



THE VETTE GAZETTE



Color Country Corvette Club

SPONSORED BY STEPHEN WADE CHEVROLET

ESTABLISHED 2006

DECEMBER 2019

MERRY CHRISTMAS



DECEMBER EVENTS



December 3rd Tuesday 5:00 PM - **Christmas Party**

Dec. 7th Saturday - Toys for Tots - SHOW AND SHINE



NOTE: THERE WILL BE NO BUSINESS MEETING IN DECEMBER

SPEED COSTS MONEY!
HOW FAST DO YOU WANT TO GO?

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**

**DECEMBER BOARD MEETING WILL BE
HELD ON**

MONDAY - DECEMBER 2 - 12:00 pm

PETER SPEVAK

RSVP - peteraspevakccccvp@gmail.com

ALL ARE WELCOME!

1958 TRIVIA

**Optional engines in 1956
had 9 fin alloy valve
covers, 1957 had 7 or 9 fin
alloy valve covers, and the
1958 had 7 fin alloy covers
on optional engines.**

**Before 1958, the only
acrylic lacquer paint used
was on the "Inca Silver"
Corvettes.**

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**



DECEMBER BIRTHDAYS



**Linda Mueller 12/2 - Cindy Ripley 12/9
Lynne Agar 12/10 - Sandy Lindley 12/21
Darlene Odenwalder 12/26
Melinda Jo Johnson 12/30**

Happy Birthday

Twass the Night Before Christmas – Corvette Style

'Twass the night before Christmas and out in the garage,
There wasn't a trace of a Honda, Toyota, or Dodge.
The presents were wrapped and the lights were all lit,
So I figured I'd mess with my classic Corvette for a bit.

I popped the release and lifted the hood,
When a deep voice behind me said "looks pretty good."
Well, as you can imagine, I turned mighty quick,
And there, by the workbench, stood good ol Saint Nick!

We stood there a bit, not too sure what to say,
Then he said "don't suppose that you'd trade for my sleigh?"
"No way, Santa" I said with a grin,
"But if you've got the time we can go for a spin!"

His round little mouth, all tied up like a bow,
Turned into a smile and he said "Sure! Let's go!!"
So as not to disturb all the neighbors' retreat,
We quietly pushed the Vette out to the street,

Then, taking our places to coast down the hill,
I turned on the key and I let the clutch spill.
The sound that erupted took him quite by surprise,
But he liked it a lot, by the look in his eyes.

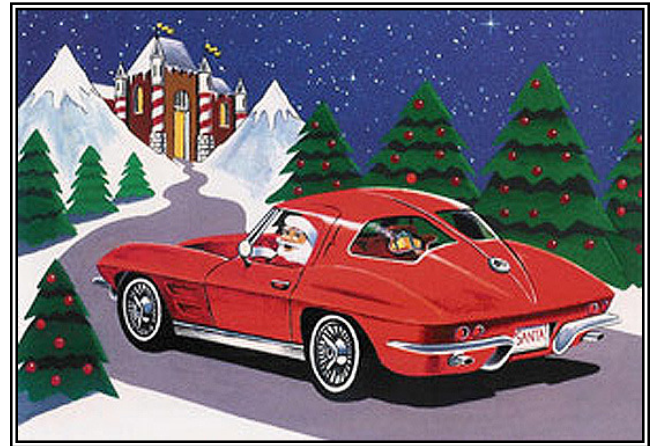
With tires a' screaming and side pipes aglow,
We headed on out to where the hot rodders go.
And Santa's grin widened, approaching his ears,
With every shift up as I banged through the gears.

Then he yelled "can't recall when I've felt so alive!"
So I backed off the gas and asked Santa if he wanted to drive.
Ol Santa was stunned when I gave him the keys,
When he walked past the headlights he shook at the knees!

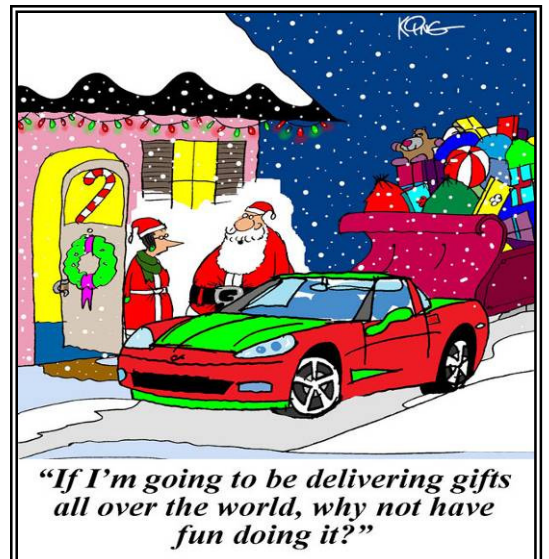
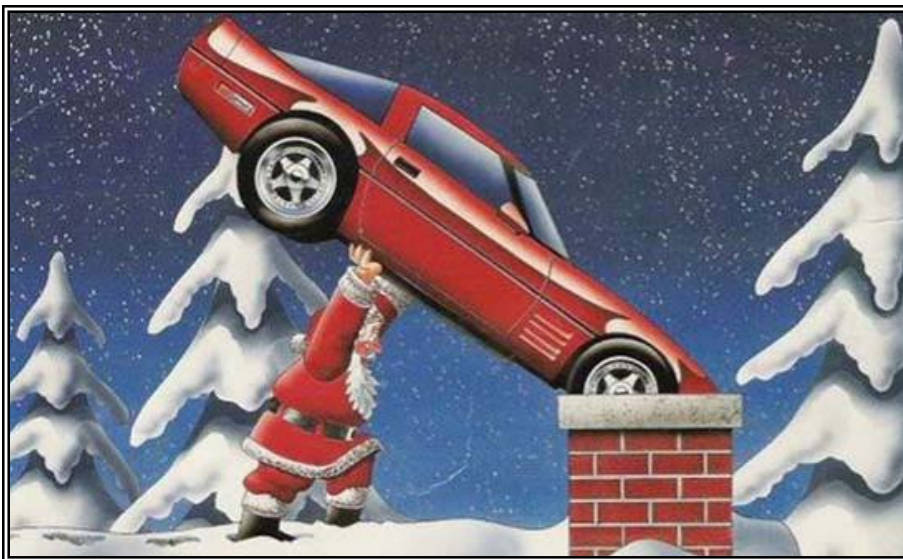
The Corvette exploded with side exhaust sound!
And when Santa let out the clutch and the tires shook the ground!
Power shift into second, again into third!
I sat there just watching, at loss for a word,

Then I heard him exclaim as we blasted from sight,
"Merry Christmas to all, it's one hell of a night!!!"

**Merry Christmas to all and special Christmas wishes to the men
and women serving our country in the Armed Forces both at
home and abroad. God Bless you all!**



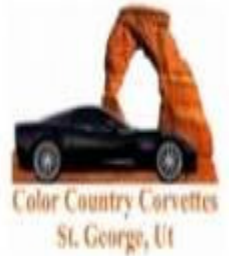
MERRY CORVETTE CHRISTMAS





Peter Spevak

CCCC Member-Sponsored Runs & Meetings For 2019



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

Dec. 7th Saturday - Toys for Tots - SHOW AND SHINE

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

MESQUITE MOTOR MANIA CAR SHOW IS JAN 17-19

LAPS FOR CHARITY TIME! SUNDAY, JAN 26, 2020

**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**



NOVEMBER 12 - BUSINESS MEETING



Rick Miller passed out New Member Information booklets to Jess & Brigitte Hunsaker, George & Natalie Balogh, and Murray and Mary Sanford





**JIM AGAR PRESENTED
GARY AND DARLENE
ODENWALDER
WITH A FRAMED PHOTO OF
THEIR NEW Z06 VETTE.**

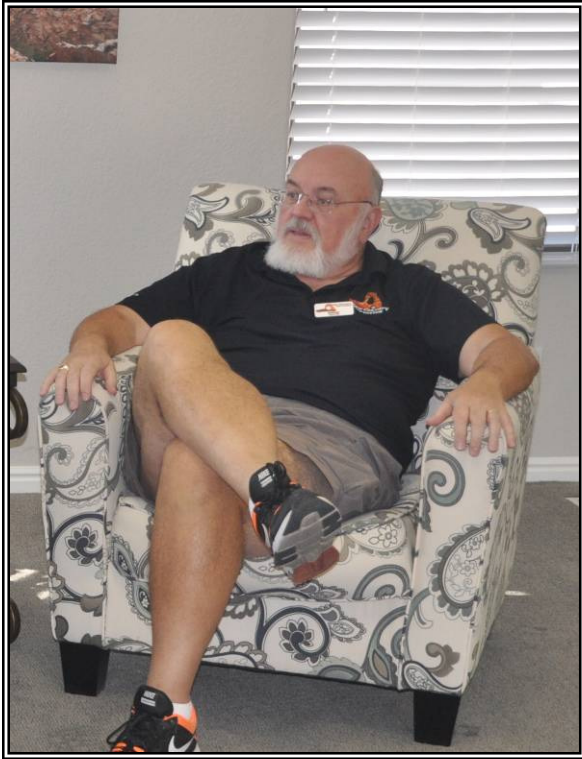


**PETER SPEVAK PRESENTED
THE CAR OF THE MONTH
FRAMED PHOTO TO
JIM AND DIANE GOODFELLOW**



NOVEMBER 16 - CHILI COOK OFF





**LYNNE AGAR WON BEST
CHILI AWARD**

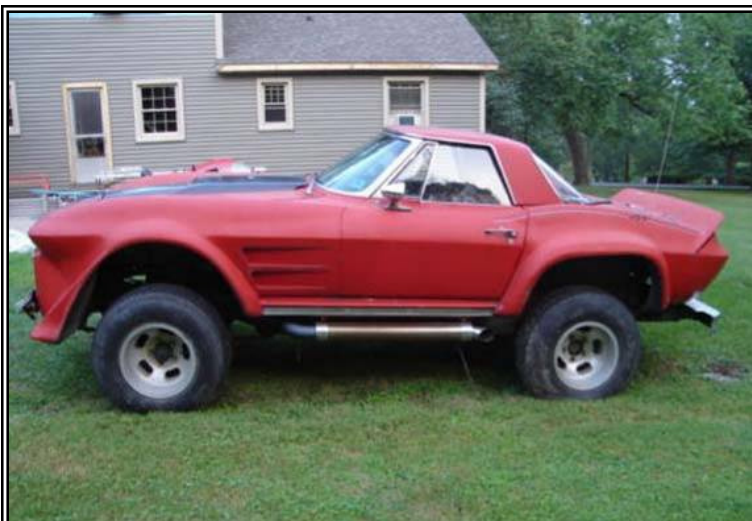
**DOUG ROSA WON BEST
CORN BREAD AWARD**



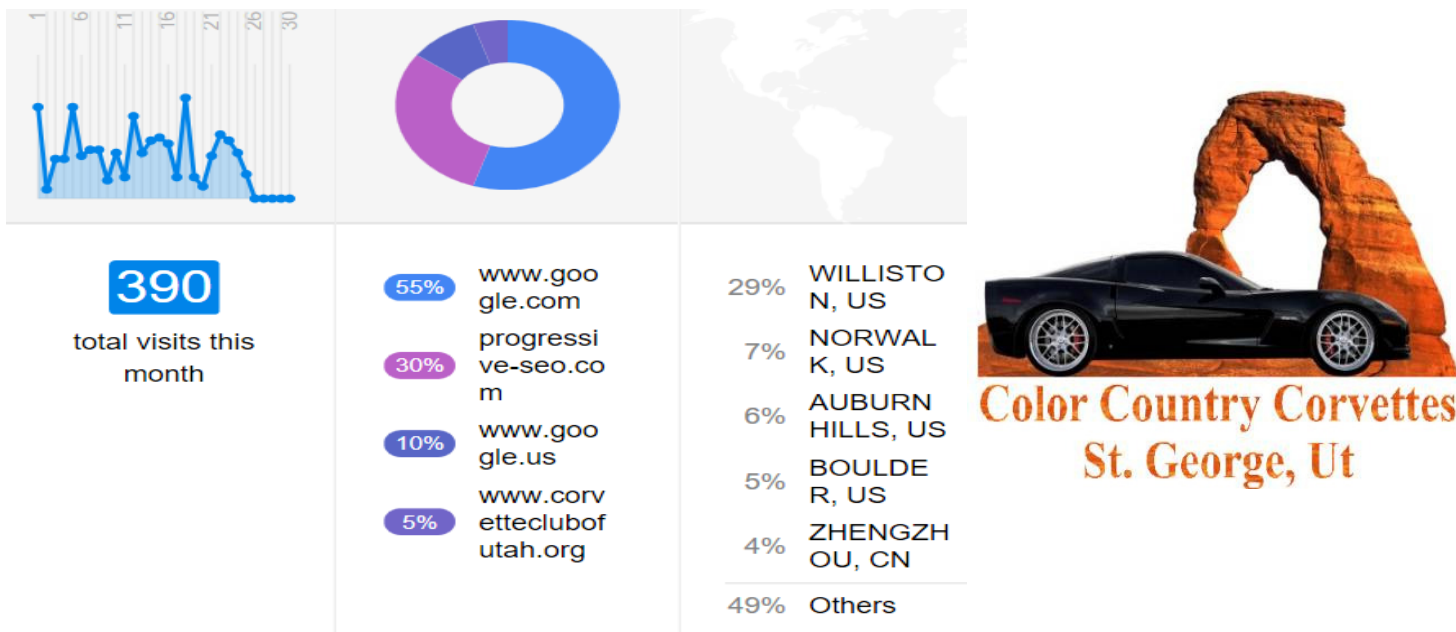
"MEMBERS PICS"



"TRASHED VETTES"
SUBMITTED BY JIM AGAR



WEBSITE STATS FOR THE MONTH



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

SAVE THE DATE



Toys for Tots

SHOW AND SHINE

12 pm - 4 pm

Saturday, Dec. 7, 2019

GURU's Sports Bar & Grill

1091 N. Bluff Street, #1400

St. George, UT 84770

Live Rock & Roll with J.C. Hackett (D.J.)

FREE GURU's lunch buffet for drivers + 1.

Entry Fee is One Unwrapped Toy.

Cash Donations are always welcome!

COLOR COUNTRY CORVETTES

WE WILL MEET AT TERRIBLE'S - EXIT 2
@ 10:30 AM

SATURDAY DECEMBER 7

PLEASE RSVP

JIM AGAR - jimagar14@gmail.com
or

PETER SPEVAK -
peteraspevakccccvp@gmail.com

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.

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

SAVE THE DATE

APRIL 7 - 9 2020 - 2 NIGHTS

LAUGHLIN, NV - OATMAN, AZ

PHOTO OP AT COOL SPRINGS AZ ON ROUTH 66

JET BOAT RIDE TO LONDON BRIDGE

BUDDY HOLLY TRIBUTE SHOW

(RESERVATION INFO WILL BE MAILED OUT SOON.)



"Winter Dance Party" is the official live and authentic re-creation of Buddy Holly, Richie Valens and the Big Bopper's Final tour and the only show endorsed by the Holly, Valens and Richardson estates. Each live concert performance includes over two hours of unbridled, high voltage entertainment featuring all the hit songs of the 50's era: "That'll be the Day", "Peggy Sue", "Oh Boy", "Rave On", "La Bamba", "Chantilly Lace" and many, many more.



**PHOTO OP AT COOL
SPRINGS AZ ON ROUTH 66**

JIM AGAR FOR MORE INFO

435-319-4588

jimagar14@gmail.com



**JET BOAT RIDE
TO LONDON BRIDGE**

TEN GREAT AUTOMOTIVE PILGRIMAGES

10. The National Corvette Museum (Bowling Green, Kentucky)
Nothing says America like the Corvette, and no place better preserves the spirit and history of the classic American sports car than the National Corvette Museum in Kentucky, near the production site of the Corvette. Get a look at historic Corvette models, learn about the production history and get your own Corvette specially detailed (if you have one). It's like Mecca, but less crowded.



9. Auburn - Cord - Duesenberg Museum (Auburn, Indiana)
Believe it or not, there was once an automotive operation in the U.S that wasn't based in Detroit. The Auburn-Cord-Duesenberg Museum in Auburn, Indiana preserves the unique story of these three companies, all important in their day. The museum also remembers the seven other brands of cars produced in Auburn. The Gallery of Classics shows off cars from the "classics era" that competed to be the cream of the cream.

8. Jay Leno's Garage (Secret Location, California)
When Jay Leno does something interesting or noble with cars, like rescuing a Duesenberg, the resulting cars end up in the Big Dog Garage, which houses cars powered by turbines, steam and the engine out of a Patton tank. Though not exactly on the map, we totally think it would be worth it to just show up and beg to be let inside (you could also break a window, but then you might damage a car). We hear the *Popular Mechanics* boys know where it is, go ask them.

7. The Henry Ford Museum & Greenfield Village (Dearborn, Michigan)
What would an American automotive pilgrimage be without a trip to the greater Detroit area and The Henry Ford Museum? Though not everything is car-themed, there's an amazing collection of automotive history, including Rosa Parks' bus, the Lincoln in which JFK was assassinated and the relatively untragic Oscar Mayer Wienermobile. If you leave "The" out of the museum's name, they cart you off to the turn-of-the-century jail outside in Greenfield Village, a place of make-believe designed to capture the spirit of the American Industrial Revolution. Also, they have really good pies.

6. Indianapolis Motor Speedway & Museum (Indianapolis, Indiana)
The self-proclaimed "Racing Capital Of The World," the Brickyard has a lot to offer in the way of a journey for racing fans. In addition to the famous track, the accompanying museum includes historic footage, a large trophy collection and timing equipment from the older days. Of course, there's always a collection of dozens of rare vehicles, including the Le Mans-winning Ferrari 250LM and the more American 57' SSI Corvette. If you know who to tip, you may even get a chance to head down into the basement because

that's where the real magic is stored. Non-disclosure agreements prevent us from saying anything more.

5. The ArtCar Museum (Houston, Texas)

For those more inclined toward customization and personalization, the ArtCar Museum (a.k.a. The Garage Mahal) contains a large collection of outstanding testaments to our rolling culture. There's also a rotation of cars, sculptures, photos and paintings that chronicle the evolving art of cars.

4. Petersen Automotive Museum (Los Angeles, California)

Covering over 300,000 square feet and four floors, the history of the automobile is lovingly detailed at the relatively new Petersen Automotive Museum in Los Angeles. Current exhibits include "The Art of Cars," "Nascar: 60 Years" and the totally meta "From Autocamp to Airstreams: The Early Road to Vacationland." It's like the Library of Alexandria of cars... but without the tragic destruction.

3. Historic Route 66 (Chicago to Los Angeles)

Though no longer marked as an actual highway, there are plenty of resources to help you make the trip from the Second City to the City of Angels along Route 66, the Mother Road. Whether you do the entire journey or a small historic portion of the road, like Holbrook to Topock, there's plenty to see along the way. If you make it through the Texas panhandle, we recommend the leaning water tower in Groom, Texas, which was built to attract tourists making the journey.

2. Carhenge (Alliance, Nebraska)

A detailed recreation of Stonehenge made from 38 spray-painted classic American automobiles, Carhenge is an undeniably weird and awesome destination for those with a car-spiritual nature. The stewards of the site have worked with artists to place other car-based sculptures, such as a take on Vivaldi's "Four Seasons" made with Fords.

1. Deals Gap (Blount County, Tennessee)

Considered by many to be the best driving in the country, the portion of U.S. Highway 129 in rural Tennessee is a must-visit for those with superior automobiles (or not) and a thirst for spirited transportation. The Tail of the Dragon, in particular, is said to contain more than 300 curves in less than 11 miles. Lacking any serious development, it's mostly uninterrupted driving... with the exception of the Tennessee Highway Patrol. Be safe, be quick but be wary of the flashing lights.

TECH TIPS

Proper Use of a Clay Bar

The Clay will do a deep cleaning of the paint with its ability to safely remove Overspray, Rail Dust, Light Tree Sap Residue, Bug Splatter Industrial Fallout and General Road Grime.

The Clay Bar, known to professional detailers as a surface preparation bar, removes all those contaminants listed above so that there is nothing on the paint except for wax. It is not a wax and it leaves no residue behind. It is safe on all paint types and does no damage to the paint.

Before beginning make sure you have the following:

(Clay Bar and Lube) A Clay Bar System
(Towel) 100% Cotton Hand Size Towel
(Wrapper) Cellophane Cigarette Wrapper

In a well-lit, cool and dry area:

Step 1: Check for Surface Contaminants.

Technique: With two fingers inside the Wrapper gently glide it across the Surface. This will magnify any amount of Surface Contamination.

Tech Tip: Do not press down hard as you may free up some of the Surface Contaminants and scratch the Surface.

Step 2: Break off a 2 oz. portion of the Clay Bar.

Technique: Break off a 2oz piece of the Clay and roll it into a ball (store the remainder of the Clay in the container).

Tech Tip: If the Clay Bar is ever dropped onto the floor discard IMMEDIATELY.

Step 3: Saturate the Surface with the Lube.

Technique: Mist the Lube onto the Surface.

Step 4: Rub the Clay Bar onto the Surface.

Technique: Firmly press the ball of the Clay Bar onto the Surface to mold it to the contour of the Surface. Rub the Clay Bar on the Surface in a side-to-side motion with the Contour of the Panel.

Tech Tip: If the Surface begins to show any signs of drying wet again with the Lube.

Step 5: Wipe the Surface with the Towel.

Technique: Do not press hard onto the Surface with the Towel as you may induce some light surface scratches.

Tech Tip As you move from panel to panel 'fold' the clay to a new section.

Step 6: Inspect the Surface.

Technique: With the Wrapper inspect the Surface as in Step 1

Tech Tip: If the Surface still has some roughness to it repeat Steps 2 through 5.

JUST FOR LAUGHS

Carol's Vette had a dead battery in her garage and she called her mechanics shop. Since she had to go to work she told the manager, "I'll leave the key under the mat. Fix the Vette, leave the bill on the counter, and I'll mail you a check."

"Oh, by the way don't worry about my dog Spike. He won't bother you. But, whatever you do, do NOT, under ANY circumstances, talk to my parrot!" "I REPEAT; DO NOT TALK TO MY PARROT!!!"

When the mechanic arrived at Wanda's he discovered the biggest, meanest looking dog he has ever seen. But, just as she had said, the dog just lay there on the floor watching the mechanic go about his work.

The parrot, however, drove him nuts the whole time with his incessant yelling, cursing and name calling. Finally the mechanic couldn't contain himself any longer and yelled,

"Shut up, you stupid, ugly bird!"

To which the parrot replied, "Get him, Spike!"

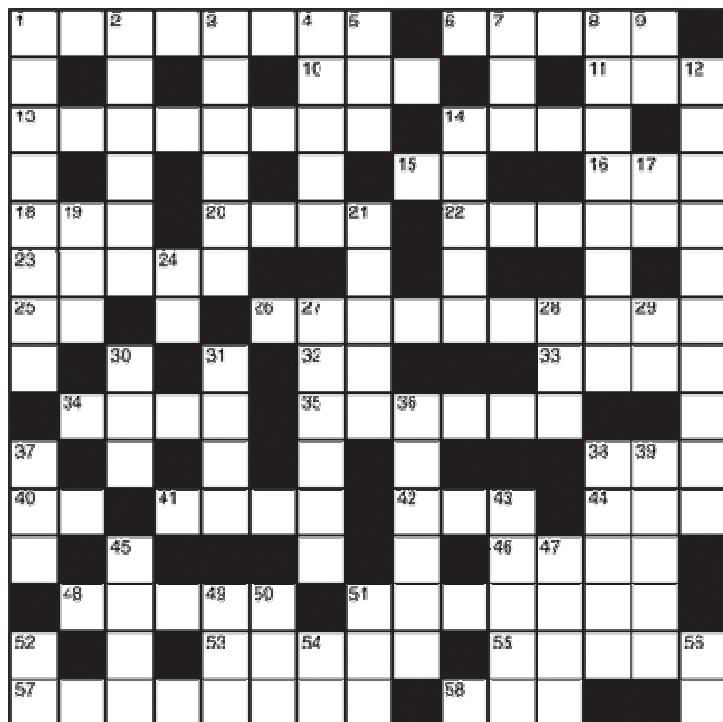


Across

1. First Corvette, built in 1952, was presented at this show
6. The first Corvettes had Power ____ automatic transmission
10. Hotel
11. Cleaner
13. 1963 Corvette Coupe
14. Early Corvette engineer, Edward ____
15. Conditional
16. Expression of surprise
18. Every
20. Majestic
22. Black gold investors
23. Went ahead, by a little
25. Ford ____
26. Body material for the first production of Corvettes
32. Sir
33. Cut off
34. Color of the first Corvette was ____ white
35. Left the car
38. President initials
40. Morning
41. He persuaded GM to build the first Corvette (last name)
42. Corona del ____
44. Car sales area
46. Between
48. Upcoming Corvette, Blue ____
51. 1956 Corvette modified for racing (SR-2)
53. Mechanical man
55. Join
57. B2K Twin turbo
58. ____-Power induction



TEST YOUR CORVETTE TRIVA SKILL

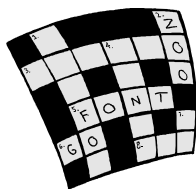


1983 CORVETTE

A total of 43 - 1983 model Corvettes were built, but there were so many quality problems with them it was decided to halt production until they could be corrected. By the time the problems were corrected, it was so late into the model year that the car was brought out as a 1984 model which was run for a year and a half. The 1983,s were never sold to the public and the only one that is known to still exist is in the National Corvette Museum in Bowling Green, KY

Down

1. Corvette rivals
2. Tests
3. Long-lasting
4. Florida city
5. Whatever
7. Zodiac sign
8. Nickname for the first Corvette (2 words)
9. Each, for short
12. Racers that were among the most coveted Corvettes ever built (2 words)
14. 1984 Corvette
17. Guy
19. Many
21. A Ford Mustang model
24. ____ Dorado
27. 1956 Corvette show car
28. TV screen type
29. Therefore
30. Hot ____
31. Gave the Corvette a V8 and three-speed manual transmission (first name)
36. Fuel injection system first announced by GM in 1956
37. Auto
38. Where the first Corvettes were hand-made
39. "Old Betsy" builders
43. Scarcer
45. Auction, perhaps
47. BMW model
49. "Gladiator" star middle name
50. Set close to the ground
51. Protein source
52. Engine measurement
54. Arts degree
56. Rolls, Royce, for short





MEMBER ADS



Significant Details

Fine Auto Finishing

Paul McMullin

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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

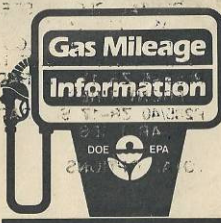
Interior Ruby Red, miles 57,800, runs great. Very good condition

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				STANDARD VEHICLE PRICE \$34,595.00	
Items Featured Below are included at NO EXTRA CHARGE in the Standard Vehicle Price Shown at Right				Options Installed by Manufacturer	
OPERATING/DURABILITY FEATURES:				CORVETTE PREFERRED EQUIPMENT GROUP #1 INCLUDES:	
• 5.7 LITER 300 HP V8 ENGINE				• ELECTRONIC AIR CONDITIONING	
• W/MULTI-PORT FUEL INJECTION				• DELCO/BOSE MUSIC SYSTEM -	
• 4-SPEED O/D AUTOMATIC TRANS.				ELECTRONICALLY TUNED AM/FM	
• ACCELERATION SLIP REGULATION (ASR) FOR ENHANCED STABILITY				STEREO RADIO WITH SEEK-SCAN,	
• POWER RACK & PINION STEERING				DIGITAL CLOCK AND STEREO	
• POWER FRONT/REAR DISC BRAKES				CASSETTE TAPE	
• INDEPENDENT FRONT SUSPENSION				• SIX-WAY POWER DRIVER'S SEAT	
• 5 LINK REAR SUSPENSION WITH TRANSVERSE FIBERGLASS SPRING				SELECTIVE RIDE AND HANDLING	
CONVENIENCE FEATURES:				40TH ANNIVERSARY APPEARANCE PKG. INCLUDES:	
• NO DEDUCTIBLE BUMPER-BUMPER				• PASSENGER POWER SEAT	
• 3 YEAR/36,000 MILE WARRANTY				• RUBY RED LEATHER ADJUSTABLE	
• AIR CONDITIONING				SPORT BUCKET SEAT TRIM	
• AM/FM STEREO CASSETTE W/CLOCK				• SPECIAL SEAT EMBROIDERY	
• CLOTH SEATS W/LATERAL SUPPORT AND BACK ANGLE ADJUSTMENT				• CENTER WHEEL HUB-RUBY INSERT	
• INTERMITTENT WIPER SYSTEM				• CHROME EMBLEMS	
• POWER WINDOWS				BRONZE REMOVABLE ROOF PANEL	
• POWER DOOR LOCKS				DELCO/BOSE MUSIC SYSTEM -	
				ELECTRONICALLY TUNED AM/FM	
				STEREO RADIO WITH SEEK-SCAN,	
				DIGITAL CLOCK, STEREO	
				CASSETTE TAPE, COMPACT DISC	
				PLAYER AND DELCO LOC II	
				PERFORMANCE AXLE RATIO	
				P255/45 ZR-17 S/B RADIAL B/W -	
				FRONT TIRES	
				P285/40 ZR-17 S/B RADIAL B/W -	
				REAR TIRES	
				TOTAL OPTIONS	
				\$5,579.00	
				TOTAL VEHICLE & OPTIONS	
				\$40,174.00	
				DESTINATION CHARGE	
				550.00	
				TOTAL VEHICLE PRICE*	
				\$40,724.00	

Compare this vehicle to others in the **FREE GAS MILEAGE GUIDE** available at the dealer.

CITY MPG	Gas Mileage Information	HIGHWAY MPG
17		24

ACTUAL MILEAGE
WILL VARY WITH OPTIONS, DRIVING CONDITIONS, DRIVING HABITS AND VEHICLE'S CONDITION. RESULTS REPORTED TO EPA INDICATE THAT THE MAJORITY OF VEHICLES WITH THESE ESTIMATES WILL ACHIEVE BETWEEN 14 AND 20 MPG IN THE CITY AND BETWEEN 20 AND 28 MPG ON THE HIGHWAY.

1993 CORVETTE
5.7 LITER V8 ENGINE
FUEL INJECTION, AUTOMATIC LOCKUP
4 SPEED TRANSMISSION
CATALYST, FEEDBACK FUEL SYSTEM

FOR COMPARISON SHOPPING, ALL VEHICLES CLASSIFIED AS TWO SEATER

HAVE BEEN ISSUED MILEAGE RATINGS RANGING FROM 9 TO 41 MPG CITY AND 13 TO 46 MPG HIGHWAY.

ESTIMATED ANNUAL FUEL COST: \$1050

1Y1Y23PX5110530 1Y1Y00079550 10290 VPA



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



Z06 FLOOR MATS ALMOST NEW! \$220.00

CONTACT GARY HIGGINS - 435-899-0487 - 760-625-3313



SPONSOR PAGE



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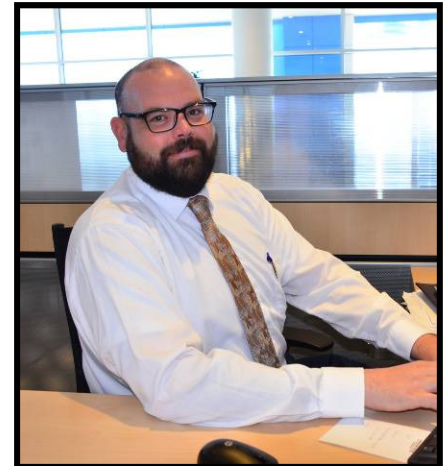
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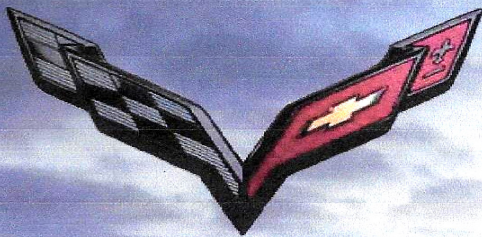


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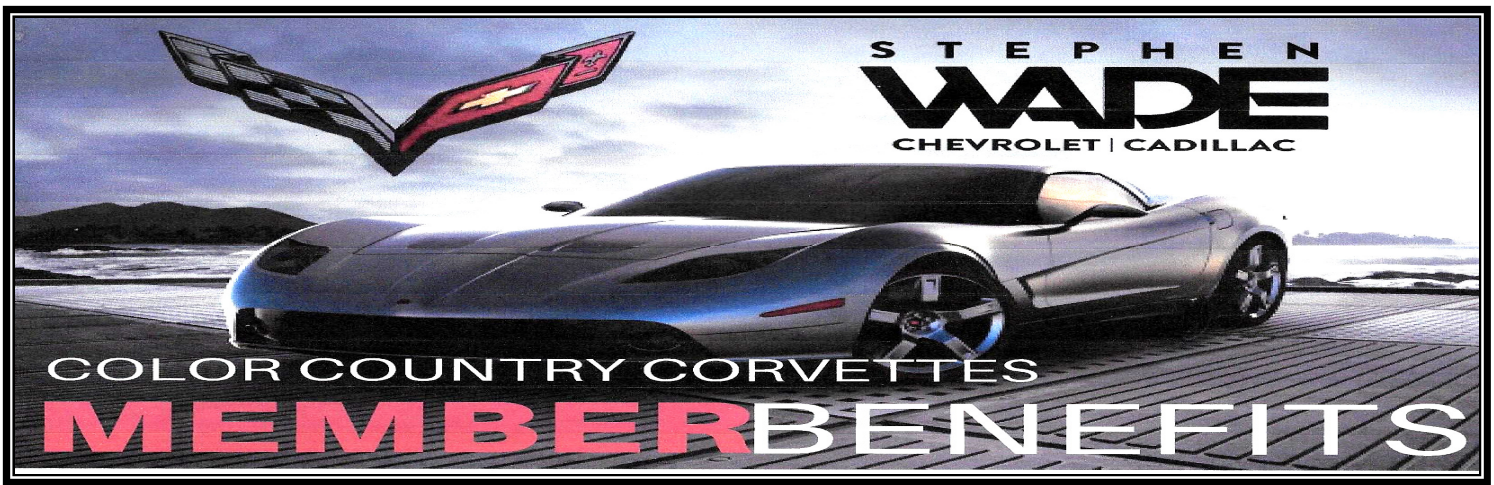
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CAR & VETTE NEWS

The C8 Corvette ZR1 Will be a Twin-Turbo DOHC V8 Hybrid with 900 HP!

The first C8s for customers haven't even been built yet, but the rumors are flowing about even higher-performance models of the mid-engine Corvette.

Now comes apparent confirmation that the top-of-the-line ZR1 model will become the first all-wheel-drive Corvette ever, featuring a hybrid system to increase performance.

MotorTrend reported last week that a senior General Motors official confirmed that the ZR1 will build on the Z06's all-new twin-turbo flat-plane-crank dual-overhead-cam V8 to fill in torque gaps and raise horsepower to a whopping 900!

We're pleased to hear that unlike some competitors' systems that are engineered to travel short distances under solo electric power to help meet emissions regulations in some countries and cities, the forthcoming ZR1 will focus strictly on upgrading performance, not gas mileage, similar to the way the Ferrari LaFerrari does.

MotorTrend speculates that the ZR1 could feature an electric motor between the engine and transmission to reach its horsepower goals, or perhaps could use space in the frunk to hold two front-mounted electric motors that would increase performance and perform active torque vectoring to complement the rear axle's electronically controlled limited-slip differential

Writes MotorTrend: "This first-of-a-kind all-wheel-drive ZR1 could see major benefits in handling and the ability to put down power while exiting corners. This is a strategy that's been employed to great effect on other hybrid supercars like the Porsche 918 Spyder."

The magazine has previously reported that the upcoming Z06 would feature a V8 based on the C8.R race car's engine, but they're unsure if the ZR1 would use the same 5.5-liter displacement because it might vibrate too much for

customers. They note past rumors have put the displacement as low as 4.2 liters. Regardless, *MotorTrend* has been told by sources that the Z06, C8.R, and ZR1 engines won't be a variation of the Cadillac 4.2-liter Blackwing V8 but will stand on their own under an old agreement that guaranteed Cadillac and Chevrolet separate funds to simultaneously design two different DOHC V8s.

MotorTrend didn't offer any information on the proposed cost of the ZR1, but we feel confident in saying it won't be under \$60,000. LOL. Seriously, though, it should be well below the \$928,000 commanded by the Porsche 918 Spyder and the \$2 million to \$4 million on-line estimates for the LaFerrari.

We have no doubts the ZR1 (hopefully to be called the Zora) will be an awesome car that will take the Corvette legend to performance levels Arkus-Duntov couldn't even imagine, but we'll stick with the good ol' Z51 that can go 0-60 in 2.8 seconds. The Porsche 918 Spyder covers that distance in 2.2 seconds and the LaFerrari in 2.4 seconds, but is it really worth an extra million or two bucks to get there 0.6 seconds or 0.4 seconds faster?



Corvette Assembly Plant Resumes Operations as UAW Returns to Work

After the United Auto Workers approved their new four-year labor contract with General Motors, workers in Bowling Green, KY returned to the Corvette Assembly Plant on Monday where production resumed on the final 2019 Corvettes.



Not everyone was in favor of the new deal as 56% of GM plant workers in Bowling Green voted against the negotiated contract, but Local 2164 president Jack Bowers believes its good to get back to work.

“I think they’re feeling, you know, that they’re glad they are back to work, but they would have liked to see more things they wanted in the contract,” said Local 2164 President, Jack Bowers. “That speaks for how close the votes were and some of the ‘no’ votes, but at the end of the day it’s going to be good everyone gets back to work.”

Plant spokesperson Rachel Bagshaw tells us that work will continue on the C7 Corvette through mid-November before taking a scheduled three-week break to retool the plant for the new 2020 Corvette.

“We’re back right now producing the seventh generation corvette,” said Rachel Bagshaw, Communication Manager for the General Motors Corvette Plant. “We are going to undergo some launch related downtime that’s between the weeks of November 18th through December 6th.”

Michigan Police Recover a 1981 Corvette Stolen 38 Years Ago

Don't ever give up hope.

That's the lesson to be learned in Livonia, Michigan, where a blue 1981 Corvette stolen in Pontiac, Michigan in 1981 was recently discovered.

It took some serious detective work on the part of the Livonia Police Department to do it, however.



Mike Henderson reported the suspicious vehicle in his neighborhood to police a couple of weeks ago.

“Not having a license plate and hadn't moved in several weeks,” fueled Henderson's suspicions.

Police came to the scene and tagged the vehicle as abandoned and days later had it towed to a facility, where subsequent investigation by Detective Anthony Hall led to the realization that the Vehicle Identification Number had been modified since the theft. Thanks to his special auto theft investigation training, however, Hall knew where to find another confidential secondary VIN elsewhere on the car and discovered it had been reported stolen 38 years ago.

Although Livonia police officers are crossed trained in many areas of their profession, we have many officers that are experts in important fields. Recently, Livonia officers were dispatched to an abandoned 1981 Corvette within the city. The Corvette's Identification Number was checked through the Law Enforcement Information Network and revealed that it was improper. Detective Hall, who has received specialized training in auto theft investigations, determined the Corvette's VIN plate had been modified. After a thorough inspection, Detective Hall was able to confirm the Corvette's identification number through a confidential secondary VIN. The Corvette was reported stolen from Pontiac Michigan in 1981 and will now be returned to the owner after 38 years.

Unfortunately, the Pontiac Police Department no longer exists, so multiple agencies are now trying to locate the real owner to return the vehicle to him or her.

The detective says the car has covered just 10,000 miles.

2020 C8 Corvette Production Process Explained

Making Sense of EX, MVB, CTF, & SORP

Yes, Virginia, there really are two 2020 Corvette VIN #00001 Stingrays...and a third is coming! But we'll talk about a little later into our deep dive into the 2020 Corvette production process.



Over the last several weeks, I've read a variety of social media discussions related to the 2020 Corvettes we've seen so far. Initially seen only in random spy photos, 2020 Corvettes have now been seen in reviews by various news outlets, on car haulers headed out of the Corvette Plant in Bowling Green, on streets and highways across the U.S.A., in attendance at car events like Cars and Coffee, in GM displays at events like Corvettes at Carlisle and the 25th Anniversary Celebration at the National Corvette Museum, at Barrett Jackson, and most recently, in Houston for the World Series MVP presentation. Are some of these Corvette prototypes? Are they pre-production? What about "sellable units?" Is VIN #00001 already built and is it the same VIN #00001 that Barrett Jackson will auction off to the highest bidder in January? These and more are the questions that keep popping up and I want to help answer some of those questions once and for all.

The first step to understanding all of this is to understand what abbreviations like EX, MVB, CTF, and SORP mean and how they relate to the production process, so let's start there.

2020 Corvette MVBs (Manufacturing Validation Builds) have been on the streets for quite some time. The earliest of these are the cars that carry the EX (Experimental) VINs. These include the camouflage covered cars, 7.18.19 Reveal cars, and Dealer Tour cars. There are well over 100 of these on the roads and their job is to help validate the final engineering and production processes. While the first of these were built by hand in Detroit, most were built on the assembly line at the Corvette Assembly Plant in Bowling Green.

An MVB EX C8 has a VIN that looks like this: 1G1Y82D49L50095EX. The last seven digits are what we are going to focus on in this article (digits 11 through 17). The eleventh digit represents the final assembly plant location, with 5 representing Bowling Green. All of the VINs we discuss in this article will have a 5 in the eleventh digit location. Digits 12 through 17 reveal the production sequence number. For the MVB EX VIN cars, the last two digits are EX. These cars can only be legally operated on the road as experimental cars and once their experimental use is complete, they are typically destroyed.

The first MVB EX VIN C8 that the plant built, a black Stingray, was assembled by hand sometime in 2018 during a three-week slow build, according to Plant Manager Kai Spande's presentation at the National Corvette Museum's 25th Anniversary Celebration in August. Subsequent MVB EX VIN C8s have all been built alongside 2019 Corvettes on the same assembly line. "We're using the same line. We produce both cars, most days. We're in full production of C7 and we interject the new cars into the line." Spande said. The plant's first hand-built C8 took approximately 11,700 total man-hours to build. The first line-built C8 was built sometime around the fall of 2018 and took approximately 750 total man-hours. By the end of August 2019, the line-built cars were being assembled in 189 total man-hours.

There are a couple of interesting side notes related to the first line assembled MVB EX VIN C8. It was sent down the line without another car on either end and with additional employees involved in the assembly through the entire build. The body panels of this C8 were pre-covered with camo, but the front fascia was exposed, revealing that this Stingray was also black. Tadge Jeuchter, Executive Chief Engineer-Corvette, started the car on the line with Kai Spande in the passenger seat and drove the car off the line.

The next step in the pre-production process is the assembly of a fleet of CTF (Captured Test Fleet) vehicles and is the second stage of the pre-production MVB process. The CTF VINs are standard VINs that drop the EX designation. As such, CTFs can be sold to the public after they have been used by GM for their various purposes. Here is an example of a 2020 Corvette CTF VIN: 1G1Y82D42L5000067. Notice that the eleventh digit is still a 5 (plant location) and is followed by the six-digit production sequence number. The first of these were built on the assembly line along with 2019 C7 production units and Corvette enthusiasts attending the NCM's 25th Anniversary event were among the first to see CTF VIN 5000011 and VIN 5000013.

According to Kai Spande's NCM presentation, CTF VIN 5000001 was built just a few weeks before the 25th Anniversary Celebration at the end of August. We estimate that it came off the line right around the first of August, 2019. This 3LT Arctic White Coupe with Two-Tone Blue Interior was birthed to much fanfare at the plant with a wide variety of GM VIPs present for the historic event. VIN 5000001 has since appeared at several events and will eventually reside in the General Motors Heritage Center in Sterling Heights, Michigan. It is important to note that this is NOT the VIN 0001 that will be auctioned at Barrett Jackson in January 2020.

Looking back at the introduction of the 7th Generation Corvette, approximately 500 2014 CTF Stingrays were built prior to the start of regular production. VIN 5000443 is one of the higher 2014 CTF VINs that we've seen listed for sale in the past. Again, these are pre-production, sellable, CTF units. We estimate that GM intends to build 500 2020 CTF Stingrays as well and had built at least 60 of these prior to the strike. Corvette leadership and GM execs have the privilege of driving CTF Stingrays over the coming

months. We also expect a number of these Corvettes to be sent to Spring Mountain Motor Resort for the upcoming dealer training program. Others may be made available to the NCM Motorsports Park and other facilities.

Following the strike, three weeks of 2019 Corvette production remained to be completed. A few additional 2020 CTFs will likely be built during that time as well. It has been reported that following the end of C7 production, the plant will undergo a three-week retooling to prepare for C8 production. At the time of this article's publishing, the first week of C8 production remains unclear. However, there will still be several weeks of 2020 CTF Stingray production before regular production begins. The Corvette Plant will use this opportunity to methodically proceed through the ramp-up process so that the plant is at full operational speed once regular production begins.

So, what happens to the 500 or so 2020 CTFs once they have been used for their various purposes? Most will be sent to dealer auctions and will end up on dealership lots across the country. If you're looking for a rare 2020 Corvette, these would likely be among the rarest since there will only be around 500 of this VIN series built.

We've now made it through the first two VIN 0001 2020 Corvettes. VIN 50001EX and VIN 5000001. There's one more 2020 Corvette Stingray VIN 0001 that remains to be built. In 2014, production Corvette Stingrays were assigned VIN 5100000 series numbers. 2014 Premier Edition Coupes were assigned VIN 5300000 series numbers while 2014 Premier Edition Convertibles were assigned VIN 5400000 series numbers. Notice the series digit following the 5, or plant location digit. In 2014, there were three VIN 0001 production Stingrays – VIN 5100001 (Stingray), VIN 5300001 (Premier Edition Stingray Coupe), VIN 5400001 (Premier Edition Stingray Convertible).

It is expected that GM will use the 5100000 series for 2020 regular production Stingrays, making VIN 5100001 the very first production 2020 Corvette Stingray and our third 2020 VIN 0001 Corvette Stingray. This is the VIN 0001 that will be auctioned at Barrett Jackson in January. If I'm betting, it will be black, but that still remains to be seen.

And that leads us to our final acronym...SORP. This is the one that all of us are anxiously awaiting, particularly those with a 2020 Corvette order at 3000 status. What is SORP. It's the Start Of Regular Production...and that date should be announced soon!

2020 Corvette Production Start Slides to February with Convertibles Starting in 2nd Quarter

It's been a bit of a rollercoaster since Chevrolet first starting accepting orders in September for the **2020 Corvette Stingray Coupe**.



After the first order consensus in September, Chevrolet scheduled the first wave of retail production to begin in early December. But then came the nearly 6-week long UAW strike which shut everything down. As the strike was ongoing, the Target Production Weeks (TPW) for those early builds were pushed back into mid-to-late January.

Once the strike ended, we were hoping for some positive news about the TPWs as they all **disappeared from the GM Order System late last week**. But then they came back and we are finding out that retail production of the 2020 Corvettes will most likely start on February 3rd.

We do not have official confirmation on this, but that's what we are hearing from our dealers as well as customers with current TPWs. I have seen a TPW posted on the Corvette Forum that indicated a 1/27 start and that could also be possible depending on when Chevrolet does a run of **CTF cars** for marketing and other purposes.

Chevrolet does have a **graduated roll-out planned** for the C8 Corvette which we've also talked about previously. Originally the plan was to build 2LT and 3LT cars first (with certain options and colors) and then begin to add additional colors and options until all models, colors and options were available. The 1LTs were originally scheduled to begin 10 weeks after the start of production but included in that original 10 week period was the two-week Christmas/New Years shutdown, and so we estimate the 1LTs will most likely start in early April.

And then that brings us to the Convertibles which were originally supposed to start in February. Our best guess is that the start of production for the Convertible Stingrays would also begin sometime in mid-to-late April or even early May as well.

During the strike, the order consensus for October which was supposed to cover weeks 3-5 of production was canceled. The next order consensus for the 2020 Corvettes will pick back up this month. When that happens, we'll have a constraint report to bring everyone back up to date.

The 2020 Corvette Stingray Shines and Stumbles for Road and Track's Performance Car of the Year Award

The Mid-Engine Corvette entered *Road & Track's* 2020 Performance Car of the Year competition to do battle with ten of the year's hottest cars including the new 992 generation Porsche 911, Lamborghini Huracan EVO, McLaren 600LT Spider, Nissan GT-R Nismo, BMW M2 Competition, and "A90" Toyota Supra.



Corvette fans had high hopes after the 2019 ZR1 took home the title last year but when the dust settled and all was said and done this year, the car wearing R&T's prized championship belt was...

The Hyundai Veloster N!

Now that we have that shocking revelation out of the way (you'll have to head over to their site to read the reasons why they gave the crown to a front-wheel-drive Korean hatchback whose engine "has all the character of an ink-jet printer"), we want to concentrate on all of the specific data and quotes that are pertinent to us and our readership here at *CorvetteBlogger*.

Where the 'Vette Shines

Let's start with the good stuff! First and foremost, the C8 continued in the Corvette tradition of being impressively fast and punching well above its weight.

Around Thunderhill West the Stingray turned in a best time of 1:22.83, more than six seconds faster than the Supra, nearly a full second ahead of the track-focused, 600 HP, AWD Nismo, and, most importantly, .75 of a second ahead of its closest rival, the 911! The 'Vette's time was only bested by the Huracan

(1:20.00) and the McLaren (1:20.42) which, along with 100+ horsepower advantages, carry stratospheric price tags.

After the track test, as part of their process, *Road & Track* cut the field of eleven competitors down to six finalists. Unlike the Supra, M2, GT-R, and even the mighty Lambo, the new Stingray Z51 did make the grade to move on after being piled high with praise. Some of our favorite quotes are as follows:

“The Corvette, [like the McLaren], had a way of vanishing in your hands. Few vehicles have felt so uniquely crafted to flip our switches.”

“The Chevrolet turned us into children, pointing and crawling over it even as it was backed from the hauler.”

“The Corvette has been nipping at supercar heels for years, and it finally seems poised to take a proper bite.”

And our favorite, *“The C8 is a brilliant car... Porsche-besting performance with a Silverado price tag. Viewed through that lens, as a Lamborghini for Lubbock, it is pure success.”*

The C8's Stumbles

One thing you have to remember when you hear anything negative about the C8 is that publications have only been able to sample pre-production cars. R&T even states in this massive article that they usually don't do this but they had to make an exception for “the most significant sports car in recent memory.”

The quibbles they mention mostly came up when comparing the C8 to its sublime predecessor. They noted that the cabin felt cramped when compared to the outgoing C7's and, interestingly, one of the other small nicks in the C8's armor is that it feels a lot like the old one, “minus a bit of balance” which seems to fly directly in the face of the entire reason for the switch to a mid-engine layout.

What really kept the C8 from a repeat win at PCOTY was, unfortunately, the new dual-clutch transmission. Of the new gearbox, they said “manual mode is a half-step behind the competition, denying downshifts or letting the engine bash the limiter, unsure of how much intervention to provide.” And that “every judge wanted an honest manual in place of the dual-clutch, in part because the manual C7 in similar trim was more joyous and alive... If you must take our clutch pedals, at least swap them for a transmission that wants to play.” Again, take all of this with a grain of salt as the Corvette team could have the finished product's dual-clutch up to their PDK-benchmarked standards!

After reading, we can't help ourselves from catching feelings. We look at the final picture of the victorious Veloster and confusion about the choice continues to sink in while a sense of wonder about how things might have been different accompanies our thoughts of missing every previous edition of PCOTY's author, Jack Baruth, but mostly, we get excited by the prospect of impending hard-core versions of the C8 that should leave any minor nitpicks, and the entire supercar world, in its wake!

OFFICIAL: The 2020 Corvette Stingray Goes 0-60 MPH in 2.9 Seconds; Runs Quarter Mile in 11.2 @ 121 MPH

Chevrolet today revealed the long-awaited performance figures for the 2020 Corvette Stingray. While the various magazines and websites have been releasing their numbers, we've finally gotten the official word straight from Chevrolet.



Related Story:

Chevrolet Shares Additional Details on the 2020 Corvette Stingray's Powertrain

The 2020 Stingray with the Z51 package will hit 60mph in 2.9 seconds and run the quarter-mile in 11.2 seconds at 121mph. The base Stingray without Z51 performs the 0-60 sprint in 3.0 seconds and covers the quarter-mile in 11.2 seconds but at 123 mph. That's a whole lot of boogity, boogity, boogity for just \$60,000. But why is the base car faster than the Z51 in the 1,320? It's the same reason the Z51's top speed is lower than the base car – aerodynamics. All that aero that keeps the car planted in the corners holds it back at high speeds in a straight line.

“The performance of the 2020 Stingray has far exceeded our expectations,” said Alex MacDonald, Chevrolet vehicle performance manager. “Moving more weight over the rear wheels helps us get off the line quicker, but it's the integration between the powertrain and chassis that really takes the performance to new levels.”

All that performance is the result of harmonization between the 495hp LT2 engine and the 8-speed Tremec DCT. The transmission is built at Tremec's Wixom, MI facility utilizing components produced

Belgium, Mexico, and other locales. The DCT itself is a complex unit that contains the rear differential, final drive unit, its controls system, various sensors, its lubrication system, and the cooling hardware. It's a combination of all these items in addition to the inherent advantages of mid-engine architecture that allow the C8 to achieve its mighty performance.

“The goal from the beginning was to design a transmission worthy of an exotic supercar that is fun to drive everyday,” said Terri Schulke, GM global chief engineer of transmissions. “We achieved that goal by combining the best attributes of the LT2 and the DCT, and I think the impressive performance numbers speak for themselves.”

We expect to hear more details, including official fuel economy ratings, now through the car's February start of production.

Chevrolet Confirms 2020 Stingray Quickest in its History

LT2 V-8 engine and dual-clutch transmission combine for unprecedented performance

DETROIT — Jaws dropped when Chevrolet first announced the 2020 Chevrolet Corvette Stingray coupe would accelerate 0 to 60 mph in less than three seconds with the available Z51 Performance Package. Today, the brand confirms the sportscar with the available Z51 Package can reach 60 mph in 2.9 seconds and cross the quarter-mile mark in 11.2 seconds at 121 mph.

Even without the available Z51 Package, a base Stingray, starting at \$59,995 (including destination charges, excluding tax, title, license, and dealer fees), can reach 60 mph in three seconds flat and cross the quarter mile mark in 11.2 seconds at 123 mph. Performance numbers may vary, as different climates, tire conditions and road surfaces may affect results.

“The performance of the 2020 Stingray has far exceeded our expectations,” said Alex MacDonald, Chevrolet vehicle performance manager. “Moving more weight over the rear wheels helps us get off the line quicker, but it's the integration between the powertrain and chassis that really takes the performance to new levels.”

A full chart of the above performance specs is listed below:

	0 – 60 mph (sec)	Quarter-mile accel (sec)
2020 Stingray	3.0	11.2 at 123 mph
2020 Stingray with Z51	2.9	11.2 at 121 mph

This groundbreaking performance is achieved through a formula of rear weight bias, tire technology, aerodynamics, chassis tuning and of course, the powertrain. The 6.2L LT2 Small Block V-8 engine and eight-speed dual-clutch transmission are in many ways the stars of the show.

Chevy's Small Block Hits the Gym

The LT2 is the only naturally aspirated V-8 in the segment and is SAE-certified at 495 horsepower (369 kW) and 470 lb.-ft. (637 Nm) of torque when equipped with performance exhaust, making it the most-powerful entry Corvette ever.

“The LT2 is one of our best efforts yet in Corvette’s history of naturally aspirated high-performance Small Block V-8 engines,” said Jordan Lee, GM’s global Chief Engineer of Small Block engines. “This engine is incredibly powerful and responsive. Power is readily available when the driver needs it.”

The standard engine-mounted dry sump oil system boasts three scavenge pumps, which help make this the most track-capable Stingray in history. The LT2’s lubrication system keeps oil in the dry sump tank and out of the engine’s crankcase. It provides exceptional engine performance even at lateral acceleration levels exceeding 1g in all directions. The low profile oil pan is high-pressure die-casted – similar to some of Corvette’s large body structure parts – to reduce mass and is only 3.5 mm thick. The LT2’s pan-mounted oil filter and cooler assembly has cored oil and coolant passages, allowing for a 25 percent increase in cooling capacity over the LT1.

Much of the LT2’s additional power can be attributed to how much better it breathes. The intake system is a low restriction design and incorporates identical 210mm length intake runners and an 87mm throttle body. The performance header exhaust manifolds are also low restriction and feature a stylized four-into-one design with twisted runners to allow for thermal expansion. The camshaft now has 14mm gross lift on the intake and exhaust with an increased duration for both profiles, which helps the combustion system take advantage of the extra flow capacity. The LT2 retains variable valve timing, with 62 crank degrees of cam phasing authority.

The LT2 has a very low-profile oil pan. This allows the engine to be mounted low in the vehicle for a low center of gravity and improves handling and track performance. The DCT's flywheel dampener was even reduced in diameter to allow for the lower engine position.

Bespoke DCT Puts the Power Down

Chevy's first eight-speed dual-clutch transmission was designed to do two things – put the LT2's power down and put a smile on every driver's face. The bespoke, transaxle transmission was developed with Tremec to provide uninterrupted torque delivery whether setting a new lap record or heading out on a roadtrip.

“The goal from the beginning was to design a transmission worthy of an exotic supercar that is fun to drive everyday,” said Terri Schulke, GM global chief engineer of transmissions. “We achieved that goal by combining the best attributes of the LT2 and the DCT, and I think the impressive performance numbers speak for themselves.”

Engineering decided to use a dual-clutch design because it better supports the Stingray's new mid-engine architecture and desired performance. The DCT aids vehicle performance with a very low center of gravity, enables desired weight distribution and offers maximum traction under acceleration. It is a highly integrated system, as it houses the differential, final drive, controls system, sensors, lubrication and cooling hardware.

The heart of the DCT uses dual concentric wet clutches that are opened by springs and closed by hydraulic pressure. The two clutches work in tandem for uninterrupted torque delivery as they toggle between gears. A separate lube circuit is used for on-demand clutch cooling to reduce parasitic losses. Holes in the outer housing allow for the wet clutches to operate moist instead of submerged. Gear ratios were engineered to be incredibly low-end biased for maximum acceleration. First gear takes advantage of the additional traction to get off the line quickly and reach 60 mph in 2.9 seconds with the Z51 Performance Package. The Z51's 11.2 second quarter-mile acceleration is achieved by lightning-fast upshifts and excellent low-end torque. The gear ratios are:

Gear	Ratio
1st	2.91
2nd	1.76
3rd	1.22
4th	0.88
5th	0.65
6th	0.51
7th	0.40
8th	0.33
Reverse	2.63

The final drive and differential are integrated for the first time and make for an incredibly efficient package. A mechanical slip differential is standard on all 2020 Stingrays. The mLSD has an effective final drive ratio of 4.9:1 and is intended for straight line acceleration and dynamic handling. An electronic limited slip differential is offered on the Z51 Performance Package and has an effective final drive ratio of 5.2:1. It is intended for ultimate control during track driving and commands more authority than previous generation eLSDs.

Though they have different purposes, the mLSD and eLSD were engineered together. They share a common ring and pinion gear ratio of 3.55:1. Their ring and pinion gears also use a zero offset spiral bevel as opposed to the typical hypoid arrangement, which allows for a common fluid to be used and benefits overall packaging.

	Final Drive Ratio	Transfer Gear Ratio	Ring and Pinion Ratio
mLSD	4.9:1	1.38	3.55:1
eLSD	5.2:1	1.46	3.55:1

Software Plays Key Role

Beyond hardware, the transmission software controls are really where customers will find the most tangible benefits. Most of these will feel familiar when toggling through varying driver modes:

- **Tour:** Moves to the background to provide quiet, smooth shifts for optimal ride comfort.
- **Sport:** Gives drivers altered up and downshifts for more spirited driving.
- **Track:** Maximizes vehicle performance with aggressive gear selection expected to keep the engine in a peak performance window.

A proprietary algorithm will influence gear selection if the car senses spirited driving. The level of aggressiveness will change with modes, but when sensed, the DCT can downshift early on hard braking, hold gears when lifting off the throttle and alter shifts points with lateral acceleration. All behaviors are intended to increase driving enjoyment and avoid unnecessary shifting.

To achieve peak acceleration numbers on the Stingray, drivers must initiate a performance launch. Once in Track mode, double pressing the traction control button will put the vehicle in Performance Traction Management for Magnetic Ride Control-equipped cars or Competitive driving mode for all others. Once prepared, the driver can then fully depress the brake and accelerator pedal together, and then release the brake pedal once 3,500 RPM are reached. Extensive work went into ensuring the DCT felt like the best of both worlds: the spirited, direct connected feeling of a manual and the premium driving comfort of an automatic. The magnesium steering wheel-mounted paddle shifters give a premium feel when pulled. For the most responsive shifts possible, the shift signal is sent directly to the transmission control module the moment the paddle pull begins. This avoids any communications delay through other modules and allows drivers precise control of their gear selection.

Unique features of the ergonomic paddles are:

- Double paddle declutch – pull both paddles simultaneously to simulate pressing a clutch pedal.
- Temporary manual – simply use either paddle while in Drive, and the vehicle will temporarily switch to manual mode.
- Lowest available gear – hold the downshift paddle and the transmission will shift to the lowest available gear for a quick burst of torque.

The 2020 Chevrolet Corvette Stingray coupe and convertible are available to order at certified Chevrolet dealerships nationwide or on Chevrolet.com.

GM Appears to be Courting the Chinese Market with the 2020 Corvette Stingray

This week the 2020 Corvette Stingray makes one of its first international visits that we are aware of with a showing of the new car at China International Import Expo in Shanghai. The debut of the mid-engine sports car in China fuels speculation that GM is looking officially offer the Corvette for sale in the Chinese market for the first time.



China was one of the markets where General Motors has filed the “Zora” trademark which tells us the automaker appears serious in wanting to bring America’s favorite sports car to the Chinese automotive market, now the largest in the world.

A search of *CorvetteBlogger* shows a nearly identical story we wrote back in 2008 about the C6 Corvette and the Chinese market, but nothing ever became of it. C7 Corvettes were available in China but only through importers and the gray market. Buyers have had to pay a premium for the opportunity to drive America’s sports car with prices being the equivalent of \$280K USD for a 1LT C7 Stingray.

In addition to the 2020 Corvette Stingray on display at CIIE 2019, Chevrolet is also showcasing the Suburban and Silverado, as well as the GMC Yukon XL Denali and the GMC Sierra Denali.

“We are proud to once again be participating in CIIE to introduce more lifestyle choices to China’s consumers,” said GM China President Matt Tsien. “The products on display show how we are creating a unique and rewarding experience for those pursuing their dreams while enriching China’s car culture in the new era of quality growth.”

“Our stand at CIIE is all about exploration, expanding boundaries and reaching beyond,” said Marc Comeau, GM China vice president of Vehicle Sales, Service, and Marketing. “It showcases the spirit of innovation and overcoming challenges through the utility, versatility, and luxury of GM products.”

GM to Reopen 2020 Corvette Ordering in December and Kills Planned Production Ramp-Up Schedule

Before the start of the strike, Chevrolet was expected to open the ordering process in September (which they did) and then there would be one order submission period per month from September through December. After orders were submitted in September, the strike happened and then everything was put into limbo. Now that the strike is over, Chevrolet has shifted the start of production to February 2020 and has been working internally to gear up for that start.



During the original planning period, Chevrolet was going to start C8 production in December and then gradually ramp up the build process by first starting with a core set of colors and equipment options and then each month another couple of colors and more equipment/options would be added. Our understanding is that's no longer the case.

Chevrolet had previously canceled the October's order submissions due to the strike, and now November's C8 order submissions have been canceled as well. December will now feature two C8 Corvette order submission periods with dealers allowed to submit any color, option or trim group available on the 2020 Corvette Stingray Coupe.

That's right! Once the order submissions start happening in December, there will be no expected constraints on colors, trim packages or equipment items as was originally expected. That's way more fair for the potential buyers who put their names on a list long ago only to see the spots slide because Chevrolet wasn't going to build their cars until week 10, 11 or 12.

2020 Corvette Stingray Ordering

We also received official confirmation today that ordering for the 2020 Corvette Stingray Convertible will open in January 2020. Chevrolet will not have a separate allocation group for the new model and dealers will not receive separate earned allocation numbers. What this means is that dealers will have to work in the convertible orders to their existing allocation numbers.

Although not yet confirmed, we believe that production of the 2020 Convertible Stingrays will begin in mid-to-late April or early May at the soonest.

2020 Corvette Accessories

Chevrolet is still on track to get the majority of its accessories ready for the car. They provided dealers a list of options that will be available for order by the end of this year, as well as the list of options that will be available in the first or second quarter of 2020. If an accessory or item isn't listed below, then it's all ready to go now.

Accessories Available Q4 2019 are:

- **5W8 – Ground Effects Kit in Carbon Fiber Painted Carbon Flash (includes rockers and front splitter)**

- **SJI – Grille Insert in Visible Carbon Fiber**
- **RZ9 Rocker Panel Extensions in Carbon Fiber**
- **Painted Carbon Flash Metallic**
- **S6S – Rocker Panel Extensions in Visible Carbon Fiber**
- **5JR – Mirror Caps in Visible Carbon Fiber**
- **VTB – Fascia Protector**
- **VYW – Premium Floor Mats**
- **RWU – Cargo Organizer**

Accessories Available Q1/Q2 2020 are:

- **RCC – Red Engine Cover**
- **RCD – Silver Engine Cover**
- **5V7 – Ground Effects Kit, Black (includes rockers and front splitter)**
- **VST – Illuminated Sill Plate**
- **RIK/RIN/SL8 – Corvette Rear Script Emblem (in Arctic White, Elkhart Blue, and Torch Red)**

2020 Corvette Stingray is Capable of Receiving Over-the-Air Updates

Some folks might be delaying the purchase of the **2020 Corvette Stingray**, fearing that subsequent models might have major improvements that would make their first-year C8s obsolete.



While there may well be some options that become available during the eighth-generation's run and require actual physical changes to the car's inner workings, it's good to know that the new Corvette's Global B electrical architecture will allow over-the-air updates to software, without actually bringing the car to the dealership for the work – similar to the way Teslas have been doing with an active internet connection.

That Global B architecture is being unveiled on the 2020 Corvette and the 2020 Cadillac CT5 but will eventually be offered on many of GM's future models by 2023. Mary Barra during the company's second-quarter earnings call last month.

“We’ve recently revealed a new digital vehicle platform that will fully integrate our electric propulsion systems, cybersecurity protections, advanced active safety systems, and Super Cruise technology. This platform also enables more systems in the vehicle to receive over-the-air updates, including telematics, chassis controls and more,” Barra stated during the call. “This will deliver value and convenience to our customers. Following its debut on the Cadillac CT5 and the 2020 Chevrolet Corvette Stingray, it will expand to most of our global lineup by 2023.”

No word yet on whether these updates will come at a cost to owners, but regardless, it's nice to know that a 2020 Corvette will apparently be able to take advantage of the many improvements likely made by GM engineers in the coming years.

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Chevrolet Completes C7 Corvette Production As Final 2019 Models Roll Off the Assembly Line

On Thursday, November 15th at approximately 3:10 pm, the final **C7 Corvettes** were completed at the Corvette Assembly Plant in Bowling Green. Chevrolet celebrated the moment by tweeting out a photo of the last C7 Corvette produced – a Black 2019 Corvette Z06 – that was sold at auction for charity earlier in the summer.



Automobile collector Dan Snyder placed the **winning \$2.7 million bid** for the Black 2019 Z06 Coupe at the Barrett-Jackson Northeast Auction in Connecticut on June 28. Proceeds from the sale went to the Stephen Siller Tunnel to Towers Foundation. Snyder is the CEO of digital media company inLighten and founder of Dan Snyder Motorsports, and his collection spans nearly 100 vehicles which also includes the very last Viper produced.

To commemorate the moment, Chevrolet tweeted this pic of the final C7 Corvette as it was completed on the assembly line in Bowling Green, KY:

The second to last Corvette has also found a special home according to the National Corvette Museum. That car, a 2019 Stingray Coupe in Arctic White will have a permanent home at the NCM Collection thanks to the generous donation by NCM Lifetime member Ivan Schrodtt. Schrodtt, who previously **donated five Corvettes from his collection** to the National Corvette Museum, purchased the car and will take delivery on the November 20th at the NCM. Ivan will then hand over the keys to the White Stingray Coupe in a ceremony on Corvette Boulevard where it will take its place among the other historic Corvettes in the National Corvette Museum's collection.

The C8 Corvette Stingray is Named MotorTrend's Car of the Year

2020 Corvette Stingray is named *MotorTrend's* Car of the Year!

It's a massive win for the Corvette Team who up-ended 66 years of tradition and transitioned to the mid-engine architecture because of physics. They had simply wrung all the performance that was possible with the front-engine Corvettes. And now that Moonshot (recalling the NASA-inspired launch presentation) has just been validated by one of the most prestigious automotive awards in the industry.

In its coverage of the announcement, *MotorTrend* writes another fantastic review of the new Corvette, and yet it's brutally honest in its criticisms of the car as well. The judges loved the interior (mostly), while it's the exterior design elements that they weren't crazy about. But what was universally loved was how good the car drives. "It's so easy to drive," says MT's editor-in-chief Ed Loh.



MotorTrend calls the sportscar a "disrupter" that will radically shift the automotive landscape, a theme that was prevalent throughout the review. Corvette owners have always equated the value of Corvettes for their performance for the money, and like tradition, Chevrolet lives up to the hype with the new Corvette.

The review also compares the attainable performance of the 495-hp Corvette Stingray with offerings from Porsche, Ferrari, BMW, and even the 2019 ZR1. For those other brands, I would start to worry about your sales over the next few years.

Here's just a sampling of quotes from the judges of *MotorTrend's* Car of the Year.

As a group of experts, we collectively loved driving the thing. "The sound is just thrilling when you accelerate, punctuating each shift change, sounding and feeling fabulous," Priddle said. Theodore agreed: "The C8 is very easy to drive, with very high capabilities that most owners will not reach." Nishimoto added, "Happiness is having a small-block V-8 rumbling behind you." Rehtin called the C8 "something that can be driven very fast, all day, but you emerge completely rested and relaxed." And MotorTrend en Español managing editor Miguel Cortina said, "Finally, a Corvette that I enjoy driving."

2020 Corvette Stingray Named a Top Three Finalist for the North American Car of the Year Award

The Chevrolet Corvette was previously named the North American Car of the Year following the reveal of the new 2014 Corvette Stingray in January 2013. And the new 2020 Corvette just earned the coveted MotorTrend Car of the Year Award earlier this week.

The 2020 Corvette will face off against the new Toyota Supra and the Hyundai Sonata midsize sedan. The Toyota Supra represents the return of an iconic nameplate with a car built in partnership between Toyota and BMW while the new Hyundai Sonata represents the latest refresh for the mid-size sedan from the Korean automaker.

A jury of 50 auto journalists have been testing the various cars with many having an opportunity to drive the new Corvette at a round-up event in early October.



The original 11 finalists for the NACTOY awards included the following:

- BMW 3 Series
- Chevrolet Corvette
- Hyundai Sonata
- Kia Soul
- Mazda3
- Mercedes-Benz A-Class
- Polestar 1
- Porsche 911
- Subaru Legacy
- Toyota Supra
- Volkswagen Arteon

The list of finalists for the Trucks and Utility vehicles were also released but the Chevrolet Corvette is the only GM vehicle that made it to the final round. Those other finalists were:

Utility Vehicles:

- Hyundai Palisade
- Kia Telluride
- Lincoln Aviator

Trucks:

- Ford Ranger
- Jeep Gladiator
- Ram HD pickup

The North American Car, Truck, and Utility Vehicle of the Year awards will be announced on January 13, 2020, at 8 a.m. in Detroit.

The 2020 Corvette Stingray is Named to Car and Driver's 10Best List

The ink from Motor Trend's announcement that the 2020 Stingray would be just the third Corvette in history to take home their coveted Golden Calipers as "Car of the Year" has barely dried but it is time for Chevrolet to break out the champagne and ski goggles for the second time this week because the all-new mid-engine Corvette's greatness has struck again!



Car and Driver just named the 'Vette to it's most prestigious list of the year, the 10Best.

Since *Car and Driver* started doing the 10Best in 1983, America's Sports Car has been a mainstay on the list. 2020 marks the 21st time that a Corvette has made the list which is third all-time behind cars from different segments of the automotive spectrum, the Honda Accord and the BMW 3 Series.

2020 makes it four years straight for a Corvette to be included on the list with the C7 Grand Sport being honored in each year of its production (the GS was also joined by its Supercharged Z06 sibling last year).

This year, the distinction was twice as hard to achieve as ever before. C&D decided to merge it's two 10Best lists. Cars are now joined by trucks and SUVs for one comprehensive list of the best vehicles on the market; the ones they'd buy.

The Stingray is joined by the stalwart Accord (the 3 Series is notably absent as it has been since 2014), the Porsche 718 Boxter/Cayman (also celebrating their 21st nod), the Jeep Gladiator, Porsche's Macan in both S and Turbo trims, the Mazda CX-5, Ram's 1500, the Kia Telluride, the Golf GTI and Jetta GLI from VW, and, here to pick up the BMW flag is the new Toyota Supra.

The new Corvette's critical success is made even more impressive as we are still several months away from seeing production C8s rolling out of the Bowling Green Assembly Plant. We sincerely hope that part of GM's recent \$439 million (plus an additional \$290 million) expansion to the southern Kentucky plant was allocated for a sizable trophy case because the accolades just keep rolling in for Chevrolet's radical new sports car!

Congratulations to everyone involved in turning this long-dreamt about machine into a reality!

Corvette Assembly Plant is Hiring Temporary Full-Time Production Workers

If building new Corvettes professionally is your dream job, keep reading!

We caught this "We're Hiring!" advertisement from GM for the Bowling Green Assembly Plant who are adding temporary full-time production workers as the 2020 Corvette Stingray prepares to start retail production in February 2020.



The NCM says on facebook that the candidates for these positions will come from Bowling Green and surrounding areas, no degrees required, and the positions may provide a pathway for permanent employment. The starting pay is \$16.67 per hour with opportunities ranging across multiple shifts. Those hired receive benefits after 90 days.

GM CEO Mary Barra announced in April that the Corvette plant would be adding 400 jobs and a second shift to handle the demand for the new mid-engine sports car.

Here's the Help Wanted ad posted on Facebook:

*We're **HIRING** Production Workers to join the team at our Bowling Green, KY Assembly!*

Production Team Members are responsible for assembly, machining, quality checks, tool changes, and problem solving of manufacturing processes and equipment. Must be able to function in a manufacturing team environment where Global Manufacturing System (GMS) principles are highly integrated.

- *This is a temporary full-time position working as a direct employee of General Motors.*
- *Candidates must be willing to work any shift.*
- *Overtime hours on those shifts are common and may be available with little notice.*
- *Some weekend shifts are to be expected.*
- *Starting wage is \$16.67 per hour, with potential for growth. Holiday pay and health care options after 90 days.*
- *Current temporary employees may receive preference if regular full-time positions become available.*

To apply visit:

<https://gm.selectrakonline.com/Apply/Portal/Index/21?positionReqId=582&positionId=495&facilityId=245>

600 Corvette Dr, Bowling Green, KY 42101-9109, United States

Last C7 Corvette Stingray Donated to the National Corvette Museum

A longtime supporter of the National Corvette Museum was a passenger in a big piece of the legendary sports car's history as it drove right down Corvette Boulevard on Wednesday, providing the facility with an appropriate bookend for the highly significant Corvettes displayed there.



Once General Motors made it available to the Museum, Lifetime Member and former board member Ivan Schrodtt stepped up to the plate and provided the funds for the NCM to purchase the last C7 Stingray ever produced and, for now anyway, the last with a manual transmission.

“Ivan was one of the first names I heard when I joined the Museum family over the summer,” said NCM President and CEO Dr. Sean Preston, who was behind the wheel of the special Corvette as it rolled down

Corvette Boulevard. “I had a chance to meet with him at the reveal, the C8i reveal, in Tustin, Calif., and I simply made the ask. Ivan, we have an opportunity to add to our collection an iconic car within an iconic brand, and before I could finish the ask, he said yes.”

“I thought it was an awesome opportunity,” Schrodtt said, “and something that would be great for the Museum, and I jumped right aboard.”

Appropriately enough, the last 2019 Stingray is finished in the same colors as the original first 300 Corvettes built in 1953 – white exterior with red interior. It was actually the next to last front-engine Corvette as the last C7 was a black Z06 that brought \$2.7 million at auction for charity.

“I really believe in the Museum and what it does to preserve the history of the Corvette, and serve the enthusiasts of the Corvette,” said Schrodtt, himself the owner of a 2016 Z06. “I became a supporter and donor over the years because I think it is important to preserve historic cars. It’s nice when the Museum can have some of those one-of-a-kind cars in their collection. This is the last front engine Stingray Corvette with manual transmission that will ever be made. It’s a lot of lasts of its kind.”

The Museum was thrilled with Schrodtt’s gift.

“I think it’s important that the Museum have the last front engine Stingray in the collection because it’s truly a milestone in Corvette history,” said Derek E. Moore, Director of Collections / Curator for the Museum. “The Stingray nameplate holds such significance in Corvette history with the first Stingray Racer, followed by the first production Stingray in the second generation, and though we still see the Stingray nameplate in the eighth generation cars, it’s a momentous time where we are moving from the front engine design to a much more advanced design of a mid-engine. We at the Museum want to capture that history when such a significant change happens.”

Bowling Green Assembly Plant Manager Kai Spande said General Motors, the Plant, and the Museum work together to preserve the history of the Corvette. “During the planning of the final production units, GM and Harlan Charles asked if there was an interest from the Museum in getting one of the last cars,” Spande said.

Naturally, the answer was yes, according to Preston, who pointed out the iconic nature of the Corvette and the last Stingray coupe in particular.

“Well, this is the end of an era,” Preston said. “We’ll never see a front-engine Corvette again, we will likely never see a manual transmission Corvette again, so this car represents the end of an era, the end of

the front-engine Corvette, the end of the manual transmission Corvette. It absolutely belonged in the National Corvette Museum.”

Spande added that he believes the car “is just another example of the symbiotic relationship we have between the factory, the program team and the Museum. We work together for the benefit of our customers, the benefit of the Museum and the overall history of the car, which is what the Museum is here for. We’re very excited that this car will stay in Bowling Green and it will be in the Museum forever.”

The car was produced last Thursday, Nov. 14 on the final day of C7 production before the plant began changing over to assemble the eagerly awaited C8 mid-engine Stingray.

It was presented to the NCM Wednesday during a ceremony there on Corvette Boulevard, including a finishing touch of autographs on the engine cover by representatives of GM Corvette Assembly and Schrodtt.

Preston, with Schrodtt riding shotgun, drove the historic car down the Boulevard, and it will be displayed at the Museum seven days a week as part of the “Generations” exhibit in the Skydome.

“Thanks to Ivan and his wife, Mary, for their continued support of the Museum, history, and education of Corvette!” an NCM spokesman said.

As Moore says, “it’s very much a bittersweet ending because the car has been so wildly successful.”





ON THE LIGHT SIDE



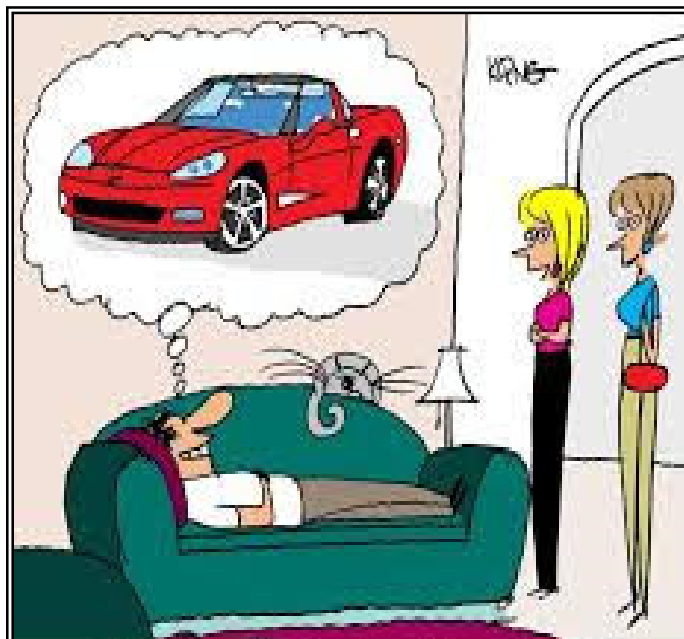
"I wanted to drop by and ask you in person for a Corvette...just in case you didn't get my emails, texts and letters."



"He asked Santa for a Corvette for Christmas, so he went up on the roof to wait for him. Last year he did it and suffered from frostbite."



"I've been so busy detailing my Corvette I didn't have time to untangle the lights. Hopefully, no one will notice."



"How sweet, he's smiling. He must be dreaming about me."