

February 2022

## Spring is on the Horizon !

### This Months Articles

- Detailing...101
- Travel: Boston & Castle in the Clouds
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- Members Page
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- Astronauts & Corvettes

“Straight roads  
are for fast  
cars, turns are  
for fast drivers.”

February, the shortest month of the year is upon us and perhaps the visits to the garage are becoming more frequent in anticipation of what soon will be here... Hopefully an early Spring!

We've been hard at work trying to put together a diverse cruise season that hopefully everyone will enjoy. Currently there are 22 exclusive SO NH CORVETTE events in the works for the upcoming season, with a variety of short, day long and overnight trips planned. Because many of us have different schedules, both weekday and weekend events are planned and on the schedule. We hope you're as excited as we are to get winter behind us and get out and get back in our cars for some great car shows and caravans!

Our first cruise is on the calendar for Sunday May 1st, A trip into the great city of Boston. We can't wait to get started !



### Detailing... The basic Do's & Don'ts

. Mention the phrase Car Detailing and all kinds of different thoughts enter our heads. Perhaps visions of the Karate Kid, “Wax on Wax off” scene comes to mind. Don't tell me some of you didn't think it!

As we get closer to spring one of the annual rituals most all of us have, is to clean and detail our Corvettes before we can even think about them seeing the light of a spring day or another Corvette!

Now in general Corvette owners are a weird bunch, because even though we performed an extensive thorough cleaning before tucking her away for the long winter months and it isn't touched or moved all winter, we still feel the need to perform the same ritual come spring all over again.

So what is considered detailing? Perhaps the best answer lies first in the why we detail.

Our world is a very harsh place to most all non organic things. While it's just about perfect for anything living, for objects created from the elements of the earth, it's a pretty destructive place to be. While the Sun provides the energy required to sustain life, it also bombards us with gamma rays, radiation rays and ultra violet rays! All of which are corrosive and destructive to anything that is man made. Leave a piece of patio furniture out for a season and you'll see just a small fraction

of what the sun's powers can do. In little time the fabric will become discolored, faded and worn just from the exposure to our sun's rays. Go to any junk yard and looked at the cars piled up and you see layer upon layer of paint oxidation.

(Faded discolored surfaces) This too is attributed from our sun's rays. Couple this with air born sediments, tree pollens, environmental pollution, acid rain... and your cars finish is bombarded daily with contaminants that all are harmful to your cars exterior finish

So simply washing your car isn't enough to protect it from the harshness of the environment. A correct detailing process will ensure a long lasting beautiful protective finish.

Lots of people do their own detailing. And many do so without an understanding of how to properly clean, protect and bring out that gorgeous mirror finish every Corvette owner wants. Using the wrong product on the wrong surface not only defeats the very purpose of doing it, but can actually do harm to the surface itself. Don't care to do it yourself? There are thousands of detailing companies that specialize in performing this service for you. In fact detailing is a 13 billion dollar a year industry, But it's also one of the easiest businesses to start, with little to no money or experience and many a guy or girl deciding I can clean cars and make an

easy buck. But it doesn't mean they actually know what their doing. While there are actual accredited schools that teach detailing the proper way, very few “Detailers” attend. So be cautious if you're going to trust your car to someone else! Do your home work, ask questions about what steps they're going to perform, what products they use. Look at their equipment. How long have they been in business? (Can be a tell tail sign of their quality of work). **Do not just walk in and hand them your keys!**

So lets assume you're going to do it yourself We're going to outline the basics that if you follow, I guarantee you'll be pleased with the outcome. So like everything else with these cars, knowledge is power!

Knowing the correct product to use and when, is critical in achieving the desired outcome. Most every parts store has isle upon isle of cleaning and detailing products, most in eye catching pretty bottles enticing you to look at what they can do. Cleaner waxes, Finish Waxes, Buffer waxes, Top coat waxes, Spray waxes .... On and on it goes. It can be very confusing! But it doesn't have to be if you stick with a basic three step paint detailing process! .

.... Continue on page 2

... Detailing continued

So here is a basic three step detailing process that anyone can do.

**1.)Cleaning the Top Coat Finish**

The first step is to get the top clear coat finish as pristine as possible before adding anything to it. After washing the car "Claying" is a process that cleans



and prepares the surface for further enhancing treatments later on.. It removes old waxes and any impurities embedded in the top clear coat finish. We want to get the top clear coat

back to what it was when it left the factory. **The clay bar is a must for every paint surface.. period.** If you decide to skip this step, understand that anything subsequent that you do for treatment will be just adding it on top of the impure layers already there. Your shine and protective layers will all be compromised resulting in a disappointing outcome. Before you begin, lightly run your fingers over the surface of



the area you're treating and you'll feel a slight drag of your fingers as you actually feel all the contaminants on the surface. The Claying process is a very simple one and consists of only spray lubricant and a small clay bar! Have two large clean towels ready and spray down a 3 ft. square area with the lubricant (you can actually use water in a fine spray bottle as the whole purpose is to provide a lubricant for the clay bar to glide over) Take your clay bar and lightly glide over the surface of the paint in long uniform strokes. (If the bar drags its not lubricated enough.) After doing an area, dry the area with the first towel. Then go over the area with the secondary polishing towel to polish the now clean area to a very high shine (Use lots of elbow grease here). Continue until the entire painted surface has been cleaned. If you get over spray on an already cleaned area just use the 2nd polishing towel to once again buff polish that area. Once the entire exterior of the car has been clayed, you're ready for step two.

**2.)Polish layer.** This is where the shine and luster of the paint comes out and is done before you add the third and final protective layer. Now you don't have to add a polish layer if you choose not to. You can go directly to applying the final protective wax layer. But if you're after that elusive glass mirror finish, then a polishing layer will certainly help get you there. Its applied via an applicator pad, allowed to dry and then buffed to a high gloss finish using the another two towel method as with all other steps (I recommend replacing the finish towel with a high quality cheesecloth)



**3.)Final Waxing protective process**

Again there are options when it comes to the protective outer layer .

Tried and true **Carnauba wax** is a safe paint protectant that will give your car's finish a protective layer, but for a slightly shorter of period of time, which dependent on how you store you car can be as little as half a season (left exposed outside).



**Synthetic polymer** waxes are now a affordable great option that will provide the same level of paint protection that the carnauba wax provides, but will do it for a longer period of time. And because of the chemical make up tend to add a slightly higher shine due to a more uniformed molecule structure. Either way, remember using less is always more. A thin more uniformed layer through out the entire finish will give you the best results. (Always apply the product to a pristine polishing pad, never directly to the vehicle surface.) Work in circular motion applying evenly on the entire surface and then allow it to dry for a few minutes. (if it takes longer than a few minutes you're applying too much product) Once the surface is dry, take one of your two towels



(different towels than your claying and polishing ones) and wipe off the excess wax completely. Then either using a secondary polishing towel or a cheesecloth polish the surface to a high shine. But here's the thing, if you have compromised either of the first two layers all you will be doing is sealing in the poor quality of these previous steps and you'll end up disappointed with an uneven somewhat lackluster finish

Remember again never ever applying any chemical product directly to the paint surface, always apply it to the applicator first. **You can compromise your previous steps ?** An issue that can easily occur is something called **cross contamination**, where one product designed for a specific type of surface gets on another it isn't designed for. This is a real problem and cause many a frustrated detailer when it happens. You end up chasing yourself by re doing steps over and over. It happens as easy as using the same applicator for more than one step or by using the same towels on multiple steps.

The only way to avoid cross contamination is by **planning your work** in a specific order and having the correct tools dedicated to each step. Don't start claying your vehicle without first washing it and Chamois it dry. Don't start the body until the wheels are done. Don't wash until you've pre treated areas with heavy contaminants such as bugs, tree sap and road grime on the front and sides of the car. Remember to **Have the correct product** you're going to use on the trim, the clear plastic, the wheels, the glass etc..... as all require material specific cleaning and protectant products.

**Proper Detailing occurs in a specific order.**

Prepare and organize all towels, cloth's and products together for each specific area of detailing.

**Wheels and tires always first** (See below)

Remove visible grime, bugs, and contaminants from high impact areas such as the front and sides.

Wash the vehicle thoroughly. Chamois it dry. (Invest in a high quality one)

Clean and treat trim, and plastics before the paint. Clay vehicles entire painted surface

Apply paint polish layer (optional)

Apply wax or polymer to entire body surface.

Drink a couple of beers as you have earned it. (it should take 5 plus hours to do a proper full detail)

Apply wax or polymer to entire body surface.



**Wheels and tires...** DO's and Don'ts

**Always the first step.** Dependent upon the type of wheel, use the proper wheel cleaner and always keep a separate sponge and bucket for your wheels. **Never ever** use the same sponge or brush that you will use later to wash the painted surface with. Brake dust residue is very fine and can easily remain in the sponge even after numerous rinsing. **Also be careful with your level of aggressiveness as many type of wheels can easily be scratched, and you won't realize it until after they dry!** Use only a cleaner and polish designed for your specific type of rim, alloy, aluminum, polished, painted etc. When you dress out your **tires**, again use a product designed for just the tires. Use the rule a little goes a long ways. Again apply the dressing onto the applicator directly, (I avoid using spray on dressing due to overspray) and wipe around the tire beginning with the tire/rim bead area and wipe the entire outer surface. Avoid getting the dressing on the tread of the tire as this will transfer onto the body areas the first time you drive it.

**Windows** /2 vinegar 1/2 water with old newspaper is the best way to clean windows. (Never clean in sunlight or when glass is warm, streaking will show up hours later)

**Interior..** When it comes to the inside of the car, remember **Armor All** is not your friend. Avoid it at all costs. It adds a film you'll chase forever to remove and adds surface spots that are unsightly. A mixture of 2/3 water 1/3 vinegar and a damp cloth is the best way to clean all the plastic interior surfaces. **Carpets & Upholstery** Use a good spot cleaner such as **Tough Stuff** and a soft brush to eliminate stains such as coffee, make up, food etc. (Always test on a hidden surface before uniformly applying on carpets and cloth surfaces).

A toothbrush and a vacuum are the best way to get the dirt, food and grime out of the hard to reach areas.

**Lastly before starting** , Find a high quality detailing product line you like. There are many great companies to choose from designed specifically for the do it yourself detailer.

Just a couple are **Adams** and **The Chemical guys**,

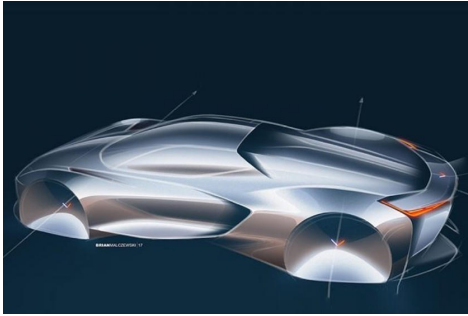


**\* avoid one step do it all spray products! The science doesn't add up for most of their claims and there really isn't a one product that does it all out there despite the advertising claims**

**Detailing is a thinking mans game!**  
**Do your research!**  
If there's something you feel unsure of, learn before doing. There are numerous detailing sites and videos that provide great step by step instruction on each process. Ask someone you know who's car looks amazing, what steps and products they use. Remember, you will get out of it, what ever level of effort and knowledge you're willing to put into it!  
**Wraps....** Most of you may have heard the term color wrapping. But not fully sure what it is. Color wrapping is the process of adding a vinyl or similar material layer over the exterior paint or a surface of the car. It's a way to personalize your car without diminishing the overall value later on. It can be done on one area of the car such as a Targa bar between the removable roof and the back glass section. Or the entire car can be wrapped (including wheels) in an entirely different color or finish. Adding wraps that include graphics can also be done. One of the biggest benefits of wrapping is the paint underneath isn't disturbed and the cars finish can be returned to its original color without damage later on The options for colors and finish are endless, and you certainly can have a personalized unique look. Wrapping isn't cheap however, as most high quality jobs can run in the thousands.



## C9... Never too early to look ahead!



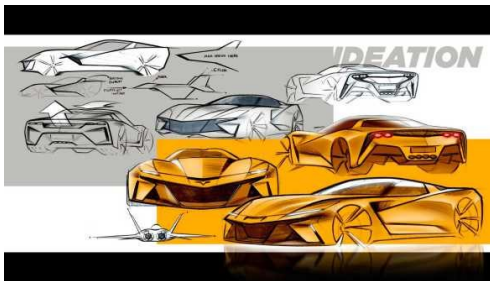
The cold days and nights of winter leave us with much time to ponder and think about anything Corvette related. Imagining the potential of the next generation is no different. Still years away, its fun to get ahead of ourselves and put together small bits of information that may form clues about what exactly the C9 generation will turn out to be. We're certainly in different times with almost every single person on the planet carrying around a High Def camera in their pocket, So it will be more difficult than ever to keep the C9 development under wraps. As it is already it seems like every week we hear rumors or see pictures about the "next" C8 model to be not only in development, but in actual working form. All across the country there are camouflaged and un-camouflaged models going through real world testing. The C9 will be no different.

An interesting fact that was never announced until recently was that as the development of the C7 was nearing completion, there was a secretive team already developing the C8 **simultaneously**. (In reality the C8 design mid engine has been in the works for 60 years as it was always the dream of Zora Arkus- Duntov to have the car be a perfectly balanced mid engine design. Several working models made it to completion over the years and many still exist today in museums across the country) But as far as the C8 development, it actually started way back in 2011 and was being conducted



2011 mid -engine Mule that was used to develop the C8 design

covertly next to the C7's development. However the C8 team was hidden away from *everyone* including top GM brass. Development was done at the Flint Michigan Proving grounds and the work was conducted during the night and overnight as to not raise suspicions. **C9 development is already under way** . An announcement back in September of 2020 was one of the first signs that planning for the next series was in the works. The entire Corvette design team was transferred to GM's newly created EV platform development team. As GM made the announcement that they were transitioning to an all Electric Platform (EV) company by 2035. However as this was announced, the only substantive information was about the new division created.



Nothing was mentioned about GM completely eliminating the Corvette development team itself. Could a similar situation like the C8 development happening simultaneously to the C7 be happening again? Chances are that answer is yes.

One of the things that make these cars so incredible is in fact the lineage has been maintained throughout the cars vast and long history. They have always been immediately identifiable as a Corvette the second you see one, regardless of the year. And with every past generation, there have been carry over components and features brought into the next one. The C9 will most certainly be no different and will incorporate a lot of the C8 features. One of the first major questions will be, what engine location will the car have? Will it remain a mid-engine platform or return to the ever familiar front engine design. Many feel it will remain mid-engine as it wouldn't financially make sense to retool for just one more series before going fully EV in 2035.

Or would it? When the car becomes an all electric platform, engine location will no longer be a constraint, as the electric motors will be placed at the corners close to the wheels, so really the 2035 design platform will be probably all new anyway. So front end purists still may have a possible pulse for returning from the dead in the next generation What will the power options be on the C9? Will we get one more series of hybrid power before transitioning to full on EV in 2035?

Recent life cycle history may say yes! Beginning with the C7 design, the life cycle was shortened from the 9 year run of the C6 to the 6 year cycle of the C7 to the predicted 6-7 year of the C8, possibly leaving time for one more generation between 2027 to 2035 to be built. So in essence the C9 could be the final bridge between the last of the fossil fuel engines to the full fledged EV model of 2035. Perhaps powered by a version of the LT5 as the base engine along with hybrid power.

This we do know! Eventually the Corvette as long as it remains under the GM umbrella will become a 100% EV. But think of the fun they could have with the C9 series (and also appease many Corvette purists) by using it as one final run up to the 2035 EV, turning out one last loud, gas burning heart thumping loud Supercar.

## Destinations....

. With a normal NE spring arriving some-time in April, We've got two Sunday trips to kick off the 2022 Caravan season. They couldn't be any more opposite as one takes us into the heart of Boston! The other is a trip to one of the most breathtaking homes in New Hampshire.

### Boston

If you've never had the chance to visit downtown Boston on a Sunday, then you're truly missing out. Boston is beautiful wonderful place to visit without the traffic and congestion a normal weekday brings. A scenic Sunday trip from So. NH into downtown Boston is a great way to kick off our spring cruise season. Great restaurants, Historical landmarks, Shopping and scenic photo opportunities all await.



### Corvette Caravan 2024

We're attempting to organize a one day 2022 mid-summer Corvette only car show that would bring together Corvette clubs from all 6 New England States in anticipation of the 2024 Caravan. It would also give us an opportunity to meet face to face with members of other area Corvette clubs.



**Castle in the Clouds.** A wonderful destination that many of us have enjoyed numerous times. The incredible views, the winding roads, The Castle itself, all make for an enjoyable Sunday getaway, regardless of the number of times you've been there. The back roads from southern NH to the area always makes for a great cruise and final destination. The area around lake Winnepesaukee is a haven for small shops, great restaurants and scenic vistas, all within a few minutes drive out of the Castle in the Clouds



### New England Potato Soup

#### INGREDIENTS

2 tablespoons butter  
 1 onion, chopped  
 1 celery rib, thinly sliced  
 2 (14.5 ounce) cans chicken broth  
 5 red potatoes, peeled and cubed  
 ½ teaspoon salt  
 ½ teaspoon dried rosemary, crushed  
 ½ teaspoon dried thyme  
 ¼ teaspoon ground black pepper  
 ⅓ cup all-purpose flour  
 ½ cup milk  
 1 ½ cups cubed fully-cooked ham  
 1 cup frozen peas  
 2 cups milk

**Directions:** Heat butter in a saucepan over medium heat; cook and stir onion and celery until tender, about 10 minutes. Add broth, potatoes, salt, rosemary, thyme, and black pepper; stir to combine. Bring to a boil, reduce heat, and simmer until potatoes are tender, 15 to 20 minutes.

Whisk flour and 1/2 cup milk together in a bowl until smooth; gradually stir into soup. Bring to a boil, stirring occasionally, until combined, 2 minutes. Stir in ham, peas, and remaining 2 cups milk; cook until heated through, about 5 minutes.



### New England Crab Cakes

#### INGREDIENTS

1 pound crabmeat  
 ½ cup dry bread crumbs  
 1 egg, beaten  
 1 tablespoon mayonnaise  
 1 teaspoon prepared Dijon-style mustard  
 1 teaspoon Worcestershire sauce  
 1 tablespoon Old Bay Seasoning TM  
 2 tablespoons butter

This recipe comes from Maine and is EXCELLENT! These cakes are so yummy they almost melt in your mouth! They're great served with a seafood pasta salad, boiled potatoes, or fresh steamed veggies.

**Directions:** In a medium size bowl, combine the bread crumbs and the crab meat. Stir the beaten egg, mayonnaise, mustard, Worcestershire and Old Bay Seasoning. Lightly mix these ingredients being careful not to overwork the crab meat. Form into 8 round, flat crab cakes.

Heat butter in a skillet over medium heat. Fry the cakes on each side until crusty and golden brown. Serve warm.



### Rhubarb Custard Cake

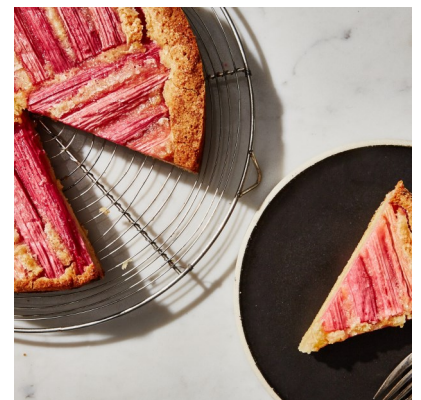
#### INGREDIENTS

8 servings  
 4 Tbsp. melted unsalted butter, cooled, plus more room-temperature for pan  
 1 cup all-purpose flour, plus more for pan  
 ¾ tsp. baking powder  
 ½ tsp. kosher salt  
 2 large eggs  
 1 large egg yolk  
 1 ½ cups sugar, plus more for sprinkling  
 ¼ cup sour cream  
 2 Tbsp. dark rum  
 2 tsp. finely grated lemon zest  
 13 oz. rhubarb stalks, halved lengthwise if thick

**Directions:** Preheat oven to 350°. Butter and flour pan. Whisk baking powder, salt, and 1 cup all-purpose flour in a medium bowl. Whisk eggs, egg yolk, and 1 ½ cups sugar in a large bowl until very pale and thick, about 1 minute. Whisk melted butter, sour cream, rum, and lemon zest in a small bowl. Whisk butter mixture into egg mixture just to combine. Add dry ingredients and fold in until batter is smooth; scrape into prepared pan. Chill 10 minutes to let batter set.

Arrange rhubarb over batter however you like, trimming as needed. Don't press fruit into batter—just place over top and let it rest on the surface. Sprinkle with more sugar and bake until cake is golden on top and browned around the sides, 45–55 minutes. Transfer pan to a wire rack and let cake cool in pan 10 minutes. Slide a knife around sides of cake to loosen and unmold. Slide directly onto rack and let cool completely.

Cake can be baked 1 day ahead. Store tightly wrapped at room temperature.



#### SPECIAL EQUIPMENT

A 9"-diameter springform pan

We'd love to hear back from anyone who makes one of the monthly recipes. Share your thoughts on ease of making, How they turn out and obviously how they taste. E-mail your feedback to [sonhcorvettes@gmail.com](mailto:sonhcorvettes@gmail.com) and we'll share your results

## Member Profile

As a new permanent section of our monthly newsletter, Each month we'll be featuring a group member along with their car's!



This month's member profile! Jamie & Brenda Rand. One of our groups earliest members! and a moderator for our group.

**Jamie & Brenda reside in Litchfield NH** and have been members of SO NH CORVETTES since **Nov 2020**. They currently own a beautiful **Crystal Red 2008 C6 "SMKNGUN"** JAMIE is an Engineer and Brenda is in Customer Service.

- What do you love most about your current model: **the Color, Paddle shift, NPP Exhaust, Dual roof panels.**
- The least liked feature **the sometime temperamental shifter**
- Dream Corvette: **1982 Collector Edition**
- First Car growing up: **1980 GMC Sierra Pickup**
- Can you describe what it was that attracted you to the Corvette. Was there something earlier on in your life that made you fall in love with the car?  
**I always loved the exterior styling of the C3 Corvette, but I've never been a fan of the interior styling and materials even with my C6 but I have come to appreciate the interior much more and the design choices make a lot of sense the more time you spend in the drivers seat. The C7 interior is a big improvement over every other generation corvette.**
- Where was your favorite place or location that you've taken your current or a past Corvette to? **Best drive was 2021 Kancamagus Hwy. Best photo op Folly Cove.**
- Describe what it means to you, to be able to say you own a Corvette and the greatest joy it brings you: **The best part of owning a corvette is knowing that I have the car I've always wanted and am never thinking that I could have done better with another model or brand.**
- Is there something you'd like us to do as a group, or a specific location you'd like us to caravan to in 2022: **Coastal drive from the Mass border heading north through Hampton Beach, up to Nubble light house in York Maine then to the Marginal Way in Ogunquit for the seaside walk and dinner. Drive around Cape Ann, Gloucester, Rockport Etc. Perhaps a charity drive or Veterans benefit of some kind.**

Jamie and Brenda are regular attendees at most group events and honestly two of the nicest people you will ever meet, So make it a point at our next gathering or show, to seek them out and introduce yourself. Ask Jamie about his recent diving certifications and their trip to the NCM in Bowling Green.

We're honored to have them both as members of our group!

Happy Birthday to Brenda Rand and a Happy 39th Anniversary to Tim Randlett and his wife



Mecum held their annual Kissimmee vehicle auction in January 2022, taking place between the 6th and 16th. 3500 vehicles were on display and went up for bid, including over 400 Corvettes that crossed the auction blocks. Corvettes from every generation including numerous rare one of a kind cars exchanged hands. Just a few of the notable cars that sold were a one of a kind Red 1963 Z06 fetching \$600,000 followed by another 63 that sold for \$500,000.

The last #300 1953 first year production exchanged hands for \$418,000 A 2019 ZR1 with 11 miles on it sold for a whopping \$297,000 Even new base C8's with MSRP's of \$63,000 sold for well over \$100,000, lead by a new C8.R selling for \$165,000!

We all know that right now, Corvette prices are off the charts and this certainly was in full display as Corvette after Corvette sold for way beyond top dollar.

It will be interesting to see what happens to Corvette prices as spring nears and these cars get pushed to the forefront of desired cars to be bought.



## Corvettes & Astronauts

Astronaut Alan Shepard, a long-time Corvette owner, was invited by then GM Chief Engineer Zora Arkus-Duntov to drive pre-production Corvette models. General Motors executives later gave Shepard a 1972 model with a Bill Mitchell interior. Jim Rathmann, a Melbourne, Florida Chevrolet dealer and winner of the 1960 Indy 500, befriended astronauts Shepard, Gus Grissom, and Gordon Cooper. Rathmann convinced GM President Ed Cole to set up a program that supplied each astronaut with a pair of new cars each year. Most chose a family car for their wives and a Corvette for themselves.[117] In his memoir Last Man On The Moon, Gene Cernan describes how this worked. The astronauts received brand-new Corvettes, which they were given the option to purchase at a "used" price after they'd been driven 3000 miles. Alan Bean recalls Corvettes lined up in the parking lot outside the astronaut offices at the Johnson Space Center in Houston, and friendly races between Shepard and Grissom along the Florida beach roads and on beaches as local police turned a blind eye.[118] Shepard, Grissom and Cooper even pulled each other on skis in the shallow water. The Mercury and later astronauts were unofficially tied to the Corvette and appeared in official photographs with their cars and with mock-ups of space vehicles such as the Apollo Lunar Module or Lunar Roving Vehicle. Cooper talked of the races along Cocoa

