



# Stress Kracks

## Gate City Corvette Club

MACMULKIN CHEVROLET  
3 Marmon Drive  
New England Auto Village  
Nashua, NH 03060

Sponsor of  
Gate City Corvette Club



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

April 2020

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## First Word

We had a good crowd at our last meeting. Our members have done a great job making plans for Spring Fling.

Since then, we have been dealing with something we were not expecting and have never before experienced. Life, as we know it, has been changed in a way that we will not soon forget. On the brighter side, spring has arrived and that's a good thing!

Of course, the first priority is keeping everyone safe and healthy. As a result, the date of our next meeting is uncertain. In the meantime, we can keep in touch with one another and continue to make our plans for the future.

*Dennis Corrigan*



Soon to be seen on a road near you...

**GATE CITY CORVETTE CLUB PRESENTS**

# **40TH ANNIVERSARY SPRING FLING 2020**

**SUNDAY MAY 24, 2020**

**[RAIN DATE MAY 31ST]**

**LOCATED AT THE ANHEUSER-BUSCH PLANT IN MERRIMACK, NH**



- First New England Point Judged Show for 2020
- Pre-Registration Fee: \$25 by May 1  
\$30 after May 1
- Checks should be made payable to:  
Gate City Corvette Club/GCCC
- Send Check to:  
Georgia LeBlond  
63 Endmoor Rd  
Westford, MA 01886
- Coupes and Roadsters judged separately
- 47 Classes - 150+ trophies for Show, Super Street, Street, and "Best of" Awards
- Goodie bags for first 200 cars!
- Silent auction table including 2 General Admission 4-Day Passes to Barrett Jackson

## **REGISTRATION**

**8:00 AM - 11:30 AM**

Music, food, Anheuser-Busch brewery  
tours & gift shop, and much more!



**DESIGNATED CORRAL PARKING AVAILABLE TO NON-PARTICIPATING CORVETTES AND  
OTHER CLASSIC VEHICLES (\$10 DONATION)**

For More Information: [events@gccc@gatecitycorvetteclub.com](mailto:events@gccc@gatecitycorvetteclub.com)  
<https://gccc.springfling.shutterfly.com/>  
or call Dean Gagne 1-603-472-3524

## **DIRECTIONS**

Anheuser-Busch is located at 221 Daniel Webster Highway in Merrimack, New Hampshire  
Take Route 3 (Everett Turnpike) to Exit 10 (Industrial Drive)  
Go East to Daniel Webster Highway, and go left (North) to Anheuser-Busch on right.





### *Message from the Veep...*

Well, spring is here, and it started with a light snow falling on my yard. I think it's a hallmark of the uncertain time ahead of us this year, and what impacts it will have to our Corvette season. I'm looking forward to the weather getting warmer so I can throw open the garage and get out there to start some beginning season work on BUHBYE. I can practice my social distancing and still get a lot of necessary work done in getting it waxed and ready for some drives.

Our internal club events will mostly be on a hiatus right now as we wait for guidance on gatherings to change. But keep in touch through our email lists, sharing information on our Facebook page, etc. Now might be a good time to order that part you've been putting off getting, since we'll have lots of time to go in the garage and get it installed!

Everyone stay safe, and remember to wash your hands!

*-Larry S "The Veep"*



### That Poor Vette...

Larry Shields



In February there was an event in Houston, TX that could have created quite the memorial of poor Vettes. An explosion across the street flattened much of the two 3,000 ft. storage areas where Houston Corvette Services stored the cars they were restoring. While everyone feared the worst, it turns out all the cars – while damaged – will survive to be repaired once again. Estimates are that it will take between \$300k to \$400k to fix them all back up again.

Hello ALL,

We had 22 people in attendance for our March meeting. We started promptly at 7:00 PM. Tony started the meeting with a list of those celebrating March birthdays. Dave Hill updated the list of upcoming events. He also read a thank you letter from The Nashua Soup Kitchen. Dean read the treasurers report and it was accepted.

Larry Shields talked about autocross events that are changing due to new ownership of the facilities. Larry reached out for suggestions for activities. Alan Factor, our resident idea man, brought up the May 3rd cruise, Block Island and Cruise night at Patriot Place, Foxboro. Dennis attended the meeting at Corvette Mike's last weekend with many other clubs.

Spring Fling was next on the agenda with Dean reviewing trophies, coffee travel containers, memento pens, printed posters and feather flags. The Spring Fling committee will have another meeting prior to our April meeting. Dean will send out an email announcement. Kevin and Georgia are busy with website and taking pre-registrations. Thank you. Dave Hill did speak to Tommy prior to the meeting and he offered the full support of MacMulkin Chevrolet and the hope of having a C8 at our event. We are all focused on the Spring Fling goal and our team is ready. Let us all hope this current situation gets resolved quickly so our lives become normal again.

The meeting was adjourned at 8:00 PM

David Osgood,  
The Secretary

## Member News

As of April 30th we will be moving to Rugby Road in Nashua. We want to be closer to all our friends who live in the great state of New Hampshire. We also took the car out of storage and have been enjoying some of the nice days we have had driving around town.

All the best,

Tom & Liz



## 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](mailto:allertnec@gmail.com)

75 Members – 4 Honored – 4 Honorary

### Join us in celebrating the April birthdays



Dennis Corrigan	4/5	Bob Gearin	4/17
Brad Davis	4/5	Larry Shield	4/24
Linda Davis	4/10	Sue Wood	4/26
Carol Whittier	4/13		

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](http://Mavericksstitchandscreen.com).

## Save the Date

❖ Leda Lanes Bowling & Grand Buffet – <b>Postponed</b>	March 21	3:30 pm
❖ Dust of Cruise	May 3	8:45 am
❖ Spring Fling Judging Clinic	May 17	9:00 am ?
❖ Spring Fling	May 24	7:00 am
○ Rain date:	May 31	7:00 am
❖ Tilton Veteran's Home	June 7	2:30 pm
❖ Kimball's Lancaster Cruise	June 12	3:00 pm
❖ Block Island Cruise	June 14	7:00 am
❖ Bass Pro Shop Cruise & Dinner	June 18	2:45 pm
❖ Club Picnic	July ?	?
❖ CCRI Corvettes by the Sea	August 2	9:00 am
❖ Corvettes at Carlisle	August 27 – 30	
❖ National Corvette Caravan Reunion	September 3 – 5	
❖ Great Bay Driven to Make a Difference	September ?	?
❖ Vettes to Vets	September 27 ?	
❖ Castle in the Clouds Picnic	October ?	?
❖ Tilton Veteran's Home	December ?	?

Please keep these dates in mind when making your summer plans as we enjoy seeing each of you regularly. Remember to always have fun with your Corvette(s).

The monthly calendars are here. Please be sure to confirm the dates and times of any event you plan to attend.



# MAR 2020

SUN	MON	TUE	WED	THU	FRI	SAT
01	02	03	04	05	06	07 Corvette Events Planning Meeting
08	09	10	11	12 <a href="#">Gate City Club Meeting</a>	13	14
15	16	17	18	19	20	21 <a href="#">Bowling and Dinner</a>
22	23	24	25	26	27	28
29	30	31				

Weekly Cruise Nights						

# APR 2020

SUN	MON	TUE	WED	THU	FRI	SAT
			01	02	03	04
05	06	07	08	09	10	11
					<u>Gate City Club Meeting</u>	
12	13	14	15	16	17	18
						<u>Detail Clinic @ Corvette Mike's</u>
19	20	21	22	23	24	25
<u>Bay State Autocross</u>						
26	27	28	29	30		

## Weekly Cruise Nights

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# MAY 2020

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[Blessing of the  
Corvettes  
Corvettes and  
Coffee](#)

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[Gate City Club  
Meeting](#)

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[Corvette Club of  
West MA](#)

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Spring Fling  
Judging Clinic

Spring Fling Field  
Setup

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[Spring Fling](#)

[Bar Harbor Tour](#)

[Bar Harbor Tour](#)

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[Spring Fling Rain  
Date  
Bar Harbor Tour](#)

## Weekly Cruise Nights

[Murphy's  
Taproom  
Bedford](#)

[South Shore  
Corvette Club](#)

[North Shore  
Corvettes of MA](#)

[Kimball Farm  
Eddies 529 Club](#)

[Cruzzin' Dreams  
Hotrod City](#)

[Kimball Farm  
Target Cruise  
Night](#)

# JUN 2020

SUN	MON	TUE	WED	THU	FRI	SAT
	01	02	03	04	05	06
						<a href="#">Goffstown Rotary Car Show</a> <a href="#">Corvettes and Coffee</a>
07	08	09	10	11	12	13
			<a href="#">Back to the Beach</a>	<a href="#">Gate City Club Meeting</a> <a href="#">Back to the Beach</a>		<a href="#">Back to the Beach</a>
14	15	16	17	18	19	20
<a href="#">Back to the Beach</a> <a href="#">CT Military Corvette Club</a>						<a href="#">Corvette Club of West MA Three Charity Car Show</a>
21	22	23	24	25	26	27
<a href="#">Bay State Autocross</a>		Lorenzo's All Car Cruise Night				
28	29	30				

Weekly Cruise Nights						
<a href="#">Murphy's Taproom Bedford</a>	<a href="#">South Shore Corvette Club</a>	<a href="#">North Shore Corvettes of MA</a>	<a href="#">Kimball Farm Eddies 529 Club</a>	<a href="#">Cruzzin' Dreams Hotrod City</a>	<a href="#">Kimball Farm Target Cruise Night</a>	

# JUL 2020

SUN	MON	TUE	WED	THU	FRI	SAT
			01	02	03	04
05	06	07	08	09	10	11
				<a href="#">Gate City Club Meeting</a>	<a href="#">Corvettes and Coffee</a>	
12	13	14	15	16	17	18
<a href="#">Club Corvette of CT Moroso Show</a>						
19	20	21	22	23	24	25
<a href="#">NSCM Fuzzy Dice Run</a>						
26	27	28	29	30	31	

Weekly Cruise Nights						
<a href="#">Murphy's Taproom Bedford</a>	<a href="#">South Shore Corvette Club</a>	<a href="#">North Shore Corvettes of MA</a>	<a href="#">Kimball Farm Eddies 529 Club</a>	<a href="#">Cruzzin' Dreams Hotrod City</a>	<a href="#">Kimball Farm Target Cruise Night</a>	

# AUG 2020

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[Corvettes and  
Coffee](#)

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[CCRI Corvettes By  
the Sea](#)  
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[Corvettes at  
Carlisle](#)

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[Corvettes at  
Carlisle](#)

## Weekly Cruise Nights

[Murphy's  
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Corvettes of MA](#)

[Kimball Farm  
Eddies 529 Club](#)

[Cruzzin' Dreams  
Hotrod City](#)

[Kimball Farm  
Target Cruise  
Night](#)



# SEP 2020

SUN	MON	TUE	WED	THU	FRI	SAT
			01	02	03	04
				<a href="#">NCM Caravan Reunion</a>	<a href="#">NCM Caravan Reunion</a>	<a href="#">NCM Caravan Reunion Corvettes and Coffee</a>
06	07	08	09	10	11	12
				<a href="#">Gate City Club Meeting</a>		<a href="#">Corvette Club Western MA Car, Truck, Bike Show</a>
13	14	15	16	17	18	19
<a href="#">CT Classic Car Show Jets and Vettes</a>						
20	21	22	23	24	25	26
27	28	29	30			
<a href="#">Vettes to Vets Vettes at the Beach</a>						

Weekly Cruise Nights						
<a href="#">Murphy's Taproom Bedford</a>	<a href="#">South Shore Corvette Club</a>	<a href="#">North Shore Corvettes of MA</a>	<a href="#">Kimball Farm Eddies 529 Club</a>	<a href="#">Cruzzin' Dreams Hotrod City</a>	<a href="#">Kimball Farm Target Cruise Night</a>	

# OCT 2020

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[Corvettes and  
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## Weekly Cruise Nights

[South Shore  
Corvette Club](#)

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# TIME CAPSULE

## 1955 Corvette That Runs and Drives Like New

<http://www.superchevy.com/features/1603-time-capsule-1955-corvette-that-runs-and-drives-like-new>

Scotty Lachenauer Mar 28, 2016

The ever-rambling Rose Guiliano was the talk of the town. And there was quite a good reason for all that conversation. You see, the flamboyant Florence, Colorado, resident was always out and about, cruising the streets of the small Rocky Mountain municipality in a pretty rare piece of automotive history. Her daily means of transportation: a beautiful, all-original '55 Corvette, "lent" to her by her son Joe. And the reason why the Corvette was in her possession is a story within a story, as her son Joe decided not to take the sports car with him when he moved across the border to neighboring Canada. And that was just fine with her, as the stunning white roadster was never a thorn in Rose's side. She was more than happy to care for the orphaned 'glass Chevy while her son was on an extended stay outside of the country.



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### Backstory

with Joe's ride from the moment he laid eyes on it. Joe knew Joe Guiliano received the Corvette as a high school graduation gift from his parents, Rose and Joe Sr. The car was purchased new October 31, 1955, from Vendetti Chevrolet, right there in their hometown of Florence. The dealer cost was \$3,045.00, less the \$495 credit for a trade-in on a '47 Mercury. Joe immediately took to the beautiful roadster and used the flashy new ride to cruise the beautiful backroads of Colorado during that post-high school summer, knowing quite well that college was just a few months off in the near future.

That fall, Joe began his studies at the Kansas City Art Institute, majoring in Industrial Design. After graduation, work called, and Joe went off to San Francisco for a few years, leaving the '55 with his parents for safekeeping. After that brief stint in California, Joe once again found himself back in Colorado, getting a Master of Fine Arts, at nearby Denver University.

During this time Joe started to teach at Southern Colorado State University in Pueblo. It's there he met and befriended Russ De Salvo, a student in an art class he was instructing. The two bonded over their interest in all things automotive. And needless to say, Russ was quite smitten he always had an interested buyer in Russ just in case he ever needed to let the car go in a hurry.

So Rose drove the Corvette, and drove it often. She was seen frequenting the neighborhood locales, tooling down the streets and byways; her silk scarf blowing in the cool breeze generated by the peppy performer. She would consistently hit the grocery stores, the local high school athletic games and every single parade thrown in her extended area. Over

the years, she logged tens of thousands of miles in the roadster, and just couldn't get enough of the sporty 'glass runabout.

Funny thing about that though was the fact that Rose had a brand-new Ford Thunderbird sitting in her driveway ... the long and luxurious ride underused and underappreciated for the duration of its stay. "But I look COOL driving in the Vette," was the typical answer she gave when asked why she regularly gave the cold shoulder to the pristine Ford sedan. This sprightly matriarch just loved being seen and admired by her friends while she was out cruising the local streets in the sporty drop-top Chevy.

Of course, Rose was frequently hounded to sell the car. She was stopped by collectors and hot rod hoarders daily, just looking to make a quick deal on the double-five Chevy. She was even offered a brand-new car by the local Chevrolet dealer, in exchange for an "even" trade-in. "No deal," was always the response these eager trophy hunters would get from the keen grandma. And interestingly enough, her endgame was to be buried in the Vette when her time on this earth was up. Her request was recorded and then denied by the state of Colorado.

One summer, Joe got the chance to rally race the Corvette in a local event. He painted temporary stripes on the sports car and entered it in the Continental Divide Rally, a popular SCCA-sanctioned race. The racers took on the tricky backcountry roads of the state, cutting a course that weaved through the ominous peaks and valleys of the Colorado Rocky Mountains. Joe, along with a copilot friend, took on the event that spanned two long days of pretty challenging driving conditions. The youngster and his Corvette did well, finishing sixth in their class.

By the late '60s Joe felt he needed a change in scenery. The turbulent times here in the U.S. didn't agree with him in the least, so he made plans to seek greener pastures outside the United States. So, in 1969, he packed his belongings and said goodbye to his family and friends. He handed the Corvette's keys to his mom and headed to his new home just north of the border in Canada. That would be the last time Joe stepped foot in the U.S. for quite some time.

### **Rose's Fade**

In her later years, Rose's health started to decline rapidly. Joe came back to the States to get his mother the help she needed. He found suitable arrangements for her in a nicely kept nursing home when she was no longer able to properly take care of herself. The house was sold and her possessions were inventoried. Her driving days were officially over.

Then and there, Joe decided to send the Corvette off for safekeeping, as the car sharks were closing in on the '55; and waiting for a possible sell-off. Everybody from the car's mechanic to Joe's relatives were all interested in buying the car. But Joe wasn't ready to part with it just yet ... but unfortunately; he didn't have the space for it across the border. He decided to contact his good friend Russ.

He asked Russ if he would take in the Corvette and hold it for safekeeping until he decided its fate. He was honest with the soon-to-be caretaker, telling him that he was not going to sell the car until Rose passed on. But if he did sell, Russ would be the first in line. That wasn't a problem, as Russ was more than interested in purchasing the car for his own.

So Russ hid the car away from prying eyes in his garage outside of town. For three years the car sat as Rose lived out her life. When she passed on, Joe offered ownership of the Corvette to Russ for an undisclosed price, to which he full-heartedly agreed ... and much to the chagrin of the many jealous suitors.



## Bottom Line

What Russ acquired was a stock, unmolested example of one of just 700 '55 Corvettes built. It's covered in its original antiqued skin of Polo White, which was by far the most popular color choice that year, with nearly half of them built in that bright hue. The red interior was also the most prevalent color package picked that year, and Russ' car is still shod in its OEM rosy-colored vinyl.

Under Rose's possession, the car was well cared for and maintained. The paint is showing its age but has a pleasant patina and still looks engaging on any cruise night. The interior has stood the test of time, and has held together well over the last 60 years. Seat covers, door panels and even the carpet are all original to this car, though the latter is tattered and battered on the driver side. But Russ doesn't have the heart to replace it. "It's only original once," is the motto he lives by. The door windows are present and stashed in the original pouch in the trunk. Even the convertible top is its born-with piece; a pretty amazing feat all by itself. And yes, it keeps the water out!

This one was also built with the "new for '55" 265ci V-8, which pumped out 195 hp at 5,000 rpm. A two-speed Powerglide does the shifting for the roadster. Like most Corvettes from this model year, this car is packed with the few options available. Fifteen-inch whitewalls, turn signals, windshield washer and heater are some of the bare bones included with this first-generation 'glass Chevy.

The numbers-matching engine has had a rebuild over the years. New rings and rods and a valve job freshened this little V-8 right up. It has 120 pounds of pressure in all cylinders. It's still dressed in its original chrome air cleaner and valve covers, though the chrome spark plug shielding has disappeared. To its credit, many of the items that usually fell to the ravages of time—like the clear license plate cover and trim and the chrome parts and bumpers—still look great to this day. The car's odometer shows just 119,000 miles, 4,000 of which has been put on by Russ over the years. The car purrs like it did when Joe first received it back in 1955. Russ has made sure to keep up with all the mechanicals. The original drum brakes work flawlessly and the drivetrain gets regular check-ups. In the trunk, the original BFGoodrich spare still sits where it was placed 60 years ago. Overall, the car has aged well over the course of 60 years; still one beautiful gem tucked away in the hills of Colorado.

This car stands as a time capsule: a fine, unrestored example of a first-generation Vette, kept up and driven often by its present-day owner. Russ and his wife, Carolyn, are now the entrusted keepers of this ride, ready to preserve and protect the car, and to keep it out of harm's way for the next generations to behold.



Article submitted by Alan Factor

# CORVETTE ROAD TRIP

## Icons of America: Taking a Corvette Road Trip along Route 66

By Mike Richard

August 7, 2019

<https://www.themanual.com/auto/2019-chevrolet-corvette-ride-route-66/>



“We are go for launch ... Ignition sequence start.” In light of the recent 50th anniversary of the Apollo mission, it’s hard not to imagine NASA flight command in your ear when turning over a Corvette. Depressing the ignition button for the first time feels like powering on the first shuttle to Mars, or so I imagine. The quad exhaust snarls to life with a roar before quieting to a rumble that keeps the chassis in a constant shake at idle. Feathering the accelerator, it’s clear that this is not a car that’s built to stand still. It’s loud, it’s chaotic, and there’s the sudden recognition that I’ve summoned more raw horsepower than humankind was ever meant to reasonably handle. I curl my fingers around the steering wheel while my girlfriend feverishly snaps Instagram photos of my reaction. Apparently, I’ve never smiled quite like this, and she’s both excited and nervous.

Since its 1953 debut, this is a moment every first-time Corvette driver experiences. It’s the realization of something special, something difficult to put into words. There are decades of legacy, ingenuity, pride, and craftsmanship under the hood. Henry Ford revolutionized the world with the Model T, providing the common man with a reliable means of personal transportation. But, with Corvette, Chevy went well beyond practicality. It created the first American car that resonated with drivers on a deep, emotional level. Cars no longer needed to be just functional workhorses for grocery runs or getting to and from the office. They had

soul. They could be legitimately fun. In that way, the Corvette is not just the most iconic American sports car, but the most iconic American car period.

Because Chevy was kind — or crazy — enough to provide us with a loaner, we happily obliged. Our test chariot was a 2019 Corvette Grand Sport Coupe in Torch Red because Prince taught us that's the only way to fly. Under the hood: a beastly, 6.2-liter Small Block aluminum V8 controlled through an 8-speed automatic transmission with paddle shifters. The upgraded tester included the Grand Sport Performance Package with a sport suspension, magnetic ride control, massive run-flat tires, and a multi-mode performance exhaust. By the numbers, that all shakes out to 460 horsepower and 465 pound-feet of torque that propel the 'Vette from 0-60 in just 3.6 seconds.

We're fortunate to live in Oklahoma, which claims the longest remaining driveable stretch of Route 66. What better way to experience this American automotive icon than on America's most iconic road? As luck would have it, after a month of rain, storms, tornadoes, and biblical floods, the weather broke for us on our first day out of the garage. We peeled off the Corvette's Targa top under a cloudless sky, and the drive suddenly looked a whole lot sexier. We set a GPS course west out of Tulsa.

Google immediately presented us with a safe, sensible, and efficient route — none of the things we were looking for. Like the Corvette, modern-day Route 66 is not exactly practical or efficient. These days, it's a meandering route for road-trippers who appreciate the fine art of getting lost and the journey as much as the destination. Unfortunately, while Google Maps provides for avoiding tolls and highways, there's no option to "avoid boring roads." But, a few minutes of GPS wrangling later and we were on our way.

Minutes from home, we found ourselves alone at a traffic light with Route 66 laid out wide and hilly before us. I stabbed the accelerator off the line and felt an instant suction into the firm bucket seat. The car launched forward as though we'd been rear-ended by a cement truck. I eased off the gas after the few seconds it took to hit the posted speed limit. It's the sort of raw power that can turn a grown man giddy. Driving a street-legal race car, especially through the suburban streets of middle America, is an impossible dream for most. That day, with the sun in our eyes, wind in our hair, and Willie Nelson on loop, we were living that dream.

Like all good things, Route 66 has slowly succumbed to decades of modern "progress." The one-time bustling freeway has become a patchwork of stoplights, random detours, and road construction. Less than a minute off our straight-line acceleration test, another stoplight. I mashed the brake pedal. The near-immediate stop felt like pulling the parachute ripcord on a top-fuel funny car. The Corvette's massive, ceramic Brembo brakes slammed us to a halt more than 50 feet ahead of the stop line. It's a wonder that helmets and five-point racing harnesses aren't standard. Thankfully, again, we were the only car within sight.

We arrived at our first stop in Sapulpa, a sleepy Oklahoma town peppered with Route 66-flavored Americana. The iconic Gulf Gas Station near the center of town has been lovingly restored with vintage gas pumps, original neon signs, and an oversized "ROUTE 66" highway sign on the roof. Minutes later, we spotted the top of the "World's Largest Gas Pump" at the Heart of Route 66 Auto Museum. Beyond that was the iconic Rock Creek Bridge, a rickety, wooden, World War I-era crossing that seems better suited for foot traffic than actual cars. These were the picture-perfect Mother Road relics we were seeking.

The drive is about embracing the retro kitsch and the gaudy roadside attractions of a bygone travel era. We were heartened to find that, even in the face of fifty years of so-called progress, much of that kitsch remains.

We stopped for lunch in Stroud, Oklahoma at Rock Cafe, a no-nonsense joint. They've been slinging amazing hamburgers the same way on "Betsy" — an 80-year-old grill that's seared more than five million patties — since the cafe opened in 1939. Back at the parking lot, the owner of a tricked-out Nissan 370Z and I exchanged admiring glances and nods at our respective rides. Clearly, I was accustomed already to life as a Corvette "owner."

On the road west out of Stroud, the small towns, stop lights, and Corvette admirers gave way to farms, cow pastures, and the idyllic, wide-open spaces for which Oklahoma is known. While speeding blissfully past golden fields of grain under a bright blue sky, it was easy to imagine how earlier generations of top-down Corvette owners might have felt traveling the Mother Road

We slowed into Chandler, Oklahoma for a stop at the Route 66 Interpretive Center. It's far more interesting than an interpretive center might sound as it helps put the road's significance — past, present, and future — into perspective. A few miles beyond that, and we were exploring two-wheeler history at the Seaba Station Motorcycle Museum. We began to see the entire road as a drivable time capsule, as a living museum stretched out over hundreds of miles of American countryside.

Back on the road, we pushed through the last leg of our journey as the sun began to fall. We passed the Arcadia Round Barn — a relic of Oklahoma's 19th-century farm days. It's a curiously popular pit stop given that it's basically just a round red barn. Such is the allure of Route 66. A few miles farther and we reached our turnaround point at Pops 66 Soda Ranch — a retro-modern filling station that symbolizes Route 66's potential future. A 66-foot-tall, wire-and-LED soda bottle marks the entrance. It's an Instagram-worthy nod to the road's many iconic roadside attractions. Inside, visitors can shop hundreds of bottles of craft soda with unusual flavors like bacon, coffee, and ghost pepper.

We gassed up the 'Vette and, for a brief minute, considered taking Interstate 44 — Google's preferred safe, sensible, and efficient route — home. Before we could pull away, two gentlemen old enough to have seen the Corvette's original debut pulled alongside us. With ear-to-ear grins, they whistled and exclaimed something about "Dang, she's a beauty!" I couldn't make out their exact words over the Corvette's snarling exhaust sounds. I shouted to them that we'd just stolen it. We all laughed. For a moment, I considered the implications of my girlfriend and I disappearing across the Mexican border in a stolen, fire red American rocket, never to be seen or heard from again. It almost seemed reasonable ... almost. With the sun now behind us, I hit the gas and we headed east back toward Tulsa to do the drive all over again.

Handing the keys back to Chevy the next day involved a real tug-of-war. It meant a return to my decidedly non-Corvette daily driver. It was also a bittersweet reminder that I was turning in one of the last of the current generation (C7) Corvettes. After the recent bombshell announcement about the all-new 2020 Corvette Stingray, our little red Corvette now seems destined to feel like a "classic" in a few short years. When the new mid-engine C8 debuts early next year, I suppose I'll have to test drive that one too — for research purposes, of course.

Article submitted by Alan Factor



## PUBLISHING & ADVERTISING

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

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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  
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