

SO NH CORVETTES

GENERATIONS

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2023 SONHC Remaining Events

Sunday, October 15

The Publyck House Caravan**

Bennington, VT

Sunday, November 5

First Annual Toy Drive —**

Last official caravan of the season

Location TBD

December

**Holiday/Cruise Season Ending
Celebration****

Date & Location TBD

* Limited Field Event

** Full Field Event

*** Non-SONHC Organized Event

**You can register for any of our events
through our website:**

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

**FOR MORE INFORMATION ABOUT
SONHCORVETTES, CLICK HERE:**

<https://sonhcorvettes.org/>

Our Mission

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 900 group members, our media footprint continues to evolve, change, and grow — with the continued goal of making every member experience a memorable one!

September Was a Very Busy Month!

Well, it was quite a month for us here at SONHC: from Target to Kancamagus and everything in between. We kicked off the month with a trifecta of Labor Day weekend events. A gorgeous Friday Target Cruise Night, followed up by a very early rise for the Cruising downtown in Manchester, followed by our participation in the Milford Labor Day Parade on Labor Day Monday! Mother Nature, both blessed us with an abundance of sunshine and cursed us with Florida-like humidity! I think I can confidently say our attending members were pretty exhausted by the end of the long holiday weekend!

One of the big events that our members are still talking about is the *Chronicle* show taping. While technically happening in August, it still needs mentioning here this month; as of the publication of this month's newsletter it has not been aired yet!

All eight generations of Corvettes were on display as many members had the opportunity to speak with WMUR's Sean McDonald and station videographer Paul when we gathered in Manchester! While we still don't know when the segment will air on Channel 9 or what it will look like, it's exciting to know that our little Corvette group will be displayed on the air.

Also, in this month's GENERATIONS, we'll read two SONHC "Members' Stories" on a couple of very different subjects. James Brown wrote on his decision to go from convertible to coupe and stay in the same beautiful and somewhat rare Atomic Orange. And we'll enjoy in their own words Linda and Ray Bonney's journey and visit to the "Corvettes of Carlisle" show in PA.



Labor Day Weekend Recap!

Labor Day weekend marks the unofficial end to summer — and it was a busy, busy few days! Starting off with a rare beautiful **Friday night**, some members enjoyed a visit to the Target Cruise Night Show. It seems we had more Friday night shows cancelled than held; this particular night was a gorgeous and enjoyable evening.

Footnote: The Target Cruise Night is not the same without our host Scott Scribner's presence. We're happy to report that Scott is doing better and is on the mend with Ingrid's love, help and guidance! We wish him continued success in his rehab and much love on his road to a full recovery!

Saturday morning we had an early start... a really early start! We assembled at 6:15 in Manchester (and kudos to the members who started their journey to meet us at 3:30 in the morning from as far away as Maine and Northern NH!). As we entered the show, we were directed to our designated group spot in Veterans Park. We enjoyed a great day together under the shade of the overhead trees umbrella.

Monday Labor Day: We had 20 cars join us to participate in one of the largest Labor Day Parades in the state, held in Milford. While the starting point caused some chaos, once the parade started, it was pretty much smooth sailing and our appearance was a huge hit with the parade goers lining the entire parade route!



Target Cruise Night



Manchester Car Show



Milford Labor Day Parade





What a day! In the week leading up to the day, we had 55 member cars registered to attend, and in what is the norm, we ended up with around twelve cancellations (more on this subject later on). So we started the morning off with 42 members joining us for what is traditionally one of the best events of the season. Mother Nature blessed us with an incredible early Fall day and the trip didn't disappoint. Due to the overwhelming size of the group, in lieu of visiting a restaurant, we decided we would enjoy our lunch outdoors picnic style! I think many members enjoyed this decision for numerous reasons. The host site — The Willey House — was the perfect venue for our group to enjoy a relaxing visit. Beautiful vistas surround the Willey House, and while it at first seemed a challenge to park all our cars, it worked out perfectly. The Willey House did know we were coming and were both appreciative and excited for our visit, and had opened up a seldom-used hidden parking lot just for us. We didn't end up needing the lot, but the effort was appreciated.

Leading up to our lunch stop, we travelled up I-93 in two group caravans. I'd love to know what the thoughts were on those who passed us and also the south bound side watching us go by.

Upon arriving in Lincoln, we split the two groups (sorta). Due to the McDonald's parking lot being full, only snafu of the day, we ended up with both groups back at the welcome center. Unbeknown to us, there was a whole separate parking area large enough to fit both groups, noted for future Kanc trips! A footnote to our day was the Highland Games were being held in Lincoln the same day as our caravan came through. And while numerous people outside our group warned me it would be a nightmare to get our group through Lincoln, and to reschedule our trip, it went as expected, smooth and uneventful. Once we regrouped in Lincoln, our journey across the Kanc, with one stop at the now-named Mushroom Pull-off (Pemigewasset Overlook), went as planned. Hopefully everyone enjoyed our cruise down the freshly-paved Bear Notch Road, which provided an enjoyable cruise

over to the Willey House in Crawford Notch. Our cruise finished up with the now traditional Mt. Washington Omni Hotel drive through before we started our journey home down I-93 through Franconia Notch.

We'll consider this one a win as we maneuvered 42 Corvettes on this 250-mile excursion without incident, and, hopefully, it was enjoyed by everyone who came along. We certainly want to thank everyone involved who made the day a smooth and event free caravan!





SONHC Taped for "NH Chronicle"

What an event the Monday "NH Chronicle" taping event turned out to be. From the hundred members who came out, along with the inclusion of all 8 generations of Corvettes, this is a day that will be remembered for a very long time. We can't wait to see what the film looks like!



MEMBERS PAGE

Each month we hope to share some of the interesting and exciting things that are going on with some of our SONHC members. After all, it's the members that really are SONHC. If you have a story you'd like to share, click on the link at <https://sonhcorvettes.org/members-stories> and submit it.

RAY & LINDA'S EXCELLENT ADVENTURE: Our Journey to Carlisle, PA

The journey began on my birthday, Wednesday, August 23rd around 4 a.m. It's probably the first time I'm going to PA on my birthday and not looking for trucks or horses in a very long time.

The weather for the entire trip was good, although a bit nippy in the early morning. But I was bundled up in the passenger seat of Ray's pickup as we towed the Vette to Corvettes at Carlisle!

It took us about 9 hours to get there. We had a few "bio" breaks as Rick would say and stopped for breakfast. We stayed at Spring Hill Suites in Camp Hill, PA. We highly recommend it. The hotel is just under a year old and the staff was wonderful!

We had a late lunch at Bonefish Grill right next door to the hotel. We ended up eating there Thursday and Friday night, too — it was that good! For my birthday dinner, Ray took me to Progress Grill in Harrisburg. All I can say is YUM-O! The crab cakes were delicious and Ray's lobster tail with filet mignon were to die for.

Thursday morning, after what we thought was breakfast at the hotel (wouldn't recommend breakfast), we made our way to Carlisle. All in all, there were about 3,080 corvettes in attendance for this event. We had a pass for the Fun Field. We got there around 8ish and got a perfect parking spot. The day was mostly overcast, which was the perfect weather for walking in an open field with no shade.



We did have a downpour; however, we were in a building so that worked out great.

We went back on Friday. All I can say is I sweated in places I didn't know I could sweat! The morning started with rain, but once the sun came out, the humidity came out in full force too. We

walked around some more, though not as much as Thursday. We lasted until about 1:30ish and then headed back to the hotel to load the Vette on the trailer and get it ready for the trek home. It was muggy and hot!

Oh, the cars and the people. So many beautiful cars! The colors, the themes, the years. It was unbelievable. We met many wonderful people. Some had pretty good stories to tell about their cars. One gentleman we spoke to told us he and his son got to build the motor for his car. That's cool. Another couple told us they couldn't decide on a color, so the designer gave them gas caps with the color samples to take outside and see what the colors looked like in the sun. Never knew about that.

All in all, it was an amazing trip and birthday. I feel very lucky to be driving a beautiful car made in America. I'm even luckier to have an amazing husband who helped me get my dream car!



Jim Brown's Upgrade

This Corvette thing has bitten me hard. Two cars in less than a year. Both the same color!

THE STORY:

So why did I buy a new-to-me 2008 Corvette C6 coupe after less than one year of ownership of a 2007 C6 convertible? Darn good question, if one's asking, because, well, there's no easy answer here.

The '07 was my first Corvette (and all that goes with that), was Atomic Orange with ebony interior, ebony top, 6-speed manual, 3LT, magnetic shocks K&N cold air intake, and it was a museum car. I loved it, coolest thing I have owned without a doubt. Added a stereo and backup camera, and a few other small touches. Gotta make it yours, right?

Working on the car was easier than I thought, installing the radio head was pretty straight forward. Fixed a few small things on my own and got the help I needed when I had a major one. More on that later.

Driving and enjoying the car with my wife and best friend has been an amazing time. I found that it's a true joy to drive and, not only is it fast and handles like on rails, but it's also a great cruising Sunday ride.

Finding new roads, meeting new people, and going places with the car is so cool. Most people have positive comments, even from non-Vette owners, and it's fun to chat a little about the car.

Parking it in public lots has been a mixed bag and to say it's mostly about my attitude than anything else is an understatement. Finding spots that I am comfortable with ranges from "it's just a car" to "I don't mind walking a mile" to "we can't go here." When pressed, I park next to the nicest car in the lot.

The biggest issue was the power top stopped working. This is a long story in itself, so briefly, I tried to fix it on my own. After a few weeks of not finding the issue, I had John's Corvette Service scan it. He was able to find the problem, which was the rear



bracket that lifts the tonneau cover broke at the mounting point where it connects to the hydraulic piston. Easy fix once you find parts that are no longer made!

The internet

come up empty on this issue also. All is well and it works again.

While I was at John's Corvettes, I spied a 2008 coupe Atomic Orange with ebony interior, auto, 3LT, upgraded with Grand Sport shocks, sway bars with new links, GS brakes, black transparent top, factory NPP exhaust, and upgraded radio head with back up camera. How could I not change cars?

The mid-generation refinements that GM made to both the engine and interior are well done and for me, make it a better car:

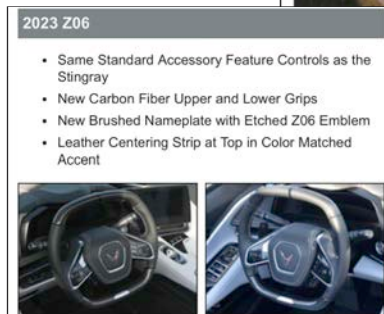
- Engine — the LS3 has more HP bottom line. And it will run on E85. Completely different motor from the LS2.
- Interior — Just the small touches with materials make it feel more in line with higher end cars. Still a lot of plastic, but it looks better.
- Auto w/paddles vs. manual — I will miss the three peddle car but the auto is a fine transmission and it's just easier in traffic and around town, which I will like even more as time goes on.
- Coupe vs. Vert — jury is still out on this one. It is noisier than the vert with top up. I am already addressing this issue so we shall see. I love the look of the coupe more and the black accents work well. It's a sharp looking ride. The previous owner and John at John's Corvettes took great care of this car and it shows.

The '07 was, and still is, a great car. The '08 is just better. My wife thinks it won't stop with this car either. Time will tell. '09 ZO6 in Atomic Orange???

Steering Wheels!

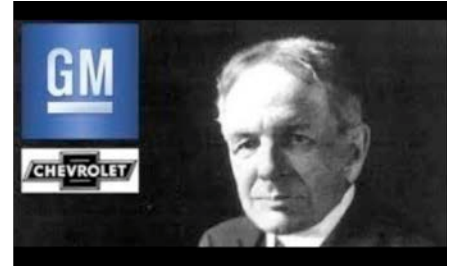
Something we all use to connect with our Corvettes is our steering wheels. Depending on which generation you own, the steering wheel can be as strikingly different as anything else between generations. It seems GM always wanted to introduce a completely different wheel with each new generation released. From the simple beginnings of the C1 with its huge diameter wheel to today's modern C8; from starting with 10 and 2 positions on the wheels to the modern versions with controls of numerous systems at our finger tips, the steering wheels on the Corvette have changed drastically over the generations!

But there was one time period where GM completely missed the mark of making the wheel as unique as the styling of the car. In one particular year Corvette, it was almost like GM designed the entire car and then realized, oh snap, we need a steering wheel and snatched something off the shelf from another model! If you look at the steering wheels on the 1976 C3 Corvette, you'd think you were looking a Chevy Vega and you'd be right. You see the 1976 Corvette and the Vega shared the same exact steering wheel! Not one of GM's finest moments!



Did You Know...

Way back before the beginning of the big three automakers, Henry Ford attempted to sell the Ford Motor Car Company to GM? And had it not been for the reluctance of the lending banks to give GM the additional loans required to buy Ford, it would have happened! There was an agreement in place that would have allowed Henry Ford to keep his farm equipment division and sell off the motor car portion of the company to GM. However, the then GM CEO William Durant had already leveraged the company to the max from previously buying up lots of other manufacturers such as Cadillac, Oldsmobile, and Oakland (later known as Pontiac), and the predecessor company of GMC trucks, causing the banks to decline Durant the funds needed for the acquisition of Ford! These same earlier purchases later forced the GM board of directors to oust Durant, accusing him of reckless financial behavior! Upon his departure, he went on with Louis Chevrolet to form the Chevrolet Motor company. Seven years later Durant returned with his newly-founded company, Chevrolet, by buying up a majority of GM stock and once again regaining his position as company CEO! Chevrolet owned GM.



Our First SONHC Toy Drive

Announced last month, plans are already under way for our first annual SONHC toy drive! This is our first opportunity as a group to give back to our communities! With the launch of the Generations T-shirt available for purchase by members, and all the net proceeds going towards the Toy Drive, we're already off to a rousing success. So far, we've raised over \$200 that will be used to purchase holiday gifts and toys. Our actual event date is tentatively scheduled for November 5th (weather permitting). We will begin to advertise our event to the general public in the coming weeks. We'll also be working with our **Partnering Professionals** sponsors on setting up the event location.

My Damn Inspection Stickahs Due!

As we set our sights on putting our cars away for their winter's nap, it's a good idea if your birth month is January, February or even March, to get your 2024 sticker before putting your car away for the season.

In the State of NH, as with all New England States, we're required to have our vehicles inspected each year. In NH, it's by the end of the registered owner's birthday month. If you were born in January then you have until January 31 to get your vehicle both registered and inspected for the following year. The inspection must be performed at a licensed and state authorized repair facility and conducted by a state certified inspection technician. The inspection process is divided into two separate sides. The first part is the vehicle safety portion, which partially includes things such as tires, brakes, lights, wipers, body integrity, and more. The second half involves the emission portion of the inspection, where the state's computer plugs into your vehicle's OBD2 port and checks the engine, fuel, and exhaust system components to ensure the vehicle is operating properly and within the EPA's emission standards. This is where the dreaded "Check Engine" light comes into play. If your car's emission system is not working properly, then the onboard ECM (Engine Control Module Computer) will turn on the check engine light, notifying you that something is amiss. It can be caused by a multitude of reasons, from a simple loose gas cap to a bad oxygen sensor, to a bad battery, to any number of other failed component causes. Sometimes it's an easy fix and sometimes it's a headache of major proportions diagnosing the root cause. If your check engine light is on, chances are you will fail the emission side of the inspection! But there is good news... anyone who's vehicle is 20 years or older, gets to skip the emission side of the inspection! The safety side of the inspection is the only side that you need to pass in order to receive an inspection sticker! And there's more: For those of us who have newer cars less than 20 years old, in NH you can pass your safety side and fail the emission side and you will still get your sticker, but with a catch! The sticker you receive will be good for only 60 days (or until the end of the second month) allowing you time to address whatever is the cause for the emission side failure.

Here is the good news and a best practice: In NH you are allowed to get your vehicle inspected up to three months prior to your birth month, with the sticker being good for 15 months! A January birth month allows you to get your next year's sticker in October! November for a February birth month and

so on. Also in NH, if you fail your inspection, you are not issued a failed sticker or any type of temporary sticker, and your old sticker will not be removed, therefore if there is an issue, you will have three months to address whatever the cause of the failure is and remain legal!

Be careful with modifications, as they can sometimes be a sticky proposition as the state licensed inspector has at his/her discretion the ability to fail any modification they deem to be unsafe, excessive or beyond the original factory build. Here are the top three reasons I see vehicles fail state inspections:

- **1. Window Tint.** Seems like this rule changes from month to month as to what the state allows for aftermarket tint. But the regulations are very strict and are measured by a light meter. Currently it is set at 30% on the front side windows, meaning the side windows must only block 30% of the light. Additionally, the state does not recognize aftermarket tint — only original window tint! The new regulation does not allow any windshield tint below the top 6" of the windshield!
- **2. Cat Delete's.** Modifying the exhaust is legal as long as you are not removing the catalytic converters and replacing them with straight pipes, sometimes called "Test Pipes." Additionally the exhaust sound has limits on the decimal levels acceptable and can be failed for excessive exhaust sound.
- **3. Lights.** Be aware: if the car has a light on it, it must work and cannot be of a different color than the factory original. An example is your side marker light must be amber or yellow in the front and red in the back. No other colors are considered legal. Headlights must be within brightness limits and the color cannot be anything other than a shade of white.



America's Fascination With the Corvette

What is it about Corvettes that make us all fall in love with them? Why do people swoon over them and rubber neck when one passes by? Is there one thing above all else that makes the Corvette one of, if not the top desired American made car that people dream of owning?

Americans certainly love their automobiles and have so for decades! Since the automotive revolution that took place in the late 50s and early 60s, many Americans have had a particular dream car or their list of desired models. So what has made the Corvette so unique and almost always on any list or poll of dream cars desired by Americans.

Well, first this story has to take a slight detour and go back in time to the early 1950s when automotive manufacturers were looking to capitalize on soldiers returning home from World War II. A time when, as a country, America felt pretty good about itself and the big three automakers from Detroit were looking to capitalize on this mood! Up until the end of the second world war, manufacturers had always marketed their cars by showing people what their cars could do for them in practicality, how the new cars would simplify their lives, how the new features on a particular make were different than the competition's. A family could travel farther, be more comfortable with more amenities, like tilt-in side vent windows, plusher seats or bigger doors for ease of entry and exit. Or bigger gas tanks so the family could take longer trips without having to stop for fill ups. Even a radio (AM only) was

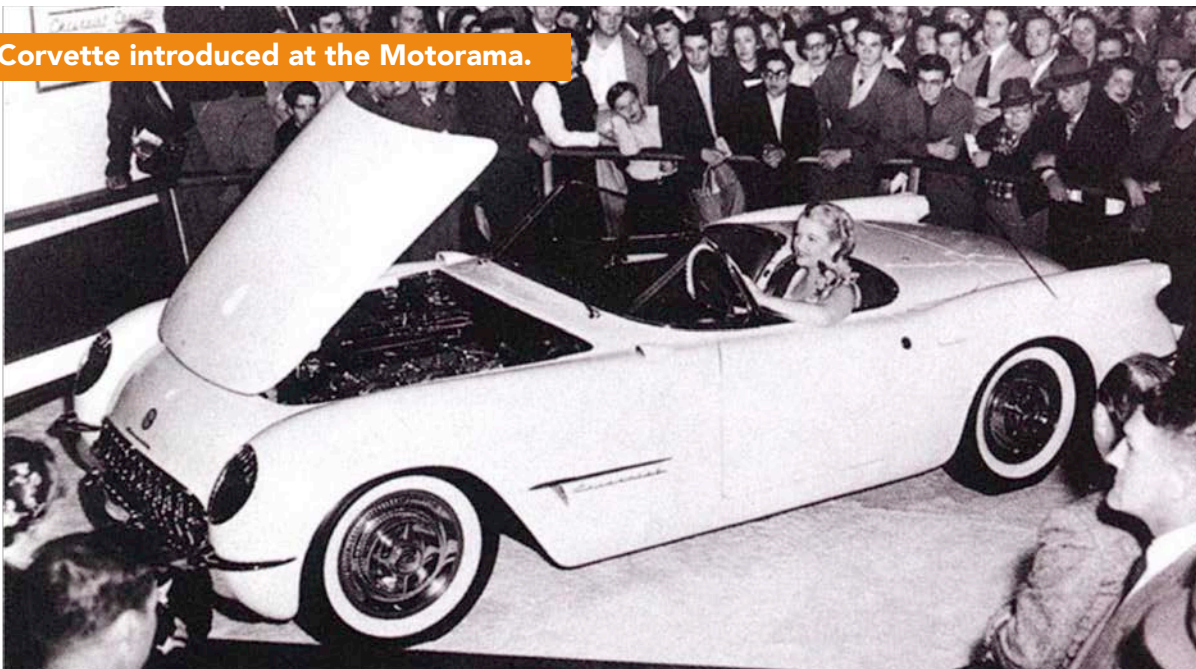
included for entertainment on trips! This way of thinking had been the norm for car manufacturers for decades: turn out the latest box with four doors and make the cars as practical as possible and appeal to the functionality side first and foremost! It was always more about what was inside a car than what it looked like from the outside!

After the war, a handful of men from each of the manufacturers set out to change Detroit's way of thinking! To appeal to the emotional side of the car-buying public by appealing to their hearts and their eyes, by bringing exterior styling to the forefront of automotive design. Sure it was nice to have all the amenities on the inside, but it now needed to be wrapped by something that had eye appeal on the outside. After spending time in Europe during the war, many Americans came home wanting some of the same styling European car manufacturers had been building for decades. Sleek stylish cars that were more appealing to look at than, in many cases, than they were appealing to drive. Many were both unreliable and compromised interior comfort. But they were sexy to look at, with styling way ahead of anything Detroit built for the mainstream public.

So a few executives at the big three automakers, mostly GM and Ford, set out to capitalize on changing the automotive landscape by introducing new American-made cars which were influenced by Euro-

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1953 Corvette introduced at the Motorama.



America's Fascination With the Corvette — continued from previous page

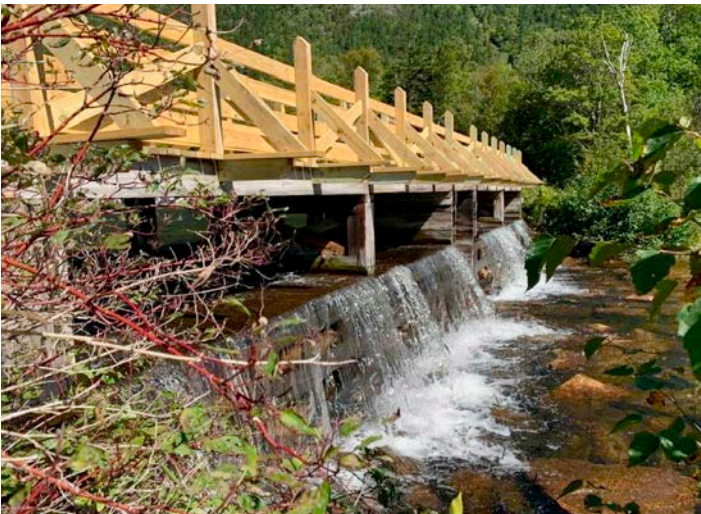
pean styling! They introduced new models that were a big departure from what they had produced in the past — all to appeal to the fun side of the car buying public. Soon, these new designs carried large swept-back fenders with large wings, lots of chrome, and European style grills! All of this with the intent to show the buying public that Detroit could build fun enjoyable cars with an eye towards style.

Enter Harley Earl. One of the biggest styling advocates straight out of California, Earl set out to not only utilize his experience in the art and design field, but to push the envelope by designing a two-seated sports car! It was a huge gamble Earl was asking GM to take on: produce a very low quantity production sports car and to introduce technology that had never been utilized in major automotive production

before! The fiberglass bodies, "Project Opel," as it was then called appeared at this time. Now we're all familiar with the rest of the story as the project got the green light from GM and, despite several initial setbacks, was released for public viewing at the GM World Orama in NY, in January 1953 and was considered a rousing styling success. The Corvette has gone on to become one of, if not the crowning jewel in American automotive history for over 70 years!

So back to the original question: What is it that makes these cars so desirable and unique? The answers lie within each of us, as there are probably a dozen great reasons that these cars are so desired. Performance, styling, the overall "look," their uniqueness, their rarity, being American made, stature of ownership, reliability, the list goes on and on! And one thing is for sure, with the newest models that are being produced, this level of desired ownership isn't something that is going to change anytime soon.

More Photos From the 2023 Return to the Kanc



Our Partnering Professionals

We wish to thank each and every one of our Partnering Professionals companies that continue believe in what we do and who we are. They have chosen to be a part of our SO NH CORVETTES group! They continue to make commitments to be here for us at every opportunity! And as always, we ask our members to support these business as they continue to support us!

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Partnering Professionals

