



Stress Kracks

Gate City Corvette Club

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

February 2020

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First Word

Well, we are another month closer to taking our cars out and hitting the road!

I want to thank everyone who came to our Holiday Party. I wish everyone could have been there; however, some members were unable to attend due to illness or the intense snow storm we had that night. I hope those who were ill are feeling better!

It's time to turn our attention to our 40th annual Spring Fling. There will be a meeting on Friday, January 31st at 6:30 at MacMulkin Chevrolet to begin plans and form committees to carry out the various responsibilities. Please consider attending this meeting. We welcome your ideas to make this the best and biggest Spring Fling ever.

I won't be able to be at our regular meeting in February, but I plan to be at the Spring Fling meeting. See you then!

Dennis Corrigan



Oceanside view from New Hampshire's Route 1A

GATE CITY CORVETTE CLUB

Still Going Strong

Looking in the rearview, 2019 shaped up to be an outstanding year for Gate City Corvette Club. There were many opportunities to get involved in fun club activities beginning with the annual Holiday Party in January to the Adopt-a-Family shopping in December. In between, we enjoyed attending car shows, picnics, and beautiful weekend cruises throughout New England. Some of us even traveled across country to be part of a national gathering. We topped of the year by giving back with a variety of charitable donations.

Over the past year, we were also fortunate to have several new members join our club. Like most of us, they purchased a Corvette for the love of the car, and soon discovered the desire for something more - others with whom to share the experience. As a result, new acquaintances developed into friendships that, hopefully, last a lifetime.

Up ahead, 2020 is a wide open highway of endless possibilities for us to explore. This year not only marks the 40th anniversary of Spring Fling, but also the 45th anniversary of the inception of Gate City Corvette Club! This is a milestone that deserves special recognition and celebration. 45 years is a long time to keep anything together, and maintaining a club for 45 years is an amazing achievement. Our club is comprised of members of diverse backgrounds and life experiences that have shaped unique personalities and perspectives. Together we possess an array of knowledge and talents, and with our collective ideas and enthusiasm we can make this year one of the best and most unforgettable ever!

Allie

Newsletter
Editor



Message from the Veep...

Welcome to another brand-new year, Gate City! It's the roaring 20's again, so I hope you're thinking of how to make your own Vette roar this year. I'm currently watching the Rolex 24 hours, watching C8R make its debut on the IMSA circuit – #3 is still holding in 4th right behind the lead 3 waiting to make a move. The C8R is looking amazing out there and I can't wait to start seeing the C8 out on the streets. I think the new C8 is getting people talking about the Corvette again and it's really going to be turning heads once they're out being driven and showing up at car shows.

For our own activities, it will be a big Spring Fling this year – and Dean has already voiced his intention to kick it up a bit. There will be extra meetings as people are coming up with lots of good ideas to help get attendance up and think of some cool items we can make available to our guests.

While at our holiday party, I also spoke with some members who are planning to put together a heck of a cruise schedule this year, with some pretty cool destinations being talked about. Keep your eyes peeled for more information... but if you were looking to get out and drive your car, you're not going to have any excuses!

Finally, for those looking to get out and really push their cars a little more – I'll be trying to get out for more autocrossing . Bay State Corvette Club events as well as the smaller, less formal JANE events. If you're looking to get started, just drop me a message – it's some of the greatest fun you'll have in your car.

Look forward to seeing everyone at our next meeting!

-Larry "The Veep" S

That Poor Vette...

Larry Shields



This poor torch red C7 took out a utility pole while being driven by an alleged drunk driver. The accident happened on a Sunday night and took out power to over 10,000 customers in the Sacramento, CA area. By the next morning, 55 homes & businesses were still without power. On the upside – the kids at a local middle school got an unexpected day off because they had no power or heat. The driver was arrested for DUI after being treated for minor injuries.

Hello Members,

On January 18th, 2020 we held our annual Christmas Party where the new board of directors for this year were officially introduced:

Dennis Corrigan - President

Larry Shields - Vice President

Dean Gagne - Treasurer

Officer at Large - David Hill

Membership Director – Anthony (Tony) Centrella

Secretary - David Osgood



Dean Gagne proposed a more robust effort for our 40th Spring Fling Anniversary. We will be meeting on Friday, January 31st at MacMulkin to gather ideas to better market the event and also reward participants for their participation. Dean is in hope of seeing 150 cars this year. This is a great time for new members and our respected long time members to come together and make this an event of the decade. We have tremendous talent in our organization and can get this done!

See you soon.

David Osgood
Secretary



Yankee Swap

Sue Wood had lucky number one and chose the much coveted wooden tray with Gate City Corvette Club logo created by Denise and Gary O'Kula.



GCCC Membership Report

To Join Gate City Corvette Club, visit our website

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

and click on the Membership Info Link

For more information, please contact: Tony Centrella (Membership Director) at

603-321-7546 or allertnec@gmail.com

75 Members – 4 Honored – 4 Honorary

Join us in celebrating January & February birthdays



Sharon White	1/9	Dean Gagne	2/4
Kevin LeBlond	1/9	Connie Factor	2/17
Alan Factor	1/20	Joe Michalik	2/20
Allie DeCampo	1/29	John Bosco	2/21
Ellen Osgood	2/1	Jacquelin Garian	2/22
Tony Centrella	2/3	Deb Hill	2/25

If you do not see your birthday listed and want it to be included next year, please send it to Tony Centrella.

Hints and Tips:

- If you are an Amazon shopper, use the <https://smile.amazon.com> URL to have Amazon donate a portion of your purchase price to your favorite charity, and we hope that you will select the National Corvette Museum! Every little bit helps to preserve the Corvette treasures at the museum.
- And let's not forget to become a member of the National Corvette Museum as well!
- Save the Wave!

Embroidered club clothing: Maverick's Stitch and Screen, 522 Amherst Street, Unit 28, Nashua, NH
Contact Norma or Nathan 603-521-8358 Mavericksstitchandscreen.com

MEET OUR NEWEST MEMBERS

Brent & Paula AuCoin

After retiring this past June from the State of NH, my wife and I thought we would spend a few weeks at our condo in Vero Beach, Florida. Three days before we were to leave (back to NH), I stumbled upon a website for a vintage car business which was located right in Vero. Without really thinking through potential consequences of making a visit to this business, I jumped up and made an appointment – for that afternoon!

We have always wanted a vintage corvette, but have always had excuses why I couldn't (or wouldn't). In hindsight, however, it would have been a great investment – or so I was thinking as I counted out the money to the dealer.

We purchased the car from the dealer of Motor City (<https://www.motorcityclassiccars.com/>) - also owns two Chevrolet Dealerships in the area - who turned out to be a great guy – Adam. He took Paula and I around his warehouse of Classic and Vintage automobiles filling our heads with details, specs and history on each vehicle. For me it was like a cat trying to pay attention with a red laser dot bouncing all around; I wanted them all! We finally chose one of two 1965 Corvette Stingray convertibles.

Now that we owned the car, we had to get it home. Not wanting to burn 1500 miles on our new prize, Adam assisted us with arranging transportation to New Hampshire. One week later, our “new” 1965 arrived.

The car is a January Build, with a 327 CI and 350HP. It was originally delivered to a Chevrolet Dealership in Boston in 1965. From there, most of its time has been in Oregon with the last few years in the South. In 2014 it was auctioned by Barrett-Jackson in West Palm Beach.

Other features of the car:

- Ground-up Restoration
- Matching Numbers
- Goes like hell
- Knock-off wheels
- Rally Red with Black Interior
- 3.55:1 Posi-traction; four speed transmission
- Pwr Steering, Brakes and Windows

So now that we were Corvette owners, we want to share our excitement and enthusiasm with others, so once again, we turned to the internet where we found Gate City Corvette. We enjoy the club meetings and thoroughly enjoyed this year's Vettes to Vets event! Looking forward to the new season and more activities.

Below are two links that show the car and its condition:

Interior/Exterior and Engine:

<https://youtu.be/RtI7k0p4uIU>

Undercarriage:

<https://youtu.be/VwNmEqLvlsA>

Regards,
Brent and Paula AuCoin

Save the Dates

✚ Spring Fling Judging Clinic	May 17 th
✚ Spring Fling	May 25 ^h (Rain date: ?)
✚ Tilton Veteran's Home	June ? 2:30
✚ Club Picnic	July ?
✚ CCRI Corvettes by the Sea	August 2 nd
✚ National Corvette Caravan Reunion	September 3 th - 5 th
✚ Great Bay Driven to Make a Difference	September ?
✚ Vettes to Vets	September 27 th
✚ Castle in the Clouds Picnic	October ?
✚ Tilton Veteran's Home	December ? 2:30

Please keep these in mind when making your summer plans as we enjoy seeing each of you have fun with Corvettes.

Coming soon I will have monthly calendars that have car show, cruise-ins, and other events of interest.

Stay Tuned for more information.



Solved the Storage Problem!

Surviving New England Winters

by Allie DeCampo

Why do we choose to live in New England year round when many of our friends are sipping sangria and playing Mexican Train on a beach all winter? Of course, the answer to that question is quite obvious; it's simply in our DNA. Our internal clock is set in harmony by the rhythm of the changing seasons. The beautiful red and orange glow of autumn surrounding the mountain of firewood we'll need just to stay warm. Awakening to a magical glittering snow-covered landscape after an overnight blizzard knocks out our electricity. Delighting over the first signs of spring with crocus popping up through the mud and hungry birds devouring the grass seed we just sprinkled all over the bare spots on our lawn.

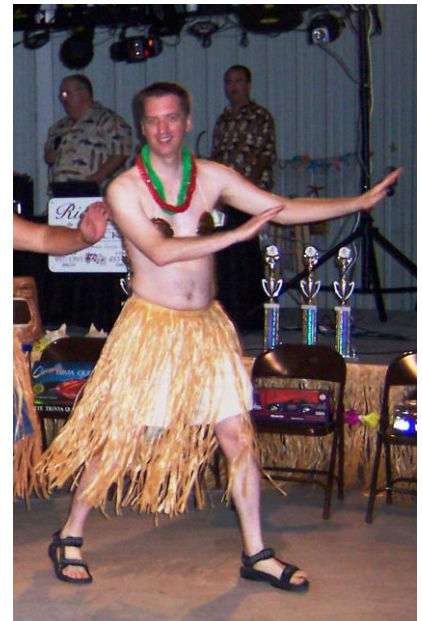
But...just in case your appreciation of minus degree temperatures and frigid snow and ice begins to wane, here are a few suggestions for activities to catapult you right out of those winter doldrums.



Be a Cow



Wear Matching Aprons



Learn to Dance

But if all else fails...



Book a flight and join your friends!



GCCC Recent Activities



Members of
Gate City Corvette Club
shopping to fulfill the
Christmas wishes
of families in need.



Photos provided by Tom Stewart

Ice Cream Social at the Tilton Veteran's Home



Photos provided by David Osgood

Someone Stole the Wheels off This C8 Corvette

<https://www.caranddriver.com/news/a30643038/chevy-corvette-c8-wheels-stolen/>

By Joey Capparella
JAN 23, 2020

Someone sent us a photo of this C8 Corvette with its wheels and tires stolen. The car was parked on the street in Detroit, Michigan, in a neighborhood called the West Village. We assume this is a GM-owned car, as the C8 isn't on sale yet at Chevy dealerships.

Looking for a set of Corvette C8 wheels and tires at a steep discount? Check Craigslist in Detroit, because we can verify that there's a set missing from this black 2020 Chevy Corvette C8 that someone spotted on the street in the West Village. The poor mid-engined Corvette is now sitting on cinderblocks with its rear end resting on the ground, so it's likely that the criminals inflicted some damage in the process of swiping the wheels.

Wheel thefts are common enough, especially for high-end vehicles with expensive rims. We had a set of wheels and tires stolen off a Ford Fusion test car in 2014. After all, a set of new Corvette tires—even a set of all-seasons like on this car, which appears to be a non-Z51—costs around \$1000 alone, and the wheels are likely worth thousands more on top of that.

Oh, and if you're thinking of buying a Corvette C8 yourself, let this be a lesson to opt for the wheel locks that cost \$90 from Chevrolet. You can even get black-painted wheel locks for an extra \$30 on top of that. Trust us, it's worth it.



Article contributed by David Osgood

We Put Snow Tires on a Corvette and a Porsche to See How They Handle Snowy Roads

<https://www.caranddriver.com/features/a25409822/corvette-porsche-911-snow-tires-winter-safety/>

Can advances in traction aids and winter tires turn high-powered sports cars into year-round Snowbelt rides?

By Daniel Pund

It's no surprise that our sports cars were hobbled by the snow; all vehicles are. But the benefits that sports cars bring to the dry pavement—handling balance, ready power, proper steering—also apply in the winter. They're still more fun to drive than a regular car, even in a low-mu environment. That's particularly true of the Porsche. But old To those of us who endure Michigan winters, with their coatings of dirty slush and skies the color of raw aluminum, the harbingers of spring are keenly cataloged. In grade school, we were taught to be on the lookout for the return of that prodigal son of the avian world, the robin. To the frostbit and vitamin D deficient, the presence of the orange-breasted bird inspires hope that light and warmth will indeed return eventually.



Birds are nice and all. But, for us, the ultimate sign of spring is catching sight of the year's first Corvette. Thirty years ago, nobody drove their Corvettes in the winter. Not in the upper Midwest, anyway. Nobody. No, winter was the season when you broke out the old Plymouth Volaré and mounted big gnarly snow tires on the rear (steering fidelity is a modern fascination).

But these days, well, most people still don't drive their Corvettes in snowy-region winters. But some do. A few. We do. For more than a decade, technology has been chipping away at the reasons to hibernate your sports car. Anti-lock brakes begat traction control, which begat stability control, which made better use of available traction. Concurrently, development of non-knobby, non-studded winter tires (you're not supposed to call them snow tires anymore, except that everyone in the Snowbelt still does) improved traction on snow and ice, increasing not just performance, but comfort.

More recently, carmakers have been active participants in co-developing winter tires for their sports cars. Porsche offers several winter tires in varying sizes (and from various brands) for the 911 and the 718. You can order a Bridgestone Blizzak package from Aston Martin for your DB11. And in 2017, even McLaren got into the game, announcing factory-spec Pirelli MC Sottzero 3 tires for the 570 models.

McLaren couldn't make a 570S available on snow, er, winter tires for our test. So, we got a bright-yellow base 911 Carrera wearing 19-inch Porsche-spec Pirelli Winter Sottzero Serie II rubber. Next, we grabbed the

key to our long-term Corvette Grand Sport, which was shod with absurdly wide Michelin Pilot Alpin PA4 winters, and headed north for 550 miles through periodic snow squalls to the city of Calumet in Michigan's Upper Peninsula. The area gets 200-plus inches of snow annually, an amount we reckoned was more than adequate for our winter-tire-testing purposes. There we would spend a full day at the Keweenaw Research Center (KRC) proving grounds evaluating our snowshoe-shod sports cars. Part of Michigan Technological University, KRC operates as a full-service test facility for a number of carmakers and their suppliers; it includes circle tracks, slippery grades, an ice rink, four snow-handling courses, and just some big flat expanses of whiteness.

Our aim was to determine whether advances in traction aids and tire technology could make what was once unthinkable—i.e., driving a mega-horsepower sports car over the long, snowy haul—somehow reasonable. Our daylong trek to the proving grounds suggested that they could. Even on unplowed highway sections, traveling at extralegal speeds, we felt as comfortable and safe as we would driving one of the countless Chevy Tahoes we passed.

Our low-slung sports cars, though, traveled directly in the slushy spray of the SUVs. Decent windshield wipers and a full tank of washer solvent meant that once free of the spray, our visibility was fine. By the time we hit the U.P., the Porsche had grown a most luxuriant dirty-slush beard.

Our first order of business was KRC's Handling Course No. 4, a 0.9-mile packed-snow serpent bordered by three-foot-tall walls of the white stuff. The 911, even without the company's all-wheel-drive system, felt right at home here. We completed a few familiarity laps with its stability- and traction-control systems fully engaged. While that is indeed the safest way around the course, it was also the slow and frustrating way. With 62 percent of its weight over the 295/35R-19 rear Sottozeros, the Porsche could put down a steady stream of torque through the snow. And despite its rearward weight bias, it handled neutrally, laying down smooth slides and carrying more speed through the corners than we initially thought possible. Its best lap of 1:28.5 was almost seven seconds quicker than the Corvette's. It averaged 37 mph, two higher than the Corvette, and touched 53 mph on the front straight, four higher than the more powerful Chevy. So good was the 911 around the snow course that we returned to the handling track when the rest of our testing was done and ran laps in it until KRC closed at dusk.

The Corvette Grand Sport was an altogether trickier thing to usher around the course. We scrolled through the various layers of Chevy's Performance Traction Management system, trying progressively more-permissive settings, but regardless of mode, we could not coax the Corvette to 911-challenging times. With all systems off, the Vette turned its best lap of 1:35.2 with an average speed of 35 mph and a top speed of 49. The Michelin Pilot Alpin PA4 is a fine tire, but the Grand Sport's steamroller-width rears (335/25R-20) were not able to put the power to the powder. The lower top speed is due to the careful throttle application required to keep the car in line exiting the final icy bend before the front straight. The Corvette desperately wanted to rotate, and taking a lap in it required constant vigilance to steering and throttle inputs. And while we don't anticipate owners will be running laps around snow courses, the behavior there is applicable to road manners. Maybe there's a reason that, even now, most Corvette owners garage their cars in the winter. According to TireRack, of all the tires it sold in the past year for C5 through C7 Corvettes, only 1 percent were winters. The company sells about six times as many winter tires for 911s. Also, Chevy didn't co-develop the Alpin PA4 with Michelin. But it is the winter tire it recommends for the car.

The Corvette's performance on our snow-braking and snow-skidpad tests implicate the Michelins. In 40-to-zero-mph braking, the Corvette's 213-foot stop trails the 911's impressive 169-foot performance by 26 percent. Likewise, the Corvette could post only 0.25 g on the skidpad to the 911's 0.28 g. Once we returned to dry pavement by our Ann Arbor headquarters, we ran the cars through the same braking and skidpad tests while wearing both their winter and summer tires. In the dry, where its big footprint was an advantage and not a detriment, the Corvette stopped in slightly shorter distances from 40 mph (53 feet on winters and 41 feet on summer tires) than did the 911 (56 feet on winters and 43 feet on summers).

Also, near the end of our roughly 20-degree test day, the Corvette's front-left caliper froze solid to the rotor. In fairness, we did repeatedly wash the cars before entering the test facility so as not to drag road salt onto the pristine surfaces. As we started towing the car to an on-site garage, we heard a loud kaboing from the front as the brake pads gave up their icy grip. The Porsche, which we washed the same number of times, had no such problem.

habits die hard and, as the numbers suggest, only the most dedicated of drivers will fit winter tires to their sports cars. Most likely, the arrival of the first Corvette in spring will remain a reliable harbinger for some years to come.

From the December 2018 issue

Marc Urbano Photo Car and Driver



Article submitted by Alan Factor

PUBLISHING & ADVERTISING

PUBLISHING INFORMATION – The next article/ad submission date is **February 20, 2020**

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 20th 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
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(603) 494-8047

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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:

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<i>½ page</i>	<i>\$100/year</i>
<i>Full page</i>	<i>\$150/year</i>

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Membership Director	Tony Centrella	(603) 321-7546	allertnec@gmail.com

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Thank you MacMulkin Chevrolet



Gate City Corvette Club is one of the hundreds of Corvette clubs throughout the United States and Canada. The purpose of GCCC is to make being a Corvette owner more fun. GCCC meets at 7:00 pm the second Friday of the month at MacMulkin Chevrolet, 3 Marmon Drive, Nashua, New Hampshire.