



THE VETTE GAZETTE

SEPTEMBER 2025

PRESIDENT'S OUR MESSAGE

Our annual All Corvette Car Show is less than two weeks away. On-line registrations have been halted to avoid overflow parking concerns. **Due to an illness the Show does need one more parking volunteer. Contact Joe Leffelman if you can step forward and fill in.** All PVS Club members should visit the show to enjoy seeing over 300 Corvettes, and to show support for your Club. Of course, the show effort benefits our local charities, so feel free to donate to our Charitable Foundation through our Treasurer, Hal Vatcher.

The Charity Committee will begin discussions for 2025, after available funds from the car show are known. The committee members are listed below. Please send Hal Vatcher your personal charity recommendation for Committee consideration.

2025 Charity Committee

Hal Vatcher, Chairman; Phil Muscat; Sandy Winans; Chuck Felton; and Nick Boley

It's early, but it is time to consider if you would like to become a Club Officer in 2026. The official election is during our November General Meeting. Anyone interested should contact Dave Homestead (phone or Email), to get on the roster. Please don't nominate someone besides yourself as the "someone else" may not be interested. Officer positions and short role summaries are listed below. The Club By-Laws describe the positions in greater detail (see Website: Members – Documents - Bylaws).

President:

The office of the President requires a prerequisite of being an active PVS Club member for a minimum of 3 years.

Vice President:

Duties of the Vice President are to assume the duties of the President in his/her absence. There is no past Club membership requirement for the Vice President.

Treasurer:

Duties of the Treasurer include being responsible for all PVS monies and expenditures. Prior work history in Finance or Accounting would be useful.

Secretary:

Duties of the Secretary are to attend all meetings, both General and Board, and record all minutes and votes.

Be sure **to RSVP by September 19th** for the September 30th dinner after the General Meeting. The full September menu is included in this Gazette, but down-home cooking of Lemon Chicken and Salisbury Steak are featured. See everyone at the General Meeting.

David Homestead

President/ Web Admin Prescott Vette Sette

info@prescottvettesette.com

Yes... This MONTH is the MONTH of our All Corvette Car Show



- Bill Winans is still looking for helpers to assist in parking vehicles the morning of our September 27th car show. Please contact directly at (928) 772-6369, or by email: thewinansaz@gmail.com
- Are YOU willing to help with our car show, please contact Joe Leffelman at leffelmanjoe@gmail.com

VETERANS DAY PARADE

Contact Rick Grey by email at rik.con1@gmail.com if you're interested in helping to stage participants for parade line-up, or if you would like to be a participant and drive your Corvette in the parade. Volunteers are needed.



Call Nick Boley at 719-660-6010, if you would like to volunteer with a U.S.Vets event, or to get more information. October 5th is the next date scheduled to Drive-a-Vet to lunch at Essence Restaurant in Chino Valley.



AND THE WINNER OF
\$125 FOR
AUGUST 50/50 RAFFLE

**REMINDER:
BUY RAFFLE TICKETS!**

UPCOMING MEETINGS/EVENTS

General Membership Meeting: Tuesday, September 30th at 5:00 p.m.
Social Time begins at 4:30 p.m. (Please do not arrive prior to 4:30 p.m.)

If you will be attending meeting, and choose not to stay for dinner, please notify Donna Johnson via e-mail: social@prescottvettesette.com

Location: Antelope Hills Centennial Center

Dinner Menu:

- Grilled Chicken in a Lemon Cream Sauce
- Salisbury Steak with Mushroom Demi
- Fall Salad with Craisins, Walnuts, Butternut Squash, and Apple Cider Vinaigrette
- Mashed Potatoes; Carrots/Peas/Green Beans; Warm Rolls and Butter

DINNER RESERVATION REMINDER - "We know that you know, but we really need to know."

The price for the dinner is \$26 per person, prepaid, includes all taxes and tips, and is non-refundable.

You must complete your payment by the 19th of the month. If you choose to pay by check, it must be received by the Club Treasurer no later than 19th. Make checks payable to: Prescott Vette Sette, P. O. Box 2403, Prescott, AZ 86302-2403.

If you choose to participate in dinner following the General Membership meeting, you may do so by clicking on the following link to reserve and process your payment:

<https://prescottvettesette.com/event/general-meeting-dinner/>

COFFEE TIME



TIME: 7:30 A.M.

WHEN: Every Tuesday!

LOCATION: Manzanita Grill

Everyone is ALWAYS invited!

Putting the Car Show Together

With less than two weeks to go, the club's car show committee has been working overtime—if retirees can do such a thing—to get everything ready for our out-of-town guests when they start arriving in Prescott on Wednesday, September 24.

From stuffing goody bags, sorting pre-registration records, retrieving chairs, tables, pool noodles (for parking) and cash boxes from storage, to printing dash cards, coordinating parking logistics with the city, and reaching out to the bars and restaurants around Courthouse Plaza to remind them of the incoming Corvette invasion—"it takes a village" to have everything ready to go before the first cars start lining up on South Cortez Street at 5am on Saturday, September 27.



This year we had to cut off online registration September 1 so that we'll be able to accommodate day-of registrations from out-of-towners. Pre-registrations had reached 320—it's a record-breaking year!

Here's who's doing what:

Joe Leffelman - Committee Chair

Paul Kerper - Judging, awards

John Garley - Friday drive-out activities coordinator (not pictured)

Bill Winans - Parking Coordinator

Sandie Winans - Registration

Jan Works - Publicity, sponsors, dash cards

Chuck Felten - Publicity, liaison CTEC judges

Dave Homestead - Club President

Hal Vatcher, Club Treasurer

We thank our sponsor, the Vivili Hospitality Group, for letting us use an upstairs room at The Barley Hound for our meetings.

Thanks to all of you who have already volunteered and/or said "Yes!" when asked to help. If you haven't been asked, we can always use more hands-on deck. Get in touch with Joe Leffelman.

And Now ...A Word from Our Sponsors



We Are Obsessive About Quality

You'll find no cookie-cutter jewelry designs in our cases! We personally select and inspect each piece of jewelry, diamond, and gemstone we sell, so you can be assured they meet our standards of excellence.



While at the car show, drop by the State Farm Insurance booth next to Registration on Cortez to pick up a bottle of water and say Hello to local agent Jerome Prazak, this year's Water Bottle Sponsor.

In addition to home, auto, renters, life, and business policies, he offers coverage for your classic cars through Hagerty Insurance.

Vivili Hospitality Group



is excited to announce they are working on several fabulous holiday promotions for their Prescott-area restaurants and catering business.

LA+LANCHADA

Holiday Catering Discounts

Cocktail Parties, Group Dinners, Luncheons

Full Event Staffing & Amazing Cuisine



Visits with Santa

Holiday Party Packages

Family-Friendly

Casual Atmosphere



10% Off Service



Casa Auto Group is extending the expiration date on its 10% off service discount offer exclusively for Prescott Vette Sette members.

The offer can't be combined with any other offer. This coupon can be used for 10% off parts and labor on Corvettes only. Any fees and taxes are excluded from the 10% discount.

The offer expires October 31, 2025.

Bring this printed page from the September or October Vette Sette newsletter for your discount, and give it to your service advisor.



Drive Out to Los Caballeros

Meeting Place: 762 Carl Lane Prescott, AZ 86303

Meeting Time: 10:15am Saturday September 20th, 2025

Destination:

Los Caballeros Golf Club, 1551 S. Vulture Mine Rd., Wickenburg

Menu Link: [Summer Lunch Menu](#)

Contact info:

Diane Eicher

dianegeicher@gmail.com



PRESCOTT VETTE SETTE

DRIVE OUT TO

PAPPADEAUX'S

SEAFOOD RESTAURANT

OCTOBER 23, 2025

MEET AT MAVERICK FUEL STOP

FAIN AND HWY 69 10:15 AM

**ALL CARS WILL LEAVE AT 10:30 AM FOR THE
HOUR AND TEN MINUTE DRIVE DOWN**



**LOCATION: 11051 N BLACK CANYON HWY,
PHOENIX, AZ**

PHONE: 602-331-4334

WEBSITE: PAPPADDAUX.COM

CONTACT CAROL BURGINGER

CBURGINGER@OUTLOOK.COM

WHO WAS THERE? SEPTEMBER SOCIAL DINNER

September 11, 2025



INTERESTING HISTORY ON OUR VERY OWN PAUL KERPER

All-Original 1967 Corvette 427 Tri- Power Heirloom Goes From Owner of 50 Years to His Son

The Corvette was born in 1953, a fiberglass experiment more than a car, with just 300 white convertibles built by hand. It had a six-cylinder engine that whispered when Americans wanted thunder. By 1955, the V8 arrived, and the whisper turned to a roar. In 1963, the Sting Ray brought a split-window coupe,



independent rear suspension, and lines sharp enough to cut steel. By 1967, the second generation had reached its peak. The Corvette was no longer chasing anyone—it was leading.

The 427 cubic-inch big-block was the hammer that gave Corvette its final blow in the horsepower wars. Introduced in 1966, it was available in 390-, 400-, and 425-horsepower forms, with the 435-horse L71 following a year later. Then there was the L88. Officially, it made 430 horsepower. Unofficially, closer to 560. But Chevrolet never intended civilians to own one. It came stripped of comforts, required race fuel, and was priced to scare away dreamers. Only 20 L88 Corvettes were built for 1967. They are unicorns—brutal, uncompromising, barely streetable.

Production for 1967 totaled 22,940 Corvettes: 8,504 coupes and 14,436 convertibles. Base price was \$4,388 for a coupe, \$4,241 for a convertible. The small-block 327s came in at 300 and 350 horsepower, but the 427s dominated. Just 1,723 buyers chose the 390-horse L36. Only 207 took the 400-horse L68. The 435-horse L71 found 3,754 homes.

Transmission choices tell their own story—88 percent of all 1967 Corvettes carried a four-speed manual, 10 percent used the Powerglide automatic, and just 1.9 percent stuck with the base three-speed. Motor Trend clocked the 427/435 L71 coupe at 0–60 in 5.5 seconds, the quarter-mile in 13.8 at 104 mph, with a top speed of around 143 mph. Other tests cut even deeper: 13.38 seconds at 107.9 mph on average. For the 1960s, that wasn't just quick—it was otherworldly.

And then came the L88. This was a car that asked for 103-octane fuel just to idle, a machine that snarled at traffic lights and laughed at daily driving. On paper, Chevrolet rated it at 430 horsepower. In truth, dynos revealed closer to 550 or even 560 horses, a figure that shoved the Corvette into supercar territory long before that word was fashionable. The few who dared to test it found quarter-mile times dipping into the low 12s with trap speeds north of 120 mph. That wasn't just fast. That was dangerous.



Now consider Paul's car: a pristine 1967 big-block Corvette preserved as if frozen in time. Original paint, interior, license plate (complete with authentic '67 stickers), untouched. Beneath the stinger hood, a Tri-Power 427 breathes through three carburetors, backed by a four-speed. Power steering, air conditioning, power brakes—all factory. Fifty years with Paul at

the helm. That's not a slip of the tongue. Fifty years.

His first Vette, a '65 396, rattled him with wheelspin and bias-ply tires that turned power into smoke. But this '67? It wasn't a car. It was family. His wife grew up with it. Now it belongs to his son in North Carolina—a Corvette guy in his own right. Paul never considered selling it. Some cars are bought. This one is handed down.

This Sting Ray isn't tall-man-friendly. Paul jokes that his son might need a running start to climb in. Some owners shaved seat padding for a little extra space—Corvette "buckets" slide only three inches and don't recline. When Paul noted a minor flaw, his son barked, "Don't touch anything." Paul grinned back, "All right, I'll fix it." That's family: one preserves, the next restores.

Even the smallest details whisper stories: bolt-on wheels—Chevy's response to knock-off hubs that sometimes flew off at speed—ignition shielding and braided spark-plug wires to keep the radio clear. And the rare white interior—a 1967 option alongside green and brown—is still pristine. Every inch original, every inch authentic.



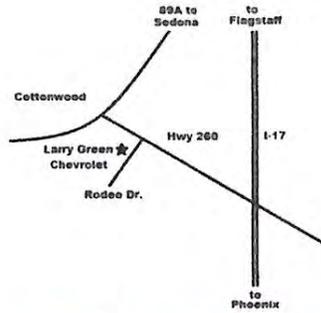
Yes, L88s command millions at auction, built for racers with iron wills. But Paul's Tri-Power Corvette tells another tale: of a car you use, not just display. It was thunder for the open road, ferocity balanced with livability. If the L88 was lightning, this Sting Ray is a heartbeat—steady, enduring, unforgettable, and the video below, courtesy of the Automotive AZ Rancher YouTube channel, is solid proof.

Paul doesn't need ink and paper. This Corvette is his letter to his son. Every worn gear, every vibration in the shifter, every decal still clinging to its plate—it's all handwriting in steel and fiberglass. His son's answer—"Don't touch anything"—isn't stubbornness. It's reverence. This car is no museum piece. It's a family heirloom in motion.

And here's where the comparison matters. The L88s became auction stars precisely because they were too wild for ordinary life. Paul's Tri-Power 427 is the opposite. It lived. It loved. It carried a marriage, a father, and a son across five decades. Its odometer is a diary, not a statistic. You can't buy that with rare RPO codes or inflated horsepower. That's earned only in time and devotion.

Numbers, codes, horsepower ratings—they tell only part of the story. The rest is told in the laughter of Paul and his son, in the decades that car has weathered, in the promise that it will live on. Some Corvettes are static, entombed behind glass. Paul's car is alive, loud, and destined to keep moving. Legacy doesn't sit still. Legacy takes the wheel.





VERDE VALLEY VETTES CAR SHOW

In cooperation with **Larry Green Chevrolet**
Saturday, October 25, 2025 at Larry Green Chevrolet
2050 Rodeo Drive, COTTONWOOD, ARIZONA

► RAFFLE – 50/50 DRAWING ◀



CARS AND TRUCKS OF ALL YEARS
AND MANUFACTURERS WELCOME

10 PARTICIPANT JUDGED AWARDS
PLUS
PEOPLE'S CHOICE (non-participant voting)



Pre-registration fee (received before Oct. 19) \$30.00 per vehicle; \$35.00 after Oct. 19.

Registration: 9:00 AM

Show: 9:30 AM – 12:30 PM

Awards: 12:30 PM

DRIVER _____ * NCCC# _____

PASSENGER _____ * NCCC# _____

ADDRESS _____

CITY, STATE, ZIP CODE _____

VEHICLE (year) _____ (MAKE & MODEL) _____

E-MAIL _____ PHONE _____

To pre-register send check and this form to:
 Make checks payable to Verde Valley Vettes.

Verde Valley Vettes
 2224 Gold Rush Ln.
 Cottonwood, AZ 86326

For Registration Use Only

Car # _____

Check # _____

Event Chair:

Neil Nehring

847-650-0407

nnehring57@gmail.com

NCCC Governor:

Bob McFarland

520-425-5690

bluec5@live.com

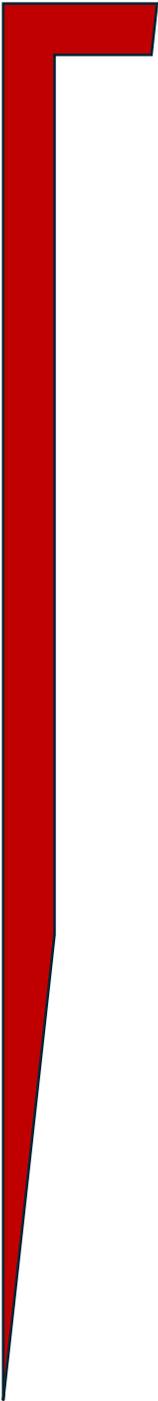
No alcohol permitted.

verdevalleyvettes.com

Sanction # RR-426-001

* NCCC Members only – Non-NCCC members are not covered by NCCC insurance.

Proceeds from this event will help fund local charities.



PVS 2025 Leadership Contact List

President, Board Member

David Homestead dave.homestead@gmail.com 661-345-3814

Vice President, Membership, Board Member

Tess Morton burkefamily5@msn.com 503-705-6020

Treasurer, Web Admin, Member Admin, Board Member

Hal Vatcher hal@vatcher.com 928-710-0131

Secretary, Board Member

Karen Leffelman finnpwr11@gmail.com 602-390-3673

Membership Chair, Board Member

Shelly Noble jusshl62@gmail.com 310-922-4033

Social Committee Chair, Board Member

Donna Johnson donnaiean1198@gmail.com 541-977-6708

Drive-out Chair

Tom O'Connor tloconnor@protonmail.com 602-317-5455

Calendar Chair

Linda O'Connor loconnor830@gmail.com 602-762-5593

Car Show Chairman, 2025

Joe Leffelman leffelmanjoe@gmail.com 623-680-9671

Social Media Chair - TBD

NEWSLETTER EDITOR:

Debbie Lopez

Reminder to send items of interest
by the 10th of each month to

debandru@verizon.net