

SO NH CORVETTES

SO ME CORVETTES

GENERATIONS

January 2026 Vol 6 No 1



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*Happy
New Year*

January 2026...

Welcome to 2026! It's hard to believe we're here already! But as, the saying goes
"Time waits for no one!"

January is a perfect time, for us to pause and give thanks to so many for so much! And, we start with all the active members of our Corvette family and community! For it is you the members, whom without SONHC & SOMEc simply wouldn't exist!

To take a line from the Movie "Field of Dreams"... If you build it, they will come in a nutshell would be the best way to describe this amazing 5-year journey we've shared together!

From those who have been here now for years to the ones that joined for the first time last season. You all simply make what we do worth every ounce of time and energy we put forth.

And, with the arrival of the new year, to find just one word that would best describe our New Year's sentiment...

Blessed would be that word!

Blessed...for last season and all the previous ones that have allowed us all to be able to meet and spent time together!

Blessed...for all ensuing friendships that our love for these cars have helped bring together and foster! Blessed... by our members amazing generosity in wanting to make positive differences in other people's lives, all of which we have never met or don't know!

Blessed... to be surrounded by fellow group leaders who self-sacrifice time and time again for the betterment of others!

Blessed to be able to partner with so many amazing companies that help support our groups!

And, finally...

Blessed...for allowing us both to play a small part in everyone's lives!

Happy New Year!
Sharon & Rick

DECEMBER SEASON CELEBRATION EVENT

In what has now become our yearly tradition, we brought to close another season with members gathering on December 6th to officially put the wraps on the 2025 season! The afternoon was filled with lots of delicious food as many members brought along some of their favorite recipes and dishes to share! We crowned our prestigious Season Long Ride Leaders, acknowledged our admins for all their incredible yearlong efforts,

picked our season long raffle ticket winners, handed out some fun door prizes and yes, even survive a visit from the Christmas Grinch himself. The day was capped off once again by our members displaying their amazing generosity in bringing toys and canned food goods that we were able to drop off at our local community outreach resource center. The SHARE organization the following day



SONH CORVETTES

Partnering Professionals

This month we'd like to acknowledge and give thanks to all our amazing **Partnering Professionals** that worked together with us in 2025! Another amazing year where members were able to take advantage of these special relationships with these great companies, and save money in receiving the best in products and services available!

So, Thank you to each of these amazing Partnering companies for helping us make the 2025 season a great one!

More combination club events are coming in 2026!

Last year we were able to bring together both of clubs for a couple of great events. Our **Castle in the Clouds** event in May and our fall caravan across **the Kancamagus** in September. Something that was well received and enjoyed by members of both clubs!

In 2026, we're going to be looking to expand on this by adding a few more cross-over events, where members from both clubs can come out and enjoy the chosen destination together. After all, we are really one big Corvette family!

Look for these specially scheduled events, along with both clubs entire season schedule at our Season Kick Off Events happening in April.

2026 WINTER SEASON IS NOW HERE!

*Our 2026 winter season of events are starting to appear on the calendar. We already have two scheduled events for this month! Our visit up to the **Gift of Lights** celebration at the NHMS, along with our January dinner, Hibachi style scheduled for later this month. We have a few events scheduled for each month leading up to our Season Kick off Event gala in April!*

Registration is already open for the January events and we'll soon be opening up registration for our February's bowling event (A Winter Season favorite)!

Some fun track time out in some exciting Go-carts will follow in March to bring to close our 2026 winter schedule of events!

To register to attend these events, simply go to our website event registration page and sign up!

<https://www.sonhcorvettes.org/2026-event-registrations>



SONH CORVETTES

Make-A-Wish

VIP
TIRES & SERVICE

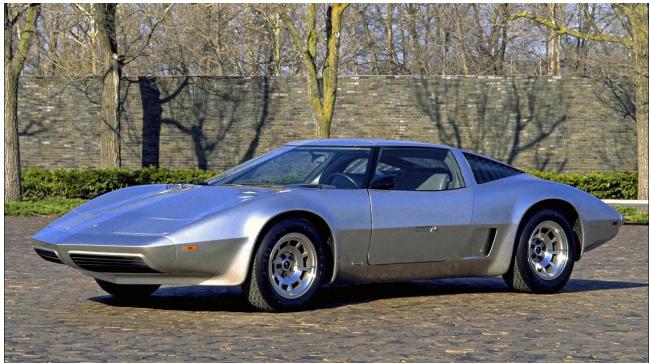
We wish to thank all our contributing members for their incredible generosity in helping us make the **2025 Make-A-Wish donation campaign** a huge success. The total amount of money raised by member donations added up to **\$2,000 dollars!** A truly astonishing figure!

And when we add in the **\$500** contribution our **SONHC** club made, we surpassed our club goals and when then doubled by our partners at **VIP Tires & Service** surpassed the **\$5,000** mark goal we set prior to the start of the campaign! So, we sincerely thank everyone who generously contributed to this truly worthy cause! Some family will be getting to enjoy their **Make-A-Wish** dream in great part due to our members amazing generosity!

FEATURED ARTICLE: THE C4 EARLY & LATE DEVELOPMENT

It was sometime in 1978, that GM began laying the ground work for the next generation Corvette to replace the aging C3 that was nearing the end of its 15-year long life cycle. GM had turned its attention towards building the next generation “Car of the future”! A completely new from the ground up C4! The forces at play on this were both good and bad, as GM already knew they were way overdue for a new model change. The aging C3 had in reality already run its course close to four years earlier than the release of the last 1982 model... as, sales of new Corvettes were beginning to decline from the all-time record high in 1979 of 53,000 cars sold to just over half that in 1982, GM saw the writing on the wall of what was to come. And while news of the soon to be released C4 certainly influenced the number of Corvettes sold in 1982 as many prospective buyers were waiting on the release of the newer C4 model to buy, The C3, itself had literally run its course and buyers were getting bored with the same old car with new badging and few new yearly options. Not many of which were performance related...

The late 1970's to early 1980's were not necessarily all good times at GM as while the company was continuing to gain market share, the company was also struggling with its poor-quality production issues in many of the products they were turning out. And having an aged 15-year crown jewel sitting at the top of the companies list of cars being built wasn't helping. So, change was ordered to happen on the Chevrolet Corvette.

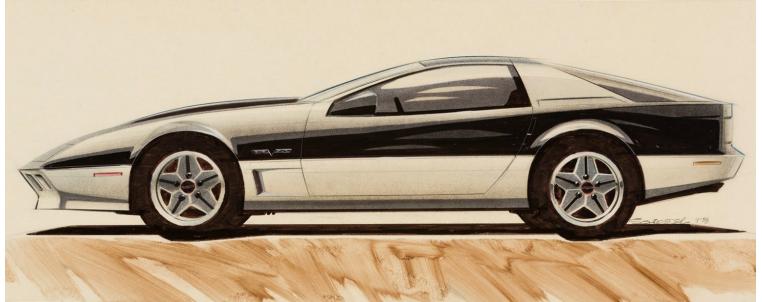


decided the production costs for building this car would be way too prohibitive and the recovery from the gas crisis that was still going on might possibly discourage new buyers from considering it. The Aerovette release idea was scrapped. As, GM also knew they could not afford a flop with the soon to be released new design Corvette! They needed to get it right!

So, with the need to build an entirely new Corvette from the ground up, GM set out to build the new car using the “Form fits Function” concept. To take the ideals that GM felt the new generation would need to incorporate and improve on as production goals, then design the car around it.

First, It would need to be easily identifiable as a Corvette.! It would need to have far better interior space, yet still have an extremely lower aerodynamic profile. The handling needed to be far superior to any prior Corvette to compete with the emerging European influx of sports cars coming to America. To take the Corvette into a world class sports car range. And finally, the car would need to be built with the highest quality standards of any car that GM had ever produced! This in itself was a extremely lofty goal for new Corvette!

So, heading up the program behind the design of the C4 was Corvette Chief Engineer David R. McLellan (who had succeeded Zora Arkus-Duntov in 1975) and Lead Designer Jerry Palmer, (who had been promoted as the new head of “Chevrolet Production Studio Three” after Bill Mitchell's retirement from GM in 1977). Historically, design and engineering teams didn't always work well together, as each would often have their own priority agendas with the release of a new model design. The C4 was the exception to this rule. Their unique collaborations and incredible teamwork were vital in getting the car from the drawing board to first clay models and then finally into a working test mule in just 14 months! A Record time for all Corvette designs! Even to this day! ...continued



Originally, GM was planning on releasing the earlier designed Aerovette in 1980 as the next generation Corvette after the end of the C3 run. A revolutionary car that GM had been working on since 1973. A mid-engine design that had started out first with a rotary design engine, but was later fitted with a 400 cubic inch small block sitting behind the driver. It was given the go ahead to be released as the 1980 next gen Corvette and had it not been for the project losing its primary champions when Zora Arkus-Duntov (Father of the Corvette), styling chief Bill Mitchell, and GM President Ed Cole all retiring in the mid-late 1970s. The Aerovette would have been the follow up to the C3 generation.

However, under new incoming GM leadership, who quickly decided the production costs for building this car would be way too prohibitive and the recovery from the gas crisis that was still going on might possibly discourage new buyers from considering it. The Aerovette release idea was scrapped. As, GM also knew they could not afford a flop with the soon to be released new design Corvette! They needed to get it right!



FEATURED ARTICLE: THE C4 EARLY & LATE DEVELOPMENT



Continued....

One of the first early decisions that was made was that they were going to carry over the L83 5.7-liter crossfire motor from the 1982 C3. A decision that would later go on to haunt the first year 84 Corvette for decades with owner reliability issues. But there was simply way too many other area's that they were going to be building from the ground up to also add in the introduction of a completely new powerplant. So, the 82-crossfire version was their logical choice. Only a year later, after the car's initial introduction did a new motor appear with the release of the 1985 model year, the new L-98, would become the standard powerplant.

After the hard work on designing and completing a whole new chassis design had been finished.

As the C4 progressed, the L98 would go on to become the powerplant of choice till 1992 when the LT1 would replace the L98 and would be the standard motor all the way through its remaining generational run (other than the ZR1 model)

The C4 would be released with a marketing strategy aimed at showcasing the car's futuristic designs and huge advancements in handling. The car was wildly successful, with first year sales surpassing 50,000 units, the second highest ever! As the 12-year run came to an end in 1996, Chevrolet would go on to produce over 350,000 C4's! Including 3,000 of the vaulted ZR1's from 1990 to 1995. And while history hasn't always been kind in looking back and in judging the C4, it is important to realize that as is the case with each subsequent generation, the C4 marked a huge upgrade in technology and performance from the aged C3. And at the time of its release and the subsequent years after, the performance of the C4 was unsurpassed by anything any American and European manufacturer were producing. (remember, the SCCA banned the car for it being too good) And for anyone who has ever owned a C4, the vast majority will say that despite the first-year crossfire debacle, the quirky dash gauge array, the wonderful outer frame rise that requires a gymnast move to get in and out of the car... It was and continues to be an absolute blast to own and drive and a car certainly worthy of carrying the Corvette nameplate for 12 years!

And then there's this... As the end of the C4 generation came to a close, GM did something that caught a lot of people off guard. They decided to turn the clock back to the early 1960's with the release of 1,000 1996 special edition C4 Grand Sport. A name that had not been in circulation with regards to the Corvette nameplate since 1963. As the end of the C4 was coming to a close, GM wanted to acknowledge the importance of the C4 series by offering both the Grand Sport and a Special "Collector's Edition 1996 model to close the book on the 4th generation series cars.



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And the Aerovette to this day remains a historic museum piece that while it never made its way into production, many of the features and ideas from the Aerovette would later go on to influence and effect the future C8 rear engine designs.

OUR LOOK BACK: CASTLE IN THE CLOUDS

This month in the spirit of being thankful, we look back on our early season Castle In the Clouds caravan event. A day where we all endured the chilly late spring weather to have members from both clubs come together and enjoy both the beautiful ride and ensuing gathering at the top of this world-famous destination. We'll be looking to return once again in 2026, all be it a little later in the season and hopefully with the weather being a bit more conducive to being outside. Never the less, the 2025 edition was a wonderful experience and one we're truly thankful took place!



NH Inspection stickers are gone!

At the end of this month on January 31st. NH is doing away with the annual required safety and emission inspections that so many have come to loath. Something we've talked about in previous editions. Well, the time has finally come for it to happen. While this to some is somewhat both a surprising move and also a controversial one, it is in fact now the law of the land. No more required trips to a state inspection station to pay to get that little sticker in the corner of the windshield stating that you're legal... Or worse, no new sticker, meaning your car failed either the safety or emission portion of your inspection!

A couple of things everyone needs to be aware of. Do not confuse the states elimination of the annual inspection with vehicle laws that are still in effect that govern certain areas and specs, including the laws that govern vehicle modifications. For instance, the state laws for window tint are not going away and will remain in effect going forward exactly as they currently are. The state has strict guidelines for window tint and will be one of the leading reasons you will get pulled over after Jan 31st. Currently the law states that no more than 30% of the light can be reduced on vehicles. No tint on windshields below the top 6 inches! And zero aftermarket tint on the driver and passenger side doors! The laws are pretty clear and will be one of the first things authorities will be looking at after the inspection process stops. The fines are expensive at around \$175-250 per ticket! Exhaust modifications and light placement will also remain exactly as they have been in the past with strict restrictions on noise levels and where and what you can add for additional lighting to a vehicle. There are several other area's that the state will now be looking to crack down on, such as bumper height restrictions and how far out tires can stick out past the body on trucks.... We're heading into uncharted waters for the first time here in NH, and there will be a lot of confusion for a while until the state gets everything sorted out... but one thing you need to remember is the current motor vehicle laws that are already on the books are not going away or changing!

WATKIN GLEN MAY 2026 CARAVAN TRIP UPDATE!

Look for much more information to be released this month in regards to our planned 2026 Watkin Glen caravan event, scheduled to take place May 15 thru 17th. Registration for this very limited event participation will be opened up on January 15th. Hotel selections and accommodations are now being finalized and once registration is opened up, those electing to come along with us will be able to begin to make plans and lay the ground work for what should be a fantastic trip.



Coming in 2026!

Here's a couple of things we are working on adding for our upcoming 2026 season non-event related.

We're adding challenge coins to our collections of group memorabilia. A hot trend over the past few years that is gaining popularity all across numerous fronts! Including car clubs! These high-quality coins will be available depicting both of the clubs and all 8 generational logos on the back. There also will be some special commemorative coin versions included as well. More to come on this fun project as we get closer to its inception!



Secondly, we're also going to be working on putting together our very first ever SONHC & SOME members cook book. We all love food almost as much as we do our beloved Corvettes. A cookbook filled with our contributing members best family recipes will make for a great addition to the household cook book library.

Each included recipe will not only have all the ingredients and cooking processes, but will also include a bio about the club member who submits them including information about their beloved Corvettes. It should be completed and available in time for next year's holidays season.

SONH CORVETTES SOME CORVETTES

Members Recipe Cook Book!

Inside are some of the very best recipes you will ever get to make and enjoy!

* Appetizers * Side Dishes * Main Course * Proteins * Specialty dishes *
* Desserts * Vegetarian * Vegan * Best practices

Rick Delano

SONHC member since 2020
(Founding member)
SOME member since 2024
(Founding member)

* Dessert Peanut Butter Pie Recipe

Ingredients:

Graham cracker pie crust
1/2 cup smooth peanut butter
1/2 cup granular sugar
1 large container of Cool Whip
1 container of Chocolate frosting.



Cooking:

The very best part of this recipe is it can be prepared as a last-minute dessert! There is no baking or cooking required!

First, take the Cool whip and set on the counter for ten minutes to soften. In a large bowl, mix in the peanut butter and softened cool whip. Mix thoroughly gradually adding in the sugar. It is done when the color of the mix is a consistent light brown with no white streaks. Put in the freezer for ten to 15 minutes to firm up. Remove and frost with the chocolate frosting and place in the fridge. Remove to serve as desired. Warning: when slicing, cut in very thin slices, as the dessert is very rich!



Mobil One Oil & what is DEXOS and all the confusion

All Corvette owners are familiar with the Mobil One products that is most everyone's preferred choice to use for engine oils. Since 1993 Mobil One has been the standard factory oil in all Corvettes manufactured in Bowling Green. Over 800,000 Corvettes have all rolled off the assembly line, all filled with Mobil One synthetic oil! Another name that is synonymous with all GM used motor oils, is something called being DEXOS rated and all the subsequent later derivatives. DEXOS2 & DEXOSR.

Oils with this particular designation being the only approved motor oils that will not void your engine warranty.

Confused yet?

Well keep reading... One of the original designations of the Mobil One oil was it was DEXOS certified. The

only such motor oil originally having this designation. Meaning the DEXOS certified motor oil had surpassed the demanding requirements for modern engines, offering better wear protection, fuel economy, and lower emissions than traditional oils. Now DEXOS is not a type of oil. But rather a certification that surpasses GM's specific, stringent performance criteria, and exceeds API/ILSAC industry oil standards. As new engine models have been released, the motor oil viscosity has both changed and flexed.

Starting in 1989, Gm began recommending using an oil weight of 5W30 full synthetic DEXOS certified Mobil One in all Corvettes up until the release of the 2019 C7. For track use and street use standard recommended oil viscosity was then changed to Mobil One oW40 ESP... (with ESP soon becoming the predecessor to the new Mobil One "Supercar" oil). This also includes the correct oil to be used in the standard C8 Stingray.

However, with the introduction of the C8 Z06, LT-6 engine and its high revving performance, the viscosity was once again changed to 5W50 Mobil One Supercar oil!

And, also stating it's critical that this approved oil is the only one to be used.

So, Mobil One Supercar oil is now the one to look for at automotive stores (for you do it yourselves) and to be spec'd at all service shops performing oil change services. DO NOT ASSUME THEY KNOW THIS!

Also, remember, it is highly recommended that only a high-quality oil filter be used, such as a Mobil One or Wix filter when oil change services are performed.

Never use a store brand or economy filter! With Mobil One changing the name of their DEXOS certified Mobil One ESP to Mobil One Supercar, they certainly muddied the waters and added confusion to the oil change process!

We also encourage everyone to utilize their own particular cars owner's manual for all the specifics of the correct fluids to be used in their Cars.



New Members Page

We understand that everyone has choices when it comes to electing to becoming members of a Corvette club. And a lot of times, different clubs can offer different options to people. We appreciate and respect every Corvette club, regardless of what type or size organization they happen to be. Some may bring more of a social element to its membership, by perhaps meeting weekly for a pizza night gathering, or the others that elect to hold car show events. In all cases, they can offer something unique to everyone!

We're honored to say that we have a great working relationships with many of our fellow area New England Corvette clubs! And we try and support them whenever possible in many of their endeavors.

SONHC has always taken the approach of being open to anyone who owns a Corvette, but also to anyone who happens to also be members of other Corvette clubs. Because you happen to be a member of another club doesn't prohibit you from being here with us. And yes, we do put just a few restrictions on this policy, such as not being in any type of administrative role in other clubs, we certainly can appreciate anyone for wanting to be involved with more than just one club.

Our goal is to make you want to be here... by providing everyone simply with the best options available to enjoy quality seat time behind the wheel of your Corvette!



Our Season-Long *Partnering Professionals*

We wish to acknowledge and thank each of these incredible companies who signed on to join with us for our 2025 season!



AMERICANMUSCLE



Thanks for reading our January 2026 GENERATIONS