

NOVEMBER 2021

Welcome to our very first Newsletter

This Months Articles

- Tires: Options for all
- News: GM is cancelling the Iconic Corvette
- Travel: Destinations: Bar Harbor ME
- Recipes:
- Coming Things: New SONH CORVETTES.org website launching

The winter months are upon us and the time to put away our beautiful cars has arrived. We shift our focus from those wonderful journeys to whatever the Hell it takes to survive the cold New England days. Its our hope that this Newsletter will entertain and inform you of all things Corvette related. Each month we'll try and bring articles that entertain and inform. To separate real industry facts from "the it must be true cause its on the internet philosophy" As always your contribution will always be welcomed and appreciated. Have something you want to learn about?... then by all means contact us and we'll attempt to dig into the subject and find out the low down. We'll also endeavor to include the little known abstract or tid bits of useless information, to further clog your brains with useless knowledge!



If you go by a school and the kids don't whistle, It's back to the drawing board.”
— Harley Earl —

Tires... 101

So when it comes to tires and your Corvette, there are specifics that you need to know and follow when it comes to selecting new tires. Your decision probably will be focused on tread pattern, tire size and what type of tire (run flat, non run flat, Summer use only, All Season or even Winter tires,) Yes some people drive their Corvettes year round and need a true snow tire! Can you say big \$\$\$

One of the most important things to always be aware of is that the cheapest tire most of the time will not be the right one for your car. Yes the type of tire, tread pattern, and what season you plan to use the tire in is all very important, but they are secondary to the safety aspect of the tire. Remember all that performance of your car, the acceleration, braking and cornering is tied to the road by only four

little strips of rubber measuring total of about 1 ft square at any given time. So first and fore most speed and load ratings are number one, when it comes to selecting the correct spec'd tire for your car. So how do you know what tire rating do you need? Every vehicle built in North America requires the following sticker to be placed inside the drivers door. It includes the tire size required for your particular

what speed and load rating you must use... Z, W Y or (Y) dependent on your year and model Corvette. There are North American standards signified by the use of different letters and numbers at the end of a tires size listed on both sides of a tire. These numbers indicate a tire's specifications with regards to the top speed and weight rating that the tire is designed for. Speed and load ratings vary from "L" for light duty truck tires all the way to (Y) rated tires. We're going to focus on the perfor-

TIRE AND LOADING INFORMATION			
SEATING CAPACITY TOTAL 2 FRONT 2 REAR 0			
The combined weight of occupants and cargo should never exceed 2300 kg or 5075 lbs.			
TIRE	ORIGINAL SIZE	COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	P245/35ZR19	210 kPa, 30 PSI	
REAR	P285/30ZR20	210 kPa, 30 PSI	
SPARE	NONE	NONE	

vehicles performance and weight and also includes the required tire pressures (the #1 most over looked aspect of your current tires maintenance). When it comes to the load and speed requirements of your vehicle the owners manual will specify



mance aspect or highest end of this rating scale..... Continued on page 2

Tires 101.... Continued

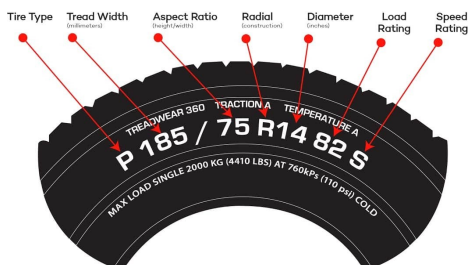
Continued from page 1....Originally the letter "Z" was the highest rated available tire with a speed rating of 149mph & higher. But as sports car performance has increased, Corvettes certainly included the Z speed rating is no longer the highest. Three new higher ratings exist with "W" rating for 168mph, the "Y" rating to 186mph and the "(Y) in parentheses for speeds above 186mph .

Confused yet? Now before you think or say that you'll never go that fast and that you don't need a tire with that high a rating, understand that these higher ratings translate to higher performance at much lower speed than the 149mph or above designation. Different sidewall and under the tread construction is also different based on the speed rating and directly attributes to the handling and overall safety of the tire on your Corvette, regardless of the speed. As THE GOLDEN rule NEVER select a tire with a speed rating below what your car was designed to have. This is so important that In fact it is against the law for any retailer to knowingly put these tires on your vehicle.

So we have selected the correct speed and weight rated tire! Great what's next. Well this is where the individuality comes into play. What type of tire will serve you best for the type of driving you will be doing? Track or just commuting and Touring, Ride quality, noise feedback, tire life, tire performance and safety in poor weather are just some of the priorities most people look for when choosing a tire regardless

of car type. Lets start with tread design, A tires primary function is to maintain contact with the road regardless of conditions or surface. Going to use your car solely on a track, then you would want a tire with a soft compound with zero rain grooves to maximize the footprint and adhesion of the tire onto the race surface giving the greatest level of control at speed. Using the car only in the summer where the temperature is most always above 40 degrees. Then a summer tire which is designed to minimize the rolling resistance by using a soft compound that maximizes contact and has the required rain grooves to still evacuate the water from under the tire is your best choice. But here in New England we have a wide variety of seasonal temperatures ranging from the summer's heat to the cold of winter. so an all season tire designed with temperature flexibility, will always be the best choice! They give the best performance over the widest range of conditions and temperatures. Many AS (All Season Tires) are different in both tread patterns and rubber compounds (more on this later) Many are either directional (tire has a inner and outer mounting side) or are asymmetrical in design, meaning half the tire is designed for summer dry use and the other half for rainy or wet conditions. Tire rubber compounds while similar to summer tires vary in the rubber and silica mixture that help achieve the desired flexibility needed across a wide range of conditions. How important is this, well, tire manufacturers spend millions

yearly in research trying to achieve that perfect recipe for the best traction and performance in the broadest temperature ranges.



On the flip side a dedicated winter tire will always have the softest compounds so when the temperatures drop, the tire will remain flexible and provide the maximum traction and performance in the colder conditions of winter weather. So now you have the basics! how do you go about finding the right tire for your car and your requirements. The answer is do your homework. Don't walk into a tire retailer and expect them to get the tire you need, more likely you'll get the tire they want to sell you. Retailers know that there will always be a certain brand of tire that they make a better profit margin on than others.... and yes they will try and push you towards those brands. Most major national brands such as Goodyear, Michelin, Continental have protected national retail pricing, meaning they can't be sold at a discounted price. So the retailer is most of the time going to make less on those than the "no name brand" they can also offer. In addition please note that many national brand tire manufacturers make two or maybe three different versions of the exact same tire. The Michelin you buy at Cosco most likely will not have the same tire specs as the one from a full fledged Michelin dealer... Finally tire size. What do the numbers on a tire actually mean? A standard P metric tire which is the only thing we run on our cars is a system based and derived from Europe and is broken down as follows.

"P" is for passenger tire and the tire height and width is measured in meters (except for the rim size which is still in inches) the first size measures the distance from side wall to side wall in Millimeters. The second number is the aspect ratio which is the side wall height in relation to the first side wall to side wall measurement. All Corvettes beginning with the C4 have a low aspect tire (low profile) ranging from a 40% profile on the C4 to the new C8 Z06 with a ridiculously low 25% profile! Next the "R" signifies the tire was manufactured using steel material in the cross band and sidewall construction. The last size before the speed and load rating is the car's rim size. 15,16,17,18,19,20 and now even 21 inches in size.

So as an example the standard front tire on a C7 Grand sport is P285/30ZR19, broken down its 285 mm from the outside of the rim bead on one side to the outside bead of the rim on the other. The sidewall height (bead edge of the rim to the ground) is 30 percent of that 285 distance and the rim size is 19 inches (the ZR stands for run flats) Run Flat versus Non Run Flat Always THE hot topic with Corvette owners, both for and against. Since1994 run flats have been available when the Goodyear Eagle ZR's were listed as option, under # RPO WY5. 2781 owners opted in for the additional \$70 cost that year. (The WY5 option also required the car to be equipped with a new low tire pressure warning system called TPMS. And later this same system became government mandated on all new car and truck production beginning in 1997) Run Flat tires have been standard equipment on all Corvettes since the 1997 C5.

Pro's and Con's of run flat versus non run flats
 Pros: No storage space is required for a spare tire and an additional 70 pounds is saved in the overall vehicle weight. You can drive up to 50 miles safely with no air in the tire (you can actually go much further but the Manufacturers will only state 50 miles for liability concerns)
 Not have the inherent danger of having to change a tire on the side of the road..
 Cons: Poor ride quality due to a much stronger side wall construction along with the loss of feel and performance feedback due to how the tire is constructed.
 The higher cost of replacement tires.
 You decide... which way is the best route to go!
 Is it safe to patch a tire on a Corvette? Yes & no is the correct answer. If the hole being patched is inside the outer rain grooves of the tire and is less than the maximum hole puncture size (usually a 1/4 inch or less) and the tire is repaired using an internal patch per the TIA guidelines and the repair is performed by a TIA certified technician, then the answer is YES! If you are attempting to patch a tire outside of the outer rain groove or on the side wall and or a rope style plug is being used... then it's a n absolute NO!
 One final note on internal patches. Yes run flats can be repaired, despite the manufacturers saying they can't, due to the fact you can't necessarily tell how long the run flat has been driven deflated.
 Hope this helps

GM almost cancelled the Corvette

Did you know that our Iconic Corvette was almost cancelled by GM not just once but twice during its long illustrious life. After the financial crisis GM was enduring during the late 1980's and the poor sales results of the C4, the C5 almost never came to bear. without the diligent efforts of one man engineer Jim Perkins, who basically stole money from GM's overall marketing budget (2.5 million dollars) to build just one mule test car (a C5 chassis with a C4 Body) that top GM brass could not ignore in both the

performance and cost to profit potential. The car was saved to live another day. The C5 went on to become one of GM's largest profit vehicles during its lifespan. Fast forward to mid 2000's and the car was once again back on the chopping block. GM had filed bankruptcy and now was being overseen and run by government bureaucrats. At the time GM was working on the next generation, the C7 and the original design had to be what the now C8 is, A mid engine design that everyone at the Corvette

division wanted to build. But the bureaucracy wouldn't allow the huge investment that would have been needed to radically change the design to go forward. So as both the car and the Bowling Green plant appeared doomed in a total chance of fate, there were a couple of unknown bean counters at The US Treasury department that loved the iconic Corvette! So despite all the cost cutting and product line slashing that was happening at GM, it turned out these two at the Treasury department both loved the cars and also saw the potential profit in continuing to invest in the traditional front engine design. Chief engineer Tadge Juechter got the go ahead to develop what turned out to be the beautiful C7 front engine design!

Corvette Pricing: What the flip is going on

Most Corvette owners have heard of or experienced first hand, the ridiculous increase in Corvette pricing as a result of the pandemic and the introduction of the C8 model. Values from the C5 and later are up on average over 30% from 2019 levels. This is both good and bad depending on your position. If you already possess the Corvette of your dreams, then your ownership and investment value is way up!

But if you're not in your dream car yet or are just looking to upgrade to the next generation or beyond, then be prepared to dish out a whole lot more Greenbacks to make it happen. Currently some Chevy dealerships are selling USED C8's for \$20,000 to \$30,000 above what the cars sold for as new!

And what will the new C8 Z06 model do to influence the current or near future Corvette market?. This is a question already being heavily debated, with no clear cut answers. With what looks like a year or more wait time till the first Z06 hits showrooms, where will the market be when they first arrive? Does it mean that the dealerships will be flooded with used low mile base C8's? Will the dealerships continue to mark up the used C8's thousands above their original MSRP. With dealerships allotted allocations already being filled with reservations, what will this do to the overall Corvette price market regardless of series! Could be a bumpy ride for those still in the market in 2022-23

Broadening the Lineup

A Corvette SUV? With the success that Ford is experiencing crossing over the Iconic Mustang into the EV SUV platform, don't be surprised if GM follows suit. With their commitment to becoming an all (EV) Electric Vehicle manufacturer by 2035 (The entire Corvette design team has already been transferred over to the newly formed EV production team) and the already being developed E-Ray being added to the huge success the C8 is enjoying. It makes perfect sense for them to envelop the Iconic Corvette name plate to a secondary platform. (There has also been chatter of branching the whole Corvette name plate to a separate division of GM itself!) Love it or hate it, GM is first all about making money and if they see the potential for bringing this high end product to market with similar success as the C8 there is a good possibility it will happen. Also remember a high percentage of the engineering already is in place.... So logically this would make sense, already having strong SUV capabilities and vacant manufacturing plants to build them (No not in Bowling Green) So don't be surprised if something isn't announced in the coming months. The chip shortage might be the only thing that is holding back this project from moving forward. Soccer mom's and Dad's would be drooling at the idea!



Zora Arkus-Duntov, was so enamored with the Corvette, that he asked to be inurned so he could always be near the car he loved. He died in 1996, and his ashes are preserved in the NCM for eternity.

Destinations.... Bar Harbor ME

Bar Harbor is a town on Mount Desert Island along Maine's Frenchman Bay. It serves as a gateway to the mountains and cliffs of neighboring Acadia National Park. Towering over the park, Cadillac Mountain has trails and views of the town, the bay and the Cranberry Islands. Sand Beach is ringed by mountains. From the town pier, the Shore Path winds along the bay overlooking the Atlantic Ocean and the Porcupine Islands. There's many attractions from traditional Downeast Maine style shops to neighboring Rockport, to the numer-

ous local flavored restaurants, making this area a perfect overnight or better yet weekend destination for groups.

I know many of you have probably been to the area and acclaim to its

Beauty and diversity. Bar Harbor is about a 4 hour trip from Southern NH



Cadillac Mountain

While visiting Bar Harbor a must do includes a visit to the top of Cadillac Mountain via the auto road. At 1530 feet (466 m) tall, Cadillac is the tallest mountain on the eastern seaboard of the United States! It is also the first place to see the sunrise in the U.S. in the winter. For thousands of years, people have climbed Cadillac Mountain and looked out from its lofty peak. A popular time to visit is about an hour prior to sunset.



There is a small fee to ride to the top of the mountain and reservations are now required

“I got gasoline in my veins.”
Bill Mitchell

Corvette Caravan 2024

August 29-31, 2024

2024... yes it seems like an eternity away ! Yet it will be here before we know it And the New England Caravan chapter is already making plans for the 2024 30th anniversary caravan to the Corvette Museum!

For anyone who hasn't visited the Corvette Museum in Bowling Green... Well this should shoot it to the top of your bucket list! What's better than visiting the museum? Visiting it with 10,000 of your fellow Corvette enthusiasts!

SO NH CORVETTES is hoping some of us will be there! Registration opens February 14, 2022 and we are signed up and already receiving weekly updates on The New England portion of the caravan!



Recipes ! One thing I know is that Corvette fanatics love to eat! So as part of each monthly newsletter we'll be adding some of our favorite home style recipes! Got a family favorite you'd like to share, send it along and we'll share it!

Ingredients

White Potatoes
Sweet Potatoes
Fresh Rosemary
Fresh Thyme
Butter
Salt
Pepper
Milk

50/50 Mashed Potatoes

Peel and boil white and sweet potatoes together. Drain and mash, Add in all your ingredients. The Thyme and rosemary are to be minced down and added in equal parts to your liking. A little goes a long way so taste as you add to get it just right for you and That's the best part, the tasting!

Easy addition to your holiday table that your guests will rave about! Bon Appetite

Peanut Butter Pie

Ingredients

1 cup smooth Peanut Butter
1 Graham Cracker crust
1 small container of Cool Whip
1 can chocolate Cake frosting
1/4 to 1/3 cup sugar

Surprise company on the way? Need a quick no cook dessert? Then give this one a try.

Prep.. Leave a round container of cool whip in the refrigerator so that it thaws and is unfrozen. In a semi large bowl mix in the cup of peanut butter and the container of cool whip, add in from 1/4 to 1/3 cup of sugar (mix to taste) Mix thoroughly until all ingredients are combined. Pour into the graham cracker crust, and smooth surface. Place in the freezer for 15-minutes or until peanut butter filling is firm on top. Remove and frost the top with the Chocolate cake frosting! Chill in the refrigerator till served! That's it. Oh and a warning, cut the pie into very small slices as it is very very rich and be prepared to share the recipe as you will get asked !

Variants: you can substitute a chocolate graham crust, and change the topping to any flavor frosting to personalize it

. WWW.SONHCORVETTES.org is Coming Soon!

A brand new SO NH CORVETTE website is in the works and will be completed and published in the coming days or weeks. WWW.SONHCORVETTES.org will be a one stop location for the group

- Future planned trips & itinerary's
- All planned events from other area clubs, area car show schedules
- Links to other area and National Corvette clubs and Organizations
- Corvette accessories store Links
- National Corvette Museum links
- Point of contacts thru e-mail
- Numerous other Corvette information sources
- Corvette Forum links

It is our intention to remain a "open" membership, Facebook group based organization where everyone is welcomed and encouraged to join. The addition of our "core members" only website (people who have actually joined the group and not just visit it) will give us one layer of exclusivity in addition to being able to communicate directly to each of the core members in the group. Details will be communicated prior to the launch of the site!

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Well that's it for the first newsletter addition! Hope it was enjoyable and please remember We're not professional writers or writers at all actually. Hopefully at least we got the spelling correct... The grammar yeah probably not so much. If you are already a member of SO NH CORVETTES we humbly thank you for everything you do and add to our group.

Not yet a member? We'd love to have you join us! Find us at at

<https://www.facebook.com/groups/sonhcorvettes>

"CORVETTE AFFLICTION"

My first experience with Corvettes was when I was about 5 or 6 and my big brother brought home a 64 or 65 Gold convertible that once I saw, refused to get out of until he and his sympathetic to me "Awww let's take him with us" girlfriend took me for an afternoon ride! I still remember it vividly to this day so obviously it left an impression on me and unbeknownst was the onset of the disease I would later dub as 'Corvette affliction'

So fast forward some 20 years.... I was driving home from work on a beautiful summers night and had elected to take the scenic route home. Tooling down RT1 in Seabrook, I drove past this beautiful shiny black C3, staring at me from the car lot. "Holy S#@! what I was thinking, rubber necking myself to catch every shiny curve and beautiful detail all the while doing 50 miles an hour!

I might have made the Maine border before I had to turn around and go back and check her out further. No salesperson was around as the dealership was closed So I did my due diligence and gave it a thorough inspection. Yeah right! Actually I just walked around it 15-20 times. ... the long forgotten "Corvette Affliction" was returning! So I got back into my car and continued on home arriving without uttering a word to anyone about my new found love....hardly sleeping a wink that night as shiny wheels and sexy curves danced through my head, At sunrise I awoke and grabbed my coffee and sat in the kitchen staring aimlessly out the window, not able to clear my head of the daydreaming of being in that beautiful shiny machine!... And as the remainder of the house awoke, I still didn't utter a word to anyone of my bout of "Corvette Affliction". I had to act! Quickly dressing and scanning the time, I muttered something like "I was going out.. Be back" And Poof...I was gone Arriving at my Bank in twenty minutes! Now those were the days that if you had an established relationship with your bank, you could just walk in (yes I was a longtime customer) and walk out with \$\$\$, so I was sitting with the brank manager and in a matter of moments quickly spewing "I need a loan for this incredible Corvette, and then I went on to fill her head with all the useless details as she acted like she cared.(I was going to go bust if I didn't get to tell someone about my magnificent discovery!) and fifteen minutes later, I walk out with a bank check for a rounded up dollar amount of say \$15,000, thinking that should be more than enough to cover it, since I still had no clue as to how much they were asking for the car! Like a kid on Christmas morning I sped back to NH turning a normal 1 hour drive into a 35 minute sprint! The whole trip down I was swearing and laying on the horn at anyone who I thought was remotely impeding my arrival or delaying my soon to be nirvana moment! Upon arriving I was one stride short of flat out sprinting into the dealership flinging open the dealership door..... "Corvette Affliction" was in full on rage mode at this point and without test driving the car, haggling the price or negotiating anything! I just bought it eagerly paying their asking price! So off I went , keys to the beautiful machine in hand and then got in and just sat there admiring every little detail, in fact I sat there so long a salesman came out and asked "hey Buddy is everything was OK"? Quickly dismissing him I finally turned the key and it rumbled to life... Oh baby this was it!... I quickly headed home, overwhelmed with joy and excitement thinking how much I couldn't wait to show off my beautiful new shiny Corvette to the family.. Again "Corvette Affliction!" and upon arrival, I just sat in my driveway soaking it all in!... So now is the point of.... you know like in a movie where you hear the sound of a record needle screeching across a record to emphasize that something was a bout to go amiss! Well my joy and happiness was about to quickly turned into one of those movie moments ... She walked out of the house and just stood a defiant distance away, arms crossed with a "what the F\$#K did you do" look on her face! WellDazed and confused by her reaction, my mind was scrambled from the shock! What? She doesn't look excited at all. Soon enough realizing my immeasurable failure that not everyone else was susceptible to the dreaded "Corvette affliction". The stares of death, the arms still folded all lead to my excitement becoming a distant memory! The one way conversation was one of "You did what without asking me!" immediately followed by "you spent how much without even so much as uttering a word to me! Followed lastly by the knockout punch of "Why you no good Ass&^\$ piece of s%^t !!!!!.... What? I believe is all I could muster quickly followed by... Um um um well you see ...Yeah I had nothing as the "Corvette Affliction" was now really kicking my ass!

Its interesting and yet unbelievable that two people can co habituate the same space for weeks without a single word being uttered back and forth. Oh after a few days of the lingering silence, I gave it the old college try, attempting to find some magical words that I thought might lead to the safe bridge back to the land of the living! Each attempt ending in the same result... Silence ...Nothing ...footnote: It didn't take long to remember just how uncomfortable that old couch was to sleep on.

Now in retrospect obviously I did see the error in my ways.. Be it ever so slowly (Duh) but while in the mist of the "situation" I felt doubly dammed, cause not only was no one even remotely close to talking to me, I also had no where near the courage to be caught going near the beauty sitting idly in the garage. Dam "Corvette Affliction"

So some time passed, not really sure how long, can't remember if it was weeks or months before the great frozen landscape began to thaw to a point of proverbial HI's or even some one word answers like yes or no's! I do know it was a while before I got to finally take her out on that first drive, she wasn't home that day I do know...hey I wasn't totally stupid (debatable) and as time passed, my courage rose to the low point of always immediately volunteering to go grab that forgotten gallon of milk or whatever else we needed for an excuse to drive the car. Alone of course... always alone as the environment remained sub freezing the remainder of that summer! And in no way in hell was she going to acknowledge my idiotic behavior by being caught anywhere near that car. So as time passed and my stupidity was slightly forgiven (strong emphasis on slightly) I did drive the car more (we never were out of milk) and as the "Corvette Affliction" was slowly wearing off I began to see the car a little differently as over time I started hearing lots of weird sounds, or more like groans coming from the car Perhaps it might have been wise (there wasn't a whole lot of that going on with me at the time) to take it to my shop and get it checked out before buying it... that along with the important forgotten things mentioned above! But nope .so after spending \$2500 worth of every suspension bushing on the car being replaced, I enjoyed the car for a couple of years... Alone!... Always alone as the passenger seat remained unused and brand new until the day I sold her! ... That Dam "Corvette Affliction" !