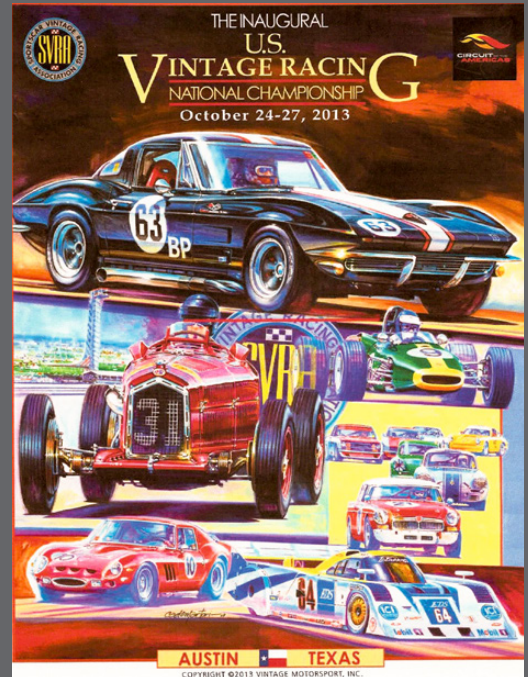


# BRAZOS RIVER

June 2019

# CORVETTE CLUB

Newsletter



**BRAZOS RIVER CORVETTE CLUB**  
**PO Box 2251**  
**Granbury, TX 76048**  
[www.brazosrivercc.com](http://www.brazosrivercc.com)



2016 BRCC Sponsor

## 2019 Club Officers

President	Tim Jacksy
Vice President	Allan Kettlehut
Secretary	Beth Batista
Treasurer	Larry DeYoung

## 2019 Appointments

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

### Membership Meetings

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

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

## Birthdays



Teresa Batson	June 5
Kelly Fulmer	June 10
John Bratta	June 15
Bobby Halford	June 17

## Anniversaries

Larry & Judi Dunnahoe	June 6
Neal & Jane Bellamy	June 12
David & Teresa Batson	June 15
Jim & Sharon Hill	June 15
John & Peggi Bratta	June 28



**Happy Anniversary!!**

## MESSAGE FROM THE PRESIDENT TIM JACKSY

### PLEASE READ IMPORTANT!

*OUR MONTHLY MEETING AND DINNER HAS MOVED TO THIS FRIDAY, JUNE 7TH AT SPRING-CREEK BARBEQUE 317 HIGHWAY 377, GRANBURY TX. (IN FRONT OF STAPLES)*



*YOU CAN ARRIVE BETWEEN 6:00 TO 7:00 FOR A BUFFET STYLE BARBEQUE. GET WHAT YOU WANT FOR A REASONABLE PRICE.*

*YOU CAN COME WITHOUT ORDERING TOO BUT WOULD LIKE YOU TO TRY THEIR FOOD AND LET US KNOW WHAT YOU THINK. WILL BE USING THEIR PRIVATE PARTY ROOM THAT WILL HOLD UP TO 70 PEOPLE.*

*WE COULDN'T GET THURSDAY THIS TIME AT SPRING CREEK. WE DIDN'T GET ENOUGH PEOPLE TO ATTEND OUR MEETING AT FARI-NA'S BECAUSE OF FOOD OR PRICES.*

*HOPE TO HAVE A GOOD TURNOUT. LET'S SEE IF YOU THINK THIS IS A PLACE WE MIGHT WANT TO KEEP FOR OUR REGULAR CLUB MEETINGS ON A REGULAR SCHEDULE.*

THANKS

*Tim Jacksy*

## MESSAGE FROM THE Vice PRESIDENT

**ALLAN KETTLEHUT**



Last month I put out a request for you, our members, to send me info concerning any and all trips you have planned or led for our Saturday drives around the area. So far I have received Two inputs. I know more of you have done this, what's the hesitation in providing information about the rides?

The idea is to have a list available to all of us to get more rides going. Come on, help out.

The weather is good and getting better. Let's go !!

You can email info to me ( [allan.kettlehut@gmail.com](mailto:allan.kettlehut@gmail.com) ) or mail it to 7309 Ravenswood Rd, Granbury, TX 76049. It won't take you long, so go for it.

Thanks for the help ! Cheers

*Allan Kettlehut*

## MAY 2ND MINUTES

### Brazos River Corvette Club Meeting

The May 2, 2019 meeting of the Brazos River Corvette Club was held at the Harbor Lakes Country Club. Twenty-three members, no guests, were in attendance.

The Pledge of Allegiance was led by Tim Jacksy.

#### Reports:

A motion to approve the April 2019 minutes was made by Bob Brandies and seconded by Larry DeYoung. Minutes were approved.

Treasurer Larry DeYoung presented the treasurer's report. He also informed the club that it was time to renew memberships. A motion was made by Allen Kettlehut to accept the treasurer's report, seconded by Terry Varner. The motion was approved by the members.

#### Committee Reports

##### Events/Cruises –

Tim Jacksy thanked those who went on his impromptu cruise on April 20. The weather was nice, traffic was light and there was a record 3 cars.

Allen Kettlehut has set up a cruise to Italy on May 11. How will our cars make it overseas? Oh, wait...that's Italy, Texas. Meet up at Kroger in Granbury at 10:00, with a departure time of 10:30. Grazie.

Allen is compiling a list, with documentation, of cruises the club has participated in and would like to have any information on cruises in the past they've participated with. He's doing this so that club members will have a reference for cruises the club can take. He also would be interested in any new places members would like to cruise.

Sandy Varner talked about the trip to Jefferson/Brenham that is planned for May 31-June 3. Kelly Fulmer has scheduled a boat cruise on Caddo Lake, with a guide, for Saturday June 1, before dinner. Cost is \$25/person, so please let her know if you want to go, so a reservation for the correct number of people can be made. She will send out an email with details regarding the boat ride later this week.

Members will need to meet at the Texas Triangle Shell station in Acton at 9:00 on May 31 for the Jefferson trip.

##### Newsletter –

Jim Hill is finding lots of information regarding the C8 to include with our monthly newsletter.

##### Directory –

Jim Hill is getting ready to print new directories. He will be needing more ink for his printer in order to make enough copies.

##### National Corvette Museum –

Representative Bob Mischel was not in attendance. Tim Jacksy said the museum was offering a trip in September to several National Parks.



## MONTHLY MEETING MINUTES CONTINUED

### Old Business

A motion was made to accept revisions that were made to our Bylaws. Motion was made by Allen Kettlehut and seconded by Bob Brandeis. The motion was passed by the members.

### New Business

The Granbury Regional Airport has a Pancake Breakfast, every 4th Saturday, April through September from 8:00 – 10:30. This event will be added to our club calendar and the club would be interested in participating in this event. Sounds like fun!

Our June meeting location will need to be relocated to another location or changed to a different date due to a tournament that is scheduled at our meeting location, Harbor Lakes Country Club for that evening. Several alternate locations were recommended by members. A motion was made by Allen Kettlehut and seconded by Teresa Bateson to meet at an alternate location for June. Tim will research options and let us know where we will be meeting.

Our July meeting falls on Thursday, July 4th. A motion was made by Betty Keck and seconded by Gary Shepard to move our July meeting to the second Thursday of the month, July 11.

July 4 is also the day our club is scheduled to participate in the Granbury 4th of July parade. Details to come.

There was a discussion to have a club picnic sometime during the month of June. Gary Shepard volunteered to schedule a date and a pavilion at the lake and to pay for the pavilion fee.

Larry DeYoung reminded the club about the Memorial Day weekend Field of Flags that honors veterans and first responders. Last year, the club sponsored two flags at \$50/each. A motion was made by Gary Shepard and seconded by Ronnie Poe to do this again for 2019. The motion was passed by club members.

Larry also showed the club a plaque that was given to us by the Marine Corp League in Granbury, thanking us for our donation in memory of David Penwell. It was recommended the plaque should be given to his wife, Carolyn Penwell.

Larry shared with us information that was received about the Corvettes and Colors Vette Show in Telluride, Colorado, September 23-25, 2019. He has information if anyone is interested in attending.

50/50 raffle was won by Gene Chiappe.

Motion to adjourn the meeting was made by Allen Kettlehut and seconded by Bob Brandies. All members approved the motion and the meeting was adjourned at 7:50 by Tim Jacksy.

Respectfully submitted

  
Secretary

## UPCOMING EVENTS

### BRCC 2019 Calendar

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

Jan 5	<b>Mystery Cruise</b>	Terry and Sandy Varner
Jan 26	<b>Billy Oak Fort Worth Lunch Cruise</b>	Tim Jacksy
Feb 16	<b>Roadside America Museum Cruise</b>	Allan & Lynn Kettlehut
March 16	<b>General Granbury Birthday Parade.</b>	<b>John Bratta 1-909-239-6313</b>
<b>May 11</b>	<b>A drive to ITALY (Canceled Weather)</b>	<b>Allan &amp; Lynn Kettlehut</b>
May 25	Granbury Airport Fly-in	Tim Jacksy
May 31 -		
June 2	<b>Jefferson Cruise</b>	<b>Terry &amp; Sandy Varner 817-573-3472</b>
June 22	<b>BRCC Annual Club Picnic</b>	Gary & Kim Shepard 817-219-8520 (Gary) 254-485-7927 (Kim)
July 4	<b>Granbury 4th of July Parade.</b>	<b>John Bratta 1-909-239-6313</b>

# More Dates Open

Let **ALLAN KETTLEHUT** know your cruise plan  
and date for 2019

Oct 12	<b>14th Annual BRCC Car Show</b>	Jim and Sharon Hill	817-279-0959
Oct 19	<b>Cowtown Annual Car Show</b>	Jim and Sharon Hill	817-279-0959
Nov 7	<b>BRCC Elections</b>		
Dec 5	<b>Christmas Party</b>		

## In Memory of Garrett & Pat Waddell

Pat and Garrett Waddell became BRCC members in 2009 when they retired and moved back to Granbury. Since they were inactive for most of the last three years due to illness, many BRCC members did not know them very well.



Jim Hill asked me to write about them. They were our dear friends and we miss them. Since Garrett and I spent a lot of time together doing car stuff, I knew him much better than Pat.

Pat and Garrett were both engineers and worked on a number of nuclear power plant design projects, including the initial Comanche Peak phase. After leaving Texas in the mid-80s, they kept their home in Granbury and worked around the country on several multiple year projects, including jobs in FL, GA, PA, IL, and WA.

According to Pat's genealogy research, there were notables in Garrett's ancestry. One was Francis Scott Key, and another ancestor donated the land now occupied by the Texas State House.

Pat was a very private person, so I don't have many anecdotes about her. She preferred to discuss current and future activities rather than the past. I do know she grew up in Philadelphia and overcame adversity in her childhood. She went to college and became a successful engineer in a field dominated by men. She loved gardening, was active in her HOA, and was very involved with her two grandsons. She was very active in the Charity Silent Auction at several of the BRCC car shows. She had a positive attitude throughout her battle with cancer. Four days before she passed, she was in the ICU and talking about overcoming her problems and being able to return home.

Pat and Garrett met at a company where they both worked in Philadelphia. During their courtship, Garrett was very involved in road racing a motorcycle. He told stories of his \$100 weekends. That is, he could only afford to spend that much to participate in a race weekend. So they would ride the motorcycle to the track, pay the entry fee, camp out, race, and take advantage of any freebies.

When Pat agreed to marry Garrett, he was in traction in a hospital as a result of a racing accident. She agreed with the provisos that she got to tear up his motorcycle racing license, and that automobile racing tires would never come before food or rent.

Garrett was very outgoing and told lots of stories mostly involving Corvettes and racing.

Garrett was born and grew up in Houston. His father was a fighter pilot in the WW2 Pacific Theater who was lost on a mission. After high school, Garrett immediately enlisted in the Air Force and spent much of his time in Korea. He loved flying and eventually was able to afford to get a license.



Garrett owned many Corvettes. He bought a new 1967 427 and autocrossed it frequently. In the late 1960s, he took Fastest Time of the Day at a NCCC National Championship event held at the Arlington GM factory parking lot. Later he owned a rare 1969 L88 (one of only 130-ish ever made).

Elsewhere in this newsletter is an article Garrett wrote for the L88 Registry that details his very first wheel-to-wheel road race at the first ever IMSA Camel GT event. He ran that car in SCCA amateur races and IMSA national professional races for a number of years. He was always spending his own money, so he could not afford to race often or to run up front. He sold the L88 in the late 1970s for an enormous amount of money compared to what he paid for it. Of course, it later sold for several times what he got for it.

In 1972 he bought a 1963 Z06 (one of 188-ish ever made) and used it as a daily driver for a number of years. He began racing it in Vintage events at a support race for the 1984 Dallas Gran Prix. I was a spectator at that event and remember seeing a Vintage race, but of course, had no idea of who Garrett was or that we would become friends.

He continued Vintage racing the 1963 until 2016, running at many of the iconic tracks around the country. Twice he was invited to the prestigious Monterrey Historic event at Laguna Seca. The premier vintage racing association in the country, the Sportscar Vintage Racing Association (SVRA), honored him by placing his car on the event poster for their first National Championship event at COTA in 2013. His philosophy was to never put himself in a position to crash the car, and he would frequently ask to start at the rear of the field to avoid any first lap, first turn mayhem.

After he was diagnosed with cancer in 2013, he too maintained a positive attitude, saying that he was living with cancer. Two days before he passed, he said he had no regrets, that he had lived a good life.





THE INAUGURAL  
U.S.  
**VINTAGE RACING**  
NATIONAL CHAMPIONSHIP



October 24-27, 2013



**AUSTIN**  **TEXAS**

COPYRIGHT ©2013 VINTAGE MOTORSPORT, INC.

# IMSA

In 1971, I was a 30 year old engineer, working at the Lummus Co. in Houston Texas, and driving a red 1969 L88 Corvette on the street and in some minor club races with the GVRA (Green Valley Racing Assn) at the Green Valley racetrack near Fort Worth, Texas. I saw an ad in a local paper from John Bishop soliciting entrants for an IMSA race at (then) Texas International Speedway (TIS....now TWS) near Bryan, Texas. I had never heard of IMSA, but sent in my entry, and received "conditional acceptance" from John's wife Peg Bishop. The conditions were that (since I had no professional license or history) they would let me run practice, watch my driving, and if I didn't hurt myself or anyone else, then I could race. I was warned that since there was a very sparse field of sportscars, our race (a 200 mile enduro called Alamo 200) would be combined with the NASCAR "Baby Grands", which were Pony cars, Camaros and Mustangs, driven by NASCAR Grand National drivers of the day. This would have repercussions.

The 2 mile TIS banked oval was built in 1969 for NASCAR racing. It included both an infield, and an outfield, which was used in the debut professional race there, which was a CanAm race in the summer of 1969, won by Bruce McLaren after his partner Denny Hulme, and pole sitter Mario Andretti both blew up and retired. It is a very fast and demanding track with both elevation change, and high speed banking (like Daytona). In fact, the Can Am McLarens ran over 208mph in that first race, faster than NASCARs Daytonas and Superbirds at the time.

For this IMSA race, the organizers deleted the "outfield" portion of the track, and used only the oval portion and the infield, turning left at the back straight wall, and left again into the infield "horseshoe" for a total of only 7 turns. The rest was the north banking and straightaway. Because of this long straight, I bought a 3.36:1 differential from a wrecking yard to replace my standard 3.70:1 rear. With a 27" tire, this gave me a theoretical top speed of 167 mph, however, for reliability I decided to run no more than 6500rpm, which gave me 155mph on the banking. I should mention here that my car was bone stock, except for headers (JR sidemount), a scattershield, a rollbar, and racetires (Goodyear Bluestreak Sports Car Specials). I had rejetted the carb (leaner than stock settings) and installed 4" racing harness type seat belts for the stock seats. That's it! In true "clubracer" style, I made my race numbers from racer tape.

There had been lots of rain during the week, and for Friday practice, the track was dry, but everything not paved was a muddy mess, and you didn't want to run off. (As an aside, when I arrived, the workers thought my Corvette was a street car, and tried to park me in a muddy spectator's area.) I had an all volunteer pit crew consisting of Texas A&M students Tom Wedel, Kerry Bonner, Bill Jermyn, and a friend and pilot, Roy Tribbey. Today Kerry Bonner owns his own business, (Great Western Resources), Bill Jermyn is a M.D., and Tom Wedel has his own car repair shop. Roy Tribby unfortunately died of cancer some years ago. My volunteer crew made me a refueling rig from 5 gallon gas cans with heater hose duct taped to them. I ran daytime practice, turned in a competitive time (mostly due to speed on the banking) and won permission to run night practice. During daytime practice, a Porsche ran slightly offline and onto the "marbles" at turn 4, and in slow motion I watched him understeer right into the outer (boilerplate) wall, wiping out his front end, and seeing his front mounted oil cooler explode and dump 12 quarts of oil onto the track. I could clearly see the driver's eyes as he threw up his hands and pleaded silently for me not to hit him, and thankfully saw him disappear into my rear view mirrors as I passed safely. This incident made a deep impression on me, and I was determined to drive very conservatively and not risk my daily driver, and only transportation in an on track accident. During night practice (necessary to check headlight settings, because this endurance race would conclude after dark) I became more familiar with the track, and my driving became more relaxed (and faster). Saturday afternoon rain was forecast. I was among the only cars which had windshield wipers! During the pregame hype prior to the race, Chris Economaki of Speed Sport News came to interview all the drivers, but I was tense, and involved with car preparation, so I declined the interview (in fact I told him to go "piss off", and he never came back nor spoke my name at the start). In fact, thinking of the mad scramble for position at turn 1, I went to the organizers, and requested to start in last place due to my inexperience. They agreed.

## The Race

As I recall, the race started about 5PM under cloudy skies. As I came off the banking, and through turns 1 and 2, the “accordion” of cars suddenly slowed almost to a stop. At righthand turn 3, I was surprised to see Peter Gregg’s bright red Richie Ginther Porsche 911 suddenly appear from the bushes ringing the turn. The entire track was blocked by two Camaros of NASCAR drivers Tiny Lund, and another driver I didn’t recognize. Tiny was climbing out the driver’s window in disgust. At the end of the first lap, we got a RED flag, and slowly returned to the pits. It took almost 2 hours for the workers to separate the two wrecked cars, and clear the track. During that time it got dark and started to rain! I had no rain tires, only slicks. My friend George Eby (Lotus Elan) and I had reached an agreement prior to the start, that we would both come into the pits if it should rain, rather than risk our street transportation on dry tires.

However, George decided to race in the rain, and therefore, I had no choice but to race also. This turned out to be a disastrous choice! On the restart (pouring rain, with most cars having no windshield wipers, and with me on dry tires) a car hit the wall on turn 7 out of the horseshoe, but fortunately I did not hit him. The eventual winner Danny Munoz of Mexico City, hit almost every car in the race with his Mustang before the race ended. I concentrated on staying alive as the rain got worse. At least I could see. The slick tires were OK on the banking which had excellent drainage, so I was still running 155. However, I was shutting off much sooner for turn 1, because the infield was extremely slick with standing water, and with no light but your own (stock) headlights, the rain made for virtually NO visibility. It was scary. George Eby spun entering (high speed) turn 1, but Peter Gregg (on rain tires) managed to stop without hitting him.

However, later, entering the horseshoe, George tried to out muscle NASCAR driver H.B. Bailey in a Pontiac Trans Am for position, on dry tires, and with no windshield wipers. They both went off into the mud, but Bailey’s Trans Am went through George’s passenger side door, and right into the Lotus cockpit with George. George was (miraculously) unhurt, and (eventually) drove his Elan back to the pits, where (on a refueling stop) I found his crew trying to put his Elan back together with racers tape. The hot pits were pitch dark (no lights at all) and pit stops were a very dangerous and comical affair. The car in the next pit to ours locked up his brakes, spun into the pit wall, and knocked all four corners off his car (without hitting anybody). My car started cutting out on the banking when low on fuel due to Gee force on the stock fuel tank, so I came in for refueling (needless to say, my one set of dry tires had no problem lasting a full 200 miles in the rain). I got out of my car during refueling and went to urinate at the pit fence during my pitstop, as there were no “facilities” in the pits. As I recall, it took “a while” to refuel with 5 gallon cans in the dark. I had lost the car so many times, and slid around out-of-control so much that I considered quitting, but my crew told me that I was the last car still running in GTO (GT over 2 liter) class, so I should stay out because I would win my class. As the rain came down harder, and the traffic thinned, I thought too much about the potential risk of totaling my transportation, and so decided to quit. I drove down pit lane 3 times without finding my pit in the dark (my pit crew, not expecting me, had no light out and did not flag me down). By now I was angry and frustrated, and decided to stay out no matter what.

That’s the way the race ended at midnight! It had taken us “professional racers” more than 5 hours to go 200 miles. I was exhausted. I just wanted to leave the car and go to bed, but officials told us there would be a NASCAR race the next day (there wasn’t! It was postponed until the next weekend), so we all had to remove our sportscars from the NASCAR pits that night. We drove to an all night restaurant for something to eat, and to unwind. I was the only one there in his racecar and drivers’ suit.

The next morning (Sunday), I went by John Bishop’s motel room to thank them for allowing me to race, and John gave me a check for (I believe) \$150 for winning the GTO class. More than a year later, I got a very unexpected package from Camel Cigarettes, sponsor of the Camel GT Series, containing the very first trophy for winning the GTO Class at the first Camel GT Series race.

I continued to run IMSA from 1971 thru 1977. During that time, my Corvette went from “winner” status, to “competitive” status, to “uncompetitive” status, as money and cutting edge technology emerged and took over racing. I am proud to have had the opportunity to participate in this historic series.

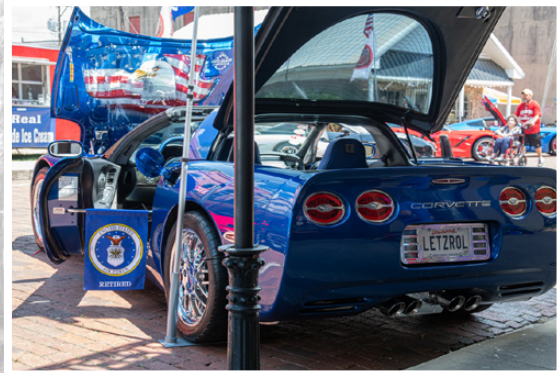
*Garrett Waddell*

# BRCC Invited to Granbury Monthly Fly-In and Breakfast.

Heavy morning cloud cover kept many planes from coming to the event.



Wonderful Time On Our Jefferson-Brenham Cruise Led by Terry and Sandy Varner. Saw a Corvette car show then on to a train ride, next went on to Caddo Lake for boat ride and dinner.



## FOR SALE



**PRE-OWNED 2009 CHEVROLET CORVETTE**  
Coupe 1LT

**CLASSIC PRICE \$28,985**

[See Important Disclosures Here](#)



**SPECIFICATIONS**

Stock Number	106832	Miles	15,950
Exterior	Blade Silver Metallic	Interior	Ebony
Engine	6.2L	Drive Wheels	RWD
Transmission	6-Speed Automatic W/O	VIN	1G1YY25W795106832

**PRE-OWNED 2016 CHEVROLET CORVETTE**  
Stingray Coupe Z51 2LT

**CLASSIC PRICE \$48,978**

[See Important Disclosures Here](#)



**SPECIFICATIONS**

Stock Number	111796	Miles	13,090
Exterior	Shark Gray Metallic	Interior	Jet Black
Engine	6.2L	Drive Wheels	RWD
Transmission	8-Speed Automatic	VIN	1G1YK2D79G5111796

**PRE-OWNED 2019 CHEVROLET CORVETTE**  
Stingray Coupe 1LT

**CLASSIC PRICE \$48,985**

[See Important Disclosures Here](#)



**SPECIFICATIONS**

Stock Number	101467	Miles	6,248
Exterior	Torch Red	Interior	Jet Black
Engine	6.2L	Drive Wheels	RWD
Transmission	8-Speed Automatic	VIN	1G1YB2D75K5101467



**CLASSIC CHEVROLET BUICK GMC**

**1909 Highway 377 East Granbury TX 76049 US**

## BRCC Logo Merchandise

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

Larry Sharp  
 Merchandise  
 817-475-9692  
[LarySharp2004@gmail.com](mailto:LarySharp2004@gmail.com)



**Polo Shirts 363-807 .....\$ 30.00**

Many colors, Yellow, Light Blue, Med Blue, Varsity Red, White, Black, Pink & Others



**Sport Wick Stretch 1/2 Zip Pullover .....\$35.00**

Mens & Ladies styles XS-4XL

**Mens:** Black, Charcoal Grey, Navy Blue Med Blue, Forest Green Maroon

**Ladies:** Black Charcoal Grey, Med Blue Dust Rose, Pink Rush, Navy Blue, White



**Sweatshirt 1/4 Zip 9-Oz Pullover.....\$35.00**

Mens & Ladies styles XS-4XL & Tall  
 Black, White, Vintage Heather, Graphite Heather, Light Heather, Forest Green, Dark Pink, Pink, Maroon True Red, True Navy, True Royal



**Long Sleeve Dress Cotton/Poly S608 ..... \$25.00**

Mens Button Down Ladies Open Collar  
 All colors

**Long Sleeve Denim Mens & Ladies .....\$35.00**

Mens Button Down Ladies Open Collar  
 XS-6XL and Long



**ADD \$3.00 FOR EMBROIDERED NAMES**

**Name Tags .....\$9.00**





*Next Club Meeting Friday June 7th*



*That's All Folks*