



Stress Kracks

The Official Voice of Gate City Corvette Club
of Southern New Hampshire

MAC MULKIN CHEVROLET

3 Marmon Drive
New England Automotive Village
Nashua, NH 03060

Sponsor of
Gate City Corvette Club

December 2012 Issue



Merry Xmas!

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FIRST WORD

I am amazed that it has already been two years and my time as President is about to come to an end. Looking back over this year, we lost two good Corvette friends, Del Liberty and Hank Vezina. We had a great Spring Fling with a new vendor alley and an overflowing Corvette Corral. During the season many members got out and enjoyed Corvette events through New England, New York, Canada and beyond. At the end a group of hardy members braved the north winds for the annual picnic at Castle in the Clouds. I have enjoyed my time as President and look forward to supporting the next one. With the elections done, I think we have a great Officer line up for next year. I thank all who have helped me along the way.

Another reminder for all is if you would like to make a donation for the Adopt-a-Veteran, to send in a check to Lisa Dole (11 North Road Kingston, NH 03848), or bring it to the event. Put the date of 15 December to join the members at the NH Veterans Home in Tilton, NH, at 2:30 (John Slavin will meet those attending at the NH Liquor Store just north of the Hooksett toll area, and the group will depart at 1:30 sharp) to have a Holiday Ice Cream Social and to present the Veterans with a check from the club and members.

Ruth Wintle and Heather Shields have the planning for the Adopt-a-Family event well underway. Heather is taking care of organizing the shopping spree. If you would like to be an Elf this year and assist with the shopping for gifts, please contact Heather and let her know. The shopping will be done in early December.

Again this past month, Roger and Cindy continued their bi-weekly need for an ice cream fix at Blake's in Manchester. Continue to look for email from Roger for the next ice cream social.

Another reminder is that our annual Christmas Party will be held on 5 January, 2013 at the Londonderry Lions Club. Norm Wood will be sending out information regarding the details. We will have a pot luck dinner (email what you plan on bringing to Norm), and there will be the Yankee Gift Swap (max. \$25.00 per gift). We will have a short business meeting prior to starting the party.

For 2013 the annual club dues will be \$45.00 payable by the end of January 2013. Just an early reminder.

Red Brick Clothing is our official source to purchase clothing with the Club Logo on it. Information is available on our web site for Red Brick – go to our site, look under Links, then select club apparel. If you do not find an item or color you want, you can use the links on the page to go to Red Brick's listing of products and browse there. If you find items that you think should be on our page, send an email with the information to either Joe Michalik or myself and we can add them.

2014 New England Corvette Caravan – Registration is open and all the pertinent information can be found at www.nationalcorvettecaravan.com/newengland; on Facebook **New England Caravan 2014**. The next Meet and Greet will be held late spring of 2013 in Vermont. Details will be posted here (see below) and on the New England Caravan web page. This will be another opportunity to hear additional details for the 2014 NCM Caravan, to meet the folks who are organizing it, and many folks who will be on the Caravan. Additionally in 2013 there may be another Meet and Greet held in the fall. Being the NH State Leader, I will keep the club informed as we make progress on the planning. Put the dates of 23 August through 31 August 2014 if you are thinking about making this great trip. If you have any questions just ask Ingrid or me. Watch the hotels information regarding when they can be booked, especially the one in Bowling Green. There are blocks of rooms booked at each stopping point. When these rooms are gone, it will be up to the individual to find lodgings. This will be especially difficult in Bowling Green, so if you plan on doing the 2014 Caravan, sign up sooner than later.

That's it for this issue. See you in 2013 at the next club meeting/Xmas Party on 05 January at the Londonderry Lions Club, with set up starting at 5:30 PM.

EXPLORE MORE OF THE CORVETTE WORLD IN 2012!!!

Larry S. Goelz
President

ACTIVITIES CORNER

Norm Wood

The Corvette season is over and the holiday season begins. I was happy with my past Corvette season and all the events Susan and I attended. This season was the most miles I drove the car; it was probably equal to the past 3 year's total.

The Club elections are over, we have a newly elected board, and I am honored to lead the way for the upcoming year. ***Thank you for all the support.***

The Corvettes may be put away for most of us but we still have some upcoming events. On Saturday November 24th Corvette Mike of New England is celebrating their 15th year in business and all are welcome for refreshments and social interaction with fellow Corvette enthusiasts.

On Saturday December 15th members are gathering at the State Liquor Store on Rte 293/93 North just after the Hooksett toll booths about 1:00 PM. The caravan leaves at 1:30 PM for another "Ice Cream Social" event at the N.H. Veterans Home in Tilton, N.H. At this event the Club will present a check to

help support their Christmas Holiday Adopt-A-Veteran Program. We need everyone that is available to come and support this event. There will be a small musical concert and ice cream desserts served. Hopefully you can spare a few hours to support our veterans during this joyous season.

Our Annual Club Holiday Party will be on Saturday January 5th at the Lions Club Hall at 256 Mammoth Road, Londonderry, N.H. 03053. The party starts at 6:00 PM and those that can help set up chairs and table arrive at 5:30 PM. It is a "Pot Luck Dinner" so everyone needs to bring something. Send me what you are thinking about bringing and I will post a list for everyone to see. It is a BYOB but the Club will have paper plates, napkins, and utensils for everyone. There will be electrical outlets if you need things heated. We will have a music system that will play C.D.'s so bring some of your favorites. We will also have a "Traditional Yankee Swap" of gifts. This is optional, but if you wish to participate, bring a wrapped gift of about \$25.00 in value per person. If the gift is only for a male or female please mark it on the outside. The party will end when the sun rises or we fade out, whichever comes first.

The next Club meeting will be on February 8th at MacMulkin Chevrolet in Nashua.

Hope to see everyone at the veteran's home on December 15th and at the Club Holiday Party on January 5, 2013.

Happy Holidays

Norm Wood
Vice President

Secretary's Report

Larry Shields

Minutes of the November 9th Meeting

President Larry Goelz called the meeting to order at 7:02 pm with 32 members in attendance. After thanking MacMulkin Chevrolet for the use of their facilities, he wished a happy birthday to all members of the club celebrating their birthday in November.

Larry G. noted that Roger & Cindy are still having their bi-weekly ice cream runs, and that the next one is this coming Sunday at 6pm at Blake's in Manchester. Thanks to Al Whittier for finding & providing the "That Certain Moment" article for the last newsletter.

Lynn Nault addressed the club to mention that she & Ray are also members of the Lake's Region Corvette Club, in addition to GCCC. That she had news to relate about Hank Vezina (a former officer of GCCC in years past), that he had been diagnosed with cancer and was not doing well. Since many members of our club may know and remember Hank, she passed along information & a letter with a request for positive thoughts & thanks for those who have sent kind words. A request was made for members who know Hank to send stories of how you met or stories about your time with Hank, which could be used when Hank passes.

[EDITORS NOTE: Hank passed away peacefully at around 11:30pm on Friday, November 9th.]

Membership: Joe Michalik

Hubert Hein attended his 2nd club event at tonight's meeting.

Reminder that Red Brick is the official clothing provider for GCCC, check them out on their website directly or from our club website link.

Secretary: Larry Shields

Reminder to the membership that if you want to send an email to the club mailing list, you need to send the email from the same email that's subscribed to the list. If you send from a different address, it will quietly be rejected with no message back to you that it didn't work. This is working as intended, as it helps keep our list free from spam emails.

Motion to accept the October meeting minutes was made by Ruth Wintle, and seconded by Jim Gorman. All voted in favor.

Treasury: Lisa Dole

Lisa briefed the club on the status of funds (the details are sent to the club mailing list & posted on the membership page at the club website). Several members have donated additional money for the Adopt-A-Vet December event.

Motion to accept the Treasurer's Report made by Ingrid Goelz, Seconded by Ray Nault, all members voted in favor.

Officer at Large: Bob Roy

No shows for now... stay tuned!

VP: Norm Wood

Ice Cream Social with the Veterans in Tilton, on December 15th, more details later in the meeting.

January 5th will be the holiday party for GCCC at the Lion's Club. 5:30pm start for setting up at the site, with a 6pm official start. It will be a potluck supper. Please let Sue or Norm know what you plan to bring, so we don't end up with 20+ crocks of meatballs. Bring your own drinks / ice. Optional Yankee Swap, \$25 value, please mark if male/female specific gifts. Bring CDs to the event if you'd like to have music playing at the event.

Old Business:

Heather Shields updated on Adopt-A-Family (through Nashua Pastoral Care). We're currently signed up for 5 kids, plus should have extra funds to pay for gas/food cards for the family. Shopping will happen at 6:30pm on December 5th. Please contact Heather Shields if you're interested in helping shop!

John Slavin is in Aruba this week – Larry G. gave an update for the Adopt-A-Vet. The Tilton Veterans home tries to raise money each year to get presents for the Vets. They get 1 gift at a Xmas party, and 1 on Christmas day. \$50 per veteran to be adopted. The club has marked funds to adopt several vets, and individual members have donated additional money as well. Saturday, December 15th, will be another Ice Cream Social at the Tilton Vets Home, sponsored by GCCC. We'll be leaving from the liquor store meeting place in Hookset, on Rt. 93N, just after the tollbooth, at 1:30pm. 2:30pm the Ice Cream Social event begins (to include live music once again).

New Business:

The elections were held. Ballots were passed to all those present & additional mailed in ballots were counted, as we had some write-ins for various positions. Lisa Dole nominated Cindy Collins for Officer at

Large, which Cindy accepted. Roger Collins was going to be unable to fulfill the position (he had been listed as the only candidate). The final numbers (Note: not all numbers are the same totals – some ballots did not indicate for all positions) were:

President: Lisa Dole - 9 votes; **Norm Wood – 28 votes**

Vice-President: **Bob Roy – 36 votes**

Secretary: **Larry Shields – 36 votes**

Treasurer: **Lisa Dole – 31 votes**; Cindy Collins – 5 votes

Membership: **John Bosco – 35 votes**

Officer-at-Large: Roger Collins – 6 votes; **Cindy Collins – 29 votes**; Mike Prudhomme – 1 vote

The club 50/50 drawing was for \$52 dollars, and was won by Lisa Dole (it apparently runs in the family). The Club Membership drawing for November was for \$40 and won by Bill Balcom (I'm seeing a pattern here).

Michelle Roy motioned to adjourn the meeting, seconded by Ruth Wintle. Bob Roy voted against; all other members voted in favor.

Meeting ended at 7:43 pm.

Castle in the Clouds

Ginny Chrisenton

Here are a few more pictures from our trip last month to Castle in the Clouds:



Gathering at Bonsai's Parking Lot



Lined up and Waiting



What a view! Nice mountains too...



The organized chaos of food preparation



They came by plane...



... and by carriage to see our cars.

A Trip to the Strip

Butch Nordstrom

As I am still relatively new to the group, many do not know about me so I figured I'd contribute to the newsletter with the below story. I have been an auto enthusiast for many, many years & have only this past 2 years stepped into owning Corvettes, which I started liking about 1975. I am a GM & Mopar guy owning many Chevelle's, Lemman's Trans Am's, & Shelby Dodge intercooled turbo car; one of my other current cars is a 1991 Dodge Spirit RT, rare & pretty quick for what it is.

That said, I am an avid car show enthusiast & drag racer as well. I attend most shows, have attended Carlisle numerous times, mostly Chrysler, a couple of GM, & one Corvette show which was cut short by hurricane Irene. I drove to Cecil County Dragway in Rising Sun MD on Nov. 10 as my Shelby Dodge club (I belong to a few car clubs) always heads down there this time of year, as there are good weather, air, & track conditions. It was at Cecil I attained my best time for my 1989 Daytona Shelby (Intercooled Turbo) & my 2000 WS6 (LS1) & my base passes for my 2013 Corvette.

I know the brochure states 12.6 @ 115 & I was hoping for with street tires to attain a high 12 second pass & back it up with another or two passes. I drove 368 miles, set cruise for 70 MPH & arrived in just about 6 hours attaining a little over 28 MPG on my 2200 mile, 2 month old car. At the track I put the M6 in Competitive mode, did a quick burn out to clean off the stock F1's, which I left at regular air pressure & staged.



Number on, time to wait

I expected my 1st run to be a low 14 / high 13 pass & then net a couple of 13 second runs until I learned my car because as some know, it doesn't matter how good you are at a red-light, once at the track with another driver staged next to you, the adrenaline starts pumping & all bets are off! My 1st run was better than I expected. I shifted at redline, 6500 RPM, but took too long between shifts after reading the horror stories about how these cars can get loose. I attained a 12.78 @ 113.61 MPH, not too shabby.


My 2nd run I slipped the clutch a bit, but wheel hopped which I quickly let off, mashed the pedal again, shifted much quicker as I'm accustomed to, but netted a 12.97@114.72 due to the lousy launch. My next couple of passes were in the 12.6/12.8 range until my final 2 runs of the day which I almost passed on, pardon the not intended pun, as it was getting late & I still had a 6 hour return home ride ahead of me after already driving 6 hours & hanging out all day at the track.

Run 5 I slipped the clutch a little more, netted a 2.06 short time & sailed to the finish line with a 12.41 @ 115.89, my best ET of the day. My 6th & final run was a 12.59 @ 117.12 with a 2.15 short time as I slipped the clutch a bit more trying to get the 60' down to again beat the brochure stated 12.6 @ 115 for a coupe, which was my best MPH of the day.

All in all, it was a great day & I'm glad I hung in there for the last 2 runs. My ET's & 60's tell me that tossing set of drag radials should net me very low 12's/high 11's with this bone stock LS3.

PERFORMANCE

COUPE



ENGINE LS3 6.3L V8

TYPE 90-degree V8, aluminum block and heads, hydraulic lifters

BORE AND STROKE 4.06 x 3.62

COMPRESSION RATIO 10.7:1

HORSEPOWER 430 @ 5900 rpm (436 with dual-mode exhaust)

TORQUE 424 lb.-ft. @ 4600 rpm (428 with dual-mode exhaust)

REDLINE 6500 rpm

AXLE RATIO 3.42:1 manual; 2.56:1 automatic

0 TO 60 4.2 seconds

QUARTER MILE 12.6 seconds @ 115 mph

TOP SPEED 190 mph

SKID PAD (MAXIMUM LATERAL ACCELERATION) 0.92 g

BRAKING SYSTEM Power-assisted 4-wheel ventilated disc with ABS

BRAKING DISTANCE 60 to 0 in 116 ft.

CURB WEIGHT 3,225 lbs.

POWER-TO-WEIGHT 7.5:1 (curb weight/hp)

WEIGHT DISTRIBUTION 51/49

DRAE COEFFICIENT 0.286

EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto

The Target

CECIL COUNTY DRAGWAY WWW.CECILCOUNTYDRAGWAY.COM				CECIL COUNTY DRAGWAY WWW.CECILCOUNTYDRAGWAY.COM			
4:04 PM 10/NOV/2012				4:21 PM 10/NOV/2012			
YELLOWBULLET		HORNE CONCRETE		YELLOWBULLET		HORNE CONCRETE	
LEFT		RIGHT		LEFT		RIGHT	
Car # ...	603	145		Car # ...	145	120	
Class ...				Class ...			
DIAL ...				DIAL ...			
R/T311	.223		R/T078	.491	
60' ...	1.334	2.067		60' ...	2.150	1.451	
330' ...	5.844	5.505		330' ...	5.636	4.002	
1/8' ...	5.988	8.199		1/8' ...	8.359	6.129	
MPH ...	114.25	91.59		MPH ...	90.83	115.30	
1000' ...	7.840	10.481		1000' ...	10.657	7.971	
1/4' ...	9.411	12.414		1/4' ...	12.590	9.535	
MPH ...	142.66	115.89		MPH ...	117.12	143.60	
Left 1st 2.9151 CompuLink AUTOSTART OFF				Right 1st 2.6426 CompuLink AUTOSTART OFF			
Rnd # TO 523/524				Rnd # TO 563/564			
..... CompuLink StarTRAK 2012			 CompuLink StarTRAK 2012			

Mission Accomplished

Now that I have my base, during the winter there'll be a few mods & some decent drag radials coming my way. After these mods along with my ET's & 60's, I foresee consistent low 12's/high 11's on street tires & dipping into the 11's with drag radials or slicks. Oh, & I do plan on "blinging" it up a small bit under the hood as well for car shows!

That's it for my "about me" introduction & it was mostly for how my car fared at the drag strip my 1st time out with it. And now that it's a bit more broken in (as these were my 1st real highway miles since I've owned the car) on the return trip home I once again set cruise for 70 MPH & attained a little over 29 MPG! The DIC was a mere .5 MPG off from using my hand held calculator to get the actual MPG.

Videos available on YouTube of the 12.41 & 12.59 runs:

12.41 run: <https://www.youtube.com/watch?v=tCWLUBEEBu0>

12.59 run: https://www.youtube.com/watch?v=x_XM81sIWx8

2014 NE Corvette Caravan – October 2012 Meet & Greet

Larry Goelz

On October 19-21, the 2014 NE Corvette Caravan team held the first Meet and Greet in Ogunquit, ME. Its purpose was to bring together those who have signed up for the 2014 NCM Corvette Caravan to get to know each other before the Caravan, and to provide information to those who are considering going on the Caravan.

Eight members from the club attended. Ingrid and I arrived on Thursday to help Randy and Judy Flock and the other state leaders get things organized and set up for Friday's events. We had dinner at Billy's Chowder House in Wells, ME, which is local favorite and it did not disappoint. The Michalik's, Pratt's, and Whittier's arrived on Friday. Most of us stayed at the Mariner Resort Motel which had a great view of the ocean, and Rick and Cathy were at the Ogunquit Motel.



The Mariner Resort Motel



The Caravan Banner



Creative Pumpkin Carving



North Shore is Here

Friday morning we completed the setting up, then some of us headed into Ogunquit for lunch at Jackie's Too (not recommended). Friday's Meet and Greet activity started in the late afternoon where folks could purchase Penny Table raffle tickets, tickets for NCM car raffle, and Caravan clothing (consisting of shirts, jackets, caps, etc.) along with Caravan decals. The design for the NE Caravan turned out quite nice and stands out on the shirts and jackets. At 6 PM forty-three boxes of pizza arrived and dinner was served. The left over pizzas were taken by folks for consumption later. After the pizza party, everyone collected around the indoor pool where Randy made a presentation on the Caravan plans, the daily happenings along the Caravan route and what the NCM plans are once we arrive in Bowling Green. Next the Penny Table item winners were drawn and a mounted collection of NCM memorabilia (donated by Karen Blandini) was auctioned off. Afterwards some GCCC folks gathered in the Whittier Suite for beer, hors d'oeuvre's and just hanging around.



Good Interest in the Clothing



Here comes the Pizza!

Saturday morning we had breakfast (continental) at the motel then headed into Ogunquit to window shop. Al and Joe were seen hanging around a "local beauty". After doing all the shops, we headed up Rt. 1 to find restaurant for lunch. With nothing in sight that met our high standards, we decided to go to Billy's Chowder House. It was agreed that given it was around 2 PM, we would have a light dinner of the leftover pizza for dinner. All enjoyed Billy's.



Randy is Technically Challenged



NO Discounts!

Saturday evening's events were held at the Ogunquit Motel and included desserts (quite an array was offered) and coffee/tea, a sing-along with Randy leading (he needs voice lessons!), a high heel race (Joe was very Cute), and folks getting to know one another. Afterwards the GCCC folks gathered at the Goelz Suite, again for hors d'oeuvre's, leftover pizza, beer, and hanging out.



My, isn't this Cozy?



It isn't always Sunny in Ogunquit

Sunday we packed up and headed south stopping along the way for breakfast. After breakfast we all headed for home. Everyone had a very good time and most are looking forward to attending the next NE 2014 Caravan Meet and Greet to be held on 28 – 30 June in Stowe, VT. Registration for this next Meet and Greet is now open with the registration form available on the NE Caravan web site (www.nationalcorvettecaravan.com/newengland).



Al Finding Companionship



Joe Hitting on Al's Companion

The Engine Build Experience

Larry Shields

It was far too early on Monday morning that I had to wake up and get to the airport, but with no direct flights to Detroit & wanting to get there in the early afternoon... I didn't have much choice. Thankfully Heather volunteered to drive me to the airport so I didn't have to leave a car. After a mostly uneventful couple of flights (though there was a spirited walk to get to my 2nd plane, as it was already boarding while I was getting off the first one), I arrived in Detroit. I found my limo driver waiting downstairs, and she guided me back to the car for our drive to The Renaissance Baronette Hotel in Novi, MI.

I recently decided (with a bit of coaxing from Heather) to pull the trigger and buy a 427 Roadster from Tommy. I wanted to order one exactly spec'ed out with all of the options I wanted – which included the Engine Build Experience package. Even Tommy looked up and smiled when I told him I wanted it, and replied with a “That’s going to be sick.” I figured it would be an amazing once in a lifetime experience, and couldn't pass on it.

Monday night came and I meet a few people from GM that came to take me to dinner. I was expecting a couple of guys from the engine build plant to possibly come by... I was rather stunned that instead, I was greeted by Tadge Juechter (Executive Chief Engineer for the Corvette) and his wife, and we were soon joined by Harlan Charles (Corvette Product Marketing Manager) and his wife. I have to use an image from online here – I was so trying to be natural and just chat... I completely vapor locked on thinking to ask



Tadge and Harlan (Image from Jake Drennon)

someone to take my picture with them! Unfortunately, they were very good corporate citizens and wouldn't leak any details about the new C7 to me, saying I'd have to wait for the January unveiling date with everyone else. But I had a great time talking about Corvettes in general with them, and then talking about all sorts of other topics (from diving to music and other random items) as we enjoyed a rather tasty meal.

The next morning, I had to get up bright & early for my pick-up and drive over to the Wixom Performance Build Center in Wixom, MI. There I was greeted by Meg Conroy (who had helped arrange all the details of my trip & build experience) and Rob Nichols (Engineering Supervisor for the Build Center) who would help get me settled in at the plant. I was also introduced to Rich McBride, who would be the engine builder who would walk me through the entire process over the course of the day. I also met Mark Kelley who was the professional photographer who would be following me around through the day, taking pictures of everything I would be doing. He's done enough of these photo shoots at the plant, he was able to help provide feedback on the steps in the process as we went too! Looking at the photos on the wall of others who have done the build experience – I was the 17th LS7 engine build done at the plant (mostly were LS9). It doesn't say how many were in 427's but they estimated it at around 5 or so.

I learned a ton about the engine and its components as we went through the process. Rich had a ton of stories about the build process, about the QA controls to make sure that all the steps in the process are done properly. It was an amazing set-up, with the engine being built in steps as you push it from station to station along a build line, then turn around and come back up the next line. Each station had the kits or parts you needed for that station, and all the tools you needed for that step were laid out in their exact place on a mat with cut outs for the tools to be placed in (it was so organized... reminded me of AI)! They even made the process amazingly easy to follow for setting the torque on each bolt, using a process of scanning barcodes on the engine build sheet and then the next step in the process at the station. It would then automatically program the torque wrench to exactly the right info, so all you had to do was get the wrench on, push a button and it would torque in to exactly the right setting. Green light meant you got it right, yellow meant you came off early and were under torque, and red meant an over torque. Thankfully didn't see a lot of red through the day!

While the professionals like Rich whip out over 3 engines a day when they're working the line... I think I slowed down his average. We barely managed to get through the entire build by the end of the day, completing our final QA tests just as everyone was wrapping up for the day. Seeing the final built engine hoisted up to get its official dry weight measurement (454 lbs) was a very impressive moment for me, seeing it all together, knowing it would soon be added to my new car. We ran it over to the cold test area, and put it through its paces with an electric motor spinning the engine while hooked up to a bunch of devices getting many readings on its performance. Once we passed cold test, we brought it over to the engine balancing bay where the car would actually be started up on natural gas. It's enough to spin the engine up and get it running & take readings on the overall balance of the engine & make any adjustments to get it balanced out perfectly. The engine sounded amazing as it started right up (I built that!) and they completed the balancing phase. Rich quickly ran over and unhooked the exhaust hook-ups from the exhaust manifolds and ran back out and had them fire up the test again, so I could hear it run with nothing on the exhaust system. Wow. Simply an incredible sound.

Everyone who had worked with me during the day gave me a nice warm send-off at the end of the day, and I got to come home with a few nice pieces of swag, in addition to all my memories. All in all, it was indeed the once in a lifetime experience I was looking for. I got to meet some incredible people, and I got to do something I never thought I'd be able to do. There will always be a nice sense of pride when I eventually get to take my new 427 out for a drive, knowing I built the engine that's causing my head to

snap back into the seat with acceleration. I can even point to the “Built by Larry Shields” tag on the engine to prove it!

For the next newsletter, I hope all of my pictures will have arrived, and I’ll include some photos of the experience.

That Poor Vette...

Larry Shields



Posted on YouTube by user aphlux1
<https://www.youtube.com/watch?v=LyB4lejOtgA>

Back in March of 2011 at TX2k11, someone had a bad day on the track with their C6 Z06... They didn’t even make it to the line.

After spinning the rears in the water, then trying to do a burn out before going up to the line, the car caught traction, fishtailed, and plowed right into the guardrail of the staging lane.

It’s not often you see reverse lights on the track.

Helpful Corvette Tip of the Month

Al Whittier



Remember to prepare your Corvette for winter storage.

2012 GCCC Activities & Events

Saturday Jan 14 – Annual Holiday Party
Friday Feb 10 – Club Meeting
Friday Mar 9 – Club Meeting
Friday Apr 13 – Club Meeting
Friday May 11 – Club Meeting
Sunday, May 20 – Judging Clinic for Spring Fling
Sunday, May 27 – 32nd Annual Spring Fling!
Friday Jun 8 – Club Meeting
Friday Jun 29 – Ice Cream Social, NH Veteran's Home

Friday July 13 – Club Meeting
Saturday, July 14 – Club Picnic
Friday Aug 10 – Club Meeting
Friday Sep 14 – Club Meeting
Sunday Oct 7 – Castle in the Cloud trip
Friday Oct 12 – Club Meeting
Friday Nov 9 – Club Meeting
2013 Club Officers Election Meeting
*No December meeting – Happy Holidays!

PUBLISHING INFORMATION – The next article/ad submission date is **January 20th**

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!

Letters, articles, notices, and ads are to be received by the editor by the 20th of each month for inclusion in the upcoming newsletter. Classified ads are to be submitted on a monthly basis, and will not be carried over to the following month. Please contact the editor if you know of a business interested in purchasing advertising space in the newsletter. Thank you.

Contact: Larry Shields
Secretary
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CLUB OFFICERS 2012

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Officer-At-Large	Bob Roy	(603) 429-3013	roylr@comcast.net
Membership Director	Joe Michalik	(978) 663-3379	skreemr1@comcast.net
Immediate Past President.....	N/A		

Photo of the Month



When you just gotta get that tree home...

<http://www.city-data.com/forum/automotive/1545709-shelby-mustang-corvette-what-would-you-2.html>

Trivia of the Month

What color were the first 200 produced C5s?

Last month's trivia:

What was the first year the ZR1 package was offered?

Answer:

In 1970 (Not 1990!), which included the 370HP LT1 engine and a host of other performance items.

SAVE THE WAVE

For Sale:



2005 Daytona Sunset Orange Roadster

Asking Price: \$29,000

Car is loaded:

- 1SB package
- F55 Magnetic Selective Ride
- Navigation System
- XM Radio
- On-Star
- Power Top
- DSOM powder-coated calipers

Currently at 38,300 miles.

I'll be upgrading over the winter & regrettably can't afford to keep two of these beautiful cars. Please let me know if you or anyone you know might be interested in acquiring my '05.

Contact: Larry Shields (larry.shields@comcast.net) if interested.

Free to Right Person:

We were contacted by a gentleman who has the original owner's manual and protecto plate for a 67 Corvette. If you happen to be the owner of serial number 164877F-194208, he's happy to provide it for free to that individual. His name is Ron Weeden and his contact number is 978-994-1213.



New Engl and Caravan

Kick off – Saturday August 23, 2014 - Danbury, CT
New Engl and Corvette Caravan departs Sunday A.M. from Danbury



Sunday Night - Wyndham Hotel - Gettysburg, PA



Monday Night - Stonewall I Resort - Roanoke, West Virginia



Tuesday Night - Crowne Plaza Campbell House - Lexington, KY



Wednesday, Thursday, Friday, Saturday - Holiday Inn University Plaza - BG, KY

To find out more go to our website: <http://www.nationalcorvettecaravan.com/newengland/>
On Facebook **New England Caravan 2014**



Norm's Detailing

"Authorized Adam's Premium Car Products Dealer"

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