

SO **NH** CORVETTES

SO **ME** CORVETTES

# GENERATIONS

May 2026 Vol 6 No 5

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**OUR FIRST SONHC CARAVAN EVENT OF THE SEASON!**

**May ...**Well, it's finally arrived! Spring is here and it's now time for us to get outside and enjoy everything this wonderful time of year has to offer us hearty New Englanders! May is one of the most exciting months of the entire year as it's full of anticipation of what lies ahead! It's a month filled with birds singing in the pre-dawn hours. Enjoying beautiful sunrises on the patio with coffee, with the early morning chill of a pullover or sweater that quickly gets removed to enjoy basking in the wonderful warmth of the mid-day sun! We begin to make plans for BBQ's, planting our gardens and to open up the pool! And, perhaps even

enjoy a late afternoon Ice Cream run or two! And, yes, the time has arrived to getting out and spending some seat time in our beloved Corvettes! For us, May also means our Season Kick Off event is now behind us, the season schedule is out, with events marked off on the calendar! And, we begin to enjoy the wonderful gathering of members at our events! So, this month, we delve into a lot of things caravan related, as a reminder of everyone's duties and responsibilities for our upcoming season of events. And, none are more important than our caravan Rules and Guidelines which we include as this month's *Feature Article!*

We hope everyone is as excited as we are to be able to once again gather, rekindle friendships and enjoy some quality seat time together as we travel off to visit some of the amazing New England destinations!

And, as always, we invite everyone to come along as we look to create more wonderful memories together in the coming months ahead!

Rick

It's always great to dust off the cobwebs, get back out and enjoy a little seat time together as we venture off for a visit to some interesting NH destination. And, our trip up to The McAuliffe-Shepard Discovery Center certainly didn't disappoint! While most of us agreed the museum is in need of some sorely needed updates,

The museum staff couldn't have been nicer or more accommodating to our group and some of the displays and NASA space objects are still truly out of this world, making the museum worthy a visit. All in all, a great way to kick off our 2026 season! Oh and that Chocolate dessert at Applebee's was also out of this world!

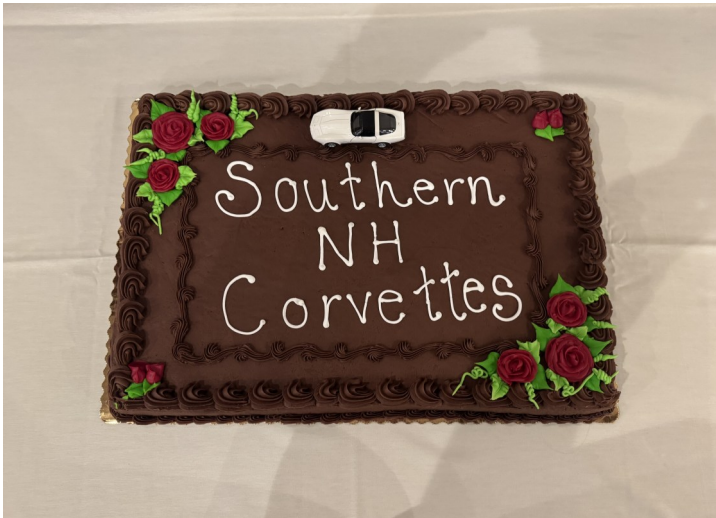


# OUR SEASON KICK OFF EVENT!

The saying... To always try to be the best version of one self... could be used to accurately described this year's Season Kick Off Event! As, we believe it to be our best one yet!

100 members came together to enjoy a night filled with some delicious food, some amazing live entertainment from the incredibly talented **Mr. Eddie Sands**, some great door prizes and raffles and a few surprises... which included a couple of personal messages to our members from two gentlemen who know a thing or two about these amazing Corvettes! **Mr. Bryce Burklow**, the **Ceo & President of the National Corvette Museum** along with the **Bowling Green Production Plant Manager Mr. Ron Theriault!**

All to properly help kick off our season off together! We released the schedules for both **SONHC & SOMEC** as we now get ready to enjoy the fruits of all our off-season efforts! So, we sincerely thank everyone who came out and made this event such a special evening together!



## IT'S FINALLY HERE....WATKINS GLEN!

Months of anticipation comes to fruition part way through May. We take 15 Corvettes on a 4-day journey to the Finger Lakes region of NY and our club's participation in the **Corvette Thunder at the Glen** event. A trip that will mark a first in our clubs' history... A multi day caravan event. A trip that will also put our skills to the test in keeping 15 Corvettes together for this 380-mile excursion! In next month's newsletter we'll share some of the pictures and stories of this beautiful region of NY. Along with highlights of our groups participation in the **Corvette Thunder at the Glen** event!



### Hobbs Harborside SOME C Caravan

Happening over the very first weekend in May, on May 2nd, to be exact, **SOME C** is making their first caravan event of the season to a great destination for anyone who simply loves great food! *The Hobbs Harborside restaurant* is famous for having the reputation of serving up some of the very best grub in the entire Southern Maine area.

Couple that with the breathtaking ocean side views and you have a recipe for a great day spent together. In fact this one is so good, it is going to be a rain or shine event, regardless of Mother Natures plans! Yeah metal cars won't obviously be the first choice, but after getting rained out last year, this year we're a full on go for our visit!

Besides is there any better view of the ocean than on a stormy day!

We hope you'll consider joining in on this food focused event!



## Featured Article: *Our Caravan Rules and Guidelines*

### **BREAKING NEWS! SONHC is giving away a brand new C8 Corvette this Summer!...**

Now that I have your attention, I implore you to continue to read this article to its conclusion...

We can't think of a subject that we should be featuring more this month as our season gets ready to start than this one! Our Caravan Rules and Guidelines!

Yeah, we know, probably not riveting stuff, but this article along with the accompanying rules and Guidelines should and needs to be read by every single member who plans on coming out on the road with us this season. And, then equally as important, commits to following and adhering to these rules.

We've been doing this for quite some time now, and as such, we've learned a little bit along the way. One is that our events require a high level of cooperation from all who attend to make them enjoyable and safe for all. By having these basic guidelines and rules in place, it allows our events to happen in a mostly smooth orderly fashion. And, yes, they are in place to make the journeys fun, but far more importantly, to keep everyone safe and to make it back home in the same condition as when we start!

If, you stop and think for just a second, what we do is somewhat unique, and is not a common place occurrence one see's every day. So, when our caravans do happen, not only are they pretty special, but they also bring with them, some unique challenges that we as participants must all adhere to in order to keep everyone safe.

Having a long line of Corvettes is a spectacle to behold for sure. Both, for those who are in the caravan but also for those we encounter along the way. Even small caravans with just 10-15 cars will often stretch out for more than an 1/8 of mile! Never mind the ones where we have 30 cars or more and are our precession stretches out to over a mile long! And by the very nature of them, it all can and does lead to potential distractions, by both the participants and from those we encounter around us. Us looking at them as they look at us.... as, it only takes one small momentary lapse of attention to invite in disaster!

And most times, the people we encounter are thrilled to be able to witness our passing by. But anytime we encounter cars around us and even pedestrians, the danger lies in us and in them not paying as close attention as possible. Yes, these are high performance sports cars,

obviously we all know it...but the public may not be as well versed on what these cars are and can do. So, it is on us to act and drive totally from their perspective.

And... sometimes people are not so thrilled to encounter us. These are the people who are disgruntled at our passing, and absolutely think we are there to just to impede, delay or disrupt their journey!

So, while every rule we have in place is important, here in this article, we're going to focus on by far one of the biggest rules we constantly have to reinforce. The maintaining an equal distance between all the cars in the caravans. It is by far the number one rule that we see members fail to adhere to! By following the rule of thumb of having 10 feet of distance between cars for every ten miles an hour we are traveling. 35MPH... 35 feet... 50MPH... Fifty feet! We go a long way in greatly reducing the risk of incidents occurring. And, this is a rule we fully expect everyone to absolutely adhere to 100% of the time! When large gaps occur between cars, we're actually inviting people to jump in between us in our caravan, some from unwillful ignorance as to what they have encountered and get caught in between our cars, but also to the ones who become frustrated on waiting for our caravan to entirely pass by to access their turn and make the unsafe decision, to jump right in between us fully expecting us to react to them!

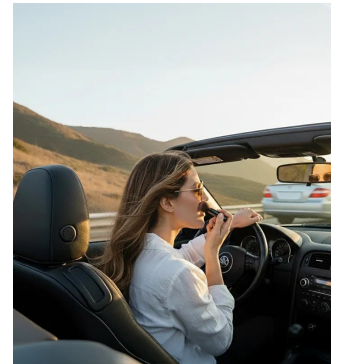
Anytime cars merge into our caravans, cars are slowing down, cars are speeding up and it is an absolute potential receipt for disaster. And, more times than not, this jumping in is caused by someone simply not adhering to the rule of not maintaining the proper distance to the car in front of them.... *Continued on next page*



## Featured Article: *Our Caravan Rules and Guidelines*

*Continued ...* The number one accident occurrence in caravans are rear end collisions. Most all of which are the result of not paying close enough attention to the speed of the car in front of you, creating large gaps then accelerating to close that gap up with the car behind you doing the same! One hits the brakes to slow down once caught up and the car behind doesn't see brake lights and doesn't do the same! Leading to well... not good things!

We all remember drivers Ed, hands on the wheel at 10 and 2, eyes up looking straight ahead and around for any type of possible dangers. No distractions of any type, no even tuning the radio. And certainly not doing any number of the things we all see people do today as they operate their cars going down the road. Putting on makeup, scrolling on their phones, eating lunch, changing their clothes... and perhaps even sleeping if they happen to be in an autonomous car....



None of which are even remotely close to being considered driving safe. So, even when we do everything right ourselves, these distractions surround us. So, not only do we need to always be aware of our own habits, but because of the interactions we encounter, we must also be aware of the actions of those who around us as well. It certainly isn't fair, but it's certainly also a necessity!

Every day, there are over 6,000 accidents on average on America's roads. 120 people do not go home each day as they are involved in fatal car accidents. Some scary statistics when you stop and think about it. It only takes one minor mistake and lives are changed forever!

Statistically, most humans retain about 10% of what they read, especially if its passive reading. So, under this premise, you'll probably have to read the rules a few times in order to engrain these things to your memory. We get it... we all drive differently. But on our events, were looking for and need consistency and adherence!

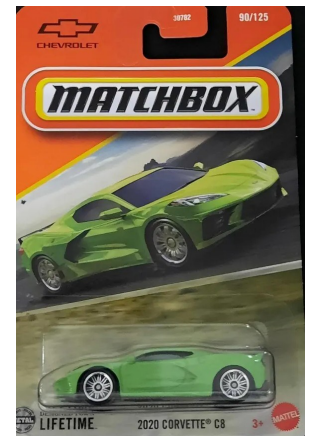
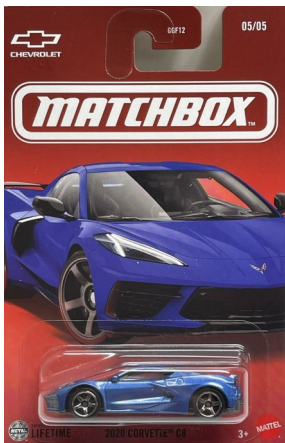
And, for those who have a difficult time in following this number 1 rule, starting in our 2026 season, you can now expect a conversation from a member of our leadership team about your lack of maintaining proper distance spacing ... Because, yeah, it's that important.

And, if even after this conversation takes place and the distance spacing issue isn't immediately corrected, that car will be placed at the back of the group behind the caboose car at the next stop. Putting it into Hockey terminology... relegated to The Sin Bin. Not a place you ever want to be!

So, we ask that everyone become fully vested in the rules and Guidelines listed below. Invest the time to commit them into your caravan experience and do your part in making the day an enjoyable safe one for everyone involved. We implore you to use common sense when you're out with us and follow our rather simple few rules.

It makes it better and safer for everyone involved!

Oh, and for the C8 Giveaway, we currently have both a blue and green C8 in stock, so the winner can have a choice in either colors



# Caravan Rules & Safety Guidelines

## **DO NOT GET SPREAD OUT!**

**Simply leave just the correct amount of distance between your car and the one you're following! Rule of thumb is to leave ten feet for every 10 MPH you are traveling starting at 50ft.** Remember, it's a procession not a race! Also try and know if the car in front of you is an automatic or a standard, as those of us with standards don't always use the brakes alone to slow the car down!

**USE YOUR TURN SIGNAL AT ALL TIMES!** Every Car, Every turn! Cars as close as three back from the ride leader will not be able to see the leader's turn signals and it's imperative that you help out the riders behind you by giving them a heads up! Use them damn turn signals!

**Be considerate of all your fellow Corvette's,** No burn outs, engine revving or any behavior other than, us all behaving like choir boys and girls on our first day of drivers Ed!

## **There is never any passing within the Caravan and**

**We'll try and stay close to the speed limits at all times!** We're often traveling main two-lane roads and back roads and try and avoid any few city streets, however if we ever get separated by stop lights, The group leader will pull over at the first safe place large enough for the waiting cars to stop and remain waiting till everyone gets through the lights. **NEVER EVER RUN traffic lights!**

## **At our designated stops, remember to pull all the way into any parking area!**

We need to get the stopped cars behind you off the highway as quickly and safely as possible! You can organize your parking after everyone is off the highway! We ask that you try and back into your parking spaces as it makes it easier when we leave the location. Please also park as uniformly as you can lining up the noses of the cars and to leave room for the car next to you to open their doors without hitting your car.

## **If at any time you encounter a problem.**

Go ahead and pull over and the caboose car will stop and check on you and the caravan will continue and you can catch up at the next scheduled stop.

## **When ever we stop on the side of the road, pull over in line, with your wheels turned out towards the road!**

So that when you see its all clear to proceed, you can pull back into formation quickly. Look for the car behind you to enter back into traffic and proceed in front of them! **The caravan goes back into traffic from the back to the front!** When we do stop, do your part and watch for the caboose car behind you to merge back into the lane once it is all clear and go back out in front of them.

## **DO NOT EVER TAKE OFF IN FRONT OF THE GROUPS LEAD CAR!**

Unless you are leaving the our caravan and breaking off to head home!

That is it! By following these simple guidelines, we can all do our part to ensure a safe and enjoyable ride experience for everyone!

# Our Event Registration Process!

Another early season reminder we have, is on how does someone to register to attend one of our events.

So here is a quick overview of the process. It's one that we have simplified over the years to try and make it a more straight-ahead process. It's still not perfect, but it's getting there!

Our events each carry individual registrations for each one of them. And, all of the registrations take place solely through our **SONHC & SOMEC** websites. No other way! So, once you log on to our website, there will be a sub heading on the left called 2026 Event Registrations. (on our SOMEC site it is part of the drop-down menu also on the left) Click on that page and you will be taken to a page that lists both our seasons entire schedule, and below will be a block for each of the individual events that are currently open to register for now.

We do not open up the entire year's event registrations, only those coming up in the near future. We do this because when we did have the entire seasons events open for registration, by the time the event came around, most people couldn't remember if they had signed up or not and then registered again, causing all kinds of issues. Our events coming up in the next 30 days or so will typically be open to sign up for. However there are also times when we will have open a special event registration for one that has significance beyond our 30 day guidelines.

Once you have an event you wish to register to sign up for, in the bottom of the event description there will be a button: register to attend" Click on that button and you will be taken directly to that particular event registration form. Complete the form, filling in all the required information, acknowledge and sign the liability waiver document and hit send. Once you receive a confirmation email, you are now fully registered to join us and come along on that event. Now we have also found from time to time, that some people do not receive the confirmation emails. Depending upon how you have your email system, configured, these confirmation emails can get sent to your junk inbound folder or even blocked all together. In this case, we ask that you just send us a simple email to **sonhcorvette@gmail.com** and we will respond back that you, that you are all set or if there is a further issue that needs to be resolved. We also ask that you do not reach out to us via Messenger or text, as we already field numerous other daily requests from sunup to past sundown each day! The one exception to this rule is if you are not going to be able to attend an event you signed up for, we ask that you give us as much advanced notice as possible, so we may be able to fill the opening with someone on the event standby list!

Now many of our events are what are called Limited Field Events... and these are the ones where we must limit the number of people and cars we can bring along for any number of reasons. When these events fill up to their capacity. That event registration form will list the event as sold out or not available!

If this happens, again you are welcome to email us, and be added to that event waiting list. If we receive any cancellations, we reach out to those on the standby list, in the order in which we receive them. Send back an individual registration form that will need to be completed and get you added to that event roster.

Also on the same registration page, just above the event registration form, when we get close to an actual event date, typically the Monday prior, we post an PDF Itinerary that includes all the required information, such as our meet place and start times for the event, and will always include turn by turn directions. If a particular event requires any type of ticket purchase or costs associated with that event, the payment can be processed through the event registration as well.

So that's it... sign up, show up and have fun and leave the rest of the heavy lifting always to us!



Event registration pages: SONHC <https://sonhcorvettes.org/2026-event-registrations>  
SOME C <https://somecorvettes.org/2026-event-registrations>

**OUR PARTNERING PROFESSIONALS!**

**WE WELCOME ABOARD PORTSMOUTH CHEVROLET!**

This is one we are so excited to announce! It's almost a must have for a corvette club has to have that one special affiliation with a so called "Mother Ship" And, while we certainly appreciated our time affiliated with Bank's Chevrolet, we're now excited to be working hand in hand with a dealership that truly embraces the Corvette

customer and lifestyle. So, you're going to be hearing a lot more about this new exciting Partnership and a few things we have in store together in the coming weeks!



**ANOTHER SHOUTOUT TO THE NATIONAL CORVETTE MUSEUM**

For those of you who were in attendance at the Season Kick Off event, you experienced first hand the amazing generosity the National Corvette Museum displayed to our groups. From the very personal message, delivered from the NCM President & CEO Mr. Bryce Burklow to the extremely generous donations of museum memberships and admissions. The Museum displayed just their most recent incredible efforts in supporting clubs like ours all across the country. Though I be willing to bet that none of them received a personalized message from the NCM President & CEO!

So, we graciously thank the National Corvette Museum for all their continuous ongoing support!



## Harley Earl's 1963 Corvette Convertible

The Names Harley J. Earl and Corvette are synonymous with each other. His storied history with the idea, concept and beginnings of the then unknown sports car called the Corvette is legendary. But it was also his other legendary designs that also gave us so much more than just the little 1953 sports coupe he conceived. Wraparound windshields, pillar less tops and two-tone paint were all innovations brought to the mainstream by Harley Earl. Some of his early Buick concept vehicles were some of the most admired cars Detroit had ever built. Lavish in style, full of futuristic concepts and ideas, of which many would later make their way in one form or another into everyday production cars built by GM.

Upon his retirement from GM after an illustrious 30-year career. GM gifted him a very special car. A 1963 custom C2 convertible that included many totally customized options. From the fully customized side exit exhaust to the totally unique interior center gauge package that featured brass knobs to the custom 4-wheel disc brakes and was built by GM under a special shop order 10323 specifically to commemorate Mr. Earl's retirement.

The car was delivered to him at his Palm Beach FL home and he actually enjoyed driving the car for a couple of years including around the Daytona 500 speedway as Mr. Earl was good friends with NASCAR founder Bill France. Mr. France would go on to name the Daytona 500 winning trophy aptly calling it The Harley J. Earl trophy as a sign of respect for his good friend for his lifetime of automotive achievements.

More... In 1951 Harley Earl attended the Watkins Glen Grand Prix and was struck by the incredible enthusiasm that people had for all the European sports cars in attendance... But more so by the lack of any similar American made sports cars. It was then and there that the concept of building an American sports car with that same grace and beauty the European cars displayed came to be. Earl left Watkins Glen determined to create an American sports car, and just two short years later the Corvette made its grand introduction! And, in 1956 the Corvette made its racing debut at Watkins Glen. Today the annual Corvette

Thunder at the Glen is a huge Corvette celebration of Harley Earls vision from his first visit there. **SONHC** is excited to be making our inaugural caravan trip out to *Watkins Glen* this month to experience first hand what The Corvette Thunder at the Glen event is all about!

And... His 1963 convertible is still around today, residing at the Rare Wheels Collection in Windermere, Florida. After selling in 2013 for 1.5 million dollars at auction!



## What all goes into our Club's Finances

Something we often don't ever like to talk about...is club finances. As, we believe most people don't want to get into the inner workings of how and what we do. They want to show up have a good time, and go home safe and without any additional inhibiting outside noise.

However, We did want to share a quick overlook at our club(s) operating expenses. Yes, as a club, obviously we do have expenses, and annually they do add up to some serious money over the course of a season. Things such as our website design and hosting, our event announcement and registration portal, software subscription costs and old school office things such as paper, printing costs and other materials we often order for club functions that collectively together all add up rather quickly.

Also, our biggest non-operational costs are always annually associated with our **Season Kick Off Event**, which while we understand members buy tickets to attend. The overall costs of holding this event far exceeds the tickets revenue that comes in. And most years by thousands of dollars. With a food and hall budget starting at over \$7,000, before we even sell ticket one, we're already at a substantial deficit! Add in our **Season Ending Celebration** and collectively all toll, our entire seasons budget adds up to close to being over \$10,000 dollars each season.

Also, no one in any position of authority, including Sharon, myself or our Admin's ever receive any type of financial compensation for their time, efforts, gas, mileage reimbursement or food. Never have since day one! In reality for the first couple of years of our club's operation, our entire yearly budget of expenses was covered solely by Sharon and myself, of which we have never taken a penny back in reimbursement, and certainly never will!

Once we initiated our **Partnering Professionals** program in 2023, much of our seasonal operating budget became covered by the incredible supporting company members in this program. And, this program also along with our members incredible charitable giving also enables us each year to be able to make substantial donations to our four main charitable organizations. Something we hold in the highest regard every season! This is why we so heavily encourage and promote our members to always utilize these company services and products whenever possible. Doing this helps create a win win scenario for both our supporting companies and also our club!

And one final note on our **Partnering Professionals** program. By having businesses sponsors offsetting much of our annual operating costs, this eliminates the need for us to be forced to ever charge any type of membership fee's or dues, which whenever gets remotely mentioned as a future possibility, Ms. Sharon eloquently says "kind of flies in the face of our original mission statement of being open to any and all Corvette owners when you're asking people to pay just to be here"

And, of course, she's absolutely correct! Besides, we also recognize that members already spend money just from simply coming along on an event, be it for gas, food, venue admissions or on any number of other things.

Money is a necessary real reality in everything. Including the running of any type of club of substance. Could we run this club without it, yes as we did it for the first couple of years of its existence. But when we look back on those years, lots of things were much different then than they are today. No Season Kick Off Event, No Closing Season Celebration, and most importantly, no charitable contributions... All things we believe are as important to our members as they are to us.

Honestly, we believe people want to be able to come out, escape everyday life for a few hours including any thoughts about money or any number of life's other distractions and just simply enjoy themselves and have a little fun along the way. But in case anyone was ever wondering, now you know.

## This Month's Corvette Internet site review

This month we take a look at just one website that is everything Corvette! It's called **The Corvette Forum!** A site that has been around forever. Started back in 1999 by two gentlemen who wanted to create a place for Corvette owners and enthusiasts to be able to share technical information, restoration info along with Corvette owners' enthusiasm. Any website that has continued to exist for almost 30 years is a tribute to both the founders and to the Corvette community in whole. And, it is massive in size with literally hundreds of pages covering just about every Corvette subject known to man. If there is something you are looking to learn about, then chances are it has a dedicated page or even pages on the matter. The site now has close to 400,000 subscribers, many of which contribute and post their cars and subsequent questions and answers to all Corvette related subjects. The site was acquired in 2007 by a company called **Internet Brands**. A non-automotive corporation that specializes in hosting top industries from healthcare to lawyers to subprime auto financing. They also have the CarsDirect website to both buy and finance used cars. And, Yes, there was at last check 41 used Corvettes listed on their site. The reason I mention the Internet Brands acquisition is that your personal information may be collected by them if should you elect to become members on the site... And, while we don't know the exact reason for the Corvette Forum acquisition, chances are they certainly didn't buy the site because they were Corvette fans, but instead for the personal information data base it potentially contains.

**Pros:** Tons of information is contained if you are patient enough to scroll to find answers. Just about every Corvette subject has multiple pages and multiple posts. Hundreds to be exact...

**Cons:** So, while the Corvette Forum can be a great resource for finding answers to Corvette questions. First, is there are a lot of pop up adds constantly appearing and reappearing over and over. In fact, sometimes there are popup ads appearing over other popup ads... The other somewhat disappointing feature of the site is the search qui. When you type in a subject you are looking for information on, the search results don't often match your inquiry. Forcing you to scroll through hundreds of pages of posts to potentially find your answer. And lastly, the potential collection of personal information when becoming a member. (not a requirement BTW)

All in all, in our opinion, we rate the Corvette Forum site a **3.5 out of 5!**

# Is that some Cool stuff or what!

Something that has plagued the Corvette from time to time since the early 1960's is keeping the motors consistently running cool on these cars. If this isn't something you never experienced as a Corvette owner, keep one long enough and chances are you at some point you most certainly will!

Each generation has had its own unique issues as to why the cars sometimes will run a bit warm. The big blocks of the sixty's called for massive radiators to try and keep them cool, the 350 SB while running a much smaller radiator also presented challenges from time to time... Many a story has been told and questions asked, what do I need to do to keep my Corvette from running hot!

There is no higher anxiety level than sitting in traffic, with the A/C off and watching the coolant gauge continuously climb to 200-210-220 and sometimes beyond. And, while these are not ideal ranges for the car to run, the good news is GM has designed all of the small block configurations to be able to withstand the 220-degree temperatures that many Corvettes regularly reach during the heat of summer driving. And while each generation's operating temperature does vary somewhat, for the most part, the coolant systems are designed to keep the cars in the 195-205 temperature range. But we also know that this isn't always the case. For various reasons, some cars often will run warmer, bringing on loads of anxiety and some toasty warm feet in the process.

However, there are things that as owners we can do ourselves to help minimize the engine heat and keep the operating ranges lower. Some are rather simple, and some are more involved.

First, something that gets often overlooked is to check and keep the intake system on the front of the car free of debris, such as leaves, garbage and other road dirt. All of these cars have the radiator placed at a very steep angle with the top laying back towards the motor due to the slope of the front end. You'll need to get under the car and inspect the air intake system to make sure they are free of any debris and clutter. On C5 & C6, where they are bottom air feeders, this can often be the cause of the car running warmer than usual. You'll be shocked to see at all the junk that has accumulated in front of the radiator. Simply cleaning this out will often drop engine operating temps by 5-10 degrees!

On older generation cars with lots of miles, the areas between the actual radiator fins can also become clogged with dirt and rendered far less effective. If this is the case, the radiator's exterior must be flushed over to remove the debris. You need to be careful when doing this, as the fins can easily be bent or damaged mitigating what you're trying to accomplish. In some cases, if the area is badly clogged, the radiator should be removed and thoroughly cleaned or better yet even replaced.



On C8 generations, where there are multiple radiators, a visual check of each one along with removing any impediments and leaves keeps them working as designed. And a strong recommendation for all C8 owners is to get the radiator guards that are available, that can minimize potential damage to the radiators themselves. An inexpensive purchase that can save one from being stuck stranded on the side of the road from a rock puncturing a radiator due to them being completely exposed to the flying debris.

We're going to stop here for one second and remind everyone that anytime you open up the coolant systems on these cars (or any Car) you will absolutely need to burp the cooling systems to get out all the trapped air pockets in the cooling system out. Anytime you crack open the system to replace a radiator hose, or thermostat or other component, you are introducing air into a closed system and the car will not cool properly until all the air has all been 100% evacuated. Many a frustrated owner after replacing what was the original cause of the car running hot, still

finds the car not cooling properly. It is simply from air being trapped in system. The good news is that evacuating the air from the system is a simple yet lengthy process. One car gets up to its operating temperature, the cycling of the coolant through the system will force out the air.

But it is forced out ever so slowly, however by turning on the interior heat and revving the engine slightly can and will speed up this process. Air can be trapped in several different areas and often times this process will need to be repeated. You will actually see air being forced to bubble up in the overflow tank. After 15-20 minutes, if there are no more air bubbles, you should be able to close up the system and be good to go. There are also service kits available at most parts stores to help with this process, and for anyone who has their own garage, this kit is a worthwhile investment of around 30 bucks! ... *continued on next page*



# Is this some Cool stuff or what!

*Continued...* As we move into the engine compartment, one of the first things to look for is the condition of the hood insulation and fasteners. If any part of the insulation is hanging down over the motor, this will also increase the compartments heat and trapping in extra unwanted heat off the motor.

Also keeping the motor clean and free of any type of oil leaks such as leaky valve cover gaskets will help the motor run cooler. If there is any type of oil leak, fix it immediately! This is not something you want to ignore. Next inspect the coolant capacity. Is the overflow bottle where it should be. All these plastic containers that are designed to relieve over pressure on the coolant system have both hot and cold lines etched into them. When you inspect the car when it's cold, the coolant level needs to be at the cold level mark and when it is hot at the warm or hot mark. If they are below, then the system coolant is low.

**DO NOT JUST SIMPLY FILL THIS CONTAINER TO THE TOP!**

And, while I shouldn't need to mention this, never ever remove the radiator cap when the engine is even slightly warm. It is dangerous and many people over the years have suffered third degree burns from just the steam escaping from the radiator. If you need to vent the system, or add coolant, always remove only use the overflow container cap and never the radiator cap itself!

Next, the coolant itself is something that many times gets overlooked and is assumed to be working properly. GM itself states the coolant should be changed every 100,000 miles. I disagree with this interval. The coolant should be replaced every 40,000 to 50,000 miles and then only replaced by performing a coolant system flush. This service not only replaces the antifreeze, but also removes any rust contaminants out of the system ensuring the full proper flow of coolant throughout the engine galleys.



**DEX-COOL** should be the only antifreeze ever to be used in GM cars, and it is available from most major manufacturers. (this is the standard antifreeze GM has used since 1996) Also, never ever mix the **DEX-COOL** (Orange colored) with any green colored antifreeze in the car. This can cause the coolants together to gel and create sludge and block the coolant galleys. Next. Check the engine for any signs of coolant leaks, which is again not something you do not want to procrastinate with, and get repaired as soon as possible.

Once you have gone through and checked these things and you do not find any major culprits causing the engine to be running hotter than it should. Then it's on to looking at more drastic things, such as the thermostat being fatigued and starting to fail, a water pump that may be on its last legs, or a radiator that is partially clogged with contaminants and no longer being efficient.

In each of these cases, a component replacement is in your future. For most generations, a thermostat replacement is a fairly easy proposition (with the exception of the C8) A water pump is also something that also occasionally will need replacement, (recommend to always have it replaced at a shop) but typically you'll find it is leaking before it starts to let go.

And lastly, a radiator replacement. Many of the original OEM radiators have all been long discontinued, but there are numerous aftermarket companies that offer replacements and some even have upgraded ones with increased capacity and higher quality than the OEM's.

**Dewitts** is one manufacturer considered to be an industry leader with very high-quality replacements. This is not an area that the cheapest is ever the best option. Quality is key, not price. And one final note on older gen replacement radiators.

You can use a radiator designed for an automatic transmission in a manual car, but you can't use a manual replacement in an automatic as the radiator needs a secondary chamber area for cooling the auto transmission fluid separately.

And remember... always always burb your baby!



## AH YES THAT 70'S SHOW!

The early 1970's was a time of much turmoil in the American automotive industry. Manufacturers were forced to abide by the 1970's *Clean Air Act Legislation*, signed into law by President Nixon. This legislation set a requirement standard to reduce all air pollutants and emissions in the country. This included a very aggressive goal of reducing all automotive emissions by 90% by the year 1975!

As part of this newly formulated law, was the elimination and removal of all lead in automobile gasolines sold in the country. This change removed all the toxic lead pollutants in gasoline that were studied to have caused neurological damage to children.

This law also created the *Environmental Protection Agency* or **EPA**, whose primary responsibility was to greatly reduce all forms of air pollution in America. And, automobile emissions were high on their list of culprits and as such, set the steps in motion to force car makers to take drastic steps to reduce emissions. They set the mark to make catalytic converters mandatory on all vehicles produced, beginning with all 1975 model year trucks and other vehicles.

With the addition of the catalytic converters soon to be on the horizon to becoming mandatory, cars manufacturers started building engines with much lower compression ratios producing far less horsepower to abide by these new emission standard rulings. The age of performance was about to take a significant hit during these times!

Now, during about this same time, the Corvette was coming off experiencing some of its highest hay day in horsepower performance. The late 60's, Chevrolet had created some of the biggest horsepower Corvettes that were ever built. But like every manufacturer, Chevrolet had to eventually follow the rules just like everyone else. But as they did so, they also decided to crank out a couple of heavily optioned performance Corvettes on the way out the door.



Beginning with the 1970-1972 ZR1. These equipped 350 small block LT1 engines, performance optioned cars were absolute race ready cars built with no a no-frills approach. Only a total of 53 LT1's were ever built and sold during the entire 3-year production run. Maybe the lack of a radio or A/C, window defroster, or electric anything did cause some to pause on the addition of the ZR1 option. But for those 53 people who were looking for a car stuffed with performance goodies from end to end, the Zr1 option at \$983 was an absolute bargain.

And, Chevrolet didn't just stop there, they also decided to stuff a LS6 big block 454 in a few for good measure. The 1971 ZR2 was by all accounts just a monster of a car on the track and dragstrip. And they only sold... 12 to be exact... In 1971 they built a total of 10 ZR2 coupes and just two ZR2 convertibles, all with these big block fire breathing 454 aluminum head LS6 engines.

And, these cars obviously weren't for everybody! Not even for most Corvette owners. This car was built to compete as a race car plain and simple. The ZR2 option added \$1,747 dollars to the \$5496 dollar starting price of the new 1971 Corvette. A rather hefty priced option. And, like the ZR1, the ZR2 option got you no radio, no air conditioning, no automatic transmission, just 425HP & 475 ft lbs. of big block torque in front of a Muncie M-22 4 speed manual transmission, twin-disc clutch, heavy duty brakes and suspension with larger anti-sway bars, and an aluminum radiator to help cool all those horses. A pure racing machine that was built in a time when manufacturers started accommodating the 1970 Clean Air Act laws and performance was quickly starting to become a secondary priority in Detroit.

So, collectively these two cars were Chevrolets ending statement on high level performance! The ZR1 in 70 to 72 and the ultimate big block beast ZR2 in 71. Together these two cars take their rightful place in Corvette lore along with the 1969 ZL1 of which only two were known to be produced and the 1967 L88 of which only 20 were ever produced. They also marked the ending of a time when Chevrolet was concerned first about performance. then everything else followed.

It would be close to fifteen years before Chevrolet could once again get serious about performance, and try to give the Corvette any real teeth and a bit more bite with the introduction of the C4 in 1984. Thankfully in the coming decades, due to in large part to the incredible engineering and experience Chevrolet had learned over the years, Performance once again ruled king in the Corvette, except now, instead of radio and A/C deletes, they now come wrapped in all the same comfort and convenience amenities as of our everyday drivers!



## ***New Members Section: Don't Procrastinate!***

There's only one subject we're going to touch on this month in our New Members Section. But it can be a big one if you are somewhat of a procrastinator! Getting registered to sign up and come along on an event! Our caravans are broken up into two distinct categories. One is our unlimited field events, where we do not place any type of limits on the number of cars or people we bring along. Our **Kancamagus** fall event and our **Bennington** trip are two of these types. The more the cars, the merrier! Our second type is what we call **Limited Field events**, which is the vast majority of our events! Where the number of cars and participants to come along is limited. These limitations can be for any number of reasons, from destinations placing limitations on the number of people they can host, to parking size limits, to any number of other restrictions these types of events normally can impose.

And, here is the thing, most all of our limited field events sell out to capacity! If you happen to be one of the I'll get around to it sometime crowd, many times you will get locked out and not be able to come along. Something we never like to see happen. So, a word of advice... you see a limited field event you definitely want to be a part of! Get in and get registered as soon as possible.

Don't wait! Just remember, if you sign up, we expect you to come out and join us. We don't ever want anyone to just sign up to secure a spot to then only later decide if they are going to attend. This simply takes available spots away from someone else who wants to attend but is sitting on the event waiting list!

### ***A new Boss is in town!***



We take a quick look into the new 6.7 LS6 motor that will be coming soon as the standard powerplant on all 2027 Stingrays and Grand Sport X that will be built commencing with the 2027 Corvette lineup.

The newest SB version motor aptly called the Gen 6 small block & LS6 designation (yes, the same LS6 name that GM has used before) is the latest motor that now will be standard in both the Corvette Stingray and as a detuned version in some pickups and SUVs. This new motor variant while sharing some of the 6.6 characteristics, is considered to be a whole new platform by GM. With the cubic displacement now being the same as the vaulted 409 cubic inch from performance engines built back in the 1960's. (this new LS6 adds 2mm of additional stroke 100mm from 98mm but keeps the same piston bore size as the current 366 LS5 and increases the compression ratio from 10.5 to a ridiculous 13 to 1) This displacement is not by accident and GM is looking at capitalizing on the historical significance that the 409 motor once played. And while we don't think the Beach Boys version of the hit song

"My 409" will be making a comeback, it is a marketing plan to keep emphasizing and pushing the Corvette's increased performance boundaries.

So, starting in 2027, the new baseline power in a Stingray will produce 535HP and over 520 ft lbs. of torque! And should you opt for the Grand Sport X model, the horsepower ratings go up to a ridiculous 721 HP, all with no turbo or supercharger added on.

With a starting price of around \$112,000 the GSX is sure to be a hit and a popular choice for new Corvette Purchasers. But this change in motors also is going to possibly revitalize the base stingray which has to still be considered an absolute bargain at just \$73,495 dollars out the door! So, now you have even more pick your performance poison options!

***"We can never see the significance in the majesty of it all, but hope always springs eternal!"***

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