

SO ME CORVETTES

SO NH CORVETTES

GENERATIONS

May 2025 Vol 5 No 5

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5th
ANNIVERSARY
SO NH CORVETTES

May... Well, let's just all start off by saying good bye to April and call it good! Lots of Car enthusiasts typically point to April and think, Ah, its finally here! We made it! The long winter hibernation is over! Our car's will be out any day now! Then Mother Nature decides... Hold my beer!

April was an absolute horror show leaving us with the choice between driving in sunny high 30 and low 40 -degree days or the 50's with drenching rain. Sprinkle in a few snow days and the misery was complete! So, with the turning of the calendar, we're hoping that May lives up to its promise and decides to bring us those spring flowers and the accompanying nicer weather, allowing us all to get out and finally enjoy some quality seat time!

In this month edition, we've crammed a variety of articles, from explaining how to register for our events, to C8 super glue, to the history of the Chevy Corvair and it's kinship to our beloved Corvette. and much more! We hope you enjoy!

Signing up to attend our events

Communicating Information is critical when a message needs to be delivered. But if someone doesn't know where to find it, The effort is useless.

Here, we explain our event registration processes to give clarity to everyone wanting to come along and join us on any of our events.

All Event Registrations are found in just **one place** on our respective **SONHC & SOME C** club websites. Each website contains a specific page called "**2025 Event registration**".

This is where you can browse our schedule, see live event registrations, find the ride Itinerary's and get all the caravan specific details and information. Beginning at the top of this page, you will always find a copy of the latest updated season event schedule. and, just below, you will find a listing of all the current events that are open to register for in order by date. Just click on the picture of each event and you'll be taken to register for that event.

We do not open all the event registrations for the entire season at once!

Only for the upcoming scheduled events occurring in the coming weeks, a month or so out!

Why do we do it this way? In the past when we've made available the entire season registrations, it led to confusion as people would sign up for events later in the year, and as time passed wouldn't be able to remember which events they had registered for. By shortening the number of events listed, it's our intention to help members be able to better track which events they're registered to attend.

So, once you land on the event you wish to participate in, underneath the event description you will find the area that you will need to fill out and then submit. If there are any additional requirements, such as requiring any outside registrations or to purchase entry tickets for a host venue, we will include a direct link to that appropriate website. Once we receive your completed submission, you get added to that event roster and you're good to go!

The registration program will attempt to send a confirmation email (to the same email you used to register).

Attempt is the optimal word, as many email programs consider the confirmation reply's as incoming junk email and either block it or end up sending it to the email junk folder. If you do not receive a

confirmation email, you can always reach out to us and we'll gladly confirm your registration.

Next, typically, within a week of the actual event date, we will post an **Event Itinerary**, which will include all the specifics for that event. Start location, start times and information about each portion of the days trip, such as our Lunch details, estimated total trip time and also will include directions for the day's route we're taking.

On the day of each event, our attending Admin's will check you in upon your arrival at the starting point, acknowledging your attendance and reward you the appropriate event miles for that event. (Towards the season long ride leader awards) You'll then have the opportunity to purchase your 10/90 raffle tickets. Just before our departure, we'll hold a brief meeting covering any last minute trip details, and then we're off! So that's it! This process is one that we repeat for every **SONHC & SOME C** event.

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 1,800 group members, our media footprint continues to evolve, change, and grow with the continued goal of making every member experience a memorable one!

TBA....

One of the things you will notice when looking at our season schedules is the term listed “TBA” under certain events. The TBA “To Be Announced” typically, involve parades being listed this way. There is a reason for it, and it involves you, our members. With Milford, NH considered as our SONHC home base, we already participate each year in a couple of home town parade events. Additionally, each year SONHC also participates in the **Merrimack NH 4th of July Parade**, as it is one of the biggest fourth celebrations in the state, always drawing massive crowds. We also proudly participate in the **Veterans Day Parade** held in **Manchester** each November!

In Maine, the **Yarmouth Clam Festival Parade** is one that **SOME** enjoyed immensely last year and will be returning to once again in 2025.



But there are always more parades and town celebrations we'd love to possibly bring either club to participate in.

So, if you know of a parade, town celebration or other special event you think members might enjoy. Then we encourage you to reach out to us and we'll see if we can make them happen!

Just drop a note to our email address and we'll take a look for sure.

sonhcorvettes@gmail.com

A LOOK BACK... ON OUR 2024 KANCAMAGUS CARAVAN!

The latest 2024 version of the one that started it all for us was a day to long remember for several reasons. Another beautiful day filled with clear blue skies, with members of both SONHC & SOME joining together forming the well over a mile long procession of Corvettes traveling across the Kancamagus together ! Our stops along the way were also epic, with all 73 Corvettes gathering together making for some incredible pictures and memories, finishing off the day's events with a great picnic

gathering in at the **Wiley House**, in **Crawford Notch** and then topped off with our traditional drive thru the **Omni Mt Washington Hotel** access road!

So, will the 2025 Kancamagus trip top last year's event? Perhaps, but the 2024 caravan will always remain a day we long remember!

Our 5th annual trip across the Kancamagus is scheduled on Sunday, September 21st!



The Chevy Corvair

Ed Cole is a name that most Corvette history buffs will immediately recognize. His influence and engineering played an incredibly large role in the early Corvette development. Starting in 1952 as Chevrolet's chief design engineer, he along with **Zora Arkus-Duntov** would work side by side to attempt to try and put some teeth into the Corvette performance that it was lacking in its initial introduction. Their collaborations together worked, and was the beginning of giving the car the high-performance characteristics it would come to be known for.

In the mid 50's **Cole** would become Chevrolet's General Manager and would later go on to rise up to become General Motors Vice President in 1965, But it was during his time at Chevrolet that **Cole** wielded his tremendous influence! His vision for Chevrolet was an extremely broad one and he had a hand in several noteworthy developments during his time with the company!

He is credited with being the "Father of the Chevy V8" which under his direction led to the creation of the infamous "Small Block Chevy" engine that is still around today in so many varied forms.

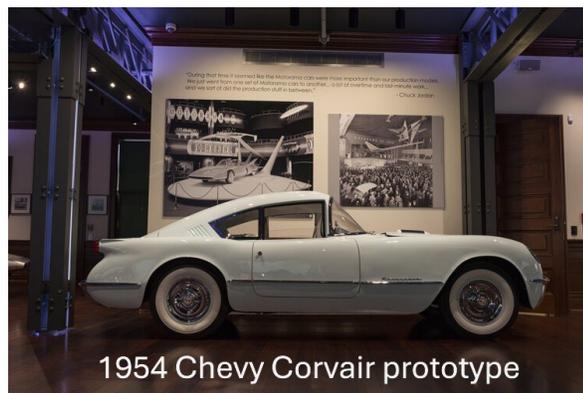
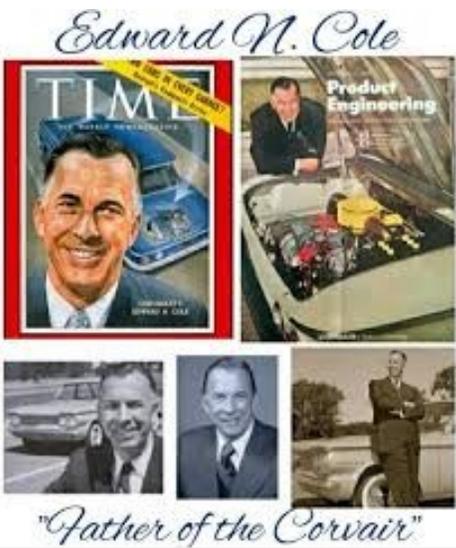
One of **Cole's** visions and objectives during his time as General Manager was to scale down the size of some of the car's that were being built by Chevy at the time. The big three at the time were all busy churning out rather large sized vehicles and **Cole** set out to change this. This was to directly combat the introduction of the smaller European cars that were successfully making their way into the US markets. One

such project that would make it off the drawing board and into production was a controversial car called the **Chevy Corvair**. A car that had first been featured back in 1954 at the Motorama traveling exhibition as a variation of the then just released Chevy Corvette. Later on the completely redesigned

Corvair was developed and built specifically to go head-to-head with the German VW Beetle that was quickly enjoying great success in the US. The **Corvair** was a huge departure from anything that GM was building at the time, with the engine positioned in the rear trunk and it being air cooled, hence the "air" in the name **Corvair**. Gm took some of the design styling cues from the Porche rear engine designs to build several variants of the car, including a 2-door coupe, a four-door sedan and in later versions, even a pick-up and cargo van. The car was released with lots of fan fair and was voted *Motor Trend's Car of the year* in 1960. Time magazine even featured both the car and **Ed Cole** on one of its covers. The car was designed without any of the opulence that cars built back then were known for, it had no rear fender fins, or a stylish front chrome grill (car had no front radiator) but instead featured

clean smooth straight lines and was much smaller in the overall scale. The car was powered by a 6-cylinder inline air-cooled engine producing a whopping 80HP! GM sold over 200,000 **Corvairs** during its first six-year productions, accounting for almost 10% of their entire Chevrolet sales! The car would go on to enjoy two generation runs from 1960 to 1964 with a complete redesign during the second in 1965 to 69. The second generation increased the engine size and handling capability considerably with the addition of a turbocharged option and the adding of independent suspension to the car. GM would go on to sell over 1.8 million **Corvairs** between 1960 and 1969 and was at the time considered a great success by GM.

Until... continued on pg5



1954 Chevy Corvair prototype



An event towards the end of May's, we'd like to highlight is, our trip up to the shop of one of our **Partnering Professional** Title sponsors. **The Horsepower Farm** in Loudon, NH! Come join us for the opportunity to meet and speak directly with shop owner **Rick Serino** and his staff, and learn all about all the latest in performance goodies, specialty services and performance upgrades that they are able to help members with. You'll also get to see some of the current projects that they are working on in their shop! We travel to **The Horsepower Farm**, on **Saturday May 31st**



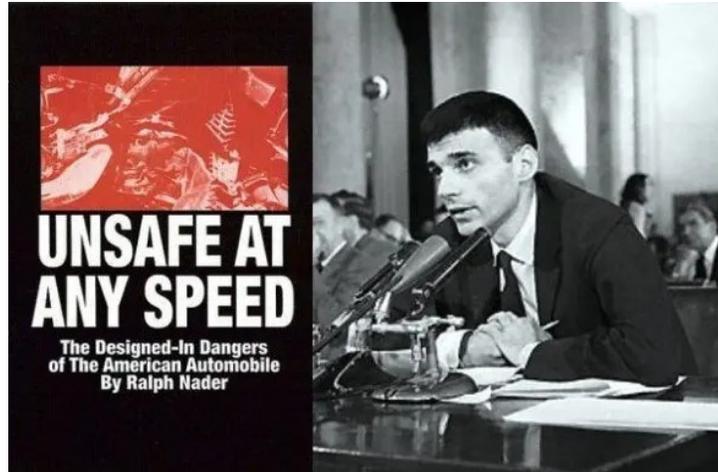
Continuation...

A young and upcoming lawyer named **Ralph Nader** wrote a book in 1965 titled “*Unsafe at Any Speed*” where Nader took direct aim at the American automobile industry and its lack of safety concerns!

Specifically, singling out the **Chevy Corvair**, which Nader considered one of the least safe vehicles on the road. Taking information, he got from the more than 100 lawsuits that had already been filed against GM for **Corvair** roll over incidents, Nader set out completely disparaging the small GM car.

And it turned ugly in a hurry, as GM did not back down about Nader’s comments regarding the **Corvair**, but rather they decided to go all out on a campaign aimed to smear Nader’s credentials,

going as far as tapping his phone lines and hiring prostitutes to entrap Nader into a compromising situation. All of which failed and when Nader used his early political connections to bring then GM CEO James Roche to testify to Congress under oath, forcing Roche to admit that GM did in fact hire a private investigator to dig up dirt on Nader along with all the other nefarious actions they had undertaken to discredit him. Nader quickly countersued GM for *Invasion of Privacy* and eventually the case was settled with GM agreeing to pay Nader \$450,000 in damages.



Less than a year later, all due to Naders book and resulting litigations, the US government passed a new law, called the **National Traffic and Motor Vehicle Safety Act** which set out to develop and set safety standards for the first time in the American automotive industry.

Ironically in a study conducted shortly after the NTMVS law was formed. It concluded that the Chevy Corvair had no higher rollover incident rate than any other small compact cars. But essentially the damage in public opinion had already been done and it brought to bear the demise of the Corvair in 1969. A decision that directly led to the development of the

Corvair’s replacement.... the **Chevy Vega**... and that’s a story in itself for another time.

And, **Nader** would go on to create a group comprised of law students called “*Nader’s Raiders*” forming a powerful lobbying group to Congress, taking on issues such as reforming the Federal Trade Commission, advocating for numerous environmental and consumer rights causes and investigating Nuclear power regulations, all with a high level of success. Due to his popularity and connections with Congress, Nader was approached several times about running for President, initially turning down several requests before finally electing to run as an independent 4 times in 1996, 2000, 2004 & finally again in 2008 where he earned over 700,000 votes. *Ralph Nader today is 91 years young!*



DID YOU KNOW...

The C8 Corvette chassis is literally glued together? Indeed, they are! But rest assured, the glue used is a bit more advanced than that tube of Superglue you have tucked somewhere in a drawer at home. GM has often used interesting and different materials and methods to hold together the skeletal bones of the Corvette chassis. The balsawood used on all the floorboards of the C6's is one that first comes to mind. (And, yes, your Corvette C6 indeed has Balsawood in the frame floorboards)



With today's advancement of the different chassis materials now considered standard, the old conventional method of simply welding all the components together no longer works. The current C8 chassis is made up of a combination of an aluminum "spaceframe" material, formed stampings, hydroformed extrusions and even carbon fiber. All leading to an entire C8 frame weighing a mere 398 lbs. And, considering the standard steel frame of the C6 was 505 lbs. the C8 frame construction saves an astonishing 22% in weight savings!

Robot Welds, 1200 fasteners & rivets and a vinyl-ester resin are all used to hold all the modern frame components together on the 8th generation Corvette.

Interestingly enough, GM will not sell or make available any of the individual C8 frame components to non-GM factory body shops.

Frame components are not available for purchase by anyone outside Chevy dealerships to repair a C8 frame damaged in an accident.

And one final difference in the C8 construction is that for the first time ever, the entire underneath is completely smooth.

Lightweight plastic panels cover the entire chassis all the way out to the suspension control arms and wheels, leading to a smooth and aerodynamic bottom of the car.

However, just because the frame is partially glued together, we still don't recommend you consider keeping that tube of superglue in the center console, for that first odd squeak you might just happen to hear!



How to contact us:

We try and make available several different methods for members to always be able to reach out to us. We always encourage feedback or inquiries on any subject Corvette or club related! Idea's, criticisms or any type of feedback is always welcomed. We typically view each method daily and we'll respond as quickly as possible.

Methods available to reach us:

sonhcorvettes@gmail.com

somecorvettes@gmail.com

You can also reach us via our websites: by clicking on the conversation bubble that appears on the website pages.

www.sonhcorvettes.org

www.somecorvettes.org

We are also always available via our SONHC & SOME C Facebook group pages using Messenger chat to contact us.

WHEN YOU'RE JUST TOO GOOD!

When GM first released the C4 Corvette in 1984, it wasn't long after, before C4's starting showing up on race tracks all across the country. Beginning in 1985, the C4 quickly proved its mettle in Sports Car Club of America (SCCA) Showroom Stock GT Racing events. Dominating every race it entered! The Vette utterly owned the podium in the Playboy and then Escort Endurance Championship from 1985–87, relegating its closest competitor the Porsche 944 Turbo to a cameo role in the series. The C4 went **29-0** head-to-head against the Porche! **29-0!**

The cars were so dominate and won so much, that in 1987 they were officially banned by the SCCA from participating in their sanctioned events! Pressure received from all the other participating car manufacturers and their fans forced the decision. The car in its basic stock form was simply too good for what the other manufacturers had to race with at the time!

However not all was lost, as one door closes another one opens, then Corvette Chief Engineer **Dave McLellan** soon after worked with the **SCCA** to help bring together a new class of racing called the **Corvette Challenge**. A ten-race series that was open only to the C4 and was scheduled as a support race for other major professional series, including **Trans-Am** and **CART** series events. The cars were all showroom stock, identically built with only slight modifications such as added roll bars, safety harnesses and onboard fire safety equipment. 50 C4's were

initially built, all with RPO code "**B9P**" created specifically for this series with racers ordering them thru their local dealer. All the car's modifications had to been completed and the dealership had to sign off on the completed vehicles before they could be picked up guaranteeing that they would all have the same specs.

The events were televised by **ESPN** and included for the first time, Sony cameras inside the cockpits for their TV coverage. The races had significant purses for the time (1-million-dollar purse for the 10 races) and quickly drew professional racers into the fields. Winning a Corvette Challenge race got you the \$10,000 first place money, which was at the time considered pretty decent money. The series continued for two seasons before Chevy turned its attention to the soon to be released ZR1 In 1990. The Corvette continued to be a dominant car long after the C4 in all forms of racing, including winning multiple series championships with both the C5R & C6R series cars and to this day remains a major player with the current **Pratt and Whitney C8R's & Zo6's** continuing the car's long racing heritage success.



We love all performance cars!

Yes, we're Corvette clubs, and we're always full all in on anything Corvette related. But we're also car enthusiasts at heart and we can also appreciate other cars besides just our beloved Corvettes. In fact, one of our long-standing traditions is having other cars besides Corvettes joining in with us on some of our caravans. Challengers, Porches and Mazda's all have come along on several of our events over the years. And we've been thrilled to welcome them each time! This invitation has always been open and will continue to be, for car enthusiasts of all types (Yes even Mustangs!)

Who knows, we might even be able to convert a few over from the dark side into Corvette ownership!



Participating in other club's events

...Also, as a continuation of the above subject of different cars coming together. Something we deal with from time to time is, fielding invitations from other car clubs to do joint events together. And it's something we mostly resist in doing, based simply on one reason. And no, it's not because we believe we're better than they are, or that it's below us...

Nothing could be further from the truth.

Our hesitation in doing it, always stems from something we refer to as: ***The unknown territory!***

After years of holding events, we know and we'd like to believe that our member's also know, what to expect at all our events. Some of which we think stems from us willingly putting in the time and energy to create and control as many of the environmental elements as we can beforehand! Our first priority is the same today as it has been since day one, which is the safety of our attending members! With us planning and having as much control as possible on our events logistics and the overall event environment.

Plan your work and work your plan! The Routes, the stops, the calculation and timing and pace of our events are long pre-determined way before the actual event dates. We believe this allows us the ability to keep all our events both safe and enjoyable!

Combining two or more clubs together has the potential for this control element to go straight out the window. Different clubs may have different priorities, they may plan and run their events in an entirely unique way to them and by integrating two separate clubs together, the potential for logistical issues or things far worse becomes a real concern!

Even separate Corvette clubs coming together can pose potential issues. But with Corvette clubs, specifically the ones we are familiar with, we at least feel comfortable that the other Corvette club's share mostly the same vision as we do in both behavior and decorum. and, under this premise, next month we meet up with members of the ***North Shore Corvettes of MA*** for visit up to the ***NH Veterans Home*** to hopefully bring a little joy to the residents!

I can't emphasize enough that we take every invitation as a flattering compliment, and we'll continue to evaluate each one on its own merits. Specifically, those from other area Corvette Clubs for the above-mentioned reasons. And, as already mentioned, we always welcome other makes of cars to come out and join us on our events. But for those wondering why we rarely or seldom participate as a group in other club's events, you now have an insight as to the why.



Detailing Done Right!

With the return of the good weather and everyone bringing their cars out of storage, one of the first things many consider is the cleaning and detailing of their Corvette's. And, depending on your skill levels and level of required efforts, this can be both a daunting and overwhelming task for many.

Have you ever considered having it professionally done? And, be totally ready for not only this upcoming season but also for the seasons beyond? We're proud to have Lethal Premium Car Care as one of our SONHC sponsors, and many members already are taking advantage of the incredible work George and his team do to make their cars look better than new! We suggest you give them a call and see what they can do to help you out!

<https://www.lethalcoatings.com>



Our Season-Long *Partnering Professionals*

We wish to acknowledge and thank each of these incredible companies who have signed on to join with us for our 2025 season! We ask that you, our members support these business as they continue to support us!



Thanks for reading !