favor of something he called "pure form." There's never been a better embodiment of Mitchell's pure form than the Sting Ray race car.

Apparently the Sting Ray's impact didn't matter much to Jack Gordon, who'd spent his career helping GM put the "counter" in bean counter. Gordon was a buttoned-down graduate of the U.S. Naval Academy elected to succeed Harlow H. Curtice as GM president and chief operating officer about the same time Mitchell replaced Earl. He knew about Mitchell's extracurricular shenanigans and didn't think much of them. Gordon couldn't legally stop Mitchell from racing the Sting Ray, but he could ban the car from the Tech Center and other GM premises—and he did until he retired in 1965.

Is It Sting Ray or Stingray? Sixty years later, it's officially the former with GM and Chevrolet, but it's not clear if that's always been the case. The name is scripted both ways on Mitchell's race car, which now spends most of its time at the restored Mechanical Assembly garage at the Tech Center, odometer stuck at 4,999 miles.

There's no Duntov cam here. That's obvious from the passenger seat. At some point, maybe when Mitchell had it set up for the street, the race cam was replaced with something more drivable. The Sting Ray idles smoothly, easily, and it doesn't take much rev to get rolling. There are still two fuel pumps from its racing days, and it still gets hot fast when it's not really getting down the road. It sounds like a loud Chevy.

Its underbody is fully faired, but there isn't a lot of lateral attachment for its de Dion rear axle, so it's secured for safety with nylon web straps. At some point, too, the original SS inboard drums were replaced by Dunlop discs. The four-speed shifter is surprisingly tight, but not hard, and the clutch pedal isn't as stiff as you'd guess



That's what we can share from the Sting Ray race car's right seat. For more, we'll have to go back to the man, though we can consider him a reliable source.

In 1952, Richard Knight Thompson was 32, a graduate of George Washington University and Georgetown dental school. He drove his MG TD from D.C. to Florida to watch the 12 Hours of Sebring. He'd witnessed and wondered for years,

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but at that point, Thompson hadn't raced anything. On the way, Thompson's companion urged him to enter his car. He did, and logging most of the seat time himself, he finished eighth.

Then he drove the MG home, but Thompson was hooked. For the next 17 years, Thompson raced weekends whenever he could, then returned to his family's long-established dental practice to fill senators' cavities or pull diplomats' teeth. Clearly he had the gift, but he never felt he'd arrived until after he won his first national championship in his own Porsche 356 in 1954.

"From that point I was able to drive OPCs (other people's cars) and not have the expense of buying and campaigning my own," he told author Phil Allen. "It was a very satisfying milestone for me."



That arrangement allowed Thompson to do what he enjoyed most: show up, drive a race car for a few days and then return to his practice. And he was really good at it. He won eight national championships in 17 years, driving Corvettes, Porsches, Austin-Healeys and the Yenko Stinger. He had a best finish of fourth in a handful of Le Mans starts, driving a Maserati Tipo 63 for Briggs Cunningham in 1961, and he won a rain-drenched 1,000-kilometer at Spa in 1967, Jacky Ickx as his partner in a Mirage M1-Ford, at age 47.

The Sting Ray race car? Thompson once said his approach was simple: Get as far ahead as he could early because the brakes were inevitably going away.

"I liked it because it was the first pure race car I'd driven, but it understeered badly and had an almost-production engine," he said in 2007 at a sports car reunion at Virginia International

Raceway, where he'd beaten Roger Penske for the C-Prod win in 1960. "It went fast because it was lightweight. It could have gone a lot faster, but nobody bothered to develop it. The brakes were terrible. They worked well when they worked, but they always wore out before a half-hour race was over."

Thompson retired to Florida in 1994 and died there 20 years later at 94. He'd appeared dozens of times in the pages of CP/AW, and he embraced thinking that we'd expect Mitchell and CP/AW readers to intuitively understand. "Racing cars is a sport with me," Thompson said in 1966. "The general idea is that the car and I will work as a team. I'm like a jockey. I can't win without a great horse."

The Sting Ray race car was a great horse. It remains a compelling snapshot of the times that brought us Autoweek. We're still envious of Elvis, but no one wants to be the person who dinged the Sting Ray race car. Thanks for the photo shoot, GM, and thanks more deeply for finally embracing what your European counterparts understood decades prior: Heritage is also the present and the future. And thank you, recently retired design chief Ed Welburn, for working diligently to instill that understanding at America's largest vehicle manufacturer.



Sixty years later, 2 hp per cubic inch is no longer startling in road-certified automobiles. Now we talk about variable compression and kilowatt hours in batteries and Jaguar's ready-to-launch, full-electric I-Pace. Yet Jaguar is well into its plan to race the I-Pace and tuners are already figuring out how to squeeze a bit more go from its electric motors or a few more miles from its batteries. We still lust after the Sting Ray, and the '19 ZR1 and the Chevy Bolt. We still

take smug satisfaction in the thought that Bill Mitchell The Car Guy lasted longer and left a much deeper professional legacy than Jack Gordon The Bean Counter.

Autoweek and everything the Sting Ray race car represents are still going strong.

"Born in 1958" was originally published in Autoweek's July 16, 2018, 60th anniversary issue.

Double Podium Finish

Corvette Racing's pair of Chevrolet Corvettes both finished on the class podium at the Mobil 1 Sports Car Grand Prix at Canadian Tire Motorsport Park. It marked the team's first double podium of the season and allowed both Corvettes to gain positions.

Antonio Garcia and Jan Magnussen placed second in the No. 3 C7.R, just ahead of Oliver Gavin and Tommy Milner in the No. 4. The results vaulted Garcia and Magnussen to second place in the GTLM Driver's Championship while Gavin and Milner are now tied for fourth.

Garcia came in with 55 minutes left to follow the No. 911 Porsche, which had been running second. Meanwhile, the No. 4 Corvette Racing team elected to keep Milner on track for another 20 minutes. After a string of impressive laps where he was on pace of the cars that had fresher Michelin tires, Milner came in from the lead with 35 minutes with only one other GTLM car electing to stay out.

Unfortunately for the Corvettes, their lead challenger made its last stop just as the fifth caution period came out which kept the C7.Rs third and fourth when the race resumed with 20 minutes left. The top five cars were nose-to-tail as Garcia and Milner moved up to second and third, respectively, but the final caution period with 13 minutes remaining stymied any chances for either car to challenge for the win.

Berty Skelton's 1965 Corvette Found in Garage 20 Years Later

superchevy.com - Jerry Heasley - 7/10/18

Matt Barczak was excited about buying a heavily optioned '65 Corvette convertible with a 350-horse 327 (L79) and four-speed. He had no idea there was a celebrity owner from this car's past. Barczak lives in Johnstown, Pennsylvania, where he is well known for restoring cars, with help from his father, Pete, and friend Frank Arone of Arone Restoration in Homer, Pennsylvania. George, a friend that works with Matt at the volunteer fire department, told him about a '65 Corvette in the area that might be for sale.

Barczak recalls looking at this '65 on



the "day the Steelers lost in the playoffs to the Jaguars," January 14, 2018. The score was 45-42, a real heartbreaker. The same could be said about the how the Corvette was shaping up to be. Number one, a neighbor had first dibs. Number two, the owner, Joe, was iffy about selling. Best described as "buried in dust," the '65 had been parked for the last 20 years in an attached two-car garage, where it was "stuffed in the corner between a furnace and a dog pen."

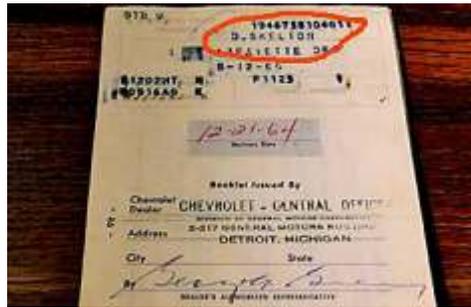
"I would see him at a local bar or something. I'd say, 'Joe, I'm still interested in the car.' He'd say, 'Yeah, OK. I'll let you know.'"

Finally, Matt got tired of waiting and in May 2018 asked Joe to make a decision, yes or no. A week later Joe agreed to sell the '65 and Barczak picked up the car on June 8.

"I didn't really pay attention to the name on the Protect-O-Plate. I just knew it [the plate] was there, which is always a bonus," Barczak said.

Once home and calmed down, Barczak read "B Skelton" reverse-stamped into the Protect-O-Plate and thought the name sounded familiar,

but couldn't pinpoint why. Then, the light came on. "B Skelton"



had to be Betty Skelton, a legendary Corvette driver in the 1950s and 1960s. Skelton set speed records in planes and automobiles before joining Campbell-Ewald, GM's ad agency, in 1956. Inducted into the Corvette Hall of Fame in 2001, Skelton helped launch Corvette News, and served as editor. In 1956, Bill Mitchell designed for Betty a Corvette that she drove to Speed Weeks, which she also used to pace NASCAR races in 1957.

Barczak realized Betty Skelton is a huge name in Corvettes and racing. The presence of her name on the Protect-O-Plate made this '65 special. Discussing the car with several NCRS Corvette historians, Barczak heard a famous name, Joe Pike. Founder and first editor of Corvette News, Pike also set up the NCCC (National Council of Corvette Clubs). Anybody who read Corvette magazines back in the day knew of Joe Pike. He was Mr. Corvette Promotion, pure and simple. The NCRS shipping report confirms this car was a Zone 00, Dealer 500, confirming a "brass hat" car for Skelton ordered by Pike.



Presently, Barczak is looking into the car's advertising background. He believes Chevrolet used two Rally Red '65 Corvettes for advertising, "one with a red gut, and one with a black gut."

This makes sense because at the time Skelton was working for GM's advertising agency. This '65 convertible was built on December 4, 1964 and went to Chevrolet Central Office on December 21, 1964. About five months later, on May 12, 1965, Skelton received her new Corvette, apparently when GM no longer needed the car for advertising.

Editors Note:
Indian River Corvette Club was the home club of Betty. She and her husband Allan were very active members and awarded Life membership in our club in July, 2007.



Club President Frank Baudo Presenting Allan and Betty with their Life membership.

Betty is featured on the masthead of our club web site Click on the left Picture for the Corvette Hall of Fame and the right picture for the Aviation Hall of Fame. For more about Betty go to the "Club Home Page" and click on "Members In The News". The "First Lady Of Firsts" Passed away in August of 2011.



Hollyann, Betty and Ro at Betty's home in the Villages