

December 2021

## This Months Articles

- Motor Oil & Filters
- News: The Z06 Hype is alive and with good reason!
- Travel: Destinations: Newport RI, Lincoln MA.
- Recipes: Holiday Treats
- Trivia; Bowling Green
- SONH CORVETTES.org is Live!
- Corvette Production by the years

My Corvette and life philosophy are much the same, the adventure getting there is more important than the final destination.

## *Happy Holiday's from everyone at SONH CORVETTES*

### The Corvette Poem

Winter is upon us and its time for our cars to sleep  
And because they cost so much, I'll be driving all winter in a heap!  
As I ponder the long cold season ahead, my thoughts will race to warm weather instead!  
And while the days count down to the joy's of spring.  
I can ponder new cams, tires and other goodies Santa might bring.  
I've been kind of naughty this years so no telling what I'll get  
but family knows me well! I'll surly get something for my Vette  
So don't dismay at the cold days and mounds of snow  
There's always Florida!, you can drive year round there you know!



## Oil... A slippery Slope

So when it comes to Oil, Oil Filters and your Corvette, there are some definite things you should know to correctly maintain your car's engine.

Most Corvette owners are beyond religious about changing the oil and filter in their car. Some trust no one to perform this maintenance other than themselves. But for most, having this service performed by someone else is the only option! Sounds easy right?

There are numerous horror stories of quick lube lanes and even dealerships leaving drain plugs out, double gasketing the filter (more on this later) or even failing to fill the cars with new oil after its been drained causing catastrophic engine failure and massive financial headaches to owners.

Doing your own maintenance is a real viable option, provided you possess the right knowledge, equipment and location

to do it safely and correctly.

So first lets break down the main ingredient... **The Oil.**

What is oil and what's its purpose? Most everyone knows the primary function of oil is to provide lubrication between the surfaces of the moving parts of an engine minimizing friction and wear. And while this is true, it is not the only primary function it provides. In todays complex engines, oil also performs up to 40% of the engines cooling by absorbing the heat away from metal surfaces and pulling it from the motor. It suspends contaminants and byproducts that are produced as an engine starts and runs. It also provides protection from rust when an engine is not running and even keeps seals that hold the oil in the motor from drying out. And it has to do all this in a wide range of both temperatures and environments. Today's automotive oil are broken down into three

types, categorized as Conventional, Semi Synthetic and Full Synthetic. All three are available in a full range of viscosity (oil thickness) for all types of engines and applications.

**Conventional Oil** is nothing more than simple crude oil that is refined and thinned to allow it to flow easily and most will contain additives that help alleviate the oil from foaming, which takes away from lubrication properties.

**Synthetic Oil** is a man made chemically engineered product that is based off of natural gas that is converted to a liquid. All types of oil are made up of molecules, and in this lab created product, the molecules are consistently the same smaller size. This process creates a lubricant surface that is more uniformed in its size and provides the best consistent ... continued to page 2

## Oil... Continued

lubrication Properties. Synthetic oil also contains less impurities than conventional oil providing a more consistent flow at extreme temperatures of cold and heat. Synthetic oil has numerous chemical additives to prevent rust, corrosion and sludge build up that clogs an engine oil passages. Synthetic oil because of the molecule consistency also provides the best cooling capability for a motor, drawing almost twice as much heat away from the engine surfaces as conventional oil. Because of the complex manufacturing process required to make synthetic oil, along with all the chemical additives, synthetic oil will always cost more than conventional oil!

### Semi-Synthetic Oil...

this is a 50/50 combination of conventional oil and synthetic oil. It has some of the same capabilities as full synthetic but because it is mixed with conventional oil doesn't cost as much as full synthetic. Semi-synthetic is a good option for cars that have higher miles, as the conventional portion can help with the worn tolerances of a motor that widen as they get used.

### Viscosity... What the numbers mean?

When you look at a container of motor oil there are numbers and letters that signify what range in temperature the oil is designed to work best in. Since motors are sometimes required to start and run anywhere from 40 to 50 below zero all the way up to 250 degrees, the consistency of the thickness of the oil is crucial.

There are tons of different viscosity motor oils designed to work efficiently in a certain range of temperatures. For instance a motor oil for a shop air compressor that is in a 50-70 degree environment would only require a motor oil to lubricate in a very narrow temperature band. So a straight 30 weight oil would work fine and provide all the lubrication needed to keep the compressor cool and working. But with automotive engines, that are required to start and operate in a very wide range of temperatures, a multi viscosity motor oil like a 5w-30 is required. The lower number to provide immediate lubrication when an engine is started cold and the higher number to maintain lubrication when the engine is at operating temperatures or even above. The nature of oil is that the colder the temperatures the thicker the oil will be until it is heated. A straight 30 weight

motor oil wouldn't provide very good lubrication when a cold engine was started. It would take time for the thicker oil to flow from the engines oil pan where it is stored to all the surfaces that immediately need lubrication to prevent wear and tear. On the flip side a 5 weight motor oil when it became heated would be too thin to maintain lubrication and would simply run off whatever surface it was on. So multi viscosity oil was invented to counter this problem. This oil is made up of multiple weight thicknesses to provide both immediate flow and also maintain thickness when it is heated. So a 5w30 multi viscosity oil is designed to accomplish both cold and hot lubrication. The W stands for winter telling you that the oil is thin enough to still flow at extreme cold temps providing the necessary lubrication. One of the big debates about storing our cars during the winter is should the car be started occasionally? The experts have varying opinions, but the one thing they all agree on is that if you do occasionally start your car during the storage months, to always allow your engine to get up to normal operating temperature. This ensures that the oils will flow to all parts of the engine and provide lubrication to the top end of the motor. This also allows your engine coolant to cycle thru and eliminate sediment and rust from collecting in the lowest part of the cooling system at the radiator.

**Oil Filters...** Equally as important as the oil in your engine is the filter! Its job is to clean the oil that cleans your engine. As an engine starts and runs, microscopic filings, metal shavings and moisture are all created. These particles are caught and suspended in the motor oil and it wouldn't be healthy for them to continuously circulate and re circulate through an engine. The oil filter is designed to capture and hold all these contaminants, cleansing the oil to help it keep doing its job.



**Oil filters** are made up of several components and are designed for the oil to flow through microscopic paper filters that capture the impurities suspended in the oil, cleaning it and returning it back to the oil pump to be re circulated through the engine. Filtering also cools the oil allowing it to maintain its viscosity and in turn help cool the engine itself. Oil filters also have a pressure relief valve to bypass the filtering process once they become clogged or full, ensuring a constant flow of the oil throughout the engine. Oil filters range in price from inexpensive to costly. \$1.99 to \$20. What's the difference?

Simply the quality of the components that make up a filter beginning with the outer housing. The threads that attach the filter to the filter base are more precise ensuring a tighter fit. The O-ring gasket that seals the filter to the filter engine housing is made of a better material again ensuring a tight fit. Inside materials that do the filtering have better paper and resin material designed to capture smaller pieces of debris, dirt and moisture for a longer period of time. Better filters also have a better bypass valve ensuring that once the filter is reaching the end of its life cycle and has become partially clogged it will still allow the oil to bypass the filtering process and continue to cycle thru the engine. Also be aware that manufacturers who have their "Name Brand" on a filter may be manufactured by a lower quality company that they just label and people assume the filter is of the same high quality that of a companies other products. The best filters are **WIX, Baldwin, Bosch, Royal Purple and Mobil1**. But be aware that in today's world even some of these "best" filters are now manufactured off shore in places like Mexico, South Korea and China!

**Oil Analysis** Concerned about how your engine is holding up? You can actually conduct an oil analysis when you have your oil changed. By sampling your old oil, the analysis will show any unusual contaminants, predict the wear rate of your engine components and calculate its expected life. Many local and national companies offer this service. Lastly always ensure that when you install the new filter that the old filter O-ring is removed from the base of the filter housing. Sometimes they will come out of the old filter and stick to the mounting base.

And this is called double gasketing, and when this happens you'll end up with a filter that eventually will fail, leak or fall off all together, leading to catastrophic total engine failure



**Drain Plug crush washer** The last piece of the oil change process involves the drain plug(s) on the oil pan. (1 drain plug on standard LS2, LS3, LT1) 2 drain plugs on a dry sump system (oil is stored away from the motor in a separate container and is pumped into the engine, Z51, GS and Z06 models)

Whenever the drain plug is removed from the oil pan it is a standard practice to replace **the crush washer** which goes between the pan and drain plug. The washer is there to ensure the drain plug doesn't leak by providing a good seal between the two pieces.

Lastly your engine oil is only one of the four or five fluids in your car. It's the one that gets all the attention, yet the other four or five liquids (depending upon your car being a standard or automatic) are equally vital to being maintained. Transmission, coolant, brake, clutch and even the fuel systems all have fluids that have a life cycle and need to be exchanged and cleaned! The good news is that most of these fluids are available in a synthetic version which extends the life cycle between changes! **But do not ignore them!**

All of us buy our Corvettes to enjoy them for many miles. By developing a planned maintenance schedule you're doing the most important part in preserving the life of your car.

The maintenance intervals along with the required oil types are all listed in the owners manual, **which should be required reading for every Corvette owner!**

## Z06... Supercar with a Potential Supercar Price tag!

In November, Chevrolet set the automotive world a blaze with the official announcement of the C8 Z06! While we've heard the rumors about the flat plane crank for some time now, hearing it screaming along in the kick off video took the hype to another level! This car is without question a world class supercar! And like many Supercars, this one may end up being a very limited production and costing way more than the MSRP of not the yet re-



leased price of around \$89,000. GM also hasn't announced any 2023 production numbers yet (production is scheduled to begin March 2022) but if past Z06 production is any indication, it may end up being around 25% of the total C8's produced, putting that number around 7,000 Z06's being built! And that's assuming no production delays, (three 2 week delays have happened so far this year), so the actual 2023 number could actually be much lower.

6-7,000 sounds like a lot, but with GM already announcing that the Z06 will be produced in right hand drive version as well, that alone will cut the total unit builds available in the US down to as low as 3,000 to 4,000 annually. And with Dealership allocations already being gobbled up, the wait for some could be a substantial 2-3 year long one. Couple that with the current Corvette pricing craze and this car will push way past the \$200,000 price barrier or more!

**Welcome to Capitalism!**

### Corvette C6 Lighting

C6 generation Corvettes when released back in 2005 were considered a huge success with its new shorter sexy design, similar to C5 Z06 performance as standard and incorporating a lot of the best from the recent generations.

However a bit of controversy was created with the bringing back of the exposed headlights. A departure from every generation of Corvette since the last year of the C1 in 1962! Corvette purist cried foul, as the C6 was missing one of the signature designs that the car always had beginning with the 1963 C2 generation. Hide away headlamps!

But as the new design slowly became accepted, a bigger issue with the headlight emerged. Poor at best night time visibility! the HID bulbs (High Intensity Discharge) low beams didn't have the nighttime vision capabilities befitting a car of its performance. Also the bulbs dimmed somewhat quickly over their life even though they had a 2500 hour expected life time. And replacing them at \$240 a bulb was an expensive proposition.

Fast forward to 2016, A company called Morimoto created a new headlight bucket assembly with the newer C7 daytime running lights for the C6. Gone are the expensive to replace HID stock bulbs, instead replaced by LED (Light Emitting Diode)



bulbs with a much longer life expectancy and a more modern whiter spectrum of light. The daytime running light look of the C7 was incorporated giving the dated C6 lights a more up to date look. Its an expensive upgrade however as pair will set you back almost \$1500. Its also not

the an easy upgrade as its takes between 5-6 hours to complete.

Fast forward again to 2020 and upon the arrival of the C8, Morimoto along with a couple of other companies have added a newer C8 replica replacement headlight assembly, incorporating the C8 split daytime running light. These are actually less expensive than the C7 Morimoto's retailing from between \$800 to \$1200 a pair.

There are options to now upgrade the look of the C6 headlights. Now if someone



would just come up with a C6 hide away headlight kit, **The purist could sleep again!**

*They say money  
can't buy  
happiness.....But  
I'd rather cry in a  
Corvette than in a  
Kia.*

**Trivia: What was the Bowling Green Corvette plant originally before it began producing Corvettes and who originally owned it?**

**Answer is on the bottom of page 6**



## Destinations.... Newport RI

Popular seaside escape for the rich and famous of the early 19th century featuring incredible mansions of the Getty's, the Rockefeller's and The Vanderbilt's!

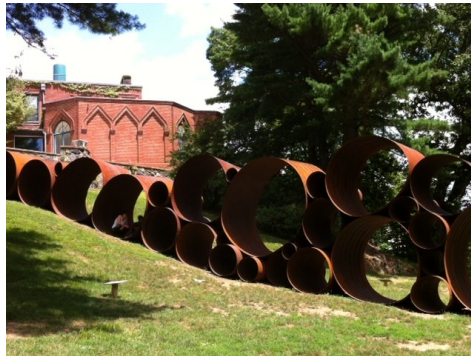
The Newport area has much to offer visitors besides just mansions. Fort Adams is also one of the areas top attractions. Nestled on the inner harbor peninsula with a 2.5 mile sea side walk way, it's a perfect spot to enjoy a mid summer afternoon.

The Newport Car museum, featuring 85 Corvettes, Classic Cars and one of kind builds sits inside a 3 acre building and plays host to numerous Corvette clubs during the summer.



## Decordova Museum.... Lincoln MA

Nestled in the woods of Massachusetts adjacent to Hansom Air Force base is this beautiful museum and outdoor art exhibit. This 30 acre parcel of land contains numerous interesting outdoor sculptures and exhibits. In addition there's an indoor museum filled with world renowned art. While only a short drive from So NH, some of the back roads leading to the Minuteman park area are winding, freshly paved and perfect for a leisurely afternoon ride.



## Corvette Caravan 2024

As 2021 comes to close, planning for the 2024 Corvette Caravan will kick off in the summer of 2022 with two NE chapter "Meet and Greet" events. The first one to be held in Yarmouth Nova Scotia during June and a second one a little closer to home, down on Cape Cod in October 2022. More details for each of these events are on our website and can be found under 2024 Caravan link



*Corvette:  
Because no  
one writes  
songs about  
Volvo's.*

The Holidays are upon us and here are three great recipes for your next Holiday party

### INGREDIENTS

1 lb. ground pork sausage  
 2 c. Bisquick  
 4 c. shredded cheddar  
 2 tbsp. freshly chopped parsley, plus more for garnish  
 1 tbsp. paprika  
 Kosher salt  
 Freshly ground black pepper  
 Extra-virgin olive oil, for brushing

### Cheesy Sausage Balls

#### DIRECTIONS:

Preheat oven to 350° and line a baking sheet with parchment. In a large bowl, mix together pork sausage, Bisquick, cheddar, parsley, and paprika until combined and season with salt and pepper.

Using a small cookie scoop, place tablespoon-size balls of mixture onto prepared baking sheet.

Brush tops of balls with olive oil and bake until deeply golden and no longer pink, 25 minutes.

Garnish with parsley before serving.



### Reuben Eggs Rolls

#### INGREDIENTS

1/2 (8-oz.) block cream cheese, softened  
 3 tbsp. Russian dressing, plus more for serving  
 1 tbsp. prepared horseradish  
 3/4 lb. sliced corned beef, chopped  
 1 1/2 c. shredded Swiss cheese  
 1/2 c. sauerkraut, drained  
 2 tbsp. freshly chopped chives  
 16 egg roll wrappers  
 Vegetable oil, for frying

#### Directions:

In a medium bowl, mix together cream cheese, Russian dressing, and horseradish. Fold in corned beef, Swiss, sauerkraut, and chives.

Set an egg roll wrapper in a diamond shape in front of you and spoon 2 tablespoons (max) Reuben mixture in the center. Fold up bottom half and sides, then gently roll, sealing seam with a couple drops water.

Repeat with remaining filling and wrappers.

In a large deep-sided skillet over medium heat, heat 1 inch oil until it starts to bubble, then, working in batches, add egg rolls and fry until golden, 1 minute per side. Drain on a paper towel-lined plate and let cool slightly. Repeat with remaining egg rolls.

Serve warm, with Russian dressing for dipping.



### Dark Chocolate Truffles

#### Ingredients

cup heavy cream  
 1 lb dark chocolate, finely chopped  
 1 tsp pure vanilla extract  
 pinch of salt  
 toppings: toasted nuts, raw sugar, cocoa powder

#### Directions:

Heat the cream in a small saucepan over medium-low heat until just simmering.

Place the chocolate in a bowl and pour the hot cream over top. Let sit for 5 minutes.

Whisk the chocolate and cream together until smooth. Stir in the vanilla and salt. Pour the mixture into a shallow dish and chill for 35 minutes.

Use a small ice cream scoop or two spoons to portion the mixture into bite-size portions, roughly 1 1/2 ounces each. Wearing gloves, roll each portion between your hands to form a round, even ball. Place the truffles onto a plate.

Prepare a small bowl of each of your toppings. Roll the truffles in the toppings. For the nuts and sugar, you'll want to pack them so they stick. For the cocoa powder, you'll want to shake off any excess.

Store the truffles on a plate in the refrigerator. Let the truffles sit at room temperature for about 15-30 minutes before serving.



Well that's it for the this months newsletter we hope you enjoyed it!

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If you are already a member of SO NH CORVETTES we thank you for everything you do in adding to our group and wish everyone the Happiest of Holidays!

Have an Idea or article you'd like to see... send it along and we'll include it in a future newsletters.

### Annual yearly Corvette Production numbers

C8	2021	26,216	C4	1996	21,536	C2	1967	22,940
C8	2020	20,368	C4	1995	20,742	C2	1966	27,720
C7	2019	34,822	C4	1994	23,330	C2	1965	23,562
C7	2018	9,686	C4	1993	21,590	C2	1964	22,229
C7	2017	22,801	C4	1992	20,479	C2	1963	21,513
C7	2016	40,689	C4	1991	20,639	C1	1962	14,531
C7	2015	34,240	C4	1990	23,646	C1	1961	10,939
C7	2014	37,288	C4	1989	26,412	C1	1960	10,261
C6	2013	13,466	C4	1988	22,789	C1	1959	9,670
C6	2012	11,647	C4	1987	30,632	C1	1958	9,168
C6	2011	13,596	C4	1986	35,109	C1	1957	6,339
C6	2010	12,194	C4	1985	39,729	C1	1956	3,467
C6	2009	16,956	C4	1984	51,547	C1	1955	700
C6	2008	35,310	C3	1982	25,407	C1	1954	3,460
C6	2007	40,561	C3	1981	40,606	C1	1953	300
C6	2006	34,021	C3	1980	40,614			
C6	2005	37,372	C3	1979	53,807			
C5	2004	34,064	C3	1978	46,776			
C5	2003	35,469	C3	1977	49,213			
C5	2002	35,767	C3	1976	46,558			
C5	2001	35,627	C3	1975	38,465			
C5	2000	33,682	C3	1974	37,502			
C5	1999	33,270	C3	1973	30,464			
C5	1998	31,084	C3	1972	27,004			
C5	1997	9,752	C3	1971	21,801			
			C3	1970	17,316			
			C3	1969	38,762			



The highest number of Corvettes produced was in 1979 with 53,807. No other Corvette model year before or since has sold so many units. The Base Corvette Sport Coupe retailed for \$10,220. There were 10 colors offered that year with black being the number one color choice.

**Trivia Answer:** The Bowling Green Production plant was once an abandoned Chrysler industrial air-conditioning unit factory. The factory was built by the Chrysler Airtemp Division in 1968 and sat abandoned in the late 70's until GM later purchased it. Production began there on the C3 in 1981. The plant later on also produced the short lived Cadillac SLR coupe as part of the initial development of the 2005 C6 Y chassis. Corvettes have been produced in a total of three factories beginning with the 1953 in Flint Michigan moving the next year to St Louis MI, where the 1954 C1 was produced and production remained there until moving to the Bowling Green, KY plant in 1981. The National Corvette Museum sets adjacent to the production plant across the street.