

This Months Articles

- You don't know what you don't know..
- We're going Dark
- Summer 2022
- Back to the Best
- The Corvette Body: Talk about some curves
- 2024 NCM Caravan
- Z06 pricing announced
- Upcoming Caravans
- Bright Lights!
- SONHC Summer Outing

Corvette Trivia

(no Googling allowed)

- 1.) What year of the C7 did GM produce less than 10,000 units And less than 1,000 convertibles
- 2.) True or False, Only two pieces were carried over from the C6 to the C7 generation production
- 3.) What was the first color option available on the C1 exterior other than white?
- 4.) What was the only one year Corvette model production ?
- 5.) Until the production of the C8 , what year was the automatic transmission the only option available?
- 6.) In 1976 Chevy offered the Sport steering wheel option on the Corvette, what other Gm car was it taken from?

Answers are on page 6

As the song by Thomas Rhett says.. Slow down summer! It's rolling by fast! We're in the mist the best time of year if you happen to be a car enthusiasts! The weekly car shows are in full swing and it seems every weekend there's a great event on the calendar to attend. Finding the balance for a Corvette club is a tricky proposition! Many members would gladly stay busy every weekend, while others due to time obligations and family commitments limit their ability to participate in many events. Our group is no different, Our membership is made up of a diverse cross section of people that for whom being the owner of a Corvette means different things. Some of us literally focus our summer-time lives around these cars, while for others, its a secondary love affair.

At SO NH CORVETTES, we're constantly trying to find the perfect balance for our members when it comes to scheduling our events. Quality over quantity is our first rule. Holding caravans spaced perfectly apart allows us to put the time and energy into making each one a special fun filled event.

If you haven't joined us on one of our caravans, Then you're missing out on one of the neatest aspects of being a Corvette owner, Being a part of a long powerful train of Corvettes rolling together towards a great destination! Trust me when I say It's a pretty neat sensation and a whole lot of fun to be apart of!



We're taking SO NH CORVETTES Facebook group private!

It all started! Back in 2020 after attending another group's event, We (Sharon and I) decided that we wanted to create something a little different! Something that could utilize the power of social media to bring Corvette enthusiast together! A place where we could create, schedule and broadcast Corvette events for anyone that wanted to participate in and be a part of.

Well 430 members later we've arrived at a time and place where change is needed to bring about a higher level of increased security and privacy for the group and also a rededication to the original purpose of the group. To bring together Corvette owners that love to drive their cars!

We've been fortunate that between the phenomenal group Administers we have, who've constantly watched over the group's posts and have quickly take action from outsiders when it has been needed to the overall higher quality members who've joined, by most everyone's definitions, we have an incredible group! And by adding a simple vetting process before allowing new membership to join, we feel we can further refine and elevate the group as a whole!

Will this slow down our growth? Possibly... But since the beginning we've been about quality over quantity, so that's OK too. We're excited about what the future holds, as we continue to define our role among Corvette owners in NH and the surrounding areas. We also take the responsibility of the group ownership seriously, and as such we felt that this was the appropriate action to take in moving our group forward.

Additionally for those not on Facebook, we're going to be adding more event content and communication thru our website to reach out either thru the site posts or direct member e-mail messaging to make sure our event's get communicated to everyone interested in participating!

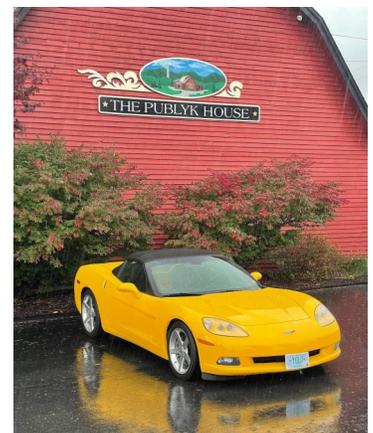
We appreciate every member of our group that brings the energy in which powers all our endeavors and we'll continue to work hard at making everything we do both enjoyable and downright fun for everyone involved!

Summer 2022.. So far!



Back to the Best

As the calendar moves towards fall and while we were not wishing away summer by any means, some of the best times to be in New England are approaching on the horizon. September and October are two of the most beautiful months of the year and are perfect for Corvette Caravans. Last fall we enjoyed two of the most incredible caravan rides across the Kancamagus and out to Bennington VT. (The Publyk House restaurant alone is worth the trip) As we've grown incredibly since last years trips, we hope that some of our new group members will consider one or both of these rides as they truly are the pinnacle of all of our caravans!



Do you even know what you're riding in

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

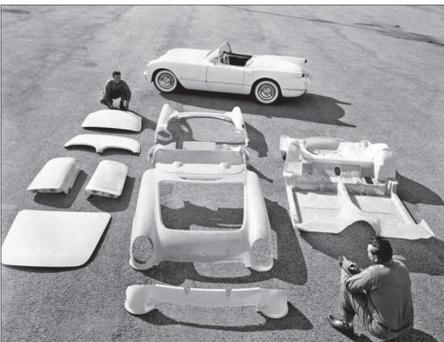
That combination has defined the Corvette for eight generations, as increasing power output matches the use of advanced materials to minimize curb weight. Its been this way at GM since the Corvettes inception back in the 50's.



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 fiberglass, 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 lightweight 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!



Nova Scotia, July 2022: The NCM Caravan NS Meet & Greet was a huge success, as literally hundreds of Corvettes gathered in a lead up event for the 2024 National Corvette Caravan. Hosted by the Corvette Club of Nova Scotia, members of many area participating clubs invaded Yarmouth NS for the fun filled weekend. SO NH CORVETTES own Kevin & Georgia LeBlond (NH state NCMC captains) represented the New Hampshire chapter and shared with us some of these great pictures from the event!



2023 Z06 Pricing announced



Well this one was a shocker! As GM finally announced the pricing for the 2023 C8Z06, waves of surprise and shock reverberated as the online pundits got this one dead wrong ... For months the so called industry "experts" predicted that GM would price the Z06 in the mid eighty's as the starting point! Yeah Um.. just a bit off as the Z06 1LZ couple will have a starting price point of \$106,932 and the convertible will be \$7,000 more! 2LZ & 3LZ models also will push the price tag even further north (if you can afford the base price, your wallet will be just fine ponying out extra dough for the higher trim levels)

But here's the real kicker! As the majority of these cars will be built as basically all out performance models, will anyone really order one without adding the Z07 performance package? (It includes FE7 suspension, Brembo carbon ceramic brakes, Michelin Pilot Cup 2R ZP tires, and underbody strakes). Which is a \$8,995 option, but hold on! there's more! In order to add the Z07 performance package, you'll need to also add the carbon Aero package which comes in at a mere additional \$8,495 in addition to the Z07 price option! And or for those who the don't want to be called cheap, there's the whole top of the line enchilada package called "The visible carbon fiber package" for a paltry additional \$10,495!

Think you'll hear the phones ringing at the dealership with people cancelling their Z06 orders? Hardly! According to the top three Corvette dealerships, there is already a three year back-log of deposits just waiting on ordering these cars! And most if not all of them will be priced well above the listed MSRP of \$150,000! And that's not including the surplus mark-up that some Stealership's will add on, rumored to be as high as an additional \$100,000 "market adjustment charge" bringing the car straight into Super Car price levels.

So what happens when the ZR1 or Zora models are introduced in the coming years, where will the benchmark levels be by then.... Kind of makes you look at the Corvette in your driveway with a little more twinkle in your eye!

2023 Corvette Z06 Pricing:

Price by Trim (including \$1,395 Destination Freight Charge)

	Coupe	Convertible
1LZ	\$106,395	\$113,895
2LZ	\$115,595	\$122,595
3LZ	\$120,245	\$127,245

Pricing shown does not include applicable taxes, title, license, dealer fees or optional equipment.

SO NH CORVETTE Scheduled upcoming Caravan's

July

Sunday July 31st
Laconia, NH

August

Saturday Aug 6th
Summer Outing
Hollis Hill Farm, Fitchburg MA

Sunday Aug. 21st
Vermont General Store

September

Sunday Sept. 11th
Kancamagus Hwy.
Mt Washington Hotel

October

Sunday Oct 16th
Bennington VT

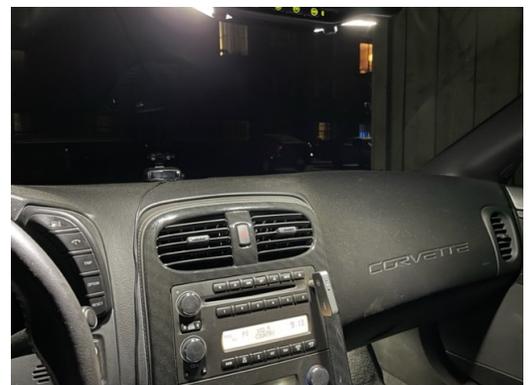
Additional events are in the works and will be added to the schedule as they become finalized!

Bright Lights City nights

One of the easiest and most affordable way to modernize your earlier generation Corvette is through the addition of LED lighting wherever possible. LED lights look different, act different and provide a much longer bulb life. Plus they just look way cooler than normal filament bulbs. Start with your interior. The foot well lighting, the overhead lights the rear storage area lights, all can be quickly and economically changed out. Amazon is a great source for all the LED upgrades, just do the research on what bulb you currently have (Corvettes use lots of 194 bulbs) then order the direct plug and play replacements.

You can continue the process on the outside as well, but you need to proceed with a little more caution when it comes to turn signal and marker lights. Turn signal LED's can cause something called hyper flash (turn signal is very rapid) If you replace both front and rear lights all with LED' bulbs this problem goes away. Additionally there are LED side marker lights that on a C6 series change the look dramatically and can also be ordered in a variety of matching body color finishes. So for around a \$100 bucks you can give your Corvette an updated and unique look ...

Oh and the LED's will add 15 HP to boot..



SO NH CORVETTES first Summer Outing

Saturday August 6th: Come join us for our first Summer Outing to be held at Hollis Hill Farms, Fitchburg AM. We're going to meet in Nashua at the Target parking lot on Amherst St and caravan down to the working 100 acre farm! We'll spend the afternoon and evening enjoying live music, great food, beverages and games! The kids can enjoy visiting with the farm animals and we can even pick our own berries and flowers if we choose! All are welcome and the cost is **free** !

Those with little one's, Leave the 2 seat'r at home and bring the whole family or if you're like Pedro, bring the family in two Corvettes! Either way we hope you come along and join us for what should be a great afternoon and evening of relaxation, laughs and festivities



HOLLIS HILLS FARM



Trivia question answers

Trivia question answers: 1.) 2018 Less than 10,000 Corvettes in total were produced in which less than 1,000 were Convertibles. A new style paint booth was being added to the Bowling Green plant and it shut down production for over three months while it was installed. 2.) True, The C7 was a totally new design for GM as only two parts were carried over from the C6 to the newer C7 series (The Cabin filter & the Roof Latch) 3.) In 1954 Chevrolet added three new colors, Red, Blue and Black as exterior color options. 4.) In 1973 Chevrolet changed the front bumper from chrome to urethane in order to meet the required 5MPH front end crash test results. 5.) In 1982 with the soon to be announced new C4 platform on the horizon and GM working to retool the Bowling Green plant for the new series, The option for a 4 speed manual transmission bit the dust in order to simplify the production line. 6.) This one probably hurts Corvette owners more than any other Fact. The 1976 optional Corvette Sport steering wheel came directly over from the...wait for it ... Chevy Vega.. Ugh!