



# Stress Kracks

Gate City Corvette Club

New Hampshire

<https://www.facebook.com/groups/8068419389882008>

MACMULKIN

CHEVROLET

3 Marmon Drive  
New England Auto Village  
Nashua, NH 03060

Sponsor of  
Gate City Corvette Club

SEPTEMBER 2024



2025 Chevrolet Corvette ZR1  
The Fastest, Most Powerful Corvette Ever!



In This Issue

Cover Photo  
Chevrolet

First Word  
David Osgood

VP & Activities Report  
Kevin LeBlond

Ogunquit Overnight  
GCCC Fall Picnic

Social Media Update  
Kevin & Georgia LeBlond

Secretary's Report  
Allie DeCampo

Membership Director  
Tom Stewart

A Bad Day at the Track  
Allie DeCampo

Trivia Mitch Bagdigian

Sink Hole 10<sup>th</sup> Anniversary  
NCM 30<sup>th</sup> Anniversary  
Birth of the First Corvette  
Larry Goelz

Meet the New ZR1

Corvettes For Sale  
Publishing & Advertising

Hello members!

As you hopefully know by now, MacMulkin Chevrolet is currently undergoing construction of their Cadillac Showroom, and the conference room is currently unavailable for our monthly meetings. Fortunately, Kevin and Georgia found the perfect meeting space at Murphy's Taproom where we can have dinner and hold our meeting all in one location. This will please many members who prefer to eat dinner earlier rather than later after the meeting.

For the August meeting, Kevin had advised the restaurant to plan for only around 20 people given the new location and program change. Guess what! We quickly filled the room with many more members than expected! Thank you to Murphy's staff for adjusting on the fly and getting all those dinners out. They will continue to improve the experience with a larger room to accommodate our increasing numbers.

On August 11<sup>th</sup>, a group of us attended Corvette Club of Rhode Island's annual show Corvettes by the Sea. The weather was absolutely beautiful! This year, Masse Chevrolet showcased their new Corvettes, electric trucks and SUVs. Thank you to everyone who participated. We all had a great time!

Again, September promises to be a busy month with our Club meeting, an overnight trip to Ogunquit, Maine, and our annual fall picnic and cruise to the field at Castle in the Clouds. I look forward to seeing you all soon!

Best wishes,  
David Osgood



Corvette Club of Rhode Island's Corvettes by the Sea

The purpose of Gate City Corvette Club is to make being a Corvette owner more fun. Our club meets the second Friday of the month at Murphy's Taproom & Carriage House, 393 State Rte. 101, Bedford, New Hampshire. Looking forward to seeing you there!



## GCCC ACTIVITIES

Happy September everyone!

This month's article will be short as we prepare to head to Bowling Green in a few days for the NCM **New England Caravan**. There are several GCCC members joining us on our 'Excellent Adventure' to the home of the Corvette. There's much to do to get ready not only do we need figuring out what to pack but how to pack in our C8 for 16 days. Luckily Georgia and I did our last Caravan dry run to Bowling Green in April in our C8. We learned a lot about how to and how not to pack the car. And yes, the trunk gets warm in the spring but gets hot in the summer. So certain items must go in the frunk versus the trunk. I've already brought the car down to MacMulkin's for an oil change and a once over by their techs. All's good under the hood for our 3000-mile round trip excursion.

Last month we had our first club meeting at **Murphy's Tap Room** in Bedford. What an excellent turnout, we had 30 or so members in attendance for the social hour, dinner and then our meeting. We even had new members join us, Norm & Diane Kozlowski. I had the pleasure of signing their Membership Application for their first GCCC event. Hopefully we didn't scare them off LOL. Let's see if we can exceed that for our September meeting.

Speaking of our September meeting at Murphy's on the 13<sup>th</sup>, we will move to a larger room. So, when you enter the restaurant turn right down the hall into our relocated meeting area. This will be the same room we'll use for our pizza party in November.

For upcoming activities this month (September):

- We have our club meeting on the 13<sup>th</sup> at Murphy's
- Next up is our annual weekend get-a-way this year to the Mariner Resort in **Ogunquit, Maine** with a cruise & lunch oceanside to Bailey Island, then a little shopping in Freeport on the ride back to the hotel.
- Last but certainly not least we have our annual cruise and picnic to the **Castle in the Clouds** in Moultonborough, NH. I'm sure we'll put a cruise together for everyone up to the castle.

As our cruising season is starting to wind down, I encourage all of us to get out there and enjoy our Corvettes and GCCC friends before it's time to put the cars away for the winter. If Mother Nature stays on her meds, I'm going to try and schedule a few last-minute rides in October, including the postponed cruise to **Ludlow, VT** with lunch at Calcutta's. So, keep an eye on our new Facebook page and your email for any announcements.

That's it for this month, take care everyone.

Cheers,  
Kevin LeBlond

*Life is short, enjoy the ride!*

# GATE CITY CORVETTE CLUB

## Ogunquit Cruise & Overnight Stay

September 15 – 17, 2024

### Sunday

- Meet Bonsai Restaurant
- Coastal Drive to York, ME
- Early Lunch, York Beach
- Shopping Downtown York
- Hotel Check-in & Social Hour
- Dinner Federal Jack's
- Explore Kennebunkport



### Mariner Resort

734 Main Street  
Ogunquit Maine  
GCCC Limited Reserved Rooms  
Registration Contact: Linn  
\$119 per night – 2 Queen Room  
First & Second Floor (Stairs)  
1-207-646-5931

### Check-in

Sunday, September 15

### Check-out

Tuesday, September 17



### Monday

- Day Cruise to Bailey Island
- Lunch Dolphin Marina & Restaurant
- Beautiful Views of Casco Bay
- Return Trip and Stop in Freeport
- Dinner - TBA
- Whatever else you would like to do!!

### Federal Jack's Restaurant

8 Western Ave  
Kennebunkport, Maine

### Dolphin Marina & Restaurant

515 Basin Point Road  
Harpwell, Maine

### Monday Evening Dinner

Restaurant TBD

**Hope to see you there!**

# Gate City Corvette Club Fall Picnic



## The Field at Castle in the Clouds

**Sunday, September 29, 2024**

(Rain date: Sunday, October 6, 2024)

Meeting Location: Bonsai Restaurant  
2264 Candia Rd, Manchester, NH  
Manchester Traffic Circle - Exit 1 off Route 101

**Meeting Time: TBD**

**RSVP:** Allie DeCampo  
[allie\\_decampo@comcast.net](mailto:allie_decampo@comcast.net)

Castle in the Clouds Field Address: 586 Ossipee Park Road, Moultonborough, NH

**Please let us know if you plan to caravan with the group  
and if you will be providing a picnic buffet item to share.**

We hope to commandeer picnic tables under the covered area if available.

Bring: Chairs ~ Drinks ~ Sunscreen ~ Warm Clothing

**(Snacks, drinks and ice cream are available for purchase at the Castle Café at the field.)**

## What's more fun than friends & food?





# SOCIAL MEDIA UPDATES

Kevin & Georgia LeBlond



🔔 **BREAKING NEWS:** Not only do we have a new interactive, user-friendly Facebook page called: “Gate City Corvette Club +” but, we’ve also updated our website. Over the next few weeks and months, we will be posting upcoming events, photos from recent & past events, GCCC news and anything else newsworthy. We’re also hoping that a freshened-up website will inspire non-affiliated Corvette owners looking for a club to join, to contact our Membership Director, Tom Stewart, to join GCCC.

We want to thank Larry Shields for guidance as we learned how to edit the website, but most of all his patience with the hundred questions we had!

Come check out our updated GCCC Webpage

<https://gatecitycorvetteclub.com/>

\* \* \* \* \*

Our new Facebook page: Gate City Corvette Club +

<https://www.facebook.com/groups/8068419389882008>

**President:** David began the August 9<sup>th</sup> meeting by thanking Kevin & Georgia for making arrangements to hold our monthly meetings at Murphy's Taproom.

**Membership Director:** Tom was unable to attend the meeting. David introduced new members Norm & Diane, owners of a 2014 white convertible Stingray. Welcome!

**Treasurer:** Dean presented the most recent treasurer's report; the report was accepted by the membership. He talked about the club's charitable donations. Heather will contact the Front Door Agency to obtain "wish lists" to purchase clothing and toys for children in December. The club will donate the proceeds from the Spring Fling 50/50 to the American Cancer Society. In addition, the membership voted to increase the donation amount to the Nashua Soup Kitchen at Thanksgiving.

**Officer at Large:** The final Laps for Charity is on Friday, September 6<sup>th</sup> at New Hampshire Motor Speedway. "Cars will experience The Magic Mile road course. Two group laps in your own vehicle or the official pace car and is \$40.00 per vehicle and includes a photo in victory lane. Three VIP laps in your own vehicle with just you and the pace car out on the course for \$100.00 and also includes your photo in victory lane." If you wish to participate, you may register, sign waiver, and make payment with a credit card at [www.speedwaycharities.org](http://www.speedwaycharities.org).

**Secretary:** Allie thanked everyone for their contributions to the August newsletter. Please send member news and anything else you would like to share for inclusion in the newsletter. Also, please send your favorite photo of your Corvette. You never know... it could be the cover photo for an upcoming issue of *Stress Kracks!*

**Vice President/Activities Director:** Kevin said the cruise to T-Bones in Laconia was a success with perfect weather and beautiful backroads. Haywards for ice cream was our next destination before we parted ways to head for home. The planned cruise to Vermont was postponed due to rain. Kevin is now planning to add the Vermont trip to the October schedule. In addition, he may try to get in one more cruise for October. He encouraged members to attend Corvettes by the Sea if possible. An overnight trip to Ogunquit is planned for September. There will be plenty of ocean views as we cruise and dine along the coast. We'll be staying at the Mariner Resort. Please reach out to Kevin if you would like more information. (Flyer with details on page 4.)

Kevin also announced the club has a new Facebook page. Please check it out if you haven't already. He encourages members to post photos and stories of their Corvette adventures. Also, he is working with Larry S. to make updates to the website.





Norm mentioned that we were able to have a fun summer picnic at a low cost to the club. Thank you to Norm & Sue for coordinating all the many details involved including shopping, pre-cooking bacon, and grilling those tasty burgers and hotdogs!

**NCM Ambassador:** Larry G. delivered his final update prior to the New England Caravan to the National Corvette Museum in Bowling Green, Kentucky. On display at the museum will be the exciting new ZR1. He reminded everyone to check pricing for Corvette insurance through the museum as it may be less expensive than what you are currently paying.

Art Weed was the winner of the 50/50 raffle. The winner of the member raffle was not in attendance.

David adjourned the meeting at 8:05.

## Gate City Corvette Club Contact List

### President

David Osgood

### VP/Activities

Kevin LeBlond

### Secretary

Allie DeCampo

### Treasurer

Dean Gagne

### Officer at Large

Linda Sutherland

### Membership

Tom Stewart

### Newsletter

Allie DeCampo

### Social Media

Larry Shields

### Social Media

Kevin & Georgia LeBlond

### Sunshine

Jill Dupont

### NCM Ambassador

Larry Goelz

### Spring Fling

Dean Gagne



## Become a member of Gate City Corvette Club!

For Membership Information please visit our website:

<http://www.gatecitycorvetteclub.com/>

For more information or if you would like to join, please contact:

Tom Stewart, Membership Director

(617) 947-9254 or email [thomas\\_stewart@comcast.net](mailto:thomas_stewart@comcast.net)

## Join us in celebrating September/October birthdays!



*Judy Metz 09/06*

*David Sutherland 10/09*

*Gerry Ellner 09/09*

*Jim Ecke 10/23*

*Paula AuCoin 09/30*

If you do not see your birthday on the list and wish to be included, please send your date of birth (month and day) to Tom Stewart at the phone number or email address above.

# A Bad Day at the Track

Everyone knows the C8 Stingray Z51 is perfectly capable of holding its own at track events, but sometimes things can go wrong in even the most controlled environments as it did for this Corvette. This driver was participating in a track event at Laguna Seca in Monterey, California when his LT2 engine blew while he was racing down the front straight. The car instantly lost power and the owner was able to get it off the track. As he was coming to a stop, he saw the smoke and said to his passenger, "My car is on fire." Another racer pulled up in a Miata and offered his fire extinguisher. After finally getting the fire extinguisher free, the owner emptied it onto the engine compartment. Support from the track arrived as there was a pool of engine oil flowing from under the Corvette. According to the owner, there were no indications anything was wrong, and the car was well broken in with 8000 miles on the engine.



SOURCE: [\[VIDEO\] C8 Corvette Stingray Blows Engine While Tracking at Laguna Seca - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

## Corvette Trivia Question

What is "Active Fuel Management" (AFM) and when did GM make this technology available? Also, when did GM introduce "Dynamic Fuel Management" (DFM)?



*Answer on page 21.*

Submitted by Mitch Bagdigian

# THE 10<sup>TH</sup> ANNIVERSARY OF THE “SINK HOLE”

## The Good, Bad and Ugly



My first reaction to the news of the NCM sinkhole was a shock and were all the 8 cars destroyed for good. Having been to the Museum many times, we would see sinkholes in the fields along the highway but never thought they would impact our love of the Corvette and of the Corvette community. That is until early morning of 12 February 2014 a sinkhole opened under the floor of the Skydome area of the museum at around 5:44 AM local time causing a portion of the floor to collapse. The collapsing floor set off motion detectors which alerted the Museum’s security company who in turn alerted Museum personnel. No one was in or around the Museum at the time of the collapse. Listening to the reports over the following weeks did not provide a real dramatic picture until we arrived at the Museum for the 2014 Bash and were able to go into the Skydome and look over the barricades into the sinkhole – just amazing – and then at the 8 recovered cars (6 owned by the Museum) –very depressing. Looking at it all, we wondered if the site could be properly restored and could the 8 cars be restored. It was surprising that the museum was able to open to the public on 13 February 2014 – who would have believed it?

Now, 10 years later, the building has been fully restored, an access door to the “hole” is all that is left to indicate something has changed, and the cars are in storage – 3 fully restored and 5 just as they came out of the ground. Although initially the news left us with trepidation and concern for the Museum going forward, in the end most things worked out for the good.

Kentucky is one of many states that is known for having Karst topography. Karst topography is the landscape that is formed from the dissolving of rocks such as limestone. In the museum's case, the sinkhole was caused by the dissolving of the limestone in the ground which caused pockets to open underneath the surface. Eventually, the weight of the building caused the top layer of soil to collapse.

Engineering evaluation efforts were undertaken including multi-gravity testing, with the results indicating no additional sinkholes were present or in the making. With this conclusion repair efforts commenced with micropiles (systems of steel rods) being inserted into the ground before concrete was repoured. The recovery construction was completed in July 2015.



Between 3 March and 6 March 2014 five of the cars were recovered, then after reinforcement of the area, the final 3 buried cars were recovered. The cars were:

1984 PPG Indy Car World Series Pace Car; not restored

1993 ZR-1 Spyder (one of a kind); not restored

1993 40<sup>th</sup> Anniversary Coupe; not restored

2001 Mallett Hammer Z06; not restored – last Out

2009 White Convertible – 1.5 millionth Corvette produced; not restored

2009 Corvette ZR 1 prototype (Blue; Devil); GM restored – first Out

1992 White Coupe - 1.0 millionth Corvette produced; GM restored

1962 Black Convertible; NCM restored at its facility

Of note, the Blue Devil, after being removed from the sinkhole, was started then driven out of the Skydome.

Out of all of this have come some things positive. The news of the sinkhole went worldwide putting the Museum on the worldwide map. Attendance at the Museum increased as did membership of the Museum. A new interactive Exhibit was opened to tell the story of what happened that day and why it happened. The exhibit gives visitors the chance to visualize what happened that day including being able to virtually recover the cars.

For us, we view this event as the Good, the Bad, and the Ugly. As for the BAD, to us this was nature being Nature and leaving us with the damaged Skydome, but with current technology and experience, all was repaired to as good as new – no, even better than new as the engineers were able to inspect the sinkhole area (underground) and state there should not be a repeat occurrence – at least under the Skydome. Seeing the cars as they were removed from the sinkhole, there was only one word for it – UGLY! Again, given the ability of both GM and the Museum, 3 cars were fully restored, and the 5 that were not restored, they stand as a reminder to what happened on 12 February 2014. The GOOD is that the Museum is more widely known, the attendance significantly improved, and membership increased. So, there was a silver lining that came from a tragedy.

Finally, in our study hangs a giclee titled “The Resurrection” by Dana Forrester. It depicts the Blue Devil being recovered from the sinkhole and continues to remind us that out of a tragedy comes some good!

The Museum has a collection of pictures that can be viewed at:

<https://corvettemuseum.smugmug.com/Events/Sinkhole/i-rKHvfvf>

I would like to thank Kevin and Georgia LeBlond for their research skills in helping me put together this article.

Larry Goelz, Co-Captain 2024 New England Corvette Caravan

[Photo of crushed cars: Allie DeCampo]

# NATIONAL CORVETTE MUSEUM 30TH ANNIVERSARY

The focus for our New England Region Caravan journey is the celebration of the 30<sup>th</sup> anniversary of the NCM and remembering how the Corvette came about. Although many folks are aware of the NCM, many may not be aware of the history of the NCM Caravans.

## What is a National Corvette Museum Caravan?

Each National Corvette Museum Caravan is organized by the museum:

- Made up of about 25 separate Regional Caravans, some include multiple states, some are for a portion of a state, and some include parts of Canada – example is the NE Region which included the NE states, NY State, and 5 eastern Canadian Provinces.
- Each Regional caravan is headed by a Regional Captain(s) selected and installed by National Caravan Chairman; Captains select State Leaders, select the theme of the Regional Caravans, set up the routing, arrange activities at each stop, and establish methods of raising funds to cover the expenses associated with conducting the caravan. The State leaders coordinate the efforts within their states, work with the captains as required, solicit support from dealers, clubs and individuals, and get the Caravan information distributed to get folks to sign up.

## History of the National Corvette Museum Caravan Effort:

- 1994 - National Corvette Museum opened on 2 September 1994 – 4200 Corvettes in 10 Regional Caravans, from across the country participated.
- 1999 – On the 5<sup>th</sup> year Anniversary of National Corvette Museum, the second NCM Caravan saw about 6000 Corvettes arriving into Bowling Green from across the US, Canada and Mexico.
- 2003 – Although the idea had been to hold them every 5 years, due to the 50<sup>th</sup> Anniversary of the Corvette, it was decided to do it in 2003. About 10,000 Corvettes caravanned to Bowling Green, KY, from across North America, Europe, and Australia.
- 2009 – This was the 15<sup>th</sup> Anniversary of the National Corvette Museum and the grand re-opening of National Corvette Museum after extensive renovations. About 4500 Corvettes caravanned in.
- 2014 – This was the 20<sup>th</sup> Anniversary of the founding of the National Corvette Museum, the Grand Opening of the new NCM Motorsports Park, and the debut of the C7 Corvette Stingray. About 6500 Corvettes descend into Bowling Green, KY to help celebrate.
- 2019 - This was the 6<sup>th</sup> NCM Caravan and is celebrating the 25<sup>th</sup> Silver Anniversary of the founding of the NCM. About 5000 Corvettes made their way to Bowling Green, KY for the Silver Anniversary Celebration.
- 2024 – This is the 7<sup>th</sup> NCM Caravan and is celebrating 30 years of supporting the Corvette community and celebrating the 10<sup>th</sup> anniversary of the infamous “Sink Hole”.

## Overview of the National Corvette Museum's First 30 Years!



### Larry Goelz, NCM Ambassador

On this the 30<sup>th</sup> Anniversary of the National Corvette Museum (NCM), the NCM has had a remarkable history, and is poised to continue to prosper into the future. It took over 10 years to make the NCM a reality in 1994 and it took many people to achieve this idea.

The idea of a Corvette information archive/library was first raised at an NCRS annual meeting in 1984. From there many folks joined in making this dream become a reality. The flow of events that led to the museum opening included:

August 1984 – Terry McManmon came up with the idea that NCRS establish of a not-for-profit foundation to collect Corvette – related materials into a common library or archives.

July 1986 – Terry McManmon presented to the NCRS Board the advantages of not-for-profit library/museum foundation separate from NCRS. NCRS board agreed to form a committee to study the foundation question. They assigned Terry as the chair and 12 additional members included Dan Gale, Jon Brookmyer, and Ray Battaglini to be on the committee.

1987 – Dan Gale, at the Monterey Historic races in California, learned from Ed Lechtin (assistant director of PR for Chevrolet), that Chevrolet was looking into the possibility of a Corvette Museum. Chevrolet dropped the idea, but Chevrolet HR and Development employee David Bowden who had drawn up plans for a museum, connected with the NCRS effort and helped with the approval of the museum.

July 1988 - Terry McManmon presented the Library Archives & Museum the final report to NCRS BOD and got approval to form the NCRS Foundation. The initial BOD for the foundation consisted of Ray Battaglini (Pres.), Terry McManmon (Sec.), Jon Brookmyer (Treas.), Darrel Bowlin, and Dan Gale (PR contact).

1990 – The NCRS Foundation was renamed to the NCM Foundation. The NCM Annex was opened on 2 November 1990 (gift shop) in Bowling Green, KY.

1991 – Dan Gale was elected President of the NCM Foundation and also oversaw the Capital Campaign and drove it to gain the backing for building the museum. This signaled Dan's increased involvement towards "getting this done".

March 1992 – Dan Gale moved to Bowling Green, KY to be directly involved daily.



June 1992 – Ground breaking began; Zora rode the” Corvette bulldozer”.

July 1992 - GM donated the 1 millionth Corvette produced to the NCM.

June 1993 – Construction began!

September 1994 – 10 years and 2 weeks after Terry McManmon’s initial proposal for a Corvette Library, the National Corvette Museum became a reality. Dan Gale presided over the opening ceremonies and Zora was there to participate in the activities and signed opening posters.

At the museum opening on 2 Sept. 1994 Dan Gale was on the Good Morning Show, which was broadcast live from Bowling Green, KY. The Grand Opening ran from 2 Sept. to 5 Sept. with the Official Opening ceremonies conducted on 2 Sept. – ribbon cutting at 11:30 AM that day; dubbed the” Woodstock for Corvettes”. There were over 118,000 attendees, about 4200 Corvettes caravanned in for the opening. Lt. Governor Paul Patton commissioned Dan an Honorary Kentucky Colonel – the highest state honor given to a civilian in KY. At the Grand Opening, Corvettes arrived from across the country, based on an idea that Dan had come up with. This first NCM Caravan effort saw 10 caravan groups that converged on Bowling Green, KY. For this year’s 2024 Corvette Caravan there will be 25 regional groupings. Dan was the first President of the NCM and retired his position after the first year of its operation.

At the 2004 NCM Hall of Fame, the five founders of the NCM – Ray Battaglini, Terry McManmon, Jon Brookmyer, Darrel Bowlin and Dan Gale were inducted. This was a fitting tribute to these 5 individuals who had a vision and the wherewithal to see it to its conclusion.

Over the 30 years of its existence, the NCM has seen good times and some not so good times. The NCM was 2 years old in the fall of 1996 but hadn’t exactly gotten on its feet. The financial situation looked dismal and everything else seemed to be declining too: attendance, membership, store sales, and relations with the business community and enthusiasts. It was decided a change in management was needed and Wendell Strode was brought on to turn the situation around. Although he was not a “sports car enthusiast” Wendell did bring to the museum a strong financial and management background which he has used over the years. Wendell had served on the initial fundraising committee to raise funds to build the original museum. He represented the Chamber of Commerce Task Force in putting together the financing package that was used to fund the construction of the NCM.

During his tenor Wendell and team successfully completed a \$10m museum expansion that added 47,000 square feet to the original museum, added a café, expanded library archives space, a 500-seat conference center, a Corvette Club Room, an expanded store, and the Corvette Boulevard. Next, they proposed and funded the NCM Motorsports Park that is continuing to expand its capabilities. One of his biggest challenges, the “Sink Hole”, which he and the team dealt with in an expedited amount of time, and from which they found within the disaster a positive aspect – the world became more aware of the NCM, membership increased, and attendance along with store sales increased.

Wendell announced his retirement in May 2018, retired 1 Jan. 2020 and was inducted into the Hall of Fame in 2020. On 1 July 2019, Dr. Sean Preston was announced as the new President and CEO and subsequently departed, then on September 2021 Sharon Brawner was announced as the new President and CEO. In early 2024 Sharon departed her position at the NCM.

# BIRTH OF THE FIRST CORVETTE

Submitted by Larry Goelz

In 1927 Harley J. Earl was hired into GM to redesign the LaSalle, and then was appointed to head up their GM Art and Color Group (Design group). In 1951 he began to develop plans for a low-cost American sports car to compete with the likes of Jaguar, MG, Austin Healey, and Triumph. The project was code named "Opel". The body design was done by Harley, and the chassis was designed by Robert F. McLean (using many off the shelf parts). In January of 1953, Harley showed the EX-122 (the Corvette prototype) at the GM Motorama in New York City. It sported a body made out of the new glass-reinforced plastic (GRP), which was accepted by GM's board based on the lower body price, and steel quotas left over from the war limited the availability of steel. GM's board of directors had made the decision to bring the EX-122 into production, however, the car needed a name and GM executives felt the car's name needed to begin with the letter "C". Many names were submitted but it was Myron E. Scott, a Public Relations Executive, who submitted the name "Corvette". He searched the "C" section of the dictionary and when he read about the corvette, a small, fast, and highly maneuverable escort ship, he submitted it to management and it was accepted.

Ed Cole (Chevrolet chief engineer at the time), brought the Corvette under the Chevrolet Division and put it into production. On 28 June 1953 the first Corvette began its trip on the assembly line and on 30 June 1953 the first Corvette rolled out of the pilot assembly facility, located in a disused Chevrolet Customer Delivery Garage on Van Slyke Road in Flint, MI (located next to the GM Assembly Plant). 315 cars were hand produced in 1953. The base car listed for \$3,498.00 and two options were available, a heater for \$91.40, and a radio for \$145.15. However, all units were built with heaters and radios, and these items could not be deleted. All 315 were painted Polo White with Red interior, black convertible top, red painted wheels, two-speed Powerglide automatic transmission, a wraparound windshield, whitewall tires and detachable plastic curtains instead of side windows.



The Flint Assembly Plant



Inside the Flint, Michigan Plant



The 1<sup>st</sup> Production Corvette



1953 Corvette



During this period, plans were underway to move the 1954 Corvette production to the St. Louis Truck Assembly Plant where Chevrolet had been assembling cars since Feb. 1920. The production line was installed in the Fischer Mill Building located at Natural Bridge Avenue and Union Boulevard. This building originally was used for manufacturing of wood car body parts. The last fourteen 1953 Corvettes were produced in St. Louis before the end of 1953, and mass production began in earnest in early 1954. Between 1954 and 1981, 700,000 Corvettes were produced. As for the Flint Plant, it was demolished in 2002 and today the National Corvette Museum is the only source of Flint Plant Souvenir Bricks.

As early as 1973, rumors were being picked up that GM management was looking to shut down the Corvette line in St. Louis and relocate it. GM stated there were no such plans in place, but on Monday March 26, 1979, GM announced the Corvette Assembly Line in St. Louis would close down and that GM needed to find an existing facility, modernize it, and be ready in minimum time - the target opening was March 1981. Behind the scenes GM executives had already found a suitable facility in Kentucky which had been selected in 1978. It was said that GM was tired of "butting heads" with the union on a regular basis, and in the years leading up to the relocation decision, the union had called strikes 10 times. Additionally, GM felt the St. Louis plant was quite outdated, was designed to produce 10,000 cars a year (they were producing 40,000 Corvettes for several years) and the plant had serious EPA issue.

When the UAW head of local 25, Eldon Renard, learned of GM plans, he approached the St. Louis city officials and asked that they match the tax breaks that Kentucky was offering GM to move the Corvette production to that state. The city officials thought that losing 1,000 jobs was not much of an issue and turned down the union's request. In the end, this was the beginning of St. Louis losing much of its automobile manufacturing base.

The Bowling Green facility selected was a re-tooled Chrysler AIRTEMP (air conditioners) plant, which had 600,000 square feet of space, located on the edge of town that was opened in 1971, sold to Fedders in 1972, who operated it through 19 March 1979 when GM purchased it. Delays in the outfitting of the Bowling Green facility pushed the start of production out to June of 1981, when both the St. Louis and Bowling Green plants were producing 1981 Corvettes. The first Corvette was completed on 1 June 1981 in Bowling Green and on 1 August 1981 the last Corvette was produced in the St. Louis plant.

Throughout its history, the Corvette had a number of hurdles to overcome. In 1955 Chevrolet management was seriously considering canceling the Corvette at the end of the 1955 production run (only 700 Corvettes were produced in 1955). However, in February of 1954 Ford presented the Thunderbird at the Detroit Motor Show (a result of Ford seeing the Ex-122 at the 1953 New York GM Motorama, Ford kicked off its own project to develop a sports car). In September 1954 they were producing the 1955 Ford Thunderbird and would produce 16,155 cars in that year. Given this, Chevrolet made the decision to continue the Corvette and compete with Ford.

Russ McLean had a reputation at GM for turning around operations where quality and/or cost was an issue. So in the 1990s, when the Corvette program was in trouble, he was brought in to turn it around. While he was able to achieve his goal of decreasing cost and improving quality, a change in power at GM resulted in a radical change of instructions to Russ, who was told to "let

the Corvette die". At this point Russ was confronted with a dilemma. While he was a company guy who built his career on his solid work ethic, he decided that he couldn't let the Corvette fail. Risking his job and reputation, he joined forces with other rebels within the company to continue working "in the shadows" to keep the Corvette program going and moving forward into the next generation, bringing out the C5 Corvette in 1997.

The recession of 2008 found GM struggling and finally filing for bankruptcy on 1 June 2009. GM, along with the Obama Task Force and the Treasury Department, reviewed the product lines and made decisions as to what lines would be terminated and which survived. The task force, having some Corvette enthusiasts among them, found the Corvette a compelling product for GM and allowed GM to continue its ongoing development (the C7 being on the drawing board).

Both the Flint facility and the St. Louis plant were eventually demolished.

\*\*\*\*\*

## NEW ENGLAND CARAVAN REUNION

Plans are well underway for a 2025 New England Caravan Reunion in September of next year. Registration for this event will open in January of 2025. We hope to see many of you there! The reunion will be held at the Attitash Grand Summit Hotel in Bartlett, NH.

### Dash to Attitash



Grand Summit Hotel at Attitash in New Hampshire  
New England 2024 Corvette Caravan "Reunion"  
September 25, 26, 27, 2025  
Registration opening January of 2025



## MEET THE 2025 CORVETTE ZR1

The fastest, most powerful Corvette ever is here. At the car's heart is the LT7, a 5.5L, twin-turbocharged DOHC flat-plane crank V-8 engine. This is the first time twin turbochargers have ever appeared in a factory Corvette. The LT7 produces a staggering 1,064 horsepower and 828 lb.-ft. of torque, making it the most powerful V-8 ever produced in America from an auto manufacturer. The latest version of Chevrolet's mid-engine supercar is built for form and function and has a top speed of over 215 mph. It will also traverse the quarter-mile in less than 10 seconds per GM estimates. A carbon-fiber aero package creates over 1,200 pounds of downforce at top speed. And the cherry on top? This model of the eight-generation Corvette even brings back the iconic split rear window.

### 1LZ includes:

- Removable visible carbon-fiber roof panel with body-color surround
- 8-way power GT1 or Competition Sport seats
- HD Rear Vision Camera† and Rear Camera Mirror†
- Bose premium 10-speaker sound system
- 12-inch diagonal color instrument cluster
- Coupe Engine Appearance Package with carbon-fiber trim
- Carbon-fiber side air intakes and ground effects, with carbon-fiber inlets on the decklid (Coupe only)
- Convertible includes retractable hardtop

### 3LZ includes everything on 1LZ, plus:

- 14-speaker Bose Performance Series sound system
- Heated and ventilated Napa leather GT2 or Competition Sport seats with power lumbar/wing adjust
- Leather-wrapped steering wheel with carbon-fiber trim and shift paddles
- Sueded microfiber upper interior trim
- HD Front and Rear Vision Cameras,† front camera is curb view
- Custom Leather-wrapped instrument panel, door trim and console
- Convertible includes retractable hardtop

SOURCE: [The New 2025 Corvette ZR1 | Performance Vehicle | Chevy \(chevrolet.com\)](https://www.chevrolet.com/corvette/2025/corvette-zr1)





## Trivia Question Answer

In 2005 GM made Active Fuel Management (AFM) available which allowed V6 or V8 engines to turn off half of the cylinders under light load conditions to improve fuel economy. In 2018 GM introduced Dynamic Fuel Management (DFM) which shuts off any number of cylinders in a variety of combinations maximizing fuel economy and avoiding switching between banks of cylinders.

Ever since I got my 2017 restomod, I have had performance issues which have been corrected by plugging in a AFM/DFM disabler in the OBD-II port called "Boost". I am very happy with the result and may be getting more miles out of the engine.

Mitch

## Notable September Food Holidays

- 9/14 National Cream-Filled Donut Day
- 9/18 National Cheeseburger Day
- 9/20 National Pepperoni Pizza Day
- 9/22 National Ice Cream Cone Day
- 9/25 National Lobster Day
- 9/26 National Key Lime Pie Day 

There is nothing more powerful than love...

Except for this Corvette.  
It puts out 1064 hp!



BECAUSE NO ONE EVER  
WROTE A SONG



ABOUT A FUEL-INJECTED  
HYUNDAI.

# PUBLISHING & ADVERTISING

The next article/ad submission date is **September 20, 2024**

---

Please help by sharing news about trips you've taken, shows you've attended, and suggestions for club activities, as well as technical advice, cleaning tips, or anything else that you feel would be of interest to our members. The club needs your input.

Reports, articles, notices, letters, photos and ads are to be received by the 20<sup>th</sup> of each month for inclusion in the upcoming newsletter. Thank you for helping to make our newsletter interesting and informative.

Contact: Allie DeCampo  
Newsletter Editor  
allie\_decampo@comcast.net  
(603) 494-8047

**Notice:**  
"Chevrolet Trademarks used with the written permission of General Motors."

## ADVERTISING INFORMATION

---

Please contact the editor if you are a business or know of a business interested in purchasing advertising space in the newsletter. Yearly rates are available and are as follows:

### Newsletter Yearly Advertising Rates:

<i>Business Card</i>	<i>\$50/year</i>
<i>¼ page</i>	<i>\$70/year</i>
<i>½ page</i>	<i>\$100/year</i>
<i>Full page</i>	<i>\$150/year</i>

## ELECTED CLUB OFFICERS

---

President..... David Osgood  
Vice President..... Kevin LeBlond  
Secretary..... Allie DeCampo  
Treasurer..... Dean Gagne  
Membership Director... Tom Stewart  
Officer-at-Large..... Linda Sutherland

**SAVE THE WAVE**





## FOR SALE

1967 Corvette Convertible 327 cid /350 hp  
Tuxedo Black with Black Interior  
Complete Frame-on Restoration  
Total of \$88,000 in Receipts

Complete Factory Rebuilt 1968 L79 Engine  
(Not Original Engine)  
About 1000 Miles on Rebuilt Engine  
Mitch: 978-333-1347      \$80,000





# FOR SALE

2019 Corvette Z06 with Z07  
Ultimate Performance Package  
\$79,500



- 7,500 miles
- Black with Jet Black Interior
- LT4 6.2L Supercharged Engine
- 7 Speed Manual Transmission
- 3LZ Premium Equipment Group
- PS All Season 3+ Tires
- Original PS Cup 2 Tires included  
(no rims, driven less than 800 miles)

913-624-4595  
text or leave  
message





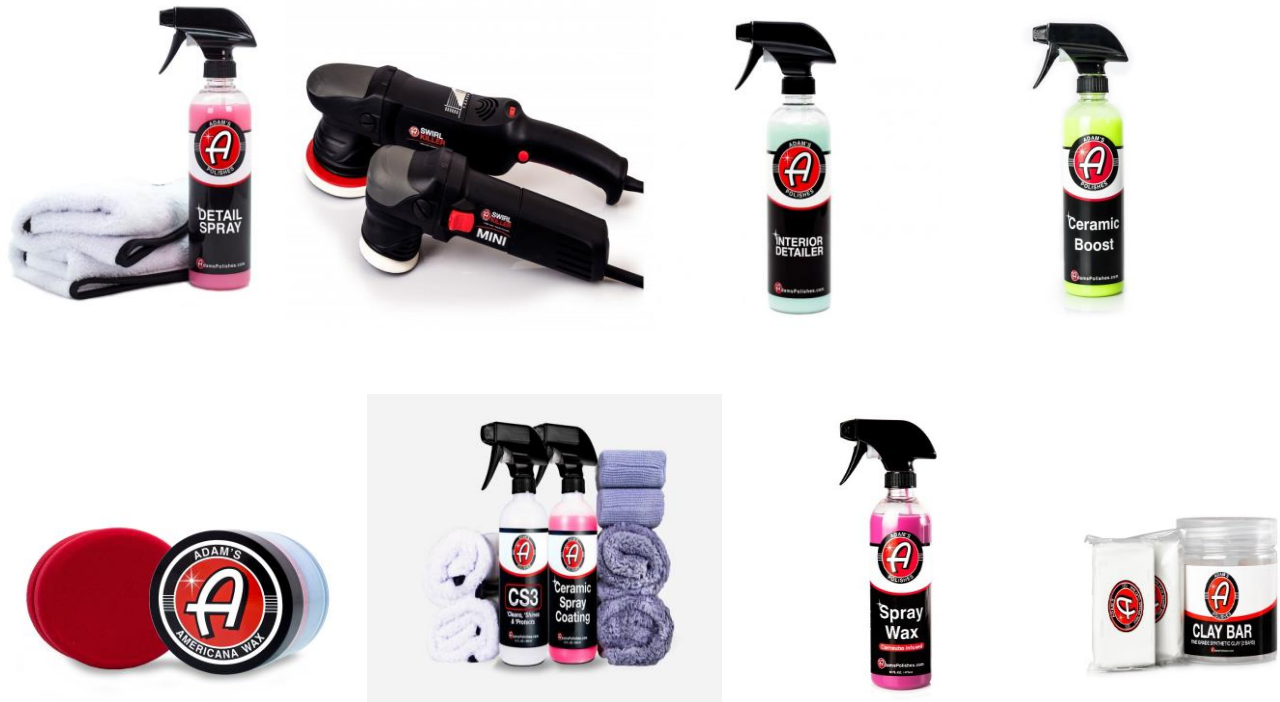


One  
Owner

Always  
Garaged



# *New Items Now In Stock!*



## *Norm's Detailing*

*"Authorized Adam's Premium Car Products Dealer"*

*100 George Street- Manchester, N.H. 03102*

*603-668-2305 / 603-759-2595 cell*

*[woodnorman@comcast.net](mailto:woodnorman@comcast.net)*

***\*\*Contact us for prices and to place your order or to set up a Detail Clinic for your club\*\****



# MACMULKIN



CHEVROLET

FIND NEW ROADS



## World's Largest Corvette Dealer!\*

Experience why thousands of Corvette buyers are choosing MacMulkin!

At MacMulkin Corvette, our dedicated Corvette team is here for you. With plenty of allocation on the new C8 Corvette, MacMulkin is ready to do what it takes to be number one. You can drive your new Corvette off our showroom floor or select one of our convenient delivery options!

Contact our Corvette team today at [corvettesales@macmulkin.net](mailto:corvettesales@macmulkin.net).

3 MARMON DRIVE NASHUA, NEW HAMPSHIRE 603-888-1121 [macmulkin.net](http://macmulkin.net)

\*Based on 2021 New Corvette Sales