



THE VETTE GAZETTE



Color Country Corvette Club

SPONSORED BY STEPHEN WADE CHEVROLET

ESTABLISHED 2006

NOVEMBER 2019



OWNER: JIM & DIANNE GOODFELLOW



NOVEMBER EVENTS



November 4th - 1:00 PM Directors Meeting

November 12th - Tuesday CCCC Business Meeting & Social

**November 16th - Saturday - CCCC Chili Cook Off
At Legacy Club House - 2393 Legacy Dr., St George**

November 21 - Thursday "Vettes & Caffeine"

GENERAL MEETING NOTICE

**COLOR COUNTRY CORVETTE CLUB
WILL MEET ON THE 2nd TUESDAY
OF EACH MONTH AT THE**

BLACK BEAR DINER

**965 N HOODOO WAY
WASHINGTON
(Just off I-15 @exit 13)**

**DINNER & SOCIAL - 5:30 - 7:00 PM
MEETING STARTS AT 7:00PM**

**MONTHLY BOARD MEETING WILL BE
HELD THE 1st MONDAY OF EACH
MONTH**

**CONTACT ANY BOARD MEMBER FOR
TIME & LOCATION**

**NOVEMBER BOARD MEETING WILL BE
HELD ON**

MONDAY - NOVEMBER 4 - 1:00 pm

DAVE VAN OTTEN'S HOME

RSVP - dvanotten@yahoo.com

ALL ARE WELCOME!

1957 TRIVIA

**The 1957 Corvette was the first
mass produced American
automobile to offer 1
horsepower per cubic inch of
engine displacement
(283hp/283ci).**

**The "Polo White" color was last
used in 1957.**

**1957 was the first year a
limited slip differential and fuel
injection were offered as
options.**

COLOR COUNTRY CORVETTE CLUB 2019 OFFICERS

**JIM AGAR - PRESIDENT & NEWSLETTER
jimagar14@gmail.com**

**PETER SPEVAK - VICE PRESIDENT-ACTIVITIES
peteraspevakccccvp@gmail.com**

**DAVE VAN OTTEN - SECRETARY
dvanotten@yahoo.com**

**DOUG ROSA - TREASURER - NCCC REP
WEBMASTER
onlnvet@yahoo.com**

**ANNE ROSA - SUNSHINE
onlnvet@yahoo.com**

**RICK MILLER - MEMBERSHIP
rick.miller49@yahoo.com**

RUN INFORMATION

**Members wanting to sponsor a
run or an event
please contact Peter Spevak
peteraspevakccccvp@gmail.com
for help organizing and/or distributing
information to members.**

**FOR INFORMATION ON HOW TO
PLAN A RUN
OR RUN SUGGESTIONS
REFER TO WEB SITE FOR DETAILED
INSTRUCTIONS**



NOVEMBER BIRTHDAYS



Joy Seebock 11/2 - Wanda Utash 11/4

JJ Olson 11/11 - Gil Sorensen 11/13

Barbara Clasen 11/30

Happy Birthday



CAR OF THE MONTH

OWNER: JIM & DIANNE GOODFELLOW



Color Country Corvette Club Car of the Month Jim & Dianne Goodfellow November 2019



2007 Monterey Red Z-51 Convertible

I Jim remember back in 1975 when I was a sophomore in high school and about to get my driver's license. The 1957 Corvette had just come out. It was the coolest car I had ever seen. I wanted one so bad but had to settle for an old 1949 Ford coupe. We got married, had 4 kids ...and life changed. I never stopped dreaming about that Corvette. About 4 years ago I mentioned to Dianne that I would really love to have a Corvette. She said "then get one." I was shocked. I found my dream car in Las Vegas three years ago: a gorgeous 2007 Monterey Red Z-51 convertible. We have had a lot of fun with it since. We've met a lot of nice people and made new friends through belonging to the club. We hope to keep a Corvette until we can't get in and out of it anymore!



2020 DUES

Membership Dues



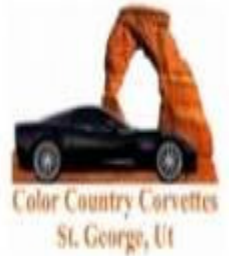
- 1. Club Membership dues cover from January 1st to December 31st of the membership year.**
- 2. Club dues for the following year, for renewing members, are payable on Sept. 15th and are Past Due after November 15th of each year.**
- 3. New members joining between January 1st and Sept. 14th, inclusive, pay dues at the time they join for the year they join.**
- 4. New members joining between Sept. 15th and Dec. 31st, inclusive, receive a grace period and pay their new member dues only for the following year.**
- 5. New Members dues are \$70.00 for a single person (includes NCCC \$35.00, Color Country Corvette Club \$35.00) or \$80.00 for a couple (includes NCCC \$35.00, spouse \$10.00, Color Country Corvette Club \$35.00) per year. Dues are subject to change.**
- 6. Renewing members' dues are \$60 for a single person and \$70 for a couple. Dues are subject to change.**
- 7. All dues must be paid by November 15th so the NCCC (National Council of Corvette Clubs) can complete their processing by January. Dues paid after the closing date of November 15th will be accessed a Club late fee of \$10 plus an NCCC late fee of \$10. Late fees are subject to change.**

The NCCC provides us with liability insurance coverage for all club events and other benefits belonging to this 18,000+ member group of fellow Corvette owners. Dues are also used to provide new members with a name tag and the quarterly Blue Bars. (Blue Bars is an Official Publication of the National Council of Corvette Clubs, Inc.).



Peter Spevak

CCCC Member-Sponsored Runs & Meetings For 2019



November 16th Saturday **CCCC Chili Cook Off - 1 to 5 PM - Legacy Club House**
2393 Legacy Dr., St George - RSVP Doug Rosa

December 3rd Tuesday 5:00 p.m. **CCCC Christmas Party - Ledges Restaurant - Fish Rock Grill**

November 21st Thursday - Vettes & Caffine - River Rock Roasting Company (see flyer for all info)

Thanks - Zoom! Zoom!

Peter S.

This is just a friendly reminder that YOU are the heart and soul of the CCCC. If any of you want to sponsor a run or if you want to discuss ideas about a potential run, give me a call. Runs can be simple (local breakfast, lunch or dinner "greet & eats"), complex (multi-day runs throughout the region) or "unknown" (e.g., mystery runs). They can feature the natural beauty of the area, tours of establishments, attending events and so forth. They could be a cool drink on your patio in the afternoon. You decide.

The logistics of putting on a run are relatively simple...have places to stop for "bio" breaks, places to eat that can handle the group and paved roads.

I believe all members enjoy each others' company, our cars and having a good time with each other. That is the heart and soul of the CCCC.

Peter S

UPCOMING 2020 RUNS

RATTLIN "D" PLAYHOUSE FEBRUARY

LAUGHLIN - OATMAN JET BOAT RIDE TO LONDON BRIDGE APRIL 2020

NORTHERN NEVADA RAILROAD MUSEUM LEHMAN CAVES - MAY 2020 ELY NY - GREAT BASIN NAT. PARK



RUN SUGGESTIONS



**FOR THOSE OF YOU WHO WOULD LIKE TO PUT ON A CLUB RUN BUT NOT SURE
WHERE TO GO HERE ARE SOME SUGGESTIONS**

Valley of Fire Run - Dinner run to Springdale

Pahrump Run - Hover Dam Run

Lake Havasu Run - Oatman Run

Treasurer Hunt - Veterans Day Parade

Cheese & Petroglyphs

Day Run to Brian Head

Duck Creek Run - Ely Run

Fall Colors Run - Kanab Lunch Run

LVMS Outlaw Races - Marble Canyon Run

Mesquite Car Show - Moab Run

National Atomic & Area 51 & Shelby Museum

North Rim of the Grand Cyn Run

Page Dam & Raft Run - Pine Valley Picnic

Pioche Run - Santa Clara Car Show

Reagan Library & Peterson Museum Run

Springdale Breakfast Run - Springdale Dinner Run

St George 4th of July - Zion & Hwy 89 lunch run

**FOR RUN PLANNING INFO
CONTACT - PETER SPEVAK**

WEBSITE STATS FOR THE MONTH

496 total visits this month

50%

www.google.com

16.67%

progressive-seo.com

16.67%

r.search.yahoo.com

8.33%

datadepths.com

8.33%

www.bing.com

25%

WILLISTON, US

9%

HOUSTON, US

6%

NORWALK, US

5%

SANTA CRUZ, US

5%

ZHENGZHOU, CN

51%

Others



Color Country Corvettes
St. George, Ut

COLOR COUNTRY CORVETTE CLUB

HELP THE CLUB HELP A LOCAL CHARITY

DIXIE DIRECT BOOKS WILL BE AVAILABLE ON NOV 1, 2019

***CONTACT ANY BOARD MEMBER TO PURCHASE YOUR
DIXIE DIRECT BOOK NOW***

Books are sold for \$35 and they include 34 Free Offers (over \$1,200 value) with huge savings on dining, golf, entertainment and so much more.

The Club keeps 50% of sales (\$17.50 per sale) to donate to a local charity.



COMING NOV. 1ST
2020 EDITION

STILL ONLY \$35



D | I | X | I | E D | I | R | E | C | T
Savings Guide



DIXIE DIRECT
Savings Guide

COMING NOV. 1ST

2020 EDITION

STILL ONLY \$35

Southern Utah's #1 Source for Savings!

Save Up To 50% on DINING, GOLF, ENTERTAINMENT, HEALTH & BEAUTY, HOME, AUTO and More...

2020 EDITION

535 • Membership Card Inside • Expires 10/31/2020 • www.DixieDirect.com

DIXIE DIRECT

The new 2020 Dixie Direct books will be available November 1st.

Let Doug Rosa know if you would like to reserve one? Price is still \$35.

This is part of our Club fundraising effort for charities.

Dixie Direct books will be available at our November business meeting



D|I|X|I|E D|I|R|E|C|T
Savings Guide

Color Country Corvette Club 13th Annual
“CHILI & CORNBREAD COOK-OFF”
At Legacy Club House
2393 Legacy Dr., St George

Date: SATURDAY November 16th **RSVP** Doug Rosa

Time: 1:00 PM till5 PM
Have some fun, join the contests 2:00 PM judging starts

RSVP By November 11th



Bring your best Chili and/or CornbreadSharing of recipes is recommended.

If you are not bringing Chili and/or cornbread please bring an appetizer, soft drinks, beer, margaritas, and deserts to share.



No bribing of the judges “Blind” taste tasting. “Prizes for Winners”



Won't you please join us?



Vettes & Caffeine - Thur - Nov 21, 2019



LaRee & Bob Devitt are sponsoring a 'Vettes & Caffeine run on **November 21, 2019** at the **River Rock Roasting Company (394 South State Street in La Verkin, UT)**.

Their web address is **riverrockroasters.com**

Those going will depart from the **Terribles at Exit 2 at 8:30 AM (outside Sun River)**. We will take Route 7 over. We will arrive approximately 9:00 AM at the River Rock Roasting Company in La Verkin.

You may want to bring a jacket or sweater if you want to sit on the patio and enjoy the view.

Please RSVP to LaRee & Bob if you plan to attend.

dlaree@msn.com

I hope to see you there enjoying our cars, each other and a delicious breakfast (the cinnamon buns are especially good).



Color Country Corvettes
St. George, Ut



RIVER ROCK ROASTING COMPANY

Direct Trade • Sustainably Grown • Artisan Roasted



Beverages

ESPRESSO AND COFFEE ☕

DRIP COFFEE 2.00 2.25 2.50
ESPRESSO 2.00
AMERICANO 2.25 (2) 3.75 (4)
COLD BREW 3.00 3.50
POWER HOUSE 3.00 (double)
LATTE 2.75 3.25 4.00 (quad)
CAPPUCCINO 2.75 4.00 (quad)
MOCHA 3.25 3.75 4.50
WHITE MOCHA 3.25 3.75 4.50
CHAI *organic* 3.00 3.50 4.00
Extra Shot .50 / Flavoring .50
Milk Alternative .50
Almond / Coconut
Soy

BLENDED COFFEE DRINKS ☕

4.00 16 oz. - 4.75 24 oz.
Mocha Banana Split
White Mocha Almond Joy
Caramel-Vanilla German Chocolate
Chocolate/ Power House
Peanut Butter Chai

ART OF TEA OFFERINGS ☕

2.25 *variety of organic teas available*
ICED TEA 2.50
Pomegranate Green,
Black & Kaua'i Cocktail

ITALIAN SODAS 🍹

2.50 16 oz. - 3.25 24 oz.
Apple • Almond • Banana • Bahama •
Mama • Blueberry • Caramel • Choco-
late-Banana • Chocolate Cherry •
Orange • Orange Creamie

FLAVORINGS

Almond • Apple • Banana • Blueberry •
Brown Sugar Cinnamon • Butter Pecan •
Cherry • Coconut • English Toffee •
Hazelnut • Irish Cream • Lavender • Mango •
Orange • Peanut Butter • Pumpkin Spice •
Raspberry • Vanilla • Salted Caramel •
Strawberry
Sugar Free Options - Vanilla • Raspberry •
Hazelnut • Caramel • Chocolate

SMOOTHIES 🍹

4.75 16 oz.
TROPICAL WAVE
*Pineapple, mango, peach,
banana with coconut milk
and orange juice*

BERRY EXPRESS
*Strawberry, raspberry,
blueberry, spinach, banana
and orange juice*

PEACH AVENUE
*Peaches, strawberry,
banana and orange juice*

BLUEBERRY LANE
*Blueberry, pineapple, peach,
banana with coconut milk
and orange juice*

COCO-J
*Orange juice and coconut milk love
add protein powder 50¢*

MO' BEVERAGES

HOT CHOCOLATE 2.00 2.50 3.00
STEAMER 2.00 2.50 3.00
CHOCOLATE MILK 2.00 2.25
FOUNTAIN SODA 2.00
featuring STUBBORN SODA



Baked Goods

house-made from scratch every morning

AUNT BECKY'S BODACIOUS BUNS 4.50
Southern Utah's best cinnamon rolls

ORANGE ROLLS 3.50

CARAMEL PECAN STICKY BUNS 4.50

MUFFINS 2.95 *wheat-free 3.50

BUTTERMILK SCONES 2.95 * flavors vary

GRANOLA BAR *wheat, dairy, egg free 2.95

BAGELS 2.50 w/ plain cream cheese
add veggie cream cheese 2.95

CINNAMON SWIRL BREAD PUDDING 4.95
*Made from cinnamon rolls and topped
with house-made caramel sauce, maple syrup,
and fresh whipped cream*

LEMON BARS *wheat-free 3.75

SAMOA BROWNIES 2.95

COOKIES 2.00 *wheat-free 2.50

QUICHE BLOSSOMS 3.75

SPINACH

*Organic spinach, basil, swiss cheese, eggs,
spices and topped with grape tomatoes*

HAM MUSHROOM

*Ham, mushrooms, organic spinach, Swiss
cheese, eggs and spices*

BACON CORN GREEN CHILE

*Wheat-free corn tortilla with corn, bacon,
green chilies, jalapeño, eggs, spices and
cheddar cheese*

Breakfast Sandwiches

Breakfast sandwiches served daily until Noon

served on fresh baked wheat or everything bagels

BAGEL SANDWICH - 5.95

*Scrambled eggs, sausage, ham, or bacon,
cheddar or pepper jack cheese with
sriracha mayo*

CARAMEL APPLE - 5.95

*Bacon & cheddar cheese, sliced granny
smith apples with house-made caramel*

GARDEN DELIGHT - 4.95

*Veggie cream cheese spread topped with
cucumbers, tomatoes & sprouts*

HAM AND CHEESE CROISSANT - 5.50

*Black forest ham and cheddar cheese,
with sriracha mayo ... add egg 1.50*

THE GARISON - 6.25

the breadless breakfast option
*Scrambled egg, sausage, cheddar &
pepperjack cheeses, avocado, and
tomato served with salsa *low carb*

THE BIG BAD WOLF BURRITO - 7.95

*Wheat tortilla filled with three scrambled
eggs, pepper jack cheese, red potatoes,
sriracha mayo and stuffed with ham,
bacon and sausage. Served with salsa*

FOLLOW US ON FACEBOOK [RIVER ROCK ROASTING CO.] & INSTAGRAM & TWITTER [RRROASTINGCO]

Sandwiches

Extras - Turkey \$2.00 Ham \$2.00 Bacon \$1.50 Avocado 75¢ • wheat free wrap 50¢

sandwiches are served with kettle chips and pickles on locally baked bread • wheat free or lettuce wraps available

CHICKPEA SALAD SANDWICH - 8.25

Hand-mashed chickpea salad, lettuce, tomato, sprouts and avocado served on whole wheat bread

SOUTHWEST TUNA

SALAD SANDWICH - 8.25

Albacore tuna, red onions, cilantro and jalapeños topped w/ cheddar cheese, lettuce, tomatoes & sprouts on whole wheat bread

TURKEY CRANBERRY - 8.25

Turkey, cranberry salsa and cream cheese topped with lettuce, tomato and sprouts on whole wheat bread

VEGGIE - 7.95

Veggie cream cheese topped with cucumbers, tomatoes, red onions, lettuce, sprouts and avocado on whole wheat bread

Pizzas

served after 11:30 am

12" House-made hand-tossed pizza dough, topped with our own sauces and fresh ingredients

Side of Ranch \$1.00

Specialty 14.95

PHUKET PEANUT (pōō'ket)

Thai inspired pizza with mozzarella, parmesan topped with a salad of fresh carrots, celery, cabbage, sesame seeds, scallions, cucumber and cilantro tossed in a house-made peanut sauce. *vegan option available

BEETZA PIZZA

House-made beet pesto, caramelized onion and goat cheese topped with fresh arugula, roasted pistachios and a balsamic reduction

PEAR, PROSCIUTTO & GORGONZOLA

Caramelized onion, sliced pears, prosciutto and gorgonzola

BBQ CHICKEN

House-made cold brew BBQ sauce, grilled chicken, caramelized onion, mozzarella & parmesan, topped with fresh cilantro

ROASTED FENNEL & SAUSAGE

House-made red sauce, mozzarella, roasted fennel, sausage, red onion and kalamata olives

HERBED MUSHROOM & TRUFFLE OIL

Mozzarella and parmesan, roasted garlic, caramelized onion, roasted herbed mushrooms, topped with a truffle oil drizzle *vegan option - cashew cheese

Grilled Sandwiches

HAM APPLE CHEDDAR - 8.50

Black forest ham, apple and cheddar w/ honey mustard and mayo on sourdough bread

TURKEY BACON AVOCADO MELT - 8.95

Turkey, bacon, pesto, havarti, red onion and avocado on white bread

POLLO TUSCANO - 8.75

Sundried tomato pesto, fresh mozzarella, basil & grilled chicken breast on a ciabatta roll

RUBEN - 9.25

Pastrami, sauerkraut, Swiss cheese and house made Russian dressing served on marbled rye bread

Keepin' it Simple

GRILLED CHEESE - 4.95

Served with your choice of bread (wheat, white or sourdough) and cheese (cheddar, pepper jack or havarti) add turkey for 1.50 or ham 2.00

PB&J - 4.75 on your choice of bread

Traditional

CHEESE - 9.95

House-made red sauce and mozzarella

MARGHERITA - 11.95

House-made red sauce and fresh mozzarella topped with basil

ALOHA - 12.95

House-made red sauce and mozzarella topped with Canadian bacon and pineapple

CARNIVORE - 14.95

House-made red sauce and mozzarella topped with pepperoni, Canadian bacon, sausage, bacon

PEPPERONI - 10.95

House-made red sauce and mozzarella topped with pepperoni

MONKEY WRENCH - 13.95

House-made red sauce and mozzarella topped with fresh spinach, mushrooms, peppers, cherry tomatoes and red onion

Toppings

1.50 each

Pepperoni, sausage, Canadian bacon, pineapple, roasted garlic, shaved fennel, spinach, kalamata olive, jalapeño, bell peppers, shaved red onion, tomato, feta, gorgonzola, arugula, herb roasted mushrooms

PREMIUM TOPPINGS

2.00 each

Prosciutto, grilled chicken, cashew cheese

Starter

CHIPS & SALSA - 2.95

House made salsa made from fire roasted tomatoes, cilantro, onions, jalapeños and served with fresh tortilla chips.

Burger

served after 12:00 pm

Bacon Cheeseburger - 10.95

Grilled 1/2 lb. Angus patty served on a ciabatta roll layered with bacon, lettuce, tomato, red onion, cheddar cheese and a spicy mustard aioli. Served with kettle chips and pickles.

Salads

served after 11:30 am

House-made dressing options

Ranch, Basil Caesar, Balsamic Vinaigrette, Moroccan lime

add chicken to your salad 2.50

HOUSE SALAD - 5.95

Spinach, romaine lettuce, tomato, cucumber, carrots and house-made croutons with your choice of dressing

CAESAR SALAD - 8.95

Romaine lettuce and parmesan with house-made croutons tossed in a basil Caesar dressing

BEET SALAD - 10.95

Organic Arugula & Spinach salad, roasted beets, red onions, blueberries, espresso glazed pecans and gorgonzola tossed in a balsamic vinaigrette infused with cold brew

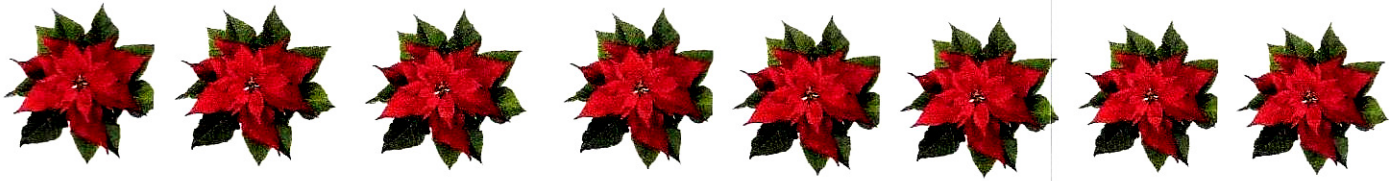
"THE AMERIKESH" - 10.95

Moroccan inspired salad with baby spinach, carrots, chickpeas, scallions and cilantro tossed in a Moroccan lime dressing and topped with dates, pistachios and feta cheese

COBB SALAD - 11.95

Romaine lettuce & Spinach salad topped with chicken, bacon, avocado, hard boiled egg, tomatoes, cucumbers and bleu cheese served with ranch dressing.

394 SOUTH STATE STREET • LA VERKIN, UT 84745 | 435.635.7625 | riverrockroasters.com



Color Country Corvette Club Holiday Party

Tuesday, December 3, 2019
The FishRock Grille at the Ledges Golf Club
1585 W. Ledges Parkway, St. George - 435-634-4650

Cash Bar starting at 5:00 pm
(BYOB not allowed)

Appetizers 5:30 pm

Buffet Dinner 6:15 – 7:45 pm

Piano by Jon Vanermyde

Dinner \$40.00 per person
(club will add \$20.00 per person)

Appetizer, Prime Rib Roast, Chicken
w/Sherry Mushroom Sauce, Sides,
Assorted Desserts

R.S.V.P. to Doug Rosa, 435-272-3773 or onlnvet@yahoo.com
Pre-pay required: Checks payable to CCCC mailed to
Doug Rosa at 635 Rolling Hills Dr., St. George 84770

Reservation deadline is November 19th



RATTLIN "D" PLAYHOUSE

VALINTINE VARIETY SHOW & DINNER

FEBRUARY 2020 - DATE TBD

DINNER & SHOW PRICING

<u>PRIME RIB Dinner & Show</u>	<u>\$34.95 PLUS TAX</u>
<u>CHICKEN Dinner & Show</u>	<u>\$31.95 PLUS TAX</u>

Enjoy a choice of Prime Rib or Italian Seasoned Chicken.

Served as a once through buffet meal.

Also includes salad, baked potato, honey glazed carrots,

roll, water or lemonade,

and a large chocolate chip cookie for dessert.

435-705-8598

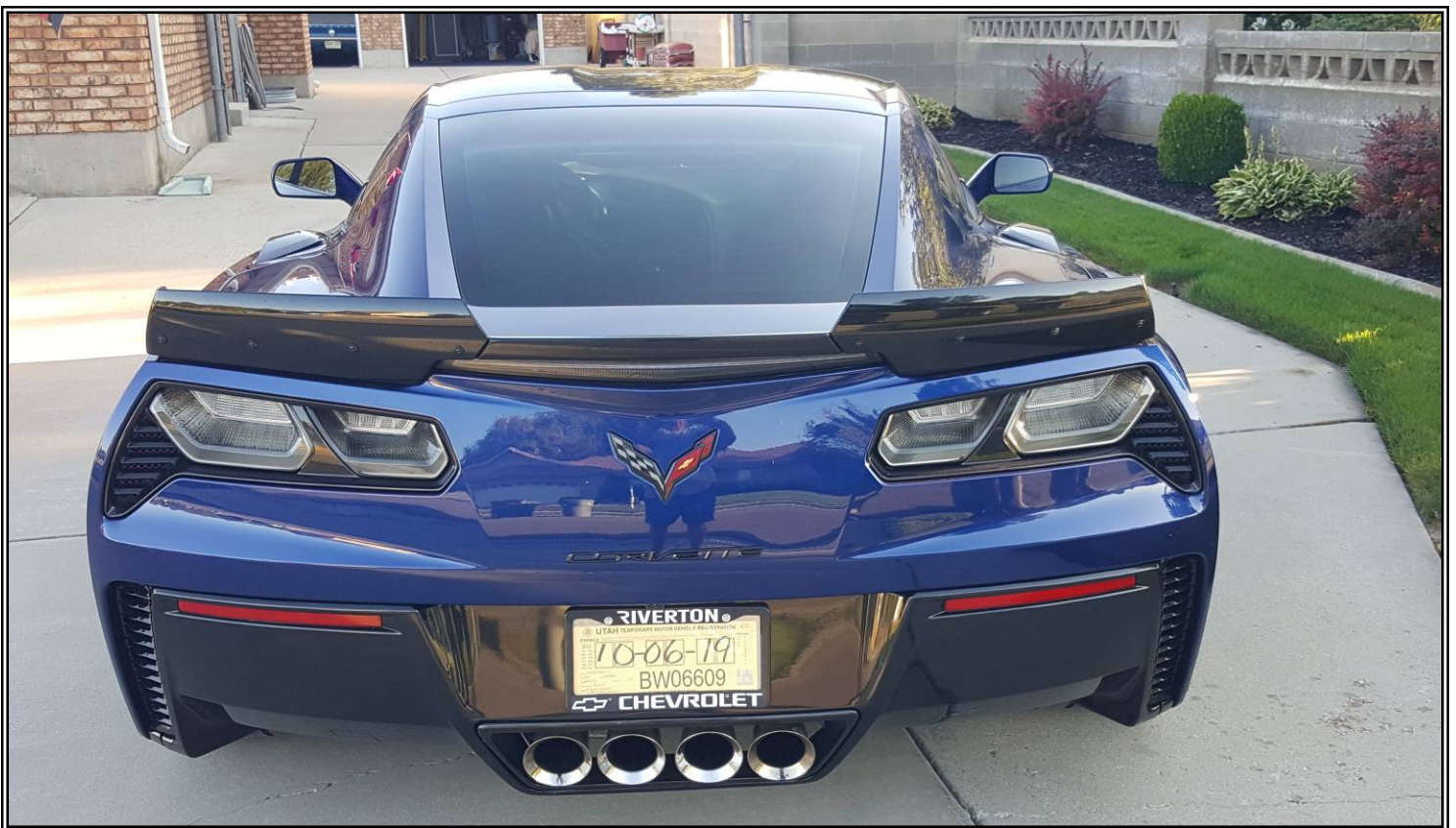
TICKETS ARE NON-REFUNDABLE.
TICKETS MAY BE MOVED TO ANOTHER
PERFORMANCE IF NOTICE IS GIVEN NO LATER THAN
24 HOURS BEFORE YOUR SCHEDULED
PERFORMANCE.

RSVP - LYNNE AGAR - ASAP

435-319-4588

lynneagar42@gmail.com

GARY & DARLENE ODENWALDER'S JUST PURCHASED 2017 Z06



OUR NEWEST MEMBER



Color Country Corvettes
St. George, Ut

PLEASE WELCOME
George M Balogh





"MEMBERS PICS"



SUBMITTED BY RICK MILLER



**THIS CORVETTE OWNER WAS TOO CHEAP TO PAY THE
DELIVERY CHARGE ON HIS NEW COUCH.**



"MEMBERS PICS"



"BAD VETTES"

SUBMITTED BY PETER SPEVK



OCTOBER 8 BUSINESS MEETING



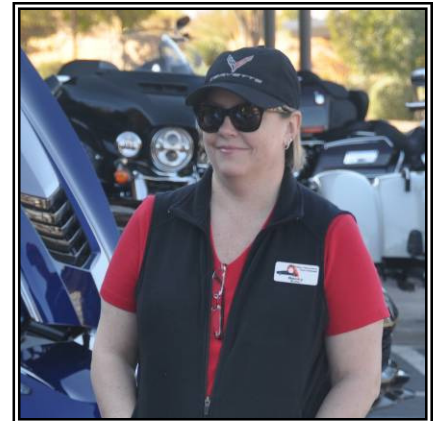
RAFFLE & 50/50

\$120 was raised, \$60.00 went to the Club Treasury, and two amounts of \$30.00 were raffled off. Winners were: Anne Rosa and Carol Brackner. Then a drawing was held for the prizes provided by our sponsor, Stephen-Wade Chevrolet. Winners of the prizes were:

**Anne Rosa - Denise Oldfield (twice!)
Wayne Stanley - John Johnson
Lynn Miller - Rick Miller
Paul Styka - Larry Andressen (twice)**



OCTOBER 18 WREATHS ACROSS AMERICA

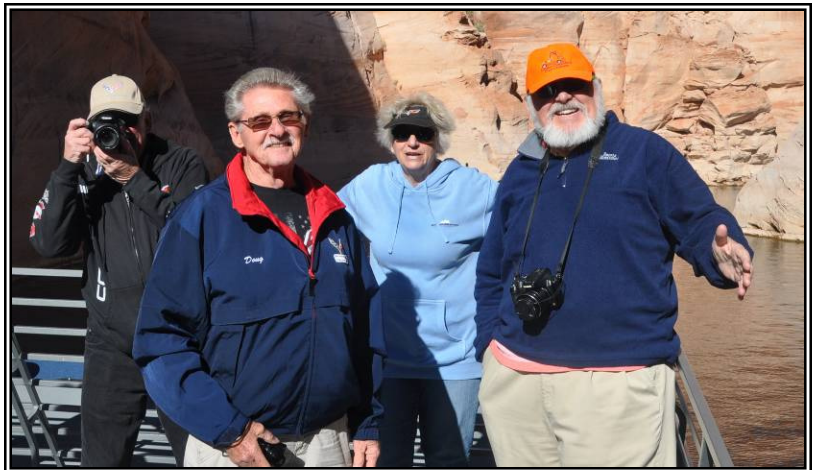
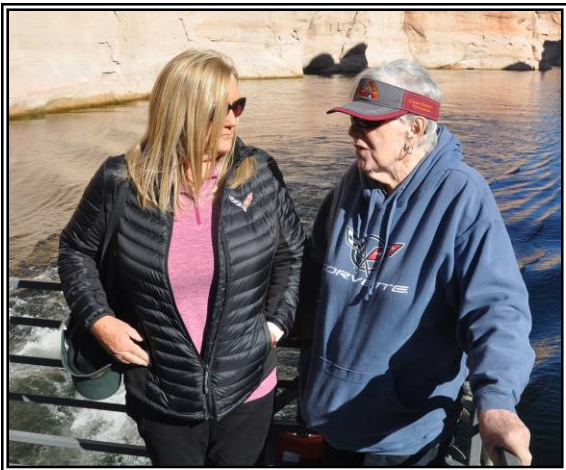




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MEMBER ADS



Significant Details

Fine Auto Finishing

Paul McMullin

(435) 632-4412



(435) 319-8399

www.jrwrodsandcustoms.com

**Your First Class
Travel Agency**

Doug Rosa

435-272-3773

www.designtravelrogers.com

doug@designtravelrogers.com

MEMBER AD RATES

12 months - Business Card: free

¼ page Ad:\$25/year

½ page Ad:\$50/year

Full page Ad:\$75/year

FOR SALE



93 Coupe Ruby Red 40th Anniversary Commemorative Edition



Interior/Exterior Ruby Red, miles 57,800, runs great. Very good condition. 1993 marked the fourth decade of America's sports car with a very special commemorative edition- the 40th Anniversary Edition. This was an option package that was made available on all 1993 Corvette models, Coupe, Convertible, and ZR-1. All 40th Anniversary Edition Corvettes (and only 40th Anniversary Edition Corvettes) are Ruby Red from the inside out. With a unique deep-shining metallic, special 40th-anniversary emblems, and stunning ruby red interior.

Phone or text Gary Odenwalder 801-599-1747 - Asking \$10,000

4-SPEED AUTOMATIC TRANSMISSION		INTERIOR RUBY RED LEATHER		THE Heartbeat OF AMERICA TODAY'S CHEVROLET	
				Division of General Motors Corporation	
				MANUFACTURER'S SUGGESTED RETAIL PRICE	
STANDARD EQUIPMENT Items Featured Below are included at NO EXTRA CHARGE in the Standard Vehicle Price Shown at Right				STANDARD VEHICLE PRICE \$34,595.00	
OPERATING/DURABILITY FEATURES:				Options Installed by Manufacturer	
<ul style="list-style-type: none">5.7 LITER 300 HP. V8 ENGINEW/MULTI-PORT FUEL INJECTION4-SPEED O/D AUTOMATIC TRANS.ACCELERATION SLIP REGULATION (ASR) FOR ENHANCED STABILITYPOWER RACK & PINION STEERINGPOWER FRONT/REAR DISC BRAKESINDEPENDENT FRONT SUSPENSION5 LINK REAR SUSPENSION WITH TRANSVERSE FIBERGLASS SPRINGNO DEDUCTIBLE BUMPER-BUMPER3 YEAR/36,000 MILE WARRANTYAIR CONDITIONINGAM/FM STEREO CASSETTE W/CLOCKCLOTH SEATS W/LATERAL SUPPORT AND BACK ANGLE ADJUSTMENTINTERMITTENT WIPER SYSTEMPOWER WINDOWSPOWER DOOR LOCKS				<ul style="list-style-type: none">REAR WINDOW DEFOGGERELECTRONIC SPEED CONTROL WITH RESUME FEATUREDUAL ELECTRIC REMOTE HEATED OUTSIDE REARVIEW MIRRORSONE PIECE REMOVABLE FIBERGLASS ROOF PANELPOWER OPERATED RETRACTABLE HALOGEN HEADLAMPSHALOGEN FOG LAMPSREMOTE GLASS RR. HATCH RELEASELEATHER WRAPPED SPORT STEERING WHEELANALOG/DIGITAL INSTRUMENTATIONSAFETY FEATURES:DRIVER'S SIDE AIR BAGBOSCH ABS II ANTI-LOCK BRAKES"PASS KEY" ANTI-THEFT SYSTEMPASSIVE KEYLESS ENTRY SYSTEM	
Compare this vehicle to others in the FREE GAS MILEAGE GUIDE available at the dealer.				CORVETTE PREFERRED EQUIPMENT GROUP #1 INCLUDES: \$333.00	
CITY MPG 17				40TH ANNIVERSARY APPEARANCE PKG. INCLUDES: \$1,455.00	
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HIGHWAY MPG 24				50.00 NO CHARGE	
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10290				50.00 NO CHARGE	
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TOTAL VEHICLE PRICE* \$40,724.00				50.00 NO CHARGE	



1993 Chevrolet Corvette Prices and Values

2 Door Coupe 40th Anniversary

Values

Values

	Original MSRP	Low Retail	Average Retail	High Retail
Base Price	N/A	\$12,350	\$17,300	\$24,600
Options (Add)				
Total Price	N/A	\$12,350	\$17,300	\$24,600



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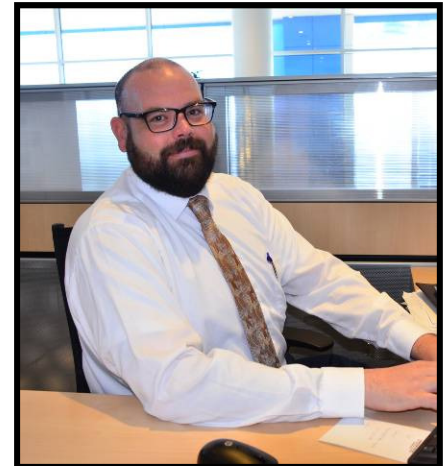
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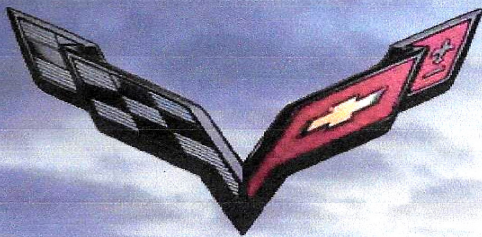


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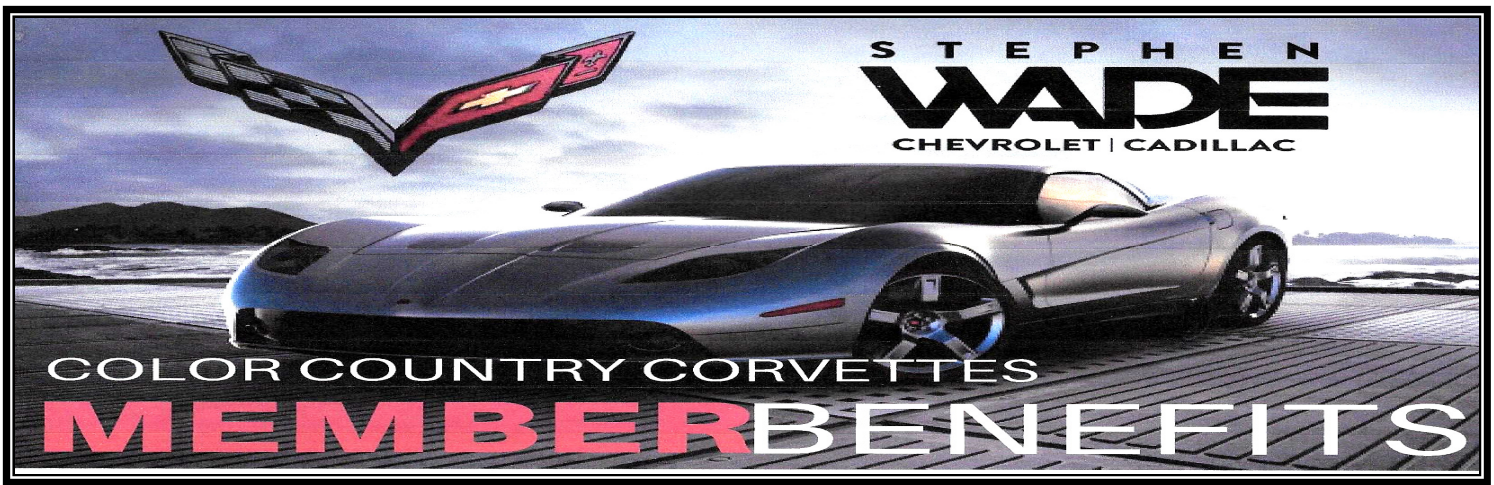
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2016 Corvette Z51 Stingray

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CAR & VETTE NEWS

C7 Corvette Grand Sport Total Production Breakdown

Between 2017 and 2019, Chevrolet produced a total of 26,280 C7 Grand Sports (21,977 Coupes and just 4,303 Convertibles). During this span, the widebody LT1 was the second most purchased 'Vette after the Stingray which sold 31,045 units (120,334 total Stingrays were produced for the C7 Generation (25,805 of which were drop tops)).



Most reviewers heralded Grand Sports equipped with the seven-speed manual transmission and the Z07 performance package as the best all-around C7 Corvette that you could buy. Unfortunately, Z07 Grand Sports ended up being made in even fewer numbers than even the one year only ZR1.

A total of 2,028 discerning customers selected the nearly \$8,000 Z07 box to turn their Grand Sport into one of the most potent track machines available with serious go-fast hardware like Mag-Ride, better aero, carbon ceramic brakes, and Michelin Pilot Sport Cup 2 tires. Luckily the other, more engaging half of "the perfect C7" found more homes. 5,546 or 21 % of Grand Sports received row-your-own gearboxes.

Moving on to colors, Arctic White regains the exterior color lead on the Grand Sport. 4,850 C7 GSs are painted Arctic White which is surprisingly followed by Watkins Glen Gray at 3,743. Black (3,683) knocks Torch Red (3,381) out of the top three for Grand Sports.

The most difficult hue to find on a Grand Sport is, unsurprisingly Sterling Blue. A paltry 402 orders included the silvery shade of blue during its limited production run in 2017. After Sterling Blue are Black Rose (543), Elkhart Lake Blue (782), and Corvette Racing Yellow (885). The only other colors that have less than 1000 examples in circulation are Sebring Orange at 896 and Shadow Gray with 956.

The Grand Sport was the recipient of one special edition for each year of production. The inaugural run in 2017 got what is quite possibly the coolest interior treatment of any C7 when RPO Z25 was selected to

turn any GS into a Collector Edition. A total of 935 (784 coupes and 151 droptops) of these Watkins Glen Gray over Tension Blue specials were produced.

The Grand Sport shared its 2018 special edition with its supercharged brother, the Z06. To commemorate the Corvette's 65th birthday, both models offered the Carbon 65 RPO Z30 which added Ceramic Matrix Gray paint, every visible carbon fiber piece that was available (including new spoilers, quarter ducts, and steering wheel), along with unique fender and door graphics (Convertible Carbon 65s were also equipped with blue tops). A total of 262 Grand Sport coupes came off the line so equipped and the rarest of all Carbon 65s is the GS convertible with just 35 examples. The mixture of Z06 and Grand Sport Carbon 65s matched the 2017 C7.R Edition Z06 with a total of 650 production cars.

The final special editions touched down in 2019 in the form of the Driver's Series Grand Sport models. To create these rarest of Grand Sport specials, Chevrolet set their four full-time Corvette Racing drivers loose in the configurator (build a C7 while you still can!) and let them generate their ideal spec. Just 95 customers ordered Driver's Series Grand Sports with Oliver Gavin's Shadow Gray highlighted by Torch Red center stripe, hash marks, and Adrenaline Red interior leading the way with 35 produced. Next up were Jan Magnussen's Arctic White/Crystal Red build with 25 units and 21 Tommy Milner cars painted Elkhart Lake Blue with silver stripes and red hash marks. Holding down the last spot (or rarest depending on how you are viewing these numbers) is The Antonio Garcia Edition which most closely mirrors the race cars with Corvette Racing Yellow paint and a "Jake" stinger stripe.

There you have it, another generation in the books, how rare did your Grand Sport end up being?

Color	2017		2018		2019		Total
	Coupe	Vert	Coupe	Vert	Coupe	Vert	
Torch Red	1208	273	315	78	1240	267	3381
Arctic White	1738	391	462	104	1785	370	4850
Black	1352	272	327	73	1362	297	3683
Blade Silver	434	118	112	21	445	89	1219
Admiral Blue	1294	177	281	30	299	52	2133
Corvette Racing Yellow	342	80	81	16	291	75	885
Long Breach Red	521	146	158	47	744	180	1796
Watkins Glen Gray	2374	371	344	56	555	43	3743
Sterling Blue	304	98	-	-	-	-	402
Black Rose	345	120	53	25	-	-	543
Ceramic Matrix Gray	-	-	402	56	494	59	1011
Sebring Orange	-	-	34	6	735	121	896
Shadow Gray	-	-	-	-	870	86	956
Elkhart Lake Blue	-	-	-	-	676	106	782

Corvettes for Sale: The Corvette America 1980 Four-Door Corvette

1980: The Empire Strikes Back hit theatres, Ronald Reagan won the oval office for the first time by defeating the incumbent president, Jimmy Carter, 489 electoral votes to 49, and Pasadena-based, California Custom Coachworks produced a limited run of six Corvette Sedans.



One of only two known survivors is currently up for sale at NBS Auto Showroom in Milpitas, CA. CCC created these rarities by lengthening stock Corvettes a full 30 inches in order to add two extra doors and seating for two occupants in the rear (at a cost of 500 extra lbs. of curb weight). This put original buyers back a total of \$35,000, nearly \$109,000 in today's money!

This example graced the cover of *Road & Track*, has only traveled 20,000 miles since new, and is presented in 100% matching-numbers condition. Appreciation has slightly outperformed inflation on this four-door unicorn. It is currently listed at \$120,000, surely making it the most expensive 1980 Corvette in existence!

In the past year or so, there has been a lot of speculation that GM might create a separate Corvette brand separate from Chevrolet.

Unique creations like this make it fun to imagine what products under the Corvette umbrella might look like and their viability in the marketplace. The Chevrolet SS sedan was sold in very small numbers (perhaps by design) but it isn't on a lot of people's radar, in spite of the best driving dynamics in the industry. If the design were more C7 and less grandma's Malibu, we could possibly be reading RIP pieces to the Dodge Charger right now.

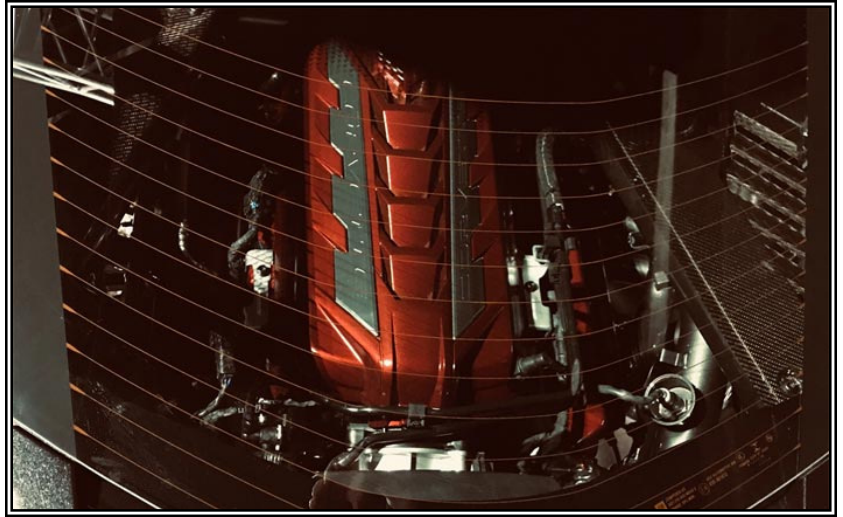
GM's entire portfolio doesn't cater to one of the hottest segments in the industry right now; performance SUV's. Ironically, they invented this sector with the GMC Typhoon but now other manufacturers are printing money with products made in its image (Cayenne, Grand Cherokee Trackhawk, Range Rover SVR, and even Explorer ST) while GM sits on the sidelines. While rumors persist about a "Blackwing" Escalade, imagine what an angular, purposeful Corvette SUV could do for customers who live in snowy climates or have kids, not to mention the General's bottom line! What do you think, would you drop \$120,000 on this 1980 Corvette sedan? Would GM have a customer in you if they actually produced four-door and SUV versions of the 'Vette?

2020 Corvette's Accessory Engine Cover Pricing Confirmed

John reached out to Corvette Product Manager Harlan Charles and he confirmed that the price for both the Edge Red cover (option LPO RCC), and Silver cover (LPO RCD) will be priced at \$495.

Both covers are scheduled for 4th Quarter 2019 availability.

As these covers are LPO options, they can be ordered through your dealer's service department. So even for you early buyers, if the Edge Red or Silver engine covers weren't available to order with your 2020 Corvette, you'll still be able to add it later. Some have said these new covers may not be that easy to switch out. We'll have to find out more about that.



I do like the thought of having both engine covers to change the look for different events (or seasons!). And because it's an LPO, you keep your original black cover for those black tie affairs...

Your wear different clothes, so should your Corvette!

Will These Features Make You Consider Buying the 2020 Corvette Stingray Convertible Instead of the Coupe?

The Chevrolet Corvette was born as a convertible and the drop-top models were the most popular for the first 17 years of the Corvette's formative years. It wasn't until the third generation and specifically the 1969 model year that a Corvette Coupe would outsell the Convertible models, and they would do so until the Convertible's demise in 1975.



The Convertible returned to the Corvette model line up in 1986 and the drop-top actually outsold the Targa-topped coupe model during the 50th Anniversary in 2003. In later generations though, the convertible has slipped in terms of sales percentages. Despite the convertible model being offered across all models from Stingray to ZR1, production of the convertibles accounted for only 16% of all Corvettes produced in 2019.

Corvette owners love that open-air driving experience, but the lack of storage space was always a consideration as buyers found the spacious cargo area in the C6 and C7 coupes much more practical as a daily driver.

That trend, however, may end with the 2020 Corvette Stingray.

Designers of the C8 Corvette made sure that the 2020 Corvette had plenty of storage space by offering owners the ability to place items both in the frunk (front trunk) and the rear storage area under the engine hatch. When the convertible is introduced this week, we'll find that the storage areas for the coupe are exactly the same as the convertible model.

With a Convertible owner having the same storage space as a Coupe, that alleviates the traditional trade-off that has faced Corvette buyers since the C1 days when the Corvette offered a traditional trunk. Another feature that has potential convertible buyers excited is that the convertibles will also have a power hardtop. Not only will it be easy to drop the top at the push of a button, but the hardtop makes the car more secure when it's parked, and the cabin should be quieter than those previously covered with the traditional canvas soft-top.

We are also hopeful that the nacelles (or buttresses) behind each of the headrests will incorporate a structural safety design that would protect the occupants in case of a rollover. This would allow the Convertibles the same access to tracks at the Coupes, and it removes another barrier to Convertible ownership.

With those roadblocks removed from consideration, the real choice confronting buyers of the 2020 Corvette Stingray is the choice on whether or not to display their engine via the Coupe's rear glass window or go with the true open-air driving experience provided by the Convertible.

The 2020 Corvette Stingray Convertible will be unveiled at Kennedy Space Center's famous Rocket Garden on Wednesday evening. It's expected to start production in early February 2020.

C7 Corvette Z06 Total Production Breakdown

When you break the numbers down by model, new trends appear. The Supercharged Corvette Z06 debuted in 2015 and a total of 39,940 Z06s were built in the five-year run.



2016 was the peak year for Z06 production with 14,275 leaving the factory. This was a record for performance models, comfortably passing the 2003 C5 Z06 which celebrated Corvette's 50th birthday by selling 8,635 units. The addition of convertible models and an optional automatic transmission make my cars.com searches much more complicated but led to massive sales gains for the C7 Z06. Through the eight years of C6 Z06 production (three more than C7 Zs), a total of 27,994 were sold. Even with five additional years of the more comparable C6 ZR1 and the one year only 427 Convertible, the C7 Z06 outsold all performance variants of the C6 by 4,710 cars!

The take rate for seven-speed manuals was 34% with a total of 13,584 Z's leaving southwest Kentucky with three pedals. The Z07 package found a home on 12,376 C7 Z06's. Customers who ordered a combination of M7 and Z07 created the holy grail of fast and engaging Z06s that are most likely to hold or even gain value in the future as the C8 goes auto-only.

Arctic White was number one overall color for C7 production but it falls to second (7,256) on the Z06. The most popular color for the Z? Black at 7,822 total orders. Torch Red is the final color on the podium for Z06s with a total of 5,301.

The three scarcest Z06 colors were Crystal Red which was applied to exactly 400 C7 Z06s, the stunning Black Rose with 373 produced, and Sterling Blue which only accounted for .28 of a percent of total Z production at 110 units.

The two special edition Z06 models are of particular interest to us at *CorvetteBlogger*.

An original run of 500 C7.R Edition Z06s was announced for 2016. High demand overseas (where the C7.R has a loyal following of racing fans) lead to 150 extra cars being built and exported to an adoring public. The breakdown of the 650 cars (a nod to the LT4's monster HP rating) is; 570 Coupes, and just 80 convertibles.

2018 saw the release of the second limited edition Z06 in the Carbon 65 Edition. These Ceramic Matrix Gray ‘Vettes were built to celebrate 65 years of production for America’s Sports Car. 281 Z06 Coupes and 72 Convertibles combined for a total of 353 Carbon 65s.

Color	2015		2016		2017		2018		2019		Total
	Coupe	Vert	Coupe	Vert	Coupe	Vert	Coupe	Vert	Coupe	Vert	
Torch Red	1030	203	1601	383	830	121	280	41	672	140	5301
Arctic White	1132	254	2152	555	1153	233	432	80	1055	210	7256
Black	1280	284	2296	504	1290	205	439	78	1253	193	7822
Laguna Blue	642	258	1011	289	-	-	-	-	-	-	2200
Crystal Red	301	99	-	-	-	-	-	-	-	-	400
Velocity Yellow	624	83	-	-	-	-	-	-	-	-	707
Blade Silver	308	149	560	192	287	87	99	21	253	47	2003
Night Race Blue	187	76	175	54	-	-	-	-	-	-	492
Daytona Sunrise Orange	326	68	251	52	-	-	-	-	-	-	697
Shark Gray	1150	199	1506	243	-	-	-	-	-	-	3098
Admiral Blue	-	-	103	12	440	78	130	29	101	35	928
Corvette Racing Yellow	-	-	1117	207	283	73	110	20	305	36	2151
Long Breach Red	-	-	771	241	285	76	104	41	299	79	1896
Watkins Glen Gray	-	-	-	-	1287	111	298	32	343	27	2098
Sterling Blue	-	-	-	-	81	29	-	-	-	-	110
Black Rose	-	-	-	-	261	63	37	12	-	-	373
Ceramic Matrix Gray	-	-	-	-	-	-	393	92	290	28	803
Sebring Orange	-	-	-	-	-	-	31	3	570	85	689
Shadow Gray	-	-	-	-	-	-	-	-	416	37	453
Elkhart Lake Blue	-	-	-	-	-	-	-	-	408	55	463

C7 Corvette ZR1 Total Production Breakdown

The King returned to his hill as a grand finale for the seventh generation Corvette. 2,441 ZR1 coupes and 512 ZR1 convertibles were built during the extended 2019 model year for a grand total of 2,953 retail units of the supercharged swan song of the C7.



The ZR1 is undoubtedly the most capable Corvette of all time but with option ZTK (colloquially known as the big-wing package), buyers had to decide if they wanted to slay road courses with the 950 lbs. of downforce and otherworldly 1.16g of lateral acceleration provided by the carbon fiber wing or if they preferred the small wing which allows the ZR1 to be the fastest road car that GM has ever produced with an official two-way top speed of 212.54 mph. 2,077 people (over 70%) opted to keep the ZR1 focused on lap times with the big-wing option. A whopping 2,761 ZR1s (93.4%) were fully optioned with the 3ZR package while the take rate for seven-speed manual transmissions was a slightly disappointing 29.9% showing a split of 744 coupes and 140 convertibles.

When looking at the color spread, more 755 Horsepower ZR1s were coated in their signature Sebring Orange paint than any other color. 614 Coupes and 197 Convertibles combine for 811 Sebring Orange ZR1s (a whopping 27.5% of total production including 758 that featured the Sebring Orange design Package!). Our old friends, Black (538) and Arctic White (364) round out the medal winners.

The honor of rarest ZR1 goes to Admiral Blue with a total count of 51 examples (just 12 convertibles, tied with Ceramic Matrix Gray for rarest overall ZR1 when looking at body styles separately).

With under 3000 examples on the road, the C7 ZR1 is downright scarce. By comparison, we are practically swimming in the previous iterations (we didn't include the C3 version as it was more of a handling package than a full-blown model). The C4 ZR-1 enjoyed a six-year life spanning 1990-95 with a final tally of 6,922. During a five-year production run from 2009 through 2013, GM built 4,684 C6 ZR1s. The C7 is unique in this group as only having one year of production. It was a successful one though as only the first year 1990 ZR-1s found more buyers (3,032) in a single production year.

Ever since the Corvette transitioned from a wild west of available options to a model range under the same umbrella, there have been two other one year only models that acted as a conclusion for an entire generation of America's Sports Car. Both of these provided less excitement for a lame-duck generation than the C7 ZR1 was able to conjure before a changeover to the most hyped generation of all time.

The most recent was the 2013 427 Convertible which finally combined top-down driving with the Z06's legendary LS7 to cap off the highly successful C6 generation. When the dust settled just 2,552 427 Convertibles found new homes before the assembly plant transitioned to building 2014 Stingrays. 1996 saw the other end cap model in the form of the reborn Grand Sport. Just 1000 C4 GSs were built (810 Coupes and 190 convertibles).

One thing is for sure, the C7 leaves behind a legacy as the greatest Corvette in history and the C8 has some huge shoes to fill, but we think it is up to the challenge.

Color	2019		Total
	Coupe	Vert	
Torch Red	234	39	273
Arctic White	311	53	364
Black	453	85	538
Blade Silver	86	15	101
Admiral Blue	39	12	51
Corvette Racing Yellow	101	16	117
Long Breach Red	69	28	97
Watkins Glen Gray	102	15	117
Ceramic Matrix Gray	125	12	137
Sebring Orange	614	197	811
Shadow Gray	165	20	185
Elkhart Lake Blue	112	20	132

General Motors Sells 4,766 Corvettes During 3rd Quarter 2019

General Motors posted the 3rd Quarter sales results for 2019 and we see a positive number for Corvette sales as production of the C7 generation is nearly over.

For the months of July, August, and September, Chevrolet sold a total of 4,799 Corvettes. This is a 2.7% increase over the 4,639 Corvettes produced during 3rd quarter 2018. For the year to date, Chevrolet has sold 14,497 Corvettes which is -2.6% off from the 14,881 Corvettes sold during the same time frame last year.

This is the first selling period where the C8 Corvette may have had some impact on 2019 Corvette sales as the next generation Corvette was unveiled on 07.18.19 in California.

GM has been offering a \$3,000 loyalty bonus to current Corvette owners throughout the sales period and in fact that loyalty bonus is still in effect for October 2019. See your dealers for details.

Our Corvette Sales Archives will be updated in January 2020 with the release of GM's official 3rd Quarter sales numbers.

Corvette Sales Monthly Archive:

Archived Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2019	— 3,943 —			— 5,788 —			— 4,766 —						14,497
2018	1,005	1,351	2,101	— 5,758 —			— 4,639 —			— 3,910 —			18,791
2017	1,263	2,081	2,460	2,756	2,535	2,612	1,930	1,748	1,506	1,345	2,565	2,278	25,079
2016	1,501	2,116	2,753	3,142	2,673	2,483	2,159	3,063	2,829	2,626	1,941	2,709	29,995
2015	2,127	2,605	3,785	3,469	3,514	2,807	2,794	2,725	2,572	2,526	1,952	2,453	33,329
2014	2,261	2,438	3,480	3,514	3,328	2,723	3,060	2,679	2,467	2,959	2,378	3,552	34,839

2013	908	980	1,053	974	905	853	671	655	831	3,929	2,527	3,005	17,291
2012	629	927	1,376	1,396	1,219	1,475	987	1,210	1,351	1,167	1,104	1,291	14,132
2011	721	955	1,163	1,454	1,304	1,299	1,291	936	1,147	946	910	1,038	13,164
2010	854	624	955	1,089	1,428	1,405	1,199	1,135	1,109	1,011	836	979	12,624
2009	842	1,027	1,183	1,407	1,643	1,396	966	746	1,585	1,154	952	1,033	13,934
2008	2,015	2,071	2,692	3,190	2,904	2,082	1,870	4,242	2,318	1,170	1,093	1,324	26,971
2007	2,234	2,784	3,158	3,227	3,300	2,377	2,377	2,877	2,837	2,484	2,438	2,914	33,685
2006	2,579	3,058	3,655	3,516	3,317	2,938	2,794	2,990	3,056	2,761	2,773	3,081	36,518

From the official sales release:

General Motors Co. (NYSE: GM) dealerships delivered 738,638 vehicles in the United States in the third quarter of 2019, an increase of 6.3 percent compared to the third quarter of 2018. GM's fleet mix of total sales was 19.5 percent, down 3 tenths of a percent, year over year. End of September inventory was 759,633 units.

Chevrolet Introduces First Hardtop Corvette Convertible

CAPE CANAVERAL, Fla. — Open-air driving has always been a part of the Chevrolet Corvette's heritage. In fact, when the Corvette debuted in 1953, it was available only as a convertible. The 2020 Chevrolet Corvette Stingray convertible builds off that heritage as the first hardtop and mid-engine convertible in Corvette history.

“We put the world on notice when we introduced the first mid-engine Chevrolet Corvette a few months ago, and now we’re raising the bar with the first-ever hardtop Corvette convertible,” said Brian Sweeney, Chevrolet U.S. vice president. “And the convertible will be priced only \$7,500



more than entry 1LT Stingray coupe.”

The mid-engine 2020 Corvette Stingray was engineered first and foremost as a convertible. The convertible maintains the tunnel-dominant structure and use of high-integrity die-cast parts found in the Stingray coupe.

The team engineered the hardtop to stow seamlessly into the body, maintaining the Stingray’s impressive ability to store two sets of golf clubs in the trunk even with the top down. The convertible also keeps the coupe’s front storage compartment, which can fit an airline-spec carry-on and a laptop bag.

The hardtop provides a quieter cabin, increased security and a cleaner look compared to the previous softtop designs.

“Our goal from the beginning was to make sure customers didn’t have to sacrifice any functionality, performance or comfort when choosing the hardtop convertible,” said Josh Holder, Corvette program engineering manager. “We managed to keep the same design theme as the coupe, as well as the exceptional storage capacity and track capability.”

Like the coupe, the Stingray convertible’s design was inspired by fighter jets. The tonneau cover features aerodynamically shaped nacelles influenced by the housing used for jet engines. The nacelles, which were also used as inspiration on the Chevrolet Engineering Research Vehicle (CERV) I and II, as well as the Corvette SS and SR2 concepts, help reduce air recirculation into the cabin and provide a remarkably exotic profile with the top up or down. The tonneau also provides a rear power-adjustable window and a vent for mid-engine cooling.

The two-piece top can be activated at speeds up to 30 mph and retract in as few as 16 seconds. It is powered by six electric motors — a Corvette first — and uses encoders for precise control. Switching to electric motors from hydraulic systems helps increase reliability. A body-colored roof is standard, while Carbon Flash metallic-painted nacelles and roof are optional.

Careful attention was paid to make sure the engine could breathe when stored underneath the tonneau cover. The sheet-molded composite top stows in a compartment made from lightweight composite panels and heat shields to manage heat from the engine.

A divider glass window in the middle of the vehicle can be power adjusted with the top up or down. The glass has been optimized to reduce air recirculation and wind noise in the cabin for improved quietness.

The roof system design, combined with the same rear spoiler used on the Stingray coupe's Z51 Performance Package, results in identical drag between the coupe and convertible with the top up.

Engineers tweaked the chassis for the convertible, with springs and dampers tuned specifically to provide nearly the same performance as the coupe.

Like the Stingray coupe, the convertible is powered by the next-generation 6.2L Small Block V-8 LT2 engine, the only naturally aspirated V-8 in the segment. It will produce 495 horsepower (369 kW) and 470 lb-ft (637 Nm) of torque when equipped with performance exhaust — the most horsepower and torque for any entry Corvette.

The LT2 is paired with Chevrolet's first eight-speed dual-clutch transmission, which provides lightning-fast shifts and excellent power transfer. This transmission is uniquely designed to provide the best of both worlds: the spirited, directly connected feeling of a manual and the premium driving comfort of an automatic. The double-paddle de-clutch feature even allows the driver to disconnect the clutch by holding both paddles for more manual control.

When combined, the advanced propulsion system, revised chassis tuning and retractable hardtop make the 2020 Stingray the most no-compromise Corvette convertible in history.

Interested Stingray shoppers can now build and price their own Corvette coupe or convertible on the 2020 Corvette visualizer at [Chevrolet.com](https://www.chevrolet.com).

A dedicated Chevrolet Corvette Concierge team will provide 2020 Corvette customers with answers about the vehicle discovery, buying and ownership process. The team can be reached by calling 866-424-3892. Customers can also live chat with a Corvette Concierge by visiting [Chevrolet.com](https://www.chevrolet.com). The team is available from 9 a.m. to 9 p.m. EDT Mondays through Fridays.

The 2020 Chevrolet Corvette Stingray coupe goes into production at GM's Bowling Green Assembly in late 2019, with the convertible following in late first-quarter 2020. A right-hand drive version of the convertible will be available in select international markets at a later date

The First Production 2020 Corvette Stingray To Be Auctioned for Charity at Barrett-Jackson Scottsdale

Chevrolet announced that **2020 Corvette Stingray VIN #001** will be auctioned off in January at Barrett-Jackson's Scottsdale sale. 100% of proceeds will benefit Detroit area public schools through a donation to the **Detroit Children's Fund**.



Not much is yet known about the car in question, but GM did say that it will be equipped with the Z51 package that adds an Electronic Limited-Slip Differential, upgraded aero and brakes, performance exhaust and rear axle, and five extra horsepower for its LT2 V8.

For NASCAR team owner, **Rick Hendrick**, simply collecting cars no longer provides the rush that it used to. Instead, the past decade+ has seen him picking up the very first example of a car, model, or model year to roll off of the line. His absolute favorite car to stockpile? The Corvette.

His collection houses the first VINs from 1955, 1956, 1957, and more recently, the very first 2011 Z06 Carbon (he also owns/owned the 5th, 24th, 48th, 88th, and final 252nd Carbon, several of which he gave away as gifts), 2014 Stingray, 2015 Z06, and 2019 ZR1 among many other inaugural Corvettes and other performance cars. In the past couple of years he has also snagged the first Camaro ZL1 1LE and the Acura NSX #1, usually at somewhere in the neighborhood of \$1,000,000 a pop.

The first ever mid-engine Corvette may prove a little harder (and, somehow, more expensive) for Mr. H to get his hands on though. He remains the favorite to land the rights to the first example of the most revolutionary Corvette in history but the hype around the C8 coupled with some hungry contenders could complicate things.

Over the summer, the very last front-engined Corvette ever made, a **2019 Z06, sold for \$2.7 Million** (a record for a vehicle donated by an automaker) to Daniel Snyder who also owns the final Challenger SRT Demon made and the very last Viper ever. Then there is always Jay Leno (who owns (one of the three) 2009 ZR1s with VIN #1) for Hendrick to worry about.

Corvettes on eBay: Brand New 1991 Corvette ZR-1 Sells for \$40,000

Someone just became the first owner of this **1991 Corvette ZR-1**, even though the car was manufactured nearly 30 years ago!

A Chevrolet dealer had maintained the high-horsepower but ultra-low-mileage C4 in his private collection all these years, keeping it under the original MSO.



He finally decided to **sell it on eBay** recently, offering it at what we consider a very fair price of \$40,000 for a virtually new red over black ZR-1 with just 286 miles on the odometer!

Not bad for a car that would have listed for around \$60,000 when it left the Bowling Green assembly plant.

Chevy produced 2,044 ZR-1s in 1991, coming off 3,049 in the first year of production in 1990. But when horsepower for the base Corvette rose to 300 in 1992, it proved to be the beginning of the end for the ZR-1 which offered only 75 more horsepower at nearly double the price. Even when Chevy upped output to 405 horsepower in 1993, it wasn't enough to save the "King of the Hill" as sales plummeted to 502 in 1992 and 448 each year from 1993 to 1995.

The ZR-1, of course, was world-renowned for its Lotus-designed aluminum-block 350 V-8 with double overhead camshafts and four valves per cylinder. Even today, the car produces respectable numbers, going 0-60 in a little over four seconds with a top speed of 175 mph.

The ZR-1 also featured unique bodywork for the first year, debuting rectangular tail lamps and a three-inch wider rear end that covered oversize 315/35-17 tires. Unfortunately, when Chevy changed the base model tail lights to the same shape in 1991, the ZR-1 instantly lost some of its unique appearance, another factor that contributed to a decline in sales.

Getting back to this low-mileage example, if you're worried about the car sitting idle for so long, the seller noted that it had just received an extensive service, including cleaning of the entire fuel delivery system with fuel tank cleaning, fuel line and fuel rail flush, all new updated primary and secondary fuel

injectors, new fuel pumps, updated GM PCM chip and prom, oil change, new battery, and more. The AC is ice cold, all power accessories work properly, and the radio and power antenna are functional.

Now, “the car runs awesome as a new car should and is ready to be enjoyed,” the seller boasted.

We’re not sure just how much it can be enjoyed, though, since the allure of this one is its very low mileage. Enjoy it too much, and it becomes just another ZR-1.

The seller based his assessment of the current drivability of the car on his own time behind the wheel. “I have driven the car recently for around 185 miles after the recent service to get some new fuel running through the car and to oil the motor,” he said.

The new owner received the original sets of keys with codes and engine power key, as well as two tops – glass and solid red. While the seller believes the original tires don’t show enough signs of aging to warrant replacement, he says tires are a “personal thing to drivers so I am suggesting new ones only because of age.”

He also says the speakers will need new Bose amps as two work and two don’t.

All in all, the car is “all there and ready to go,” the seller concludes, adding “I don’t think you will ever come across an opportunity like this ever again in your lifetime to buy a new ZR-1. Seize the moment and be the first real owner of this MSO car.”

Congratulations to the person who took him up on his offer.

Strike Will Delay GM’s Much Anticipated 2020 Corvette Stingray

We’ve waited 66 years for a mid-engine Corvette.

Now it looks like we’ll be waiting just a little longer on the 2020 Stingray.

That’s according to reports published Monday in the Detroit Free Press.



The newspaper says it has learned from two sources that the ongoing UAW strike will delay production and launch of the new mid-engine Corvette.

Officially, a spokesman for GM says, “As we’ve previously stated, Chevrolet Corvette Stingray production begins in late 2019 and convertible production follows in late first-quarter 2020. It’s too early to speculate on production timing impacts on any of our vehicles due to the UAW work stoppage.”

One source tells the Free Press, however, that “I know for a fact that this strike is directly going to affect the start of regular production for the mid-engine Corvette.”

The Bowling Green assembly plant reportedly still has 600 of the seventh generation Corvettes to produce once the strike is settled and workers return to work. The plant was originally slated to undergo a tooling change for the C8 this week and next week, then begin production of the 2020 mid-engine cars late this year.

“That can’t happen because the plant hasn’t finished production of the current generation Corvette,” one source told the Detroit newspaper.

About 46,000 UAW workers went on strike nationwide at GM on Sept. 16. Details of a new contract proposal submitted by General Motors to the UAW on Monday morning are unknown, as the strike entered its fourth week.

The union is seeking a stronger guarantee that GM will build traditional vehicles, as opposed to electric or autonomous cars, in U.S. plants, a person close to the negotiations told the Free Press. GM CEO Mary Barra has touted an all-electric future and more self-driving cars as the best path for the company, which would transform primarily into a technology company that makes cars.

GM Strike Hits the 2020 Corvette as the First Week of Production is Pushed Back to Mid-January

Information given by Chevy Chat to a person whose car had/has an EXTREMELY low VIN, that customer being told by Chat today that his TPW, which was originally confirmed for December 2nd production (an order with no complicating issues such as requested changes, no constraints affecting



it, etc), now has a January 20th TPW.

Additionally, by seeing many additional posts by those whose orders were scattered for the TPW weeks of December 2nd, December 9th, December 16th, January 6th, and January 13th, all who have reported back, have also not provided us a single TPW earlier than January 20th.

With this being Week Five of the UAW strike, we are seeing the new TPWs from December 2nd being pushed back seven weeks, which also accounts for the annual two-week Christmas/New Years vacation.

Before the Bowling Green Assembly Plant can start production of the 2020 Corvette Stingrays, they still have to build about 600 additional C7 Corvettes first before shutting down the plant for retooling.

Unfortunately, there is no good news coming out of the strike negotiations from what we have been able to follow, so we may be looking at further delays should the strike continue.

Corvette Interior Designer Tristen Murphy Discusses the C8's Interior Design

One of the most controversial aspects of the new mid-engine Corvette is the long vertical line of buttons on the center console.

But before you get too critical of the interior designers for their latest effort on the 2020 Stingray, take a listen to design manager Tristan Murphy who spoke with GearPatrol.com because there is definitely sound logic behind the new look.



“The whole point of [getting] that engine behind you is it allows you to have a much lower cowl...you no longer have to sit above the engine, and you can get these really great sightlines,” Murphy said. “And that’s what a mid-engine car does. The last thing we want to do was have this amazing downvision, then have this typical tall instrument panel. It was about, how do we change the game and how do we reconstruct a dashboard here to be as low and as thin as possible? That was the mission statement of the whole car.”

Designers didn't just pull the new look out of their hats one day.

Murphy says they discussed the interior for months among each other and used design reviews and clay models to help them come up with the final look, not to mention sitting in impressive competitors like LaFerraris, Porsche 918s, and McLarens to get a feel for what it's like to be in the cockpit of a million-dollar vehicle.

“Obviously, these are million-dollar hypercars,” Murphy said. “But you just get in and it feels special, right? So that was the whole thing: how do we make [the C8] feel special?”

Personally, we think they nailed it with the whole interior, including the debut of the thinnest air vents in the world.

“We're 19 millimeters tall, and we had to invent that. Then we had to do a brand new HVAC system that controls that velocity [at that vent height]. Normal vents are usually about 36 to 40 millimeters tall, but every single millimeter that goes up the instrument panel, the dash has to go along, right?”

Designers could have just moved the row of HVAC buttons to the touchscreen, but Murphy says they quickly nixed that idea because it would be “really annoying” to have to search through these controls buried beneath layers of other information.

The whole idea was to make the C8 make the driver feel like he or she was in a fighter jet cockpit.

“[Corvette designers] discussed very early, “Okay, how do we remove off the center line and still have some hard controls?” Murphy said. “And that's when we went to looking back at jet cockpits. These guys literally have controls wrapping around them.”

The final result, in the opinion of Murphy and his team, is a success.

“I never felt confined [by other departments],” he said. “If anything, we felt very intimidated...we need to still come in and surprise people. They need to get inside this thing and be like, ‘Holy —.’”

Motor Trend: 2020 Corvette Stingray Z51 Runs 0-60 in 2.8 Seconds; Quarter Mile in 11.1 @ 123.2 MPH

Motor Trend is first out of the gate with their review of the 2020 Corvette Stingray and you could probably say that the members of the Corvette Team are smiling right now.

That's what happens when you under-promise and over-deliver.



Chevrolet told the world that its new mid-engine Corvette equipped with the Z51 package can go 0-60 MPH in under 3.0 seconds. *Motor Trend* confirms the under 3-second sprint with a time of 2.8 seconds – making this Corvette the quickest ever tested. Even faster than the 755-hp Corvette ZR1 whose sprint time was 2.85 seconds.

And speaking of the Corvette ZR1, *Motor Trend's* quarter-mile time for the outgoing supercar was 10.8 seconds at 133.1 mph. The new 495-hp 2020 Corvette Stingray Z51 comes in at 11.1 seconds at 123.2 MPH – just 0.3 seconds behind the mighty ZR1.

Motor Trend says the C8 Corvette's other big number comes on the skidpad with a 1.04 average lateral g while wearing the Pilot 4S summer tires. That's a great time but it is less than the C7 Z51 which pulled 1.11 average lateral G while wearing the previous Michelin Pilot Super Sports tires.

When pushed to its limits, *Motor Trend* says the 2020 Corvette seems to exhibit understeer which they call a feature (not a bug) as it makes it harder for the vehicle to go sideways and reduces the chances of spinning out. MT believes that Corvette's future performance models will trade that understeer for performance.

One area that didn't do as well for the C8 as the C7s is the braking performance and that's to be expected after moving the engine behind the driver. The 2020 Corvette Stingray Z51 comes to a dead stop from 60 mph in 97 feet. *Motor Trend* again says the brakes are great for daily driving but when pushed is where they appear to fall short.

The review of the Corvette also delves into the quality and feel of the interior where again Chevy's new sports car receives an A+ from the reviewers. All and all a very well rounded review of the new Corvette. But don't take my word. Here's the conclusion from the *Motor Trend* staff:

For decades, we made excuses for the Corvette's foibles, arguing its performance per dollar trumped all else. The C7 changed that, showing us Chevy could afford to make the Corvette nice, too, in addition to fast. Still, it wasn't as nice as the cars it was beating on the stopwatch.

No more. The C8 is not only powerful, but, dare we say, it's also the most premium-feeling Corvette that Chevrolet has ever made. It's the quickest Corvette to ever roll off the assembly line and up to a stoplight, and it somehow still starts at \$60,000. And this is just the beginning.

Here's Your List of Magazines and Websites with Reviews of the 2020 Corvette Stingray

The mid-engine Chevrolet Corvette has been a long time coming, and it's almost surreal that it's here! And now that the media embargo has passed, we have a ton of opinions to sort through as these magazines and auto blogs have had their first shot at driving the new sports car. As a resource, we have created this list of those magazines and websites who have first-party reviews of the 2020 Corvette Stingray.



We think the biggest news coming from the magazines are the performance statistics they generated during their testing. The big 3 magazines – *Motor Trend*, *Road & Track*, and *Car and Driver* – all confirmed a 2.8 second 0-60 mph time. These are the guys that spent the most time with the car and therefore we moved them to the top of the link round-up.

I haven't read every single one of these reviews (yet) but the early indications are that Chevy has a "Grand Slam Home Run" on its hands. We've read how it's the quietest and most refined Corvette ever, while on the track flies down the straights and cuts through the corners like butter. Just watch out for that understeer as a couple publications stated.

There was some constructive criticism from those that were passengers in the car for any amount of time as the wrap-around cockpit erects a wall of separation between the driver and passenger. While most liked the materials in the car, especially the primary touch surfaces, we've seen more than one point to the cupholders as "typical Corvette" fare.

But overall, these positive reviews will generate another round of excitement for the new sportscar. Those buyers who already have an order should be ecstatic about what's coming while hopefully, the new reviews will help inspire others that the new 2020 Corvette Stingray is the car for them.

Here's the list of sites who have posted a first-party review of the 2020 Corvette Stingray. If I missed any, let me know and we'll get it added.

- Road & Track
[2020 Corvette C8 Stingray Z51: First Drive](#)
- Motor Trend
[2020 Chevrolet Corvette Stingray First Test: The C8 Keeps Its Promises](#)
- Car and Driver
[2020 Chevrolet Corvette Is More Than the Best Corvette Ever](#)
- Automotive News
[Corvette, in midengine form, is comfy, civilized supercar](#)
- Cars.com
[2020 Chevrolet Corvette Quick Spin: Mid-Engine Proves a Wise Step](#)
- The Detroit News
[2020 Corvette C8 Stingray goes 'Zero-60' with Henry Payne](#)
- Kelley Blue Book
[2020 Chevrolet Corvette Stingray First Review](#)
- MotorAuthority.com
[2020 Corvette C8 Z51 Track Test! – One Take](#)
- The Detroit Bureau
[First Drive: 2020 Chevrolet Corvette Stingray](#)

- Motorweek.org
[2020 Chevrolet Corvette Stingray First Drive](#)
- WardsAuto.com
[New 2020 Mid-Engine Corvette Most User-Friendly Ever](#)
- [The Car Guide](http://TheCarGuide.com)
[2020 Chevrolet Corvette Stingray: Already Fantastic](#)
- AutoLine.TV
[C8 Corvette Driving Impressions](#)

Take a Deep Dive into the 2020 Corvette Stingray's 8-Speed DCT from TREMEC

It's no secret that the mid-engine Corvette's switch to a dual-clutch transmission (DCT) plays a key role in the new Stingray's ability to go 0-60 in less than three seconds.

Perhaps the biggest news about the DCT is its ability to move from gear to gear in less than 100 milliseconds, thanks to the dual clutches that engage and release in perfect computer-controlled synchronization – all without interrupting torque.



“The lightning-fast shift time is made possible by the integrated design approach with advanced TREMEC-developed software algorithms, our transmission controller, proprietary clutch friction material, and world-famous hydraulic controls,” said Antonio Herrera, TREMEC Managing Director.

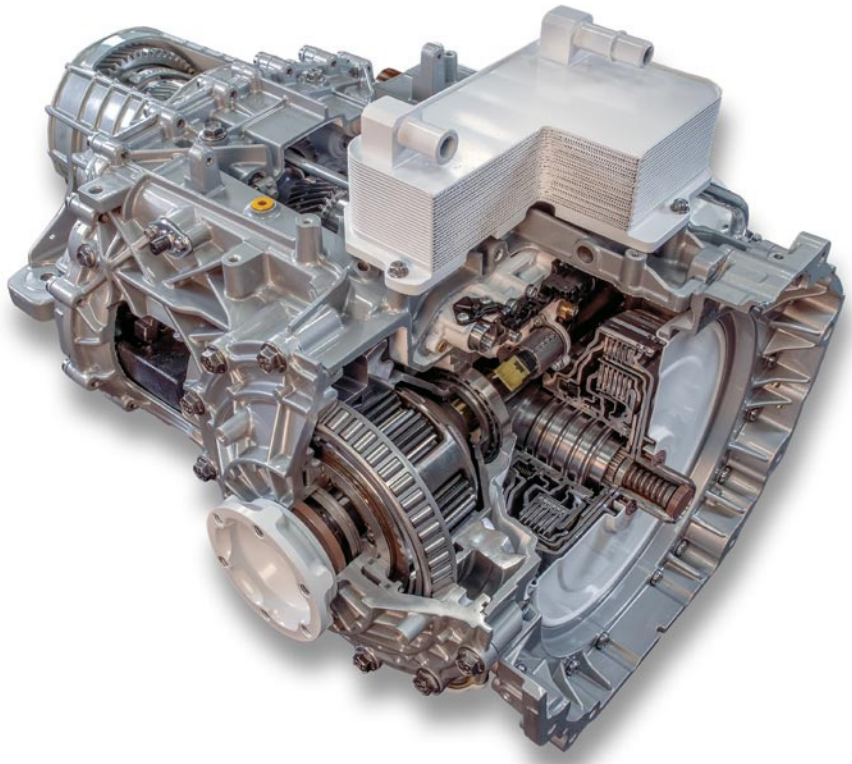
The new transmission – the only one available for the 2020 Corvette – will allow the Stingray to take full advantage of all 490 or 495 of its horsepower, providing continuous torque over a wide ratio range for both spirited high-performance driving and efficient highway driving.

TREMEC says the wide-ratio DCT offers a low first gear ratio for exciting launch application and a tall eighth gear for quiet and comfortable highway cruising. In between, the company says ratio steps 2-7 are

“perfectly matched to make use of the engine’s strong and broad torque curve for optimal performance on or off the track.”

Paddle shifters will add to the driving experience as enthusiasts are able to choose the preferred gear. According to TREMEC, the performance shift algorithms are so driver-focused they can tell when you’re doing spirited driving and will hold lower gears longer for more throttle response.

The transmission also offers torque capacity up to 590 lb-ft, well below the Stingray’s 470 lb-ft, and better yet, more powerful versions are said to be in development – good news for enthusiasts waiting for the higher-performance C8 Corvettes expected to be offered eventually.



If you’re wondering about the durability of the DCT, TREMEC says don’t worry. “Options for the first two DCT variants include a mechanical limited-slip differential or electronically-actuated limited-slip differential. Both differentials feature active, forced lubrication ensuring long life and efficiency,” said Matt Memmer, TREMEC Engineering Director.

Furthermore, TREMEC says the new TR-9080 DCT family combines their experience in manufacturing robust high-performance transmissions with leading-edge mechatronics and software. “This new transmission represents a massive investment in resources to create the best DCT in the world,” commented Global Business Development Director Dave Hadley.

In sum, the new DCT offers lightning-fast shift times; efficient ratios, packaging and mass; and an integrated limited-slip differential.

It all adds up to what promises to be a world-class transmission for a world-class mid-engine Corvette.

General Motors and the UAW Reach a Tentative Deal to End Strike

As the UAW strike entered its 30th day on Tuesday, workers at the plant where the 2020 C8 Corvette will eventually be built told the *Bowling Green Daily News* they are encouraged about a resolution of the UAW strike soon.

In fact, the Associated Press is reporting today that a tentative four-year contract agreement has been reached by UAW and GM, though it appears workers are destined to remain on the picket line a few days longer until union committees and then the entire membership approve the deal.



“This has lasted a little bit longer than we anticipated,” one worker, Salina Alexander, admitted to the Daily News as she picketed Tuesday near the assembly plant in Bowling Green, Ky.

Workers began the strike on Sept. 16, seeking a bigger slice of GM profits, better job security, and a path to permanent jobs for temporary workers. GM, meanwhile, wants to keep labor costs lower to be more competitive with foreign automakers.

Even though the union just raised strike pay to \$275 from \$250, Alexander says being off the job for a month is starting to affect her and the other roughly 900 hourly workers at the Corvette plant. It’s the longest strike against GM since a 67-day stoppage in 1970.

Taking a break from his vacation, Donald Gross, one of the nearly 50,000 UAW workers striking at 55 GM facilities across the nation, stopped by the picket line in Bowling Green on Tuesday to offer his support for the UAW workers.

“I just wanted to let you know that we’re with you 100 percent,” the employee of the Chrysler Technology Center near Detroit told the workers as he visited their picket line on Interstate Drive.

Gross said he has seen first-hand the devastating effects of the strike on GM and automotive-related businesses in Michigan and is hopeful the strike will end soon as the company continues to feel the pressure to get its facilities up and running again.

“Inventories are running out,” Gross said. “People are calling this a one-state recession because of the impact. It’s affecting everybody, not just the people on the picket line.”

Of course, Corvette enthusiasts are especially mindful of the effects of the strike, as it has delayed the beginning of production of the widely anticipated mid-engine Stingray.

“We were still making the C7 when the strike happened,” Local 2164 Bargaining Chairman Jason Watson said. “We still have orders to fill for the C7. We can’t start making the new one until we finish those orders.”

Jack Bowers, president of Local 2164, says the union members just “want to go back to work.”

“The strike hurts everybody,” he said.

The 2020 Corvette Stingray Takes Down the 2020 Porsche 911 Carrera S in First Comparison Test

First Drive Reviews for the C8

Corvette were released on a voracious public yesterday. They were generally quite enjoyable, but it is difficult to really know what any vehicle’s true strengths and shortcomings are until it is pitted up against a rival.

Enter industry stalwart, *Motor Trend*, who didn’t just do a review, they also

brought along the all-new, 992 generation Porsche 911 Carrera S for the next chapter of the best rivalry in automotive history.



The knock-down, drag-out fight started with a size comparison. The ‘Vette makes weight but comes in larger than the 911 in most respects. The C8 measures 4 inches longer, 3 inches wider, 2 inches lower,

and a not-insignificant 209 pounds heavier than the rear-engined German. The Corvette offsets its weight disadvantage with... more POWER! The new, Naturally Aspirated LT2 V8 brings 52 more ponies and 80 lb./ft. of torque to the table than Porsche's 3.0-liter, Twin-Turbo Flat-6, giving the home team a superior power to weight ratio of 7.3 pounds per horsepower (the 911's horses each have to carry around 7.7 lbs.).

Next, *Motor Trend* took the sports cars to throw down at the drag strip. Here, the Corvette and its new 39/61 weight distribution, came up victorious against the 911 for the first time since long before I was even born. Amazingly, the base eighth-generation Corvette is the quickest that MT has ever tested! It hit 60 MPH in a C7 ZR1 beating, 2.8 seconds! That still only beat the 911 by .1 second. The C8 retained its lead through the quarter-mile where it trapped 11.1 @ 123.2 MPH to 11.2 @ 124.3 MPH for the Porsche.

Grip is where the Carrera S starts to fight back. It registered 1.09g on the skidpad, .05g better than the 'Vette. Intriguingly, both numbers trail the front-engine C7 Z51 which could achieve as high as 1.11g when tested by *Motor Trend*.

Continuing with handling tests, *Motor Trend* ran the C8 and Carrera S through their figure-eight where the Porsche beat the Chevrolet 22.7 seconds and .94 average lateral g's to 23.3 seconds at an average of .90 g. This is where one of the C8's glaring deficiencies, understeer, rears its ugly head but MT cautions that it is most likely an intentional ploy by the Corvette team to protect owners who will likely be piloting their first mid-engine vehicle when they hop behind the wheel of their new Stingray.

Unable to take the cars to a real racetrack, MT set up an impromptu 3.5 mile closed loop of road to attempt to see how these two did against each other and the clock. Once again, the cars are close but, in the end, their hot shoe (not Randy Pobst this time for some reason) was 1.1 seconds faster in the 911 while the writer turned in a .6 of a second quicker time in the 911.

The final piece of the rumble will be music to the ears of anyone who has been watching and reading these head to head matchups for years. After absolutely crucifying the C7 ZR1's traditional 8-speed automatic transmission at last year's Best Driver's Car competition, they had these glowing words for the new Dual-Clutch gearbox, "Many sports car makers have tried to match Porsche's class-defining PDK dual-clutch gearbox. Precious few have come close. But the Corvette does—on the first try, no less." The sigh of relief you just audibly heard around the globe came directly from Corvette lead engineer, Tadge Juechter. Their shocking praises of the interior were easily summed up by this quote, "Corvette's cabin is nicer than the 911's, a sentence we feared we'd never get to write."

The new seats (long bemoaned as the Corvette's weakest link) and entire interior layout also drew compliments, "(the midgrade GT2 seats) strike a balance between comfort and lateral support that even some supercar builders don't get right." and "We also found the Corvette's controls more intuitively laid out—even that long strip of Chiclet buttons down the center console... the Corvette's infotainment system is less cluttered and layered, and it's easier to read at a glance and operate while the car is in motion."

Other fantastic parts of the car included the front-axle lift system which they called a "must-have option."

The biggest takeaways from the first slew of reviews yesterday had to do with the ride quality in the newest version of America's Sports Car. One publication even favorably compared it to a Rolls Royce! This test was no different with *Motor Trend* saying, "In its default Tour driving mode, the Corvette rides like a luxury sport sedan while still handling like a mid-engine sports car... The Porsche may be a little quicker around a track, but there's no question which car you'd rather drive home on a cruddy aggregate or a freeway cursed with mile after mile of expansion joints." Great news for customers who actually put some miles on their cars!

The test ends with the Corvette taking home the blue ribbon after they said this to sum up: "It's always been easy to write off the Corvette as producing big numbers with all the grace of 12-pound sledge. No more. If you're willing to give up a little bit of steering feel and learn to work around the brake pedal, you'll find far more car to love in the Corvette. Performance per dollar used to be an excuse to brush away the Corvette's shortcomings. Now, it's a virtue. Exotic and attainable, it finally punches above its weight class in every category, not just one. When it's this damn good, money matters. The Corvette isn't good enough for the price. It's unbeatable."

Chevrolet pulled off something special with the C8, so much so that this comparison test felt like the world has been turned on its head since the days of C6 and C7 Corvettes. The best part this whole thing? Our car is attainable! Their well-optioned Z51 still came in more than \$34,000 less than the Carrera S did with no interior options added in!

What are you waiting for? Get out there and try to find an available allocation!!!

The Business Case for a Manual C8 Corvette

When Chevrolet pulled the cover off of the C8 Corvette in July, it was a monumental achievement in the history of America's Sports Car but the lack of an optional clutch pedal led to the biggest outcry from Corvette faithful since we lost the signature round taillights in 2014. This time our loss wasn't just cosmetic when retail mid-engine 'Vettes start to hit the street, we are going to be denied an integral part of the enthusiast driving experience that no impressive performance statistics can duplicate.



This isn't some niche issue either, a lot of people who are passionate about driving are focusing that passion into letting the Corvette team know that they want their manual gearbox back. In the C8 section over at *Corvette Forum*, the thread discussing the lack of a manual is by far the hottest thread in the whole forum with nearly 5,100 comments and more than 388,000 views! When you browse the first five pages of the C8 forum, you will only find one other regular thread with more than 300 comments; making this a mutiny level epidemic!

Of the 189,507 C7s produced, 50,611 or 26.55% were equipped with row-your-own transmissions. The low-sounding percentage is one of the talking points that Tadge & Co. use to justify their switch to a one transmission strategy on the C8.

We think that number (which we all know would be a hard Fail in any class) is a bit misleading and that there is still plenty of demand for three-pedal Corvettes.

Consider that in the same timespan (2014-19) that saw 50k+ people purchase 7-speed Corvettes, Porsche sold a grand total of 55,675 examples of their flagship 911! Yes, this includes all 146 (or something around there) variants under the 911 umbrella from Carrara all the way up to GT2 RS.

Even if you throw in the Cayman/Boxster which sell around 3,000 or so examples a year, manual C7's made up a near-equivalent of Porsche's entire sports car market share! This is a huge piece of the shrinking sports car market that GM seems to be willing to walk away from.

Luckily, friends, there is hope! As first reported by Jalopnik near the end of September, GM has a patent for an electronic clutch pedal very similar to the brake-by-wire system that has already been

implemented in the C8. The system uses an electronic signal that operates a motor-actuated clutch plate in the transmission, creating a familiar three-pedal setup and simultaneously getting rid of the bulky hydraulics required by traditional clutches.

There are also a couple precedents where manufacturers caved to similar enthusiast blowback. Most notably, our old friends at Porsche put the manual on the chopping block when they brought the 991 generation GT3 to market in 2014. This sent prices of older, stick-shift models skyrocketing (hold on to your manual C7s!) so much so that Porsche changed course just two years later with the introduction of the manual-only 911R. Pent-up demand caused prices for early examples of that car soar above \$1 Million so Ze Germans went a full step further and caved with the 991.2 generation GT3; bringing back an optional 6-speed manual which saw an approximate global take rate of 40% (augmented by even higher demand on the Corvette's home turf; N. America!).

It seems like a long shot right now but there are ways for a manual to find its way into the revolutionary new Corvette so no matter how mad it makes the people who are happy with the (apparently excellent) dual-clutch auto, customers who truly want a manual need to keep peppering comments sections with requests, nay, demands for the enthusiast-centric gearbox to make a return and, more importantly, if/when GM listens; the complainers will need to put their money where their mouths are. If the General cracks and offers a manual C8 then fails to see a financial benefit, they will just scoff the next time they hear even a peep from the "connoisseurs."

Motor Trend Dynos the 2020 Corvette Stingray and Finds It Produces More Power than Advertised

During the testing of the 2020 Corvette Stingray, *Motor Trend* had planned to conduct a real-world fuel-economy test but that test was scuttled after their partners didn't have the right equipment for the mid-engine sports car. So Plan B was to take the new sports car to a dyno facility to see what kind of power was actually being generated from the Corvette's LT2 V8.



You can imagine that *Motor Trend* conducts these kinds of tests all the time and the Mustang dyno they visited was often used for the magazine's tests. But once they had the 2020 Corvette Stingray battened down on the dyno wheel, that's where things got weird.

The dyno measures the amount of horsepower and torque generated at the rear wheels, and the general rule of thumb is to assume a 15-percent drivetrain loss in power from the manufacturers' stated numbers. GM's SAE testing of the 2020 Corvette Stingray's LT2 was certified at 495-hp and 470 lb-ft of torque. So a 15-percent drive train loss on those numbers should have resulted in the dyno showing around 421-hp at the rear wheels.

On *Motor Trend's* first test, the dyno results showed 558 hp and 515 lb-ft of torque at the wheels, which means the engine was offering an estimated 656 hp and 606 lb-ft of torque at the crank. A far cry from the LT2's SAE certified 495-hp and 470 lb-ft of torque. Multiple runs in 5th gear generated similar results so when they ran it again in 6th gear, the numbers came in at 478-hp and 536 lb-ft of torque, which translates to an estimated 562 hp and 630 lb-ft of torque. Their final dyno run would generate similar results.

There's some speculation in the article about why the numbers are so far off from the certified SAE results. *Motor Trend* shares some of how SAE certifies engines as well as some of the input they received from Chevrolet. Of course, the Stingray they were testing was also a pre-production model whereas the SAE certification for the LT2 V8 happened just days before the reveal of the car at the California Blimp Hangar in July.

This is an interesting development and *Motor Trend* says that they ran a 2020 Ram 2500 pickup truck on the dyno afterward which produced normal results for the vehicle. (Motor Trend notes that the Dodge doesn't do SAE-certified testing).

It's always better to under-promise and over-deliver but these dyno numbers are way off what Chevy is advertising. We'll have to keep an eye open for any other dyno tests conducted on the 2020 Corvette Stingray, and hopefully one that's not a pre-production model, to see if it comes up with the same or similar numbers to these.

Bowling Green Assembly Plant UAW Members Vote to Reject New Labor Agreement with GM

Bowling Green UAW Local 2164 held their vote on Wednesday on whether to accept the negotiated labor agreement hammered out with General Motors after striking for 38 days. When the votes were tabulated, 56% (498) voted against the new agreement while 44% (393) voted to accept it.

That's a far cry from the 70% approval rating that Local 2164 President Jack Bowers thought the new contract would garner earlier in the week.

Voting has taken place at eight GM plants while 27 are still waiting to cast their ballots. According to the *Detroit News* UAW Vote Tracker, the Yes vote is leading 60% (5,255) while the No vote is 40% (3,491).



By far the worst defeat comes from the 842 members of Local 1097 in Rochester, NY which saw only 17% voting in favor of the new agreement. Yet at Local 14 which represents Toledo's Transmission plant, the vote to approve the new contract was 80% from both production and skilled trades members.

The UAW is expected to receive all ballots by 4 pm on Friday.

The strike, now in its 5th week, has already delayed the start of production of the 2020 Corvette Stingray as customers with early TPWs (Target Projection Week) saw their orders slide from early December into mid-to-late January.

The Strike is Over as UAW Members Agree to New Four Year Labor Deal with GM

The UAW strike against GM that lasted 40 days came to an end on Friday afternoon after UAW members ratified a new four-year labor agreement with the automaker.

The vote passed with 57% of membership agreeing to the new deal. The actual vote count was 23,389 to 17,501.



“We delivered a contract that recognizes our employees for the important contributions they make to the overall success of the company, with a strong wage and benefit package and additional investment and job growth in our U.S. operations,” said Mary Barra, GM Chairman and CEO. “GM is proud to provide good-paying jobs to tens of thousands of employees in America and to grow our substantial investment in the U.S. As one team, we can move forward and stay focused on our priorities of safety and building high-quality cars, trucks and crossovers for our customers.”

The ratified contract includes an \$11,000 per member signing bonus, performance bonuses, two 3% annual raises and two 4% lump sum payments and holding the line on health care costs.

A major point during the strike had to do with temporary workers. The new agreement offers a clear path for temporary employees to transition to permanent employment after three years of service, beginning in January 2020 for eligible employees with accrued time.

“General Motors members have spoken,” said Terry Dittes, UAW Vice President and Director of the UAW-GM Department. “We are all so incredibly proud of UAW-GM members who captured the hearts and minds of a nation. Their sacrifice and courageous stand addressed the two-tier wages structure and permanent temporary worker classification that has plagued working class Americans.”

We have no indications yet how the startup of Bowling Green Assembly Plant will begin other than assuming that workers will begin prepping the plant to reopen. Not only did the strike shut down production, but it also interrupted the flow of parts to the plant from various vendors and other GM facilities.

The factory is expected to wrap with the remaining C7 Corvettes before shutting down to retool for exclusively building the C8 Corvettes. The retooling is expected to last about eight weeks, which pushes the start of the 2020 Corvette production in January 2020.

One-Owner 1977 Corvette Donated to the National Corvette Museum

Corvette owners, let this be a lesson that you should always remember to share your love for Chevy's sports car with everyone, including young children.

That's how a life-long passion for Corvettes came to be instilled in Elizabeth "Libby" Smith of Garrison, Ky., and that love of Corvettes recently continued with the donation of her beloved one-owner 1977 Corvette to the National Corvette Museum.



Libby remembers she was about 6 years old when her uncle George took her for a ride in his 1962 Corvette, reminding her at the end of the trip, "Now this is a REAL sports car, Libby!"

"We always had something in common with Corvettes," Libby says. "People used to ask me 'what are you going to be when you grow up' and I'd say, 'I'm going to work and get me a Corvette!'"

Libby actually grew up to become a teacher, but her love for Corvettes has never gone away.

In fact, her parents used the promise of a Corvette to get her through Morehead College in Kentucky, Libby recalls.

“My parents were not car people,” she says. “My mother and daddy knew they had to dangle something in front of me – they’d say, ‘we have to keep her going!’” If she kept her grades up and graduated, they’d get her a new ‘Vette!

It proved to be a worthy motivator for Libby, and her eventual prize was this beautiful blue 1977 Corvette, which Libby ordered in October of 1976 from Larry Fannin Chevrolet in Morehead.

Previously, her parents had given her a 1973 Corvette while she was in high school as another reward. “I was going steady pretty heavy,” Libby says, “and thought about getting married. My parents thought they better get me a Vette. The 1973 is what I traded in on (the ’77).”

She’s maintained that ’77 in near-perfect condition and in fact earned a prestigious NCRS Top Flight award with a score of 96.8. “They counted off on the paint chips – but this is the original paint,” Libby says proudly. “It has not been painted, only the usual maintenance and a fan belt replaced.”

She even managed to keep the original but hard-to-keep-clean white interior in top-notch condition, too, recalling that when the car arrived on Feb. 4, 1977, she told the detail guys to keep the white plastic on the seats because she was getting seat covers made.

“I’m one of these people that covers everything,” Libby says. “I had seen people’s cars with white seats that were dull looking and dirty.”

A friend made custom seat covers out of washable white velvet, and they’ve been used ever since to protect the seats. “I still have the plastic over the chrome and stainless buttons so it wouldn’t smudge,” Libby says.

But don’t think this is a garage queen. Libby has enjoyed this car immensely over the years, even taking it to the drag strip on more than one occasion.

She was known as a “dark horse” at the Clay City Raceway, where she picked up numerous trophies that she had to hide from her parents, who thought she didn’t need to be racing. “When I got my first teaching job, I was able to rent a house. So, I had to go track down my trophies to bring with me!”

A single woman with no children, Libby has reached the point in her life where she had to decide what to do with her beloved Corvette.

“I do have family, but I know it would be an inconvenience for them to take care of it,” she says. “I’ve been to the museum several times, including when it opened. I’ve always been a strong promoter of it. If I was going to put my car some place, I’d want it to be where it would be appreciated, viewed and taken care of.”

Check out this video that shows the day when Libby proudly presented her Corvette to the Museum.

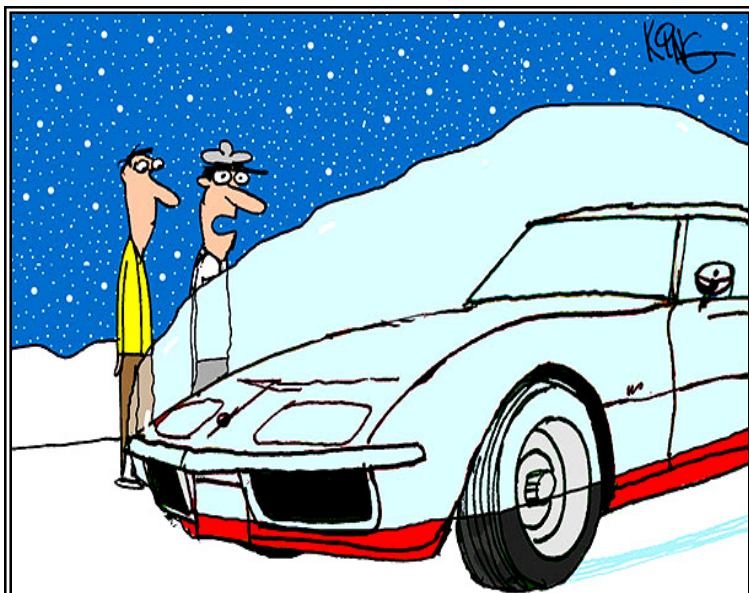
As an NCM spokesman says, “Thank you to Libby for entrusting the National Corvette Museum with your beautiful car!”

AVAILABLE SOON





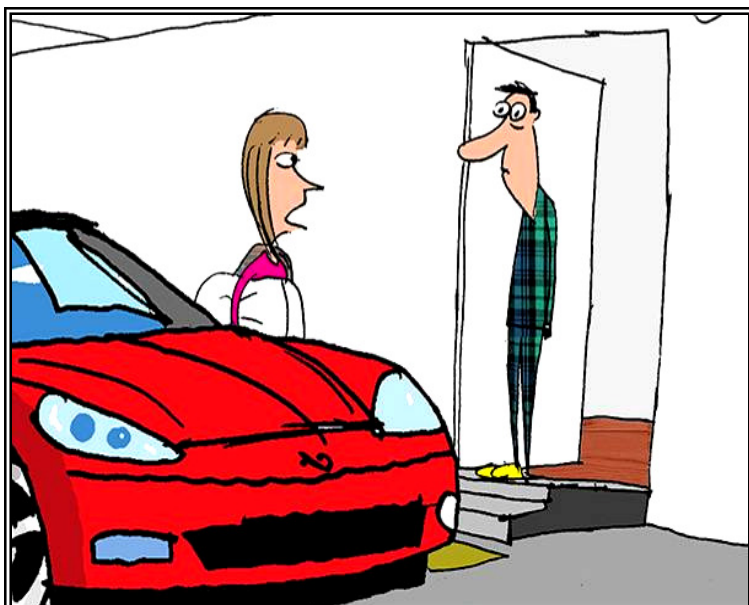
ON THE LIGHT SIDE



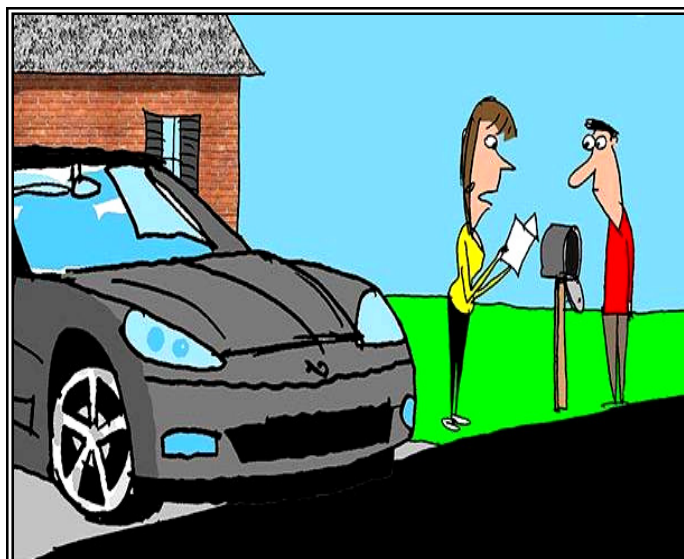
"Putting a protective bubble on your Corvette to keep it clean while you're driving it may be a good idea. But, legally, it's a bad idea."



"My dog smells the wax I use on my Corvette on your hands. The mystery of who's putting fingerprints all over it has been solved."



"Your Corvette is a lot nicer than our bedroom, so I'll be sleeping in it."



"It's a get well card from the car wash. Since you missed a day last week, they assumed you were sick."