

This Months Articles

- We welcome American Muscle
- July Recap
- Balsam wood?..
- NCM Deb Howard
- Ludlow VT
- Newsletter Announcement
- Did you Know..

We thank our sponsors for their continued SONHC support



August!



Hard to believe that we're just about half way through the 2023 caravan season. Seems like just yesterday that we were pulling our cars out of storage and getting ready to enjoy another summer of events and destinations. Mother nature certainly has been challenging this year so far with rainouts, rescheduled events and the almost daily weather uncertainty! But we're making the best of it and kudos to all the members who have ignored the weather and come out anyway to enjoy some of the events so far. As we begin to transition into our second half schedule we find some of the very best caravan's are still in front of us in the months of September and October. But not before we have an event filled August to round out summer! .

We introduce another **Partnering Professionals** member to our list of available companies that SONHC members can take advantage of and utilize.

This time it's a National Corvette replacement and performance parts supplier. **American Muscle** has been around since 2003 and just recently started a whole new division offering replacement and performance parts for every generation Corvette. We have exclusive discounts and buying incentives in place to help make your next project or upgrade both affordable and easy. They offer 2-3 day free shipping on most orders and carry a full line of name brand products. We hope you check them out!

<https://www.americanmuscle.com/chevy-corvette-accessories-parts>.

SONH CORVETTES
Partnering Professionals



Slow down Summer!..

By no means are we wishing away summer and as the calendar turns to August and we should still have many weeks of amazing summer time weather in front of us, (Hopefully Mother Nature is back on her meds!) We do sneak a peek ahead to the fall season and all that we have to look forward to. Football, sweater weather, and a couple of the best caravan's of the season in front of us. The cruise over the Kanc and our yearly visit to the Publyk house in Bennington VT. Two very special caravan's that begin to wind down our caravan season of events. Additionally, We're also looking forward to finally making our earlier postponed visit out to the 88 MPH museum in western MA at the end of September.

But in the mean time, in August we're going to enjoy a visit to Gunstock Mountain for an afternoon of outdoor activities. Along with another visit to the NHIS for the final Laps for Charity event of 2023! We hope to see many of you at all or some of these upcoming events!

July's Event's



A weight loss diet we all can love

It's a scientific fact: Low weight plus high horsepower equal exhilarating performance.

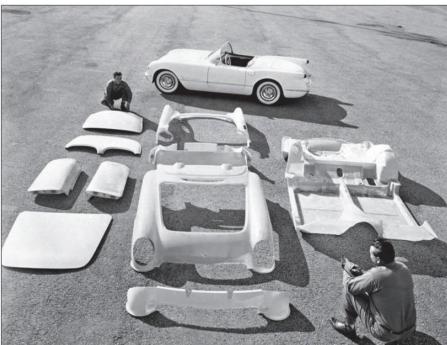
That combination has defined the Corvette for eight generations, as increasing power output matches the use of advanced materials to minimize curb weight.



It's been this way at GM since the Corvettes inception back in the 50's. Corvette's use of advance materials began in 1953, when the first Corvettes were produced with all-fiberglass bodies. Every Corvette since has featured a composite-material body.

Over the years the make up of the bodies on the Corvette has changes dramatically as technology has advanced, utilizing new materials and developed processes.

But in the beginning, the reasoning behind using fiberglass wasn't all about performance. It was as much about saving money as anything else. GM knew the Corvette was going to be a low volume model selling way fewer units than anything else they were producing. In order to create a metal body, there would have to be expensive sheet metal dies created just for the Corvette, and the economics didn't add up. The car



was already going to be an expensive one (\$3,498) and the additional cost of the tooling required for a all steel body would have killed the project before it even got off the ground.

So Harley Earl, the legendary Corvette designer turned to the lower cost of fiberglass as the body material for the newly designed car. Not only did it offer an incredible weight advantage over steel, (the car weighed less than 2,800lbs.) the actual production costs was about a tenth of producing a steel body allowing the project to go forward. The process of making the Corvette fiberglass body remained basically the same until GM discovered a new type of process. (The original 53 body was hand formed)

Starting with the third generation in 1968, the body parts were manufactured with a press mold process, whereby the fiberglass material and resin were shaped in a die-like tool that produced smoother parts more quickly. The process remained the same until 1973 when the actual materials in the body were changed. A change from conventional fiberglass to sheet-molded composite, or SMC, which was composed of fiber-

glass, resin and a catalyst formed under high heat and pressure. The ratio of resin to fiberglass was reduced with SMC, while the fiberglass itself was a bit coarser. The new material helped produce panels that were smoother right out of the mold, resulting in higher-quality paint finishes.

All Corvettes since 1973 have used SMC body panels, but the material composition has changed dramatically, featuring less traditional fiberglass and more light-weight plastic. The early SMC material created parts that were stronger and more rigid, but more brittle. As SMC technology and production experience evolved, Corvette engineers were able to alter the material composition and the body parts specifications to trim the Corvette's curb weight. Mostly, that happened through making thinner body panels, because SMC was denser and stronger than conventional fiberglass. Now in time as the Corvette received upgraded High horsepower V8 engines, the emphasis on reducing weight became more of a performance goal than of production cost. While the earlier fiberglass bodies were somewhat prone to stress cracking and paint adhesion, the newer SMC panels cured both issues and all the while continued the weight reduction race that GM was chasing in raising the performance of the car.

During the 70's and 80's GM continued to mess with the now composite formula that comprised the Corvette body, by changing the material makeup and percentage of fiberglass. With the introduction of the C5 generation, the body style body was made up of



about 40 percent resin – polyester, vinyl ester, styrene or a blend of all three – 33 percent calcium-carbonate filler, 20 percent chopped fiberglass, The remaining 7 percent is resin and hardeners that improve the out-of-mold surface finish. All resulting in a 100lb saving in body weight on the C5 over the C4 even though the



car was larger, wider and longer! Additionally GM began messing around with unique frame materials, such as titanium and balsa wood (yes your C5 & C6 Corvette has balsa wood in the floor boards) to further reduce the overall weight of the car. GM was chasing weight reduction everywhere, the new motor in the C5 was 10lbs lighter than that of the C4 yet still increased the Horsepower! As new specialty models were added to the Corvette stable, the weight race was in full swing. In 2001 the

titanium exhaust system of the Z06 weighed a mere



26lbs, a 70% reduction from the conventional exhaust! A new aluminum alloy frame reduced the frame weight by nearly 20%, a saving of over 100lbs, yet increased body rigidity!

The Z06 Carbon fiber hood saved 11lbs, the Magnesium roof panels and engine cradles also saved precious weight while increasing strength

New Carbon ceramic brake rotors continued the assault on weight reduction. With the introduction of the ZR1 in 2009, the body panels on the Z06 & Zr1 were comprised of carbon fiber , a durable lightweight but



expensive to produce material, further shaving 25lbs off the overall weight of the car.

With the introduction of the C7, all Corvettes utilize the same aluminum alloy frame technology developed for the C5 & C6 Z06 & Zr1 models. A new material originally developed by NASA called Aerogel was utilized to help with the heat deflection in the transmission tunnel area, which had been an ongoing issue with the C5 & C6 generations. All the underbody panels are made from a "carbon-nano" material to further increase strength and decrease weight. Carbon fiber body panels were now the norm and while many newer cars were gaining weight to help with collision safety, The C7's overall weight remained a paltry 3347lbs! 60 years of innovative design was in full display on the C7.

With the introduction of the new mid-engine C8, the technology infusion exploded, as GM basically got to work with a clean design slate and utilize all it had learned over the years in weight reduction and strength materials. Just about every aspect of the new car was designed to maximize performance while enhancing the overall driver experience. For the first time in three generations the new platform weighed more than the previous one, and by quite a bit as the C8 base model weight comes in at 3,647lbs, an increase of over 200lbs from the C7. However you need not worry as with the increase in engine horsepower of almost 50HP more than offsets the gain in weight. Couple that with the engine placement over the rear wheels and performance numbers are the best in the Corvettes long and storied history...

.. Balsa wood huh ? Who would have ever Thought!



, Many of us know her for the incredible work she did on the “Vettecademy” series and for the narrative she provided in helping to make the series such a fun and entertaining one! We have a fun conversation with **Mrs. Deb Howard**, the new official **Corvette Club Relationship Coordinator** at the National Corvette Museum. We pose ten questions to Deb to help gain an small insight into Deb’s daily life at the museum.

1. **How did you first become involved with Corvettes and also with The National Corvette Museum?** As far as Corvettes, I have never owned one (although I really would like one someday). What initially got me involved was when we moved to Bowling Green, Kentucky from western New York nine years ago. My husband was transferred from the engine plant in Tonawanda to the Bowling Green Assembly Plant in 2014. In New York, I was an elementary teacher. When we moved here, I taught for a couple of years before deciding to move on to something different. Five years ago, last month (July), I was hired as the NCM’s Education Coordinator. Thank you for the kind compliments on *Vettecademy*. That little series will always be dear to me as it took all my time during the brief amount of time the Museum was closed due to the pandemic, and it continued after we opened back up because of its growing popularity. Most of that series is “evergreen” as far as things one can learn about the Corvette - and that makes me happy!
2. **What’s a typical work day at the museum for you like?** In this new position as Corvette Club Relations Coordinator, my day is spent mainly on phone calls and emails with folks from all around the country. Many are planning trips to Bowling Green and need to be pointed in the right direction for whom to contact. Some folks think of me as a concierge, but that is not the case. I cannot “do it all” for clubs, but I can get them the information they need to make planning a bit easier! I also work closely with the membership and guest services team. In addition, I work closely with the marketing team for the *America’s Sports Car* magazine publication.
3. **Do you have a particular favorite part of the museum you enjoy the most?** Each time we change an exhibit or add a new gallery, I learn new things about the car we all love. Most recently, finishing up my 16-month-long project in the new *McMichael Family Education Gallery* was a significant accomplishment for me. The new “SkyWall” LED panel also really added a fabulous upgrade to the SkyDome which now highlights some amazing cars over the past 70 years with our new exhibit, *An American Love Affair: 70 Years of Corvette*.
4. **What part do you enjoy the most about your new position as Club Relations Coordinator?** I think the part I enjoy most is getting to talk with (and often meet face-to-face), so many new people from all over the country. Folks have commented multiple times over the past several months that they enjoy being able to communicate with someone directly to give them information or be helpful in some other fashion.
5. **To give a perspective on how many Corvette clubs there are out there, how many clubs are you in contact with on a weekly basis?** In any given week, I am in contact either by phone or email with anywhere from 15 – 25 clubs, sometimes more. I created folders in my Outlook email for each club I have communicated with *by email* since beginning my position officially back in early February. Currently, there are close to 160 folders. As far as NCM Ambassadors, we currently have 309 Ambassadors from around the United States, Canada, Europe, and Australia. Most of those clubs reaching out have Ambassadors, so that shows roughly half of our ambassadors have reached out to me via email in the past 5 or so months.

Continued...

... continued

6. Do you have a favorite event held at the museum you enjoy the most? I love our large events, but I have to say experiencing my first Caravan in 2019 takes the cake. That week was so exhausting, but so much fun as well. It's still a year away, but I am looking forward to 2024's Caravan already!
7. Do you have a favorite Corvette generation? (Can't woos out by saying all of them)... LOL! I must say I really adore the C3 generation. I was born in 1969, so of course, that is my year of choice... convertible in Daytona Yellow or Tuxedo Black, please.
8. When you're not enjoying your days at the office (emphasis on Enjoying!) what do you enjoy to relax and get away from it all? On the weekends, when I'm not thinking about work (as much!) I enjoy hanging out at home with my husband and kiddos when they are available. We have a 21-year-old son, working and living on his own, and an 18-year-old daughter getting ready for college and enjoying her summer break. I like to hike, swim in our pool, read, and I'm a photographer as well..
9. Some of our SONHC members are planning on attending next year's 2024 NCM Caravan. Any advice you could suggest for them to enjoy the Bowling Green area in addition to the NCM museum? Bowling Green is a nice city! I strongly suggest stalking (errr.... I mean, visiting) this website to stay up to date on attractions and events going on in the area as we approach the Caravan next year. <https://www.visitbgky.com/>
10. Lastly, share with us why it's so important for every Corvette owner to become a NCM member? Membership is so much more than a visit to the Museum. Yes, it is wonderful that having a membership has perks like getting folks into the Museum for free to see all it has to offer Corvette enthusiasts and getting our quarterly magazine and a discount on merchandise from the Corvette Store (<https://corvettestore.com/>). But, even more, as a non-profit 501c-3, your financial support allows us to fulfill the mission of the Museum. "The mission of the National Corvette Museum is to educate worldwide audiences on the evolution of the Corvette – America's Sports Car – through collection, preservation, and celebration of its legacy." Additionally, Corvette clubs very often support us with a club membership. A club can support the Museum for just \$250 per year, or they can choose to support us with a Lifetime membership at a \$3000 one-time payment. <https://www.corvettemuseum.org/support/membership/> Any and all support for the Museum is greatly appreciated.

Here is the press release from the National Corvette Museum about Deb starting in her new position:

<https://www.corvettemuseum.org/deborah-howard-named-corvette-club-relations-coordinator-by-national-corvette-museum/>

We thank Deb for taking a few minutes out of her busy day to share with our members a brief glimpse into her new role as

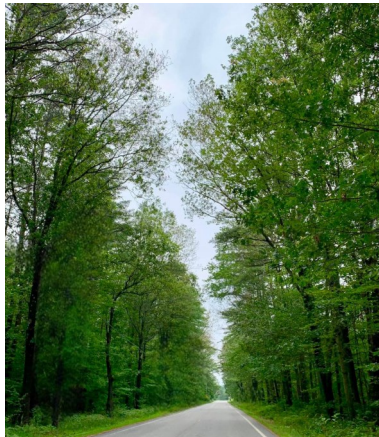
“Corvette Club Relationship Coordinator

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We wish her much success in the role she undertaken as coordinating relationships between the NCM and the Corvette clubs all across the country!



Calcutta's VT. July caravan



July of 2023 may go down as one of the wettest July's on record. What seemed like days and weeks of constant daily rain certainly took its toll on some areas of New England. Parts of both Vermont and the western New Hampshire suffered devastating damage from the overflowing rivers and intense flood waters! One of the town's we visited just the day before on a caravan, **Ludlow Vermont** lay in ruins from the flood waters of the Black River. Our thoughts go out to all the Vermont & Western NH residents as they continue slowly to recover from the devastating July rain! It certainly puts into perspective the insignificance of rescheduling an event or cancelling a car show!



Coming in 2024..

One of the big challenges that many Corvette groups or clubs face over time is complacency. Each year repeating the same old events and functions to the point that the members become so bored they invest less and less time and energy in the group. And while every club or group has some events that are so good, they become anchors in each year's schedule, its vital that they be surrounded by new fresh exciting things that members will enjoy and experience for the first time. **SONHC** is no different. We understand in order to keep members enthused about what we do, that we must introduce new elements to each season. In 2024 we have some exciting changes coming.. Things that we've never done before and we're not just talking about new destinations. But new concepts of what a Corvette club can be! As with everything that grows, change is an inevitability, and instead of fighting it, we're going to embrace it. With over 900 group members, we certainly appreciate each and every member who is a part of this group. But we also know that we must find a way to recognize our group's **"active core members"**. The one's who consistently participate in the groups primary function. "Corvette Caravans". So in 2024 we will be introducing a new level of SONHC membership. A membership exclusive to those who actively have and continue to participate in our caravans and other events. This new level of membership will come with **"exclusives and privileges "** that as we get closer to 2024 will be explained in full detail!

SONH CORVETTES

Premier Member

New Newsletter format coming in September

Starting with next months newsletter, we'll be changing up our format and also introducing a new collaboration team to help bring a fresh new approach to our monthly newsletter. While we certainly would like to believe that many of you have enjoyed some things out of the current format, we hope a new look and fresh approach will bring a broader appeal to more members.

2023 SONHC Remaining Events

- Monday August 7th
Tuckaway Restaurant, Raymond NH
 - Friday August 11th
3rd NHIS Laps for charity (Oval)*
 - Sunday August 20th
Gunstock Mt. Caravan & Alpine Slide, Gilford NH
 - Saturday September 2nd
Manchester Cruise Downtown car show, Elm Street, Manchester NH *
 - Monday September 4th
Milford, NH Labor Day Parade
 - Sunday September 17th
Kancamagus North Conway
 - Sunday September 30th
Back to the Future Caravan (rescheduled) Hubbardston, MA
 - Thursday, October 5th
Woodman's of Essex, Essex MA.
 - Sunday October 15th
Bennington VT Public House Caravan
 - Saturday November 11th
First Annual Toy Drive & last official caravan of the season, Location TBD
 - Holiday/ Cruise Season ending Celebration
December (Date & Location TBA)
- Full Field Event * Limited Field Event * Notates a non SONHC organized event

Did you Know.... That during the filming of the popular TV series "Route 66" That the producers would replace each Corvette that appeared in the show at 3,000 miles. During each of the four seasons, they would replace the car's when it approached 3,000 miles to keep them fresh looking and appearing new. Additionally, since the show was shot only in black and white and never in color, all the Corvettes used had to be a neutral color (mostly light blue or gray) so they would not reflect light into the camera lens. Many viewers thought the cars were actually red in color , but a red car was never used.



Remember, you can register for any of our events though our website <https://sonhcorvettes.org/event-registrations>.