



# THE VETTE GAZETTE



## Color Country Corvette Club

SPONSORED BY STEPHEN WADE CHEVROLET

ESTABLISHED 2006

SEPTEMBER 2019

## AL CURTIS MEMORIAL EDITION



**With deep regret we wish to inform you of the passing of long time member Al Curtis**

Ronnie Curtis has informed us of the passing of her husband, Al Curtis.

There will be a private memorial in SLC.

Al was a really nice guy and Corvette lover. He told us one of the highlights of his life was attending the Ron Fellows driving school a couple years ago. Al will be missed. RIP, Al.

During the upcoming September NCCC governors meeting in St Louis the name of recently deceased members will be read into the minutes, Al Curtis will be one of them. His name will also appear on the In Memoriam page of Blue Bars Magazine. It was an honor to have Al as a friend and a club member.

All CCCC members have the Curtis family in their thoughts & prayers during this difficult time.

Wife Ronnie Curtis has served as President of Color Country in recent years.

### BUSINESS 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

### NO SEPTEMBER MEETING

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

CONTACT ANY BOARD MEMBER FOR  
TIME & LOCATION

OCTOBER BOARD WILL BE HELD ON  
MONDAY - OCTOBER 7 - 1:00 pm

DAVE VAN OTTEN'S HOME

ALL ARE WELCOME!

### NO SEPTEMBER MEETING

## 1955 TRIVIA

The 1955 Corvette finally  
achieved "true" sports car  
status with the introduction of  
265 cubic inch, 195 hp V-8  
engine and 3-speed manual  
transmission.

To commemorate the new V-8  
engine, 1955 Corvettes featured  
an enlarged, gold "V" in the  
"Corvette" script on the front  
fender panels.

### COLOR COUNTRY CORVETTE CLUB 2019 OFFICERS

JIM AGAR - PRESIDENT & NEWSLETTER  
[jimagar14@gmail.com](mailto:jimagar14@gmail.com)

PETER SPEVAK - VICE PRESIDENT-ACTIVITIES  
[peteraspevakccccvp@gmail.com](mailto:peteraspevakccccvp@gmail.com)

DAVE VAN OTTEN - SECRETARY  
[dvanotten@yahoo.com](mailto:dvanotten@yahoo.com)

DOUG ROSA - TREASURER - NCCC REP  
WEBMASTER  
[onlnvet@yahoo.com](mailto:onlnvet@yahoo.com)

ANNE ROSA - SUNSHINE  
[onlnvet@yahoo.com](mailto:onlnvet@yahoo.com)

RICK MILLER - MEMBERSHIP  
[rick.miller49@yahoo.com](mailto:rick.miller49@yahoo.com)

## RUN INFORMATION

Members wanting to sponsor a  
run or an event

please contact Peter Spevak  
[peteraspevakccccvp@gmail.com](mailto: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



## SEPTEMBER BIRTHDAYS



Ray Winchell 9/9 - Carol Champney 9/10

Dick Clasen 9/11 - Faith Narkiewicz 9/11

Jim Agar 9/12 - Mike Baessler 9/14

Jan Winchell 9/14 - Trish Spevak 9/19

Bob Butler 9/22 - Deanna Sorensen 9/28

*Happy Birthday*

# 2020 DUES & NOMINATIONS NOTICE

## 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. 14<sup>th</sup>, inclusive, pay dues at the time they join for the year they join.
4. New members joining between Sept. 15th and Dec. 31<sup>st</sup>, 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.).

## Election of Board of Officers

Any member interested in any Board position (President, Vice President, Secretary, Treasurer/Governor or Membership Coordinator) must submit his/her name in writing, and the position he/she desires, to the Secretary between October 1 and October 21. These positions are open to all members in good standing. Nominations for members other than self must be approved by the nominee.

The Board shall request nominations at the November General Membership meeting for any Board position for which no candidate has submitted his or her name. Nominations for members other than self must be approved by the nominee. Nominations shall be voted on by the membership present at the November General Membership meeting via secret paper ballot which shall be submitted to and counted by a Board member and one member at large. No late votes shall be counted. The member receiving the most votes for a position shall be elected. Should no nominations for a position be received, the current Board member in that position may continue in that Board position irrespective of, and overriding, the terms of Article 9 Term Limits. All new officers shall be installed at the following January General Membership meeting. All officers must be regular members in good standing at the time they assume office.



**Peter Spevak**

## **CCCC Member-Sponsored Runs & Meetings For 2019**



**September 2nd** **THERE WILL BE NO SEPTEMBER CCCC DIRECTORS' MEETING.**

**September 10th** **THERE WILL BE NO SEPTEMBER CCCC Business Meeting & Social**

**September 14th Saturday Milt's Steakhouse Dinner Run**--Cedar City Sponsors: Mark & Cindy Ripley RSVP 435-767-8780 or stgeorgemark88@gmail.com

**October 7th Monday 1:00 PM CCCC Board Meeting**—Dave Van Otten's home—RSVP Dave, if you want to attend/participate 801-8971198 or dvanotten080@gmail.com

**October 8th Tuesday CCCC Business Meeting & Social Black Bear Diner**—Washington 5:30 PM Social & Dinner; 7:00 PM Business Meeting

**October 19th Saturday 11:00 AM CCCC/Zion Harley Davidson/DAR Veteran Fundraiser for Wreaths Across America** Zion Harley (115—Exit 16/Route 9)--Show & Shine & Music & Barbeque

**October 25th & 26th Page AZ & Surrounds Run** Sponsors: Derek & Shelby Hall—RSVP 360-292-3098 or derek@ukderek.net (see CCCC web site for details)

**November 4th Monday 1:00 PM CCCC Board Meeting**—Doug Rosa's home—RSVP Doug, if you want to attend/participate RSVP onlnvet@yahoo.com 435-272-3773

**November 12th Tuesday CCCC Business Meeting & Social Black Bear Diner**—Washington 5:30 PM Social & Dinner; 7:00 PM Business Meeting

**November 16th Saturday CCCC Chili/Cornbread Cookoff** Held at Doug & Ann Rosa's Legacy Clubhouse--Time To Be Determined

**December 2nd Monday 1:00 PM CCCC Board Meeting**—Peter Spevak's home—RSVP Peter, if you want to attend/participate 435-703-4682 or peteraspevakccccvp@gmail.com

**December 3rd Tuesday 5:00 PM CCCC Christmas Party** Ledges Restaurant

Thanks.

Zoom! Zoom! -Peter S.

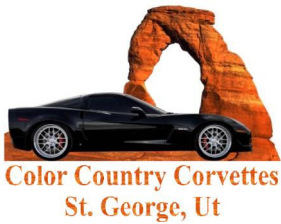
This is just a friendly reminder that YOU are the heart and soul of the CCCC. If any of you want to sponsor a run or if you want to discuss ideas about a potential run, give me a call. Runs can be simple (local breakfast, lunch or dinner "greet & eats"), complex (multi-day runs throughout the region) 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





# 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**

# **RECOGNITION PAGE**

## **Color Country Wreaths Across America**

**As you may know, the Board donated \$150 to the DAR-sponsored "Wreaths Across America" for 2019, honoring deceased Veterans as part of the Club's philanthropy.**

**Here is the nice note sent to the club on facebook from the area Regent, Valerie King.**

**THANK YOU to our newest 2019 BRONZE Wreath Sponsor**

**COLOR COUNTRY CORVETTE CLUB**

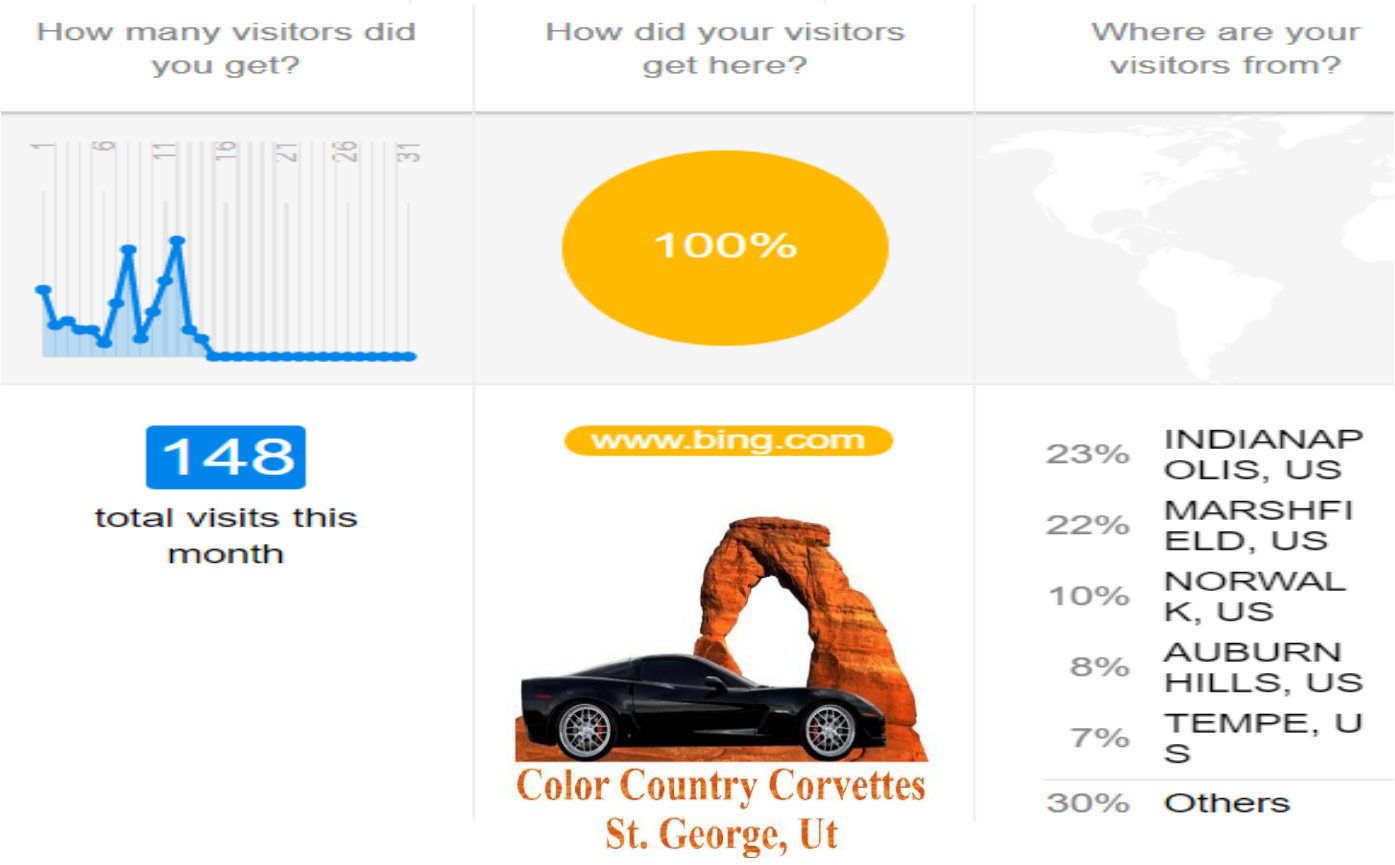
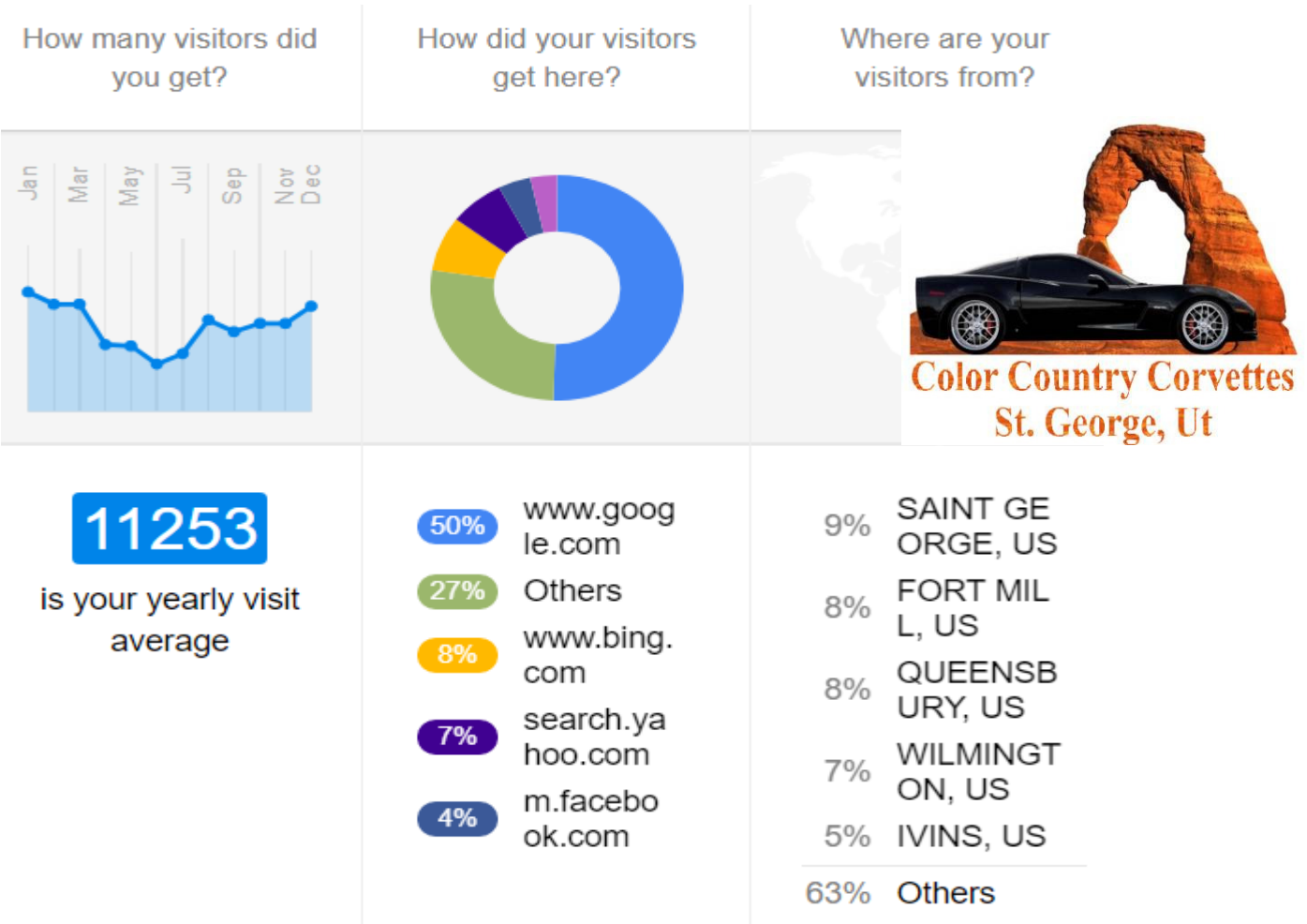
**Their donation was sent in time and will be doubled by WAA in honor of Military Appreciation Month. 10 WREATHS x 2 = 20 WREATHS!**

**Color Country Corvettes car club has been a great Wreaths Across America supporter since 2017.**

**Perhaps we will see them at our 4th BBQ fundraiser at Zion Harley Davidson this year and WOW us once again with their Corvettes!**

**SAVE THE DATE:  
Saturday, October 19th.**

# WEBSITE STATS FOR JULY







# ANNIVERSARY PARTY

## AUGUST 10







**BEFORE**

**AFTER**



## **BUSINESS MEETING - AUGUST 13**



Peter Spevak presented the Car of the Month framed photo to Ray and Jan Winchell



Jim Agar then made a surprise presentation to Peter and Trish Spevak with a Sebring Orange car duster to match their brand new 2019 Z-51, 3LT, Sebring Orange Stingray!

**DRAWING:** \$120 was raised, \$60.00 went to the Club Treasury, and two amounts of \$30.00 were raffled off. Winners were: Doug Rosa and Anne Rosa! Amazing! How do they do this so consistently? Then a drawing was held for the prizes provided by our sponsor, Stephen-Wade Chevrolet, by our new Representative, Brian Weld. Winners of the prizes were:

Terry Oldfield - Denise Oldfield - Lynne Agar - Trish Spevak - Dave Van Otten - Paul Stika  
(won twice, neat for a prospective New Club Member!)

## **KNEADERS & ADONIA YACHTS - AUGUST 15**











# **Adonia Yachts**

**With over 20 years of houseboat manufacturing experience, Adonia is well versed in every aspect of our houseboats. We are willing and ready to build your wildest dream! We have a proven track record of creating and delivering every wish of our clients, down to even the smallest details. To date we have built a wide variety of yachts. To include: a two-story fully enclosed yacht with an open atrium, an open air floor plan, a yacht with a 270 degree view out of the main salon, traditional layout, several reverse layout, a deep hull, and a 110' x 24' monster with 10 bedrooms. Some of our most desired features include docks that fold out of the side of the boat, a movie theater, a fire pit for family time in the evenings, and a master bedroom on the second deck. Every boat we build is 100% customized.**









# PAGE RUN OCTOBER 25-26

Depart Black Bear Diner at exit 13 on Friday, October 25 at 9:30am. The route will take us through Hurricane to Fredonia (70 miles) where we will turn south as though we're going to the North Rim of the Grand canyon. We'll climb up the Kaibab Plateau and make a "pottie" break at Jacob Lake (30 miles). We then stay left and continue to Cliff Dwellers (32 miles) where we have a reservation for lunch at around noon AZ time at the Cliff Dwellers Lodge. After lunch, pictures, and sightseeing, we'll depart at about 1:30pm and continue on to Page (48 miles), crossing the Colorado River at Marble Canyon where we can stop and take more pictures. We will arrive in Page at around 3:00pm AZ time.

We have arranged for a block of rooms at the Hampton Inn in Page. Included below is a link to our Hampton Inn web page that allows you to book your room right from that landing page. The rate we have negotiated is \$119 which includes breakfast. We have a block of ten rooms right now but we can increase the block if we need to. Book early to secure your room.

We have planned a group dinner at Big John's Texas BBQ in Page for around 5:30pm (AZ time) that evening to include their western band that plays beginning at 6pm. The rest of the night is open. You can sight see either that afternoon, or the next morning before leaving for home. Bring your National Parks Pass if you have one, if you would like to enter the Glen Canyon Park and get a better look at Lake Powell. You may want to tour the Glen Canyon Dam as well.



# OPTIONAL CANYON ADVENTURE BOAT TOUR

Jim & Lynn Agar suggested we take a **boat tour of Lake Powell at the end of the Page Run**. This would be on **the morning of the return on Saturday, the 26th of October**. It looks like fun.

Trish & I and Jim & Lynn have already booked the boat journey. We are on the **9:00 AM** tour. We will be on the boat for **2 1/2 to 3 hours**. Our plan is to take the boat tour, have lunch in Page and, then, leave for St George (arriving around 5 or 6 PM).

It seems this would be "icing on the cake" for the already nice Page and Environs Run.

If this is something you might enjoy, book it.

## Canyon Adventure Boat Tour Tour Schedule:

April 1 - October 31

9:00 am - 11:30 am

1:00 pm - 3:30 pm

**lakepowell.com**

**888-896-3829**

**NOTE:** This tour lasts approximately 3 hours. Due to fluctuating water levels, this tour may take longer than planned.

The winter tours will run if there is a minimum of 15 passengers booked on the trip 48 hours prior to departure. Please call 928.645.2433 within 48 hours prior to your scheduled departure to check on the trip status.

## Canyon Adventure Boat Tour

Step aboard one of our tour boats and we will take it from there. Relax and prepare to cruise through two famous Lake Powell Canyons - Antelope and Navajo Canyons. This tour offers some of the most breathtaking views on the lake. Don't forget your camera!

## Tour Highlights:

- Glen Canyon Dam - See the second largest concrete arch dam in the United States.
- Antelope Canyon - Experience the Antelope Canyon, which is over 10 miles long. You will view approximately 4 miles of the canyon wall before it narrows.
- Navajo Sandstone - View towering Navajo Sandstone geologic formations with stunning red and burnt orange rocks.

- Navajo Canyon - The Navajo Canyon walls are 600 feet above the water. You will see "desert varnish", also known as Navajo Tapestry, on the sandstone walls.

- 50/50 Wall – As high as the rock is above you, it is equally deep below you.

Water, coffee, and lemonade are available on all cruises. No food is available for purchase on board our cruises unless otherwise stated. We recommend you bring food and drink on board with you.

### **Canyon Adventure Boat Tour**

#### **Tour Rates:**

**Adult \$77.54**

*\*Rates are before taxes and fees*

**NOTE:** There is a \$30 Glen Canyon park fee that admits one single, private, non-commercial vehicle and all its passengers and is valid for 7 consecutive days. The funds collected from entrance fees stay within the park and are used to enhance the experience of visiting the lake. To learn more about the park fee visit the National Park Service website.

### **Canyons Adventure Boat Tour**

**Saturday, October 26, 2019**

### **Canyons Adventure Cruise**

**Voyage to dramatic Navajo Canyon, with dark desert varnish that appears like a tapestry on towering rock walls, and grand views of Tower Butte and Glen Canyon Dam. This cruise also includes a trip to Antelope Canyon. Tour lasts 3 hours. \$77.54 - Adults**

#### **Select Your Tickets**

#### **Tour Option, Date and Time**

#### **Ticket Option \***

**Canyon Adventure Cruise**

#### **Date and Time \***

**(Sat) 10/26/2019 9:00 AM - 11:30 AM**

**Detailed Rate Information - Adults (\$77.54 each)**

# CAR & VETTE NEWS

## Chevrolet Never Planned to Build C7 and C8 Corvettes Side by Side as Rumored

If you've been watching the various Corvette forums over the past few years, you've no doubt seen the rumor that Chevy planned to offer mid-engine and front-engine versions of the Corvette simultaneously.

Some thought it could be the beginning of a separate Corvette brand that might even include a high-powered SUV.



But now we know the dual engine placement was just a rumor on the ol' Interweb.

In fact, when [gmauthority.com](http://gmauthority.com) asked GM President Mark Reuss at the 7-18-19 event if the company ever planned to produce the C8 and C7 at the same time, as a way of hedging their bets about making such a drastic change, he responded: "That wasn't something that we planned. This [mid-engine Corvette C8] was always the replacement."

That really makes sense to us. Based on the overwhelming response we've seen to the mid-engine ever since its unveiling on July 18, we're inclined to believe that had both versions been offered, the front-engine sales would have been very low, with only a few "never-midders" holding on to the past.

To us, the Corvette has always represented the exciting future of the automobile, ever since its original unveiling in 1953 and especially with the radically different 1963 Sting Ray. Fast forward to today, and we're thrilled about the rumors of an electric or hybrid version of the C8 Corvette because we know Chevy would do such a car right. While the Bolt and Volt are well-done cars, would we really want a future without an electric sports car like the "E-Ray," for example?

Some people are wondering if the mid-engine will cool off once this initial hype fades, leading to declining sales for the C8. That could happen, but imagine if the Corvette had remained front-engine – would there have been this much excitement over the unveiling of a front-engine C8? While die-harders like us would have been thrilled to get any kind of a new Corvette, it's our opinion that going mid-engine has breathed new life into the Corvette that hopefully will last for another 67 years, well past the Baby Boomers.

Of course, with the auto industry in such turmoil over autonomous cars and the like, we wonder what the market will even look like in 2087. But we can hope it includes a Corvette.

## **No, the 2020 Corvette Is Not Sold Out and Here Is Why**

General Motors Design Chief Michael Simcoe sure made some headlines this week following his presentation at the Concours d'Elegance America in Plymouth, MI.

During that presentation, AutoBlog reported that Michael said, "I think the orders have already hit the first year of production numbers" and upon further questioning, Simcoe said "It's nearly sold out. It's so close that it's bound to be sold out soon".



Those statements from the design chief lit the up the phones of Corvette dealers across the country who took calls from those worried they had already missed out on the opportunity to purchase the car for the 2020 model year.

Although I am sure that Michael is proud of the response the next generation Corvette has received, the car is actually far from being sold out and here is why.

Most dealers have been keeping a list of interested buyers which up until this week was just a list and not actual sold orders. Those customers may have put down a "refundable deposit" for their place in line. Dealers can now enter those orders into the system, but no one is guaranteed a new Corvette just yet.

Dealers are expected to get pricing on August 15th in which they will then go back to the buyers with reservations and present them with the price of the car that was ordered. We know from previous years that a number of those buyers will then elect not to move forward with placing deposits on the car, thereby freeing up that allocation for another buyer.

Other factors will also cause some potential buyers to back out or hold off include not being able to order the exact car they want because of order constraints on selected colors, options and equipment.



Some customers will attempt to “dealer shop”, meaning they may have several initial refundable deposits at different dealerships and will only accept the one that offers them the fastest opportunity to get a car. Many buyers won’t get their cars until at least a year from now and for some of those, their financial circumstances may have changed from when the order was initially placed.

Since Simcoe’s statement, we’ve seen or heard from some of the largest Corvette dealers who are saying they still have plenty of allocations available for the car. We know that the top three Corvette dealers in the USA (Kerbeck, MacMulkin and Criswell) all have plenty of allocations available for the 2020 Corvette and we are sure this extends down the list of dealers as well.

No doubt that Chevrolet has a hit on its hands, which is why they elected to announce the addition of a second shift at the Bowling Green Assembly Plant back in April to handle the additional demand for the car.

Will the C8 Corvette eventually sell out? The old joke about Corvette sales goes something like this: “How many Corvettes do they sell each year? All of them.”

Over the course of the next year, Chevrolet will indeed sell all the 2020 Corvettes. But to say they are sold out now is just not a correct statement to make at this time.

## **STUDY: The Corvette Convertible Leads Top 10 List of Least-Driven Cars**

We all know Corvettes, in general, are babied by their owners and driven far fewer miles than, say, a Suburban.

According to the latest data from iSeeCars, the Corvette convertible ranks No. 1 this year on the website’s list of the Top 10 Least-Driven Cars.

That’s a shame because it’s so much fun to drive a Corvette. It’ll be interesting to see if this trend holds for



the mid-engine C8 Corvette in the coming years. Let's hope the new owners drive these eighth-generation cars like Tadge Juechter and his crew meant for them to be, but we have a feeling a decade from now, the Corvette will be at or near the top of the list again!

ISeeCars studied more than 2.3 million car sales of 10-year-old cars, with the 2009 Corvette emerging this year in the top spot with just 4,272 miles per year or 64.4 percent lower than the average of 11,987 miles.

iSeeCars Top 10 Least-Driven Cars			
Rank	Car	Avg. Miles Per Year	% Below Average
1	Chevrolet Corvette Convertible	4,272	64.4%
2	Porsche 911 Convertible	4,360	63.6%
3	Porsche 911 Coupe	4,405	63.3%
4	Chevrolet Corvette Coupe	4,693	60.9%
5	Maserati Quattroporte	4,766	60.2%
6	Mercedes-Benz SL-Class Convertible	6,220	48.1%
7	Mazda MX-5 Miata Convertible	6,650	44.5%
8	BMW Z4 Convertible	6,869	42.7%
9	Ford Mustang Convertible	8,408	29.9%
10	Mercedes-Benz G-Class	8,420	29.8%
Average for All Vehicles			<b>11,987</b>

The Corvette convertible ranked just ahead of two Porsches – the 911 Convertible at 4,360 miles (63.6 percent of the average) and the 911 Coupe at 4,405 miles (63.3 percent).

Coming in the fourth spot was the Corvette coupe at 4,693 miles annually (60.9 percent).

Others in the top 10 were the No. 5 Maserati Quattroporte at 4,766 miles (60.2 percent), No. 6 Mercedes-Benz SL-Class convertible at 6,220 miles (48.1 percent), No. 7 Mazda MX-5 Miata convertible at 6,650 miles (44.5 percent), No. 8 BMW Z4 convertible at 6,869 miles (42.7 percent), No. 9 Ford Mustang convertible at 8,408 miles (29.9 percent), and No. 10 Mercedes-Benz G-Class at 8,420 miles (29.8 percent).

The study also examined the Most-Driven Cars, Most-Driven Passenger Cars (excluding trucks, SUVs, and minivans), Most-Driven Pickup Trucks, and Comparison of Mileage by Body Style.

We'll give you a hint – it's another Chevy – the Suburban with 14,862 miles or 24.0 percent above the average.

iSeeCars Top 13 Most-Driven Vehicles			
Rank	Car	Avg. Miles Per Year	% Above Average
1	Chevrolet Suburban	14,862	24.0%
2	GMC Yukon XL	14,708	22.7%
3	Toyota Sequoia	14,193	18.4%
4	Honda Odyssey	14,120	17.8%
5	Chevrolet Tahoe	14,040	17.1%
6	Honda Pilot	13,920	16.1%
7	GMC Yukon	13,755	14.7%
8	Nissan Armada	13,753	14.7%
9	Ford Expedition	13,704	14.3%
10	Cadillac Escalade ESV	13,615	13.6%
11	Toyota Prius	13,534	12.9%
12	Toyota Sienna	13,442	12.1%
13	Toyota Land Cruiser	13,434	12.1%
Average for All Vehicles			11,987

## Ordering a 2020 Corvette? Here's What You Need to Know

You are custom ordering a 2020 C8 Corvette and you think you're ready to go. You've given your deposit to the dealer, you have selected all of your colors and options, and your dealer has entered the order and given you an order number. Now you just have to sit back and wait for the car to show up. Not quite...



Let's talk about the entire order process and we'll figure out if you've really got a car on the way.

## **Order Numbers**

**“The dealer gave me an order number and told me the order was accepted by GM so I must have a car on the way”. I’m afraid this isn’t true. Any Chevy dealer in the country has the ability to enter an order into the system. As the order moves through the build process, it goes through a series of “event codes” letting you know what is going on with your car. Those codes range from 1100 (Order Accepted by GM) to 6000 (Vehicle Delivered to Customer). Your order could currently be at 1100 and stay there until your dealer has an available allocation, if ever.**

## **Consensus**

**Before we talk about allocation, let’s talk about consensus. Twice a month, usually on a Thursday, GM sends out to each dealer his 2-week consensus. This consensus shows every vehicle that GM makes, how many that dealer has in stock or inbound for each vehicle and how many GM thinks the dealer needs of each vehicle.**

**The dealer has a few days (till the following Monday) to study this and decide what he thinks he needs. The dealer has three choices for each vehicle. He can agree with GM and take what they suggested, he can decide he doesn’t need that many and take less (all the way down to zero) or he can decide he needs more and request a number higher than GM suggested.**

**Requesting more is not a guarantee of getting more. Also, when a car is new and/or hot (like the new Corvette) GM works with what is called a controlled allocation. That is a set number you will get during a designated period and you can not request more or less.**

## **Allocation**

**Once the dealer and GM hash out how many cars they are going to get, the dealer then gets that amount over the next two weeks with his allocation. Allocations come out on Thursday, must be filled by Saturday and can be edited on Tuesday.**

**The weekly allocation tells the dealer how many cars he has to order that week and what (if any) constraints the dealer must work with.**

**So, if a dealer is allocated 5 cars that week and your order is somewhere in that 5 and you meet the constraints, your order is pulled and moved on to the next step (Event Code 2000) and NOW you've got a car on order!**

**Once your dealer is out of allocation, no more orders will be picked up even if you already have an order number. This is why it's important to understand your dealer's allocation situation before giving him your deposit.**

### **Constraints**

**So, your dealer called. Your number is up, he has allocation and he's ready to place your order. But you can't get exactly what you want. Maybe the color you want has limited availability, or they are only building 15% of the cars with Z51 or any one of dozens of issues, but you can't get the car the way you want.**

**This is called a constraint and it's when GM is limiting the availability of a certain option. There are a number of reasons this could be happening but usually, it's a supplier issue. But regardless of the reason, you can't get the car the way you want. So, what do you do?**

**At this point, you really only have 3 options. First, change your order to match the constraints. Second, if the dealer is willing, ask the dealer to push your order back to the next allocation period and wait to see if the constraint is lifted. Last, you can cancel your order and try again somewhere else.**

**This is where it pays to deal with dealers who have a large allocation. Let's say that Rapid Blue is on a 15% constraint. If your dealer is getting 1 or 2 cars allocated to him that week, there is a very little chance of getting one in the Rapid Blue. If the dealer has an allocation of 50 that week, he'll probably be getting 7 or 8 blue cars. This becomes even more difficult when dealing with multiple constraints.**

**Also, if your dealer has limited allocation and you asked to be pushed back, you run the risk of never getting a car.**

### **Order Tracking**

**Once your car makes it through the allocation and constraints, you hit event code 3000 and it begins its move through the system. From this time till the time your car is actually built is about 4 to 6 weeks depending on any production delays. However, the good news is that once your car gets to that event code**



3000, you have a car on the way! You'll soon have a TPW (target production week) although you may see that change until you hit event code 3400 where the TPW becomes pretty stable.

When the car comes off the line, it's event code 3800. When it's bayed and awaiting transportation, it's at 4B00. When it's actually in motion and on its way to you, that is event code 4200. Event code 5000 means the car is at the dealer's lot and event code 6000 means the car is in your driveway!

## **Here's Why the 2020 Corvette Stingray is So Fast Off the Line**

When Chevrolet announced the eighth generation mid-engine Corvette on 7-18-19, one of the most impressive facts about the car – other than its sub-\$60,000 starting price tag – was its 0-60 time of less than 3 seconds.



Chevy didn't announce the exact time that night but did say the 2020 model will be the quickest-ever Corvette from 0-60.

That's keeping some pretty impressive company in the base Z51 version.

The previous champion of the 0-60 race used sheer brawn to do the job (among other things), with the 2019 755 horsepower ZR1 holding onto its trophy for just a few short months.

So how did Chevy pull this rabbit out of its hat with a base Z51 2020 Corvette that will produce “just” 495 horsepower with performance exhaust?

Listen as *Engineering Explained* tells us the reasons for those ultra-quick jackrabbit starts.

Aggressive gearing, especially for first gear launches, was one way to accelerate quickly.

Then there is the constant torque supplied by the new eight-speed dual-clutch transmission that basically has no delay during shifts that are accomplished in less than 100 milliseconds, resulting in no periods of zero torque during shifts.

The new Michelin all-season tires, which are a big fat 305mm in the rear, also help supply the traction needed to zoom so quickly to 60.

One overriding factor, of course, is the Corvette's switch from a front-engine layout to a mid-engine layout that shifts the weight balance to the back and allows those rear tires to do their job more effectively.

While the ZR1 has a 0-60 time of 2.95 seconds, Engineering Explained host Jason points out that it represents the pinnacle of the front-engine Corvette. On the other hand, the C8 is just beginning. Jason believes the new Z51 C8 can turn the 0-60 trick in an astounding 2.76 seconds.

Not bad for a car that costs about half of the 2019 ZR1, huh?

And he believes that a ZR1 version of the C8 could even blast its way to 60 in an astounding 2.5 seconds.

### **Here's a Primer on the C8 Corvette's Performance Data Recorder**

The Performance Data Recorder, or PDR for short, made its debut on the 2015 Corvette and since then, track dates and valeting your car have never been the same.

The PDR records video of your driving with an overlay of technical data that includes speed and gear indicator, throttle and brake positions, a G-Force monitor and more. After your driving session, you can pull up your data on the Cosworth Toolbox computer program to compare your lap times against yourself or other drivers.

One of the favorite uses of the PDR is with the included "Valet Mode" which allows you to secretly record the valet guy as he parks and retrieves your car.

The Performance Data Recorder was a pet project of Corvette Product Manager Harlan Charles who had to wait a few years from his initial idea for the technology to catch up. As the system was also planned for the next-generation C8 Corvette, it's received several significant upgrades.

The camera system for the PDR on the 2020 Corvette records in 1080P which helps create the high-definition memory of your driving. The video is recorded to an SDHC flashcard in the Corvette.

Users can still choose to have all the data visible as an overlay on the video and you can record without the data overlay. Here's the Corvette's telemetry data that's being recorded via the PDR.

- Acceleration
- Speed
- 0-60 MPH
- 0-100 MPH
- 100-0 MPH
- G-Forces
- GPS Location
- Accelerator and Brake Usage
- Gear Choice
- Sound



New features for the PDR include automated recording options where the PDR can act as a dash camera, activating when the car is turned on. The oldest clips are overwritten so that you keep a record of your most recent drives.

The 2nd Generation PDR also contains a database of start/stop locations from popular race tracks so you no longer have to program it yourself.

Users can create point-to-point “road courses” that can be timed, which can be used for autocross courses where the starting line is different than the finish line. Also, we see it as an opportunity to chart your times to work or other locations as well!

The Performance Data Recorder will be available on 2020 Corvettes equipped with the 2LT and 3LT trim packages. No costs for the option are known yet but we are expecting full pricing on August 15th.

### **Corvette Museum Secures Collection Storage Space with Purchase of the FOP Lodge**

We've told you many times in the past about generous enthusiasts donating their Corvettes and related memorabilia to the National Corvette Museum.

Just like the ever-increasing speed of the Corvette itself, with the soon-to-arrive



C8 providing the quickest 0-60 time in the model's history, those donations lately have been rapidly growing.

And if you ever worried where the Museum was putting those donations, worry no more.

The NCM announced recently that it had purchased an 8,000-square-foot building on 7.5 acres of land adjacent to the Museum at 150 Corvette Drive for \$1.3 million, providing badly needed space for Museum Curator Derek Moore and his staff.

“Especially since the sinkhole in 2014, we’ve had a lot of Corvettes and other items donated,” Museum Director of Marketing and Communications Katie Ellison says. “We have been bursting at the seams.”

The acquisition will provide a dedicated space for the donated cars and memorabilia, some of which have had to be stored at the NCM Motorsports Park or in various areas of the Museum itself.

The new building “allows the curator and his staff to focus on one location,” NCM President and CEO Sean Preston said. “We’ll have room for more collections now.”

The collections, which include cars, racing suits, car parts, and other memorabilia, could periodically appear in displays at the NCM, and the facility will also provide a studio for photographing cars and artifacts and conducting video interviews, Preston said.

Ironically, the building was sold by the Museum nearly two decades ago and had been the home of the Fraternal Order of Police Lodge No. 13.

“We wanted to get the lodge to where it was financially independent,” Shawn Helbig, president of the lodge for the past 16 years, told the Bowling Green Daily News. “Through the sale of this property, we can get to that point.”

The 350 active or retired law enforcement professionals that are members of the lodge will meet monthly at the NCM for now, Helbig said.

## **2020 Corvette Launch Smashes Records for Chevrolet**

The numbers are in, and the new mid-engine 2020 Corvette looks like a hit, at least on the Internet.

**Chevy is aiming the new C8 Stingray at a younger audience, one of the reasons for the massive presence on the Web.**

**And the carmaker's hard work is paying off with massive Internet numbers. How many of you raced to your computers to watch the unveiling of the new car on 7-18-19, then shot over to the configurator to design your very own 2020 Corvette?**



**In fact, Chevy says 471,000 people watched the livestream of the mid-engine reveal, even though it was past the bedtime of a good portion of America.**

**That was just the beginning. The next day, like many other folks, we experienced the frequent crashing of the configurator as it was overwhelmed by the huge numbers of people trying to design their new car just like they want. Steve Majoros, director of passenger car and crossover marketing for Chevrolet, says the Chevrolet.com website smashed traffic records on the day after the reveal with five times the usual traffic.**

**“With a pretty rabid and passionate base, we knew we’d take 24 hours of grief,” Majoros tells Roadshow. “The majority of people got the full [configurator] experience, which is the full 3D experience. We do have a way that the system throttles to what we’re calling a 2D experience [to speed load time]. Once we hit thresholds, we worked with Amazon Web Services very quickly to double our server capacity.”**

**Traffic has remained heavy. Through the end of July, the C8’s Chevrolet.com landing page has seen 2.4 million visits, including 750,000 in the first 72 hours after the unveiling. In addition, about 1.3 million users had tried out the Corvette’s Visualizer, and we have to admit we’ve been right there with you. In fact, visitors to the site have already built more than 940,000 Corvettes and spent 152,000+ hours making their dream Corvette. What’s your favorite color? (Our only suggestion is that Chevy figure out a way to make the pictures more realistic as far as the actual color goes – perhaps with photos of real cars available at the end of the rendering. We’re not sure a configured car is always going to look the same in the flesh.)**

**Of course, it’s no surprise that enthusiasts are using the configurator so much.**

**“Corvette, as a vehicle, has always been about personalization and bespoke and customization — making it yours,” Majoros tells Roadshow. “We wouldn’t be having this call if this was [a] Malibu or Equinox,**



right? [With those vehicles] we've got like 40 build combinations ... we have probably infinite build combinations [with Corvette], because that's what customers want. They want a car that's uniquely theirs ... it's not a surprise that people are building and saving multiple versions."

While Rapid Blue and Elkhart Lake Blue Metallic have emerged as the two most popular color choices, Majoros says that probably won't translate into actual sales. We're sure a lot of people have also looked at Accelerate Yellow and Zeus Bronze with no intention of buying such a car. They're just curious to see what the colors look like.

The website isn't the only place for information about the new Stingray, though.

Chevy has gone all out with a special call center task force comprised of highly trained customer call center workers who can answer just about any question thrown at them.

They've been trained in engineering, dealers, history, allocation, ordering, speccking, specifications, "anything that we think could come our way," Majoros says.

Five of these "concierge" task force members are on duty at any given time and are ready and willing to answer your questions 12 hours a day, with the average phone call said to last 15 minutes but sometimes more than an hour.

"I want these people to be your Nordstrom concierge. I want them to know you, basically be your personal shopper," Majoros says.

### **Ordering a 2020 Corvette? Here is the Color and Options Timeline for Initial Orders**

Information from Chevrolet about the initial 2020 Corvette ordering process which covers the first 10+ weeks of production has been released to dealers.

To assist the rollout process, Chevrolet will offer certain colors and select options first, and then every couple



weeks it will gradually add a few more until by the 10th week of production, all colors and selected equipment options are included.

As with everything C8-related, Chevrolet has changed the normal ordering process for dealers during the initial rollout of the 2020 Corvette. Dealers have set allocations numbers for the year as well as for the first three months of production. Once a month from September through December, dealers can place orders based on the following criteria while each new month adds to the colors and options offered previously:

**September (Weeks 1-2 production)**

- Arctic White, Black, Torch Red, Shadow Gray, Sebring Orange, Ceramic Gray
- 2LT/3LT – Base
- 2LT/3LT – w/Magnetic Ride (No Front Lift)
- 2LT/3LT – w/Front Lift and Magnetic Ride

**October (Weeks 3-5 production)**

- Elkhart Lake Blue, Long Beach Red
- 2LT/3LT – w/Front Lift (No Magnetic Ride)

**November (Weeks 6-9 production)**

- Blade Silver, Zeus Bronze, Accelerate Yellow
- 1LT – w/o Magnetic Ride or Navigation

**December (Weeks 10 & beyond production)**

- All Colors Available
- 1LT – w/Magnetic Ride (no Nav)
- 1LT – w/Nav (No Magnetic Ride)
- 1LT – w/Magnetic Ride and Nav

Chevrolet is starting with six colors in the first two weeks of production and all of those are upper trim models. We don't see anything that specifies Z51 so we assume the Performance Package will be orderable from the start.

Don't freak out over this list if you have a certain combination and it's falling to November or December. We are talking about the initial three months of production with this order cycle. Production is scheduled to start sometime in December and with a two week Christmas/New Years holiday shut down, and then quality control checks and other validation, the first cars won't hit dealers until sometime closer to February while cars from November/December will most likely be built in February and March with delivery some 6-8 weeks later.

As always, talk with your dealers about questions you may have with the ordering process. After prices are released next week, most of you with reservations will probably start hearing from dealers to get your orders finalized.

You can also reach out to the Corvette Concierge at 1-866-424-3892 as they can answer many questions about the car and the ordering process.

### **First 2020 Corvette Stingray Crashes**

The first 2020 Corvette Stingray accident has occurred as Chevrolet continues to validate the cars prior to production starting in December.

We came across the photo that was posted to Facebook via Wrecked Muscle Cars and Classics from Adam Newman and there is a description of the crash. Props to the original photographer who wasn't named in the post:



*The first of I'm sure many 2020 Corvette Stingray wrecked on the road. Wife spotted on her drive to Yosemite here in Ca. The car was apart of a rally with GoPros mounted on the vehicle. Took a wide turn and the rear wheel off an SUV with a family in it heading opposite direction around a turn.*

Sounds like this Elkhart Lake Blue Corvette was part of the caravan of 2020 Corvettes we wrote about earlier this week that is testing out west. Those aren't GoPros on the cars, they are some sort of monitoring or testing equipment that each of those cars we saw had mounted on the passenger side of the roof.

This accident with the C8 prototype is strangely reminiscent of the very first 2014 Corvette Stingray crash that also featured a Blue car and a very curvy Arizona road.

We see that the airbags went off and hopefully everyone involved is okay. Despite the negative publicity that a crash in public brings, it's also an opportunity for the Corvette Team to review the safety systems and the structural integrity of the car to make sure it performed as it should.

## C8 'Corvette Packs' that Chevrolet Sent to Dealers for Training

For a dealership to sell the new 2020 Corvette, there were a few requirements that need to be met. Those requirements were to pay for the C8-specific tools needed for service, pass the dealer sales and service training, and go out to Spring Mountain to learn about driving the new car.

As part of the training requirements, Chevrolet sent their dealers these 'Corvette Packs' pdf that features 15 pages of details, photos, and marketing information on the new Stingray. Chevy sales reps will utilize this pdf along with videos and other training materials to become certified on the new Corvette



### CORVETTE PACK 2 STINGRAY OVERVIEW



**THE NEXT LEVEL OF CORVETTE**  
Years of concepts and evolution has resulted in a Corvette that is the sum of every generation before it – yet it stands alone.

**LED LIGHTING**  
LED headlamps provide a distinguished light signature and powerful illumination.

**FRONT TRUNK**  
The mid-engine design provides room for a standard airline carry-on bag.

**DRIVER POSITION**  
The driver sits more than 16 inches farther forward for improved visibility. You see more of the road and feel connected to the drive.

**MID-ENGINE ARCHITECTURE**  
An advanced, all-new architecture provides better seating position, visibility, driving dynamics and optimized storage utility.

**REAR TRUNK**  
The efficiency of the mid-engine design yields a large trunk – big enough for two golf bags. It also stores the removable roof panel.

**FRONT LIFT**  
This available feature raises the front nearly two inches to clear speed bumps and steep approaches. You can store up to 1,000 locations using GPS, so it operates automatically.



**WHEELS**  
Larger standard wheels and Brembo brakes help cornering and braking.



### CORVETTE PACK 1 EVOLUTION



**OVER 60 YEARS OF EVOLUTION**  
Six decades in the making, the "Father of Corvette" Zora Arkus-Duntov's dream is now reality. In 1957, Zora believed that a mid-engine Corvette would offer the best combination of balance, visibility, acceleration and braking.

**Zora Arkus-Duntov and the 1960 CERV I**



1964 CERV II



1967 ASTRO I



1968 ASTRO II



1973 AEROVETTE



1986 CORVETTE INDY



1990 CERV III







## CORVETTE PACK 3 ARCHITECTURE



### A NEW FOUNDATION FOR PERFORMANCE

Corvette's advanced, rigid architecture places every component in an optimal position for performance. The driver will experience unprecedented levels of handling and traction – plus surprising comfort and utility.

#### WHERE WE'VE BEEN

The previous generation used an all-aluminum structure that was hydroformed with high and low pressure die castings. This structure was also MIG welded for strength and rigidity.



#### WHERE WE'RE GOING

The 2020 Stingray structure uses a combination of aluminum and carbon fiber with high pressure die castings. Unlike before, MIG welding is not used – the structure is laser welded, bonded and screwed to take rigidity to the next level.



#### TORSIONAL RIGIDITY

The 2020 Corvette Stingray will be 10% stiffer than the past generation to enhance safety along with ride and handling. This is accomplished by being the first high-volume vehicle to use multi-variant aluminum nodes and extrusions. The structure will measure stiffer than other supercar competitors like Ferrari 458 (54%) and McLaren CF (29%).

#### SAFETY STORY

The 2020 Corvette Stingray was designed to meet requirements for crashworthiness. The tunnel-dominant structure incorporates rails that are more closely positioned together and help carry the load in the event of a collision. Now Corvette has 4 beams or members carrying the collision load into the tunnel to provide additional safety for occupants.

#### DIGITAL VEHICLE ARCHITECTURE

The 2020 Stingray benefits from GM's new digital vehicle platform, an all-new electronic architecture that enables the adoption of the company's next-generation technologies. The architecture minimizes wiring while allowing for faster signal transmission between different vehicle systems and higher resolution screens.



## CORVETTE PACK 4 VEHICLE DYNAMICS



### DESIGNED FOR ATHLETIC AGILITY

With its new chassis, legendary Corvette performance has evolved. It's more athletic, poised and capable – above all, it's more fun to drive than ever before.



#### NEW SPOILER

New design offers better downforce, included with Z51. Also available as an accessory.

#### SHORT/LONG ARM (SLA) FRONT AND REAR SUSPENSION

Also known as a double-wishbone, this design is prized for enhanced fore-aft and lateral movement, which results in improved handling.

#### ELECTRIC POWER STEERING

New electric assist provides enhanced feel. A new rake adjustable steering column provides added comfort.

#### STANDARD, LARGER BREMBO® BRAKES

All-new brakes have improved cooling and larger surface areas for consistent performance and longevity.

#### COILOVER INDEPENDENT SUSPENSION

A Corvette-first, the standard premium suspension (FE1) will feature all-new coilover independent springs at each of the four corners and will use new front and rear geometry to provide the most precise driving experience to date. The reduced unsprung weight of the suspension will take Corvette handling to the next level.

#### Z51 PERFORMANCE PACKAGE

The available Z51 Performance Package will add more agility and performance for the 2020 Corvette Stingray. This package includes the performance suspension (FE3), larger Brembo® brakes (J55) with a Z51 graphic, electronic-limited slip differential (eLSD), dual mode exhaust (NPP), a front splitter, rear fascia-mounted spoiler, extra cooling provisions and specific rear axle ratio.

#### MAGNETIC SELECTIVE RIDE CONTROL

Magnetic Selective Ride Control is available on models with the Z51 Performance Package. This next-generation version uses accelerometers – instead of displacement sensors – to provide real-time damping that reads the road every millisecond and adjusts the suspension accordingly.





## CORVETTE PACK 5 ENGINE



### IMPRESSIVE POWER, EXCEPTIONAL REFINEMENT

At the heart of Corvette is a new 6.2L engine. The design is optimized for the new mid-engine architecture – meaning it's mounted lower and it's more compact – it's the jewel in the center. Above all, it's powerful; in fact, this is the most powerful entry Stingray to date.

#### SPECS

6.2L V8 – LT2  
495 horsepower @ 6450  
470 lb.-ft. of torque @ 5150  
(with performance exhaust)

#### HIGHLIGHTS

- Dual equal cam phasing
- Active Fuel Management
- Ultra-low profile pan with larger cooler
- Enhanced dry sump lubrication and ventilation system
- Improved overall performance from previous generation



**495 HP**  
**470 LB.-FT.**  
**OF TORQUE**

**UNDER 3**  
**SECONDS**  
**0-60 MPH**

#### INTAKE AND EXHAUST

The highly visible cover of the intake manifold has been completely redesigned with a 3D-like appearance that includes a Corvette insignia into each side with a crossed flags emblem. The exhaust manifolds on the LT2 are performance stainless steel headers – 4 to 1 twisted runners and tapered collectors.

#### DRY SUMP OIL SYSTEM

The LT2 engine includes a standard Dry Sump Oil system that collects oil outside of the engine rather than in the oil pan. It sends that oil to lubricate the engine to ensure the engine can withstand all types of driving – even at lateral acceleration levels exceeding 1G in all directions.

#### ENGINE BLOCK

The engine block of the LT2 has been redesigned and is made of aluminum. The block is smaller than previous generations and is very compact. Another change was to the Active Fuel Management system that now will run cylinders 1-7-6-4 while in 4-cylinder mode compared to 8-2-5-3 from the LT1 engine in the previous generation Corvette.



## CORVETTE PACK 6 TRANSMISSION



### A SHIFT OF A DIFFERENT KIND

A new type of transmission design offers no compromises – giving it the speed to keep up with Corvette's new engine and chassis capabilities.

#### ALL-NEW 8-SPEED DUAL CLUTCH TRANSMISSION

Providing state-of-the-art performance and lightning-quick shifting, the new Dual Clutch Transmission or DCT offers both the premium driving comfort of an automatic and direct-connected feeling of a manual – the best of both worlds is literally at your fingertips.

Offering two modes – Manual and Automatic – the DCT anticipates driver requests by learning the driver's characteristics such as pedal movement, speed and braking. If desired, the driver can also override the automatic with the paddle shifters on the steering wheel.

The main benefit of a DCT is continuous torque transfer through the transmission, which results in ultra-fast, precise shifts. With a DCT you don't have to pass through Neutral like with a Manual or Automatic transmission. You always have the power going to the wheels.



#### HOW IT WORKS

In a dual-clutch transmission, one clutch drives odd gears (yellow), one clutch drives even gears (blue). Since one clutch can "pre-select" an even gear while an odd gear is being driven (and vice versa), shifts are nearly instantaneous – there's virtually no loss in torque transfer.

#### THE RESULT

Power gets to the pavement quickly, with less rpm dropoff between shifts. It's much faster than a human can shift.



#### ELECTRONIC SHIFTER

A first for Corvette and unique for the performance car segment, the new electronic shifter will use push buttons and toggle switches to engage Drive, Reverse, Park, Neutral and Manual. The switches were designed to create an intuitive and memorable experience for the driver.



#### PADDLE SHIFT OPERATION

An all-new race car inspired steering wheel includes paddle shifters with Manual Mode. This mode provides fast performance shifts the driver can feel. Pulling both at the same time allows the clutch to release so the driver can rev the engine. Hold down the left paddle to select the lowest available gear.





## CORVETTE PACK 7 DRIVER MODES



### A MODE TO SUIT EVERY DRIVER

Driver Mode allows for the 2020 Corvette Stingray to change up to 12 different vehicle attributes depending on which mode is chosen with the rotary controller near the shifter. There are also two new modes, My Mode and Z Mode, allowing the driver to customize their drive.

#### FOUR FACTORY PRESET MODES

**TOUR** – Comfortable normal everyday driving  
**SPORT** – Enthusiastic road driving  
**TRACK** – Inspired track use  
**WEATHER** – Confidence in rain or snow

Each mode may change these settings:

- Gauge cluster
- Electronic Throttle Control
- Transmission Shift Mode
- Active Fuel Management
- Exhaust (variable mode exhaust)
- eLSD
- Steering
- Magnetic Selective Ride Control
- Launch Control
- Active Handling
- Traction Control
- Performance Traction Management



#### MYMODE – MY PREFERENCES

The purpose of MyMode is to allow drivers to set up their daily driving preferences by programming them through the infotainment system. They can pick and choose their suspension, steering, exhaust, engine sound and brake feel from available driving modes like Sport, Tour and Track. My Mode will also allow drivers to mix and match their preferred Head-Up Display theme (if equipped) and instrument cluster theme. Personalizing the driving experience has never been so encompassing.



#### Z MODE – NEXT LEVEL DRIVING

Press the Z Mode button to wake up the entire car with a factory preset mixture of sport and track settings. It will instantly change Corvette's attributes so it can handle an upcoming curvy road, activate preferred settings or adjust to any other driving situation. To instantly adjust to different road conditions, all the driver has to do is press the new Z Mode button on the steering wheel. Like My Mode, drivers can customize available settings through the infotainment system to account for any roads where they may want to change their suspension, engine sound, brake feel, steering and even powertrain.



## CORVETTE PACK 8 INTERIOR DESIGN



### DRIVER-CENTRIC INTERIOR DESIGN

The moment the driver sits in the cockpit, everything is perfectly positioned to perform. With the mid-engine architecture, designers were able to completely rethink the interior of the Corvette Stingray – putting the driver first and in complete control.

#### RACE CAR-INSPIRED STEERING WHEEL

Square design provides a clear view of the gauges and more leg and knee room for the driver.

#### INDUSTRY-FIRST ULTRA-THIN VENTS

Minimalist design with no visible veins provides a clean appearance and helps keep the instrument panel low.

#### VERTICAL CLIMATE CONTROLS

Inspired by a fighter jet, the controls help keep the instrument panel low, for better downward vision and improved sightlines.

#### MORE TRAVEL

An additional inch of seat travel from the previous generation offers taller individuals more comfort.

#### EASE BACK

Seat recline angle is now almost double (17° vs. 9°) than the previous generation.

#### PERFECTLY POSITIONED

With the seats over 16 inches farther forward than those of the previous generation, forward visibility has improved greatly.

#### COCKPIT THEME

Corvette Stingray presents a cockpit-style theme. The cockpit creates a new experience for the driver and gives them more control. This theme takes it to the next level with the cockpit literally wrapping around each occupant. The craftsmanship is in a class by itself, with almost all hand-wrapped interior parts that are stitched with authentic materials used for the decorative trim.



#### WATERFALL HERITAGE

Between the seats of Corvette Stingray is a new waterfall extension, which has been a classic cue since early generations. Models with Bose Performance Series Audio now incorporate an aluminum speaker grille with a ghosted Crossed Flags emblem. Meticulously designed, the resized speaker hole pattern creates the iconic silhouette and sets the interior apart from other generations.





## CORVETTE PACK 9 SEATING



### THREE LEVELS OF PERFORMANCE SEATING

2020 Corvette Stingray provides customers more choices, updated styling and enhanced comfort through the new three-seat strategy.



**GT1**

#### STANDARD ON 1LT AND 2LT

The standard GT1 seats feature a sports car design, yet emphasize comfort with Mulan leather. They are flatter on the seatback and cushion, providing good support for varied driving conditions. On 2LT, GT1 seats have two-way lumbar, plus wing adjustments for premium support where needed. 2LT seats also include heating and ventilation for the perfect temperature in all types of climates.



**GT2**

#### STANDARD ON 3LT AND AVAILABLE ON 2LT

The Corvette-first GT2 seats epitomize style and comfort, featuring a racing-inspired look and more curvature, courtesy of dual density foam. They include carbon fiber trim, a Napa leather insert, Mulan leather bolsters, jet black-painted seatbacks, decorative finish around the headrests, two-way lumbar support and wing adjustment, plus heating and ventilation. These seats stand apart for those who want to raise the interior bar.



**COMPETITION  
SPORT SEATS**

#### AVAILABLE ON 1LT, 2LT AND 3LT

Designed for the serious track-focused driver, these seats include aggressive bolsters, full Napa leather seating surfaces, carbon-fiber trim on the headrests, and all-new durable performance textile inspired by Kevlar vests. 2LT and 3LT include two-way lumbar, wing adjustments, heating and ventilation for comfort and support. These seats are the premier choice for track aficionados.



## CORVETTE PACK 10 STORAGE



### SURPRISING UTILITY

Corvette Stingray offers plenty of storage areas so your belongings always have room to come along for the ride.



#### DUAL TRUNKS – FRONT AND REAR

Front: The all-new mid-engine design on the 2020 Stingray created space for a trunk in the front, under the hood, for storage of items such as a standard airline carry-on luggage bag.

Rear: Continuing the legacy of past Corvettes, the rear trunk has enough room to fit two sets of golf clubs, storage of the removable roof panel or even large luggage. There's 12.6 cubic feet of combined storage for those who wish to travel with their gear.

#### INTERIOR STORAGE OPTIONS

With the cockpit interior theme, it was important to still have usable storage areas available for those who desire them. The center console area locks when the car is locked, and two USB ports can be used to charge phones. The glove box is also lockable. To quench the customer's thirst, the cupholders have been restyled to offer improved functionality and usability for both the driver and passenger.

#### REMOVABLE ROOF PANEL

Corvette's removable roof panel has the same lockable design as before, with two releases under the visors and one on the rear. Removing the top for an open air experience can easily be accomplished by just one person. The roof panel can still be stored and secured in the rear trunk.





## CORVETTE PACK 11 INFOTAINMENT



### CONNECTED – TO MORE THAN JUST THE ROAD

In the most advanced infotainment system ever for Corvette, the Chevrolet Infotainment System 3 offers owners easier access to their content, more ways to connect to their devices and an enhanced Performance Data Recorder to record their drive.



#### INFOTAINMENT 3

The latest infotainment features cloud-connectivity for real-time data, plus new Near Field Communication Bluetooth pairing.



#### PERFORMANCE DATA RECORDER

Track, Sport, Performance and Tour screens plus dash camera operation add smart capabilities to Corvette's infotainment system.

#### CHEVROLET INFOTAINMENT SYSTEM 3

The Chevrolet Infotainment System 3 comes standard in the next-generation Corvette. Navigation is standard on 2LT/3LT and available on 1LT. Corvette Stingray offers a high-resolution display for crisp images, cloud-based services and system updates, built-in 4G LTE connectivity and easy access to OnStar® services. These features combined provide the ultimate connection to infotainment.

#### NEAR FIELD COMMUNICATION (NFC)

Near Field Communication, or NFC, makes pairing a phone to Corvette simpler than ever, with just a wave of the phone and a quick confirmation. To initiate the process, the customer simply holds their phone above the volume button, by the NFC symbol, and the system takes care of the rest. Connecting to the system is simple and convenient.

*Note: NFC does not presently work with iPhone®.*

#### PERFORMANCE DATA RECORDER (PDR)

Available on 1LT and standard on 2LT/3LT, the Performance Data Recorder (PDR) incorporates second-generation updates for Corvette Stingray. Place an approved SD memory card in the glove box slot and the PDR captures high resolution recordings from the windshield-mounted camera. The driver can use the PDR as a normal dash camera to capture their daily drive while not on the track. Valet mode can be set to record what happens when Corvette is not in your control.

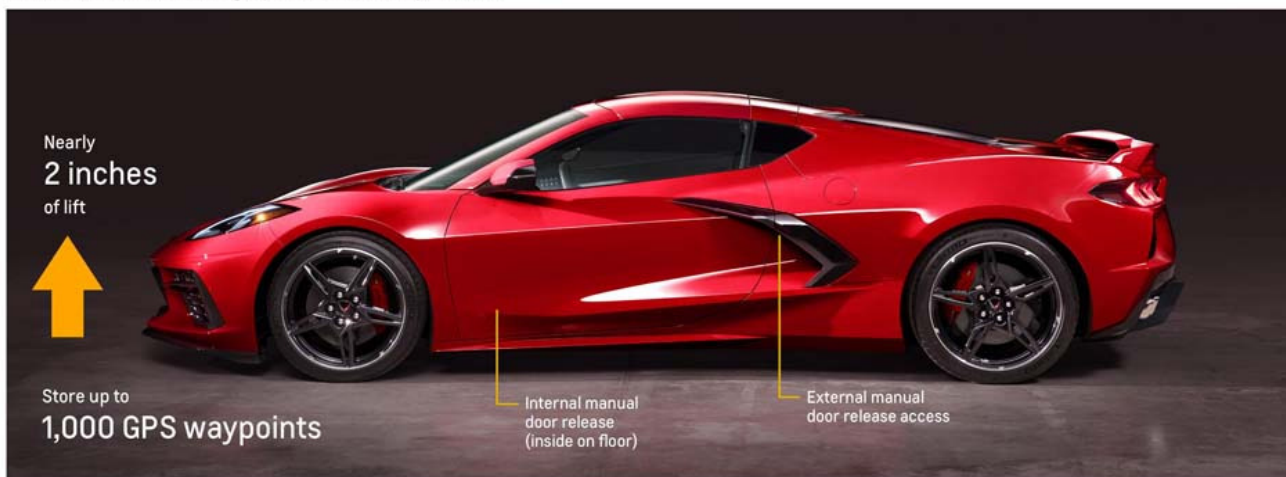


## CORVETTE PACK 12 CONVENIENCE



### CONVENIENCE WHERE AND WHEN YOU NEED IT

The design strategy focused on the needs of everyday life, offering an unprecedented peace of mind to the customer who considers Corvette Stingray to be their daily-driver.



Nearly  
2 inches  
of lift



Store up to  
1,000 GPS waypoints

Internal manual  
door release  
(inside on floor)

External manual  
door release access

#### FRONT LIFT

When drivers need to pull into a steep driveway or drive over a speed bump, Corvette Stingray now has an available option called Front Lift to raise the front end approximately 2 inches to avoid potential damage to the lower fascia. This feature is also programmable with up to 1,000 waypoints, so owners can denote where these potential hazards may be through GPS and Corvette Stingray can adjust automatically.

#### POWER FOLDING MIRRORS

Corvette offers available power folding outside mirrors, perfect when parking in tight spaces. The all-new exterior mirrors are over an inch taller for added rearward visibility. The mirror covers are body color with Carbon Flash available. Available carbon fiber mirror covers are available as an accessory, adding a sporty flair for those who desire it.

#### MANUAL RELEASE HANDLES

Like in previous generation Corvettes, if the rare instance of losing power does occur, there are built-in manual release handles located on the floor pan on the outboard side of each seat. Just pull the handle and the door will open to allow the driver or occupant to exit the vehicle.





## CORVETTE PACK 14 SAFETY



### THE SAFEST CORVETTE EVER

Along with an all-new, under-skin structure, a new suite of available active safety features grants customers peace of mind and confidence. Standard safety features include . . .

TEEN DRIVER AND  
VALET MODES

OUTSIDE REARVIEW MIRROR  
SIGNAL INDICATORS

REAR PARK ASSIST

REAR VISION  
CAMERA

TIRE PRESSURE AND  
TEMPERATURE MONITOR

EXTENDED MOBILITY  
OR RUN-FLAT TIRES

#### UNDER THE SKIN

Corvette Stingray uses a new front 3-tier structure designed to manage and absorb energy from a collision. There is a new aluminum floor pan which minimizes energy from a side collision, and potential rear collision energy is managed by the bumper beam through the center tunnel rails. Making sure the driver and passenger are as safe as possible has been taken to a new level.

#### COLOR HEAD-UP DISPLAY

Standard on 2LT and 3LT trim levels, the Color Head-Up Display offers three distinct views for Sport, Tour and Track which project certain mode information in the driver's line of sight so they keep their eyes on the road. Tour mode now has a new speed limit sign, Sport mode features a G-force indicator for hard cornering, and Track mode includes shift lights, best lap time, current lap time and gain/loss information. Great information with a glance.

#### ADDITIONAL ACTIVE SAFETY FEATURES

The list of available active safety features for 2020 Corvette Stingray includes Front Curb View Cameras, Side Blind Zone Alert, Rear Cross Traffic Alert, and Advanced Theft Deterrent Package. While these features are not new to Chevrolet, they are new to Corvette. Thoroughly explaining these features to the customer is imperative for an exceptional experience at the dealership.



## CORVETTE PACK 15 PERSONALIZATION



### MAKE IT YOUR OWN

2020 Corvette Stingray is customizable, offering 12 unique colors, special packages, and additional accessories. Through customization, every customer can create a car as unique as themselves.



ACCELERATE YELLOW



RAPID BLUE



ZEUS BRONZE

\*Vehicles shown with optional wheels, stripes and ground effects.

#### INTERIOR COLOR THEMES

The 2020 Corvette Stingray will offer six interior color themes to match the customer's desires. These themes include: Jet Black, Sky Cool Gray, Adrenaline Red, Natural/Natural Dipped, Two-Tone Blue and Morello Red. In addition to the interior themes, customers will also be able to choose their seat belt color. The colors that will be offered include: Black, Blue, Natural, Torch Red, Yellow and Orange. With the most options ever for Corvette, interior customization options allow the customer to create their own design statement.

#### GROUND EFFECTS PACKAGE AND FULL-LENGTH RACING STRIPES

Ground effects add a level of enhanced styling and functional capabilities that includes reducing aerodynamic lift and body protection from potential stone damage. 2020 Corvette Stingray offers a Ground Effects Package for those that want an even more aggressive appearance. For an extremely sporty look along with sleekness, full-length, factory-installed racing stripes are offered. These stripes will showcase Corvette's performance-oriented styling while standing apart from others at the track.

#### WHEELS

The Corvette Stingray wheels are all new for 2020, and each design is stiff and light for optimal performance. There are two different design themes – either a 5- or 15-spoke – with different finishes for each. The 5-spoke wheels come in standard Sterling Silver and Carbon Flash. The Trident Spoke wheels come in Sterling Silver and Spectra Gray. There are also 2 accessory wheel options: a 5-spoke Gloss Black and a 15-spoke Performance Pewter.

## **Fastest or Quickest: It's All About the Downforce on the 2020 Corvette Stingray**

With each passing day, we are learning more about the 2020 Corvette Stingray. Now that we got the release of pricing out of the way, we are now hoping to learn more specific information about the next-generation Corvette's performance statistics.



Already we know two important numbers, the 0-60 mph and the top speed of the car.

At the official reveal, Corvette's Tadge Juechter made the jaw-dropping announcement that the 2020 Stingray with the Z51 performance package could go 0-60 mph in "under three seconds". That's C7 ZR1 territory for the entry-level model and an incredible exclamation point to the exciting visuals the car brings.

Corvettes are supposed to be fast but what's really stunning is that you can hit the Stingray's top speed of 194 mph in the base 490-hp 1LT Corvette for just \$59,995!

In fact, Autoblog tells us that when you add \$5,000 for the Z51 Performance Package, the rear wing spoiler adds 400 pounds of downforce, which helps to make the car faster in the 0-60 mph time, but it also brings the overall top speed of the Stingray Z51 Coupe down to 184 mph.

With the performance exhaust, upgraded suspension, and larger Brembo brakes, the Z51 Performance Package will pay dividends to those owners who track their Corvettes and the 400 lbs of down force assist in keeping the car planted to the road course.

Corvette owners have always had choices, but very rarely do you hear of the cheapest entry model having a faster top speed than the car with more horsepower and the performance package.

Although there's not many places you can drive your Corvette to 194 mph, it's still nice to know that you could! Corvette buyers who decide not to check the box on the Z51 will have their own set of bragging



rights when it comes to overall speed. At least for the next year or so until the next C8 Corvette model is released.

### **First C8 Corvette Spied with Spring Mountain/Ron Fellows School Livery**

Our friends at **Spring Mountain Motor Resort and Country Club** have certainly made a name for themselves in the Corvette community with thousands of owners participating in the C7 Corvette Owner School. Ask anyone whose been and they will tell you it's one of the most



memorable experiences you can have behind the wheel of America's favorite sports car.

While we don't have definitive news about any new high-performance driving classes offered as of yet for the **C8 Corvette**, we can see the school being a valuable option for those who want to get the most out of the new mid-engine Corvette.

We do know that those Chevrolet dealer reps who have completed the C8 training will be going out to Spring Mountain sometime this fall to drive the 2020 Corvettes, and we can only hope that the Owners School program will soon be announced.

Perhaps that announcement won't be much longer in coming as Chevrolet offered the first view of the 2020 Corvette Stingray wearing the racing livery of the Ron Fellows Performance Driving School at Spring Mountain. The car looks to be the same Ceramic Matric Gray Stingray that's been touring special events following the reveal in California last month.

For those of you who have recently purchased a 2019 Corvette, don't let your voucher go to waste! Call The Ron Fellows Performance School today at 800-391-6891 or visit the **Corvette Owner's School** to register.

## **The C8 Corvette's Introductory Price of \$59,995 Will Most Likely Go Up After 2020**

If you want to get a C8 Corvette starting under \$60,000, you'd better hurry and buy a 2020 model.

*Motor Trend* is reporting today through a "well-placed source" that General Motors – which stunned everyone with its Aug. 15 confirmation that the new Stingray would start out at the "bargain



basement" price of \$59,995, including shipping – will increase the base price for the 2021 model year.

A price hike should really come as no surprise, though, since that would just be following the usual protocol for GM. You'll remember that the 2014 Corvette arrived at a base price of just \$51,995 – only \$1,400 more than the C6. In the middle of the '14 year, the price rose to \$53,993, with Chevy blaming demand greater than expected, before climbing to \$55,995 at the beginning of 2015.

*Motor Trend* says "we don't know exactly how much the base price" will increase for the 2021 Stingray, but like us, they say they won't be surprised to see a hike.

"Practically everyone in the industry speculated that the C8 would be significantly more expensive than the C7," the magazine says, noting that GM completely redesigned the car "from the ground up" and invested in hundreds of millions of dollars worth of improvements at the Bowling Green plant.

The low base price was actually a great marketing strategy to get the attention of the automotive world, the magazine says, "and managed to create more hype around a car that was already among the most hyped in history."

That \$59,995 price also was a way to appease diehard Corvette enthusiasts who were upset with the mid-engine design and the elimination of a manual transmission, the magazine reasons. After all, those people "can't complain too much about a price difference of just \$3,000 between base C8 and C7."

With the low launching price, *Motor Trend* believes that Chevy will ease repeat Corvette customers into the C8's inevitably higher price range with less risk of sticker shock.

We're hoping that Chevy holds the line on the price throughout the 2020 model year and doesn't raise the price as much as it did from the 1984 to 1985 model year – from \$21,800 to \$24,891.

Still, playing around with the C8 configurator, we were recently able to come up with a non-Z51, 2LT 2020 coupe that's actually \$2,000 cheaper than the list price of our '15 convertible. Not bad considering what you're getting for the money! Unfortunately, there are no discounts on the C8s yet, the way that the price of that '15 was shaved.

## **Corvette Transporter Company Jack Cooper Files for Bankruptcy**

Don't worry, Corvette enthusiasts. You should still be able to get your C8 Corvette delivered just fine.

At least that's the way it looks now despite one of the leading car haulers for General Motors being forced to file for bankruptcy last week.



Georgia-based Jack Cooper Ventures, Inc., insists it will be “business as usual” despite its current rocky financial picture.

To try to recover, the nation's second-largest car hauler will shed more than \$300 million in debt after selling virtually all of its assets to one of its longtime lenders, New York hedge fund Solus Alternative Asset Management, which will allow normal operations through the Chapter 11 bankruptcy process. The purchase is subject to a court-approved competitive bidding process.

Pre-negotiation of the company's restructuring will minimize any impacts from the bankruptcy on workers, unions, and lenders, according to the bankruptcy filing with the Northern District of Georgia Atlanta Division court.

Jack Cooper, which ranks No. 60 on the Transport Topics Top 100 list of largest for-hire carriers in North America with revenue of \$581 million last year, operates a fleet of more than 1,600 vehicles with a network of 39 terminals in the United States and Canada.

The company, one of just two unionized car hauling fleets in the nation – along with Cassens Transport, maintains its costs are 10% to 30% higher than its non-union competitors and points out its revenue



**dropped by 12.3% and unit volumes shipped fell by 16.9% from 2016 to 2018, with further declines expected in 2019.**

**Jack Cooper's biggest customer, General Motors, provides 48% of its revenue and fortunately is sticking with the company, as is another key customer, Ford. We wonder just how much relief that will deliver to Jack Cooper, though, as GM negotiated a 5% price concession under a new three-year deal reached in 2019, with no annual price increases, and Ford settled for a 1% price concession.**

**A big factor in the company's financial problems has been an 80% decline in the number of vehicles shipped for Toyota, which switched to non-union competitors. In response, Jack Cooper has had to close 17 terminals and eliminate 250 drivers and mechanics.**

**The resulting revenue decreases have also forced the company to delay replacements for its aging fleet of trucks, which now average 14 years old. At the same time, that has meant increasing maintenance costs to keep the old trucks going.**

**But there is hope for the future.**

**In a news release, Jack Cooper says the comprehensive, court-supervised restructuring will reduce its debt by more than \$300 million and preserve jobs for nearly 2,000 union workers.**

**In addition, company officials have reached an agreement with the Teamsters National Automobile Transporters Industry Negotiating Committee that modifies the collective bargaining agreement that will be presented to members for ratification. The company believes the modifications will ensure Jack Cooper's financial viability and avoid reductions in employee wages or health care benefits.**

**Jack Cooper says it could face \$2 billion in liabilities if it attempted to withdraw from the Central States Pension Fund for its employees. Under a plan worked out before the bankruptcy filing, Jack Cooper would move to a part of Central States that doesn't have steep withdrawal fees and would be allowed to reduce its weekly per-employee contributions to Central States by more than half.**

**The pension savings should allow the company to reinvest significant funds in the business, allowing replacement of 80% of its fleet with new equipment over the next five years, Jack Cooper officials believe. Meanwhile, employees would still receive all the retirement benefits already accrued and would be in a more stable pension, but going forward, they would earn new retirement benefits at a much slower rate, the Atlanta Journal-Constitution reported.**



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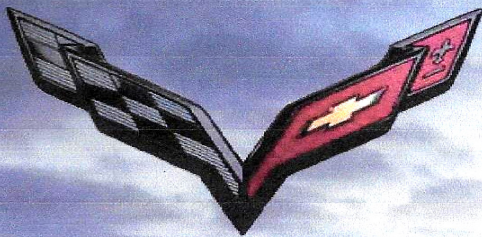
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# NEW CAR INVENTORY

## New 2019 Chevrolet Corvette Stingray Coupe 1LT

- Stephen Wade Price \$54,402
- MSRP \$61,300



## New 2019 Chevrolet Corvette Stingray Coupe 1LT

- Stephen Wade Price \$54,966
- MSRP \$61,910



# PRE OWNED CORVETTES

**2007 Convertible**

**\$24,124**



**2011 Grand Sport**

**\$33,245**

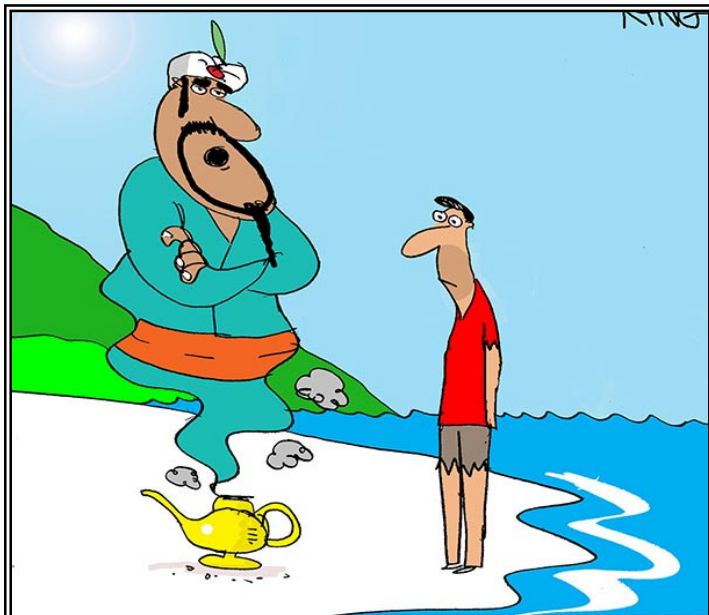


# ALL PRICES SUBJECT TO CHANGE





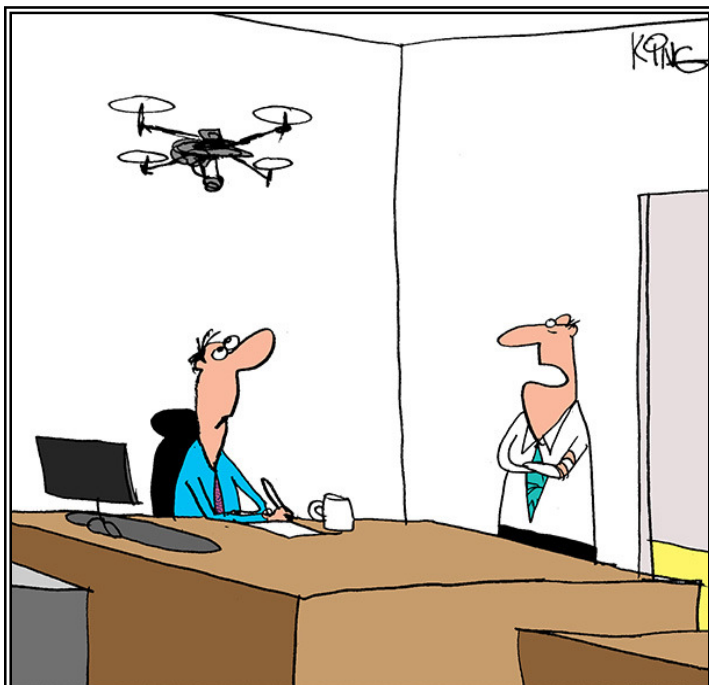
# ON THE LIGHT SIDE



"I gave you 3 wishes, and you wished for 3 Corvettes. Shouldn't one of your wishes be to get off this island?"



"If you would've hit a regular car I would've given you a ticket. Since you hit a Corvette, you'll get 10 years."



"I think it's you who's been putting fingerprints all over my new Corvette. So this drone will be keeping an eye on you from now on."



"All I did was take a friend's Corvette for a quick spin. Actually, it was a stranger, and I took it across country."