



President's Message

September Are you Kidding Me where did the summer go?

It seems like yesterday we were complaining about the rain and how soon we would be able to get our Vettes out.

But once the rain stopped, out we came. It was a great summer of cruising and events. Your team stepped up with a lot of fun things to do...and were not done yet. Fall cruising is great in New England.

There is a lot to do in the fall and our social chair Joe O'C will not disappoint.

We have a lot planned and hope you can join us when possible. Again, if you have someplace you think members would enjoy please speak up. We are always looking for new things to do. I am Looking forward to our fall cruises cause I'M:

"Good to go"

Steve Wilson, EMCC President





Executive Board & Chairpersons



President

Steve Wilson
508-384-9688
rjw.s@comcast.net



Vice President

Mal Smith
781-706-5762
AuntieMal@aol.com



Secretary

Steve Sylvia
508-660-2680
tyrsy@comcast.net



Treasurer

Bill Schroeder
781-769-2389
wrs600@gmail.com



Social Chair

Joe O'Connor, Jr.
617-780-7448
joeoco1@comcast.net



Membership Chair

Bruce Kolovson
508-789-7780
ski1000@verizon.net



Publications Chair

Keith E. Jacobson
617-527-2100
KAMERAKEITH@GMAIL.COM



Sunshine

Judy Pitasi
508-966-9026
Rdvette72@aol.com



Club Store

Bruce Kolovson
508-789-7780
ski1000@verizon.net



Webmaster

Gerry Criscenzo
508-735-9311
geriscenzo@gmail.com

WOODWARD DREAM CRUISE WEEK

PART ONE

Story and Photos by Keith E. Jacobson



The Woodward Dream Cruise is always the third weekend in August. They say it's the largest one day cruise event in the world with 30,000-40,000 cars participating and 1,000,000 spectators. If you want to know more about it there is plenty of information on Google and You Tube. This year I decided to attend an drive my C7 out.

Things get underway early with cruisers out on Woodward starting the weekend before the event. I connected with a great guy and big time Corvette enthusiast, Larry Courtney, on Facebook. Larry runs Corvettes on Woodward. The big event is for any car. Larry's is Corvette specific and part of his goal is to raise money for the DRIVE 2 END HUNGER.

The first event was a visit to the [GM Heritage Center](#). It is GM's collection of cars and is not open to the general public. From their web site:

"The General Motors Heritage Center serves as a showplace for the vehicles of the GM Heritage Collection, as a corporate conferencing and special events venue, and as the permanent home for the corporation's collection of historic literature and artifacts which document GM's rich history of innovation. Located in an 81,000 square foot facility in Sterling Heights, Michigan, the Center has more than 165 vehicles on display. Each of the vehicles in the Collection illustrates a design, technical or sales milestone or accomplishment in the history of General Motors or automotive history."

Before entering the building we were surprised with a beautiful blue C8 parked out front just for our group.



What you see is only a small part of GM's collection and there are so many amazing cars you pretty much go on sensory overload not knowing what to look at next.



"The GM Futurliners were a group of custom vehicles, styled in the 1940's by Harley Earl for General Motors, and integral to the company's Parade of Progress-a North

American traveling exhibition promoting future cars and technologies.

The scope of the collection made it hard to pick just a few pictures for this article but here are a few favorites:



"1911 Oldsmobile Limited ... The Oldsmobile Limited was one of the largest cars ever built in America and in it's day. With 42 inch wheels and brass trim it is an elegant and ever imposing automobile. A Roadster, Touring Car (shown here) and top-of-the-line limousine were offered. In it's short three year production run, under 700 Oldsmobile Limited models were ever produced with a factory price ranging from \$5,000.00 to \$7,000.00. Today their value exceeds \$1,000,000.00. Oldsmobile division had owned this vehicle since the 1930's.

ENGINE: 707 CID Inline 6, 60 horsepower / Base price \$5,000.00"



"1969 Chevrolet Astro III Experimental ... The Astro III was a two passenger experimental car resembling an executive jet aircraft, down to it's tricycle-type wheel arrangement. It was envisioned as a high-performance vehicle suited for travel on restricted access highways of the future. The Astro III featured a powwr canopy that moved forward and upward to allow easy access to the passenger compartment which was finished in aircraft style interiors. Rear vision was provided by closed circuit television and the Astro III was powered by a gas turbine engine that was found in military and civillian helicopters of the period."



"1962 Chevrolet Corvair Monza GT Concept ... The smooth aerodynamic lines of the experimental 1962 Corvair Monza are the result of a wind tunnel testing program. The entire rear section of the Monza GT hinges upward to allow access to the air-cooled, six cylinder-opposed powerplant. The wrap around canopy opens forward and hinges for full access to the passenger compartment. The passenger compartment features reclined contour seating. The dash panel has reflection-free crackle finish, and all gauges to the right of the driver are angled toward them for maximum legibility."

So many outstanding vehicles it would be hard to pick a favorite. Each one in pristine condition. Cars that you may have seen in magazines or maybe never have seen at all. We had a couple of hours there ... I could have stayed a couple of days. I wonder what other gems lie in the hundreds of other cars not currently on display. Truly a car lovers dream location and this was only the opening event of my vacation adventure.



"2009 Chevrolet Corvette Stingray Concept ... The Chevrolet Corvette Concept was introduced at the 2009 Chicago Auto Show. Five Chevrolet-based characters were featured in the movie "Transformers: Revenge of the Fallen". The character Sideswipe took the form of a sleek, vision



concept dreamed up by the Corvette designers at GM. The design was influenced by the original 1959 Stingray Racer, but also drew on Corvette heritage clues from other generations. It brought together in a futuristic that seems to be equal parts race car and spaceship."

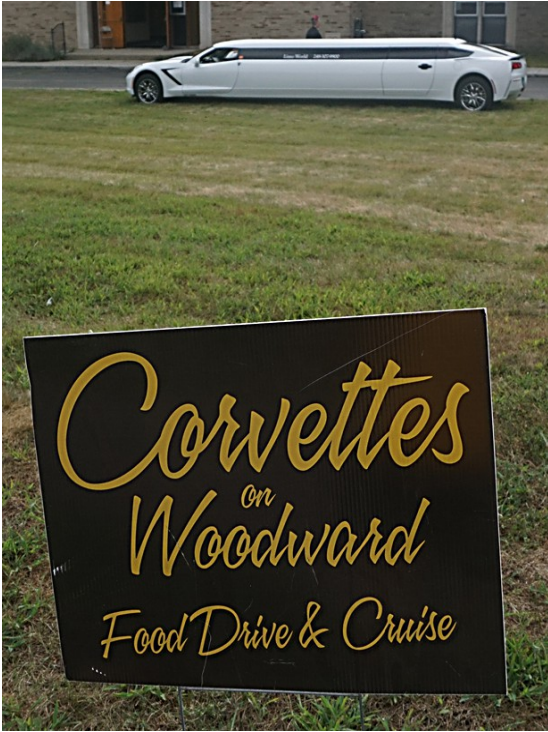
A special treat was a talk, on the C8, followed by a Q&A by Harlan Charles, Corvette product manager. Who also had another C8 inside for attendees to check out.



CORVETTES ON WOODWARD

Story and Photos by Keith E. Jacobson

Later on the same day following the GM Heritage Center event there was the CORVETTES ON WOODWARD meet and greet event. This was on the Wednesday prior to the Dream Cruise. Corvettes met up, at a location on Woodward, and staged prior to a cruise to deliver donations to a food pantry. From the location we were able to watch cruisers driving by and meet other enthusiasts.





AND SOME OF THE CRUISERS PASSING BY



35th Anniversary Party Gala

... and still going strong !!!

By "SMOKEN" Mal Smith

Photos by Keith E. Jacobson



Well, well, well, EMCC certainly knows how to party. Just take a look at all of these pictures that were taken by our private photographer. Thank you Keith. Notice how everyone looks like they are having a great time? Because they are, all 96 of them.

First of all, thanks to everyone who attended the event on August 4th and joined in on all the fun. A special thanks to all of the members and officers who put a lot of effort into making sure everything went smoothly. Many hands make light work.

The parking area was filled with Corvettes, as you can see in the pictures, and I believe there was a Ferrari and a Mercedes sitting out in the lot adding a little variety to the "car show". Thanks Steve Sullivan and Tags.



We had a great meal with plenty of food. The presentation of the food and all of the fixings was done nicely and enjoyed by all. The meal ended with a 35th Anniversary cake and watermelon which was a nice finish to the meal. Thank you Lake Pearl.



Joe O'Connor introduced our special guests. Thank you, Joe. We were honored to have with us from Corvette Mike New England, Mike Grande, who not only came to the event as our guest, but helped fill our raffle table with wonderful Corvette items to raffle off. We were further honored to have Tommy Thompson from MacMulkin Chevrolet in NH join us. If that wasn't enough ... we had a special guest for this event, Amy Hardin from the National Corvette Museum in Bowling Green, KY accompanied by her friend, Leslie. Thank you to Joe O'Connor for making the connection with Tommy and Amy. What a great surprise to have them with us. Thanks to Mal for contacting Corvette Mike and inviting him to our party.



After the introduction of our guests, Mal filled the members in on a little history of the Club as informed by Joel and Maureen Baker, two of the first of five members, and the only original members still with the club. Two of the other five members came to the event to just say hello for a few minutes. Unfortunately, I did not get a chance to personally say



hello to Carol and Wild Bill Davis. Joel was the first President of the Club and Maureen the first secretary. The Club was incorporated on February 15, 1985. EMCC is a spin off club from the Bay State Corvette Club which was mostly an autocross club. EMCC was created to be more of a social club. The colors of EMCC were chosen just because the originators liked the Bruins, so we adopted their black and gold colors. I hope everyone got a chance to see the first club jacket which Maureen brought and put on display. Thank you Joel and Maureen for providing us with the beginnings of EMCC.

Judy Pitasi put together a poster board of pictures from many of the older generations of EMCC. It was a huge hit and brought about many laughs. Judy also put together a section entitled, "Cruisin' in the Clouds", which was dedicated to the members who have passed:

Jack Mitchell	Paul Smith
John Hutchings	Jack Ryan
Ed Thomas	Dan Kay
Gene Pierotti (Geezer)	Wally McAuley
Phil Henault	Paul Seaman



Thank you Judy for such a nice display and remembering our former members. We were graced with the presence of some of their spouses at the event. Beverlee Hutchings was with us, as well as, Danielle McAuley and Jean Kay. Thank you for attending the celebration.

A huge thank you to all of the members who contributed to the raffle table. We had

wonderful items including lots of gift cards, liquor baskets, clothing items, jackets and Corvette gifts among other items. The infamous Lemon Cookies provided by Keith (without the recipe) were won by Joe and Joan Jacobs. The two 50/50 raffles of \$300 each were won by Bruce Kolovson and Mike

Saltzman (who by the way was the 6th member of EMCC). Thanks to Steve W and Steve S for taking charge of rafflemania....

Beverlee Hutchings donated to the Club for a raffle item (silent auction) a new black leather jacket with a Corvette logo, size XL with a zip out lining. There were a quite a few bids on the item and was finally purchased by Sherry Wilson for \$100. It is being put away until Christmas for Steve.

It was so nice to see so many members sporting their new 35th Anniversary shirts. They are still available for \$30 each. If you would like one, see Mal to place an order.



We were graced with a perfect day weather wise and we are thinking of possibly having a celebration for a 40th Anniversary Party. We aren't getting any younger!!!! Again, one and all, thank you for your contribution to the success of the 35th Anniversary Party celebration of Eastern Mass Corvette Club.







NEWS FROM THE NATIONAL CORVETTE MUSEUM



Special Artifacts Displayed Celebrating 2019 Corvette Hall of Fame Inductees



Each year, the National Corvette Museum inducts individuals into the Corvette Hall of Fame who have made significant contributions to the hobby. This year's inductees, Dollie Cole in the category of Enthusiast; Briggs Cunningham in the category of Racing and Tom Peters in the category of GM/Chevrolet, will be celebrated as part of the Museum's 25th Anniversary event August 28-31, 2019. The actual induction ceremony will take place on the evening of Friday, August 30.

In celebration of the class of 2019, the Museum's Collections Department has curated a special display featuring a number of special items and vehicles to represent each of the three individuals. The items will be on display in the Museum's Skydome throughout the Anniversary event, with smaller display cases featuring items from each remaining for one year.

1952 Cunningham C3

This is the second production car built by Briggs Cunningham and was his personal car. The car is on display as part of the tribute to Briggs Cunningham's racing career that led up to the famed 1960 class win at Le Mans with Corvette. The car will be on display through the end of September 2019.



1960 Le Mans Corvette #3

This is the class winning #3 1960 Le Mans Corvette that ran as one of the team cars for Briggs Cunningham during the 1960 24 Hours of Le Mans. With three Corvettes in total, numbered consecutively 1, 2, and 3, Briggs Cunningham was determined to take a class win at Le Mans. After the #1 and #2 cars had to be retired, this car was the only hope. After creatively packing the engine compartment with ice to keep it cool during the last few hours of the race, the #3 Corvette took the checkered flag and won its class.

1986 Corvette Indy styling buck (pictured in header photo)

This is the styling buck for the 1986 Corvette Indy mid-engine concept car. The exterior design was developed by Tom Peters, the GM-Chevrolet inductee for 2019. According to John Cafaro, Executive Design Director of Chevrolet at the time, this car had a profound influence, not only on Chevrolet, but on many vehicles across the GM fleet and the automotive industry as a whole.

Tom Peters Fifth-Generation Styling Buck (pictured in header photo)

To stimulate creativity, VP of Design, Chuck Jordan, challenged three Chevrolet design studios to develop a look for the revolutionary 5th Generation Corvette. The three contestants were the California Studio, John Cafaro's Chevy 3 Studio, and the Advance 3 Studio, led by Tom Peters. When their final full-sized models were done, they took Chuck to an undisclosed location for their unveiling— Selfridge Air Force Base, in Harrison, Michigan, where he saw the cars parked near an F-16 fighter jet. John Cafaro's version would move forward as the winner, but Tom always saw it as a friendly competition meant to stimulate ideas.

2009 Stingray Concept (pictured in header photo)

When the C6 Corvette was finished, Design Chief Tom Peters, put his team to work on designing a modern interpretation of the 1963 split window Sting Ray and the original 1959 Stingray Racer. This concept car pulled together design elements from the heritage of other Corvette generations as well, ultimately catching the eye of Ed Welburn, Vice President of Global Design, who ordered it to go to full-sized clay, and then into a vehicle. This car would heavily influence the design of the 5th Generation Camaro, as well as the 7th, and even the current 8th Generation Stingray. This Corvette concept car became most famous in "Transformers: Revenge of the Fallen" as the character known as Sideswipe.

Dollie Cole outfit

This outfit was designed and worn by Dollie Cole, this year's inductee in the Enthusiast category. Dollie was strong, driven, fearless, beautiful, and outspoken, with a heart for lost causes and charities. As the proud wife of Ed Cole, President of General Motors, she fused her influence with her Texas bred tenacity, to get things done to help others in need, mostly underprivileged children and animals.

As a fan of Corvette, she would become a resource to struggling race teams in need some engineering help or sponsorship money; a speaker and fundraiser for Corvette clubs; and she would also serve as the Chairman of the Board at the National Corvette Museum during a time when the NCM needed someone with her leadership, vision, and connections, to get on the right road.

SEPTEMBER BIRTHDAYS

Rick Butt ~ 8

Michael Campopiano ~ 15

Kevin Corrigan ~ 7

Bob Feigen ~ 9

Stephen LaSalvia ~ 5

Tom Smith ~ 10

EMCC Membership

As of August 2019 we have 76 paid members, 2 associate, and 3 honorary

Next Business Meeting

Monday - September 9th at 7:00 PM

at Conrad's, 905 Main Street, Walpole

Come early at 6:00 to enjoy dinner & schmoozing

**“WHERE YOU COME FOR THE CARS ...
BUT STAY FOR THE PEOPLE”**

**Eastern Mass Corvette Club is a non-profit social club
for Corvette owners**

**We meet at 7:00 PM on the first Monday of every
month at
Conrad's - 905 Main Street, Walpole, MA**

PLEASE JOIN US !!!

**E.M.C.C.
P.O. Box 291
Medfield, MA 02052**

WEBSITE: easternmasscorvetteclub.org

C8 – FIRST TAKE

Top Car Mags Get a First Look

Story by Bob Gardner

Photos by Keith E. Jacobson



The long-awaited reveal of the C8 has come and gone. I'm sure someone will write about our "experience" at MacMulkin Chevrolet so I'll leave that alone. Three top car magazines also got their first look and covered it in their September issues. I thought a comparison of those reports would be interesting. So here is MY review of the reviews from Road & Track, Car and Driver, and Motor Trend magazines.

Each of the three featured the C8 on the cover of their September issue. But the coverage varied. C&D and MT both had full cover photographs of a red C8 with bold headlines to match. "IT'S HERE" on the C&D cover was the biggest with "Mid-Engine Corvette" second on MT. R&T was a distant third with a small headline that read, "THE MID-ENGINE CORVETTE FINALLY EXISTS". I should note that none of the magazines have had a chance to tear the car apart or even drive it so mostly what we're getting is just, as above, a first take. That said, R&T, my favorite of the three, got really scooped by the others and didn't have nearly the coverage. Their article consisted of four pages while MotorTrend boasted five plus a related one-page editorial (more on that later). The big winner was Car and Driver with a full ten pages plus four almost full-page photographs.

Road & Track's article consisted of an interview with Chief Engineer Tadge Juechter and two others involved in the development of the C8. R&T served up puffball questions and the three techs answered them. Sort of. Here are some examples. "Why the big change in the car? *We had come to the limit of performance. We knew we were in trouble when we were bringing out the*

638-hp C6 ZR1 and we had a hell of a time beating the 505-hp ZO6's 0 to 60. We couldn't hook up. You really want more like

40/60 (weight distribution), so you can get the power down." A big concern was entry and egress. They were proud to have achieved front-engine entry/egress in a mid-engine car. Re the epic change: "*We found*

our current customers are happy either way. But people that we'd like to get, they'd rather have a mid-engine. Given that our customer base is getting a year older every year, we had additional support that it was a good idea."



It was noted that this was GM's first mid-engine car since the Fiero (I remember!) Perhaps prophetically, one of the techs quipped, "*When you park them (C7, C8) side by side, you can't sell the old car. It looks a ton older. This car looks way more expensive, exotic.*" The special challenges were crash worthiness and thermals. How do you protect the driver when you no longer have the engine in front? How do you cool the engine, and the driver, when you're no longer drafting directly into the radiator? Lastly, what about the manual transmission? "*We started saying, God, people are gonna be pissed at us if we don't do a traditional manual. Let's see if we can do it.* A big factor was all the additional space now available in the foot well and the increased structural integrity of the aluminum tunnel without a hole for the shifter."

"This car, I think, is the opportunity for this younger generation. This is gonna be their Corvette. That's the one that the first time they see it, it's so exciting. It's such a big change" Yup.

Behind their full color front page MotorTrend began their coverage with an interesting editorial. *“What do you call a myth that finally comes true? Corvette quits banging on the limiters of a grand touring platform and upshifts into the realm of mid-engine supercar.”* The editor noted that in the 70 years of its publication a Corvette had appeared on the cover 177 times. That works out to two out of every 10 issues or on average twice a year! The banner year was 1985, the first time that fully half the year’s covers made some mention of the Corvette. MT did no fewer than 10 cover stories focused on the imminent arrival of the mid-engine Corvette. *Finally, after 70 years, we reveal our love of Corvette.*



MT was the only mag with an actual test drive. One of their editors wrangled a ride in the right seat of a developmental 2020 Chevrolet Corvette Stingray Z51 with FE4 suspension. *“I’m struck with how conversational the cockpit is. The engine note is textbook small-block background music.”* Since the engine and the exhaust and the intake are all behind the driver and further away there is less noise. There’s also the luggage area muffling the sound. Hmmm. But... *“Some of the nastiest (in a bad way) sounds an engine makes are now 12 inches from the driver’s ear: the accessory drive. Hence the firewall is well insulated, and the bulkhead window is 9mm thick (most windshields are 5mm thick).”* A bit of constructive enhancement of the trademark small-block burble is also dialed into the audio system. What does that mean? On luggage room: the C7’s 5-piece set fits in the C8.

MotorTrend noted four areas of significant firsts for the C8. I’m no gearhead – no surprise there- so I’ll just list them. Cylinder deactivation and twin clutch, GPS nose lift, programmable turn circle and Sequential-Decay turn signals. Even I got the last one. Corvette’s LEDs flash on fully, and then switch off successively from the inside out, indicating the direction of the turn. Gee. And then there’s Launch Control (*Launch Control*

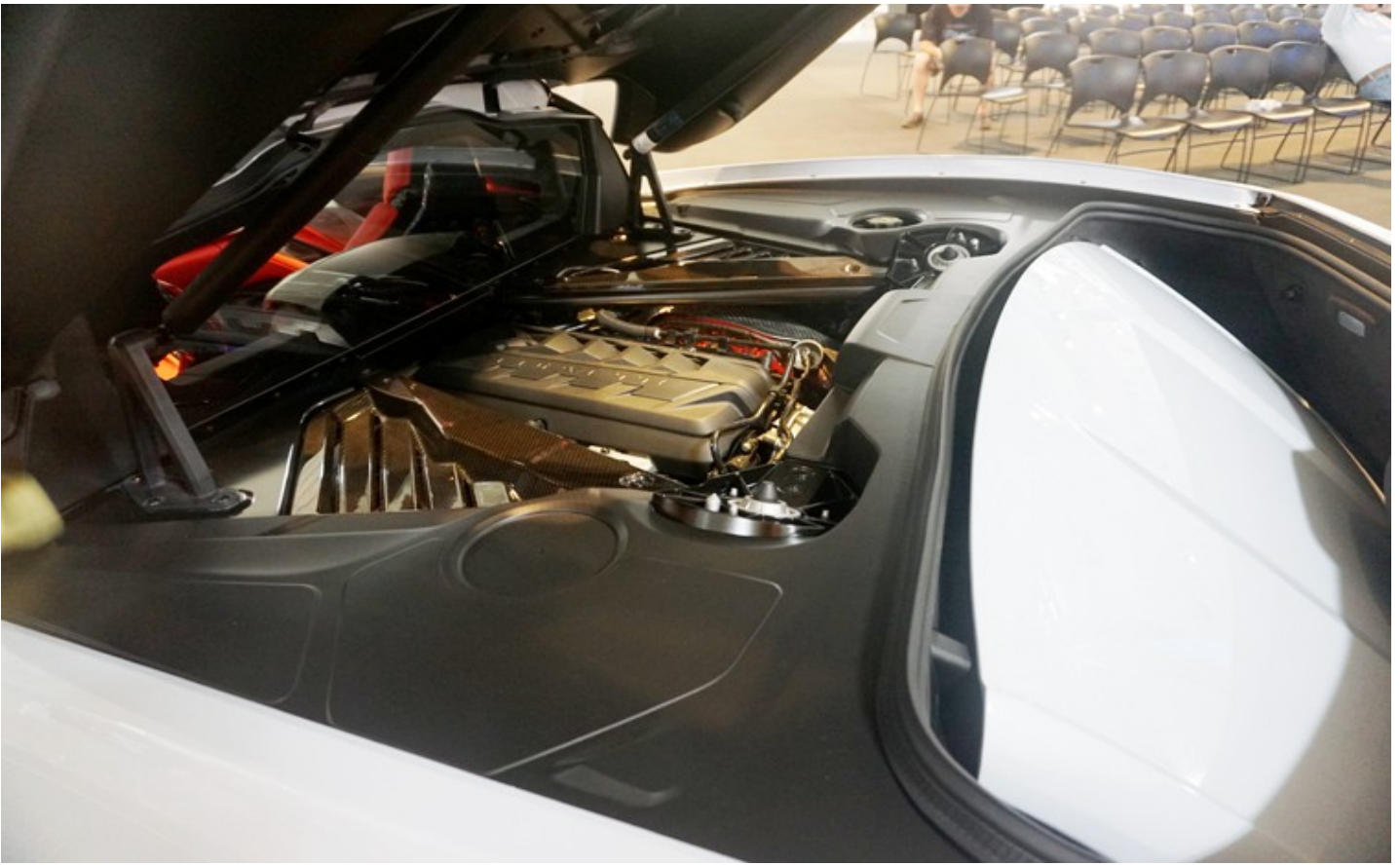
to Major Tom...). There's no special button. You engage TRACK mode, turn traction control off, step on the brake, floor the accelerator, and lift off the brake. Maybe we'd be better off with a button?

Which brings us to Car and Driver and its IT'S HERE full cover spread. Their coverage includes a real evaluation and critique of the design plus interviews with Juechter and others. *Anticipation can be the best thing about a new toy.* And they got right to the nub of the matter in the first paragraphs. THERE'S NO MANUAL. *"Historians will note that this isn't a first for the Corvette. A manual transmission didn't appear until 1955; the very first Vette, back in 1953, offered only an automatic"* (And we know how that worked out.) Also the 1982 came in auto only. Why? The C8 is also the first Corvette without leaf springs. In yet another first, the C8 has TWO gas tanks, riding almost as saddlebags just inboard from the side scoops. The side-mounted engine coolers give the Corvette a unique face. The sills are modest and the doors generous sized making getting in and out – well, "not difficult". Not to mention the weird hexagonal steering wheel. Again, why?



C&D noted a few other things for us. The downside is that it can be harder for a novice to recover should the tail break loose at speed. A mid-engine characteristic. The frame is bonded and screwed together, and without its top, the C8 is 19% torsionally stiffer than the C7. A total of 1255 fasteners and three and half times the adhesive used in the C7 secure the C8's various chassis pieces. In their interviews the techs commented, *"We actually started working on a mid-*

engine C7 before bankruptcy (2009), but we had to stop. Completely stop. So the C7 you see today was a backup plan." Bob Lutz actually told them anyone found working on a mid-engine design would be fired! Supposedly they eliminated the shift delay in the paddles, I never knew, and added electronically assisted steering



The mag described the cutline at the front of the trunk lid as looking like a copy of the cutlines on the F117 Stealth Fighter. There are two types of wheels available, none of them chrome! *Upon hearing that news, tens of thousands of men in Tommy Bahama shirts just threw down this magazine in disgust.* The rear window is flanked with heat exhausting vents giving the car a distinct Lamborghini look. The driver's compartment had to be moved 16.5 inches forward, hard up against the front wheel wells. However, given the changes described above (NO CLUTCH) it is still easier to enter than most mid-engined cars.

Finally, *"It's a mythical beast on which enthusiasts have been projecting their fantasies for decades, even lifetimes. If a unicorn is to finally step out from the shadows, it damn well better not look like an old mule with a horn. And heaven forbid, it could not be boring. Oh, and it had to be practical enough to be a daily driver, an easy road tripper, and an occasional track star."*

And it still had to be recognizable as a Corvette.

As Bob Gardner said someone else would write up about the club's "experience at MacMulken Chevrolet. In Paul Harvey's words "and now for the rest of the story."

The pictures of the C8 that I provided were taken at the GM Heritage Center in Sterling Heights, Michigan.



EMCC at C8 Reveal at MacMulkin's!

Story and Photo by Gerry Criscenzo



This past August 4th, MacMulkin Chevrolet, Nashua, received ONE brand new C8 for a one-day public reveal, so about seventeen very excited EMCC members cruised up at 10:00 AM to see this glorious long-awaited unicorn.

In attendance: Mal, Bob W., Bob G, Bob T., Steve S., Steve W., Bill S., Alan F., Alan C., Mike P, Jim G., Peter, M., Andy B., Doug B, Frank F., Dan D., and me.

I would love to tell you about the sleek new lines and sloping hood. I would love to tell you about a cockpit that is getting rave reviews. I would love to simply tell you how beautiful it was. But the truth is that I never saw it. Most of us never saw it!

Apparently, all at the exact same time, close to 3,000 other Corvette fans descended into MacMulkin Chevrolet's showroom! The news reported about 2600 people at the dealership.

MacMulkin had utterly mismanaged this highly publicized, long-awaited event, which enraged at least a few people that I overheard voicing their "displeasure" after driving nearly two hours.

My photograph shows about as close as most could get without engaging in hand-to-hand combat or waiting for hours for the crowd to subside. We left very shortly after so I have no idea how long that would have taken.

Bill Schroeder was lucky enough to actually sit inside the car (not sure who he paid).

"Due to the crowd I was only able to sit in the passenger seat. I was surprised at the additional space, seemed slightly wider and additional leg room than my new Grand Sport. The new seats are extremely comfortable and noticed plenty of head room. Many positions of gauges have changed especially gauge bar beside driver's seat, which I personally don't like. Fit and finish, engine mounting etc. very impressive. At this point I have absolutely no second thoughts of purchasing my new Grand Sport last month. Jury still out however time will tell. Overall it's a beautiful addition to the Corvette legacy."

Most of us walked around the dealership ogling some of the C7s. I fell in love with a Yellow 2019 GS.

Lunch anyone?! We rounded up the Posse and decided to blow this Popsicle stand. The destination was Kimball's Farm in Westford. That cruise was the best part of the day. Beautiful, scenic, and very windy. Pretty much a 2nd gear, 3000 RPM ride. Nice!

At Kimball's, their ground-stone-dust parking, unfortunately, does not play well with shiny Corvettes leaving the cars covered in dust. Mal wrote "I was dusty as "%&*". I think there's an expletive in those quotes. Lots of folks at Kimball's but lunch was great. The food was prepared quickly and the lines moved right along. As for the dust on our cars, there were a few downpours on the way home that washed it all away.

If you ever go to MacMulkin for a reveal, wear body armor ... and maybe even bring a Taser.

LAST LAUGHS



Scavenger Hunt Cruise Night

Story and Photos by Steve Sylvia

Thursday, August 22, the Patriots were playing a home game at 7:30 and traffic was crazy.

We met at Applebees in Walpole at Rt. 1 north and Rt. 27. The weather was beautiful for a cruise. Phil and Cathy Wesalowski were the chairpersons for the cruise. They put a list together of items we had to collect. The other list was of items we had to take our pictures with.

We all had partners. Bill and I, Joel and Maureen, Richard and Mitzi, Steve and Sherry. Phil and Cathy handed out the lists and said we'll all meet around 7:30 at Nappa Tandy's, Walpole. The first three partners who collected the most won a prize...scratch tickets. We thought there were going to be a few more couples but, this was it.



So off we went to collect items and take pictures. Some of the items were a Walmart bag, paper clip, paper plates of holidays, flip phone, comic strips, chinese menu, and many more items. Then came picture time. We had to take a picture of the car with a member or picture of the member with something. Outhouse, help wanted sign, Walpole Library established sign, junk yard sign, riding on a saddle plus more.

Then we all met at Nappa Tandy's where Cathy counted the scores. We all ate supper and had drinks. Bill and I won scratch tickets for \$11.00 each, Joel and Maureen were 2nd, and were out of the running. AAA came to take care of the flat. It was a blast and we laughed the entire night. Phil and Cathy did a great job putting this together I can't wait to do it again.



SEE YOU ON THE ROAD

Many of you are aware of my trip to Michigan to attend the [Woodward Dream Cruise](#), that celebrated it's 25th anniversary this year. It is said to be the largest one day cruise event in the world. It is held rain or shine every year on the third Saturday in August open to all vehicles.

Prior to the big event there are Corvette specific events starting on Wednesday. I have reported on two of these events in this gazette and there will be more to follow.

It has been mentioned in articles about [10 Car Shows to See Before You Die](#) and I would certainly agree with that. It was a fantastic time and an easy two day drive, with a stop to see Niagara Falls. It could be done in one, very long, day.



From Niagara Falls, Ontario it's an easy, all highway, drive across Canada to the Blue Water Bridge that crosses you into Port Huron, Michigan. This is the only place where I experienced any real traffic...as it took close to an hour to get over the bridge.



I had found out about an old time Standard gas station, now an insurance agency, in Port Huron and had to make a quick photo pit stop there ...



More to follow next month



Thanks to those who helped out this month: Steve W. for kicking it off with his president's comments, Mal for a great story on an outstanding 35th anniversary celebration, Bob G. for some insights on the C8, and Gerry C. for letting everyone who didn't make it to MacMulkin for the C8 reveal know what they "missed." Steve S. for his report on the scavenger hunt.

SEE YOU ON THE ROAD ... KAMERA KEITH