

This Months Articles

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Did you know:

The man who invented cruise control was blind.

The highest total mileage clocked by a single car is 2,850,000 million miles.

The world's first speeding ticket was issued in 1902.

It would take only a month to drive straight to the moon at 60 MPH.

In the United States, a car is stolen every 45 seconds.

The most popular car color is white. The least favorite color is purple.

Only 18% of Americans know how to drive a stick shift. 1% for those under 25.

if you've read this far, you're a real car geek.....

Finally... The long winter season is in the rear view mirror and hopefully soon faded from our memory. We now turn our thoughts to the car show and ride season ahead and the days and nights of being back in our cars. After two years of cancelled and postponed events, 2022 is shaping up to be a huge car show season, with many clubs and organizations bringing back previously cancelled events for everyone's enjoyment. Additionally for us, we'll be kicking off our cruise season this month, with a Caravan to Ogunquit Maine on May 15th (page 4 for details) for a day of ocean views, back roads and delightful Maine seafood!

If the turnout for the opening night at Target is any indication, there's lots of Corvette owners excited to be finally getting back into their cars once again, and enjoy a fun filled season of cruising and great destinations! We hope you'll consider joining us and come along on our adventures!

May!



Target Cruise Opening Night: 39 beautiful Corvettes in attendance



The 1957 Split Window Corvette



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 from Mitchell from having access to the mothballed SS chassis he had designed. However the chassis Duntov had designed was a success on the racetrack 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.

* NCM historical data provided by Josh Boyd, who is an ASE certified, career automotive technician with an intense passion for all things of mechanical and a long time resident of the Bowling Green Kentucky area.

The 2024 NCM Corvette Caravan

I've been asked questions by some of our group members in regards to what to expect if they decide to attend the NCM Corvette Caravan in 2024. So I thought I would try and include some general information about the event, derived from the NCM New England Chapter web pages. For many of us this will be a once in a lifetime opportunity to participate in the largest rolling Corvette rally in America. Cars from as far away as Alaska and Western Canada will be joining the other Corvette enthusiasts from the lower 48 states in this incredible Corvette celebration! This event is not just a straight shot to the NCM in Bowling Green, KY. But more of a rolling celebration with overnight stops and events all along the way culminating with the 2 day celebration of the NCM's 30th anniversary at the museum! Also the trip will be broken into manageable daily driving segments, as we enjoy some of the most incredible roads in the eastern half of the United States! In addition there will be several optional daily trips and are broken down below in the time line segments for the trip.

As we get closer to the actual event, the NCM National Caravan New England Chapter will provide updates on their webpage with much more concise official information.

General information

Dates: The Caravan is a nine day trip, commencing August 22, 2024 and ending August 31st with departure for the return trip home.

Departure: As of now is the morning of August 23, traveling down to Gettysburg, PA, where the official kick off of the NCM National Caravan gets under way!

Estimated Overall Costs:

Gas, Hotel accommodations (see below) Meals (Some meals are included in our Hotel stay and the NCM NE chapter fee) The cost of entrance to some of the special daily events planned. TBA at a later date
The NCM New England chapter fee is \$475 (for couples) and \$255 (single) in US dollars and If you are even remotely considering this trip I would strongly encourage you to send in your \$200 deposit (It's refundable up until mid year 2024) It guarantees you hotel reservations with the NE group. The Deposit of \$200.00 (U.S. Funds) is due at time of registering with the balance due by July 15, 2024

Registration fee does NOT include cost of the rooms. So what do I get with my Registration Fee? - Guarantees you a Room for all 9 nights, 5 hotels) of the trip at the designated hotels listed below.

The Gettysburg Wyndham, PA (2 night minimum – host hotel for kick-off events).

The Hotel Roanoke, VA (1 night), Embassy Suites, NC (1 night).

Meadowview Marriott, TN (1 night).

Holiday Bowling Green, KY (4 night minimum).

Hotel room registration will open 12 months out. Registration Fee includes:

1. Dinner at The Hotel Roanoke and Conference Center, Roanoke, VA - Sunday evening August 25, 2024.
2. Dinner and Breakfast at the Embassy Suites by Hilton, Concord, NC - Monday evening August 26, 2024.
3. Dinner at Meadowview Marriott Resort, Kingsport, TN - Tuesday evening August 27, 2024.
4. Dinner/Dance (Cowboy up Western Theme) at the Sloan Center - Wednesday evening August 28, 2024.
5. New England Caravan Commemorative Route Book
6. New England Caravan Dash Plaque and Name Tags.
7. New England Caravan Tote Bag.

Here are the approximate costs for the accommodations during the trip.

Wyndham Gettysburg - 95 Presidential Circle, Gettysburg, PA 17325 - 2 nights minimum **\$145.00 + taxes**

The Hotel Roanoke & Conference Center - 110 Shenandoah Ave., Roanoke, VA 24016 **\$154.00 + taxes**

Embassy Suites by Hilton - 5400 John Q Hammons Dr. NW, Concord, NC 28027 **\$169.00 + taxes** (Breakfast included)

Meadowview Resort - 1901 Meadowview Parkway, Kingsport, TN 37660 **\$157.00 + taxes**

Holiday Inn University Plaza - 1021 Wilkinson Trace, Bowling Green, KY 42103 4 nights minimum - **\$179.00 + taxes**

Approx. \$1400.00 total

Partial list of events, Timelines and locations for the trip.

Friday August 23th, Arrive at Wyndham Gettysburg 95 Presidential Circle – Gettysburg, PA 17325

Saturday August 24th 8:00AM depart for **Corvettes at Carlisle**

Saturday August 24th 1:00PM depart Carlisle fairgrounds for **Hershey Chocolate World**

Saturday August 24th, 6:00PM, NCM New England Chapter Kickoff Banquet, Wyndham Ballroom

Sunday August 25th the **Virginia Military Institute**, Lexington VA

Sunday August 25th, the **National D Day Memorial**, Bedford VA

Sunday August 25th the **Blue Ridge Parkway**, Buena Vista VA

Sunday August 25th the **Shenandoah Caverns**, Quicksburg, VA

Sunday August 26th evening, arrive at the Hotel Roanoke and Conference Center by Hilton, 110 Shenandoah Ave NE – Roanoke, VA 24016

Monday August 26th Virginia International Raceway – Laps and Lunch, 1245 Pine Tree Rd. Alton, VA

Monday August 26th, evening, Embassy Suites by Hilton, 5400 John Q Hammons Drive NW – Concord, NC 28027

Tuesday August 27th, **Hendrick Heritage Center & Hendrick Motorsports Museum**, Concord NC

Tuesday August 27th, evening, MeadowView Conference Resort and Convention Center, 1901 Meadowview Pkwy – Kingsport, TN 37660

Wednesday August 28-31 Holiday Inn University Plaza, 1021 Wilkinson Trace – Bowling Green, KY

Wednesday August 28, – New England Caravan Banquet **Cowboy-up Party**, Sloan Center

Thursday August 29-31st, **National Corvette Museum 30th anniversary** 2 day Celebration, Bowling Green, KY

Friday August 30, – Bus Trip – **Nashville at Night**, Downtown Nashville, TN.

Saturday August 31, – **Lane Motor Museum**, 702 Murfreesboro Pike, Nashville, TN

Saturday August 31, – **General Jackson Lunch Cruise** 2812 Opryland Dr., Nashville, TN

Sunday September 1st, departure for home (return route has not been set as of yet), but will include optional stops along the way. Everyone's will be responsible to secure hotel accommodations for the overnight stops on the return trip home.

I hope this gives you a little more information to help determine if this trip is right for you. Additionally we are blessed to have as members of our SONHCORVETTES group, The NCM New England Chapter appointed state captains **Kevin and Georgia LeBlond**. They are currently doing a "dry run" recon of the 2024 NCM trip. Staying at the accommodations we'll be staying at, eating at the same restaurants we'll be enjoying and taking the same routes we'll be traveling. In addition they are already privileged to have much more detailed information in regards to the trip. I'm pretty sure they'll be sharing that in the coming weeks and months ahead.

We hope to have as many of your join us as possible, we know it's a big commitment, but once in a lifetime events usually are!

(pricing and Itineraries listed are subject to change and is provided to you for informational purposes only. The Itineraries listed above including pricing directly pulled from NCM NE caravan web pages and registration page)



May 15th SO NH CORVETTES 2022 Opening cruise Ogunquit, ME

Come join us for our opening Caravan of the season, as we travel to the beautiful town of Ogunquit Me and enjoy a day of breathtaking ocean scenery, small village shopping and lunch along the Atlantic ocean. We'll journey along the back roads of New Hampshire and Maine with a late morning arrival, followed by lunch. We'll be close enough to the Atlantic, that those who wish to take their shoes off and stroll on the beach can and those that wish to check out the quaint downtown stores can shop away till the trunk get full. We hope you'll consider joining us!



2022 Corvette Super Meet & Greet is now the 2023 Super Corvette Super Meet & Greet

After some long and careful deliberations, We've decided to postpone this scheduled event until the summer of 2023 for a couple of reasons. First, while the date we had chosen didn't directly conflict with any of the attending clubs events, It did fall the day after another club's major event. And in fairness, we didn't want to force people to choose which event to attend or remotely diminish or distract from their already scheduled event. Secondly due to the growth of our club, the time and energy that would have gone into the planning and organizing of the 2022 SCM&G can now go solely into focusing on our own 2022 events. So it was decided that in order to make this event as broadly appealing as possible and pulling together a great season for of our own events, we made the decision to postpone it to next summer. Details on the date will be announced this coming mid summer and it will get on the calendars of many of the other clubs long before they make their 2023 plans. So achieving the goal of bringing ALL the clubs together should actually be much easier with the additional time. We're still extremely excited to put this event together and believe it's one that is long overdue for all the clubs to come together. Especially falling within a year of the NCM national Caravan taking place. It will be an opportunity to meet our fellow NE club members before those of us that are traveling down on the caravan get together. The additional time will go to good use giving us the ability to make the event an even more special and unique one, unlike anything previously planned or held while still focusing on making our own SO NH CORVETTES events as appealing and enjoyable for as many members as possible.

GM makes a major Corvette announcement

GM confirms one of the worst kept Corvette secrets in some time. **GM President, Mark Reuss** shared the news "Some time ago we moved the Corvette team into the EV space in Warren, Michigan, and when we revealed the new mid-engine Corvette, I said there would be "more to come. Yes, in addition to the amazing new Chevrolet Corvette Z06 and the other gas-powered variants coming, we will offer an electrified and a fully electric, Ultium-based Corvette in the future. In fact, **we will offer an electrified Corvette as early as next year.** Details and names to come at a later date."

Today was a big news day at GM. The familiar Corvette formula that we have been so used to changed with the mid-engine C8. That change resulted in the best performing base Stingray ever. But with the announcement of a hybrid, and fully electric Corvette, the formula is set for another major change. However, one thing will remain the same and that is the commitment to performance. The base C8 rocked our world, the Z06 is going to take it a step further and these electrified versions may push it even further still.

We expect this car to combine the 6.2L LT2 V8 with electric front motors that will boost the horsepower to the 650 range and turn it into an **all-wheel-drive** configuration. Giving the car, despite the additional weight, mind boggling 0-60 times of under 3 seconds. Now all they have to do is figure out how to build all the different models from the **one** production plant. Perhaps it might not be the best time to be a manager at the Bowling Green assembly plant.



Recipes

Quick meals for on the go

Now that the car season is upon us, who has time to slave over the stove or grill for hours. Here's just a couple of 20 minute quick to prepare and cook recipes to fit the bill

BBQ Shrimp Toasts

INGREDIENTS

Cooking spray
1 pound peeled and deveined medium shrimp
3 tablespoons prepared spicy vinegar barbecue sauce
¼ teaspoon kosher salt
8 (3/4-ounce) slices whole-wheat French bread
2 tablespoons olive oil, divided
1 garlic clove, halved lengthwise
1 cup arugula
¼ teaspoon freshly ground black pepper

Directions:

Preheat broiler to high.
Heat a large skillet over medium-high heat. Coat pan with cooking spray. Add shrimp to pan; cook 4 minutes or until done, stirring occasionally. Stir in barbecue sauce; cook 30 seconds. Sprinkle shrimp mixture evenly with salt.
Brush bread slices evenly with 1 1/2 tablespoons oil. Broil 1 minute on each side or until toasted. Rub toast slices with cut sides of garlic.
Toss arugula with remaining 1 1/2 tablespoons oil. Top toast slices evenly with arugula and shrimp. Sprinkle evenly with pepper.

Nutrition Facts: Per Serving: 248 calories; fat 8.7g; saturated fat 1.2g; mono fat 5g; poly fat 0.9g; protein 18g; carbohydrates 23g; cholesterol 144mg; sodium 605mg; calcium 73mg; sugars 7g;



Barbecue Pulled Chicken Sliders

INGREDIENTS

1 tablespoon dark brown sugar
1 tablespoon cider vinegar
1 teaspoon chili powder
½ teaspoon garlic powder
½ teaspoon onion powder
½ teaspoon dry mustard
½ teaspoon smoked paprika
½ teaspoon ground cumin
⅛ teaspoon ground allspice
2 cups shredded skinless, boneless rotisserie chicken breast
8 (1.3-ounce) sliders mini buns (such as Pepperidge Farm)
8 bread-and-butter pickle chips

Directions:

Step 1
Combine first 10 ingredients in a small saucepan over medium heat. Bring to a simmer; cook 3 minutes or until slightly thick, stirring occasionally. Add chicken to ketchup mixture; stir to combine. Cook 2 minutes or until chicken is thoroughly heated.

Step 2
Spoon 3 tablespoons chicken mixture on bottom half of each bun; top each with 1 pickle chip and top half of bun.

Serve with a side of Cole slaw or your favorite side dish salad



Member Profile

Because we have so many new members joining our group, I thought it might be a good time to introduce the groups founders, my wife Sharon and I, and tell a portion of the SO NH CORVETTE story and how it began.

The idea of starting the **SO NH CORVETTES** group came back in the summer of 2020, ironically on our way home from another club's event that we had attended.

While it was a very good event, for us it was lacking in something that at the time we couldn't put our finger on.

We later came to understand that it was a sense of exclusivity and non inclusion. And while it wasn't anything that the club did wrong, we quickly realized that no matter what club we ever would decide to become a part of, it would always be their club and we would always have a sense of being an outsider. It seemed to us that a lot of the clubs had inherent politics at play, something be both loathed then and still do now! We'd attend the Target car show occasionally on Friday nights and there we met some wonderful "Corvette people". And after listening to many of them, we thought that there might be an opportunity to start something that could allow us to fuel the shared passion of simply driving these amazing cars! So with a couple of clicks we started our own online Facebook group with just two members. Us! The group grew very slowly! A few people would join, a few people would leave. It wasn't until we arrived at the starting point the morning of our first caravan to the Kancamagus did we begin to think the idea might be a good one. In fact as Sharon and I drove up that morning to the starting place for that ride, we literally had no idea how many cars would be joining us on the trip. Perhaps four or five others might be there, perhaps none! We had no clue until we pulled in and saw the 22 Corvettes waiting to roll! Wow! Ok so maybe we're on to something here! Now as it turned out lady luck also played a huge part in the group taking off from that day, as we were blessed with the most perfect weather of the year on that ride. Not a cloud was in the sky as the long days journey concluded with the amazing group pictures taken on the golf course at the Mt Washington hotel!

So here we are today, with over three hundred group members, which when looking back is unimaginable to think of. back then. And as the group continues to grow, its important for every member to know, that our first rule the day we started the group is still our number one rule today. The rule of inclusion and acceptance. That if you own or Corvette or even share the same passion that we do for them, then you will always have a home with us here in this group. No club fee's, annual dues, monthly meetings or anything to the sort. While for other clubs these things work! **They're don't for us!** They bring politic in to play and that impedes on our rule number two, our only other group rule! **Which is to always have fun in everything we do**

So in closing, please know we're so honored to play a part in this group and we look forward to the many fun adventures that await, both this season and beyond. We hope you'll join us on any one or more of the cruises or events we have planned. And I speak for both Sharon and myself when I say we both feel truly humbled and blessed to have met so many incredible people on our journeys, and many of whom we now consider friends for life!

Name: **Rick & Sharon Delano**

SO NH CORVETTE MEMBER SINCE: **August 2020, Group Founders**

Location: **Milford** State: **NH**

Occupation : Service Manager at a local repair facility , Sharon is a supervisor for a major retail pharmacy company

Current Year & Model: **2013 Base 60th Anniversary** Color: **Artic White**

How many Corvettes have you owned? **3 since 1984**

Years owned (list each Year) **1979, 1986, 2013**

What do you love most about your current model: **The stick in the middle between the two seats. To be able to share the journeys together with my wonderful wife.**

Least favorite thing about it: **Headlights are in need of an upgrade and can't find anything I really love ... not yet anyway**

Your first car growing up was a: **1967 GTX 426 4 speed**

What is your dream year and model Corvette **2017 Artic White Z06 or GS ,Red interior, 7 speed manual, chrome rims**

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?

When I was around 5-6, my big brother brought home a gold C2 convertible, I got in it and refused to get out until he took me for a ride. I drove him nuts, every time he brought it out, I bugged him to take me for a ride...and like a great brother he pretty much always obliged.

Where was your favorite place or location that you've taken your current or a past Corvette to?

**Last fall's Kancamagus caravan ending at the Mt Washington Hotel.
A perfect day, perfect weather, met many incredible people that day!**

What it means to you, to be able to say you own a Corvette and the greatest joy it brings you: **To see the look in a little kid's eyes, as we drive by and think that maybe we'll fuel his or her passion later on for cool cars, the same as it did for me when I was little boy.**

