



Stress Kracks

Gate City Corvette Club

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

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Gate City Corvette Club



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

May 2020

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First Word

I hope this newsletter finds everyone well. We are definitely experiencing unusual times. I look forward to the day we can get back to doing all the things we enjoy as a club.

In the meantime, we had our first GCCC virtual chat via Zoom on April 22nd. It was great to catch up with members who were able to attend. Another virtual gathering will be scheduled in the near future. Thank you to Dave Hill for thinking of this and coordinating.

It's still uncertain when we'll be able to resume our regular meetings or attend planned events. Hopefully, we'll still have time this year to take some day cruises and grab lunch or dinner. We need to get those cars out and put some miles behind us!

Please continue to follow the health guidelines to stay safe. There are lots of good times yet to come.

Dennis Corrigan



To Our Corvette Friends

Our 40th Annual Spring Fling Corvette Show has been postponed until May of 2021. We regret having to make the decision to cancel this year's show, but we want everyone to stay safe and well. We are directing all our efforts and resources into making Spring Fling 2021 our best ever. Until then, we wish you and your loved ones good health. We look forward to seeing you next year!

Gate City Corvette Club

Message from the Veep...

Well, it's going to be a short message for everyone this month. I don't have a lot of updates on events and activities while we're still riding out our self-quarantining at home.

Thanks to Dave Hill for organizing a club gathering on Zoom this week so club members could chat while we can't meet in person. I know there have been some discussions on arranging a "everyone stay in their cars" cruise so we can at least get out and go somewhere – even if we can't hang out and have a nice meal as we would prefer.

Lots of events are being postponed or cancelled – so keep your eyes online for updates as they're being made available. Maybe by the time the next newsletter comes out, we'll have a bit more of an end in sight and can talk about upcoming shows, cruises and events!

Everyone keep safe and save the wave!

-Larry S "The Veep"

"BUHBYE"

My Corvette has gotten bored with waiting at home in the garage and has gone off to find other more interesting houses without me.



That Poor Vette...

Larry Shields



This month's installment begins what will sadly be a trend, as more new Corvettes are delivered. This Sebring Orange C8 was sadly crashed within 24 hours of delivery to its new owners. A black sedan ran a red light and was then T-boned by the Vette. Compounding the misery, the driver of the sedan doesn't have insurance – so it'll be on the owner's insurance to take care of things. The Vette's owner is trying to stay positive, saying "maybe I can get another one next year."

No meeting this past month so nothing to report, but here's a couple of spy photos taken at MacMulkin Chevrolet...



David Osgood
The Secretary

Member News

Allie & Mike have a new rescue grandpuppy named Archie.



The introduction



Best friends already

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 the May birthdays



George Fregone	5/2	Dave Hill	5/21
Carla Lussier	5/2	Steve Rybicki	5/22
Ed Lenzi	5/5	Cheryl Fregone	5/23
Claudia Feidler	5/13		

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.com

A Blast from the Past



Linda & Brad



Carol & Joe



Corvettes Inside



Corvettes Outside

It was year 2000 and something. (Maybe 2006?) Gate City Corvette Club hosted a fundraiser at the Nashua Airport to benefit Corvettes Conquer Cancer. The theme was 50s Sock Hop. We had a great time and the party was a huge success!

"Why I Haven't Been Around Much"

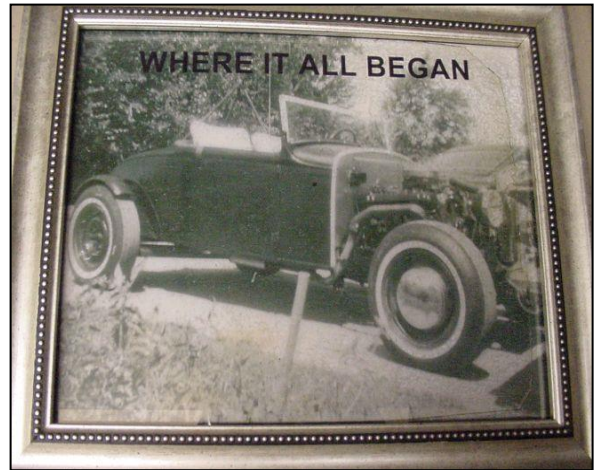
by Al Whittier

When I was 15 years old I built a 1931 Ford roadster as in the old picture. I had hardly any money as a teenager usually doesn't. So I always wished I had built it nice at the time.

Well, that takes me to where I am now. Last year I sold Carol's car to buy the '69 convertible and it took way more time to do than expected leaving little time to devote to the Corvette Club. So...this was going to be the year to get back into the club groove.

Well, I had a chance to sell my red hot rod and I took it thinking there would never be any more!!! Then when I was finally ready to commit to the club again, I did exactly what would never happen again! The unthinkable! Looking on a site that us old hot rodders visit, a 75 year old fellow was selling a 1931 roadster that he built in 1977...just the way I would have liked to have built mine. (He had more money than a 15 year old.) He put 35K miles on that car in 43 years, but never maintained it or even finished it. So again, too much time used to finish the car. It is not perfect, but I wanted to leave it pretty much as it was built.

Now maybe, just maybe, I can be more invested in the club.



DIVERS PULL OUT CHEVY CORVETTE SUBMERGED UNDERWATER FOR DECADES

Amie Williams 9/12/2019

<https://www.msn.com/en-us/autos/classic-cars/divers-pull-out-chevy-corvette-submerged-for-decades/ar-AAHdcTi#image=AAHcYxc|1>

Rumored to be stolen and abandoned between 20-30 years ago. It's like one of those random 3 a.m. thoughts that creep into your head when you can't sleep. How many cars are sitting at the bottom of ponds, rivers, and lake beds? It's probably way more than we realize. Whether it is due to a crash or insurance fraud, these instances seem to be all too common. This is a scene that may make any car enthusiast's heart hurt clench just a little, so viewer discretion is advised. Rumor has it that this Chevy Corvette was stolen either in the late '80s or early '90s, but it is still unsure if it was actually stolen or if it was dumped at a boat launch to commit insurance fraud. The latter may seem more accurate since calls to contact the owner after it was found have been unsuccessful, and they were told he had fled the country.

The Corvette was found about 3 years ago, but the Sheriff's office attempts to pull it to the surface were unsuccessful thanks to lack of equipment to lift the car over a large log. Due to years of silt and muck accumulating inside the car through its open t-tops, the car is much heavier than it would normally be. It is also missing the driver's side front wheel from the last attempt to bring it to the surface. What's even crazier is that this Corvette isn't the only car sitting at the bottom of this boat ramp. A Jaguar and a Beetle were underwater neighbors to the yellow American classic. Although seeing such a potentially beautiful car ruined is heartbreaking, watching the recovery process is quite interesting. Lifters were installed that filled with air and basically lifted the car from the bottom of the river. From there, they attached the tow hooks and slowly brought the car on land.



Article submitted by Tony Centrella

New Corvette ZORA Could Be a 1,000 HP Hybrid

By Joel Patel, Automotive Editor-April 27, 2020

<https://www.carsdirect.com/automotive-news/new-corvette-zora-could-be-a-1-000-hp-hybrid>

Moving the engine to the middle of the Chevrolet C8 Corvette opens up a lot of possibilities for the automaker. Thanks to a massive leak, Hagerty found a General Motors document that obtained a bunch of upcoming Corvette trims that are worth getting excited about.

The internal document reveals that four new Corvette models are in the works: Z06, Grand Sport, ZR1, and ZORA. Other Corvettes have had Z06, Grand Sport, and ZR1 models, but the ZORA nameplate is special for a few reasons. Before we get to that, here are the juicy bits on the other models first.

The Corvette Z06 will come out for the 2022 model year with a 5.5-liter dual-overhead cam (DOHC) V8 engine. Chevy borrowed the engine from the Corvette C8.R and will reportedly be tuned to produce 600 horsepower and 470 pound-feet of torque. The engine in the racecar also has a flat-plane crankshaft, which, if it makes its way to the C8 Z06, should give it a more exotic sound than the muscle-car note we're used to.

The Z06 will be followed by the Corvette Grand Sport for the 2023 model year, which will use the same LT2 6.2-liter V8 found in the regular C8 Corvette. Unlike the regular powertrain, the version in the Grand Sport will feature a hybrid powertrain for 600 hp and 500 lb-ft of torque – increases of 110 hp and 35 lb-ft of torque. Neither the outlet nor the document discusses the specifics of the powertrain, how many electric motors it will come with, or whether it will have all-wheel drive.



For the 2024 model year, Chevy will roll out the Corvette ZR1. What has usually been the top dog in the Corvette family, the upcoming C8 Corvette ZR1 will reportedly come with a twin-turbocharged 5.5-liter DOHC V8 engine. Power will be at an immense 850 hp and 825 lb-ft of torque, making the 755 hp and 715 lb-ft of torque found in the C7 Corvette ZR1 look pedestrian.

If you're looking for the new king of the Corvette hill, you'll have to wait until the 2025 model year, because that's when the ZORA comes out. It will combine the twin-turbo unit from the C8 ZR1 with a hybrid powertrain for a combined output of 1,000 hp and 975 lb-ft of torque.

If the document holds true, Chevrolet is using the C8 Corvette for a lot of firsts. The latest generation of the sports car will see the first time the Corvette features a turbocharged engine and a hybrid powertrain. While Chevy is certainly looking into the future with the C8 Corvette and its advanced powertrains that are in the pipeline, the automaker is also looking to the past for some inspiration.

Zora Arkus-Duntov is known for being the father of the Corvette. He was the sports car's first chief engineer and was also the first individual to picture the Corvette as a mid-engined vehicle. Without him, the C8 Corvette wouldn't have been made. To pay homage to Zora Arkus, Chevrolet will be using the ZORA name on what's shaping up to be the most powerful and advanced Corvette to date.

While we're psyched to see all of the upcoming C8 Corvette models that Chevrolet has in the works, there's a good chance that the coronavirus will delay at least one of these trims. Still, if these numbers are to be believed, they're certainly worth the wait.

Article submitted by Allie DeCampo

Quarantine Diary

Day 1 – I have stocked up on enough non-perishable food and supplies to last me for months, maybe years, so that I can remain in isolation for as long as it takes to see out this pandemic.

Day 1 + 45 minutes – I am in the supermarket because I wanted a Twix.

Chevy Corvette C8 vs. Ford Mustang Shelby GT500:

A Track Comparison

Randy Pobst, Dec 17, 2019

<https://www.motortrend.com/cars/chevrolet/corvette/2020/chevy-corvette-c8-vs-ford-mustang-shelby-gt500-track-comparison/>

Mustang vs. Corvette? Go ahead, pinch your thumb and index finger to the bridge of your nose, squint your eyes, and blink hard. When you look again, the words on the page won't have changed.

Rarely has MotorTrend conducted (or concocted) such a bold comparison. But it's a mad, mad new world we're in now. Forget the Blue Oval's sacrosanct rivalry with Camaro, which had always left the Corvette to chase the elusive, pricier Porsche 911.



Oh sure, the base pony car models will still compete, same as always. But the top-end Mustang GT500 is so excellent it deserves higher-octane competition. The final piece of evidence: The Mustang Shelby GT500 costs more than Chevrolet's new mid-engine Corvette supercar when similarly equipped. Game on.

The C8 Corvette and Shelby GT500 have stirred up more buzz than anything else that's come from the Motor City in recent memory. After decades of teases and concepts, the 'Vette finally slides the engine back in the chassis to join the transaxle aft of the driver's derriere. And after the extremely successful Shelby GT350, which finished a sharply creased second place in our 2019's Best Driver's Car, Ford brought in even heavier artillery with a load more horsepower and torque.

These two contenders offer different kinds of appeal, both inspiring great desire in the high-performance enthusiast world. Both offer capabilities that measure well against far pricier foreigners, without the kind of sacrifices that used to come with the label "Made in America." Gone (mostly) are the long-muttered utterances about cheap features and fixtures, crude handling, and lack of refinement.

Of course, when you look inside these two cars, there's an immediate difference. The Corvette is an American interpretation of a mid-six-figure European supercar; the Shelby has nearly the same interior as that rental Mustang convertible at the Hertz counter at LAX—albeit with better seats and some minor bright work tacked on to disguise its cheesy rotary shift knob and plasticky switchgear. Ford's interior guys still have some work to do before they can declare their Shelby variants to be world-class premium.

But this is not a comparison test for value shoppers who peruse our Buyer's Guide, niggling over inches of legroom and warranty coverage.

This is a track test—the literal interpretation of where the rubber meets the road.

The C8 Corvette has come of age—finally, I might add—with a style and behavior that bring to mind a word like "sophistication." The Corvette's new shape will sit well with the German and Italian exotica in the valet lot at the country club. The Shelby GT500 comes from another, more purely American place, the pony car. But since the arrival of the S550 chassis in 2015, the muscular Mustang and its more powerful derivatives have risen above the hot rods of yore, to compare well with European icons.

The 'Vette excels with exotic appearance, precise and agile handling and balanced power with a nice rush of strong, smooth, jet like urge. The Muscle-tang crushes like a bodybuilder with brains. Its huge forward forces do not overwhelm its chassis, as in many of the beloved classics we've known before.

The C8 Stingray carries a lithe, striking new shape that will grab attention from a block away. Its lines do a terrific job of conveying more of a sense of value and beauty, yet it's still imbued with a half-century-plus of genetic identifiers. I predict this car will generate more than a few "Oh, wow!" reactions from the public long after it has gone on sale.

The Mustang is a beefed-up beast with bulging biceps, based on our well-known sporty coupe. It will light up the pony car crowd, certainly. But among the elites, the Shelby's familiar muscle-bound shape may still result in upturned noses, window-rattling V-8 rumble or not. Where the Mustang scores more points in this contest is in its competence in motion.

At speed, the 'Vette's strongest dynamic assets are described in a list of two: first, low polar moment, and second, forward traction. Chevy engineers have created a machine that benefits in exactly the ways it should: more centralized mass and the resulting rearward weight bias.

The Corvette has long been the bad boy of the racetrack, the Bart Simpson of supercars: rude, loud, cheap, unpredictable, and hard to handle, but fast and fun in its own brash way. Now, the Corvette has finally grown up. The C8 Corvette is more sophisticated, capable, and mature.

When the majority of the weight in a chassis is nearer the center of gravity, the car will change direction more eagerly. Formerly carried way up front under those arching fenders, the big engine actually resisted the steering tires as they tried to pull that hunk of metal around to face the apex of a turn. The amidships engine makes the steering feel responsive, more direct, and more precise. It's less work. The new 'Vette slices its way into a bend in a most delightful way.

Too much, sometimes—and this is the tricky part of the setup. Quick response can overwork the rear tires and create oversteer. In several high-speed tests, and again here at Virginia International Raceway, we have found some of that in the C8's track personality. It really will point to the apex entering a corner and sometimes overdo it and end up sideways, with the widely adjustable stability control switch fully off (thank you for providing us with that choice, Chevy).

But when you apply your American V-8 torque, then you find the greatest improvement in driving the American Sports Car: It puts ponies to pavement. The C8 hooks up. Chevy has taken advantage of placing

the engine over the rear wheels, and that loading successfully creates forward thrust far better than any Corvette before. The new 'Vette launches hard from a slow corner or a stoplight/dragstrip. Check out that 0-60 time, beating cars with far higher power ratings and even some with all-wheel drive. That, my friends, is traction.

In fact, the 'Vette transfers weight rearward so well that it sometimes goes into another kind of slide: understeer. The front loses grip a bit prematurely as a result of the light front loads. What to do? Is it bad? No, but this is a brand-new baby, and there's still something to be learned. We believe we will see the C8 Corvette improve further as the Chevy team learns more about this all-new mid-engine phenomenon.

In street-tuned mode dashing around VIR, the 'Vette revealed deliciously instant steering response. It was quick and stable as I carved into a corner, and it revealed snappy trailing-throttle oversteer when I released the brake. Both are clearly influences of the mid-engine low polar moment.

As I accelerated off slow corners, like VIR's Oak Tree, the C8's ground-gripping traction rockets the car forward, and it remains well balanced even though it feels like it might wheelie. I found a consistent gradual side slip in third and fourth gears exiting faster sweepers. The C8 has more power oversteer at 80 mph than it does at 40, which is unusual.

The new Corvette's braking was strong and stable with moderate nose dive. There was some isolation, if not the degree of e-pedal numbness I feared, and the brakes were cooled with some really nice Z51 brake ducts. Last, there was no more float, better suspension damping, but not harsh.

Crawling under the hood, we then adjusted the C8's suspension to its track settings—which simply comes down to much more negative camber, front and rear. When added to the 8 degrees of caster (the same in Street or Track mode), the Corvette creates camber gain when the wheels are turned, which is especially good for tight turns, and a strong self-centering force for stability and good on-center feel.

High caster will also cross-weight a chassis because the outside wheel swings in an arc upward as the inside wheel swings down. These will both typically work to reduce the understeer that we squawked about in earlier tests.

The effect of the added camber was much improved grip everywhere, reducing but not eliminating traits of midcorner understeer and drop-throttle oversteer and raising speeds with better manners. The basic traits of midcorner understeer and trailing-throttle oversteer were still there, just not as much.

In Track setup, the Corvette's lap times improved by 2 to 3 seconds with less falloff and better grip on a long run. Tying this all together was an eight-speed dual-clutch transmission that worked quite well at full chat, completing the performance of a much improved product. Far more than deserving of the title, this fresh offering is a 21st century new chapter, with more room to improve. One step back with the engine is a giant leap forward for the Stingray.

The GT500, on the other hand, has sprung from the loins of another highly regarded thoroughbred, the GT350. As such it comes from a known source that has been developed for years. It shows on track, especially.

Whereas the C8 is precise, the GT500 hoons. Toss it around. Grab it by the scruff of the neck. This pony encourages aggression. Its version of refinement manifests in confidence for the driver. And the GT500 works in both standard and Carbon Fiber Track Pack form. It is beautifully balanced on track. The steering stays alive all the way through a corner. Quick turn-ins show no evil twitches. Pouring on the ponies rockets it down the straights, and slides come slow and controllably. Within reason.

There's that word again: reason. Use it when you squeeze down the Shelby's accelerator. The supercharged cross-plane Coyote-based V-8 clearly makes all of its advertised 760 horsepower. This is another step into the Brave New World of high technology, and overeagerness with that gas pedal will be rewarded with jail and/or hospital time.

Every one of those ponies made themselves known as the Mustang devoured the long back straight at VIR, touching nearly 170 mph, lap after lap. No power fade here, unlike some other American blown V-8s making similar numbers.

The Coyote belts out a stirring bellow or calms to quiet as a mouse with just a switch of the electronic valves in the dual exhaust, allowing you to decide whether to wake the neighbors.

All that thrust goes through a new Tremec dual-clutch seven-speed that exhibited fine behavior on the street and flat out. Manual shifting during a hot lap is just a distraction, and the GT500's auto mode rivals Porsche's PDK (yes, really) and does everything I would do, anyway. It even had the savvy to hold a higher gear in places rather than constantly throw out raucous downshifts.

On straights, there's a rewarding "over-torque" feature that gives a little extra shove on each shift, like a manual power shift. Yet in corners, I felt the Tremec smooth those out. Impressive. The track program is really dialed in. The Ford team should be proud.

This thrust twists a trick carbon-fiber driveshaft into a Torsen gear-type limited-slip differential—a good choice for a front-engine chassis because it doesn't lock up much off power. This helps get the GT500 pointed into the turn, and it's also a non-wear item, unlike the clutch-type diffs.

If the driver remains very responsible with the right pedal, the Shelby is responsive and stable. The MagneRide shock system soaked up the curbs and bumps, but it floated a bit under the loads of pro speeds. Happily, though, when the PS4S tires did break loose, it was mostly a gradual, even enjoyable experience. The GT500 has that magic combination of steering response at the limit: the ability to tighten its line while loaded laterally in the middle of a corner, without losing grip at the back.

The Shelby handles this great grunt very well—even with its traction/stability control fully disengaged. (I don't recommend this unless you've completed several professional driving schools, one of which Ford offers with the purchase of a GT500, or have won Daytona at least once.) It's an incredible thrill, breathtaking, to lay the pedal to the metal. But it requires skill to handle that thrill.

Stopping this rig were perhaps the largest rotors (16.5 inches) and Brembo calipers I've yet to experience. Although the big Shelby could dive deep, deep into the tight corners VIR presents at the culmination of its long straights, it was here I could find my only real complaint: a bit of a long brake pedal, which was a little disconcerting at 170 mph. No fade but some squish. They even bled the brakes for me, yet both test Shelbys

felt spongy. This was surprising because I recall complaining that the GT350's brakes were too strong, requiring only a big toe. Perfect would be somewhere in between.

The incredible performance capability of the new Shelby (especially with the Carbon Fiber Track package) moves the Mustang into the supercar realm, it pleases me to claim. Both Shelby models provide such thrills that they represent good value even at these prices—driving with confidence-inspiring and consistent speed that is rare to find at any price.

So, to the numbers: Lap times for the C8 Z51 and the standard GT500 were quite comparable, though achieved in different ways. The Shelby evaporates the straights; the C8 carves the corners.

The Shelby carries the load of your family, so in spite of its fantastic, predictable balance, the Corvette can leave it in the twisties, driven precisely.

Once we tried the GT500 equipped with the Carbon Fiber Track package, however, it was all over for the street 'Vette. The CFTP Shelby is magic on the racetrack, wearing R-compound Sport Cup 2s, carbon wheels, lower and firmer springs/bars/shocks, a proper wing and hell-yes-they-work aero fitments, and much more. Fire it up, and the Shelby is long gone in a blaze of glory.

So here's the greatest difference between these fantastical motorcars. Shelby: raging, proficient power. C8 Corvette: precision, potential, and style. The price, similar. The choice, yours. The pleasure, ecstatic.

Article reluctantly submitted by Alan Factor



The detailing clinic held at Corvette Mike's one year ago.

What a difference a year makes...

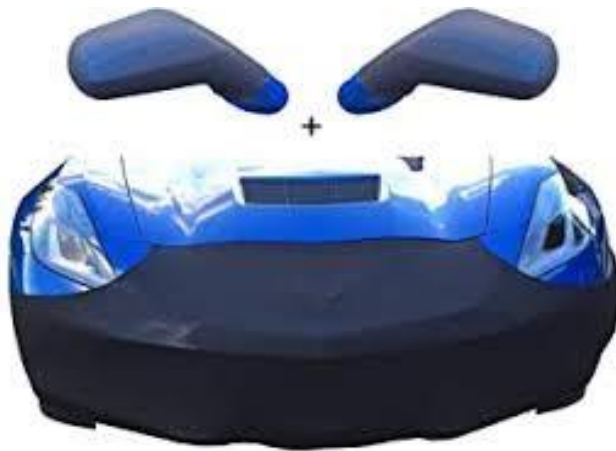
Save the Date

❖ Leda Lanes Bowling & Grand Buffet – Postponed	March 21	3:30 pm
❖ Dust of Cruise - Postponed	May 3	8:45 am
❖ Spring Fling Judging Clinic - Postponed	May 17	9:00 am ?
❖ Spring Fling - Postponed	May 24	7:00 am
○ Rain date: Postponed	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 ?	?
❖ Holiday Party	January ?	6:00 pm

With Covid 19 affecting our lives so much, please keep in mind that many of these events are either going to be postponed or cancelled. Be sure to check with the sponsoring organization before heading out to any event listed on our calendar.

To try and keep everyone connected, I’m setting up virtual gatherings using Zoom so we can talk with each other. Zoom works on most every platform and is easy to use.

The monthly calendars are here. Please be sure to confirm dates and times of any event you plan to attend. Have fun with your Corvette(s) and remember to apply social distancing norms and be safe out there!



MAY 2020

SUN

MON

TUE

WED

THU

FRI

SAT

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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	
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JUN 2020

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

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	

JUL 2020

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

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

AUG 2020

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[Corvettes and Coffee](#)

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[CCRI Corvettes By the Sea](#)
[Bay State Autocross](#)

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[Gate City Club Meeting](#)

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[Corvettes at Carlisle](#)

[Corvettes at Carlisle](#)

[Corvettes at Carlisle](#)

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[Corvettes at Carlisle](#)

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	
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SEP 2020

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

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	

OCT 2020

SUN

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TUE

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Corvettes and
Coffee

04

05

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Gate City Club
Meeting

Bay State
Autocross

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Weekly Cruise Nights

	<u>South Shore Corvette Club</u>	<u>North Shore Corvettes of MA</u>	<u>Kimball Farm Eddies 529 Club</u>	<u>Cruzzin' Dreams Hotrod City</u>	<u>Kimball Farm Target Cruise Night</u>	
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PUBLISHING & ADVERTISING

PUBLISHING INFORMATION – The next article/ad submission date is **May 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
adecampo@myfairpoint.net
(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:

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

CLUB OFFICERS 2020

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Corvette Club
of Rhode Island

50th Annual Corvettes by the Sea

Sunday, August 2, 2020-9am to 2pm
Rain Date: Aug 9, 2020

Trophies
Dash Plaques
Music, Food
Raffles
Vendors

Scalabrini Villa, 860 N. Quidnessett Rd.
N. Kingstown, RO 02852
Entrance Fee: \$20 Per Car
RI Food Bank Donations Welcomed

Paul Masse
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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.