



Southern Oregon Corvette Association

June 2023
Newsletter



June 2023 NEWSLETTER

Next Club Social

The next club Social is on June 24, 2023. For more information, see the “Events” section (page 5) for details.

Upcoming Meetings

General Membership Meeting, Wednesday, July 5, 2023, **6:30 p.m.** at the Rogue River Community Center, 132 Broadway Street, Rogue River.

Visitors are always welcome!

Why Join SOCA?

- Promote *esprit de corps* among Corvette enthusiasts.
- Create interest in the Corvette as a true dual-purpose sports car.
- Provide a means of technical information and service to members.
- Encourage dealer and manufacturer cooperation.
- Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interests.
- Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass
(541) 479-1001

OFFICERS:



Elected Officers

President: Ron Howard
Vice-President: Wayne Shelford
Secretary: TBD
Treasurer: Carol Misner
Sgt-at-Arms: Larry Weiner
Membership: TBD
President (2022): Cathy Cardoza

Appointed Positions

Sunshine: Sandee Anderson
Activities: Kim Moore
Communications: Gar Stevens
Internet Site: Sharon Hook-Martino, Elaine Ellis
Parade Coord: Kerry Razza
Natl Corvette Museum: Len Atlas
Facebook:: Tammi Moore
Newsletter: Rob Hill

BIRTHDAYS AND ANNIVERSARIES:



June Birthdays

Debi Faulkner
Douglas Watson
Forest Bohall
Laura Vaara
Mariann Chavez
Janet Hubbard
Michael Vaara
Len Atlas
Sandra Castle
Berlynn Shamblin
Lori Vogel

June Anniversaries

Dan & Karen Calvert
Aaron & Toni Markley
Scott & Jo Ann Lloyd
John & Linda Mann
Brian & Shellie Farber
Lawrence & Deborah Weiner
Dan & Dana Smith

EVENTS:



2023 Southern Oregon Corvette Association (SOCA) Events

	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Club meeting (Wed.)	4	1	1	5	3	7	5	2	6	4	1	6

All dates below are Saturdays, except as noted ... The dates shown are tentative and subject to change or cancellation.

June:

Car Show: 17 Medford Cruise, Glass on the Grass (Salem)

Social: 24 La Burrita Mexican Restaurant, 1501 NE F St, Grants Pass, 6:00 Pm

For additional events, information, and links ... see the SOCA website "Events Page:" <https://www.sovette.com/events>

Remember to take photos at SOCA events, send them to Sharon Hook, and selected photos will appear here on the sovette.com website!



PHOTO GALLERY

Social at Rob & Blanca Hill's Home on May 20, 2023:





When Did the Corvette 427 Engine Hit the Market?

With the 1966 Corvette, the 427 CID engine made its debut as the largest, most powerful power plant ever offered in the marque. The 427 big block was available in two “flavors”:

- 427ci/390hp Engine
- 427ci/425hp Engine

What Made the 427 Corvette's Iconic Engine?

The 427 is one of the most powerful engines ever installed in a production Corvette. Boasting well over 435 horsepower in later models, this engine offered serious power, plus versatility. To this day, 1966-1969 427 models remain some of the most coveted Corvettes ever produced.

The History of the Corvette 427 Engine

The Corvette 427 engine is no doubt a collector favorite. Here's a quick look at every 427 version ever offered. Keep on reading for the full history:

1966	L36: 390hp/427 - L72: 425hp/427
1967	L36: 390hp/427 - L68: 400hp/427 - L71: 435hp/427 L88: 430hp/427 - L89: 435hp w/aluminum Heads 427
1968	L36: 390hp/427 - L68: 400hp/427 - L71: 435hp/427 L88: 430hp/427 - L89: 435hp w/aluminum Heads 427
1969	L36: 390hp/427 - L68: 400hp/427 L71: 435hp/427 - L88: 430hp/427 - L89: 435hp w/aluminum Heads 427
2006-2013	LS7 505hp/427.8 cubic inch 7.0 liter (Z06 models and 2013 427 Convertible)



1967 — The 427 Engine Gets a Horsepower Boost

In 1967, GM decided to increase the horsepower options for the 427:

- 427ci/390hp Engine
- 427ci/400hp Engine
- 427ci/430hp Engine
- 427ci/435hp Engine
- 427ci/435hp (aluminum cylinder heads)

While the '66 Corvette had the 427 Turbo-Jet fender flags, the 1967 Corvette boldly proclaimed what was under the “stinger” engine hood; the message these three numbers sent was that this Corvette was the biggest, baddest kid on the block.

The aluminum-headed 427, while very conservatively rated at 435hp for insurance purposes, was really in the 500+hp range. Due to the option price tag of \$368.65, the extra cost for this powerful and scary-fast engine was only ordered by 16 buyers.

1968-69 — The 427 Engine's Golden Era

The same engine options were available on the 1968 and 1969 Corvettes and for 1969 an additional configuration, the L88/ZL1 was a special-order option priced at \$4,718.35 which pretty much explains why only 2 purchasers ordered their Corvettes with this mill. The 427 numerals on the engine hood once again proclaimed that this was not a car to be trifled with. 1969 was the last year the 427s were offered until the C6 Z06 arrived on the scene in 2006.

2006 — The Return of the Legend

A legend in its own time. The LS7 was the standard engine in the Corvette Z06 and its 7.0L displacement (427 cubic inches) made it the largest LS engine offered in a production car. Unlike LS1/LS6, LS2 and LS3 engines, the LS7 uses a Siamese-bore cylinder block design – required for its big, 4.125-inch bores. Competition-proven heads and lightweight components, such as titanium rods and intake valves, made the LS7 a street-tuned racing engine, with 505 horsepower. LS7 engines were built by hand at the GM Performance Build Center in Wixom, MI.

The 427 is, indeed, the stuff legends are made of.