



Newsletter

March/April, 2022



Message From The Secretary

I am combining the March and April Newsletter's this month. Bob and I will be in Hawaii for a month and won't be back until the middle of April. This Newsletter will contain information for both months.

It is almost time to bring the corvettes back out to enjoy!



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President's Message

We had our first meeting of the year on 2/17/22 at the 400 East Restaurant and Grill, meeting was well attended and great to see everyone.

Our first breakfast of the year is scheduled for 3/13/22 at the Yarmouth Hearth and Kettle for 10:00 AM. Hope to see a good turnout. We can celebrate the first day of daylight savings time.

Last month's message I put out either 4/23 or 4/30 for the club's visit to Ron's Restoration. I didn't hear from anyone about a preferred date so I booked 4/30 with Ron. As some of you know our 1967 Stingray has been at his shop for some time being worked on. We will leave the car at Ron's for our club trip for all to see, then have Ron deliver the car to the Cape.

As we look out our windows we see snow on the ground and weather is cold. Good news is better weather is around the corner and we'll be able to start another Corvette season.

The club has many events planned for this year and on behalf of the Board of Directors we appreciate you as members and hope you will be able to participate in most events.

March and April Birthday's

Club Officers and Chairs

President	Don Mason
Vice President	Bob Smith
Treasurer	Cindy Mason
Secretary	Carole Smith
Presidential Appointee	John Baldi
Member at Large	Bill Collette
Webmaster	Bob Smith
Charity Chair	Dennis Valentie
Membership Co Chair	Kevin Maddy
Membership Co Chair	Bob Marsh
Newsletter	Carole Smith



March

Bob Smith

John Baldi

Gail Anderson

Sandy Atkinson

Janet Marsh

Cards this month were sent to,

Don Travis

Don Anderson

Gail Anderson

Heather Swensen

***If you know of anyone who is not
feeling well or has a special
occasion please let me know.***

April

Cindy Mason

Happy Birthday!

Upcoming Events

- March 13** **Winter Monthly Breakfast at the
Hearth and Kettle, South Yarmouth,
MA 10:00 AM - 12:00 PM**
- March 17** **St Patrick's Dinner at Jason's Tavern,
Dennis, MA 5:00 PM**
- March 24** **Monthly Meeting at 400 East
Restaurant, Harwich, MA
Social Hour and Dinner 5:30 PM**
- April 2** **Corvette's and Chrome Bumpers
Time TBD. More information to
follow.**
- April 10** **Monthly Breakfast at Hearth and
Kettle, South Yarmouth , MA
10:00 AM - 12:00 PM**
- April 21** **Monthly Meeting at 400 East
Restaurant, Harwich, MA
Social Hour and Dinner 5:30 PM**
- April 23** **Beetles Tribute, Cape Cod Symphony
Barnstable Campus - more
information to follow**

***April 26 - 27 Lower Cape Cod Vocational School
We will tour the new facility (shops) in
the morning and have lunch prepared
by their Culinary School. Exact date
and more information to follow.***

***April 30 Ron's Auto Restoration, Fitchburg,
MA***

***Some of these events are still in the planning stage
and more detailed information will follow***



Classical Mystery Tour: *The Beatles Tribute*
Saturday, April 23, 3:00pm
Barnstable Performing Arts Center
Tickets: \$55.80pp

****Please make check out to Cape Cod Symphony!***

Mail checks to: Linda McLaughlin
84 Great Western Road
South Yarmouth, MA 02664

Payment must be received by April 8th. Linda
Will pick up tickets and send them to you before
the performance. Our seats are located in the
Center Loge, rows EE and FF. There are 15
tickets reserved.

Please respond as soon as possible. This is a
very popular event!. Please contact Linda if you
plan on attending ASAP
lmclaughlin46@gmail.com

Spring Fling 2022

Gate City Corvette Club



Presents our **40th** Annual Corvette Show **Sunday May 29, 2022**

Registration 8:00 – 11:30
(Rain Date Sunday July 31, 2022)

Located on the beautiful grounds of Anheuser-Busch
221 Daniel Webster Highway, Merrimack, NH

- *Registration Fee: \$30.00*
- *First New England Point Judged Show*
- *Grass parking for all cars entered*
- *Music, Food, Raffles and More!*
- *Judging begins promptly at noon*
- *Coupes & Roadsters judged separately*
- *48 Classes – Trophies for Show, Super Street, Street, and Best of Categories*

Designated Corral Parking for Non-Participating Corvettes
and other Classic Vehicles (\$15.00 Donation)



For more information:

www.gatecitycorvetteclub.com

www.facebook.com/GATECITYCORVETTECLUB

Dean Gagne at 1-603-472-3524



GM Recalls Certain C8 Corvette Models For Missing Halfshaft Bearings

General Motors and the National Highway Traffic Safety Administration have issued a product safety recall for a small number of [C8 Corvette Stingray](#) units that were mistakenly shipped with missing halfshaft bearings.

The problem: affected C8 [Corvette](#) Stingray models had improperly manufactured half shafts installed at the factory that were missing one or more ball bearings. This can result in a loss of drive power, as the engine may not be able to properly deliver power to one or both of the rear wheels. The C8 Corvette Stingray is manufactured exclusively at the [GM Bowling Green Assembly](#) plant in Kentucky.

The hazards: a sudden loss of drive power could prove to be a hazard in traffic and may increase the risk of a crash. No crashes or injuries have been caused as a result of this problem.

The fix: dealers will be instructed to replace the left or right rear halfshaft assemblies. These repairs will be performed at no cost to the vehicle owner.

Affected components: driveshaft assemblies.

Affected vehicles:

- 2021 Corvette Stingray
- 2022 Corvette Stingray

Number of affected vehicles: only 22 vehicles are believed to be affected by this issue.

Owners should: GM will mail notification letters to owners of affected vehicles instructing them to make an appointment with their dealer on April 4, 2022. If owners are unsure whether or not their vehicle is

affected by this recall, they can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on it. Courtesy transportation is available for customers whose vehicles are involved in this recall and are within the warranty coverage period.

Contacts:

- GM recall number: N212351320
- NHTSA campaign number: 22V091000
- Chevrolet Customer Service: 1-800-222-1020
- NHTSA Toll Free: 1-888-327-4236
- NHTSA (TTY): 1-800-424-9153





Courtesy of GM Authority

C8 Corvette Z06 LT6 Break in RPM
Redline RevealedThe C8 Corvette Z06's
LT6 break in RPM redline is quite a bit
higher than the Stingray's LT2, as
expected.



One of the hotter topics surrounding the all-new C8 Corvette when it launched for the 2020 model year was **the “forced” break-in period** for the car’s **LT2 V8**. Prior to reaching 500 miles on the odometer, owners were limited to 4,000 rpm to prevent damage to the engine, which is quite unique since most cars simply bury this information in the owner’s manual and hope for the best. Now, we also know the details surrounding the **C8 Corvette Z06** and its LT6 break in period, thanks to a user at the ***Mid-Engine Corvette Forum***

“I reached out to GM asking, ‘while we are sure that the LT6’s RPM break-in redline is above the LT2’s 4,000 RPM, what is it please?’ the forum’s co-founder and admin John posted. “I just got the following official response for the recommended maximum RPM before 500 miles – though we know from our Stingrays there is nothing like a fuel shut off to prevent the owner from exceeding it.” “Hey John, the tach will indicate a redline of 6,600 RPM as a visual reminder for the first 500 miles on Z06, much like Stingray’s 4,000 RPM during the break-in period,” a GM spokesperson replied.



Thus, the LT6 break in period max RPM is not only quite a bit higher than the Stingray's but also more than the base car's redline of 6,500 RPM. Of course, the C8 Z06 can rev all the way to a stratospheric 8,600 RPM. However, it's worth noting that even though the car ditches its lower mark after the initial 500-mile break in period, GM still recommends taking things easy for the first 1,500 miles, at least in terms of hitting the race track or pretending like you're on one. This is crucial for proper break-in not only for the motor, but also other mechanical components such as the gears, bearings, and differential, so we'd suggest refraining from exploring the new Z06's limits until you hit that mark. If nothing else, that patience should be rewarded with a nice long life out of your high-revving, flat-plane crank V8, which might just be the last of its glorious breed.

Photos: Chevrolet

Courtesy of Corvette Forum



Members Submissions

Courtesy of Mitch McLaughlin

My First Corvette

had always wanted a Corvette like so many others, but there were a number of things that took precedence that were more important such as paying college tuition for our three children.

With the encouragement of Linda I spotted a 1996 Corvette on the internet from Fort Lauderdale, FL., which of all places was on EBay. As much as one should be leary of buying a sports car this way I contacted the owner and had multiple conversations as well as numerous pictures sent to me.

When the bidding was over I ended up paying less than the original price.

I ended up owning it on March 17, 2002.

It was a great Saint Patrick's Day and the car was Polo Green Metallic with a Tan interior.

It was a fully loaded 96 Coupe.

I had the car shipped and it was every bit as described and better than I expected.

It was the Luck of the Irish for me and a special thanks to Linda for her encouragement.

Mitch



Courtesy of Bob McLean

Hi Guy's!

Joes Albanese (new C8 HTC member) and I heard about the 2023 C8 Z06 tour across the country and then specifically noted that Mac Mulkin (MM) in NH had a 1 day only showing on Saturday 2/19/22. It had been clean roads after rain for a few days, so we found an excuse to drive up from Plymouth/Yarmouth respectively in the toys.

Walkie talkies, WAZE etc; helped on our spirited ride up in February no less. The motley crew from the Mad Hatter at the Smith's earlier last year for reference.



The MM Z06 Visit

Joe got to meet Tommy Thompson Jr at MM in person after only phone contact on his 21 C8 as I have met him on all my previous vettes since my new 2004 “the last C5 gen year”. Joe had recently done the GM subsidized with C8 purchase a trip and C8 driver training/road course at Spring Mountain in Nevada, which I may ask Joe to document. Tommy said “I wish more owners would do...” to learn the cars capabilities.

C8 Z06 Tech Stuff

The car looks a bit bigger overall in person than the C8 Stingray, but is still same length wheelbase. Its 3.6 inches wider in the rear and has 13

inch “stock” width wheels in the back however! I think C7 2019 Z06 may have had same size, but not with the mid-engine and axle over them for the ultimate grip. We can all wag the back of a vette tail easily, but C8 you “hook” more and hang on. Some refer to them as “steam rollers...”. Not sure there will be a “Ludicrous Mode” like Tesla Model S (my son in LA has now after selling 500 HP Mustang as gas is so high) for the C8 Z06!.



2023 C8 Z06 with full Z07 Aero package and \$\$\$ Carbon fiber wheels

They have also put the exhaust back in the middle as most previous gens used to be and some Corvette enthusiasts said “finally back where it belongs...”. The exhaust is tuned with channel pipe tips to give feedback to the driver. I find the C8 is quiet even with exhaust in “Track Mode” as its so far back behind you and the motor you don’t know its wailing..ooops. They started up the car on the 2nd floor vette showroom.. We all went “explicative! ”, no revs on the beast however as too close quarters.



Back to the middle for the exhaust

Now that engine is a whole GM “production” tech marvel! We have the Huracán’s, Ferrari 458’s (I think similar exhaust note ;^) with high tech motors, but this GM engine is having less to nothing maintenance wise like adjusting like valve lash and other complex maintenance aspects as those boys.

The Beast under the hatch:

1. The new GM LT6 5.5 liter “Flat Plane Crank” engine design is similar to the Ford Mustang 350R 5.2L Voodoo engine which allows higher RPM. In C8 Z06 case the redline is 8,600 RPM!. To compare, current C8 6.2 liter engine is 6,500 RPM. Sounds so explicative exotic...
2. DOHC cam setup, vettes have always been tried and true pushrod engines. It has a chain drive for the camshafts, not a rubber belt which needs more maint/attention adding reliability.

3. Naturally Aspirated or NA (yes, no supercharger like C7 Z06) with twin air intakes to feed air to the 670 HP monster behind you. More simplicity for sure.
4. We are talking 0-60 in 2.6 seconds from the factory for one of the last total ICE (Internal Combustion Engine) engine based vettes. Future is hybrid for green and yes, even faster C8 vettes like E-Ray are due later, another story.

There is the planned an HTC version of Z06 as well, but now the engine view which is hidden there seems more interesting to see in the coupe hatch view for now to me.



The 670 HP LT6 Beast

We had a blast at the tour/physical reveal for us. MM had all the wheel options, caliper colors; etc on display as well. Two new colors for 2023 Z06 “only” as well are announced as 2023 is 70th anniversary of Corvettes as we all may know. They is Tri-Coat White Pearl and Carbon Flash (metallic black like C8/C7 trim parts). Can’t wait to be behind one

on the road. If I do win the lottery by 2024 I do have my name/# in at MM. My post on C8 Z06 FB post went mini viral for me, 600 likes:



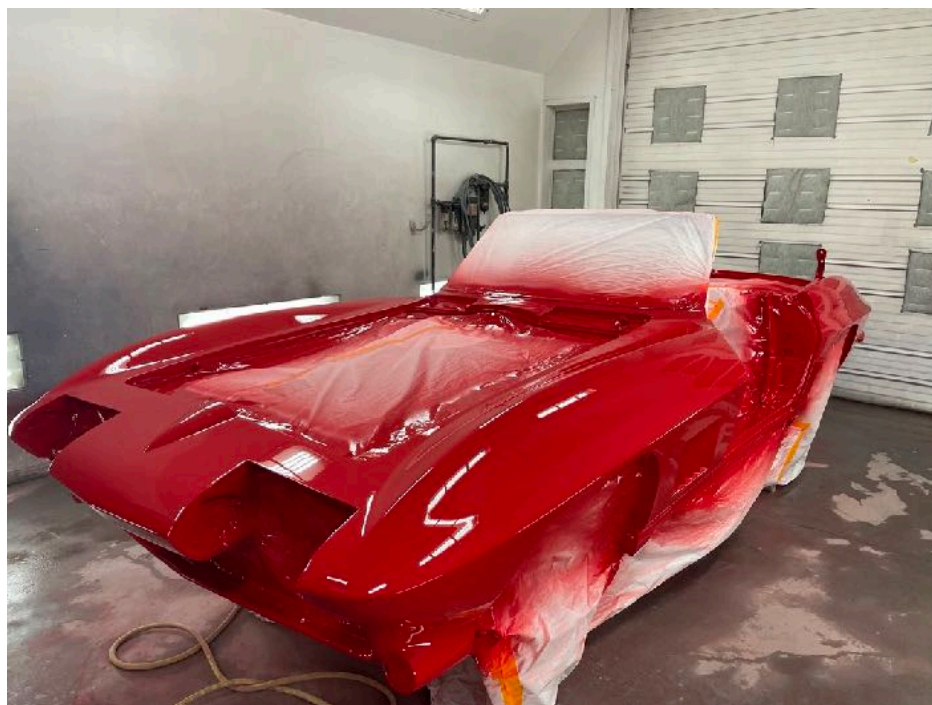
Pictures courtesy of Don Mason

Update On The Restoration Of Don's Corvettel

It's Red!







***A Big Thank You To Our
Sponsor's***

Tracy Chevrolet

Corvette Mikes

Van Rensselaer's Restaurant

Fanizzi's Restaurant