

SO NH CORVETTES

• SO ME CORVETTES

GENERATIONS

April 2026 Vo 6 No 4

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April Opening Statement...Like that last 10 mile stretch of road needed to get back home after a long day's journey, those last few miles seem to last agonizingly long before finally being able to bring the trip to a close. April is not unlike those last few miles, as after a very long winters journey, we're so close to being home that quite honestly, we're simply just over it and need it to end! It's certainly been one very long winter! And can the winter misery extend into April...? Absolutely for sure... as it's happened many times before. But it's still the exception instead of the rule! And even when these storms do happen, they're typically just a bad faded memory in a day or two.

So, this will be the final time we mention that word "winter" until... next season and at the end of fall, when we will once again ferociously question why we all elect to continue to live here! And, of course we all know why. It's the other 3 seasons other than that one, which we now refuse to mention by name!

Instead, now ,our conversations will center around everything Corvettes, Caravans. And the abstract! And, we start in this month's edition, by including a couple of offbeat subjects to cover, including one about something called Blue Laws.

That if you know anything about ... Well then you're just kind of ... Old! Sorry!

We also delve back in time to Chevrolets past racing heritage and its controversial history in the sport, including its incredible comeback that happened thanks largely to the Corvette in 1999.

All wrapped around a big month for us here at SONHC, as we get ready in just a couple of weeks to officially start our 2026 season, with the hosting our annual Season Kick Off Event !

We share in the excitement, anticipation and a feeling of gratefulness for all that lies ahead and will be coming soon!

So, as we officially put a been there done that checkmark next to the 2025-2026 win... Oh that's right we can't say it! So, we'll just call it off season, we extend this personal invitation to all, to come out, and come along on all the 2026 adventurous journeys that await!

Rick Delano

OUR SEASON KICK OFF EVENT

Our upcoming annual Season Kick Off event is something that organizing for starts in early January and ramps up from there up until the night of the actual event itself! Much goes into this event from a planning and organizing perspective. Phone calls, emails and back and forth with vendors, our host site and prospective entertainment, guest speakers and all the other event elements. This event is one we place a great deal of emphasis on, as it

marks the official beginning of the event season that will take us all the way into December! The last couple of weeks leading up to the event quite honestly become simply a whirlwind of activities as we check and double check on just about every aspect! All with the intent to make the night, one that is truly an enjoyable memorable experience for all! And, any storms need to just stay far away on April 18th!

Watkins Glen Caravan Update

In the coming weeks, we are conducting our dry run out to Watkins Glen for our special caravan event to celebrate and participate in The Corvette Thunder at the Glen weekend long event, happening May 14-17th! Except we'll be doing it all in just one day! Yes, we're heading out to the Fingers lake area, checking and confirming all our accommodations, the Watkins Glen area including the world-famous Racing track itself, the downtown area, home of the event itself... and then returning home... all in the same day! As we often say, details matter and while it will certainly be a challenge, we're looking forward to it! If you still haven't signed up for this once in a lifetime event, there are just a couple of remaining open spots still available to come join along. All the caravan information is posted on our website. We'll post a follow up after our dry run in next months newsletter.

We Welcome back our 2026 PP Season Sponsors

Each of our seasons is unto itself a separate body of work. And one of the key elements to each one, is our ongoing yearly relationships with our incredible **Partnering Professionals!**

For whom without their support, SONHC couldn't possibly function or look anywhere close to the way it does. Their incredibly generous support enables us to do so many behind the scene things that sometimes members never get to see, but yet still directly effect them. From allowing us to function without ever having to charge club membership fees! To them helping in supporting the costs of our website, registration portal, and all the other fee based services we utilize day in and day out. Their generous support also enables us to be able to actively support many of our worthy charitable causes.

So, the next time you need a service or a product. I ask you to think about considering them first, as not only will you save money in just about every instance. You will go a long way in helping to make these relationships continue for future years to come ! This is your club, and these companies are here for you! So, please take advantage of them. It's good for everyone involved!

TWO EVENTS THAT STOOD OUT ON THE 2024 & 2025 SCHEDULE ARE BACK FOR 2026

We'd like to think that all our events are somewhat special and unique. But two in particular from the last couple of years really kind of stood out as member favorites. So, we've decided to bring them both back and include them in this year's upcoming schedule.



2 years ago, we ventured down to Gillette Stadium in Foxborough and took in the entire Patriot Place layout. The Patriots Museum, The Patriot lighthouse and all the great restaurants and shops that fill the beautiful layout around the stadium. Last year's schedule event was rained out and we were unable to reschedule it later in the season, due to Patriots Camp opening up



and bringing with it, all the accompanying crowds. So, with some help from Mother Nature, we're going to give it another go and hopefully enjoy another beautiful day taking in Patriot Place! Long after the World Cup festivities has exited!

Our second is one that is returning is one that while requiring an early start, turned out to be one of the biggest pleasant surprises of the year. The American heritage Museum is beyond chocked full of wartime memorabilia and machines, but it's the entire campus layout that will offer something for everyone to see. From its incredible War museum information contained of all our past conflicts, to the formula one cars on display to Al Capones 1940 heavily armed Cadillac along with a hanger full of both nostalgic and modern aircraft. Also, on the day of our last visit, there was a working tank display happening on the grounds with some of our revered WW2 veterans on hand. Something that we will coordinate to happen again on our visit this year! These particular events are two of the most interesting and diverse destinations we will visit all year, and are on a must consider for everyone who enjoys both history and incredible machines!



Our Mission statement:

SO NH CORVETTES was created in the summer of 2020, originally starting as an online Facebook group. It was our hope that, through the power of social media, we could bring together like-minded people who share the same passion and love for these iconic cars by promoting participation in Corvette caravans traveling throughout New England! As we now have over 2,000 group members, our media footprint continues to evolve, change, and grow — with the continued goal of making every member experience a memorable one!

The National Corvette Museum

SONHC and our ongoing relationship with the National Corvette Museum is one that now dates back to just after the forming of our club in 2020. While we obviously are members of the NCM and SONHC is registered officially as a recognized National Corvette Organization.

Our relationship goes much deeper and involves many back and forth communications each season. For those of you who will be attendance at our *Season Kick Event*, you will witness firsthand some of the attributes of this great relationship, as we have a couple of special surprises in store courtesy of the **National Corvette Museum!**



Mission & Objectives

The mission of the National Corvette Museum Ambassador Program is to serve as a bridge between the Museum and club members, ensuring that vital information about events, exhibits, and initiatives is effectively communicated. Ambassadors actively encourage membership growth & renewal within their clubs by inspiring passion for the Museum's mission and engaging their clubs and communities in supporting its future.



But, however, there is one area that we have been sorely lacking in is our club's anticipation in the NCM Ambassador program.

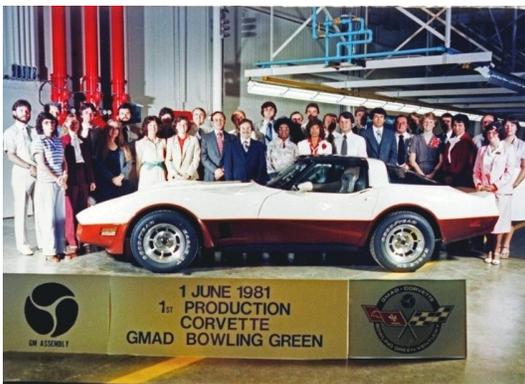
And we are consistently being nudged ever so gently towards adding this position into our clubs future make up. The NCM Ambassador position is one that the museum places a great deal of importance on, and has an entire department that is dedicated solely to it's purpose. Which is in helping bridge the gaps between Corvette clubs like ours and the museum itself. And also, in helping to recruit new NCM memberships from within a club's existing members.

As we progress into 2026, we're going to be talking about this position a lot and see if we can find the right SONHC member to step up and become our official NCM Ambassador! *Volunteers... take a step forward!*

Corvette Production... when St Louis to Bowling Green... didn't go quite as planned!

Sometimes even the best laid plans don't always start off smoothly or as they're envisioned. Take in case when GM made the decision to move Corvette production from the St. Louis Plant, where it had produced the Corvette for 27 years to a newly converted air conditioner plant in Bowling Green Ky.

One of the things that GM did initially was to heavily market the idea of this new production plant to the locals in Bowling Green highlighting the many numerous good paying job opportunities it would create. Something that originally the Bowling Green communities were all on board with, and excited about the idea of a new big manufacturing plant coming to their town. But as the actual start date of the plants opening approached, much of those good feelings in the Bowling Green community quickly soured and in a flash turned down right ugly. One of the issues that plagued GM back when they first decided to move the production plant was, they didn't know or calculate how many of their St. Louis employees would consider transferring and relocating over to Kentucky to continue their careers working in the new plant. So, when they originally advertised the soon to be opening plant, they communicated to the Warren County locals that there would be literally hundreds of new high paying productions jobs created. However, as it turned out, and somewhat to the surprise of GM management, over 1,000 St. Louis production plant workers elected to follow GM to the new home of the Corvette. And, as word of this news spread in Bowling Green and the surrounding communities, excitement turned to anger in a flash. The locals learning that many of the jobs that they felt were communicated to them as theirs, were in fact already filled by the St. Louis transfers now coming to their town. The local government quickly changed their attitude towards GM. The Locals began to treat the transferred workers with both disgust and prejudice as the transplanted workers faced resentment, contempt and discrimination when they first arrived. Many of the workers coming from St. Louis were African Americans, and the local community wrongly blamed



these workers for their lost job opportunities. Even the local police department was against these transferred workers, often harassing and arresting them on things like misdemeanor charges that would normally not ever warrant arrests. Thankfully, the situation improved quickly once GM finally brought on board, 100's of locals to work the plant. Many of which went on to complete 20 plus year careers and retire with healthy pensions and long forgotten ill feelings about the early stages of the plants opening.

OUR CORVETTE RACING HERITAGE CAME FROM ROCKY BEGINNINGS

Corvettes hold a long and storied history in racing. Years of success for the Corvette on the track have translated into some incredible podium results! But it hasn't always been this way. In fact, way back in the mid 1950's, Chevrolet under incredible pressure and scrutiny pulled out of all forms of racing. Including all the early model Zora Duntov designed racing Corvettes! And the reason as to why, actually came from an event that happened on the other side of the world at a race track in France in 1955. A racing accident that still to this day, is considered one of the world's worst and deadliest racing accidents, occurring at the 1955 24 hours of Le Mon race.



84 spectators along with 3 racers were killed and was caused by both the then poor race track design and a chain reaction caused by three drivers out on the course. On lap 35, one of the cars signaled it was pitting, causing the car behind him to swerve left and directly into the path of a Mercedes Benz going at 125 mph.

This catapulted the Mercedes over the Austin Healy, driver and launched the car into the earth berm and then

continuing on into the spectator crowd section. As the car disintegrated, it scattered car components including the engine and chassis amongst the crowd of spectators killing 80 of them instantly.

The worst racing accident event in history and one that caused the world of racing to come to long hard pause. Happening long before any television coverage, the public outcry from the newspaper articles of this accident hit especially hard, both in Europe and also back here in the United States. Congressional hearings were held and pressure was brought to bear on US manufactures to dissolve themselves from all forms of racing. Understanding the importance of not wanting to be on the bad side of the Federal Government and more importantly that of public opinion. US car makers quickly made the decision to no longer sponsor or be a part of any type of organized racing circuits, bringing to end not only the involvement in racing itself, but also to all of the behind-the-scenes research and development that was being done in pursuit of those racing victories. It was seven long years before American manufacturers slowly and quietly returned back to being involved in racing, first by utilizing non publicized back door support for non-factory sponsored racers. Then finally returning as official manufacturers race teams in earnest in the mid 60's at both Lemans and on other major racing circuits.

It was not until 1999 that the Chevrolet Corvette officially re-entered the racing circuits with the factory backed Pratt Miller C5r team. The rest they say is history, as Corvette Racing, operated by Pratt Miller Motorsports, is considered to be one of the most successful endurance programs in modern motorsports, securing over 127 worldwide wins, 14+ manufacturers/drivers titles, and 9 Le Mans class wins since 1999 and includes the most recent success at the 2025 IMSA GTD PRO championship with a sweep with the C8.R and Z06 GT3.R.

And since that horrific accident way back in 1955, the return involvement of the manufacturers back into racing has done nothing but consistently raise and improve the safety for both the racers and spectators alike. And, while it will always be considered a dangerous sport, whenever speed is involved, the racing research efforts behind the scenes that go into both the latest race equipment and innovations at the tracks they are held on, has been monumental in making today's racing sport safer than ever. However, accidents like that one in 1955 should never be forgotten and be remembered to remind us of just how dangerous the sport of auto racing can be.



Think of detailing as the same as doing your annual taxes. There are two very distinct different paths to go down to achieve your ultimate end goal of getting them done. There are professionals that can do them correctly pretty much 100% of the time, as that's what they actually specialize in doing... or, like many, you yourself tackle them and grind your way thru to their conclusion. Detailing comes down to the same...Have it done by the professionals or attempt it yourself.

And, let's just get this right out of the way up front. Your car will never look as good as when it is detailed by a professional who has all the proper tools, materials and experience at their disposal to make it look and appear even better than when it was brand new. This here is just a cold hard fact!

And, anyone who would question this, needs to look no further than to any one of the many **SONHC** members Corvettes who have had the team of experts at **Lethal Premium Car Care** work on their cars. They simply couldn't possibly look any better! Simply dropping the keys off to the professionals and having them do their thing and then picking it up when it's complete is absolutely the right and best way to go for many!

But professional detailing doesn't come cheap and while you absolutely get what you pay for, for some who can't or won't separate their money from their wallets this may not be a consideration. As, not everyone is willing or can to pay for the ultra-high level of shine or protection that professionals provide. Now if this happens to be you, there is much good news! today, there are numerous options for all you do it yourself detailers. And while they won't come close to what the professionals provide, to some, the results can and will be enough!

So, this is where our story takes a turn and focuses solely on the do-it-yourselfers! And, something that should always be performed long before adding any type of shine, polish or wax product to your cars finish. Detailing encompasses several different layered stepped processes. And here, we're going to only focus on one key first step in the process. After thoroughly washing your car, and drying.



Claying the paint surface is the next vital step in achieving that desired finish and protection most everyone chases. Yes, it's labor intensive, but it is also a very straight forward simple process to do. And it helps create the best most pristine paint surface for everything you elect to add to it after!

It's called claying the paint. And for those who already do this, you already know the results from running your fingertips across both the un-clayed and clay'd surfaces, and feeling the night and day differences! One is as smooth as can be and the un-clayed will drag on your fingers. These untreated areas are the result and culmination of all the contaminants like acid rain (yes, a real thing) and all the very minute organic particles moved around by the wind, and anything else that lands on the paint and gets caught in the very microscopic uneven surface of the top layer of paint.



For those who have never done this process, it's as simple as it sounds. You simply spray water over the area of the car you are working on and then lightly move the special water lubricated clay bar across every inch of the surface in light long side to side strokes. Do only one small area at a time, like say a fender or door. Once you have clay'd that area, simply wipe off the moisture and then buff the surface to a shine. 99% of all the paint contaminants will have been removed and captured by the clay bar, leaving you now with a pristine surface to then add your finish products, such as wax, or polish coating.

If the bar ever starts to drag, then you haven't put enough water on the area you are working. Just add more sprayed water and continue on with the process. After you complete your car, you can fold the clay bar into itself like silly putty and bring out a new fresh layer to the outside, ready for the next time usage. and, just simply store it in a zip lock bag.

You'll be amazed at just how smooth and shiny your paint will look and feel after you complete this claying process. Just remember, like the contaminants you removed, you also removed any of the waxes, or previous protection that was on the paint. So, you should always add some sort of paint protection be it a natural carnauba wax, synthetic wax or your other preferred top layer coating to the paint.

Life has certainly changed a lot the past few decades. And if you stop and think If you're 60 or older, you were actually born closer to 1899 than today in 2026! A somewhat sobering... And for sure... a wait a minute what... Thought!

And if you are in the 60 year or older category, you've experienced something that anyone who was born in the 80's or later never knew a thing about! Something called State **Blue Laws!**

Now for those of us old enough who can remember, in the past, Sundays were a day treated unlike any other day of the week.

Sunday Blue Laws in many states prohibited one from buy alcohol, retail shopping, hunting, playing any type of recreational sport (this also Included professional sports) or even buy a new car at a dealership. As all the retail stores, car Dealerships and the like all were forced to be closed on Sundays by these Blue Laws.



Even things like our Sunday caravans would have been borderline illegal or at best under scrutiny in certain parts of the country under these well observed and strictly enforced activity restrictions.



The Blue laws are state or local regulations, originating from colonial, Puritanical, or religious traditions and times, that prohibit or restrict certain commercial and recreational activities on Sundays or on religious holidays. Many of the traditions that blue laws were meant to create included activities centered exclusively around family, Church and the Sunday Sabbath, day of rest. As New England first became organized, the colonists who were the first to arrive, came here to escape religious prosecution and they placed a great deal of emphasis on the beliefs of the Bible around the Sabbath. And as such, Sunday was always a sacred day where everything besides family and worshipping stopped! As time evolved and the colonists spanned out to other parts of the country, many of these beliefs and practices travelled with them. In the south, these beliefs were not only were followed but became the sacred way of life for generations to come. And, still to this day, some Bue Laws in many communities are present and still closely followed!

Thing such as dancing, playing pool or even watching movies all were considered violations of Blue Laws and were prohibited from being organized. Back here in New England, many of these original Blue Laws remained in effect until the 1970's as life slowly began to change and evolve (Notice I also didn't say for the better) and some of the earlier restrictions started to either be ignored or laws were enacted to repeal many of the Sabbath or Sunday limits.

For instance, Maine was the last state to enable retail stores to open up on Sundays, passing that legislation in 1990! In Massachusetts, alcohol wasn't able to be sold off premise until 2004 on Sundays. Unless of course you lived with 10 miles of the NH or Vermont border. Then alcohol was available for sale, but only after 12 noon. And, still today, Hunting and Trapping is still prohibited on Sundays in Massachusetts and in Maine New Hampshire and Vermont are by far the most liberal when it comes to abolishing blue laws. Limiting early morning alcohol sales in NH is really the only remaining Sunday Blue law restriction.



Some of the craziest Blue Laws that are still in effect today include some states still prohibiting Sunday dealership new car Sales... 13 states to be exact! Used cars lots are good to go as long as they don't open on consecutive back-to-back Saturday or Sundays! But in these 13 states, the new car dealerships must remain closed. In Pennsylvania, hunting and trapping is still limited to just 13 Sundays each year! And Bergen County, New Jersey, which

takes the cake for still having the most Sunday blue law restrictions, prohibits all retail store sales of clothing, electronics and furniture along with prohibiting malls from opening on Sunday.

So the debate of if we've progressed or regressed with the elimination of the blue laws is one, we will never find the correct answer to.

All I know is today's Millennials and Gen Z will never know the pain of walking into a convenience store on a Sunday morning to grab the Sunday paper and a six pack for later, to help get thru mowing the lawn, only to find the beer cooler section taped off prohibiting beer sales till after 12:00 PM noontime!

Wow... 1899 huh!



INDUSTRY HAPPENINGS : GRAND SPORT RELEASE.. WELL SORT OF

So at the scheduled 2026 running of the **12 hours of Sebring**, something interesting occurred prior to the actual race itself taking place. At 8:50 Am on the morning of the day prior to the race itself, Chevrolet decided to tease everyone with a sort of unofficial release of the 2027 C8 Grand Sport! There it was, alongside all the other previous Grand Sport versions also in attendance at the track. A new blue 2027 GS sat on an adjacent runway, before taking a lap around the course. Roger Penske was there, sitting on one of the five original C2 racing Grand Sports in front of it! Chevrolet officials were also in attendance, to confirm that this indeed was a new upcoming Grand Sport! They also confirmed the new 6.7 power plant that will power it! The only two GM revealed and confirmed facts about this new car. The significance of this release coincided with the celebration of the Team Penske 60th anniversary! Something that many speculated Roger asked to have taken place at his anniversary event and even intervened with Chevrolet to make it happen.



Just when we thought there couldn't possibly be any more exciting news released about this already incredible generation of Corvettes, GM has once again gone and outdone themselves with the return of the ever popular Grand Sport model to the lineup!

And, next month we will dive all in on all the specific details of both the Grand Sport and Grand Sport X!



And it was also during this same event that Chief Corvette engineer **Tony Roma** came out with a statement in answering a question with regards to the rumored Tremac manual 6 speed transmission becoming available as a future option on the C8.

"Tremec showed something at SEMA last year that I wish they wouldn't have shown, that is not real," Roma said I "So, when people say, 'But there's one that's available,' there isn't. It's not real. We don't have any plans to talk about a manual transmission. "I love manual transmissions," Roma added. "All I can say is our eight-speed DCT is tremendous, it's awesome. The car is faster and essentially

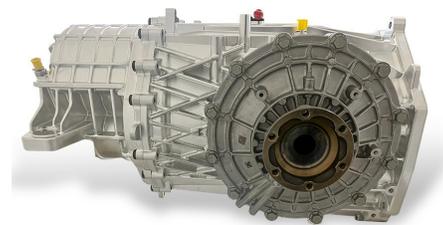
better with the transmission we make.

Corvette Engineer Josh Holder added, "We are in a for-profit business. We make Corvettes, so all you guys can enjoy the affordability and attainability of America's supercar," Holder said. "But one of the things that makes that true is making good business decisions. And at the end of the seventh-generation lifecycle, the penetration rate of manuals was super low. The market was voting with their wallets, and we didn't get enough manual transmission votes."

So if there is going to ever be a manual option, it appears it will be available only by some aftermarket performance company and not by GM itself at Bowling Green. According to the transmission maker Tremac, When the 6 speed manual transaxle was first announced in October, it did so with a press release, calling to attention how their new 'manual box uses all the same mounting points as the TR-9080 DCT that the C8 already incorporates. "This allows builders to use already available factory Corvette components for easier installation,"

But, this appears to squash all the rumors of the new Grand Sport potentially being offered with a manual transmission option! We'll just have to settle for a brand the new model, brand new motor and the coming X variation!

Oh it's such a good time to be a Corvette enthusiast!



This is a segment where we search out, find and then explore some of the very best Corvette related websites we come across and what they have to offer. We'll explore and rate the content of a some of the websites that we think might be beneficial to both our members and to all Corvette enthusiasts in general. Some of which many of you may already be familiar with and yet others that we may be introducing you to for the first time.

We'll rate them all on a scale of 1-5 and grade them on things like useful content, and inform you about things such as their policy on collecting browser info, and what their privacy policies are. In this day and age, always a real legitimate concern. We'll also share information like if you need to register in order to gain full access to their site, and or if there are any costs associated with the site.

Last month we introduced a new section all about Corvette websites and one's we would recommend for members to check out. Our first 2 initial sites we reviewed included the **GM Heritage Center** and the **National Corvette Museum**. Two sites that def should be saved as favorites on everyone's IT browser.

This month we look at just one that we think also makes the cut and grade and is worthy of your time. This month's site is **Vette Views!**

On their website, you'll find there are different levels of membership options! If you prefer, you can subscribe only to their online version of their monthly magazine, and view it safely on their website... or you can also subscribe to only their actual physically printed publication that will be shipped direct to your home postage free each month for 12 months. Now be advised, the physical magazine is smaller in size than say a *Time or Newsweek* magazine, but it's still a very easy read and kind of a cool unique sized publication! Or there is also the option where you can choose to receive both! And with this option they actually give you a 6-month trial, that only costs about the same a weeks' worth of *Dunkin Doughnuts* visits. In any of the subscription choices, they are each very reasonably priced and well worth the monthly read when they arrive .

(But only after first reading our **GENERATIONS** newsletter of course) Now for those who don't want to dish out any dough, the non-members side of their site is still full of both entertaining and useful information. There are sections dedicated to each of the 8 generations and includes articles that are read worthy in each.

Their site is both safe in regards to your personal information protection and are also not full of the annoying pop-up ads that so many sites now utilize. The menu is straight forward and extremely easy to navigate. So, all in all...we rate the Vette Views website a very strong 4.9 out of 5! And, as such, we encourage everyone to check them out here!

<https://vette-vues.com/>

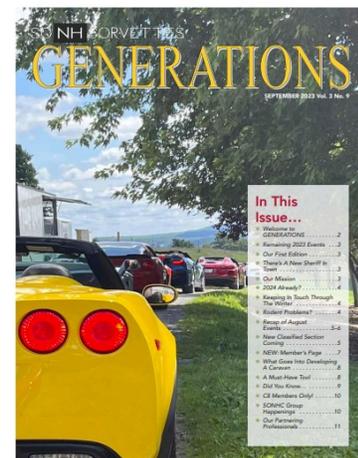


Why do we Call it GENERATIONS!

Innocent enough question! And the correct answer may not be completely what people first think. Yes, there are 8 distinct generations of Corvettes! And, you could make the argument that alone could warrant the name **"GENERATIONS"**!

But there's a deeper meaning behind us choosing it. When we first decided we needed to add an official name to the newsletter. We considered several possibilities. **Journeys! Highways! Compass! Legend! Heritage!**... All were OK, but none truly fit what we were looking for! So, we put it out to our Admins to come up with the right name! And low and behold, they didn't disappoint! One, **Mr. Jamie Rand**, said, "How about we call it **GENERATIONS?**"

"We should name it that after all the different members in the club"! Well like a spoke to a wheel, it stuck perfectly! So, Since **September of 2023**, the name **GENERATIONS** has adorned each month's cover! And yes when then coupled with the 8 generations of cars , it went from a possibility to an absolute no brainer! While yes it certainly does incorporates every series of Corvettes, The reality is, it's more about our members! And, the heritages we all share and that we are so extremely proud of!



Maintenance Page: Oil system Cleaning service

We're always looking for the best ways to help keep our cars running in the best condition possible. We change out the oil religiously, and hopefully also change out all the other fluids in the car, when the factory mileage service intervals for each are reached. All of the lubricating fluids in vehicles have a distinct life cycle. And as the vehicle mileage goes up the fluid effectiveness properties diminish over that mileage use. Most all vehicles contain differential, transmission, cooling (yes even EV's) and brake fluids. And keeping all these fluids fresh and changing them as recommended is one of the biggest keys in keeping them lubricating and protecting as they did when new. These fluid recommendations have been around now for decades and as vehicle components change, the service intervals also have changed, so it's important to read the vehicles owner's manuals to stay within your specific vehicles maintenance service mileage intervals.

One new service that has come onto the scene over the last few years is something that has proven to be extremely effective on all vehicles with higher miles on the odometer. Something that is referred to as an **Oil cleaning service**. The purpose behind this service to help remove all the oil sludge that builds up over the life cycle of the engine that a regular oil change does not remove. Many of the oil galleries throughout an engine are very small in size and are prone to having oil sludge building up in and around them. Over time, this sludge effects many things in a combustion engine. It can reduce the engine oil pressure, and causes the engine to run much hotter than when new. *This service addresses these issues and is something that one can feel after the service is performed. The car will start easier, run better and also run cooler.*

Here is how this service works. It starts out like any ordinary oil change. The existing oil is removed thru the oil pan drain plug or plugs on a dry sump system. The oil filter is removed and changed. After all the existing oil has drained, everything is buttoned back up and tightened like normal. Then, a special petroleum based detergent chemical cleaner is added in place of new oil and then the car is then started and run for 15-20 minutes bringing the car up to normal operating temperature. As the temperature rise, these specifically designed chemicals will go to work and loosen and liquify the built-up sludge inside the motor. Turning it to a liquid form that can then be drained out just like the old original oil through the drain plug. Then a normal oil change is performed including another new oil filter to complete this entire service process.

Oil pressures have been proved to increase by up to 20% and engine temps dropping by as much as ten degrees during normal engine operation! Car's with as few as 70,000 miles on them should consider having this very affordable service (It adds around \$75 to the cost of an oil change at our PP **VIP Tires & Service** shops) to help vastly improve the engines overall performance and extend its life expectancy. Some manufacturers are now going as far as recommending this service be performed at just 30,000 miles!

Tip... Whenever you are changing your oil, or having it done at a shop. Always specify and use a name brand oil filter such as a Wix or Mobil One or any of the other high-quality preferences you may prefer. The differences between the cost of an upgraded filter and an economy filter are miniscule, compared to the quality of the components inside. The higher the quality of the filter, the higher the quality of the filtering materials that actually do the capturing of the contaminants. The higher quality paper will catch smaller size contaminants that perhaps could pass through a lesser quality filter and remain in the engine oil continuing to circulate. Now when you elect to perform this oil system cleaning service, a basic filter will suffice, before then changing over to the higher quality one for the oil change itself.

LED's and Hyperflash



if you happen to own a C6 generation or earlier, You become excited when your new LED replacement turn signal bulbs finally arrive, and then after you install them, experience something with the lights called hyperflash! This is when the turn signals blink rapidly, much quicker than when the old bulbs were installed. This is due to the voltage difference between the two types of bulbs. LED bulbs require only a fraction of the voltage of the incandescent bulbs they are replacing. This voltage drop isn't something the car was originally designed to work with, so the system attempts to increase the amount of energy to each LED bulb to match that of the old-style bulbs. And the new type of low energy LED bulb interprets this energy as an increase to flash multiple times... hence you get hyperflash. There is only one correct fix for this is, which is to add something called a resistor into the LED bulb circuit. This resistor stabilizes the energy input to the LED bulbs. Sounds simple! But one thing that happens when these resistors are installed and added to an incandescent circuit is they cause a tremendous heat buildup in the resistor itself! In fact they get so hot, they will burn whatever is around them! So, the best and only correctly working solution is to only install

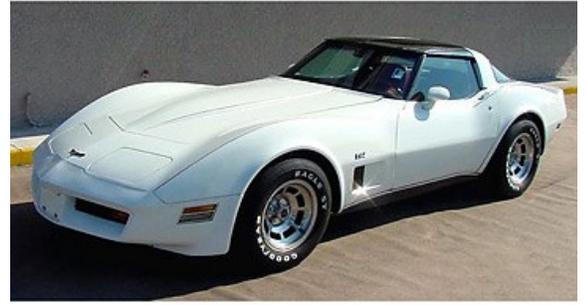
LED bulbs that have built in resistors in the bulbs themselves. Most of all of which actually will have small coolant fans built right in bulb base to deal with the added heat buildup! Since the introduction of the Corvette C7, the cars electrical circuits have all been updated to only utilize LED bulbs. Eliminating the need for any type of resistors. In fact with most all of today's cars, LED bulbs are standard. Great news right up until you are forced to replace say an upper rear brake light bulb, only to find out the whole assembly must be replaced at a cost of hundreds of dollars. But, hey at least now you can get rid of that tool box drawer full of 1157 bulbs!



Our Way Back Machine: Does it come with a V8

Yes, but Just barely!

46 Years ago, in 1980 California forced the GM corporation to make a move that not only caused quite the stir in the automotive industry, but also brought a change to the vaulted Corvette lineup by requiring the Corvette to only be available and sold in California when equipped with the SB 305 V8. California said no to the standard 350 cubic inch engine, due to it failing the California's strict emission standards. Their only available engine option was a 305 V8 rated at a paltry 180 HP and 255lb-ft of torque. This turned out to be a one year only scenario, as in 1981 GM was able to further restrict the output of the RPO optioned LM1, 350 V8 to a mere 190 HP and meet that year's strict California emissions law. Meanwhile everyone else in the country got the 205 HP 350 version as the only other available engine configuration.



And one reason for the only one engine option in 1981 besides the California configuration was the manufacturing of the car was being moved from St Louis to Bowling Green KY and they wanted to limit the build options during that move.

***3221** Corvette were produced in 1980 with this 305-engine configuration. And, Ironically California residents would receive a \$50 credit from GM when buying one, however would also have to buy the California Emission Certification (RPO YF5), which cost around \$250. Leave it to California!*



Also, another result of GM messing with the emission systems on these cars in 1981, it was the last year the Corvette came with a carburation intake system, moving over to the Crossfire injection system with the release of the 1982 model year. Which surpassed even the strict California emission standards.

Something called Flood Clear and why it's important to you!

As many of us get ready to awaken our cars from their long winter hibernation, this process is something we remind everyone about each spring: A process called Flood Clear!

Since the release of the C4 generation, GM engineers have built into every Corvette a procedure that serves two purposes, one is to clear out all the fuel in the system when it becomes over fueled and flooded to allow your car to start. The second and most relevant is as it relates to the cold start after the car sits for an extended period of time like winter storage. This process is used to cycle the engine oil pump and force oil up to the top and through the motor prior to an engine start.

Here's how it works.

1. Push and hold the gas pedal to the floor.
2. Push and hold your left foot on either the brake pedal in an auto or the clutch on a stick
3. Turn the key to the on position, keeping your gas pedal to the floor for 10-15 seconds and push the start button. The car will turn over (but will not start) and will begin to move the oil throughout the engine before starting.
4. Stop pushing the start button or turning the key, remove your foot from the gas pedal, and then cycle through just like you would normally start the car! That's it!

This will help force oil to the top side of the engine, prior to actually adding ignition into the cycle and will pre-lube many of the components before detonation of the spark and the starting of the engine.

One logical question that some may have: Then why not do this every time prior to starting the car? The answer is that when the car is started more frequently, oil remains in and around all the engine components and gravity hasn't had enough time to cause all the oil to drain back into the pan. which takes weeks to occur. So, it negates the need to push oil to the top as it's already there!

Our New Members Page

if you happen to be one of our many new members who is attending our Season Kick Off event on April 18th, You, are in for a fun welcoming event. As, you will have the opportunity to meet and interact with many of our seasoned veteran members. And, in talking with them, you can perhaps even find answers to some of the questions you may have, drawing on their experiences as long time members of SONHC. You will also have the opportunity to both meet and talk with our entire leadership team of both of our SONHC & SOMEK club's. The atmosphere and settings are that of a relaxed one and is really about the bringing together of members who haven't seen each other in many cases since last fall. You'll have the opportunity to perhaps go home with a hefty 50/50 raffle winning, win one of the numerous raffle drawings and even draw for a chance to take home one of the many door prizes that will available.

You'll also be the first to see our entire season of scheduled 2026 events! All in all, we think it's a great way to get introduced to our club, its members and its leaders and to start off the new season in style!



And we leave you with this...

I ask you to pause and think about this for just a minute. Forget about the cars and all that they are and what they mean to all of us! instead just think about all the individual friendships they have helped to create and foster for so many!

If you are indeed fortunate enough, to now consider others as friends who you perhaps interact with both inside and outside of the club, which I believe includes many of us, stop and think for just a minute that perhaps there's a very strong possibility that you may have never met had it not for becoming members of a Corvette club.

So, while yes, it is about the cars, in reality it's about something far greater! ... its, about each of us and all the incredible bonds and friendships these cars have helped us to all forge together!

*Hope you all enjoyed this month's April **GENERATIONS!***

Our 2026 returning Season-Long *Partnering Professionals*

