



Stress Kracks

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



<https://www.facebook.com/GateCityCorvetteClub>

MAC MULKIN CHEVROLET
3 Marmon Drive
New England Automotive Village
Nashua, NH 03060

**Sponsor of
Gate City Corvette Club**



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Officers 2014

President: Larry Shields

Vice President: Carol Whittier

Secretary: Allie DeCampo

Treasurer: Dan Feidler

Officer-at-Large: Joe Michalik

Membership Director: John Bosco

Immediate Past President: Carol Whittier

June 2014 Issue

First Word

Larry Shields

June is here, and with it comes the first day of summer. I must say it's been a pretty rough spring so far, so I'm hoping summer will be a bit more... summer-like. While the weather looked good, then bad, then pretty good again... Spring Fling successfully ran on its planned date this year. I think our total number of cars was a bit down because a number of folks may have waved off because of the forecast for intermittent showers & possible hail in the afternoon. But for those who braved the forecast, we had one of the best weather days for Spring Fling that I have ever experienced in my years in the club. It was sunny all day, cool in the morning while cleaning the cars & setting up the event, then warmed up nicely in the afternoon for folks to enjoy some ice cream and sitting around talking to friends. I know a few folks from the club who left really late after the event (post teardown and pizza party) that ran into some bad weather on the way home. But thankfully none of that hit us while at the event!

We had exactly 100 cars in our judged part of the show, and roughly another 42 cars in our corral parking. So including club cars which were on-site, we easily passed over 150 Vettes in amazing shine condition, for those who came to the show just to see all the cars on display. I'd like to thank everyone in the club who dedicated time & resources to help make the event such a success leading up to the event, and on the day of the event. The event ran very smoothly, the judging worked out well, our penny & raffle table raised a bunch of money, the 50-50 got up to \$372 for the winner, with the other half for our charities. We couldn't make it happen without all the hard work from all of our members, but a few shout-outs in particular: Dean for organizing the whole thing & dealing with vendors, Al & Joe for running the judging, Norm for organizing the trophies, Heather for putting together the event booklet, Jill for taking point on the penny-table/raffle items. I know there were a lot more of you that made the

event a success – please consider this a warm thank you to everyone who pitched in, in any way!

With our big event over, there's still a lot more things on our event calendar! We have our club Summer Ice Cream Social at the Veterans Home in Tilton coming this Saturday, June 21st. I encourage everyone who can to please find a way to join us in saying thank you to our veterans. There are a bunch of all-car events coming up, including the Elm Bank Auto Show, the Field of Dreams, the 4th Annual Fuzzy Dice Run, and more. Also, our club member's picnic is coming up at the end of July. Please note that you can stay up to date with events folks are talking about going to using our calendar in the Newsletter or looking at the Events list on our club's Facebook page (you don't have to sign-up for Facebook to see it). If you're planning to go to an event – please put the call out on our email list as well, to encourage others who may be thinking about going too!

As a reminder as well, I hope to have examples for the club logo discussion ready to be looked at and voted on at our next club meeting. I hope that as many people as possible can attend to give their input and let their thoughts be known on what they like or don't like so we can then move forward with shirts & other items that we'll want to have the logo put on (if it changes or not).

Save the Wave!

-Larry S

Vice President / Activities Director

Carol Whittier

Well I think the weather has finally started to come around. Thanks to all the members who attended the meeting at Blake's on Friday.

I am sorry I have not been able to do more this month as activity director. Situations came up I had no control over that I needed to deal with.

At the meeting we talked about Corvettes and Coffee for the month of July. I hope many can join in. Also in July we will hold our cookout. The club will supply the meat and we ask members to bring a side dish or dessert. Also we have use of the basketball court and horseshoe pits. If you have an outdoor game you think would be fun by all means bring it.

I am going to keep this short and sweet but as always if you have any ideas or hear of any activities you think would be fun let me know...until then

SAVE THE WAVE
&
GATE CITY STRONG

CAROL



Vice President Carol Whittier officiated over the June meeting in Larry's absence. The meeting was held at Blake's in Manchester due to MacMulkin Chevrolet's ongoing renovations.

Membership Director: John Bosco was unable to attend the meeting. There were no new members in attendance this month.

Officer at Large: Joe Michalik said that the mail this month was very light. Upcoming events: Club Corvette of Connecticut's Annual Corvette Show and Swap Meet on July 13th, Hot Air Balloon Festival in Kingston, RI, on July 19th (to benefit the National Corvette Museum.) Corvettes and Coffee is the first Saturday of the month in Portsmouth, NH. (Parking is good.) Corvettes of Carlisle is August 22nd - 24th.

Joe thanked everyone for their help with Spring Fling.

Treasurer: Dan Feidler reported on the expenditures related to Spring Fling including the cost of insurance. He also reported on the expenditures related to the annual picnic as well as postage to receive the Calendar of Events publication. A motion was carried and the treasurer's report was accepted.

Secretary: Allie DeCampo sent an email link to the May newsletter containing the secretary's report prior to the meeting. She thanked everyone who contributed articles and letters for the newsletter. A motion was carried and the secretary's report was accepted.

Vice President/Activities Director: Carol Whittier announced the location selected for the annual picnic – Memorial Field in Pembroke. The club will buy the meat and members are asked to bring sides and desserts. The picnic will begin at 11:00 am. Heather mentioned that Larry will be asking members to review ideas submitted for a new club logo. He would like a vote at the July meeting.

Veteran's Events Update: John Slavin spoke about the upcoming Ice Cream Social scheduled for June 21st at the Tilton Veteran's Home for the Veteran's living there.

Spring Fling Update: Dean reported on the stats related to Spring Fling. Everyone participating enjoyed the show. The elimination of a few classes helped expedite the judging. The winner of Best in Show offered to sponsor a trophy next year. The proceeds from the 50/50 will be donated to the American Cancer Society. As in the past, the club will also donate to the Nashua Soup Kitchen and the Adopt a Family program. The amounts donated will be rounded off for ease of calculation. Next year will be the 35th annual Spring Fling and Mike Dupont suggested we start thinking about doing something special. We will continue this discussion at future meetings. Dan F. recommended setting aside \$5000 for next year's Spring Fling.

The winner of the 50/50 raffle of \$50 was Sue Wood.

The membership drawing was not held.

The meeting adjourned.



Our entry this month is a red C7 coupe that apparently wasn't as water-tight as the owner thought. What is it with people putting our favorite sports cars underwater lately? Our Corvettes really don't have that much in common with the ship they're named after. Maybe it's because they're called Stingrays? Hopefully they weren't running a CAI that turned into a straw and hydrolocked the engine.

Corvette Trivia of the Month

Dennis Granger

Question of the month: What special windshield feature is Corvette famous for? (*Answer provided in next month's Stress Kracks.*)

Answer to last month's Corvette Trivia Question:

Question: What was the first year "vinyl" was offered as an optional exterior covering for the hardtop?

Answer: 1967

Member Birthdays



JULY

Heather Shields	7/2
Frank Piessens	7/6
Carol Michalik	7/17
Carol DiMeo	7/28
Gayle Zelonis	7/31

My Recent Cosmetic Mods

by Larry Shields

So in the last few months, I've done a couple of minor cosmetic mods to my 427 that I'm rather happy with, so I figured I'd share some of the details and some pics for those that might be interested in how these things go together. Both of the ones I'll talk about here were extremely simple mods to do yourself, requiring no real expertise at all. They were both very quick to do as well.

First, I got a trunk lid liner for it from RPI Designs (<http://www.rpidesigns.com/shop/item.aspx?itemid=2298>). I always thought the inside of the trunk lid really looked unfinished when I would have the trunk open at shows to show people the trunk area of the convertibles. There were a couple of options – ones that would cover the entire inset rectangle, and others that were 3 piece sets that went into each piece of the inset areas. After looking at some pics of both, I decided I liked the 3 piece set most. See the pics below for a visual of what the area looked like before, and after!



Before



After

As you can see, I also opted for one with a logo in the center panel. There were a few options, but I figured I'd stick with the 427 theme along with the flags. The install was trivial, as each piece had Velcro strips on the back in several spots. Just peel the tape cover off the exposed side, line up in the gap, and push. I also used a little VRT on the inside of the lid as well, to give it a nice deep black shine. I think it came out great, and took less than 5 minutes to install.

The second install was a decision to swap out my factory center console arm rest. Having the dark titanium and ebony two-tone interior, I always thought the solid dark titanium console cover looked too plain in the middle of the car. So I looked at a few console lid replacement options and finally settled on a DSVettes product, sold by Top Flight Reproductions (<http://www.topflightrepro.com/corvette-interior-products.shtml>). While there's a long story that goes along with trying to get the right console rest that I ordered from DSVettes, Top Flight Reproductions were great in helping get things straightened out with DSVettes, and made sure I got what I wanted and was happy with it. I custom ordered a two-tone ebony center, dark titanium sides, with titanium stitching, with a 427 logo stitched onto the cover as well.

The install is another fairly simple one, though it's just a little bit more than the '4 torx screws' they mentioned on their install guide. Only a T-15 Torx screwdriver is required.



The original console lid, when project started



The new lid & my T-15 Torx Screwdriver

First step was to remove the console from the car, which is secured via 4 T-15 Torx Screws (the ones mentioned in the instructions you can find online – not included with the product for some reason).



Location of the 4 Screws that hold the lid in place



Closer view of the 4 screws

Just back the 4 screws out (remember to grab the lid as you're taking the last screw out), and remove the old lid from the car. Once the lid is out of the car, flip it upside down, and you'll see 7 more T-15 Torx screws that secure the bottom lid plastic that needs to be transferred to your new console lid. Very simple, just unscrew all 7 screws and put them to the side, and lift the plastic piece off the console lid. Once removed, there's just one last piece to take off the old console lid, the little hinge that acts as part of the lock mechanism to keep the console closed. That one just requires a bit of a firm pull, to slide it all the way to one side, and then pull the end rod out of the hole it's seated into. Be careful as this can be one of those knuckle buster moments – and be careful not to lose the spring that's on there!



The hinge with the lid removed



The 7 T-15 Torx Screws to remove bottom plate



New one on bottom, stripped old one on top



The lock clasp on old console lid

Now that everything is apart, it's time to put it all back together. Make sure the spring is back in position on the longer part of the arm of the removed hinge, with the 'arm' going behind the piece, and the other end going down into the little hole on the left-side of the attachment point. Either take a picture like I did, or refer to this one for a reminder of which way everything needs to face as you just pop it into place on the new lid (after putting the one end of the spring into the hole).

At this point, you can line up the plastic bottom you removed from the original lid, and push it down into position, and start replacing the 7 screws to secure everything into place again. Once you have that in place, all you have to do is bring it back to the car, and screw in the last 4 screws to reattach the lid to the hinge. At that point, close the lid, stand back and admire your work!



The little hole the spring needs to go into



The 7 screws attaching the bottom to the new lid



The final 4 screws attach the lid to the hinge



Voilà! The new lid is installed!

I think it looks much better than the original console lid, and is such good quality, it looks like it could have been factory installed. You can really tell the difference when you look at the lids side-by-side. The new lid not only looks better, but is much better padded & more comfortable.



New on left, original on right



Look at thickness of padding on edges

Overall, it probably took me about 15-20 minutes to complete the install, and that's with taking all of the pictures along the way. It was drop dead simple to install myself, and I'm really happy with how good it looks.

If you want to take a look at the finished products yourself, just grab me the next time you see me at an event. Also – if anyone wants to buy a factory dark titanium center console lid, let me know! I can even help you swap it into your car!



Looks like factory should have been!

Merrimack College Show

I had originally planned to make the run out to the first Corvettes & Coffee of the season, out in Portsmouth, NH. But after feeling like I needed the sleep a bit more that Saturday, I ended up sleeping in a bit too long to make the run out there. But not wanting to waste a nice Saturday (sprinkles weren't predicted until late in the afternoon), I decided on a spur of the moment to drive down to the Merrimack College car show in North Andover, MA. It was an all car show, and while not a huge crowd, it had a good range of cars present. A highly personalized Porsche, a couple of old Jaguar XKEs, some nice Mustangs (including a Saleen that won the President Choice trophy), and a whole bunch of Vettes were present. Plus some neat more esoteric vehicles, including an old motor powered bicycle, and a heavily modified low-rider & super sound-system truck. Once at the show & parked, not long after I arrived and started some quick cleaning – Butch also arrived at the show & started his own cleaning. It was a fun afternoon in the sunshine, chatting with people from around the show. After the show was all over, I made the run for home with the top down enjoying some more of the sun. There were a few clouds that sprinkled on the car as I headed home on the highway... but apparently if you're moving quickly enough, no rain actually makes into the passenger compartment of the car! ;)



"BUHBYE" all cleaned up and on display

Butch demonstrates his happiness with Adam's!

NCM Motorsports Park is Racing Forward

This August a moment you have all been waiting for will arrive... the moment to take a lap around our new track! Our 20th Anniversary Celebration will offer FREE parade laps at the park for registered event attendees, plus a Chevrolet Ride and Drive (with free rides in a Stingray around the track) and the opportunity for Hot Laps around the track with VIP drivers like Andy Pilgrim and John Heinricy.



Courtesy of National Corvette Museum E-Mail

Motorsports Park Arial Photo

Here's a very recent and truly awesome picture of the first phase of the race course, paddock, pits, autocross and skid pad, and parking.

Those joining on the Caravan and the 20th Anniversary Party will have the opportunity to experience the Grand opening AND be one of the first to take a lap of the track!



2015 Z06 Release

2015 Corvette Z06 Rated at 650 Horsepower

Supercharged LT4 V-8 engine is the most powerful ever from Chevrolet

DETROIT – The all-new 2015 Corvette Z06 is the most powerful production car ever from General Motors and one of a few production cars available in the United States that delivers more than 600 horsepower.

The Z06's LT4 supercharged 6.2L V-8 engine is SAE-certified at 650 horsepower (485 kW) at 6,400 rpm and 650 lb-ft of torque (881 Nm) at 3,600 rpm.

“The LT4 Small Block sets a new benchmark for power and torque at GM,” said Steve Kiefer, vice president, GM Powertrain Engineering. “The engine also puts the new Corvette Z06 on par with the most powerful supercars offered in America, while delivering performance with impeccable manners that make it suitable for daily driving.”

Compared with other supercar engines, the LT4 is a veritable fountain of low-end torque, producing 457 lb-ft (619 Nm) just off idle and 625 lb-ft (847 Nm) by only 2,800 rpm. The V-12-powered Ferrari F12 Berlinetta, for example, produces about 28 percent less torque than the Z06, despite offering about 12 percent more horsepower – and its peak torque isn't achieved until 6,000 rpm. The LT4 maintains 90 percent of its peak torque, or 592 lb-ft (802 Nm), from 2,500 to 5,400 rpm.

The new LT4 engine eclipses the Porsche 911 Turbo S engine's peak power levels by 90 horsepower (67 kW) and 134 lb-ft of torque (182 Nm).

“Torque is the pulling power of an engine and the LT4's abundance of it at every rpm in the engine's speed range helps the 2015 Corvette Z06 accelerate quicker and respond nearly instantaneously,” said Jordan Lee, chief engineer for Small Block engines. “It's the very definition of power on demand.”

The new Z06 engine produces 40 percent more peak torque (180 lb-ft / 244 Nm) than the previous-generation's 7.0L LS7 engine – and 7.5 percent more than the supercharged 2013 Corvette ZR1's 604 lb-ft (819 Nm). At 3,200 rpm, the new LT4 surpasses the LS7 by 208 lb-ft of torque (252 Nm). On the horsepower side of the graph, the LT4's 650-hp rating is 29 percent greater than the LS7's 505 horsepower (376 kW), and 12 horses more than the ZR1's LS9 engine.

“The new LT4 engine builds on the design strengths of our previous supercharged engine and leverages the technologies introduced on the Corvette Stingray – direct injection, cylinder deactivation and continuously variable valve timing – to take Corvette performance to an all-new plateau,” said Lee. “Our new, very compact supercharger also helps the engine make power more quickly, and perhaps more importantly, it helps produce more torque earlier in the rpm band.”

“It's also worth mentioning that the LT4's supercar performance numbers are achieved with an engine that is nearly the same size as the very compact LT1 engine introduced in the 2014 Corvette Stingray,” Lee

said. “The power density of the LT4 makes it one of the smallest and lightest 650-hp engines in the industry.”

LT4 details

The new LT4 engine is based on the same Gen 5 small block foundation as the Corvette Stingray’s LT1 6.2L naturally aspirated engine, incorporating several unique features designed to support its higher output and the greater cylinder pressures created by forced induction, including:

Rotocast A356T6 aluminum cylinder heads that are stronger and handle heat better than conventional aluminum heads

Lightweight titanium intake valves

Machined, forged powder metal steel connecting rods for reduced reciprocating mass

High 10.0:1 compression ratio – for a forced-induction engine – enhances performance and efficiency and is enabled by direct injection

Forged aluminum pistons with unique, stronger structure to ensure strength under high cylinder pressures

Stainless steel exhaust manifolds and an aluminum balancer that are lighter than their LT1 counterparts

Standard dry-sump oiling system with a dual-pressure-control oil pump.

A new 1.7L supercharger spins at up to 20,000 rpm – 5,000 rpm more than the supercharger on the Corvette ZR1’s engine. The rotors are smaller in diameter, which contributes to their higher-rpm capability – and enables them to produce power-enhancing boost earlier in the rpm band. That boost is achieved more efficiently via a more direct discharge port that creates less turbulence, reducing heat and speeding airflow into the engine.

“The Small Block’s cam-in-block design heritage has always enabled very high performance and responsiveness in a small, compact package – an attribute amplified by the performance of our new supercharger’s design,” said Lee.

The LT4 is assembled at the new Performance Build Center at GM’s Bowling Green Assembly Plant and at GM’s Tonawanda engine plant in New York. It is matched with a standard seven-speed manual transmission or an all-new, paddle-shift eight-speed automatic transmission built in Toledo, Ohio.

Designed to deliver shift responses on par with the world’s best dual-clutch transmissions, it is the first automatic offered in a Z06. It also makes the Z06 one of the few cars this powerful to offer the choice of a conventional manual transmission or an eight-speed automatic.

The 2015 Corvette Z06 goes on sale in early 2015.

Founded in 1911 in Detroit, Chevrolet is now one of the world's largest car brands, doing business in more than 140 countries and selling more than 4.9 million cars and trucks a year. Chevrolet provides customers with fuel-efficient vehicles that feature spirited performance, expressive design, and high quality. More information on Chevrolet models can be found at www.chevrolet.com.

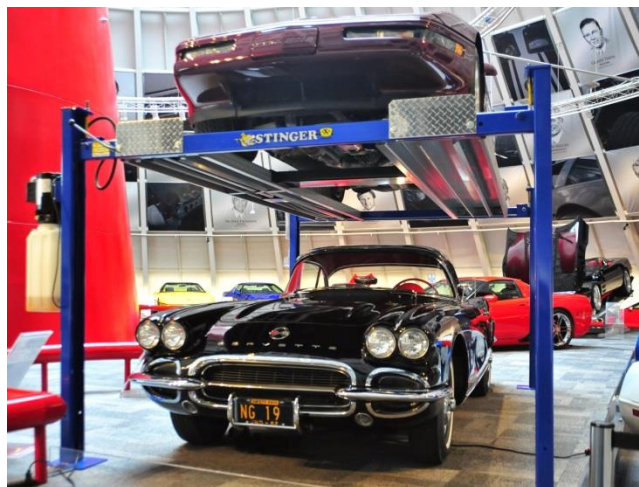
The Story of the 1962: David Donoho's Donated Vette



David Donoho was a die-hard Corvette enthusiast, developing an infatuation from a young age and even saving up enough money to buy his first – a brand new 1962 – when he was in high school. David was so obsessed, in fact, that he earned the nickname “The Weather Man” because his friends would tease him about how closely he would watch the weather, and quickly take his Corvette home when there was a chance of rain.

David loved the car and had a kindred spirit towards the car... so when it came time to make plans for his estate he knew he wanted it to go to a loving home where it would be respected and cared for. “David didn’t want it sold; he wanted it to remain well maintained by those who would protect it,” said longtime friend and attorney Beth Sease. Beth had suggested David consider donating his prized vehicle to the National Corvette Museum. “Wendell [Strode, Executive Director] visited and developed a relationship with David. Wendell assured David that the Museum would preserve it according to his wishes.”

“David was an unassuming and simple man,” said Beth. She added that as a long time blue-collar worker, David saved his money and invested it wisely to have the funds to support his Corvette hobby. David was the proud owner of four Corvettes in his lifetime – a 1987, 2001 and 2006 (in addition to the 1962) and all were garage kept. He personally cared for the cars and only had people he trusted do work on them.



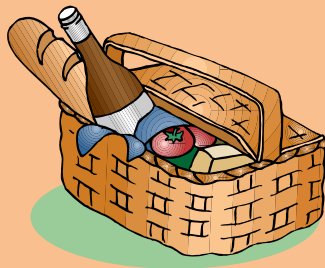
As David's health prevented him from being able to get out and enjoy the car, Beth encouraged him to donate his 1962 before his passing to reap maximum donation and tax benefits. The car is black with red interior and mostly in its original condition – with the exception of the convertible top being replaced with a hard top. In 2011, David turned over the keys to his beloved car – a car he had owned all of its life... just over 50 years. Beth says that turning the car over to the museum seemed to be the best thing to benefit David and preserve his memory.

After various health issues, David passed on June 6, 2013 at the age of 76. In his will he left another gift to the museum... funds to care for his car. "David's cash gift will help us ensure that his car is maintained in a way that would please him," said Wendell. "To be gifted a Corvette that has had only one owner and been kept in such great condition all these years is rare."

On February 12, 2014 Mother Nature struck the Corvette Museum, taking David's prized car several feet down into a sinkhole. Luckily, the Corvette was one of the last to fall in and suffered minor damage in comparison to the others. GM's Design Center in Warren, MI will be overseeing the restoration of the car. "While it breaks our heart that this happened to David's car, we know that it will be in good hands with GM overseeing the repairs. Several experts from the National Corvette Restorers Society have also reached out to offer their expertise," said Wendell. "We look forward to getting the car repaired and back to its former glory."

Courtesy of National Corvette Museum E-Mail

Summer Picnic



Memorial Field

Pembroke, NH

Saturday, July 26, 2014 11:00 p.m.

Rain date, Sunday, July 27, 2014

GPS address is Memorial Field, 8 Exchange St, Pembroke and the cross street is Pleasant St.

Club will supply meats and rolls. Members will supply side dishes and desserts.

Please contact Carol Whittier to let her know what you plan to bring.

old.hot.rodder@myfairpoint.net

Suggestions of things to bring:

chairs, basketballs, frisbees, bikes, horse shoes, volleyballs

Ice Cream Social Veteran's Home Tilton, NH

Photos Courtesy of Butch Nordstrom



Spring Fling Scenes

Photos Courtesy of Allie DeCampo



2014 GCCC Activities & Events

If you plan to attend an event that isn't listed on the calendar, please contact the newsletter editor (Allie DeCampo) so that your event is included in following month's newsletter. In addition, let the editor know if you are willing to be the contact person for the event. This way, other club members who may be interested in the event will know who to contact for information (date, time, location, where to meet to caravan, etc.)

July 5, 2014	
8:00 am	Corvettes & Coffee, Meet at Macy's in Bedford at 8:00 AM , Contact Carol W. for info.
	Destination: Grill 28 at Pease Golf Course, Portsmouth, NH from 9:00 AM - Noon
July 11, 2014	
7:00 pm	Monthly club meeting at MacMulkin Chevrolet

PUBLISHING INFORMATION – The next article/ad submission date is **July 18th**

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 third Friday 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: Allie DeCampo
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SAVE THE WAVE

Please Patronize Our Club Sponsors




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2014 NEW ENGLAND CORVETTE CARAVAN 2014

**Friday, Saturday, Sunday
August 22, 23, 24 2014**

Danbury, Connecticut KICK



OFF Weekend



**Friday Night August 22, 2014
Welcoming Pizza Party
Ethan Allen Hotel
Danbury, CT**



A Day at the 180+ stores - Danbury Fair Mall - Saturday shuttle from Ethan Allen....or....



A Day at the Track - Lime Rock Park – Lakeville, Connecticut - Saturday August 23, 2014



**Dinner and Dance
Saturday Night
August 23, 2014
Ethan Allen Hotel**



**Depart from the Danbury Fair Mall
Sunday August 24, 2014
8:00 AM Sharp!**



DANBURY FAIR





NEW ENGLAND CARAVAN

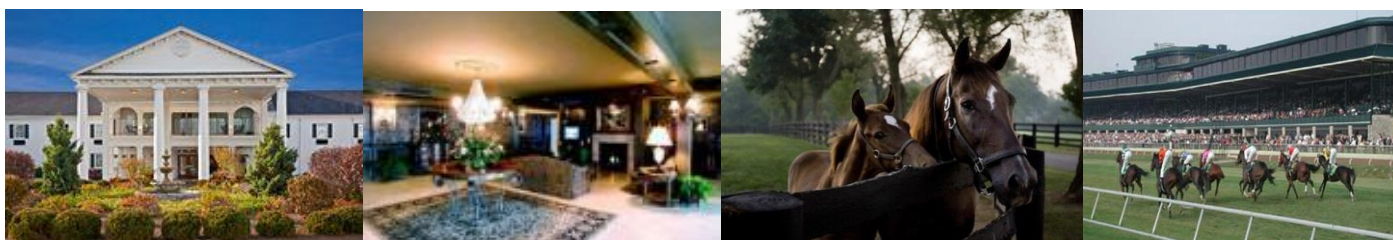
KICK OFF – SATURDAY AUGUST 23, 2014 - DANBURY, CT
NEW ENGLAND CORVETTE CARAVAN DEPARTS SUNDAY A.M. FROM DANBURY



SUNDAY NIGHT - WYNDHAM HOTEL - GETTYSBURG, PA



MONDAY NIGHT - STONEWALL 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**