

SO NH CORVETTES

SO ME CORVETTES

GENERATIONS

June 2026 Vol 6 No 6

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SO NH CORVETTES

June 2026 * Page

SO ME CORVETTES

We welcome in June with open arms! In the hope that the cold and wet weather of May is now behind us! As we arrive at the beginnings of summer our schedule of events is already well underway, and despite the early season weather challenges, members have still been able to come out and experience what being a SONHC & SOMEC member is all about!

Wonderful drives to some great destinations! With June's arrival, we now settle into the start of our busy part of our caravan schedule. June holds some great destinations and events, with both returning favorites, and also brand-new events we're excited to hold for the first time! Also, in the coming weeks we have several special events, where we bring SONHC & SOMEC members together on joint club events! Something we always love to make happen!

Coming on the heels of a May that had members head out to *Watkins Glen for the Corvette Thunder at the Glen* event on our first ever multi day event! Then returning home for a couple of track events much closer to home to finish out the month.

We also embrace the heartiness of SOMEC members who ignored the wet weather and rain for some great seafood, a wonderful coastal drive and even a little glimpse of late day sun to kick off the SOMEC 2026 season. And then as the month drew to a close, a wonderful visit down to the Maine Classic car Museum!

So, as we look ahead to June and beyond... All in all, it's a very good time of the year to be a Corvette enthusiast!

Rick



What an event! One unlike anything we've ever experienced before! Two days of everything Corvette! To be around so many people all who share a singular interest is a pretty cool thing! Having all 8 generations come together as part of the 250 plus Corvettes in attendance is always a spectacle to behold. And, the event itself, was truly a memorable one, from the start on Friday night, listening to guest speaker **Ron Fellows** to the event conclusion late Saturday afternoon with everyone enjoying Laps out on the **Watkins Glen Road Course!**

In terms of organization, this one was very well done, (Just think about herding over 250 Corvettes together, in and out of a city over and over

without a flaw)...Which just added in to making the weekend such a truly exceptional experience for everyone there!

But most importantly, we need to acknowledge and give thanks to the 28 members who elected to make the decision to come along with us. It turned out to be just an incredible group of members, who not only made our job of getting there a rather easy one, as they each followed our directives to the letter, but upon our arrival made spending time around each other, and getting to know one and another over the entire 4-day excursion was something very special!



**HAPPY BIRTHDAY TO OUR CO-FOUNDER
MS. SHARON DELANO!**

We wish SONHC & SOME Co-Founder Sharon Delano a very Happy June Birthday! Much of who we are today directly correlates back to Sharon, who has had a hand in everything we are and in what we attempt to do.

Since day one Sharon has been here beside me in helping to organize, plan and shape our clubs into what they have now grown to become.

***So, I know I speak for everyone when I simply say!
Happy Birthday! And that You are dearly loved by all!***

SONHC NHMS LFC Walkway Brick

One of the yearly events we place a great deal of emphasis on is our group's participation in all the New Hampshire Motor Speedway... or **NHMS Laps For Charity** events in Loudon, NH. Why? Well, first off, it a rare opportunity for members to be able to take their Corvettes out on a race track! And before anyone thinks or says...well, they're only pace laps.... Hitting over 100 MPH at the end of the straightaway is a bit more than a pace lap... IMO!

Secondly and equally as important is that our participation is doing something positive for the **Speedway Children's Charity Network!** One of our four annual charitable foundations we support each season. Every dollar that is raised through our members taking laps, goes directly to this organization and raises thousands of dollars annually for this incredible foundation! 2026 will be no different and again follow in our tradition of always turning out to support these events! Be it 4 cars or twenty-four cars, we're committed to being at each one that is on the schedule!

We are also extremely pleased to announce that our **SONHC** club name will now be etched into the history of the NHMS track with our purchase of a commemorative Brick on the soon to be built walkway that will adorn the race track later on this summer. Through a combination of generous membership donations and club support, we will now have our club's name and its members permanently on display at **NHMS** for all future history! Once the walkway is completed, (Estimated August 2026) and anytime members visit the track, they will be able to see our lasting commitment to both the **NHMS** track and to all of the LFC events we have participated in over the years!

So, we sincerely thank all our donating members who helped make this commemorative brick possible and also to all who have come out and joined us in taking laps out on NH's Magic Mile!

And, last month we kicked off our 2026 **Laps For Charity** season with our first of four planned visits up to **NHMS!** A beautiful afternoon was the backdrop for this one, as members enjoyed laps around the 1.4-mile road course! And something we always love seeing, is when new members elect to come along and join us for their first experience out on the track!



From the members of
SO NH CORVETTES
We're honored
To have our name
Engraved in history
at the NHMS

Our Mission statement:

SO NH CORVETTES was created in the summer of 2020, originally starting as an online Facebook group. It was our hope that, through the power of social media, we could bring together like-minded people who share the same passion and love for these iconic cars by promoting participation in Corvette caravans traveling throughout New England! As we now have over 1,900 group members, our media footprint continues to evolve, change, and grow — with the continued goal of making every member experience a memorable one!

FEATURED ARTICLE: HARLEY EARL & WATKINS GLEN

We talk about the man, Harley Earl a lot, and for good reason. And, while the name Zora Arkus Duntov is often the first name many think of when looking back on the history of the Corvette, if not for the vision of one Harley Earl the platform that Duntov turned into a legend may have never come to exist.

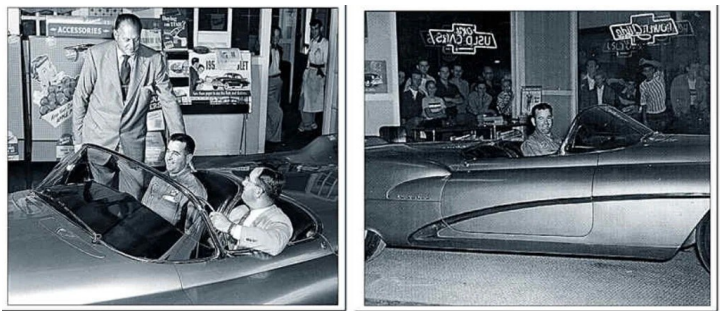
Most everyone knows the story that Earl wanted to build an American Sports car for the troops returning home from World War II after they were exposed to so many little European sports cars during their time in the war... But there's more to that story, in fact there's an entirely different story behind that story. One of the inspiration!

Long before the idea of building an American Sports car had come to fruition, it was in 1951 that Earl first was looking for a way to expose his then cutting-edge **LeSabre** concept vehicle that he had designed. This massive boat of a car was full of cutting-edge technology that the world had never been exposed to anything like before. Inspired in both name and design from the F86 Sabre jet with strong styling cues straight from the at the time modern jet. The car entailed a massive intake oval grille, rain sensing technology that would automatically close the convertible roof, a wildly curved windshield similar to a cockpit canopy, a 12-volt electrical system, a supercharged V8 engine and huge massive tail fins, again similar to what would be found on the back of the F86 fighter jet. And something that also set the LeSabre apart was that it was a fully functioning concept vehicle that could be driven on the roads. In fact, the car for a while became Harley Earls personal every day driver.

This is where two stories begin to collide together. Earl was looking for a way to draw public attention to the LeSabre and he also was a huge racing fan. So, he decided to combine the two together by driving the car up to Watkins Glen NY and promote it at the Watkins Glen Grand Prix race in 1951. So, being the chief design engineer at GM afforded



you the ability to reach out to any GM dealer across the country.



So, in 1951 Earl reached out to the local Chevrolet dealership in Watkins Glen, Glen Chevrolet, and in fact directly to the owner Nick Fabroni himself asking to be able to store the car inside the showroom while it was in Watkins Glen. Well, when the Vice President of GM asks, you certainly oblige. So, a plan was put into motion to have the concept vehicle travel up to Watkins Glen and to be used as the pace car for the "Concours d'Elegance"

parade for the 1951 Grand Prix.

The car was a huge hit with the 100,00 race fans in attendance and Earl also took the vehicle out and about during his visit and prominently displayed it at events all over town. Each night, the car would return back to the Glen Chevrolet showroom kept under lock and key, but still visible from showroom windows, which drew huge crowds each day and night while it was there on display ... *Continued on pg. 5*



...Continued from pg.4

It was at this very visit to Watkins Glen, that Earl first came up with the idea and concept of producing a small American sports car! After witnessing every car in the race was European and there was not a single American made car competing. Then and there, he wisely decided that Chevrolet was going to be the first to build a true 2 seat American sports car! At that first race weekend in Watkins Glen, Earl and Fabroni forged a true friendship with them both attending party after party together and meeting many of the race car drivers and influential dignitaries. Harly was not only a brilliant concept engineer, but was also a truly imposing figure of a man, and an engaging conversationalist and left so impressed with the passion the race car fans and officials showed.

Fabroni didn't know at the time that Earl shortly after leaving Watkins Glen set the wheels in motion to develop "The Opel project" which would later go on to become the 1953 Chevrolet Corvette! As Fabroni became aware of this soon to be released new Corvette, he set out to get one of the first show cars up to Watkins Glen for the upcoming Grand Prix race weekend the following year. He even traveled to Detroit to lobby to have one of these first four show display cars make its way up to the race in NY. First being turned down by layer upon layer of GM's bureaucracy and being told the display car schedules were all already committed to things like the GM Motorama car show in New York and the Paris France auto show, He finally elected to make a phone call to his good friend Mr. Harley Earl. And, while he didn't want to appear to be using his friendship to go around the bureaucracy, he believed in it strongly enough the car be presented where it was first conceived that he was willing to take that chance. Mr. Earl obliged and the car made its appearance that year at the Glen Chevrolet dealership showroom. This Corvette also led the 1953 "Concours d'Elegance" parade before the start of the race. In essence the car had come full circle, from the concept first being conceived in Watkins Glen to now being the only true American made sports car now leading everyone for the start of that race!

It would then only just two short years before the Corvette would not only return to Watkins Glen, but as a race car competing in the Grand Prix race itself! The two men whose path's had crossed merely from one phone call had not only influenced the Corvette greatly, but forged a lasting friendship far beyond these first few years of the Corvette's existence and the part Watkins Glen played in its humble beginnings.

As years and decades have past, to this day, the Corvette has continued a long-storied history out on both the Watkins Glen International Raceway and on the streets of Watkins Glen itself. The now annual Corvette Thunder at the Glen weekend festival which we just attended is now considered the annual celebration of the story of the Corvette's beginning.



LakeCOUNTRY

Star-Gazette, Sunday, September 6, 1998 5

Corvette: Idea born in Glen

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 which was refinished and shipped to a major auto show in Paris. But Earl also returned to Detroit with an idea. A year and a half later, Fabroni heard Chevrolet was building a new sports car — the Corvette. There were just four built, but Fabroni wanted one to lead the parade before the start of the 1953 Grand Prix. So he flew to Detroit and went to the Chevrolet promotional office.
 "When I got there I talked to this young clerk, and he didn't know anything about Watkins Glen," Fabroni said. "He told me they weren't releasing any of the Corvettes yet."
 "He told me, 'See that stack of letters over there? Every state fair in the country wants to show one.' So I went to Mr. Earl's office in the

General Motors building. He wasn't there, but his assistant made a call to the clerk.
 "At the end of his telephone conversation, I was asked to return to the Chevrolet promotional office for a more favorable decision."
 Earl's assistant arranged for one of the four 1953 Corvettes to be shipped to Watkins Glen to lead the parade, with the condition that the Buffalo Zone Service Manager be the only one to drive it.
 The Corvette arrived by van and was displayed in the Glen Chevrolet showroom. On the morning of the race, the Corvette was used to lead the "Concours d'Elegance" parade.
 The Corvette was then returned to Detroit, and the rest is history. It has been updated many times but



The 1953 Corvette on display at Glen Chevrolet in 1953. Provided

retains the aerodynamic form it had when Earl designed it.
 In the early days of road racing in Watkins Glen, the featured cars were mostly European models such as Maserati, Alfa Romeo, Mercedes-Benz, MG, Bugatti and Jaguar. Road racing was quite popular in Europe at the time.
 But that style of racing was catching on in America, as evidenced by the huge crowds that came to the Watkins Glen event. The 1951 crowd was estimated at 100,000.
 The Watkins Glen Grand Prix was a thrilling competition to attend in those days, especially since there were a lot fewer cars and people at the time. But the race also served to inspire the great dri-

vers and car builders of the day.
 During a taped interview with Detroit reporter Stanley Brams, Harley Earl talked about his experience at Watkins Glen, which is proof the Corvette was inspired by the 1951 race.
 The transcript from the 1954 interview was provided by Earl's grandson, Richard Earl of Royal Oak, Mich. It reads:
 "It's just like when I finished the Le Sabre. I'm going to show you a car right now. Let's see, the Corvette was a little thing that I started. I ran that Le Sabre up pacing a race, and then I got the idea — a sports car race at Watkins Glen, that's where I got the idea for the Corvette."



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One highlighted event for June that is scheduled to happen on **June 14th** is our return visit up to Moultonborough, NH and a visit to the **Castle in The Clouds** property! A sort of coming home, as this was the place that led to the creation of SONHC way back in 2020. Last year despite a chilly mostly overcast day, 66 Corvettes came together from both clubs for a day of exploration and fun. Many visited the famed 16 room *Lucknow Mansion* and explored some of the trails on this 5,000-acre property that include beautiful waterfalls and incredible elevated views overlooking Lake Winnepesaukee. This year, we moved the date back a little later in hopes of catching a bit more seasonal summer warmth rather than a day requiring coats. Two wonderful drives also await those who come along as we come together to celebrate the gathering of members from both of our clubs! Something that we will repeat several times in the coming weeks that follow this Castle in the Clouds adventure!

Our June Schedule of events

SOME C

Maine Maritime Cruise

June 6th 10:00 am

Bath, ME

Hammond Castle

June 27th / 28th

Gloucester Ma

*Castle In the Clouds **

June 14th

Moultonborough, NH

*Club Motorsports Track Day **

June 20th

Tamworth, NH

*Summer Solstice Sunset Cruise **

June 22nd

Hampton Beach, NH

To register to come along on any of these events, simply go to the websites of each club and click on the event registration page and find the event you want to attend and fill out the registration form!

Or, here are two links that will take you directly to each club's website event registration pages.

SOME C

<https://somecorvettes.org/2026-event-registrations>

SONHC

<https://sonhcorvettes.org/2026-event-registrations>

SONHC

Corvette Thunder at Watkins Glen

May 14th -17th

Watkins Glen NY

*Laps For Charity (Road Course) **

May 22nd

NHMS Loudon, NH

*N.E. Dragway **

May 29th

Epping, NH

*Castle In the Clouds **

June 14th

Moultonborough, NH

Tamworth Track Day

June 20th

Tamworth, NH

Solstice Sunset Cruise

June 22nd

Hampton Beach, NH

New Hampshire Veterans Home

June 30th

Tilton, NH

4th of July Parade 250 Celebration

July 4th

Merrimack, NH

Got a Suggestion for a destination or event?

The back story behind our just completed **Watkins Glen** visit dates back to *June of 2025*. When I was approached by one of our long-standing members who had just returned from last year's Corvette Thunder in the Glen event. He emphatically stated that we just had to take our club out there for this year's 2026 Corvette celebration event! He was adamant that this was the kind of caravan event that would be perfect for our clubs. And, boy was he certainly ever right! His suggestion led to lots of investigation into learning what this Corvette festival celebration was about. And as time progressed, it became clear that if we had enough members that wanted to go, we'd make it happen. So as the phone calls and emails started back and forth, between us and the event organizers, a plan was laid out that made sense and could work. When we announced our intended plans, members quickly jumped on board and signed up to come along. That was it! 28 members were heading west! And now, looking back, the trip went off about as close to perfect as possible (less the rain on Thursday and Friday Morning) The members who made the decision to come along are what made this trip such an enjoyable fun experience. The comradery and attitude they all carried the entire trip made the four days spent together, a memory for a lifetime! So, the next time you have an idea for a destination or event, we strongly encourage you to reach out to us! Who knows, we might just take you up on the offer and make plans for your idea!

So, we thank, **Gerard & Nicky Guillemette** for bringing this one to our attention, that led directly to making it all happen!

More pictures from Watkins Glen



New Corvette "Order status"

For anyone who has ever ordered a new Corvette, there are numbers that they will receive back from the dealership that after buying their car that will mean everything. All in the interest of determining when they will have their car built and delivered! Or in some cases if the order gets cancelled all together. And, these numbers, can sometimes have the awaiting owners sitting on the edge of their seats during the long ordering process. For those who have gone thru this process, waiting to receive the next update can be daunting. Once a buyer goes and visits a dealership and sits down and spec out the car and puts down their deposit. The car building process goes thru separate stages until it finally arrives and you take delivery. Starting with a build allocation which depending upon which dealership you go through can be either a quick easy first step or sometimes a longer more drawn-out process depending upon the model and options selected. Each dealership is allocated a certain number of build spots, depending upon their previous Corvette sales volume. When you create an order for a new Corvette, you are literally taking one of these allocation spots. Here's the process, broken down by each individual step and the accompanying order status number.

1000 – Order on Hold: The dealer has a deposit but has not yet secured a production allocation from GM.

1100 – Preliminary Order: The order is in the system, but waiting for GM to pick it up.

2000 – Accepted by GM: GM has accepted the order, meaning your build specs are locked in and cannot be changed.

2500 – Order Preference: The order has been pulled by production.

3000 – Accepted by Production Control: Your order has been officially accepted for production.

3100 – Available to Sequence: The order is available for the factory to sequence in the build line.

3300 – Scheduled for Production: The order is officially scheduled and a Target Production Week (TPW) is assigned.

3400 – Broadcast: The plant is gathering parts and preparing to assemble your specific vehicle.

3800 – Produced: Your Corvette has been built and your Vehicle Identification Number (VIN) is generated.

4200 – Shipped: The Corvette has left the Bowling Green Assembly plant and is in transit to your dealership.

5000 – Delivered to Dealer: The car has arrived at your dealer (or the National Corvette Museum if you chose that delivery option) and is ready to be picked up.

6000 – Delivered to Customer: You have officially taken possession of your vehicle.

9000 – Cancelled: The order has been canceled.

We also recommend anyone who is now considering purchasing a new 2027 Corvette, to reach out to our **Partnering Professionals at Key Chevrolet** in Portsmouth, to get the order together! We promise, It will be a worthwhile call!

: "Potato or Potahto" Did GM just build a better mousetrap or just rename it!

Yes, it's now officially here! One of the worst kept GM secrets has been finally officially revealed. The 2027 Corvette Grand Sport. A car that according to GM had to happen. With the disappointing sale figures continuing for the **E-Ray** and the unfair criticism the car has garnered, which BTW is not from the **E-Ray** owners themselves, who for the most, all love their cars, but to the critics beyond them by introducing a replacement with one that has an established name among Corvette enthusiasts... **The Grand Sport!** which it seems to GM makes a lot of sense. As perhaps the truth as to why the **E-Ray** has struggled to catch on may lie in the it's a "Potato or Potahto" name marketing scenario GM used when initially introducing the car.

A wonderful product with a horrible name doesn't always go over well with the buying public. The name **E-Ray** has since its name release has been a point of contention with many in and beyond the Corvette communities. Did **E-Ray** stand for the rumored eventual all Electric Corvette? Was it a plug in Hybrid? Of which both concepts that have been pretty much thoroughly rejected by Corvette enthusiasts alike! For those who didn't take the time to investigate what this new model was really all about... the **E-Ray** name message kind of got lost with them.

And you don't think product branding is important? Ask an Australian company that marketed a hair removal product called Nad's, or an Aerospace company named Analtech.... Marketing can and does go a long way in determining a products success or said lack of. On the flip side... "It's got a Hemi" and the first thing you think of is... performance!

With GM marketing the car focusing on it first as a "Hybrid" also didn't probably help to endear this car to the traditional Corvette enthusiasts. Combining the two categories of Hybrid and performance in the same sentence while logical, doesn't send goosebumps down the spine of many potential suitors. And since the fact of the matter is that the Hybrid portion of this car, really has nothing to do with economy and everything to do with performance, perhaps GM should have marketed the car solely on the performance AWD characteristic alone and stayed away from, oh, So, it's a Hybrid, will I need to plug it in conversation! ...
continued on pg. 9

Continued from pg8...

If we follow the logic that most everyone has for the C8 in general, The **E-Ray** is a fantastic variant. While yes, it is a rather heavy version of the C8 Corvette, but with that added weight comes both the performance and the technology built into the car that is cutting edge and opened many new doors for Corvette owners. The All-Wheel drive and the performance that it brings. (*Faster acceleration from 0-60 than the Z06*) and for some, the ability to drive it year-round are two things that have endeared this car to its owners.

It's introduction also paved the way for the new **ZR1X** which now incorporates all the knowledge and technology that Chevrolet learned in first building the **E-Ray**. I would look for these cars in the coming years to be at the top of the C8 resale list due to such limited availability (only 3153 have been built so far) And while the car is still being offered on the Chevrolet Build website as a 2026 model. Once those allocations fill up and we flip to the 2027 year later this month, the **E-Ray** will be no longer offered. Instead, now the new **Grand Sport X** will take its place in the now rather large diverse Corvette lineup.

So, as we say goodbye to the **E-Ray**, its place in Corvette history should not be minimized or dismissed. The Car is a true engineering marvel, a performance beast and chances are you will be seeing many of these cars in the near future being listed for sale as used, but far above the original MSRP prices of when they were new!

Perhaps had GM decided to call the **E-Ray**, a "ZE" model or something in line with the **Z06** & **ZR1** models. It might have received a more positive initial response from the potential Corvette buying public, and increased the affected sales results coming off the floors of Chevrolet dealerships.

And for the record, potatoes should only be served straight up with butter!

Did you Know?

This often used catch phrase has been around for centuries... in one form or another, this statement is one if correctly used **Did you Know** conveys the meaning that a speaker knows something and wants to find out if you do as well. As opposed to the phrase, **Do you know**... conveying that the speaker does not know the answer either. So now that we've cleared that up. Let's have some fun with ten quick:

Did you knows... to find out everyone's Corvette knowledge level!

1. **Did you Know: The only motor used in producing the first two years of the Corvette was actually a motor from 1929 called the Stovebolt six!**
 2. **Did you know: There were six years that Corvettes were never available with a black exterior color... 1970-1976!**
 3. **Did you know: The C5 & C6 actually uses Balsa wood as the interior floor boards?**
 4. **Did you know: 1973 besides 1963 was the only year that was a one-year production run on the body style. With a rubber front bumper and a chrome rear.**
 5. **Did you know: Workers at the St Louis production plant in 1969 all carved their initials into the frames of the Corvettes produced. But just that year only!**
 6. **Did you Know: In 1986 only four Corvettes were produced in the color Copper Metallic.**
 7. **Did you know: On the C8, Caffeine Metallic is the rarest color, with only 385 produced in 2022 and 536 in 2023 & only a total of 20 Z06's from both years!**
 8. **Did you know: The Z that appears as the first letter for the in the Z06 and ZR1 models does not stand for Zora but instead is the designation of special performance option packages.**
 9. **Did you know: The Bowling Green Corvette production plant was first built to make air conditioners for Frigidaire.**
 10. **Did you know: From 1960 to 1971 all astronauts could lease a new Corvette (or any Chevy) for just \$1 a year.**
- Bonus... Did you know: That butterflies can smell and taste with their feet?**

Did you know... We're now done with this exercise! Hope you had some fun with these, and if you **Did Not Know....** that's OK, as chances are 90% of everyone else didn't know them all either!

This month we check out... Our very own 2 sites. www.sonhcorvettes.org & www.somecorvettes.org Why? Because it seems that there are numerous members who have never been on our sites or have had issues when navigating on them. Now in full disclosure, there have been times when the sites in the past have been buggy or not working as designed. Something we always try to monitor and address as issues arise and we learn of them. Remember we're a Corvette club not an IT company! Our sites have now been up and online for several years now. And the format of the sites has not changed since the original inception. Yes, we have added several new pages since the beginning, (with more coming) but the site layouts themselves have not.

And if you are an active club member, you must utilize and navigate our sites to register for any of our events. So, it's important that you have a level of comfort on them.

We do not monitor or collect any information for those who do visit our websites. Other than your actual event registration information

So, your browsing is safe and unmonitored. Our sights are however both monitored and protected from all devious outside interests, so visit them is considered safe and your provided information is heavily protected!

Something else we try and do, is keep our sites updated constantly with current content and information. We, feel there is nothing worse than visiting a site and under recent events see a picture from two years ago!

We are working on adding several new features in the coming months to our sites. From having a dedicated members log in, and created membership profile, allowing everyone to be able to view and see members own individual club history, to being able to view and see what events you have signed up to attend in the current season. Many of the individual pictures from an attended event will also be posted to each profile and be available for download.

Unfortunately... this happens all in due time, as it is a very slow process that will have to take place over our off season as there simply isn't enough time during our active caravan portion of the year to make happen. Like everything else with our clubs, suggestions are always encouraged as to how we can make our sites better or to add particular sections that member might find useful or would enjoy!

Also, on our sites you will find our merchandise stores for those who wish to buy items to proudly display club membership! From caps to T-Shirts to Jackets and numerous items in between. They are available to browse and shop for from the comfort of your phone or desktop!

We rate our sites **4.5 out of 5!**

New Members Section:

Something that if you haven't noticed yet as you look at our event schedule, is you'll see is that our club does not spend a ton of time and energy being involved in car shows! Why is that? Well, first we believe that members want to experience driving their cars and not just setting and looking at them in a parking lot. That's a big one!

It's not that we don't like car shows, we do, in fact in the beginning, it's where many of our earliest members first found us at the Target Cruise night on Friday night in Nashua. However, as we've grown and evolved, honestly, the time commitment for car shows doesn't work with our event scheduling for the most part. 30 some events each season requires a lot of time and planning and yes, the schedule does involve a couple of cars shows. But these shows are also part of the caravan drive that takes us to them. Like the Grammy Rose caravan & car show coming up later next month!

We also believe if someone wants to experience car shows, it is something they are able to do on their own. Be it alone or even with other members together.

And while we are often invited as a group to participate in car show type events, we often pass on these opportunities, simply because there isn't enough time on our schedules to include them! But we always encourage those who do prefer and enjoy car shows to get out and participate in them. And, any of the offers we receive we will pass along for others to consider attending.



Our Season-Long *Partnering Professionals*

Portsmouth Chevrolet



AMERICAN MUSCLE



Thanks for reading our June edition GENERATIONS