



The Redline Newsletter



North Shore Corvettes of MA October 2024

**60 years and still going
strong!**

**Mailing Address:
North Shore Corvettes of MA
14 Brookfield Lane
Saugus, MA 01906**



Happy Halloween

Website:

www.northshorecorvettes.com

Email Address:

fsp3581@gmail.com



EVERY TUESDAY, FROM MAY 7TH, THRU
SEPTEMBER 24TH, 2024, TERESA'S PRIME GRILLE 19,
20 ELM STREET, NORTH READING, MA, 4:00 PM
TO 7:00 PM, DINING AFTER INSIDE TERESA'S
GRILLE 19.

***RAFFLES, MUSIC, AND OTHER GREAT
PRIZES***

www.northshorecorvettes.com

****CHECK OUR WEBSITE FOR ALL UPCOMING EVENTS**



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PRESIDENT'S MESSAGE:



Greetings Members,

Autumn is here and almost time to start thinking about putting your pride and joy into hibernation but before that the E-Board has a few more events planned for your enjoyment!

Coming up in the month of October. We have our lunch cruise to the Tuckaway Tavern in Raymond, NH, Monday, October 7th. Also, the start of our indoor Monthly meetings at the Saugus/Everett Elks, in Saugus on October 9th at 6:30 PM., the Swampscott Car Show on October 13th, the Fall Foliage Cruise on October 19th and 20th, our Annual Costume Halloween Party at the Point of Pines Yacht Club on October 23rd and finally the Halloween parade in Woburn on October 27th.

We welcome all members input. This is your club, and we love hearing from you. Please make it a point to attend the monthly meetings so you can get all the details firsthand on what has happened so far and what is on the agenda moving forward. Now is the time to be fully engaged in club activities. Until then stay safe, stay well, and plan to participate!

Please e-mail our Cruise Directors Kirk Therrien, kirk.therrien@cwservices.com or Jim Marchese, jpm7871@comcast.net with your suggestions.

 *"SAVE THE WAVE" Frank Puccia NSCM President."*

NSCM E-BOARD 2024

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NON-VOTING E-BOARD 2024

CORVETTE MUSEUM AMBASSADOR DIRECTOR AND LIFE MEMBER-
KAREN BLANDINI RUTE66@VERIZON.NET CLUB

HISTORIAN (INTERIM) JOHN SPINELLI



NSCM CLUB CALENDAR:

2024 – MARK YOUR CALENDARS,

THE PROPOSED EVENTS ARE TENTATIVE. THERE MAY BE ADDITIONS OR DELETIONS AS WE PROGRESS INTO THE CRUISE SEASON.

NSCM's Club Calendar, *Red NSCM sponsored, Green Non-Club Sponsored*

KARS-N-KOFFEE WILL RETURN STARTING AUGUST 4TH 2024. An Impromptu Kars-N-Koffee Cruise-In from 9am to Noon every Sunday from April 28th thru October 13th, 2024 (Weather Permitting) @ 35 Lowell Street in Wilmington, MA 01867. Paved Parking with a Dunkin Donuts around the corner. Watch our website at <https://www.karsnkoffee.com> or our Facebook page for weekly Pictures and Future Events Status throughout the season.

OCTOBER 2024

WEDNESDAY, OCTOBER 2ND, E-BOARD MEETING AT KELLY'S ROAST BEEF, SAUGUS @ 6:30 PM.

WEDNESDAY, OCTOBER 9TH, MONTHLY CLUB MEETING @ THE SAUGUS/EVERETT ELKS, 401 MAIN ST., SAUGUS @ 6:30 PM.

MONDAY, OCTOBER 7TH, LUNCH CRUISE TO TUCKAWAY TAVERN, RAYMOND, NH. LOBSTER ROLL SPECIAL, BOGO FREE. MORE DETAILS TO FOLLOW. NOTE THE CHANGE OF DATE.

SATURDAY, OCTOBER 19 & 20TH, FALL WEEKEND CRUISE OVERNIGHT TO NEW HAMPSHIRE, MORE DETAILS TO FOLLOW.

WEDNESDAY, OCTOBER 23RD, NSCM'S ANNUAL HALLOWEEN COSTUME PARTY @ THE POINT OF PINES YACHT CLUB, 28 RICE AVE., REVERE, MA MORE DETAILS TO FOLLOW.

NOVEMBER 2024

WEDNESDAY, NOVEMBER 6TH, E- BOARD MEETING @ KELLY'S ROAST BEEF, SAUGUS @ 6:30 PM

WEDNESDAY, NOVEMBER 13TH, MONTHLY CLUB MEETING @ THE SAUGUS/EVERETT ELKS, 401 MAIN ST. SAUGUS @ 6:30 PM. ALSO, IT'S TOYS FOR TOTS TOY DRIVE.



TUESDAY, NOVEMBER 19TH, MONTHLY CLUB DINNER, TBD.

THURSDAY, NOVEMBER 28TH, HAPPY THANKSGIVING



DECEMBER 2024

WEDNESDAY, DECEMBER 4TH, E-BOARD MEETING @ KELLY'S ROAST BEEF

SATURDAY, DECEMBER 7TH, NSCM'S ANNUAL CHRISTMAS PARTY, TERESA'S PRIME (CRYSTAL ROOM) MORE DETAILS TO FOLLOW.

WEDNESDAY, DECEMBER 11TH, MONTHLY CLUB MEETING @ THE SAUGUS/EVERETT ELKS, 401 MAIN ST., SAUGUS, MA @ 6:30 PM.

WEDNESDAY, DECEMBER 25TH, MERRY CHRISTMAS!



NSCM'S SCHEDULED EVENTS: THE PROPOSED EVENTS ARE TENTATIVE. THERE MAY BE ADDITIONS OR DELETIONS AS WE PROGRESS INTO THE CRUISE SEASON.

OCTOBER 7TH LUNCH CRUISE TO THE TUCKAWAY TAVERN.

OCTOBER. 19&20, SATURDAY-SUNDAY, FALL WEEKEND FOLIAGE CRUISE, GILFORD, NEW HAMPSHIRE.

OCTOBER. 23RD, WEDNESDAY, ANNUAL HALLOWEEN PARTY, POINT OF PINES YACHT CLUB, REVERE.

NOVEMBER 19TH, TUESDAY, MONTHLY CLUB DINNER, TBD.

NOVEMBER 28TH, HAPPY THANKSGIVING



SATURDAY, DECEMBER. 7TH, NSCM CHRISTMAS PARTY GALA, TERESA'S PRIME, CRYSTAL ROOM

DECEMBER 25TH, MERRY CHRISTMAS



MEMBERSHIP NEWS



OUR NEWEST MEMBERS: 2024 BY LINDA PUCCIA TOTAL MEMBERSHIP 211

Bob and Gina Brady 2023 Coupe Black

Michael Mitrano 2023 Coupe Hypersonic Gra

Michael Wheeler & Phong Vo 2015 Convertible Shark Gray

Louis and Patricia Accetta 2014 Coupe Crystal Red

Peter and Kathleen Damian 2010 Grand Sport Convertible White

Michael Maffeo 2013 Grand Sport Convertible White

John Bakas 2022 Convertible White

Gary and Abigail Pezzulo 1959 Convertible Red

Artie and Rosalie DiNapoli 2019 Coupe Gray

Peter Genica and Vickey Tyrrell 2001 Convertible Red

Thomas and Michelle Ricci 2024 Coupe Red Mist

Jim and Ann Wholley 2014 Coupe Red

Kevin Beaton and Sharyn Haggerty 2011 Convertible Blue

Gary and Diane Doodlesack 2024 Convertible White

Robert and Debbe Silva, 2017 Convertible Black

John Cronin, 2000 Convertible, Silver

Mike and Linda Stanley, 2001 Convertible, Gold

Steve Zufiropoulo, 2017 Coupe, Yellow

William Fitsmaurice, 1964 Coupe, Brandywine

Mike Cardello, 1988 Coupe, Dark Red

MEMBERSHIP SUBMISSION

How to Winterize Your Corvette in 11 Steps

Unless you live in the South or Southwest, cooler weather signals the time of year to put your pride and joy into hibernation. Storing your Corvette for the winter, either in the garage or a storage unit, is the option that many people take to keep their car safe through harsh weather. Putting your Corvette up for a few months definitely has some benefits — you can clean it well and check out the condition of the drivetrain — but how long is too long for it to be stored away?

Winterizing Your Corvette: How Long is Too Long to Leave It?

When the weather is bad, you don't have much choice. It's not like you don't want to pull your Corvette out of storage, but when conditions are terrible, it's easy to worry that it's been sitting for too long. **In general, leaving your Corvette in an unheated garage for a few months at a time without starting it isn't terrible.**

Leaving your Corvette alone for more than a year is when bad things can start to happen. The worst-case scenario is when one cold front after another pummels your garage. Extreme temperature fluctuations create serious condensation in internal driveline components. Engines, transmissions, and differentials corrode from the top down while the condensation drips into the lubricant. Fuel tanks have condensation dripping from the roof of the tank, corroding the steel fuel sending unit or the tank itself in 1953-1996 Corvettes.

How to Winterize Your Corvette

All that being said, if you're just storing your Corvette for a few months, you don't have much to worry about, so long as you properly prepare your car for that wait. If you're planning to winterize your Corvette, use these guidelines to make sure you get it right:

01. Wash Your Corvette

If your Corvette is going to sit for months without activity, the car should be washed to safeguard against any environmental fallout like tree sap, dead bugs, etc. Some of the fallout may be acidic and damage the paint or clearcoat permanently. Giving your Corvette a good wash is key to preparing it for safe winterization. Washing your Corvette will also prevent any scratches that can be caused by dirt under your car cover.

02. Clean the Tires & Wheels

Scrub the tires to remove any built-up oxidation and apply a tire dressing once they are dried.

Take this time to clean your wheels as well. Brake dust, when left on wheels for extended periods, can permanently damage the wheel surface.

If your wheels are clear-coated, remember to use a clear coat-specific cleaner.

03. Clean the Interior

If you're putting up your Corvette for a few months, you might as well do it right. Take some time to clean out the interior, detailing the dash, console, and seats, and making sure to use a portable vacuum to clean up any dirt or food particles. Remember — the cleaner your interior, the less attractive your Corvette will look to mice and other pests.

When you're done cleaning, use a desiccant like [Sta-Dri Packs](#) in the footwells and rear cargo areas to prevent moisture buildup and possible mold formation. You can also use a silicone spray on weather stripping to keep it from bonding with other surfaces over the winter.

04. Fill Up the Fuel Tank

Before long-term storage (over 30 days), remember to fill the gas tank to prevent moisture from accumulating inside the fuel tank, and to keep the seals from drying out. You should also purchase a fuel stabilizer to prevent ethanol buildup and protect the engine from gum, varnish and rust. The fuel stabilizer will prevent the gas from deteriorating for up to 12 months.

05. Maintain Your Corvette's Battery

One of the biggest issues that will come up when you winterize your Corvette is what to do with the battery.

Normally, if you have a good three-stage battery charger, you can simply leave it hooked up, as the third stage is the maintainer charge. If you don't have one, you can use a battery maintainer or a trickle charger, which performs only that final charging stage.

Your battery should be kept charged throughout the entire time your Corvette is stored. We recommend the use of one of our our Battery Tenders which maintain the battery charge without any damage or concerns about overcharging or overheating your battery. Simply connect the Battery Tender to your battery, and you're set for the winter.

We recommend one of these battery tenders for your Corvette:

- [Battery Tender Plus](#)
- [Battery Tender Jr.](#)

06. Change the Oil and Filter

Always change your oil and filter before placing your Corvette in long-term storage. While you're at it, be sure to top off all other fluids as well. Coolant, brake fluid, clutch, and transmission fluids should all be topped-off before you say goodbye for a few months.

07. Prevent Pests

Nearly any place you store your Corvette — be it a city, suburb, or rural area — can have a rodent problem. Mice and other pests can wreak havoc on a Corvette, particularly the plug wires. Certain brands of plug wires (including GM) consist of a vegetable-based outer shell which is very appetizing to varmints. To keep them looking elsewhere for their next meal, place mothballs or dryer sheets in the engine area. Just don't forget to remove them before starting the car. Dryer sheets can also be placed in the interior or trunk area.

Prevent them from entering your car by covering any gaps where a mouse could enter, such as the exhaust pipe or an air intake. Steel wool works well for this, or you can place face cloths over each and wrap rubber bands around them.

08. Utilize Car Covers

Indoors or outdoors, we always recommend covering a Corvette when it will be stored for a few months or more. The type of cover you select should be based on where the car will be stored, and your goals for the car cover. A weatherproof cover is a solid choice for any storage option — indoors or outdoors — but a cotton cover will really only work for indoor-only storage. A weatherproof car cover will keep any spills or dust off of the paint. It can also protect from scratches while moving objects around the parked car

Corvette Central stocks a nice variety of [Corvette car covers](#) that are tailored to your year and model Corvette, if you're looking.

09. Avoid Flat Spotting

To be honest, you shouldn't worry much about flat-spotting unless you have bias plies. Tire composition and technology have significantly improved, and any flat spotting that does occur on radials today will be eliminated with a nice 30-minute drive in the springtime.

It's okay to keep your tires inflated to the correct pressure through the winter. That said, some do prefer to overinflate to reduce the tire's pliability. If that's you, just be sure to correct the pressure in the spring, before you hit the road.

If you're on the hunt for flat stoppers, you can find them stocked at Corvette Central. We have two that we typically recommend to our customers.

- [14" Wide flat stopper tire cradles](#)
- [16" Wide flat stopper tire cradles](#)

10. Start Your Corvette in the Winter

We recommend starting your Corvette once a month throughout the winter, if possible. This will help circulate the oil rather than letting it sit in the oil pan all winter, exposing cylinder walls and moving parts to possible corrosion.

11. Maintain Insurance

In order to save money, you might be tempted to cancel your auto insurance when your Corvette is in storage. But if you remove coverage completely, it'd be a major loss if a fire started, the weight of snow collapsed your roof, or a theft occurred. Even if just collision coverage is temporarily removed, the car wouldn't be covered when another moving object (e.g. a tractor or motorcycle) rolled into it, or if the car were to fall off its jack stands.

If you have classic car insurance, the policy may cover winter storage, so you don't have to worry about your car over the winter months.

Winterizing your Corvette can feel like a sad chore — the end of the good weather and the start of winter — but we find it helps to think of it as one great way to make sure your Corvette gets the detailing it needs to shine. When you complete all of these winterizing tasks, you can rest easy all winter knowing you'll have no problem starting it back up in the spring.



NORTH SHORE CORVETTES OF MA, INC.



MEMBERSHIP APPLICATION/RENEWAL FORM JANUARY 1 TO DECEMBER 31

() New Membership: 1 or 2 people in the same household \$75.00.

() Renewal: 1 Person \$55.00 or 2 people \$60.00.

Add a **late fee of \$10.00 after January 31st to February 28th** for any renewals.

If a renewal is not received by March 1st the membership fee will be \$75.00.

PRINT Full names (First and Last) of the one or two individuals within the same household that will hold the one or two votes.
(Guests cannot vote.) (**Print as Clearly as Possible**)

Voter 1 (First Name): _____ (Last Name): _____ Name on Badge: _____

Voter 2 (First Name): _____ (Last Name): _____ Name on Badge: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Phone Number: (Home) _____ (Cell) _____

Voter 1 Email Address: _____

Voter 2 Email Address: _____

Corvette Year: _____ Style: Roadster/Convertible: () Coupe: () Color: _____

I was a member(s) of North Shore Corvettes of MA, Inc. before. Yes () No ()

Do you give permission to distribute all your club roster info to other NSCM members. Yes () No ()

Please make check payable to: North Shore Corvettes of MA, Inc. (NSCM)

Mail to: North Shore Corvettes of MA, Inc.
14 Brookfield Lane
Saugus, MA 01906

In what capacity would you like to serve?

() Member () E-Board () Officer () Other Committees (as Needed)

I/we have read and agree to abide by all the provisions set forth in the NSCM guidelines including the NSCM's Code of Ethics as adopted by the North Shore Corvettes of MA, Inc. E-Board and Membership.

Voter 1 Signature: _____ Date: _____

Voter 2 Signature: _____ Date: _____

Total Amount Enclosed \$ _____

Thank you for joining/rejoining the North Shore Corvettes of MA, Inc. **Save the Wave!**

OFFICIAL USE ONLY: Received Check # _____ Amount: \$ _____ Date: _____ Revised: 8-14-2023

To Join, go to our website www.northshorecorvettes.com and click on the Membership.

Application link or print the application form above and fill it out and mail to the address on the application along with your check.

NATIONAL CORVETTE MUSEUM UPDATE:



HERE'S WHAT IS HAPPENING AT THE NATIONAL CORVETTE MUSEUM

October 2024– National Corvette Museum Report

submitted by Karen Blandini



A Piece of History

LT5 Engine

Even after its debut in 1984, the fourth-generation Corvette remained a work in progress. As the C4 hit the streets, General Motors felt pressure to keep up with Japanese automakers. Lloyd Reuss, head of the Chevrolet-Pontiac-Canada group, was particularly concerned about Honda's and Toyota's potential to build a supercar capable of stealing the Corvette's thunder. GM would respond by unveiling the Corvette ZR-1 in 1990, which was designed to be the fastest production car on the road.

What made the ZR-1 exceptional was its LT5 engine, a double overhead cam (DOHC) V8 with four valves per cylinder, developed by GM in collaboration with Lotus Engineering. Initially, GM wanted to build a DOHC cylinder head that would be installed on the existing Corvette motor, the L98. Instead, Lotus' Tony Rudd suggested building a completely new engine, an idea that Reuss favored. Even though development costs for the new engine would be higher, Reuss concluded that the lessons learned from the engine program would benefit the entire company and provide the best assurance that Corvette would withstand the challenges of its competitors.

The LT5 would have the same 350 cubic inch displacement as the L98, but it produced 375 horsepower compared to the L98's 245. GM and Lotus had been aiming for a 400hp target, but the necessity of matching the bore centers of the LT5 with those on the small block V8 initially prevented this. Additionally, Rudd engineered the LT5 to use three throttle bodies. Depending on how much pressure was applied to the gas pedal, the Electronic Control Module would open one, two, or all three throttles at once for high-performance driving. This design made the LT5 exceptionally smooth and responsive. By 1993, GM and Lotus had improved the LT5 to increase its output to 405hp.

Since the LT5 required special assembly, GM contracted with Mercury Marine to build the motors in their Stillwater, Oklahoma plant. Mercury's MerCruiser division typically built high-performance engines for speedboats, but those engines were often made of aluminum alloys like the LT5 was. Mercury's technicians could build 18 engines by hand each day, and production continued until November 1993 when GM announced the discontinuation of the ZR-1. Although short-lived, the LT5 made the idea of a Corvette supercar a reality, and the ZR-1 would return to the Corvette lineup in the 21st century.



‘Pop Culture and the Corvette: An American Love Affair’ in the Skydome this October.

This reimagined showcase will feature an impressive lineup of Corvettes that have left their mark on film, television, music, video games, and American lifestyle. From Elvis Presley’s legendary 1959 Stingray Racer in *Clambake* to Corvette-inspired characters in the *Transformers* franchise, the exhibit will highlight the influence of Corvette in entertainment and pop culture. Cars from every Corvette generation will be on display, capturing the essence of how America’s love for its Sports Car has evolved over the decades.

A standout in this exhibit is a striking pink first-generation Corvette, symbolizing the iconic connection between Barbie and Corvette, along with a vibrant blue C3 that made several appearances in the *Hawaii Five-0* reboot. The exhibit will also include Corvettes that starred in racing video games, such as a concept version of the C7 featured in *Gran Turismo 6*, offering visitors a deeper look into how Corvette has made its way into the virtual world. Additionally, the exhibit will share stories of famous Corvette owners, including astronauts from the Apollo program and Major League Baseball’s Reggie Jackson, whose Corvette pace car will be on display.

Visitors can expect to experience more than just the cars, as the exhibit will include artifacts and interactive displays highlighting the cultural legacy of Corvette in various media. The Museum’s Skywall will present memorable Corvette moments in film, TV, and music, offering a multimedia celebration of how this American icon continues to captivate generations. Don’t miss this unique journey through the Corvette’s starring role in shaping American pop culture when the exhibit opens in October.

Corvette Hall of Fame inducted its class of 2024

Racing Category Inductees:

Oliver Gavin & Jan Magnussen, Corvette Racing Drivers

Oliver Gavin and Jan Magnussen became two of Corvette Racing’s brightest stars during a decorated run together in the 2000s and 2010s. Gavin joined the team full-time in the No. 4 Corvette in 2003, and the following year Magnussen became a co-driver with Gavin and Olivier Beretta at Le Mans, Sebring, and Road Atlanta. The trio won Le Mans every year from 2004 to 2006, as well as Sebring once and Road Atlanta twice. For the 2007 season, Magnussen was recruited to drive full-time in the No. 3 Corvette. Together, Gavin and Magnussen have won eight championships driving for Corvette Racing, with 51 wins by Gavin and 34 by Magnussen.

GM-Chevrolet Category Inductee:

Tadge Juechter, Retired Corvette Chief Engineer

In 2006, Tadge Juechter became the fifth chief engineer of the Corvette, a position he still holds today. Educated in mechanical and aerospace engineering, GM hired Juechter after he tagged along to a friend's interview with the company. Juechter's professional career with Corvette began in 1993 as a Total Vehicle Systems Engineer. To date, he has worked on five generations of Corvettes. He led the development of the C7 and made a special point to redesign the interior of the Corvette. The mid-engine C8 is the first Corvette Juechter got to create from the ground up. Under his leadership, the reputation of the Corvette as one of the world's finest sports cars continues to grow.

Enthusiast Category Inductee:

Richard Prince, Automobile Photographer

Richard Prince is a leading automobile photographer whose connections span the globe. While running a Corvette restoration business in 1992, Prince began writing a column for 'Vette Magazine. His growing editorial career led him to expand his photography skills and become the official photographer for Corvette Racing. Prince's photography has appeared in over 400 publications, including Car and Driver, Road & Track, Motor Trend, and Automobile. He also serves as a tech editor for Corvette Magazine, writing several articles including a regular Q&A column. In 1999, Prince published his first book, a C3 restoration and technical guide. More recent works include Corvette 70 Years: The One and Only and Corvette Stingray: The Mid-Engine Evolution.



Gary Mortimer - Corvette Hall of Fame 2006

It's hard to imagine a time when there wasn't a National Corvette Restorers Society to keep the hobby on the straight and narrow, but Gary Mortimer remembers that time.

"The Corvette hobby was still in its infancy in the early 70s," says Mortimer. "With the exception of Corvette News , there wasn't much information available for fixing up our old cars."

Having just bought a '54 Corvette badly in need of restoration, Mortimer joined the Vintage Corvette Club, then the Classic Corvette Club, both centered around '53-'55 models. In 1974, Mortimer along with seven other members of the Classic Corvette Club formed a new, nonprofit organization known as the National Corvette Restorers Society, or NCRS dedicated to the "preservation, restoration and enjoyment of early Corvettes." The organization has grown to embrace all Corvettes through 1991 and more than 15,000 families.

According to co-founder Tom Essig, " Gary is the one who held the thing together from day one." Mortimer served as the first president of the NCRS and currently as the membership chairman, a role in which his "remarkable people skills" have had "a major impact on the organization's growth and high retention rate," according to former president Keith Kibbe.

"As we mourn the passing of Gary Mortimer, we celebrate the impact that he made on the Corvette community. His love for preservation and restoration made a lasting mark on Corvette enthusiasts and forever changed the enjoyment of all Corvette models," said Kaye Wagner, National Corvette Museum Board Chair.

30th Anniversary and Caravan

The 30th Anniversary celebration is now in then history books. Thousands of enthusiastic attendees swarmed the museum – especially the gift shop! Many notables from the Corvette community were on hand to meet and greet. Seminars were held throughout the event along with a very impressive autograph session.

At least 24 Hall of Fame inductees were on hand to sign autographs. What was scheduled to be an hour session lasted 2 ½ hours! If you were lucky enough to get your program or poster signed, you have quite the collectible.

Our group of 8 Corvettes from NSCM had a blast! It was a trip to remember – driving on the track at Charlotte Motor Speedway, testing driving skills on the Blue Ridge Parkway, touring the Corvette Assembly Plant, meeting many, many famous Corvette history people (one on one), experiencing all the displays in the museum, driving on the track at the NCM Motor Speedway, banquets, banquets, banquets – not to mention all the side excursions along the way there and back.

Check out the museum website for the Hall of Fame video along with pictures from the celebration.

Raffles, Raffles, Raffles



2025 Build Your Own Corvette or \$85,000

Price: \$250.00 Tickets: 1500

Drawing: October 24, 2024 2:00 PM Central Time



2025 Sea Wolf Gray Corvette Coupe
Price: \$150.00 Tickets: 1500
Drawing: Nov 21, 2024 2:00 PM Central Time



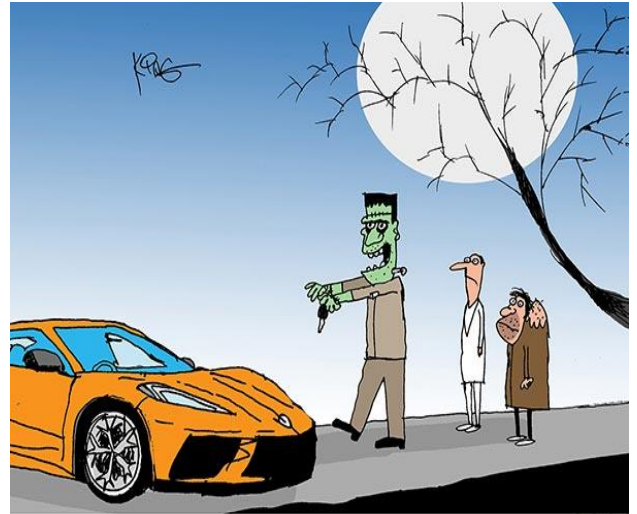
2025 Arctic White Corvette Coupe
Price: \$20.00 Unlimited Raffle
Drawing: April 26, 2025 2:00 PM Central Time

To purchase any of these raffle tickets, you must go to the NCM website, download the raffle ticket form, and mail it. The museum will confirm your purchase.

CORVETTE COMEDY



"The brain you got him must have come from a Corvette enthusiast."



"Fire bad, Corvette good!"

CORVETTEBlogger.com



"My son would like some candy, and I'll take the Corvette you have parked in your driveway."



"Apparently, that zombie prefers a nice Corvette over eating our brains, because he just stole mine."

CLUB NEWS AND ACTIVITIES

MONTHLY DINNER AT THE CONTINENTAL IN SAUGUS



NSCM MONTHLY DINNER AT THE CONTINENTAL IN SAUGUS





DUST OFF CRUISE PHOTOS

FIRST CRUISE OF THE SEASON – OAK ST. BISTRO. ALFRED, ME



Luncheon Cruise to Oak St. Bistro, Alfred, ME





Back to the Beach Girls!
June 13-16, 2024

Lunch Cruise at KC's Rib Shack
June, 23, 2024



ANNUAL HOT DOG SOCIAL AT THE POINT OF PINES YACHT CLUB



How many members does it take to light a grill, LOL!

Fuzzy Dice BBQ July 14th



Fuzzy Dice BBQ July 14th



OLD SALT BRUNCH



WESTERN NIGHT@ POINT OF PINES YACHT CLUB

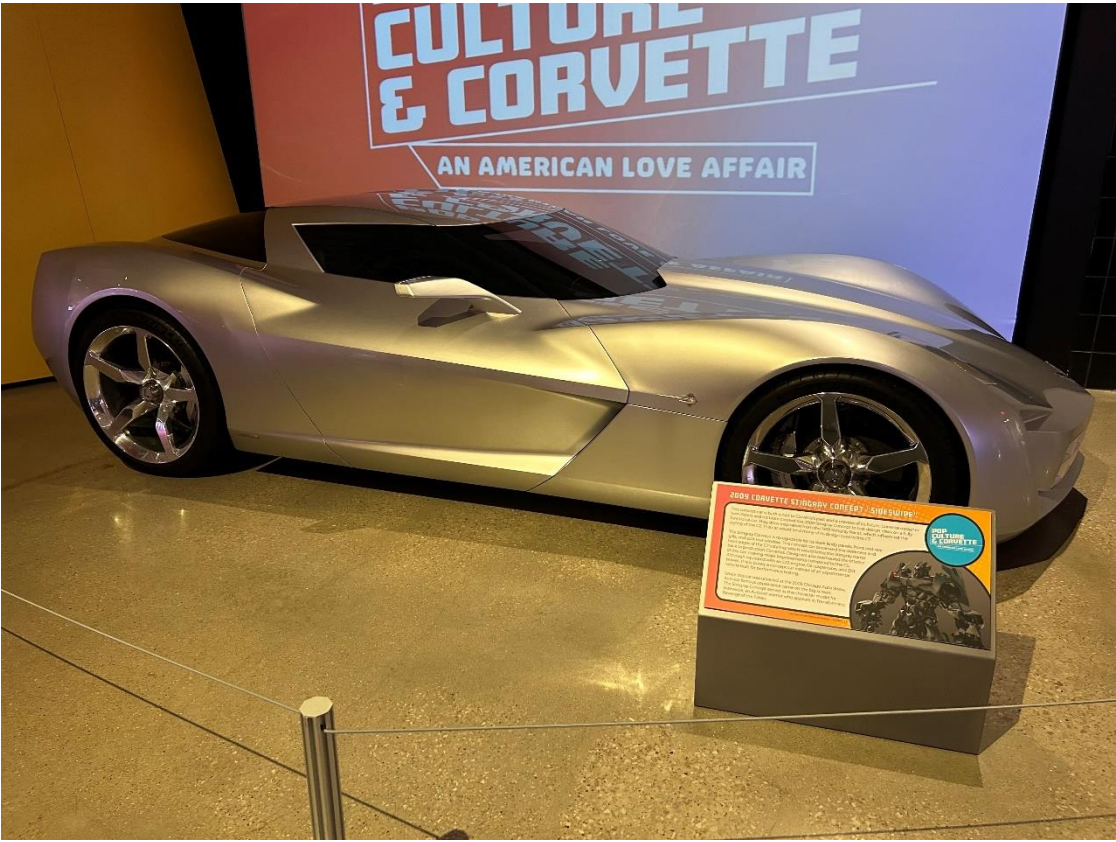


Western Night at the Point of Pines Yacht Club





New England Caravan Pics









Why C7 Corvettes Could Eventually Become More Valuable Than C8s

The Corvette has a reputation as a difficult car to buy used. Why? Because their owners love them dearly and they know what they've got, damn it! And yet, something curious is happening with the [C8 Corvette](#). As [Hagerty](#) noted in its piece, the C8 seems to be depreciating faster than expected.

The C8 Corvette was a bit of a game-changer for Chevrolet. The All-American sports car finally made the transition to a mid-engined layout, said goodbye to the manual transmission, and even adopted hybrid technology. Indeed, it's an altogether different beast from the Corvettes that came before, and it's apparently behaving rather differently in the secondary market, too.



Another good indicator would be H1 2024 compared to H1 2023 sales, with Corvette moving 5.2% more units than in the first six months of the previous year. If the Bowling Green assembly plant keeps producing Corvette vehicles at this rate, 2024 could be a better year than 2022 for the C8-generation Corvette.

Back then, dealers nationwide moved 34,510 units, followed by 34,353 vehicles last year. The C8 has no direct competitor. Even so, picture this: GM sold more Corvettes in the first quarter than Porsche did 911 and 718 sports cars. Unfortunately, Porsche Cars North America has yet to publish the sales report for Q2 2024.

Zuffenhausen's favorite son moved 1,930 units of the Neunelfer and 797 units of the mid-engine model, which is going the way of the dodo in favor of an electric sports car. By comparison, the Q1 2024 volume for the C8 is 8,576 sales.

Because Stingray features a free-breathing V8, it would be interesting to compare the Corvette's half-year volume with that of the Mustang. According to Ford, the pony car moved 27,444 units in the first six months. But alas, we don't know if most of them were specified with the 5.0-liter Coyote V8 or the standard turbo four.

As reported by [Hagerty](#) (an insurance company that spends lots of resources on valuation), a used C8 is still more expensive than an older C7. But the headline here? The gap is apparently closing faster than you might think.

Photo: Chevrolet

Federal Appeals Court Rules GM Must Face Class Action Lawsuit Over Faulty C7 Transmissions

By [Mitch Talley](#)

Sep 2, 2024

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Certain [C7 Corvettes](#) are among the half-million vehicles targeted by a class action lawsuit against General Motors just approved by a federal court.

For years, some GM owners have complained about [shuddering and shaking](#) in higher gears and lurching in lower gears when shifting their eight-speed 8L45 or 8L90 automatic transmissions. In the past, GM has responded by having dealers reassure customers the issues are normal and also suggested changing the transmission fluid to fix the problem.

Now, the 6th U.S. Circuit of Appeals has ordered GM to face a class action suit involving 514,000 owners of GM vehicles produced from 2015 to 2019, including the Chevrolet Corvette, Camaro, Colorado, and Silverado; Cadillac CTS, CT6, and Escalade; and the GMC Canyon, Sierra, and Yukon, among others.

GM had argued against the class action suit because it believes most customers were not affected by the problem and therefore lacked standing to sue, adding that the differences between class members were also too great for group lawsuits.



Circuit Judge Karen Nelson Moore ruled against those arguments, however, noting that overpaying for the defective vehicles was enough to establish standing. The judge also argued that specific shuddering or shift quality experiences of individual plaintiffs were irrelevant to whether GM concealed known defects.

Moore's ruling returns the case to U.S. District Judge David Lawson in Detroit, who had originally certified the classes in March 2023.

“We look forward to holding GM accountable before a Michigan jury,” said Ted Leopold, a partner at Cohen Milstein Sellers & Toll representing the vehicle owners.

Top 10 Corvette Dealers – 2024 CYTD Sales Through August 30th

By
Keith Cornett



Photo Credit: [Ciocca Corvette / Instagram](#)

As another month has come to a close, we've got the [Top 10 Dealer Sales Report](#) for August 2024 as well as the Calendar Year to Date numbers to share with you. The month features no changes in the dealers or the rankings over the [July 2024s report](#).

[MacMulkin Corvette](#) continues to amaze us with the sheer number of new Corvettes they have delivered monthly, but August 2024's numbers were huge with 254 Corvettes sold. That was an improvement over July's numbers where they sold 127 Corvettes in the month, and they now lead all dealers with 1,311 Corvettes delivered for the year. [Ciocca Corvette of Atlantic City](#) is next with 91 new Corvettes delivered and 780 for the year, and in third was [Criswell Chevy/Mike Furman](#) with 38 deliveries and 377 for the year.

Our friends at [Les Stanford Corvette King](#) have some the most aggressive C8 pricing we've seen with the Michigan dealer selling new 2024 Corvette Stingrays at 10% off MSRP during the month of August. That strategy appears to have paid off after their deliveries jumped from 25 in July to 46 in August.

Last month we saw Florida's Don Mealy Chevrolet make the Top 10 list for the first time. This month they had 20 deliveries and they are now tied at 132 with Bomnin's West Kendall store in Miami. You can see the entire list below and remember, these sales numbers only represent around 15% of the Corvettes sold during the month. We always suggest reaching out to your local or regional Chevrolet dealers to compare any deals or offers.

DEALER	LOCATION	AUG 2024 SALES	2024 CYTD SALES
MacMulkin Corvette	Nashua, NH	254	1311
Ciocca Corvette	Atlantic City, NJ	91	780
Criswell/Mike Furman	Gaithersburg, MD	38	377
Bomnin Dadeland	Miami, FL	32	307
Les Stanford Corvette	Dearborn, MI	46	288
Stingray Chevrolet	Plant City, FL	14	184
Classic Chevrolet	Grapevine, TX	30	161
Coughlin Chevrolet	Pataskala, OH	18	144
Bomnin West Kendall	Miami, FL	16	132
Don Mealy Chevrolet	Clermont, FL	20	132

The fate of Chevy's Corvette Sub-brand has been decided



Chevrolet

The Corvette badge will always appear on a Chevrolet product, says General Motors President Mark Reuss. Why is this news? Shortly after the C8 Corvette was launched in 2019, reports emerged that GM was considering turning the Corvette nameplate into a standalone sub-brand, and a similar plan was said to be under consideration for the Camaro and Escalade. It seemed that GM wanted to capitalize on the buzz surrounding its first-ever mid-engine 'Vette, and according to the rumor mill, this new strategy would have seen the sports car moniker branch out in ways that some might consider sacrilegious, with the creation of an electric SUV and an electric four-door sedan.



2025 Chevrolet Corvette ZR1 Coupe

Base Trim Engine

5.5L Twin-Turbo V8, Gas

Base Trim Drivetrain

Rear-Wheel Drive

Base Trim Transmission

8-Speed DCT Automatic

Base Trim Horsepower

1,064 hp

Base Trim Torque

828 lb-ft

Base Trim Curb Weight

3,670 lbs

Top Speed

>215 mph

Expand

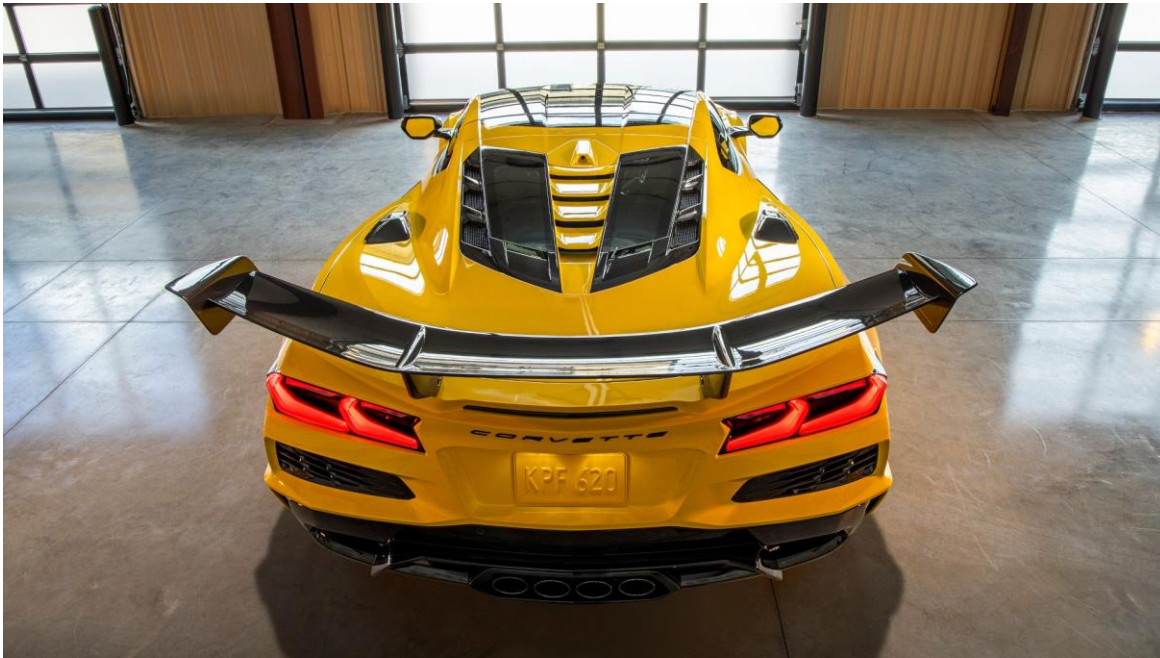
The Door To Alternative Body Styles Is Not Closed

While walking Jay Leno around the new Corvette ZR1, Reuss was complimented on the way that the Corvette name has come to be viewed worldwide, to which the GM exec responded, "We don't need to go out and do other things." When Leno said, "Corvette has really become its own separate brand now," Reuss didn't disagree, but he did give a definitive reply when asked if the Corvette name will ever truly stand alone: "Never."



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Basically, while the Corvette range sits above anything else that Chevrolet offers and is more high-end than ever, it will always be linked to the Bowtie brand. That being said, Reuss makes comments that could be construed as leaving the door open for alternative applications of the Corvette name: "The core of Chevrolet is offering people more than they thought for the money, and doing it with fantastic design and performance. That's what Corvette is."



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- **Hypothetically Speaking...**

We've collated all the Corvette SUV rumors in a long-format article, but in a nutshell, such a vehicle would not be unlike the Porsche Cayenne or Lamborghini Urus SUVs. Former GM Chairman Bob Lutz said that a Corvette SUV would need certain attributes: "A gorgeous interior. No V6 powertrain. No low-end version. It has to be the stellar premium sport-utility made in the United States, and the Corvette brand could pull that off."

Some rumors have pointed to a combustion-powered Corvette SUV, but whatever its powertrain, such a vehicle would be controversial (remember the initial outcry when Ford created an electric SUV and called it the Mustang Mach-E?).

C8 CORVETTES RANKED BY QUARTER-MILE TIME



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[Every C8 Chevrolet Corvette Model Ranked By Its Quarter-Mile Time](#)

The Corvette is the pinnacle of Chevrolet performance, so let's rank each current C8 generation model in terms of quarter-mile runs.

For now, the Corvette name seems safe, but with the major changes it has undergone with the C8 generation - a mid-engine layout, an AWD hybrid version, and now a turbocharged model - what it means to be a Corvette can easily change. With the falling rate of EV growth in mind, GM is prioritizing hybrids at the moment, but when interest in EVs inevitably grows again, an all-electric Corvette SUV may yet come to fruition.

TECH TALK:

C8 Corvette ZR1 Twin-Turbo LT7 Engine: No Cylinder Deactivation

8

- BY [JONATHAN LOPEZ](#)
- – SEP 9, 2024



The [2025 Corvette ZR1](#) isn't short on impressive specs – from the four-figure horsepower, to the 1,200 pounds of downforce, to exhaust gas that exits the rear pipes [so fast it provides thrust](#), the new “[King of the Hill](#)” is an “[utter monster](#).” Given all that, it should come as no surprise that the [Corvette ZR1](#) will most likely be [subject to the gas guzzler tax](#), as fuel economy is not exactly a focus for this particular vehicle. What's more, the C8 ZR1's twin-turbo engine does not incorporate [Active Fuel Management \(AFM\)](#) technology, otherwise known as Cylinder Deactivation.

During an interview with ([now retired](#)) Corvette executive chief engineer [Tadge Juechter](#) at the recent [Corvette ZR1 debut event](#) in Miami, *GM Authority* asked about AFM and the ZR1's twin-turbocharged [5.5L V8 LT7](#) engine.

“We don't want to put that hardware in,” Juechter told *GM Authority* [Alex Luft](#) during the interview. “It's all lightweight components, and even though the LT7 redlines to 8,000 RPM, it's still pretty fast for a turbo motor.”

For those readers who may be unaware, GM's AFM system, otherwise known as Cylinder Deactivation, shuts down half of the engine's cylinders during light driving (or low-load) conditions, thus improving fuel economy without reducing performance when the skinny pedal hits the carpet. The technology has been used in a variety of GM applications, including high-performance engines like the naturally aspirated [6.2L V8 LT1](#) and supercharged [6.2L V8 LT4](#), both of which rev to 6,600 rpm.





Despite the benefits of AFM technology, the technology simply isn't the right fit for the ZR1's LT7, which, as Juechter points out, revs up to 8,000 rpm and focuses on low weight and relative simplicity in order to maximize performance. Also notable is the naturally aspirated [5.5L V8 LT6](#) cradled by the [C8 Corvette Z06](#), which [revs up to 8,600 rpm](#), and, like the LT7, does not include AFM technology. As *GM Authority* has covered previously, the LT7 is essentially a twin-turbocharged variant of the LT6 engine architecture.

Engine output for the Corvette ZR1 is rated at 1,064 horsepower and 828 pound-feet of torque. Under the skin, all [C8 Corvette](#) variants ride on the GM Y2 platform, while production takes place at the [GM Bowling Green plant](#) in Kentucky.

For those readers who may have been stuck under a rock for the last several months, GM is about to unveil a new track-oriented variant of the [mid-engine Corvette C8](#). Taking the name [ZR1](#), the new go-faster Vette.

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