

## This Months Articles

- Target Cruise nights are back!
- The 1957 Split Window Corvette
- Travel: 88MPH Museum
- National Corvette Museum news
- Ron Fellow Driving experience
- Used Corvette pricing 2023
- What is TPMS?
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As we all get older, one of the weird things is that for many of us, time seem to speed up! Days and weeks all sort of zoom by at breakneck speed! Wasn't it just yesterday that we were all chomping at the bit to have the snow melt and the roads to be clear of sand and salt to be able to get our cars out of hibernation! For car enthusiasts spring is both an exciting and a busy time. Busy getting the car's cleaned up from the long winter nap and excited as many car shows and events are starting to happen. For SONHC the commencing of the Target Cruise nights marks the beginning of the car show season! And with 250 cars appearing the first night we're not the only ones! So we hope that you're as excited about the upcoming season as we are, So get your ride cleaned up and get in your car and get out to some of these great local car shows and events. In May, things will really start to crank up as more and more events and shows open up each week day and weekend! And while April didn't quite cooperate weather wise for our first two planned events, Mother nature will hopefully settle down this month and we can enjoy some great caravans to some exciting destinations! While we have a long summer in front of us.. It goes by quickly, so get out and enjoy!

### Target Cruise Opening Night 2023

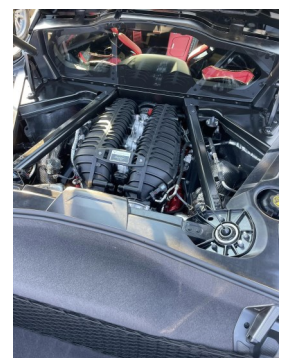
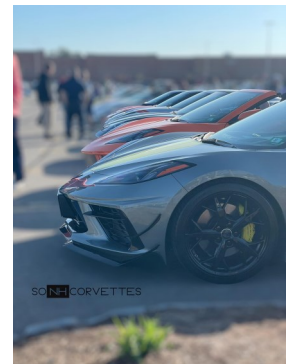
## May 2023!



April 21st, Opening night at the Target Cruise Night event, over 250 cars were on display including a record number 62 Corvettes! Always an amazing and popular event, this years opening night was especially well attended by both participants and spectators alike.! We look forward to many more enjoyable Friday evenings at this great car show hosted by SONHC member Scott Scribner. We certainly want to support Scott in his final year of hosting this great event on as many Friday nights as we can! You should make it a point this summer to stop by and check out this amazing display of old metal and beautiful Corvettes from all generations! New SONHC members, make sure to stop by and say hello!

**Did You know...**One of the questions surrounding the new C8 E-Ray is why doesn't it have a electrical plug charging port for the battery? Well the answer is, It would take all of 5 minutes to fully charge the battery and it would add over 80lbs of weight to the car. The car is already coming in over 4000 lb, the heaviest Corvette ever. By utilizing onboard regenerative power source for the batteries, they stay constantly charged allowing you to drive a whopping 7 miles on battery power alone... Yup that's right.. 7 miles!

Thank you again to our season long sponsor



## The 1957 Split Window Corvette

This article originally appeared in one of our newsletters in 2021, we thought many new members would enjoy learning about the internal power struggle the C2 design caused at GM.



The 1963 split window Corvette is probably one of the most famous and beautiful Corvettes ever built. It ushered in the new C2 Generation of body styles, and for many when they hear the name Corvette, an image of the 63 comes to mind.

But long before the 63 split was ever built, there was quite the power struggle within Chevrolet over the C2 design and the iconic rear window design! The battle had started several years earlier

As with any car model design, engineers and designers have to work hand in hand to create a car's look and performance long before it ever makes its way into a production vehicle. Well in the case of the 63 split window, the designers and engineers were actually working against each other! The rule always was, it's the designers who draw up both the look and expectation of a car, and tell the engineers this is what we're looking for... Now make it happen! Well with the 63 Corvette.. Yeah not even close ..

Egos have always played a part with Corvette owners and as it turns out even bigger Egos were at work within Chevrolet on the early Corvette designs. All the players in it's creation had enormous egos and ideas as to what the new generation was to be!

Starting with the great **Zora Arkus-Duntov** who as an engineer had finally put some teeth into the late C1 designs by adding horsepower and increasing the performance of the then aging platform, despite not having the authority to do so. Time and time again Duntov overstepped both his job title and authority, even going as far as building his own cars away from the watchful eyes of the Corvette design team. "Despite the lack of any real authority, he had already exerted a major influence on the existing car. Little by little, his project assignments for engineers Maurice Olley, Ed Cole, and Harry Barr had yielded a Corvette that Zora proudly deemed "a dog no longer." The 1961 and 1962 models represented significant performance increases, with more power thanks to a standard 250-hp 327, and as much as 360 horsepower on tap via a fuel-injected version. Despite more guts and a new ducktail rear end, the basic chassis and

layout remained unchanged from 1953, including an unsophisticated solid rear axle. In Zora's eyes, that represented a severe limitation to the Corvette's performance potential.

Duntov knew the Corvette needed an all-new design, and he had one in mind—a machine that represented everything he had learned about engineering in his 50-plus years. Based on his experiences with the CERV I (Chevrolet Engineering Research Vehicle I), a provocative open-wheel race car, and the Q Corvette, a concept pushed by then Chevrolet chief engineer Ed Cole that called for a transaxle just like that of today's C5 Corvette, Duntov saw the opportunity to build a mid-engine machine that would rank among the world's finest sports cars at any price.

But the keys to the Corvette kingdom at General Motors were not so easily obtained. The Corvette had also aroused the passion of **Harley Earl's** successors in the design staff who had their own ideas about a fitting



replacement for Earl's original Corvette. The design staff enjoyed a preeminent position within the corporation. Thanks to Earl's expressive postwar designs, appearance had become more important than engineering. (late model C3's come to mind) Design provided the sizzle, often obscuring warmed-over underpinnings in the 1950s and 1960s.

Indeed, a race to control the future direction of the Corvette was shaping up between Chevy engineering and the design staff, and Zora was squarely on the front lines. His opponent would be **Bill Mitchell**, Earl's successor as vice-president of design. Like Earl, Mitchell was an iconoclast. Fiercely independent and opinionated, he lived and breathed fast machinery, be it jet airplanes, motorcycles, or automobiles. He was a commanding presence at GM and set up the battle of Ego's that ensued. Mitchell already had a design theme in mind for the next-generation Corvette. Back in 1957, he created a styling theme for the clay-model Q Corvette that was inspired by a series of Pininfarina and Boano bodies built on Italian Abarths, Mitchell was particularly influenced by one record speed car that he

had seen at the Turin motor show in 1957. The car had a wedge shape characterized by a sharp crease around its perimeter. Bulges were incorporated above the wheel wells to accommodate the tires within the relatively flat top shape of the car.

Mitchell's team took this basic look and added a fastback roofline and an extreme wedge-shaped front end. For its time, the Q Corvette was a stunning new direction for Chevrolet's sports car. However, management considered it too costly to produce, owing to its novel powertrain and rear-mounted transmission, and it was canceled in 1958.

In 1959, Mitchell, now head of the GM design staff, had the opportunity to revive and expand upon the Q theme by creating a



special race-car body. The body was designed under Mitchell's direction and was engineered to fit over the chassis of Zora's SS mule car, which had been mothballed since GM pulled the racing plug in 1957. Mitchell decided to race the car to test public reaction to this revolutionary design theme. When it was all done, its sleek design suggested a graceful yet evil sea creature. Mitchell named it the **Sting Ray** even though it was a shark that had inspired it.

Duntov was furious, as he knew the limitations of the chassis he had engineered would once again bring back the dog he had worked so hard to eradicate. He even went as far as trying to stop Mitchell from having access to the mothballed SS chassis he had designed. However the chassis Duntov had designed was a success on the race-track as it won the SCCA championship in 1959, proving Duntov's prowess as an engineer.

Mitchell approved the design and the C2 chassis went forward. One of the design elements that Mitchell loved was the tapered back swept design along with a long front hood deck. It featured a wind split that ran down the center of the car in an uninterrupted line from the windshield to the rear deck necessitating the rear window to be split. Duntov hated both as he felt the car

had horrible site lines from the drivers perspective. The long hood and poor rear visibility were against everything a race car driver wanted. So Duntov challenged Mitchell directly, venturing into the inner sanctum of GM Design to air his displeasure. He was on sacred ground. Never before had an engineer, especially one with so little authority on such a low-volume car line, had the audacity to blow smoke into the face of kings like Bill Mitchell.

The battle lines had been drawn in the sand former GM stylist Dave Hollis once said that Duntov's visit to the design department was "like a Lutheran visiting the Vatican." He was in a foreign place. Mitchell was aghast at the idea that an engineer would challenge him on his own turf, and as a result there were some serious words, even shouting. "Mitchell got very red-faced during these discussions," recalled Chuck Jordan, GM's design chief from 1986 through 1992, who witnessed many of the arguments.

"Mitchell would say, 'I'm the designer, and you're the engineer, and engineering never sold a goddamn thing,'" said Shinoda, who was also present for the discussions. "Knowing it pissed him off, Mitchell would call Duntov 'Zorro' or sometimes just a 'f% &\$king white Russian.' Zora, in turn, called Mitchell 'a red-faced baboon'"

Mitchell used whatever leverage he felt he could get away with, suggesting he could pull the plug on the independent rear suspension or other engineering goodies Duntov had in mind for the car. Whether Mitchell had the kind of corporate muscle to control the engineering content of the car was something Zora didn't want to find out. So Duntov took the matter to **Ed Cole**, then Chevrolet gen-



eral manager. Cole being the wise leader he was saw Duntov's engineering mastery and didn't want to lose his engineering input, But he also knew he couldn't side with a lowly engineer against the entire design team. So Cole decided to compromise and he would let Mitchell have his split window for at least the first and only year.

## Back to the Future 88MPH Museum

Right here in our own back yard is an amazing destination if you happen to be a fan of the Back to the Future movie trilogy. In Hubbardston, MA. sits Bill Shea's museum full of movie prop's, movie memorabilia and some pretty cool cars from some of the most iconic movies from the 80's & 90's.

While our first two caravan's down to the museum were cancelled due to mother nature not cooperating, I assure you we will make it there this season to check out one of the best kept secret museums here in New England.



## National Corvette Museum... News & Happenings

It's going to be a busy year at the NCM in 2023 as several great events and displays are kicking off for those lucky enough to be able to attend! The *Michelin* NCM Bash in late April kicked off a very busy event season at the museum, followed quickly by the Creations of Carl Casper collection display, showcasing just a few of his most iconic and



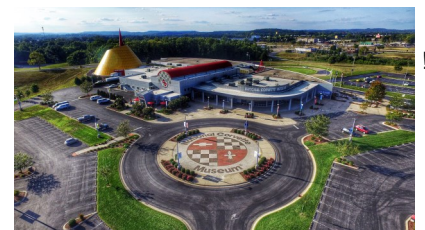
In August and September the Museum will celebrate its 29th year anniversary with a special event to commemorate and celebrate the Museum's humble beginnings! This event will commence the one year countdown to the 7th 2024 NCM Corvette Caravan 30 year celebration event taking place in August 2024!

There is so much going on at this incredible place, dedicated solely for the enjoyment of Corvette owners and enthusiasts from around the world.

If you have never visited the museum and you own a Corvette, then it's a must add on your bucket list of places to go! The Museum, the NCM Motorsport park adjacent to the museum and nearby Nashville TN are all amazing destinations to visit. And your trip would be even better in your Corvette!

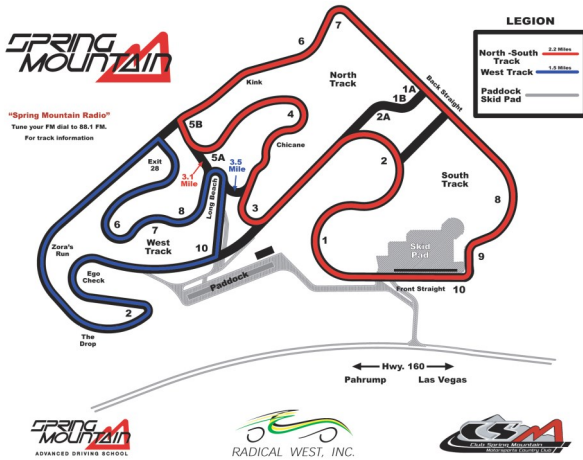


famous Hollywood custom car designs. In June the **NCM** marks the Corvettes 70th anniversary, by hosting a special event showcasing incredible Corvettes from each of the past 70 years, all in their original production condition! You'll be able to see cars from every year of the Corvette production.



## RON FELLOWS PERFORMANCE DRIVING SCHOOL

In a little known town called Pahrump, Nevada sits an amazing, mostly unknown destination called Spring Mountain Motor resort. If you're a Corvette C8 owner you should really consider learning more about this place and specifically the Ron Fellows Performance driving school that takes place there.



As a C8 owner, you've already made to what to some is the ultimate Corvette purchase by now owning a C8. And while driving it every day or on the weekends is a total joy. Wouldn't it be even more fun learning about and getting to enjoy all the capabilities this amazing car has to offer. The Ron Fellows Driving school will help you do just that. From the two day beginners class to the multi day advanced sessions, each one will teach you how to push the limits of all the amazing handling and speed characteristics that Chevrolet built into the C8 chassis.



One of our recent SONHC C8 members just returned from a session at the school and simply gushed about the experience! "What an amazing experience, I learned and experienced things in their C8's that I would have never thought possible or had the courage and knowledge to try in my own car. The classes taught me how to really experience everything GM envisioned when they built this car"

There are a variety of classes available to the C8 owner or actually to anyone that wants to experience everything the latest generation Corvette is capable of on the track. Simply google Ron Fellows Professional Driving School.. Pick your class option, plunk down a little \$\$\$ (listen if you can afford the C8, then you can afford this) and get ready for an experience of a lifetime Who knows they might even teach you how to use your turn signals on the next caravan...

## Become a NCM Member!

If you are not currently a NCM member we encourage you to consider joining the museum, it costs less than a single family's night out! And the benefits of membership are pretty incredible.



Membership card

NCM member lapel pin

Free admission to member\*

Discount on NCM sponsored events

Annual subscription to America's Sports Car

10% discount on merchandise from the Corvette Store and catalog\*\*\*

10% off NCM Motorsports Park Driving Club initiation fee

Discount on insurance from NCM Insurance Agency

Discounts on car rentals and hotels

20% discount on CARFAX reports

\$10 off membership to Air Evac/AirMedCare Network

Access to Members Only section of website, including Monthly Corvette Calendar Wallpaper and Special Videos

Go to the national Corvette museum website and learn more or better yet sign up to become a member Today! Oh and they have couples memberships available!

## Used Corvette Pricing 2023

So what is going on with used Corvette pricing? Why are the C7's prices dropping and the C6 and generation below going up. Well one theory is that the majority of the new C8 owners are coming out of C7's and in doing so flooding the used Corvette market. Over 70% of new C8 owners are coming out of one or variant of the C7's.



The C8 remains highly sought after in either new or slightly used variants. While there are literally thousands of used Corvettes on all the national used car sites, the C7's are by the most listed. Anytime you have a surplus of a particular model, it will drive the market down until that surplus is depleted. As more and more variants of the C8 arrive, the market will soon have more and more used C8 Stingrays that are available from owners looking to trade up. Increasing the number of C8's also will keep C7 prices where they are at for the foreseeable future. If you happen to own a C6 or C5 then the good news is your car is probably worth more today than it was a year ago. As everyday used car prices have increased dramatically, the disparity between a used daily driver or even a so called "sports cars" and that of a used C5 or C6 is decreasing, it is opening the door to Corvette ownership to more of the masses. People who never thought they could afford to own a Corvette are now looking at the numbers and thinking.. \$25,000 for a used Ford Escape or a C5 or C6 Corvette....

## TPMS What it is and what it does

You're out for an enjoyable afternoon cruise, enjoying the day with the top removed listening to your favorite tunes in your Corvette.. And all of a sudden you see this symbol appear on your dash-board with an accompanying message ... Low Tire Pressure Warning! Wait what? Well your relaxing day quickly turns to one of angst as you are told something is wrong. You may not even feel anything different about the car , but there it is, clear as day telling you, you've got a problem with one or more of your tires.

So now what?

Well before we advise you on what to do, lets go back first and explain what that little symbol on the dash means and how it first got there.



In 2001 the National Highway transportation Safety Administration through the actions of the US Congress enacted legislation NHTSA-2000-8572 requiring all vehicles built after September of 2007 under 10,000lb GVW to have an onboard tire monitoring system to alert drivers when a tire or tires were underinflated or loosing air. Remember the Firestone tire and Ford Explorer roll over fiasco in the early 2000 that was caused by tires deflating! You can thank those deadly occurrences for the ensuing TPMS legislature that followed. Different manufacturers originally tried several different methods of developing a system to alert drivers and meet the laws requirements. Eventually most manufacturers settled on two different systems as the standard. Indirect and Direct. The indirect method utilizes the ABS wheel sensor that is on wheel hub to count tire revolutions and when one tire has a different number of revolutions it assumes something is wrong with the tire and alerts the driver. AUDI, Volkswagen and BMW are some that utilize this method. However most all manufacturers utilize the



direct method, which is to place a sensor inside the rim and tire that measures the tires pressure and temperature and send a radio signal to the onboard computer designed to capture and alert you of the information if there is an issue. Interestingly enough GM was one of the first manufacturers to offer a system on the C4 Corvette back in 1987 as a RPO option UJ6, long before the Federal mandate took place in 2007. Only 24 customers opted for the option that first year So every 30 seconds or so while moving the tire sensor sends a signal to the onboard electronic control unit (ECU) via a radio signal (Corvettes use the 433mzh frequency) and measures the pressure and in some cases the tire temperature as well, and if there is any loss of pressure in a tire of more than 5% trips the little light on the dash and advises that there is a possible issue. Some TPMS systems will also alert you if your tire pressure is over as well. A nuisance for sure but one that definitely

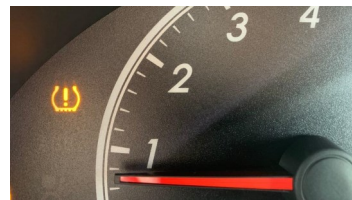
saves lives. The NTSHA annual report states that the todays TPMS system is responsible for avoiding over 600 fatalities each year on our highways. It is illegal for any shop in the US to disable or manipulate the TPMS system on your car, and here in NH beginning in 2025, your TPMS light must not be on at the time of inspection or your car will fail the safety portion of the NH State inspection. Another couple of tidbits about the TPMS sensors in your car. They are battery powered so they have a life expectancy of between 8-10 years. We experience a little longer sensor life here in the Northeast due to the cold of winters. Also every time someone scans or reprograms your sensors with a programming tool it takes life out of the sensor battery, so you want to minimize the times they are unnecessarily scanned. When the battery becomes dead, the sensor is useless Lastly not all sensors are the same, while you don't have to purchase OEM sensors from the Chevy dealer at a whopping \$150 per, you should try and stick with a reputable name like Shrader, or Autel or Dill, as they are reputable, reliable and are easily programable. So back to your dilemma... the TPMS light is on and what do you do? First is don't panic, it can be something as simple as a failed sensor (the TPMS light will continually flash when this occurs telling you there is something amiss with the system) A tire may be marginally low that you didn't happen to notice before you started your journey and it just needs a couple of pounds of air to bring it back up to normal. Or it could mean there is something causing the tire to loose air quickly (foreign object, nail or some sort of puncture) This is where the run flat tire will be your best friend! If you have run flats, con-

no need to worry, just continue on at a reduced speed to a location where the tire can be checked out and repaired if possible. (yes run flat tires can be properly patched as long as the object isn't in the sidewall and is within the inside tire tread) Now if you are among those who have decided to go away from the run flat tires, then your dilemma is a little different. You will need to pump up the tire enough to get to the closest repair facility, so an onboard air pump or a can of fix a flat will be required to continue without having to call roadside assistance. If you decide to continue your journey on the deflated tire just limping along, understand that you will destroy that tire and repairing it will no longer be an option and a new pair of sneakers will be in order. So before you ignore that little light on your dash, understand it is there to potentially save your life and may also keep you from buying a new set of tires!

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## We need writers!

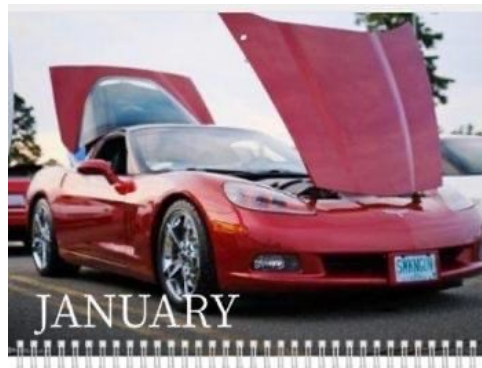
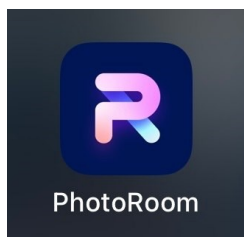
We encourage any member to submit a story or suggest a subject that they would like to see covered. While there are always interesting things to write about the Corvette's long and storied 70 year history. It would be nice to have more local based members stories. Many of you I'm sure have unique stories to tell about yourself, your family and how you became a Corvette owner for the first time. You can include your name or write an article anonymously which ever you prefer. This is your group, so please get involved, I assure you your fellow members want to hear your story!

## Coming next month

We will start to display some of our initial selections for the planned upcoming 2024 calendar. If you have not submitted an entry we encourage you to go our website [www.sonhcorvettes.org](http://www.sonhcorvettes.org) and find the Calendar entry selection and send in your submission. The final nominees will be selected by the group Admins in July.

## Like to take Pictures ?

Trick Question!.. Of course you like to take pictures, you own a Corvette! I'd be willing to bet that for 90% of you, If I was able to see your camera roll that it would be filled with your Corvette and other Corvettes from 20 different angles! You take that many to try and capture that one perfect shot. Well there is a program that is available for both the Android and OS systems that goes right on your phone and you can use it to make just about every picture you have, look better, add and delete backgrounds and add color filters. Its called PHOTOROOM. It's a free download (you can upgrade to the Premium edition, but its pricey at \$9.95 a month) and I assure you, you can spend hours playing with your pictures to get that perfect shot, and its way more fun than Candy Crush! Here's just a couple of sample pictures using the app.



monday	tuesday	wednesday	thursday	friday	saturday	sunday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



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