

SONH CORVETTES

SOME CORVETTES

GENERATIONS

FEBRUARY 2025 Vol. 5 No. 2

In This Issue...

- ♦ January Gathering2
- ♦ Welcome Two New 2025 Partnering Professionals ...3
- ♦ A Look Back4
- ♦ New for 20254
- ♦ Our Mission4
- ♦ Are Corvettes a Good Value?5
- ♦ A Change Is Blowing In The Wind for SONHC! ...6
- ♦ It Ain't No Scavenger Hunt, But It's Close6
- ♦ Feature Article: They're Professionals! They Know What They're Doing!6
- ♦ Our Partnering Professionals8

5th
ANNIVERSARY
SONH CORVETTES

Normally, when I sit down to pull together the monthly GENERATIONS newsletter, I typically have articles that immediately come to mind as interesting subjects members might like to read about. Especially during the caravan season itself, when there are numerous club happenings and events to both cover and include. Yet during the cold winter months such as February, the focus switches to finding things that are somewhat off topic yet hopefully still interesting and insightful. This month, we include an article that is directed solely at C8 owners and, while it has been covered elsewhere, we believe it to be so important that, in this month, it's our featured article describing how to properly lift a C8 for service. Also, this month we also include the second installment on buying a Corvette series: "Is a Corvette a Good Value!"

Rick Delano
Group Founder

January Gathering

What is now a January tradition, SONHC and now SOMECE members, were able to gather together to share an evening of food, fun, and conversation! The evening turned out to be short one for our SONHC members as we got basically kicked to the curb rather quickly upon completion of our dinner! It was still great to see and spend a little time together before being told it was time to turn over the table for their next seating! Mental note: Don't ever schedule a Hibachi group gathering again!

Additionally, the fact that we were able to coordinate the two groups' schedules and hold SOMECE club's first inaugural January dinner on the same date more than made up for the oh-so-brief NH gathering!

So, all in all, it was still a great night of friends, Saki and laughs.

Next up, is our February Bowling adventure, where we all get reminded of just how terrible we are at bowling. Well, most of us are anyway...



Welcome Two New 2025 Partnering Professionals!

Annually, in January and February, we introduce our new and/or returning **Partnering Professional** companies for the upcoming season! These important relationships offer many valuable benefits to our members and gives us the chance to spread the word on some of the best service providers in our area! When you need services of any kind, we encourage our members to check out these companies.

The Horsepower Farm "Title Sponsor"!

When it comes to performance, no Corvette owner has ever said, "Nah its already fast enough." Yes, even with my plate, FSTENUF, I'm always thinking of ways to make "Vetty White" a tad quicker! With the addition of the **Horsepower Farm**, to our stable of **Partnering Professional** companies, we now

have one special local company that specializes in Corvette performance right here in-house! In fact, owner and SONHC member Rick Serino owns two **Horsepower Farm** enhanced Corvettes, and my advice is, if you see one of them next to you at a light, pass on the light-to-light race as it probably won't turn out well for you! From Dyno tuning to performance add-on goodies, fabrication, custom exhaust systems, and so much more, the **Horsepower Farm** is now your go-to place to for everything Corvette related. You're going to hear a lot more about them in the coming months as we work together toward introducing the **Horsepower Farm** to our members. We are extremely thrilled to be working with Rick and his team!

Ron's Toy Shop: "Gold Sponsor"!

We are extremely excited to also announce that **Ron's Toy Shop** has signed on as one of our 2025 sponsors! When you combine experience with talent, you often get a dynamic combination that leads to success. **Ron's Toy Shop** in Manchester, NH is a prime example. Since 1991 they have been a fixture on Elm Street in Manchester, providing the area with the best in automotive repairs and so much more. This full-service facility is simply a one-stop shop for anything automotive, truck,



and trailer related. There's a long list of services they perform, including ASE-certified automotive repairs, anything performance related, taking care of all your trailer needs, custom fabrications, and truck accessories. **Ron's Toy Shop** can and does do it all! And just when you think it couldn't get any better...enter GM and Corvette specialist Derek Lavin! Ater 16 years at a GM dealer, Derek is now part of the team at Ron's and is ready to address all your Corvette issues and needs! Just reach out to our good friend and fellow SONHC member, Brad Fournier, and let Brad and his team at **Ron's** get your needs taken care of!

*The complete list of all our returning 2025 season Sponsors for both our SONHC and SOMEK clubs is on our **Partnering Professionals** page at the end of this newsletter!*





A Look Back

As part of our 2025 Five-year Anniversary Celebration, we'll look back at some of our most memorable caravans. This month we look back at our first caravan — a trip across the Kancamagus with 17 Corvettes. That was the day we realized we might be onto something special! Mother nature blessed us with a simply gorgeous cloudless blue-sky day! And, even though we really had no idea what we were doing, the day went off perfectly and was capped off with

us gathering on the practice green area at the Mt. Washington hotel for pictures. Something else also occurred that day, as we soon came to realize that wherever a group of Corvettes gathers, it draws a crowd of curious bystanders to check out the cars! We're also extremely proud to say that some of the people who joined us that day on our first caravan, are still here with us in our group today!



New for 2025

As we prepare to embark on the 2025 season, we want to advise everyone of a new policy that will affect anyone who elects to join us on any of our SONHC and SOMECE events. Beginning with the first 2025 caravan event, all participants will be required to sign a liability waiver as part of the event registration. This is something that actually has been long overdue for a couple of years now, and as we move our clubs forward, this new step will be a required part on all our caravan registrations. We've been both blessed and fortunate to have had four incident free years of events, and while we anticipate and hope that through everyone's continued efforts, this trend will continue, we must take this necessary step to help protect all our members!

Our Mission

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 1,700 group members, our media footprint continues to evolve, change, and grow — with the continued goal of making every member experience a memorable one!

Are Corvettes a Good Value?

As part of our “offseason Corvette selling and buying series of articles” This month we take a closer look at defining if buying a Corvette is a sound investment and makes sense.

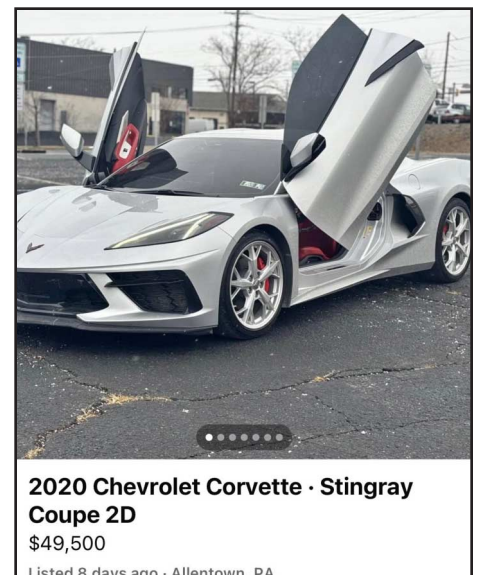
Let's start the article by saying this: It's probably not a sound idea to buy a Corvette solely as an investment — nor any car for that matter! They're considered depreciating assets for a reason. If you're thinking about buying a one-off 2019 C7 ZR1 or some other one-of-a-kind exotic, then stop reading this article now and call your investment broker to check up on the assets you'll need for that purchase! We're not talking about you here! We're talking about the everyday Corvette (still the best damn car on the road!) that we all love, most of us own or are looking to buy and appreciate the feeling that spending time behind the wheel gives us. But, let's be honest for a minute. Not many of us bought our current Corvette with the thought of owning it and making any money off it in the end. Corvettes are not cheap, and owning one isn't either as the maintenance costs can sometimes be significantly higher than other cars. Tires, services, and other required needs mostly all come at a premium. (This just elevates the importance of our PP relationships.) If you then add in the additional cost of trying to find that needed part for the older generation of cars, which btw, GM now considers the C6 Gen to be obsolete, it can be both expensive and labor intensive to complete. Try finding a turn signal switch for a C5 and you'll find out what I mean.

So why bother owning one? Well, obviously most of us already know why! There are very few affordable cars that will give you the gratification that owning a V8 Corvette will! There are no other cars on the road that provide the sensation of cruising down the road, knowing you are in America's only true sports car — you can't put a dollar value on that!

If you're in this category, read on. There are values out there to be found regardless of the generation you're looking for. Yes, even the C8s are now starting to show up in the mid 50s price range. Which makes sense since they've now been out for close to five years. The true definition of value sits squarely at the feet of the buyer, and if one is willing to do the leg work, you can find some amazing values in the Corvette market! I would recommend starting with the one true price equation that always fits, regardless of

the year or generation: Mileage! It's always the biggest determining factor as to what a Corvette is being sold for. Higher mileage cars go for less, low mileage garage queens go for more! It's as simple as that! It's the case starting with C5s and holds true right up to the latest versions of the C8. And mileage alone shouldn't be the first red flag you see when considering a purchase. The LS series motors are 200,000 miles capable if cared for properly. The rest of the car is pretty much the same, with the exception that you'll probably have more normal maintenance costs to deal with on higher mileage cars. The one vital thing you can do to determine a Corvette's true value, if you are willing to look past the mileage, is the car's service history! This is an absolute must! I would never consider buying a higher mileage Corvette (or any mileage) without have the full-service history available! This alone can be the determining factor as to whether you're getting a good value or simply someone else's problem(s).

There are services that, as a buyer, you can pay for that will give you all the reported service history of the car. Now understand that a service report is not the end all, as some shops do not report to the service history providers. But all Chevrolet dealers do, which means chances are you will at least see the early service history on every report. Also be aware that in some states a car can be totaled and then rebuilt with a new or salvage title issued. Just do your homework! Lastly, I will always recommend anyone who is looking to get into their first Corvette to take a serious look at the later C5 generation. It's certainly got the refined Corvette look; oodles of performance and they won't drain the bank account. Considering that the average cost of a new car is approaching over \$45,000, a 50,000-mile C5 can turn out to be a pretty sound investment after all.



A Change Is Blowing In The Wind For SONHC!

SONH CORVETTES
Premium Membership

As we prepare to embark on our fifth season, we'll be making an announcement at our Season Kick-Off event that will help define our SONHC club in both the near and distant future. It is something we think members will be excited about and is part of a transition allowing SONHC to continue to both stabilize as a club and initiate the steps towards guaranteeing the club's long-term future. Stay tuned!

It Ain't No Scavenger Hunt, But It's Close...

5th ANNIVERSARY
SONH CORVETTES
2025 Excellent Adventures!

Last year's Scavenger Hunt was an event many members enjoyed participating in! However, as we mentioned at the Season Closing Celebration, in 2025 SONHC will not be holding a follow-up version in 2025! However, we're including something that members can do and get excited about enjoying for the 2025 season. It's something called **SONHC 2025 Excellent Adventures!** All the details will be announced next month at the Season Kick-Off Event!

Feature Article: They're Professionals! They Know What They're Doing!



When the **C8** first started showing up on the roads, an alarming trend began to rear its ugly head. The improper Corvette C8 lifting scenario shown in the picture below began to happen at shops all across the country, starting with numerous **Chevrolet Dealerships!** And while the **GM** dealership lifting issue seems to have been corrected for the most part, this is an issue Corvette C8 owners still need be aware of. What is the cause behind all the C8s still falling off the lifts in shops across the country?

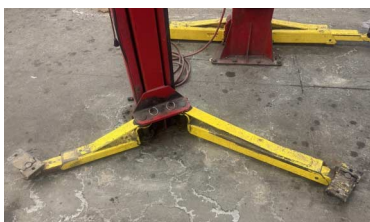
Simply put... *a lack of education!*

One of the reasons for the incredible handling improvements of the C8 comes from the fact that GM moved the entire driveline to the rear of the car over the drive axle, increasing the overall grip and cornering capabilities. The technical details on the perform-

ance increase and how redistributing the weight played a key role is a story for another day. But this change — moving the driveline rearward — did change the weight distribution characteristics significantly. It went from the perfectly balanced 50/50 distribution on the front engine C7 to a new 60/40 weight distribution on the C8. As a result, when it comes to lifting the C8 to perform any type of service or maintenance services, this new weight distribution must be taken into account when positioning the car on a lift prior to having service done! If not, a serious and dangerous issue will end with catastrophic results.

Most service shops use a lifting device called a two-post lift, with the car driven between these posts and then the car is lifted with four arms protruding inward from

continued on net page



the two posts that swing under the car. Each of the four arms are movable and adjustable and can be positioned to properly lift the car at the engi-

neered lift points every car is made with. The front lift arms are shorter and as such are closer to the center of lift balance point. (This accounts for most of today's front engine cars where the majority of the weight is over the front wheels.) The four arms are then positioned equally on the factory-designed and installed lift points between the front and rear wheels and provide a very stable and safe balanced way to lift the vehicle and perform the require services. Balanced being the optimal word!

But with the C8's unbalanced design, attaining this perfect balance isn't as simple as just driving the car in the shop and lifting. **The 60/40 weight distribution must be taken into account when staging the car to lift.** Now GM did in fact move the rear C8 body lifting points as far back as possible in front of the rear wheels to bring the weight center point as far forward as possible; however, initially, GM did very little to educate service shops in the importance of creating the proper front-to-rear balance when lifting these cars — an absolute must in safely lifting them!

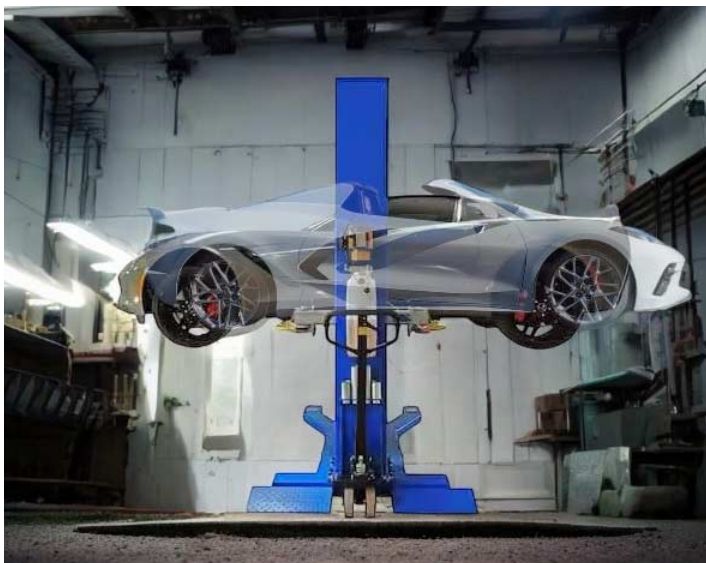
This can be achieved in several different ways. One is to reverse load the car onto the post lift. In other words, back the car into the post lift position, which will bring the rear weight of the car closer to the center post balanced position resting on the shorter front lifting arms. But even with doing this, the position of the lift arms extension remains critical to achieving the correct balance. If the arms are im-



properly placed, the car will fall off the lift as it goes higher in the air! Gravity always wins!

The best and most recommended method is to utilize either a drive-on lift or use an alignment rack to lift the cars. In both of these cases, the lift points become moot as the car is lifted by the four tires to have maintenance performed. In the case of the alignment rack, the car can still be lifted by using the center suspension factory-built-in lift points to remove the tires and rims. By utilizing the alignment rack method, this eliminates the concern of balancing the car on a lift.

So, as the owner of a C8, what can you do to ensure your car doesn't turn out like the ones in the pictures hanging halfway off a lift? First thing you need to do, before having any work performed, is have a serious conversation with the shop manager asking what method the shop will be utilizing to lift your car. Do not be afraid to explain all your concerns! If it turns out they are planning on lifting the car using a post lift, then take the time to have them explain their exact process. Tell them you desire the car to be lifted utilizing their alignment rack. But be prepared for a little pushback, as many shops prefer not to tie up the alignment rack as it is a quick service money maker for them! Also, if you are ever planning on having the car lifted using the post lift method, then it's also incumbent on you to purchase Corvette specific lift pucks and bring them with you to the shop and insist that they be used! This will also eliminate the shop from another important element of incorrectly placing the lift arms in the wrong location under the car, which in itself can be catastrophic in cracking the body! In my Milford VIP shop, every C8 gets lifted utilizing only our alignment rack, resulting in zero issues. This should be your normal request, regardless of where you get your car serviced! We certainly don't ever want to see your car be added to the long list of damaged C8s dropped from lifts!



Our Season-Long Partnering Professionals

We welcome and thank our 2025 *Partnering Professionals* who have already signed up with us for the upcoming season!

SO NH CORVETTES *Partnering Professionals*

Title Sponsors



Gold Level Sponsor

