



# Acadia Region Corvette Club

*A Club for Corvette Enthusiasts Since 2008*

## *President's Letter for August 2022*



### Club Officers

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### ARCC Members & Friends—

Wow! A very busy past four weeks for those of us who wanted to venture out to show off our cars in parades. Thanks much to Activities Director Diane Bossert for the time and effort it takes to coordinate our participation in all these events. Around these events, Carol and I have taken advantage of the many nice days and gone cruising the scavenger hunt trail and so far have revisited over 30 of the places on the list. Maybe we'll hit another 30 by the end of August. And August has its own events where club members can show off their cars and socialize with other members: the Seal Cove Cars & Coffee on the 13<sup>th</sup> and 27<sup>th</sup>, Eggmoggin cruise-in on the 18<sup>th</sup>, our club picnic at the Dodge's on the 20<sup>th</sup>, and our first in-person monthly meeting in a very long while on the 24<sup>th</sup>. So get out and take advantage of the remaining days of summer! I hope to see more of you before the days get much shorter!

### Welcome Our Newest Members

In the last weeks since the July Letter, ARCC has grown with four new members: Shawn & Crystal Morrison of Bucksport and John & Shelley Sala of Kingsfield. The Morrisons have a 2009 Cyber Gray coup with a vanity plate of IH82W8. The Salas, who summer in Steuben, have two cars, a 2018 GS coupe in Sebring Orange and a 1976 coupe in Flame Orange. (I'll be interested to see that Flame Orange next to *Sweet Potato's* Ontario Orange.) Welcome to our club!

### Our Newest Officer

As you can see from the officers list at the top of the page, the ARCC has a new Vice President, Sally Howard. After Dave Coomer unexpectedly resigned in late June, our nominating committee began canvassing club members for volunteers. Sally graciously stepped up and was unanimously voted in at July's club meeting. Thanks, Sally!

### ARCC-Embroidered Apparel

As I noted in last month's letter, I have (I think) finally put together an accurate list of embroidered apparel that are either the same as or similar to what club members have ordered

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*In a Corvette every trip is an adventure!*

in the past. I've put descriptions of these items, along with sizes and prices, into a single pdf file that I can email to any club member who wants to see what is available. There are other items available that aren't in this list, so if you want something that I haven't put in our "catalog," just ask. Shirts, vests, and jackets can be embroidered with the Club logo and your first name.

## People & Places

### Member Celebrations

#### August Birthdays

Sally Howard	Eric Judson
Shawn Kelly	John Linnehan
Ken Minier	Verronika Slaughter
Bernie Woody	Les Stackpole

#### September Birthdays

Anne Grant
Shelley Sala
Kathy Wright



#### August Anniversaries

Shawn & Jackie Kelly
John & Heather Linnehan
Shawn & Crystal Morrison



#### September Anniversaries

Dave Blanchard & Meg Smallidge
Jill & Rick Gaspar, Sr.
Doug & Anne Lee
Les & Franny Stackpole

### Club Member Handiwork

Past President Ken Minier and granddaughter Grace Young spent much of the last year hard at work crafting the amazing "From the Sea" sculpture that now stands in the Ellsworth Union River marina. Grace, whose expertise is graphics design, responded to an ad seeking designs for a work of art to hide some vent pipes at the marina. The judging committee liked her idea and awarded her a \$5,000 grant to create her masterpiece. She immediately recruited grandfather Ken, an accomplished woodworker, to help. Ken did the carving, together they assembled it, and Grace did the painting. They got really good at the work because, sadly, they had trouble with some of the creatures early on and they had to start anew part way through. If you are in Ellsworth, stop by and marvel at this beautiful work of art.



## Upcoming Activities

The Miniers had planned a day trip to Castine to the Wilson Museum for August 3<sup>rd</sup>. They had to postpone that trip and it is now tentatively planned for September, providing the museum is still open then. The next major club event is the picnic at the Dodge's camp on August 20<sup>th</sup>. Activities Director Diane Bossert will be sending out detailed information to club members in the coming days.

In addition, there are two other local gatherings sponsored by others that many club members attend. There is a cruise-in at the Eggmoggin Country Store on August 18<sup>th</sup> and a Cars & Coffee at the Seal Cove Auto Museum on August 13<sup>th</sup> & 27<sup>th</sup>. All activities, local and not-so-local, are listed on our website, [www.AcadiaVettes.org/events](http://www.AcadiaVettes.org/events).

Looking outside of our area, there is a large show in Connecticut that, after many years, has had to change its date and venue. Their Show Chairman contacted clubs around New England and requested we let members know of this change. The 28th annual Club Corvette of CT's annual Corvettes Only Show & Swap Meet will now be held on Sunday, October 28th at the Guilford Fairgrounds in Guilford, CT. If you think you might want to attend, email me at [RADean47@gmail.com](mailto:RADean47@gmail.com) and I'll send you the flyer, which included information on show classes and judging areas.

## Corvette News

**2022 Colors.** Here's a rundown of 2022 colors by the number of cars ordered, courtesy of the Corvette Mike *Thundering Thursday* weekly email. People who ordered the 2022 C8 sure do love the color Torch Red!

Exterior Color	Number Ordered
Torch Red	4,147
Arctic White	3,603
Hypersonic Gray	3,291
Red Mist	3,274
Black	2,766
Rapid Blue	2,261
Elkhart Lake Blue	1,412
Amplify Orange	1,375
Ceramic Matrix Gray	1,202
Accelerate Yellow	1,193
Silver Flare	922
Caffeine	385

Interior Color	Number Ordered
Jet Black	9,040
Adrenaline Red	6,584
Natural	2,952
Sky Cool Gray	2,600
Sky Cool Gray/Strike Yellow	1,423
Natural Dipped	1,041
Tension/Twilight Blue Dipped	988
Jet Black/Adrenaline Red	650
Morello Red Dipped	295
Jet Black/Sky Cool Gray	123
Adrenaline Red/Jet Black	85

**Is this the C9?** For those of you who want to see some informed speculation on what the next-generation C9 Corvette might look like, a July 6<sup>th</sup> article on Corvsport.com offers some interesting ideas. Two comments worth remembering are 1) "it seems both plausible and unavoidable that the C9 Corvette will be an all-electric hypercar capable of producing power at levels previously unseen in any Corvette before it," and 2) "at the end of the day, we simply don't know what we don't know, which makes reporting on this car at any level exceedingly speculative." The illustration above,



by Kuni Ito Design Studios, led the article. To read the article, visit:

[https://www.corvsport.com/a-look-ahead-at-the-c9-corvette/?mc\\_cid=0230ccc281&mc\\_eid=bcad3f3de2](https://www.corvsport.com/a-look-ahead-at-the-c9-corvette/?mc_cid=0230ccc281&mc_eid=bcad3f3de2).

**And under the category of "There Are No Words,"** (and, perhaps, more than a bit of sacrilege) the following photos show what two guys from someplace called *Street Speed 717* decided to do with a C4 Corvette. It's obvious they are good but more-than-moderately crazy mechanics with too much spare cash to play with.

The photos are taken from video at <https://www.youtube.com/watch?v=PCYC21MBm0g>.



*Do you even know what you're riding in?* is the title of an article from the August newsletter put out by the Southern New Hampshire Corvette Club (*SONH Corvettes*). Rather than try to synopsise the article, the club granted permission for me to reprint it. It's on the next page. I found it both interesting and informative; I hope you do as well.

## Et Cetera...

In response to my request of Corvette Mike's to reprint the 2022 color information on page 3, I learned that their website has a section called "Owner's Corner." The fellow who manages the site says it's a section about both people and the cars they own, and the cars don't have to be ones bought from Corvette Mike's or even Corvettes. Carol and I and our two cars will be featured there sometime soon. If you want to subscribe to the Thundering Thursday email, send an email to [Troy@CorvetteMike.com](mailto:Troy@CorvetteMike.com). And if you want to see your car on their site but aren't sure you can write a suitable short story about the car, I'm happy to help.

**Don't forget: Our club's August meeting is on Wednesday, August 24<sup>th</sup>.**

**BUT UNLESS IT'S BAD WEATHER IT WILL BE AN IN-PERSON MEETING**

**at Knowlton Park on State Street in Ellsworth starting at 5:00 pm.**

**If it is bad weather, we'll hold the meeting over Zoom, starting at 7:00 pm.**

**Look for an emailed reminder with final details on the 22<sup>nd</sup> or 23<sup>rd</sup>.**



Roger Dean  
President, ARCC

*If you have photos from an ARCC event—  
or any other Corvette-related photos that  
you think others in the club would be  
interested in seeing—please send them to  
me for possible inclusion on the website  
and in a future President's letter.*

## Do you even know what you're riding in

It's a scientific fact: Low weight plus high horsepower equal exhilarating performance.

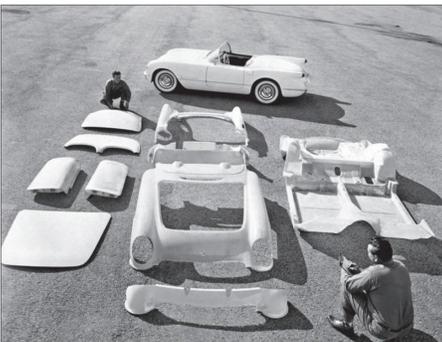
That combination has defined the Corvette for eight generations, as increasing power output matches the use of advanced materials to minimize curb weight. Its been this way at GM since the Corvettes inception back in the 50's.



Corvette's use of advance materials began in 1953, when the first Corvettes were produced with all-fiberglass bodies. Every Corvette since has featured a composite-material body. Over the years the make up of the bodies on the Corvette has changes dramatically as technology has advanced,

utilizing new materials and developed processes.

But in the beginning, the reasoning behind using fiberglass wasn't all about performance. It was as much about saving money as anything else. GM knew the Corvette was going to be a low volume model selling way fewer units than anything else they were producing. In order to create a metal body, there would have to be expensive sheet metal dies created just for the Corvette, and the economics didn't add up. The car was already going to be an expensive one (\$3,498) and the additional cost of the tooling required for a all steel body would have killed the project before it even got off the ground.



So Harley Earl, the legendary Corvette designer turned to the lower cost of fiberglass as the body material for the newly designed car. Not only did it offer an incredible weight advantage over steel, (the car weighed less than 2,800lbs.) the actual production costs was about a tenth of producing a steel body allowing the project to go forward. The process of making the Corvette fiberglass body remained basically the same until GM discovered a new type of process. (The original 53 body was hand formed)

Starting with the third generation in 1968, the body parts were manufactured with a press mold process, whereby the fiberglass



material and resin were shaped in a die-like tool that produced smoother parts more quickly. The process remained the same until 1973 when the actual materials in the body were changed. A change from conventional fiberglass to sheet-molded composite, or SMC, which was composed of fiberglass, resin and a catalyst formed under high heat and pressure. The ratio of resin to fiberglass was reduced with SMC, while the fiberglass itself was a bit coarser. The new material helped produce panels that were smoother right out of the mold, resulting in higher-quality paint finishes.

All Corvettes since 1973 have used SMC body panels, but the material composition has changed dramatically, featuring less traditional fiberglass and more lightweight plastic. The early SMC material created parts that were stronger and more rigid, but more brittle. As SMC technology and production experience evolved, Corvette engineers were able to alter the material composition and the body parts specifications to trim the Corvette's curb weight. Mostly, that happened through making thinner body panels, because SMC was denser and stronger than conventional fiberglass.

Now in time as the Corvette received upgraded High horsepower V8 engines, the emphasis on reducing weight became more of a performance goal than of production cost. While the earlier fiberglass bodies were somewhat prone to stress cracking and paint adhesion, the newer SMC panels cured both issues and all the while continued the weight reduction race that GM was chasing in raising the performance of the car.

During the 70's and 80's GM continued to mess with the now composite formula that comprised the Corvette body, by changing the material makeup and percentage of fiberglass. With the introduction of the C5 generation, the body style body was made up of about 40 percent resin – polyester, vinyl ester, styrene or a blend of all three – 33 percent calcium-carbonate filler, 20 percent chopped fiberglass, The remaining 7 percent is resin and hardeners that improve the out-of-mold surface finish. All resulting in a 100lb saving in body weight on the C5 over the C4 even though the car was larger, wider and longer!



Additionally GM began messing around with unique frame materials, such as titanium and balsa wood (yes your C5 & C6 Corvette has balsa wood in the floor boards) to further reduce the overall weight of the car. GM was chasing weight reduction everywhere, the new motor in the C5 was 10lbs lighter than that of the C4 yet still increased the Horsepower!

As new specialty models were added to the Corvette stable, the



weight race was in full swing. In 2001 the titanium exhaust system of the Z06 weighed a mere 26lbs, a 70% reduction from the conventional exhaust! A new aluminum alloy frame reduced the frame weight by nearly 20%, a saving of over 100lbs, yet increased body rigidity!

The Z06 Carbon fiber hood saved 11lbs, the Magnesium roof panels and engine cradles also saved precious weight while increasing strength

New Carbon ceramic brake rotors continued the assault on weight reduction. With the introduction of the ZR1 in 2009, the body panels on the Z06 & Zr1 were comprised of carbon fiber , a durable lightweight but expensive to produce material, further

shaving 25lbs off the overall weight of the car.

With the introduction of the C7, all Corvettes utilize the same



aluminum alloy frame technology developed for the C5 & C6 Z06 & Zr1 models. A new material originally developed by NASA called Aerogel was utilized to help with the heat deflection in the transmission tunnel area, which had been an ongoing issue with the C5 & C6 generations. All the underbody panels are made from a "carbon-nano" material to further increase strength and decrease weight. Carbon fiber body panels were now the norm and while many newer cars were gaining weight to help with collision safety, The C7's overall weight remained a paltry 3347lbs! 60 years of innovative design was in full display on the C7.

With the introduction of the new mid-engine C8, the technology



infusion exploded, as GM basically got to work with a clean design slate and utilize all it had learned over the years in weight reduction and strength materials. Just about every aspect of the new car was designed to maximize performance while enhancing the overall driver experience. For the first time in three generations the new platform weighed more than the previous one, and by quite a bit as the C8 base model weight comes in at 3,647lbs, an increase of over 200lbs from the C7. However you need not worry as with the increase in engine horsepower of almost 50HP more than offsets the gain in weight. Couple that with the engine placement over the rear wheels and performance numbers are the best in the Corvettes long and storied history...



.. Balsa wood huh ? Who would have ever Thought!