



# THE VETTE GAZETTE



## Color Country Corvette Club

**96 MEMBERS STRONG**

**SPONSORED BY STEPHEN WADE CHEVROLET**

**ESTABLISHED 2006**

**FEBRUARY 2020**



**OWNER: KEN & JEAN HEINLY**

### **FEBRUARY EVENTS**

**FEBRUARY 13 - RATTLIN D VALENTINES  
DINNER/SHOW**

**FEBRUARY 20 - THURSDAY - VETTES & CAFFEINE**

**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 2nd MONDAY OF EACH  
MONTH**

**FEBRUARY BOARD MEETING WILL BE  
HELD ON**

**MONDAY - FEBRUARY 10 - 1:00 pm**

**IN THE HOME OF -PETER SPEVAK**

**RSVP -  
[peteraspevakccccvp@gmail.com](mailto:peteraspevakccccvp@gmail.com)**

**ALL ARE WELCOME!**

## **1960 TRIVIA**

**Nylon belted tires  
first became  
available on the  
1960 Corvette,  
prior to 1960 only  
cotton ply tires  
were offered.**

### **COLOR COUNTRY CORVETTE CLUB 2019 OFFICERS**

**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  
[onlyvet@yahoo.com](mailto:onlyvet@yahoo.com)**

**ANNE ROSA - SUNSHINE  
[onlyvet@yahoo.com](mailto:onlyvet@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**



### **FEBRUARY BIRTHDAYS**



**PAUL McMULLIN 2 - CAROL EDGREN 5  
JOHN JOHNSON 5 - KAREN STYKA 11  
JANET DOXEY 13 - GARY HIGGINS 21  
BECKY SUAZO 22 - PAUL STYKA 29**

***Happy Birthday***

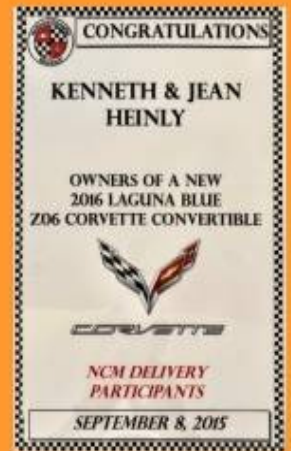




# CAR OF THE MONTH



## Color Country Corvette Club Car of the Month Ken & Jean Heinly February 2019



2016 Laguna Blue Z06 Convertible



# 2020 RUN CALENDAR



CONTACT PETER SPEVAK  
FOR INFO ON ANY OR ALL RUNS

**February 13 - Rattlin D Valentines dinner/show**

**March 15-16 - Pahrump Winery & Dinner**

**March 28 - Progressive Dinner**

**April 7-9 - Laughlin/Oatman**

**May 15-17 - Monument Valley**

**June 13 - Treasure Hunt**

**July 4 - 4th of July Parade St George**

Pompei Exhibit – SLC – Styka – Sometime before May 2 – TBD

'Vettes & Caffeine – Ongoing 3<sup>rd</sup> Thursay morning each month – Doug Rosa

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

CONTACT PETER SPEVAK FOR INFO ON ANY OR ALL RUNS  
[peteraspevakccccvp@gmail.com](mailto:peteraspevakccccvp@gmail.com)



# LAST MONTHS WEB REPORT

How many visitors did you get?



**949**

total visits last month

How did your visitors get here?



47%

progressive-seo.com

37%

www.google.com

5%

www.bing.com

5%

www.colorcopper.com

5%

www.google.com.hk

Where are your visitors from?



60%

IRKUTSK, RU

4%

WILMINGTON, US

3%

NORWALK, US

3%

MESQUITE, US

2%

NORTH YORK, CA

28%

Others



**Color Country Corvettes**  
**St. George, Ut**

**TO ALL COLOR COUNTRY CORVETTE CLUB MEMBERS**

**THANK YOU SO MUCH FOR ALL YOUR THOUGHTS & WELL WISHES**

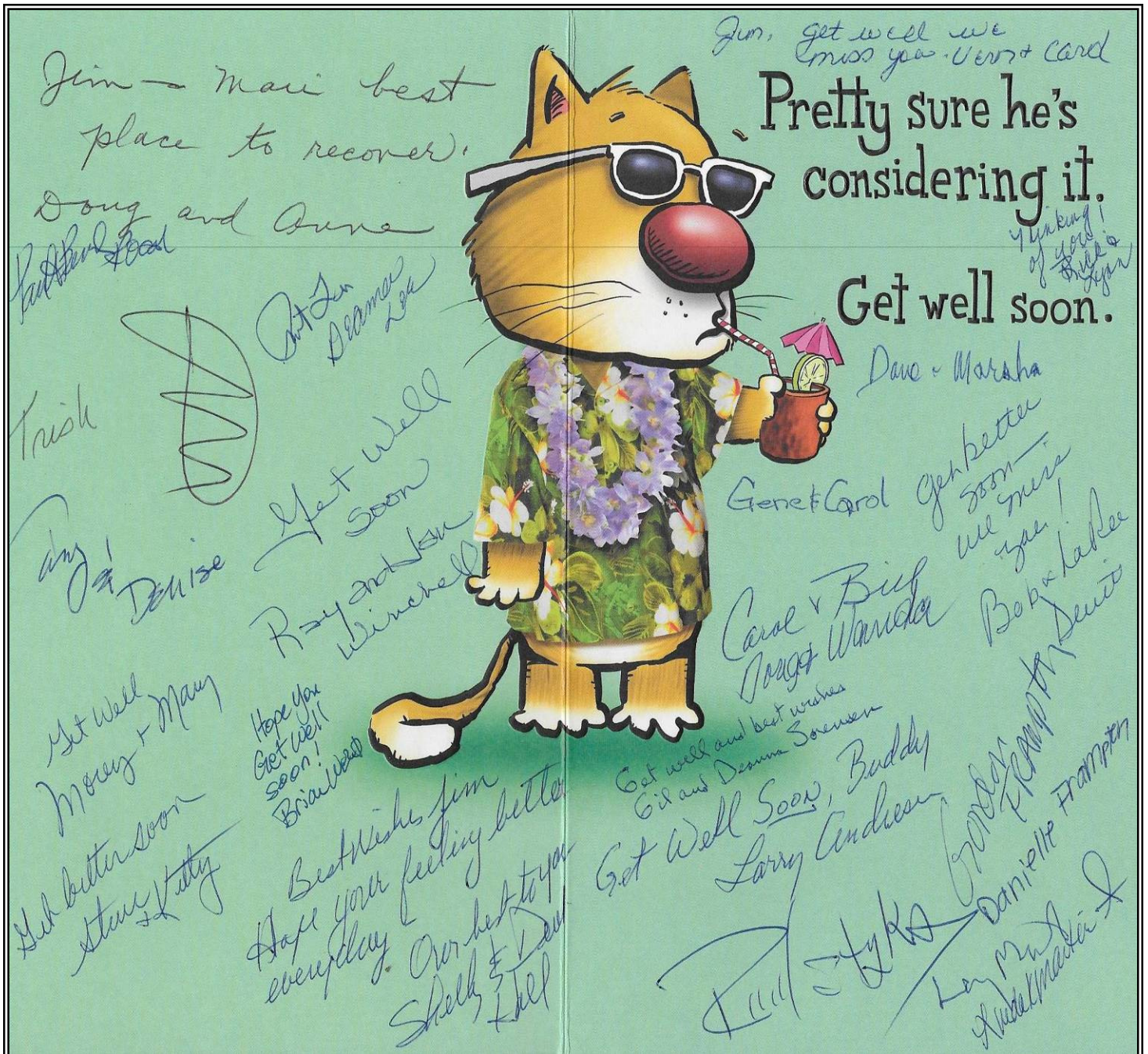
**THIS IS TRULY AN AMAZING CLUB. I CAN'T EXPRESS WORDS**

**TO DESCRIBE HOW MUCH THIS CARD MEANT TO ME!**

**WE SHOULD ALL BE PROUD TO BELONG TO THIS GREAT CLUB!**

**WE ARE ALL INDEED PART OF THIS AMAZING CORVETTE FAMILY.**

**SINCERELY - JIM AGAR**





# RECOGNITION PAGE



**PETER SPEVAK & DOUG ROSA PRESENT KEN LYNCH  
(STEPHEN WADE CHEVROLET GENERAL MANAGER)  
WITH THE COLOR COUNTRY CORVETTE CLUB  
APPRECIATION PLAQUE**



**Color Country Corvettes  
St. George, Ut**



## JANUARY 14 - BUSINESS MEETING



**Troy Anderson from Perfect Image gave a 35 minute presentation on Ceramic Coatings and demonstrated how absolutely shiny and water-repellant their process is.**

**PICTURED IS DOUG ROSA'S CAR AFTER THE CERAMIC COATING WAS APPLIED**





**Peter Spevak presented the Car of the Month framed photo to Gil and Deanna Sorenson who had won the drawing for January's Car of the Month.**

**RAFFLE PRIZE WINNERS**

**50/25/25 WINNERS WERE: LAREE DEVITT AND DOUG UTASH EACH WON \$33.00**

**LARRY ANDRESEN - \$20 GIFT CERTIFICATE FOR APPAREL/HATS**

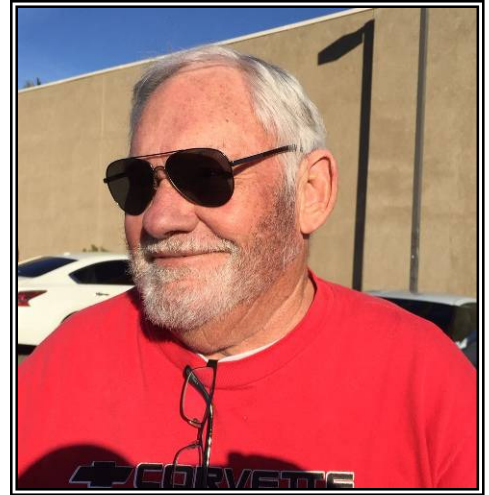
**SHELBY HALL - \$20 GIFT CERTIFICATE - ANNE ROSA - \$50 GIFT CERT.**

**DENISE OLDFIELD: GARAGE SIGNAGE**

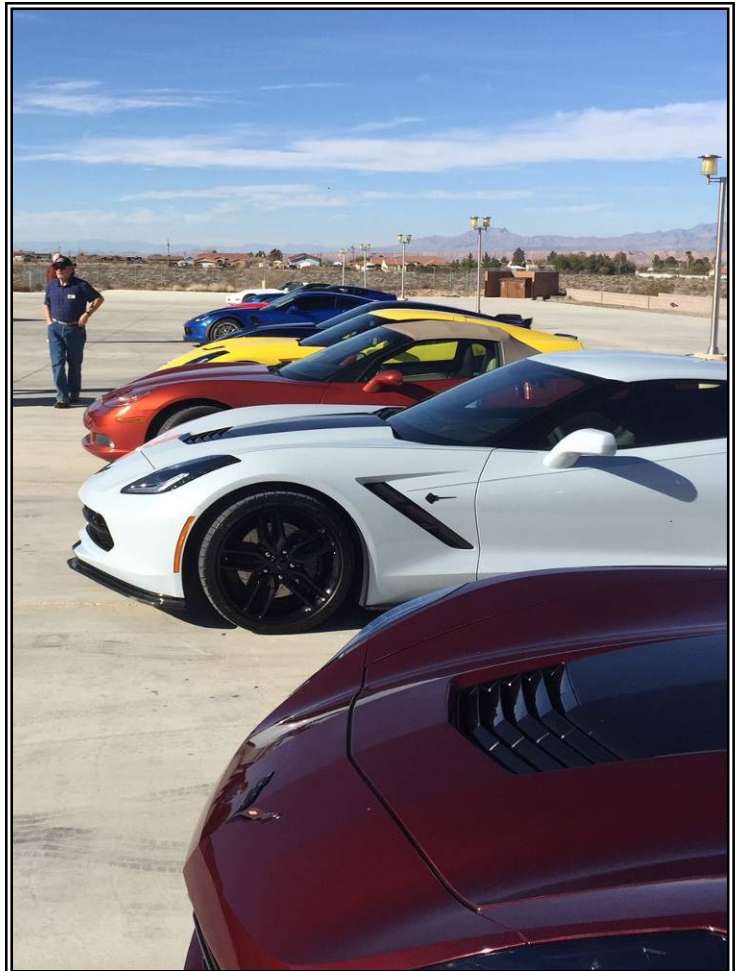




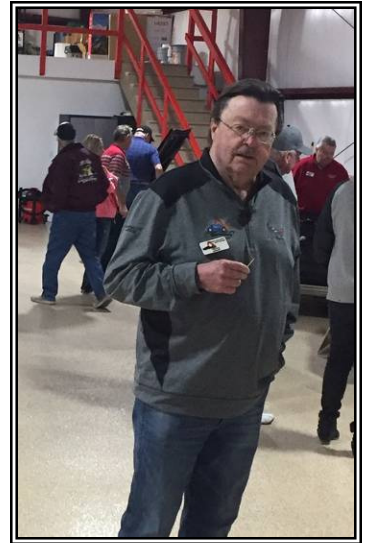
# JANUARY 16 - VETTES & CAFFEINE





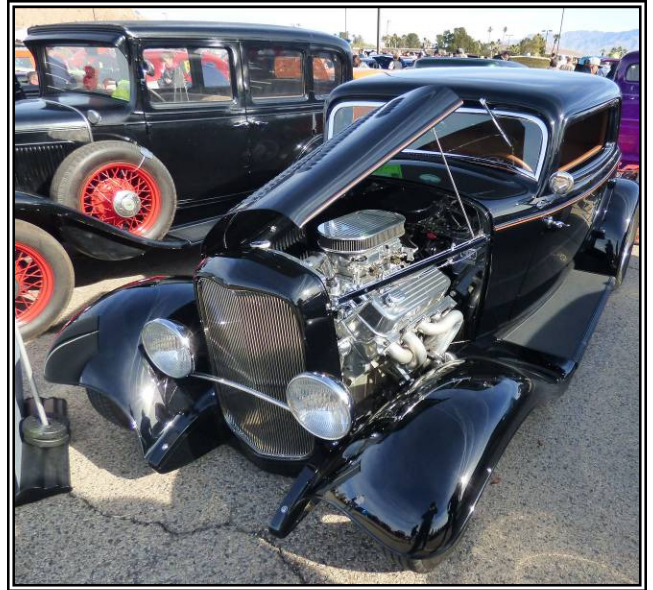




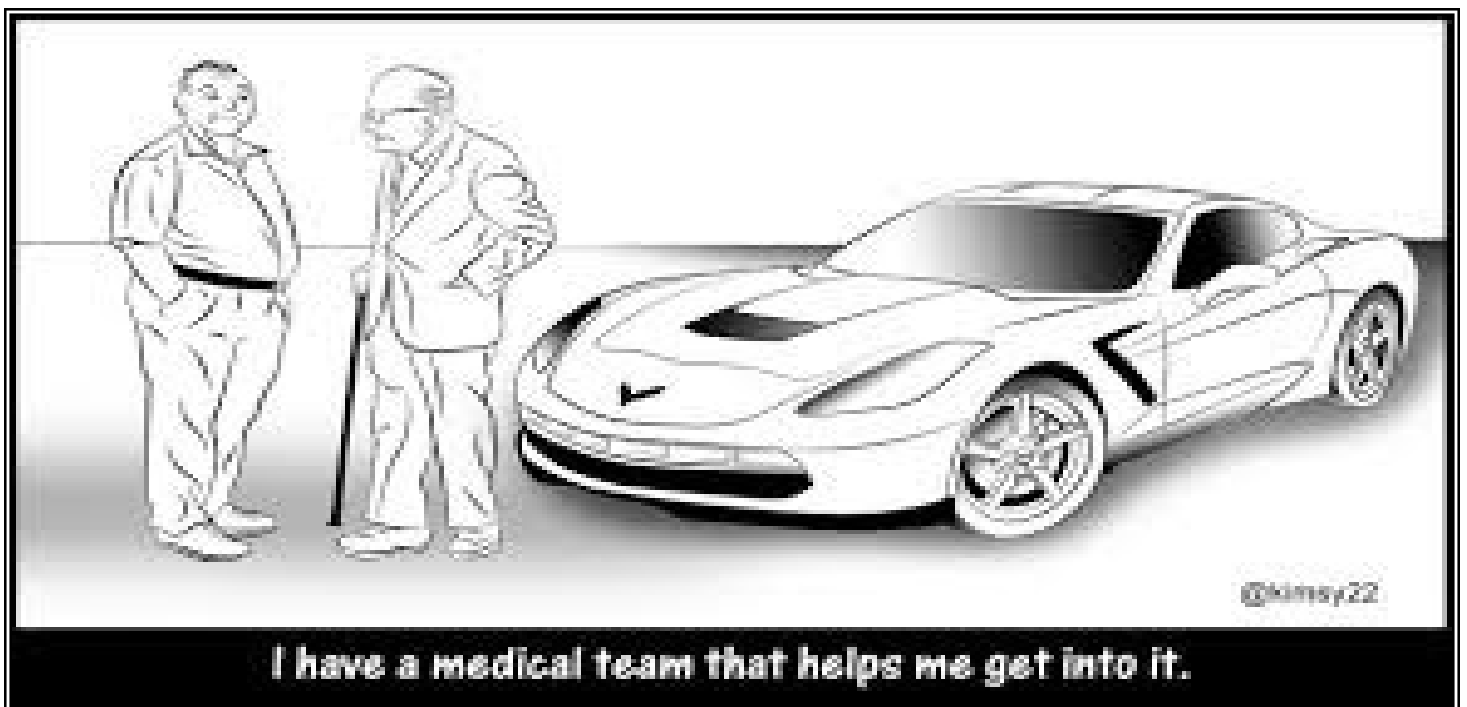
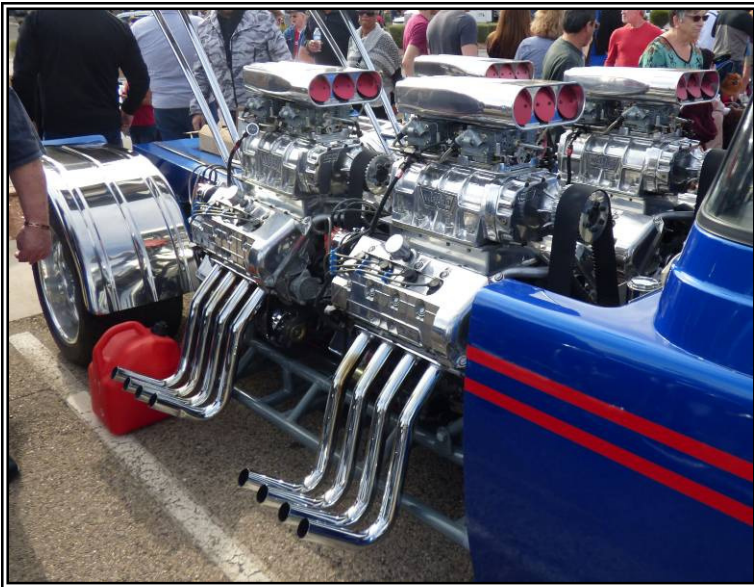




# MOTOR MANIA - JANUARY 18









# LAPS FOR CHAIRITY JAN 26

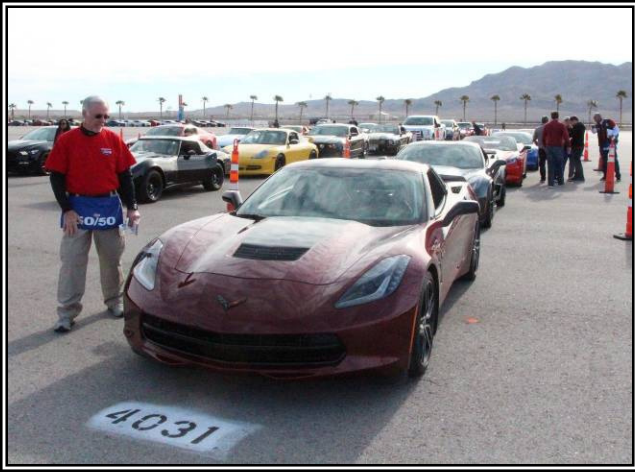
SUBMITTED BY TERRY & DENISE OLDFIELD













SUBMITTED BY PETER SPEVAK





# C8 Z06





# RULES OF THE ROAD

## COLOR COUNTRY CORVETTES - 2020

AS WE BEGIN THE SPRING & SUMMER RUN SEASON PLEASE REVIEW OUR CLUB'S "RULES OF THE ROAD" FOR ALL RUNS & EVENTS

ADHERENCE TO THESE RULES IS ESSENTIAL TO ENSURE ALL PARTICIPANTS & THE GENERAL PUBLIC'S SAFETY AS WELL AS PROTECTING US & THE CLUB FROM ANY LIABILITY ISSUES

### SOME KEY HIGHLIGHTS FROM THE RULES ARE:

1. Each caravan should have a Caravan Leader - a "FRONT CAR" and a "BACK CAR." The Caravan Leader is responsible for the caravan and any questions should be directed to that person at the drivers meeting before each departure.
2. All cars should have a means of communication between themselves, preferably UHF WALKIE-TALKIES.
3. All cars should carry the CELL PHONE LIST OF THE CLUB MEMBERS for additional "HANDS FREE" communication within the members.
4. These are all "common sense" guidelines,  
SAFETY ALWAYS COMES FIRST,  
but having a lot of fun is a close second!!

**WE SUPPORT OBEYING ALL TRAFFIC LAWS!**  
**COLOR COUNTRY CORVETTES DOES NOT CONDONE DRINKING & DRIVING!!**



Color Country Corvettes  
St. George, Ut

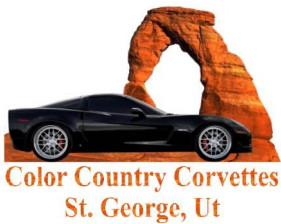


Color Country Corvettes  
St. George, Ut



Color Country Corvettes  
St. George, Ut





# COLOR COUNTRY CORVETTE CLUB

## RULES OF THE ROAD



**"PLEASE BE ON TIME"** Have your gas tank full and any maintenance completed before each departure. At the initial drivers meeting, be sure to inform the leader of any limitations, such as speed or gas mileage your vehicle may have. Being part of a caravan can be a lot of fun, but only if it is orderly and well organized. At all times be courteous and aware of traffic around you.

Each caravan should have a Caravan Leader - a "FRONT CAR" and a "BACK CAR." The Caravan Leader is responsible for the caravan and any questions should be directed to that person at the drivers meeting before each departure. Make sure you know the leader and the back car. The leader will provide you with the plan for the day - destinations, mileage, rest stops, sightseeing, and food stops along the way. You should always know the end destination.

The front and back cars should have a means of communication between themselves, preferably UHF Walkie-Talkies. The other cars should carry the cell phone list of the club members for additional "HANDS FREE" communication within the members. The back car has numerous functions - watching for stragglers, mechanical failures, losing people at traffic lights, and faster traffic approaching from the rear. The back car should always coordinate lane changes with the leader.

**"IMPORTANT"** - Always try to maintain a constant distance between you and the Corvette ahead of you. Use a larger interval at night or in wet weather. Don't leave too much of a gap, as it tends to frustrate drivers behind you and allows non-club drivers to get into our group. This causes the group to gradually split up or start the "bungee cord" effect of speeding up and rapid braking which disrupts the rhythm and safety of the caravan. If you are NOT comfortable with these guidelines, let the Leader know and drop back behind the last car and go at your own pace. If you are traveling in a vehicle other than a Corvette, please drop in behind the back Corvette.

If a member of the caravan has mechanical problems, "ONLY" the "NEXT" following car is to pull over out of the caravan to assist. The rest of the caravan will continue on to the next scheduled stop. Please "DO NOT" stop in a long line on the shoulder of the road. This creates a very dangerous safety issue.

Do not pass another caravan member unless that car is obviously leaving too large of a gap and making no effort to close up to the proper interval. Do not pass the leader unless it has been Previously discussed. It is important that the caravan moves at the same general speed as other traffic. Always use your turn signals when changing lanes or turning left or right.

If you must leave the caravan at any time, do not try to resume your previous place in line. Come back and resume the last position in front of the back car. The back car will make a space for you back in the caravan. Always allow other traffic to merge with us when necessary. Be particularly aware that large trucks are limited in maneuverability and require more room for stopping quickly. When passing a non-caravan vehicle on a two lane road, continue accelerating for a while to allow some extra room for any car, or cars that may be following you during the pass to get back into the correct lane.

Anyone with medical experience should make it known to the group. The same thing applies to having considerable mechanical skills.

As we always remind you: "THIS IS YOUR VACATION" If you leave the caravan for a side trip, please notify the leader of the caravan so it will not be delayed waiting for you. "PLEASE NOTE" These are all "common sense" guidelines, safety always comes first, but having a lot of fun is a close second!!

**"ALWAYS BRING YOUR PATIENCE AND SENSE OF HUMOR,  
YOU WILL HAVE A LOT MORE FUN"**

**COLOR COUNTRY CORVETTES DOES NOT CONDONE DRINKING & DRIVING!!**

**PLEASE DO NOT DRINK & DRIVE!**



# RATTLIN D PLAYHOUSE

**VALINTINE VARIETY SHOW & DINNER**

**THURSDAY - FEBRUARY 13, 2020**

## DINNER & SHOW PRICING

<u>PRIME RIB Dinner &amp; Show</u>	<u>\$34.95 PLUS TAX</u>
<u>CHICKEN Dinner &amp; 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.

YOU MUST ORDER TICKETS ONLINE BEFORE

JANUARY 15, TO INSURE SEATING

[rattlindplayhouse.com](http://rattlindplayhouse.com)

**In the remarks section it's important to indicate you wish to be seated with Color Country Corvette Club.**

**RSVP - RICK MILLER - ASAP**

**714-376-3867**

**rick.miller49@yahoo.com**

**PLEASE DO NOT PROCRASTINATE BOOKING THIS EVENT!  
IT SELLS OUT QUICKLY!**

**TICKETS GO ON SALE MONDAY JANUARY 6**



## **ITINERARY - APRIL 7 & 8**

**LAUGHLIN NV - OATMAN, AZ & COOL SPRINGS  
JET BOAT RIDE - LAUGHLIN TO LONDON BRIDGE  
BUDDY HOLLY TRIBUTE SHOW**

### **TUESDAY APRIL 7**

**LEAVE FROM TERRIBLE'S AT EXIT 2 PROMPTLY AT 8 AM**

**BREAKFAST AT CASA BLANCA IN MESQUITE**

**REST STOP AT SPEEDWAY BLVD IN LAS VEGAS**

**LAUGHLIN - LUNCH & CHECK IN AT THE RIVERSIDE HOTEL**

**DRIVE TO COOL SPRINGS FOR PHOTO OP THEN STOP IN OATMAN  
FOR SHOPPING & SIGHTSEEING**

**DINNER ON THE RIVER WALK AT BUBBA GUMPS**

### **WEDNESDAY APRIL 8**

**MEET AT THE EDGEWATER HOTEL ON THE RIVER WALK AND BE  
READY TO BOARD THE BOAT AT 9:30 AM - PLEASE BE PROMPT -  
THEY WILL LEAVE PROMPTLY AT 10:AM WITH OR WITHOUT YOU**

**DINNER AT THE RIVER SIDE HOTEL IN THE PRIM RIB ROOM**

**BUDDY HOLLY TRIBUTE SHOW AT THE RIVERSIDE 8 TO 10 PM**

### **THURSDAY APRIL 9**

**THANK YOU FOR COMING & HAVE A SAFE TRIP HOME!**



**Color Country Corvettes  
St. George, Ut**



**Color Country Corvettes  
St. George, Ut**



**Color Country Corvettes  
St. George, Ut**





## LAUGHLIN NV - OATMAN, AZ

**JET BOAT RIDE - LAUGHLIN TO LONDON BRIDGE**

**BUDDY HOLLY TRIBUTE SHOW - WINTER DANCE PARTY**

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

**2 NIGHTS IN LAUGHLIN, NV - APRIL 7 - 8, 2020 - RETURN HOME APRIL 9**

### **BOOKING INFORMATION**



#### **Riverside Resort / Reservations**

**Phone number to call :  
1-800-227-3849 option 1**

**Group Code: C/COLOR**

**\$49.00 per standard room (2 queen  
bed, mountain view); plus resort  
fee (\$10) and tax per night.**



"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.

#### **BOOKING INFORMATION FOR BUDDY HOLLY**

**Riverside Resort Hotel & Casino ShowGate Ticketing Staff - (800) 227-3849**

**Make your reservations for Wed 04/08/20 8:00 PM show time**

**Group code - Color Country Corvettes reservations**

**Office hours are Wednesday thru Sunday, from 12:30 PM until 7:30 PM**

**Ticket Prices are \$42.51 inc tax**





## **JET BOAT RIDE - TO LONDON BRIDGE**



Join us on a breathtaking, 58-mile jet boat tour from Laughlin to Lake Havasu City! Not only does this six-hour, round-trip excursion feature enchanting views of Topock Gorge, but it also includes a two-hour layover at the world-famous London Bridge. Get ready for an unforgettable day of sightseeing, relaxation and fun with our London Bridge jet boat tour!

Check-In 8:30AM to 9:15AM. Must be on dock by 9:30AM

- 2 Hour Boat Ride • 2 Hour London Bridge Layover
  - 2 Hour Boat Ride • Arrives Laughlin 4 PM
- \*All times are Nevada Time

### **BOOKING INFORMATION FOR LONDON JET BOAT TOURS**



**Don't be left standing on the dock!!!**

**<https://laughlinrivertours.com>  
OR CALL 1-702-298-5498**



**Make your reservations for Wed 04/08/20 - PRICE: \$75.00 PP**



**PHOTO OP  
COOL SPRINGS AZ ON ROUTE 66**



**OATMAN AZ  
FREE**

**BOOKING PROBLEMS OR MORE INFO CONTACT  
JIM AGAR - 435-319-4588  
[jimagar14@gmail.com](mailto:jimagar14@gmail.com)**





# Monument Valley, Slick Rock Country & Surrounding Vistas

Dates: May 15-17, 2020

## Itinerary:

### Friday, May 15

10:00am Depart - Exit 13 Maverik  
 11:00am Bio Break - Kanab, UT  
 Noon Lunch - Page, AZ  
 1:30pm Depart - Page  
 3:30pm Arrive - Kayenta Monument Valley Inn,  
 Kayenta, AZ  
 6:00pm Group Dinner - TBA

### Saturday, May 16

10:00am Depart - Hotel  
 Noon Group Lunch - Goulding Lodge @ Monument Valley  
 2:00pm Depart - Goulding Lodge  
 3:30pm Bio Break - Blanding, UT  
 5:30pm Arrive - Super 8 Hotel, Green River, UT  
 6:30pm Group Dinner - TBA

### Sunday, May 17

9:30am Depart - Hotel  
 11:00am Bio Break - Salina, UT  
 12:00pm Group Lunch - Richfield, UT  
 1:30pm Depart - Richfield  
 4:00pm Arrive - St. George

**Note: All times are Mountain Daylight Time**

We have negotiated a group rates as follows:

1. Kayenta Monument Valley Inn, AZ - \$128. When making reservation at the Kayenta Monument Valley Resort, call (928) 697-3221 and refer to Color Country Corvettes group reservation. We must have at least 6 rooms confirmed and reserved by March 16 to keep the rate, so book early!
2. Super 8 Motel, Green River, UT - \$76.50. This hotel has an unusual way of handling groups. Before calling the motel to make a reservation, call or email me and I will give you a confirmation number to be used when you call the motel.



**If you have any questions, contact Derek or Shelby Hall**

Derek [derek@ukderek.net](mailto:derek@ukderek.net) 360-292-3098

Shelby [shelby@shelbythall.com](mailto:shelby@shelbythall.com) 801-360-7585



# AUTO TRIVIA

**Who opened the first drive-in gas station?**

**A: Gulf opened up the first station in Pittsburgh in 1913.**



**Q: What city was the first to use parking meters?**

**A: Oklahoma City, on July 16, 1935.**



**Q: True or False? The 1953 Corvette came in white, red and black.**

**A: False. The 1953 'Vett's were available in one color, Polo White.**



**Q: What was Ford's answer to the Chevy Corvette, and Other legal street racers of the 1960's?**

**A: Carroll Shelby's Mustang GT350.**



**Q: What was the first car fitted with an alternator, rather Than a direct current dynamo?**

**A: The 1960 Plymouth Valiant**



**Q: What was the first car fitted with a replaceable cartridge oil filter?**

**A: The 1924 Chrysler.**



**Q: What was the first car to be offered with a "perpetual guarantee"?**

**A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.**



**Q: What American luxury automaker began by making cages for birds and squirrels?**

**A: The George N. Pierce Co. Of Buffalo, who made the Pierce Arrow, also made iceboxes.**



**Q: What car first referred to itself as a convertible?**

**A: The 1904 Thomas Flyer, which had a removable hard top.**



**Q: What car was the first to have it's radio antenna embedded in the windshield?**

**A: The 1969 Pontiac Grand Prix.**



**Q: What car used the first successful series-production Hydraulic valve lifters?**

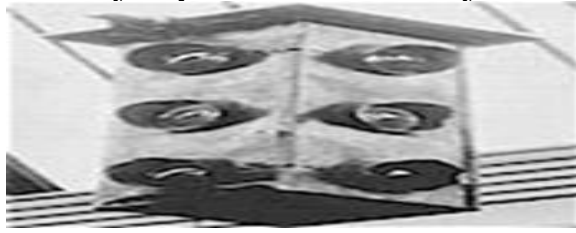
**A: The 1930 Cadillac 452, the first production V16**



**Q: Where was the World's first three-color traffic lights installed?**

**A: Detroit, Michigan in 1919.**

**Two years later they experimented with synchronized lights.**



**Q: What type of car had the distinction of being GM's  
100 millionth car built in the U.S.?**

**A: March 16, 1966 saw an Olds Tornado rollout of Lansing, Michigan with that honor.**



**Q: Where was the first drive-in movie theater opened, and when?**

**A: Camden, NJ in 1933**



**Q: What autos were the first to use a standardized production key-start system?**

**A: The 1949 Chryslers**



**Q: What did the Olds designation 4-4-2 stand for?**

**A: 4 barrel carburetor, 4 speed transmission, and dual exhaust.**





**Q: What car was the first to place the horn button in the center of the steering wheel?**

**A: The 1915 Scripps-Booth Model C. The car also was  
The first with electric door latches.**



**Q: What U.S. Production car had the quickest 0-60 mph time?**

**A: The 1962 Chevrolet Impala SS 409.**



**Q: What's the only car to appear simultaneously on  
The covers of Time and Newsweek?**

**A: The Mustang**



# **SOMETHING TO THINK ABOUT**

**Why do supermarkets make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front?**

**Why do people order double cheeseburgers, large fries, and a diet coke?**

**Why do banks leave vault doors open and then chain the pens to the counters?**

**Why do we leave cars worth thousands of dollars in our driveways and put our useless junk in the garage?**

**Why can't women put on mascara with their mouth closed?**

**Why don't you ever see the headline 'Psychic Wins Lottery'?**

**Why is 'abbreviated' such a long word?**

**Why is it that doctors and attorneys call what they do 'practice'?**

**Why is the man who invests all your money called a broker?**

**Why is the time of day with the slowest traffic called rush hour?**

**Why isn't there mouse-flavored cat food?**

**Why do they sterilize the needle for lethal injections?**

**You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff??**

**Why don't sheep shrink when it rains?**

**Why are they called apartments when they are all stuck together?**

**If flying is so safe, why do they call the airport the terminal?**





# MEMBER ADS



## *Significant Details*

Fine Auto Finishing

Paul McMullin

(435) 632-4412



(435) 319-8399

[www.jrwrodsandcustoms.com](http://www.jrwrodsandcustoms.com)

**Your First Class  
Travel Agency**

**Doug Rosa**

**435-272-3773**

[www.designtravelrogers.com](http://www.designtravelrogers.com)

[doug@designtravelrogers.com](mailto:doug@designtravelrogers.com)

## MEMBER AD RATES

**12 months - Business Card: free**

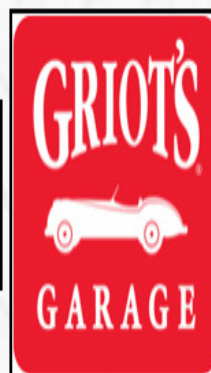
**¼ page Ad:\$25/year**

**½ page Ad:\$50/year**

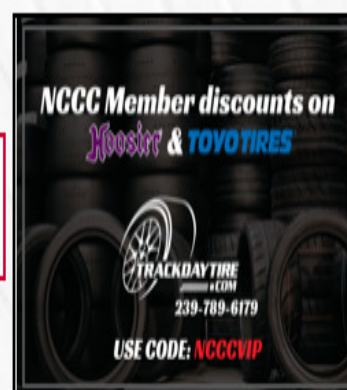
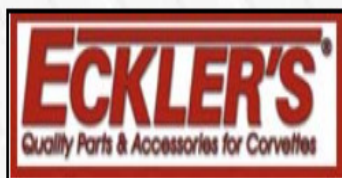
**Full page Ad:\$75/year**

# NCCC SPONSORS

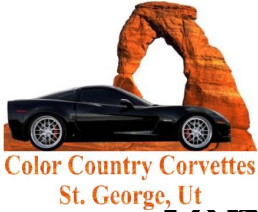
Click on their Logo to visit each Sponsor's web site  
Periodically there are Discount Specials offered for NCCC Members



Request your FREE  
Corvette  
Parts catalog from Zip!







# FOR SALE



**John and Jo Johnson are selling their  
2015 Shark Grey Z-06**

**This is a real beauty that has only 14K miles  
It has been well maintained and garaged.**



**Contact John or Jo Johnson at  
John: [javinej49@gmail.com](mailto:javinej49@gmail.com) 435-429-6004  
Jo [javinejo49@gmail.com](mailto:javinejo49@gmail.com) 435-429-6004**

# SPONSOR PAGE



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**Ken W. Lynch**  
General Manager  
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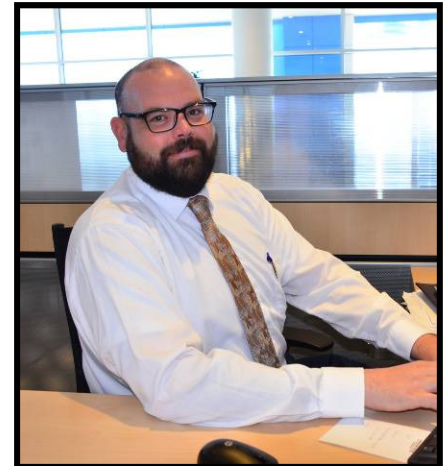
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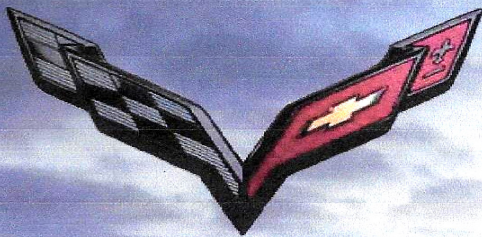
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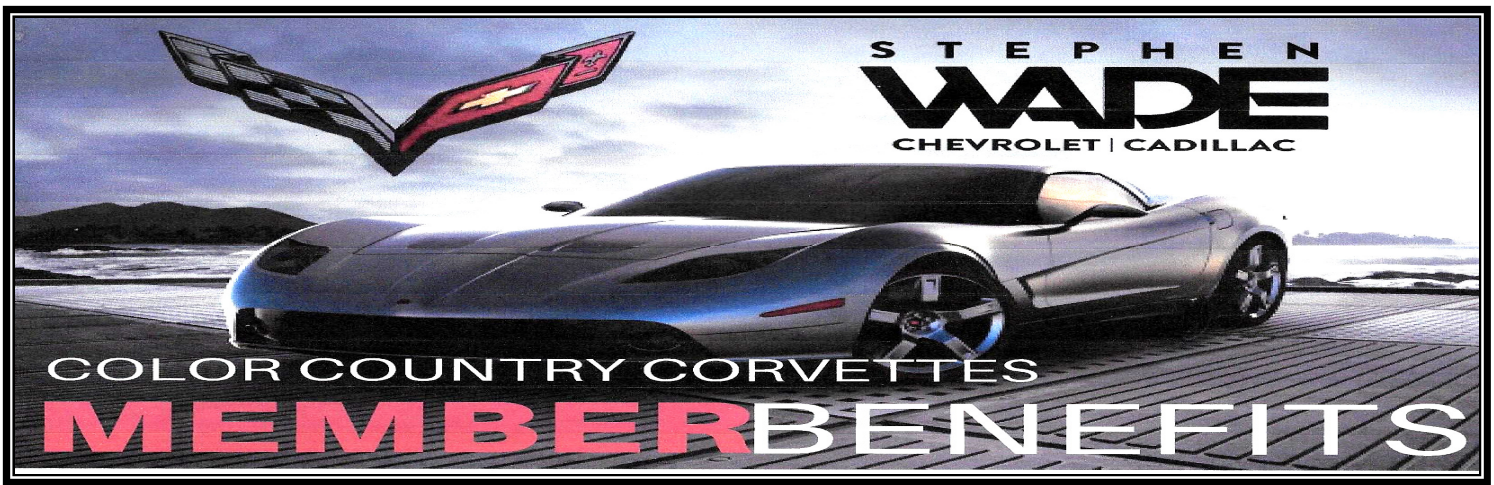
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# NEW CORVETTES

## C8 COMING SOON

# PRE OWNED CORVETTES

### 2019 Chevrolet Corvette Grand Sport 2LT

**\$57,885**

- Mileage: 7347
- Engine: Gas V8 6.2L/376
- Exterior Color: Admiral Blue Metallic
- Interior Color: Kalahari
- Drive: RWD
- Transmission: Manual



### 2014 Chevrolet Corvette Stingray Z51 3LT

**\$37,895**

- Mileage: 42,799
- Engine: Gas V8 6.2L/376
- Exterior Color: Torch Red
- Interior Color: Adrenaline Red
- Drive: RWD
- Transmission: Automatic



### 2010 Chevrolet Corvette Base

**\$27,118**

- Mileage: 62,111



# ALL PRICES SUBJECT TO CHANGE AND AVAILABILITY

## **Manufacturers Should Take Advantage of the Death of the Front Engine Corvette**

Since it debuted in 1953, the Chevrolet Corvette has been carving out a place for itself in the highly competitive sports car market. This process was slow at first and had to endure some hiccups along the way but America's Sports Car has become a staple of the industry and, in North America, it could easily be argued that the 'Vette is THE most important player in the game of modern sports car manufacturing.



Tadge Juechter and the rest of the team that captured the world's imagination with their stunning new mid-engine eighth-generation Corvette are confident that the car fills the same piece of the market that its front-engine predecessors have for seven generations. Not only that, but they are hopeful that their new baby will be able to attract all-new customers into Chevrolet showrooms and grow GM's already-impressive share of the sports car market.

Judging by the public's reaction to the newest Plastic Fantastic, we would have to agree with this outlook but nothing can be said for certain and with such drastic change afoot, there is always a chance that the C8 will appeal to a completely different demographic than Corvettes of old. This scenario would leave a large power vacuum in the market that could be exploited by a cunning car manufacturer. Below are some possibilities to keep an eye out for if you already miss the days of front-engine, manual transmission Corvettes.

### **General Motors**

If the C8 proves to be something entirely different to customers than the C7 was and enough possible patrons are holding out; GM would be wise to attempt to hold on to clients that are pining for a new take on the classic Corvette formula. Here are the cars that could assist them in re-capturing the old 'Vette's flock:

#### **1. A New Front-Engine Corvette**

There has been a ton of speculation in recent years about General Motors making Corvette its own



brand. We really like the idea; more ‘Vette variants can’t possibly be a bad thing! This would be the easiest way for anyone to capitalize on the customers that feel alienated by the C8’s new layout. A fresh front-engine design on an updated C7 chassis with carry-over engines from the mid-engine version wouldn’t be overly expensive for GM to produce and the one-two punch that the two would create side-by-side on the showroom floor couldn’t be matched by anyone outside of Ferrari. We can see the magazine covers now; “It’s Back!!!”

## **2. A Completely Revamped 7th Gen. Camaro**

The 6th Generation Camaro has been nearly universally praised as an outstanding driver’s car but while GM went all-in on the C8’s design, the conservative approach they took when transitioning from the 5th Gen. Camaro in 2016 has led to declining sales and rumors of the impending demise of Chevy’s pony car. To save the Camaro, its parent company needs to apply the same fervor to a 7th generation model that they did with the new Stingray. Such a vehicle would need to shrink in size, lose its nearly-useless back seats, become V8 only, and bring a game-changing design to the table. We would absolutely buy one! If the Camaro is to meet its end, though, we hope it goes out with a C8 Z06 sourced 5.5L DOHC FPC screamer of a Z/28!

## **3. A Resurrected XLR**

The ‘Vette isn’t the only car that has passed through the lines at the Bowling Green Assembly plant. From 2004-09, Cadillac’s hard-top convertible XLR was built alongside Corvettes. To bring back the XLR, GM would just have to follow the steps laid out for a new FE ‘Vette in option 1 and mix in some of the style from Cadillac’s numerous stunning concept cars over the years. It could be a winner as long as it either stays more in line with sports car values instead of trying to copy the Mercedes SL Class again or becomes the GT of the General’s stable, allowing the C8 to become even more of a hard-edged sports car.

## **4. A Modern GNX**

Stick with us on this one! It obviously wouldn’t really be a direct replacement for the C7 but we would love to see this happen in conjunction with either “option 1, option 2, or both.” If a new front-engine Corvette and/or a revamped, 2-seat Camaro were to be added into the mix (or if the Camaro is axed all-together), there would be room in the portfolio for a new GNX. Even if none of the above speculations come to pass, Buick showrooms are in dire need of some excitement. Most enthusiasts would rather see a blacked-out Grand National Xperimental hit the streets than a turbocharged V6 Camaro or Cadillac ATS (CT4) V. A turbocharged six-cylinder is never going to be accepted as cool in any other GM product (excepting a reborn Syclone/Typhoon) but as it is part of the GN heritage, we believe it has the potential to be a hit at the right price-point while also saving our proposed new Camaro from the shame of having lower-tier, non-V8 models. Just like in the days of old; this could create a hierarchy of models for young people to aspire to as they move up the ranks of their jobs. Instead of the old trajectory of Chevy to Pontiac to Buick to Cadillac, enthusiasts of today could start in a GNX and move up to a Camaro on their way to the Mid-Engine Corvette when they reach their peak earning years.

If GM doesn't move fast and the market does prove that it still has a hunger for sporty, front-engine, American performance, we could see life-long Corvette owners migrating elsewhere; starting with:

## **Mopar**

"The Dodge Boys" would love to get their hands on the 'Vette's huge slice of the performance car pie. They might have the perfect way to do it too if they brought back...

### **1. Nacho Fries. Sorry about that, we meant, the Viper**

The Viper has been killed off and brought back more times than Taco Bell's famous disappearing fries seasoned in Mexican spices but this might be its chance to really muscle in on enemy territory. A redesigned V10 brute would be the perfect antithesis of the new Corvette and could claim alienated Z06/ZR1 owners for the Pentastar.

### **2. Another "Snake-Themed" two-seat sports car**

We are of the opinion that if it doesn't have a V10, it isn't a Viper. There have been rumors of a resurrected snake with Hellcat (or similar) power. If Dodge does put any kind of V8 in an upcoming sports/supercar, we hope it calls it something else. Perhaps, they could dust off the "Copperhead" moniker from their 1997 concept car. There are a lot of cool, unused snake names out there and if they draw a blank, a quick viewing of Kill Bill could provide plenty of inspiration.

## **Ford**

"America's Favorite Brand" could also get in on the action a couple of different ways.

### **1. A Thunderbird**

This might be a good chance for Ford to make amends for 2002-2005's soft, retro-themed 11th Generation 'Bird. They already have a nice collection of V8 engines (Coyote, Voodoo and Predator), not to mention a 647 HP EcoBoost V6 that could go into a range of sports cars that sit above the Mustang in the Blue Oval's hierarchy. If a new Thunderbird were to come to market, 2021+ Ford showrooms could more closely resemble those of 2019 Chevrolet than future Chevy showrooms do.

### **2. An Overhauled Mustang**

With the long-awaited arrival of the S550 GT500, there is a high chance that Ford Performance, like the Corvette team, has maxed out the capabilities of their car's current layout. Similar to the Camaro post above, shrinking the vehicle overall and getting rid of the back seats (which they already do in the



GT350R and GT500 with the CFTP) could bump the ‘Stang up to a level Ford has only dreamed of up to this point.

### Others

Foreign competition could also get in on the action but it is unlikely that they could/would want to at a competitive price point. A couple to keep an eye on anyway are:

#### **1. A new Porsche 928**

There are a lot of compelling renders of this car out there, google it! A sportier Panamera coupe is all but guaranteed to be an outstanding vehicle.

#### **2. A more-entry level AMG GT**

Mercedes-AMG’s front-engine sports car, which is rumored to get a new Turbo-6 entry variant. We (and the rest of the world) would much rather see a new naturally aspirated V8 base car under the top-end twin-turbo V8 models.

#### **3. Many others**

A revamped Jaguar F-Type could move in to claim some former ‘Vette customers, as could an entry Aston Martin V8 Vantage (which could accompany the previously mentioned AMG GT, which already supplies Aston with their V8s).

#### **4. Coachbuilders**

The void left by the front-engine Corvette could actually be filled by a number of custom coachbuilders who utilize the C7 Corvette as a starting point for their own designs. The featured image at the top of the page shows the C7-based “Throwback” model from Equus Automotive that is built on a C7 Chassis.

We could go on and on, some company might even step up and surprise the whole industry but listed here are the most likely candidates; brands that have enough cachet to possibly lure fans of a nameplate as storied as the Corvette. Time will tell what the market decides about the C8 and we are inclined to agree with Tadge and Co. about the security of the ‘Vette’s market share but the wide-reaching ramifications of their choice to go mid-engine is an interesting thing to ponder.

## **General Motors Sells 3,491 Corvettes During 4th Quarter 2019**

General Motors released its **Sales Reports** for the 4th Quarter of 2019 this morning. The report is mostly positive with Chevrolet recording the sale of 3,491 Corvettes during the final three months of the year. It's a decline of 10.7% over the 3,910 Corvettes sold during 4Q 2018.

For the calendar year of 2019, Chevrolet sold 17,988 Corvettes which was down just 4.3% over sales recorded in 2018.



As we look back through the years (thanks to our Corvette sales archive below), we see parallels to the final year of the C6 Corvette as customers waited for their C7s to arrive. Fourth-quarter 2019's sales look similar to those in 2013 in that dealers were still selling off the last of the previous generation Corvettes while all the ordering is going to the next-generation Corvette.

All that waiting will come to fruition sooner rather than later. The next GM sales report will cover 1st Quarter 2020 sales, and we expect that March 2020 will be the first big month in a string of big months as the new C8s are finally delivered to their owners.

For those of you wanting to get a great price on a 2019 C7 Corvette, Chevrolet is still sweetening the deals this month by offering supplier pricing on 2019 Corvettes, plus \$2,000 Customer Cash. Check with your Chevy dealers for details.

Our Corvette Sales Archives will be updated in April 2020 with the release of GM's official 1st Quarter sales numbers.



## Corvette Sales Monthly Archive:

Archived Corvette Delivery Statistics													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
<b>2019</b>	— 3,943 —			— 5,788 —			— 4,766 —			— 3,491 —			17,988
<b>2018</b>	1,005	1,351	2,101	— 5,758 —			— 4,639 —			— 3,910 —			18,791
<b>2017</b>	1,263	2,081	2,460	2,756	2,535	2,612	1,930	1,748	1,506	1,345	2,565	2,278	25,079
<b>2016</b>	1,501	2,116	2,753	3,142	2,673	2,483	2,159	3,063	2,829	2,626	1,941	2,709	29,995
<b>2015</b>	2,127	2,605	3,785	3,469	3,514	2,807	2,794	2,725	2,572	2,526	1,952	2,453	33,329
<b>2014</b>	2,261	2,438	3,480	3,514	3,328	2,723	3,060	2,679	2,467	2,959	2,378	3,552	34,839
<b>2013</b>	908	980	1,053	974	905	853	671	655	831	3,929	2,527	3,005	17,291
<b>2012</b>	629	927	1,376	1,396	1,219	1,475	987	1,210	1,351	1,167	1,104	1,291	14,132
<b>2011</b>	721	955	1,163	1,454	1,304	1,299	1,291	936	1,147	946	910	1,038	13,164
<b>2010</b>	854	624	955	1,089	1,428	1,405	1,199	1,135	1,109	1,011	836	979	12,624
<b>2009</b>	842	1,027	1,183	1,407	1,643	1,396	966	746	1,585	1,154	952	1,033	13,934
<b>2008</b>	2,015	2,071	2,692	3,190	2,904	2,082	1,870	4,242	2,318	1,170	1,093	1,324	26,971
<b>2007</b>	2,234	2,784	3,158	3,227	3,300	2,377	2,377	2,877	2,837	2,484	2,438	2,914	33,685
<b>2006</b>	2,579	3,058	3,655	3,516	3,317	2,938	2,794	2,990	3,056	2,761	2,773	3,081	36,518

From the official sales release:

*DETROIT – General Motors Co. (NYSE: GM) announced today that it delivered 2,887,046 vehicles in 2019 in the United States. The total included more than 1 million crossovers for the second year in a row, an increase of 12.7 percent compared to 2018, and more than 1 million full-size pickup trucks and SUVs.*

*“We’ve focused our resources on what our customers want – crossovers and trucks – and that has paid off,” said Kurt McNeil, vice president, U.S. Sales Operations. “In addition to our industry leading crossover sales, our full-size truck franchise is unmatched. We’re pleased with our full-size pickup launch and we look forward to launching our segment-leading, all-new full-size SUVs in 2020.”*

*Fourth quarter North American wholesales declined an estimated 25 percent year over year, due to the 40 day United Auto Workers work stoppage. This includes the company’s newly launched heavy-duty full-size pickups, which were off approximately 17 percent.*

*“Our fourth-quarter stocks were leaner than we wanted, but as we get ready to launch our all-new full-size SUVs, we look forward to another solid year in 2020,” McNeil added.*

*Fourth quarter customer deliveries totaled 735,909 units, down 6.3 percent year over year.*

## **Installing a Front License Plate on the 2020 Corvette**

“The Good, the Bad and the Ugly” isn’t just an old Clint Eastwood movie, it’s also an apt description of how Corvette designers have dealt with integrating the front license plate on America’s Sports Car over the years. A total of 30 states require a front license plate and driving without one may improve your Corvette’s curb appeal, but you could also end up with a hefty fine if caught driving without it. Plus, many Corvette owners will opt for a custom vanity license plate which they want to show off. So if you’re in one of those states that require a front license plate, here’s the process!





Previous generations like the C4 and C5 Corvettes provided an integrated license plate holder on the front nose of the car, but that went away on the C6 Corvettes which required the owner to actually drill and mount the license plate frame on the front fascia. Not an ideal solution at all! The C7 improved the front license plate situation with a removable frame that snapped into the center grill, and now the C8 offers the most integrated plate holder solution since 2004.

We caught up with Corvette Exterior Design Manager Kirk Bennion last August at the NCM's 25th Anniversary Celebration and he showed us where the license plate frame was on the front of the car, and he also discussed two mounting possibilities. Today, we have exclusive photos from Kirk and the team showing how a front license plate is installed on the new mid-engine Corvettes.

#### **Front License Plate Install Process:**

With the engine behind the driver and the radiators in the front now mounted on the corners, the C8's integrated license plate doesn't impact airflow or cooling to the car at all. You can see the outline of the plate holder in the center of the black fascia which has the traditional "CORVETTE" script at the top of the frame.

To remove the license plate cover, you must insert a small flat head screwdriver or another small thin object into the slot on the upper right-hand corner. This allows you to pop the tabs to remove the plate cover from the fascia.

Once the cover is removed, the mounting holes for the license plate are now exposed. The license plate will need to be bent slightly in the middle so that it will fit flush with the Corvettes' traditionally angular nose.

The final step is to use the mounting screws to tighten the plate against the plate holder. Your C8 Corvette is now wearing its front license plate as required in your state.

According to our conversation with Kirk at the NCM Anniversary show, everything you need for the front license plate comes in a bag with the Corvette. For states that have a minimum height requirement, there is a process where the plate holder can be mounted on the very center of the car with the plate sticking up over the top of the C8's pointed nose. But hopefully, the integrated plate holder will be enough to keep authorities in your state satisfied.

A huge thanks to Kirk and the Corvette Team for providing these photos and mounting details! Now that you've seen the step by step videos, here is our video with Kirk from the NCM Anniversary show discussing the front license plates:

## **Is the 2019 Corvette ZR1's LT5 V8 Engine Really Going to Be a One and Done?**

The Seventh Generation Corvette is officially a thing of the past and with its six-year production ending, the final front-engine model takes with it General Motor's most powerful engine, the Supercharged, 755 Horsepower, LT5.

With the C7 Z06 and third generation CTS V also exiting production, the Camaro ZL1 is the only remaining home for the 650 horse LT4.



The departure of the Supercharged 'Vettes and their 4-door Cadillac sibling leaves the top of the line Camaro as the General's most powerful offering. The ZL1 is now also GM's sole offering in the 600+ HP category, left to compete with much more potent hardware from its rivals in Detroit. Dodge has its line of Hellcat V8's that make 707 to 797 HP and Ford just released the new Shelby GT500 and with it, unleashed their 760 HP "Predator" motor.

This brings us to the premise of this post, is GM really going to leave the most powerful weapon in their arsenal on the sideline after just one model year of production where it was installed in less than 3,000 vehicles?

### **ZR1 Engine History**

First, we are going to look at the history of the mighty ZR1 and how well it shares power with its stablemates.

The original ZR1 debuted in 1970 where it was exclusively paired with the excellent, 350 cubic inch LT-1. The only other ways to get this 370 horsepower powerplant was in other corvettes or by ordering the Camaro Z/28 of the time.

We next saw the ZR-1 RPO code (Now with a hyphen!) on the C4 Corvette in 1990. This car was the exclusive way to get your hands on the original, Lotus designed, 32 valve LT5. The King of the Hill would only share its engine with you if you were a particularly well-connected celebrity.



Riding high after the success of the first Toy Story, Tim Allen was able to get his hands on a '96 Impala SS fitted with an LT5 through his friendship with Jon Moss, the former director of GM's specialty vehicles division.

The third ZR1, 2009-13's LS9-powered model, was happy to let others use its 638 HP mill, as long as it was for a special occasion that wouldn't step on its toes in this country. Holden Special Vehicles (HSV), Australia's greatest source for performance-oriented General Motors products, had just such an occasion when their corporate overlords announced that Australian car manufacturing would cease operations and that their storied flagship muscle sedan, the Commodore would be in its final generation. They decided to send out the Commodore in tire-roasting style with a limited run of 300 GTSR W1 models with LS9 power under the hood.

Up to this point, the engine bay of a 2019 ZR1 is the only location where the new, supercharged LT5 can be found.

Do we think the most powerful Corvette's engine has a future beyond those measly 2,953 units? Let's take a look at the possibilities!

Will a Mid-engine Corvette receive LT5 power?

Putting all of the R&D work and money into such a low volume engine doesn't make a lot of financial sense but it is looking more and more likely that the naturally aspirated LT2 will be the only pushrod engine to be placed amidships in a C8. All signs point to future versions of the new 'Vette getting power from a range of DOHC V8s and swapping out superchargers for turbos. We feel confident in saying that encore for the LT5 in America's Sports Car isn't going to happen.

Possible landing places for the 755 HP monster

Just because the 'Vette is done with the LT5 doesn't mean that it doesn't have some useful years left in its life cycle. Here are a few vehicles that we could see benefitting from a power bump:

#### 1. The Camaro ZL1

This one seems like a no-brainer. As mentioned above, even though it is now GM's brawniest car, the ZL1 is in severe need of reinforcements. While it is far lighter than the other Super-Pony/Muscle cars currently on offer, leading to a competitive power to weight ratio (ZL1=5.9 pounds per HP, Challenger Hellcat=6.26 lbs./HP, Challenger Hellcat Redeye=5.66 lbs./HP, GT500=5.46 lbs./HP, GT500 with Carbon

Fiber Track Pack= 5.33 lbs./HP), that is of little comfort to the pride of owners and even less helpful to the salesmen who have to try to pull out semi-obscure stats when a cross-shopper brings up the impressive power numbers of the Shelys and Hellcats. If Chevrolet were to shoehorn the LT5 and its 755 horses into the ZL1, it would instantly become a segment benchmark. Not only would it make competitive horsepower, but it also brings 90 more lb./ft of twist to the table when compared to Ford's 5.2L Predator and that power to weight ratio would easily take the lead with each horse only having to pull around 5.1 pounds.

An LT5 ZL1 would also have the added benefit of creating two combinations that most have only dreamt about up to this point, 755 HP mated to the Camaro's acclaimed 10-speed automatic (that couldn't fit in the C7) or a manual with fewer cogs than the C7's 7-speed. All the parts are all already there, GM just has to make a quick call to put them together.

## **2. The upcoming CT5-V "Blackwing"**

We know that a super sedan based on the new CT5 and its disappointing V variant is on the way. Speculation points to the name Blackwing being used as Cadillac's new nomenclature for "Superior to the V-series." We have also heard several sound clips of this car that suggest the use of a supercharged V8 in lieu of Cadillac's Twin Turbo "Blackwing" engine. Like all things involving Caddy's naming schemes of late, this is all very confusing but the point is that the top dog replacement for the LT4 powered 2016-19 CTS-V is most likely going to get a supercharged smallblock V8. This leaves three options: they go the boring route and recycle the previous gen's powerplant, they have an all-new motor up their sleeves, or, the CT5 will get an LT5. As if the idea of a four-door ZR1 isn't exciting enough, Motor Trend's Jonny Lieberman is adamant that a manual transmission will be returning to the "enthusiast's Cadillac."

## **3. Any others?**

While the CT5 and ZL1 are the most likely recipients of GM's biggest free-agent engine. If the LT5 is going to live on, don't rule out the possibility of the Tahoe/Escalade or even the Silverado taking it in. GM invented the performance SUV with the GMC Typhoon. Hot versions of lifted family-haulers are all the rage right now and companies that sell such monsters rake in big profits. Mercedes has a full range of AMG-powered SUVs as does BMW's M division. There are supercharged versions of each model of Range Rover and domestically, there is the Jeep Grand Cherokee Trackhawk which sends its Hellcat power to all four wheels. There have been rumblings of an "Escalade V" for a while now and the LT5 would be the best way to make such a huge vehicle actually go fast.

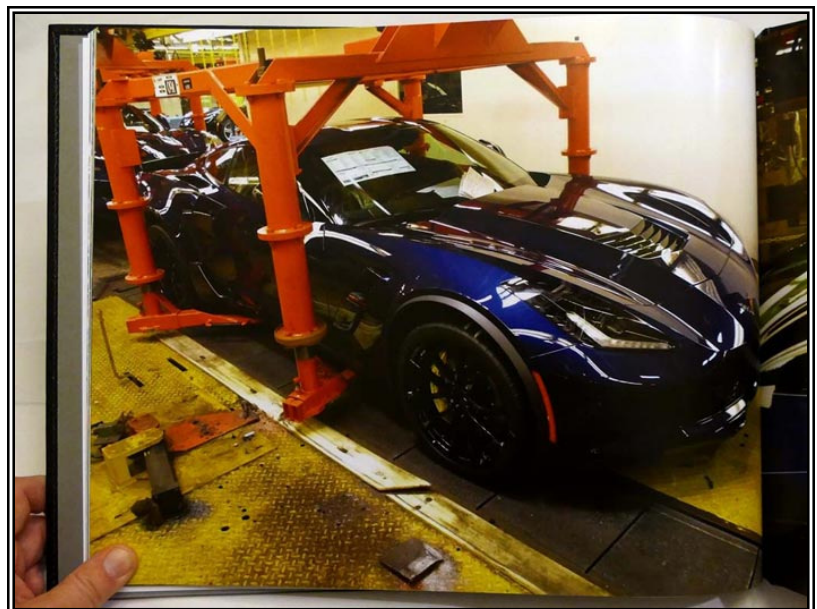


The performance truck wars are also about to hit a tipping point. The Raptor has been alone on the market for years reaping the benefits of being “that cool truck” but Ram is fast at work on using its old-faithful Hellcat engine for a Raptor fighter called the TRX. Trademark applications recently uncovered GM’s planned retaliation in the form of a Silverado ZRX. Not much is known about it at this point but the LT5 could fit the bill if Chevy wants to make a real splash in the segment.

The LT5 may be relegated to the history books but there are some interesting possibilities for our greatest Corvette from the past decade’s engine to have a future and that is something worth fighting for! What do you say GM?

### **Commemorate the Build of Your 2020 Corvette with a Photo Album from the Corvette Museum**

The National Corvette Museum just announced the return of their Photo Album Program that documents the build process of YOUR Corvette order at the Bowling Green Assembly Plant! My 2020 Corvette order is scheduled for build the week of February 3, 2020, and I just submitted an online order for the photo album that will forever commemorate the assembly of my 2020 Corvette. While the Buyer’s Tour option is not likely to be available until later this spring, it’s exciting that the Photo Album is now available for order.



Having personally ordered the NCM Photo Albums to preserve the build process of my wife’s 2015 Stingray and my 2017 Grand Sport, I am 100% sold on the value of the Photo Album. The photos that are included with this article are photos taken of my 2017 Corvette Grand Sport Assembly Photo Album.

Each Photo Album is \$700 and covers the cost for someone to follow your specific Corvette build down the assembly line over the course of two to three plant shifts as well as the professional compilation of these photos on high-quality photo paper in a beautiful 15”x12” padded leather 20 plus page album.

Within each album, you'll find no fewer than 20 pages of text and photos that capture the build process of your Corvette, a letter of authenticity, a letter from the Bowling Green Assembly Plant Manager, a letter from the NCM's Executive Director, and blank pages for autographs. You will receive your photo album approximately eight weeks after the assembly of your Corvette.

You can order a Photo Album once you have a GM Order Number for your Corvette. Keep in mind that orders must be placed at least 10 days before your Corvette's scheduled build date.

If you are ready to order your 2020 Corvette Assembly Photo Album, you can do so online at <https://www.corvettemuseum.org/visit/delivery-programs/photo-album/>

For additional information, you can contact Museum Delivery Program Manager, Shane Webb at [shane@corvettemuseum.org](mailto:shane@corvettemuseum.org) or call (800) 205-4248/(270) 777-4505. Lori Bieschke can also assist and can be reached at [lori@corvettemuseum.org](mailto:lori@corvettemuseum.org) or call (800) 205-4248/(270) 467-8851.

## **Tadge Juechter: The C8 Corvette Reduces Torque During Drivetrain Break-In**

The *Corvette Forum* runs a series called “Ask Tadge” where regular forum members and Corvette enthusiasts post questions aimed at the Chief Engineer of America's Sports Car, Tadge Juechter, and he periodically chooses some of the more thoughtful or common questions and writes up an answer to them.



One of the most recent ones comes from just before Christmas when forum member, JVP posed the following, multifaceted question to Mr. Juechter regarding his new baby, the 2020 Corvette Stingray, being in reduced torque output mode during the initial break-in period of 500 miles, “...Can you elaborate on the purpose for [reduced torque mode], and explain to folks what happens at 500 miles? Does the engine's full output happen automatically due to programming or is it something that will require a maintenance visit?”

One of the coolest things about “Ask Tadge” is that the busy Chief Engineer of the Chevrolet Corvette does it out of his passion for the cars and a desire to ensure that owners are as educated about them as possible and as usual, Tadge brought his A-game when he responded to this edition of the series that bears his name.



He starts by mentioning that General Motors recommends a 500-mile break-in period on all of their cars, not just the fast ones. Next, he gets awesomely engineer-y about the importance of this preparation period:

*“Any machinery that has moving parts, whether they have point contact, a rotational interface or slide against each other will “bed-in” over time. What that means is, no matter the manufacturing process, two interfacing parts will find their own equilibrium. You can think of it as mutually refining each other’s surface texture until they reach a steady state. This steady state condition generally minimizes noise, vibration and wear. Although manufacturing has improved to a point where break in effects are minimized, they are still at play despite claims to the contrary. And the truth is, there may be additional minor benefits to a longer break in period. If it was my car, I would try to be patient for 1,000 miles.”*

He then continues to talk about how they implemented the reconfigurable redline when the C7 first came to market and discusses how using full power right out of the gate can be harmful to a vehicle:

*“Starting with the 7th generation Corvette we established a variable red line on the tach to give drivers a visual indication on when it would be advisable to take it easy on the car. We used it for the first 500 miles of driving and when the engine was coming up to operating temperature after break in was complete. Our reconfigurable display enabled us to do that. We didn’t actually limit torque, horse power or RPM, it was just a visual indication. Despite the tach and owner’s instructions, some customers use the full capability of the car immediately. We have too many videos of people doing burn-outs off the dealer lot or showing up to a track (both road course and drag strip) with near zero miles. Taking any green and cold engine to max torque and speed can cause undesirable wear patterns that could affect engine operation over the long term. Running full torque through the trans under the same conditions can score gears, especially those in the differential after the engine torque has been multiplied. We have had examples of customers not observing the break in guidelines and then returning the car to the dealer with complaints of gear noise or differential whine.”*

Finally, he answers the limiting of torque in the C8 question:

*“For the 8th generation Corvette, we have taken it a step farther. With more weight on the rear, the car has more traction and we take advantage of that with more aggressive gearing. That translates into more torque multiplication and more loads in the driveline. We decided for the first 500 miles to limit maximum torque in first and second gears. The torque reduction is roughly 25 to 30% depending on which transaxle (standard or Z51) and which gear. That may sound like a big reduction, but in reality, the car is still really fast. In fact, you could easily spin the tires on some surfaces. Engine speed is not limited at all – it will wind out to redline. So, the torque reduction limits the worse of potential break in wear, but is not a panacea. We will*

*still be asking customers to stay well off max torque and speed for the first 500 miles. We know it is hard to stay patient when such performance is available, but it will pay off in the long run.”*

We don’t know about you, but we feel all warm and fuzzy inside after reading that, as commenter, mammoth713 puts it “As an engineer myself, I love reading his detailed responses to technical questions. Stuff like this makes me have a better appreciation of the corvette brand.”

The thread doesn’t cease being interesting there, either. A short scroll down the page reveals a comment from an astute new member who asks, “Back in the 60’s and 70’s the best break-in was varying speeds, rpm, loads, temperatures, etc., over a period of time. Is wide variation still recommended during the first 500 miles (would this still be recommended if I were to drive my new C8 900 miles home from the dealer)?”

Tadge didn’t need to field this question because the forum’s greatest strength is the vast wealth of knowledge brought there every day by its members. A senior member by the name of Ragtop 99 proceeded with this reply, “The varying speed requirement was in the C7 owner’s manual and I would expect it to be the same for the c8. Take some back roads on your trip home the first day. If you have to be on the highway for a long stretch, use the paddle shifters to alternate between 5, 6, 7, and 8th gears so that you don’t stay in 8th for long periods of time.”

This is some good stuff, thank you to all who contributed and we hope that as many new C8 owners, especially the large number of them who will be piloting their first ‘Vette will take it all to heart! Ease into your new mid-engine marvel for 500-1,000 miles and it will be a reliable friend to you for years to come!

## **Katech Completes LT5 Engine Builds for Two US Coast Guard Airboats**

We wondered a few days ago if the fabulous LT5 engine in the 2019 Corvette ZR1 would turn out to be a one-and-out for General Motors.

Its ultimate fate remains to be seen, but we just heard about another exciting use for the crate version of the LT5 that cranked out 755 horsepower and 715 lb-ft of torque in the C7 front-engine ZR1.

Performance company Katech says it is providing two of the LT5 engines for use in airboats operated by the United States Coast Guard, and they’ll be even powerful than the Corvette version!



**“We are proud to have completed these two Katech LT5 Marine AirBoat Engines for the U.S. Coast Guard,” said Katech. “These engines reach 800hp on 91 octane and engine data is displayed to the boat operator via a Bosch Motorsport DDU9 integrated with the factory ECU.”**

**While the LT5 is retired from use in production cars right now, Katech – and anyone else willing to pony up enough cash – was able to obtain crate engines from the Chevrolet Performance Parts Catalog.**

**Of course, all that power doesn’t come without a big price tag. In this case, the 6.2-liter supercharged V8 costs \$19,995 – still a bargain in our opinion for what you’re getting.**

**By the way, the Bosch Motorsport DDU9 allows customers to use their own graphics and photos on the 12 freely configurable display pages that provide a full color dashboard display with a data logging system suitable for motorsport and military applications.**

**Rest easy that if you ever need the Coast Guard in an emergency and these two boats are around, you’re in capable – and mighty fast – hands.**

**A quick look at YouTube turned up this older video of the US Coast Guard Airboats and you see how the engine is mounted in the rear. Although this video is older, the engine in use is described as putting out 525-hp to the propeller.**



## **Torch Red, Arctic White and Elkhart Lake Blue Lead the Color Choices Based on C8 Corvette Orders**

Here's the color breakdown based on 240 customer orders:

- **25.0% Torch Red**
- **12.5% Arctic White**
- **10.8% Elkhart Lake Blue Metallic**
- **8.8% Ceramic Matrix Gray Metallic**
- **8.8% Black**
- **7.1% Shadow Gray Metallic**
- **6.7% Sebring Orange Tintcoat**
- **5.8% Blade Silver Metallic**
- **5.8% Rapid Blue**
- **3.8% Long Beach Red Metallic Tintcoat**
- **3.3% Accelerate Yellow Metallic**
- **1.7% Zeus Bronze Metallic**

Of the 240 orders, the 3LT trim group leads the way with 45.4% of orders (109 total), while the 2LT is right behind at 42.9% (103 total). The 1LT trim group has 28 orders representing 11.7% of total orders.

And finally, we get an average order price of \$79,275 for a Corvette that's MSRP starts at \$59,995. So folks are definitely adding some options to their rides. This seems pretty typical when a new Corvette is released, the early adopters are generally previous Corvette owners and they like their Corvettes loaded. Later in the production cycle, we will probably see the average price go down for the Stingray as more non-traditional buyers order the cars with fewer options.





## **C8 Corvette Stingray Named 2020 North American Car of the Year**

Well, the accolades for the mid-engine 2020 Corvette Stingray continue to roll in. The C8 was honored as the 2020 North American Car of the Year (NACTOY). The Corvette beat out the reborn Toyota Supra and the Hyundai Sonata.

Having already been named the Motor Trend Car of the year and Edmund's Sports Car of the Year,



all eyes were on the Stingray to claim this award as well. This is the 3rd NACTOY win for the Corvette brand having previously claimed the title in 2014 with the C7 Stingray and in 1998 with the C5 convertible. The C6 was a finalist in 2005, but lost out to the Chrysler 300C.

It's humbling to be selected for this award by such an impressive jury of automotive journalists," said Juechter. "Our team poured our hearts and souls into this vehicle, and to see such an overwhelmingly positive reception makes it all worthwhile. We are sure our customers will love the new Corvette as much as these jurors and we can't wait to get them behind the wheel."

The North American Car of the Year award began in 1994 honoring vehicles that are "new or significantly changed" for a given model year. Candidates are judged on their innovation, design, safety, performance, technology, driver satisfaction, and value. The judging committee consists of about 50 North American automotive journalists covering multiple forms of media. The voting for both the finalists and winners is tallied by Deloitte and the winners are announced in Detroit in January each year.

"The 2020 Corvette represents a new era for the iconic brand," said Lauren Fix, North American Car, Utility and Truck of the Year president. "The excitement from consumers has been overwhelming. From a journalist's perspective, this is one of the best-built GM products that exemplifies what it means to be the North American Car of the Year."

## First Look at the Personalized Interior Plaques for the 2020 Corvette

One of the cool personalized options that C8 Corvette owners can choose is to have a personalized interior plaque with your name that is displayed inside the car.

You can order one as a standalone option with option BV4 which will cost an additional \$200. That version is the plaque at the top of the photo. Buyers who opt for the R8C Museum Delivery will automatically receive the plaque on the bottom which features the NCM logo.



The new personalized plaques are actually mounted to the “waterfall speaker” that is located behind and between the driver and passenger seats:

The personalized plaques are a fun way to add your name or other info your new C8 Corvette and the BV4 option is very affordable. Do you have a personalized plaque coming on your new 2020 Corvette Stingray?

## The Top 100 Corvette Dealers of 2019

We always like to kick off the new year by taking a look at how many Corvettes were sold by the Top Corvette Dealers in the USA over the last 12 months. We’d like to think that the full calendar year sales figures would play a significant role in how the new 2020 Corvettes are allocated, however, Chevrolet has pretty much given the first year of allocation numbers out to dealers based on a formula that incorporated several years of previous sales totals.





So while the importance of the 2019 calendar year dealer sales is somewhat diminished in relation to 2020 Corvette allocations, there are other reasons that you might want to consult one of the 100 dealers listed here.

As always, our primary goal when sharing our annual Top Corvette Dealers list is to offer potential Corvette buyers a guide of who specializes in selling Corvettes in their area. Dealers that sell a lot of Corvettes tend to have knowledgeable salespeople, they know the used Corvette market and can give you an accurate value on trade-ins, and their service department knows how to (gently) handle the Corvettes in their care. And of course, it remains true that these dealers will likely receive the priority of allocations available. Educated buyers can then decide where to take their business too.

As it was the final year for the C7 Corvette and with many owners waiting for the new model, sales during the year decreased by 4.3% with 17,998 Corvettes sold in the USA during the 2019 Calendar Year. For the record, the dealers on our top 100 list accounted for nearly 47% of all Corvettes sold during the year.

One thing you can always count on is that there is a tremendous amount of change that happens from year to year. While the dealers at the top of the list are fairly entrenched and haven't changed all that much year to year, we do note that many of the dealers that sold plenty of Corvettes early in the C7 lifecycle have dropped off while new dealers have steadily crept up the list. As always, we urge you to do your homework, talk to fellow Corvette owners in your area to find out their buying experience, and go with a dealer that treats you the best.

Here's the list of the Top 100 Corvette Dealers from 2019:

2019 Calendar Year – Top 100 Corvette Dealers			
Rank	Dealership	Location	Corvettes
1	<u>KERBECK CHEVROLET BUICK GMC</u>	ATLANTIC CITY NJ	913
2	<u>MAC MULKIN CHEVROLET CADILLAC</u>	NASHUA NH	795

3	<u>CRISWELL CHEVROLET, INC.</u>	GAITHERSBURG MD	387
4	BOMNIN CHEVROLET DADELAND	MIAMI FL	332
5	<u>LES STANFORD CHEVROLET CADILLAC</u>	DEARBORN MI	318
6	STINGRAY CHEVROLET	PLANT CITY FL	252
7	RICK HENDRICK CHEVROLET	DULUTH GA	186
8	COUGHLIN AUTOMOTIVE, LLC	PATASKALA OH	164
9	BOMNIN CHEVROLET MANASSAS	MANASSAS VA	145
10	BOMNIN CHEVROLET WEST KENDALL	MIAMI FL	139
11	<u>VAN BORTEL CHEVROLET, INC.</u>	MACEDON NY	124
12	VAN CHEVROLET BUICK GMC	SCOTTSDALE AZ	114
13	JIM ELLIS CHEVROLET	CHAMBLEE GA	113
14	KEVIN WHITAKER CHEVROLET	GREENVILLE SC	107
15	GEORGE MATICK CHEVROLET, INC.	REDFORD MI	100
16	HENDRICK CHEVROLET	CARY NC	94
17	DON MEALEY CHEVROLET	CLERMONT FL	92
18	RYDELL CHEVROLET	NORTHRIDGE CA	88
19	ROSS DOWNING CHEVROLET, INC.	HAMMOND LA	87
20	F H DAILEY CHEVROLET	SAN LEANDRO CA	86
21	CLASSIC CHEVROLET, INC.	GRAPEVINE TX	82
22	ESTERO BAY CHEVROLET	ESTERO FL	77



23	BOB STALL CHEVROLET	LA MESA CA	77
24	FINDLAY CHEVROLET	LAS VEGAS NV	75
25	RICK HENDRICK CITY CHEVROLET	CHARLOTTE NC	72
26	RICK HENDRICK CHEVROLET OF BUFORD	BUFORD GA	71
27	CLASSIC CHEVROLET	SUGAR LAND TX	71
28	RICK HENDRICK CHEVROLET	NORFOLK VA	70
29	RICK HENDRICK CHEVROLET NAPLES	NAPLES FL	69
30	PARKWAY CHEVROLET, INC.	TOMBALL TX	69
31	JON HALL CHEVROLET, INC	DAYTONA BEACH FL	65
32	BOARDWALK CHEVROLET	REDWOOD CITY CA	64
33	MAHER CHEVROLET	ST PETERSBURG FL	61
34	SELMAN CHEVROLET COMPANY	ORANGE CA	60
35	BILL STASEK CHEVROLET, INC.	WHEELING IL	58
36	BACHMAN AUTO GROUP, INC.	LOUISVILLE KY	57
37	STONEBRIAR CHEVROLET	FRISCO TX	55
38	PAUL MASSE CHEVROLET, INC.	E PROVIDENCE RI	54
39	LANDERS CHEVROLET OF NORMAN	NORMAN OK	52
40	HENDRICK CHEVROLET	HOOVER AL	52
41	COGGIN CHEVROLET AT THE AVENUES	JACKSONVILLE FL	50
42	DAN CUMMINS CHEVROLET	PARIS KY	48

43	MCCLUSKEY CHEVROLET	CINCINNATI OH	48
44	LASH CHEVROLET	JOHNSTOWN OH	47
45	COLUMBIA CHEVROLET	MONTGOMERY OH	47
46	WHITMOYER BUICK-CHEVROLET	MOUNT JOY PA	46
47	VANDERGRIFF CHEVROLET	ARLINGTON TX	44
48	MAC HAIK CHEVROLET	HOUSTON TX	43
49	LOEHMANN-BLASIUS CHEVROLET	WATERBURY CT	43
50	HENDRICK CHEVROLET SHAWNEE MISSION	SHAWNEE MISSION KS	42
51	CAMINO REAL CHEVROLET	MONTEREY PARK, CA	41
52	TROPICAL CHEVROLET	MIAMI FL	40
53	SUNSET CHEVROLET-BUICK-GMC	SARASOTA FL	40
54	MATT SAXE CHEVROLET BUICK	BELLE PLAINE, MN	39
55	FERMAN CHEVROLET	TAMPA FL	39
56	STONE CHEVROLET BUICK GMC	TULARE CA	39
57	NEW SMYRNA BEACH CHEVROLET	N. SMYRNA BCH FL	38
58	CAPITOL CHEVROLET, INC.	AUSTIN TX	38
59	GOOD CHEVROLET, INC.	RENTON WA	38
60	AUTONATION CHEVROLET PEMBROKE PINES	PEMBROKE PINES FL	38
61	BEAVER CHEVROLET	JACKSONVILLE FL	37
62	LOU BACHRODT CHEVROLET	COCONUT CREEK FL	37

63	CONNELL CHEVROLET	COSTA MESA CA	37
64	RED RIVER CHEVROLET	BOSSIER CITY LA	36
65	SIR WALTER CHEVROLET COMPANY	RALEIGH NC	36
66	FAIRWAY MOTORS, INC.	HAZLE TOWNSHIP PA	36
67	HARE CHEVROLET	NOBLESVILLE IN	35
68	GRIECO CHEVROLET OF DELRAY BEACH	DELRAY BEACH FL	35
69	CRISWELL CHEVROLET OF THURMONT	THURMONT MD	35
70	REEDER CHEVROLET	KNOXVILLE TN	35
71	JEFF GORDON CHEVROLET	WILMINGTON NC	35
72	HARBOR CHEVROLET CORPORATION	LONG BEACH CA	35
73	TERRY LABONTE CHEVROLET	GREENSBORO NC	35
74	EVERGREEN CHEVROLET	ISSAQUAH WA	34
75	JEFF SCHMITT CHEVROLET EAST	BEAVERCREEK OH	34
76	BUDS CHEVROLET-BUICK	SAINT MARYS OH	34
77	SUN CHEVROLET	MC MURRAY PA	32
78	COX CHEVROLET INCORPORATED	BRADENTON FL	32
79	ELCO CHEVROLET	BALLWIN MO	32
80	GRIECO CHEVROLET OF FORT LAUDERDALE	FORT LAUDERDALE FL	31
81	AUTONATION CHEVROLET GREENACRES	GREENACRES FL	31
82	EARNHARDT CHEVROLET	CHANDLER AZ	30



83	BAYWAY CHEVROLET	PEARLAND TX	30
84	CHAPMAN CHEVROLET	PHILADELPHIA PA	30
85	ED BOZARTH CHEVROLET	LAS VEGAS NC	30
86	LINDSAY CHEVROLET	WOODBIDGE VA	30
87	AUTONATION CHEVROLET ARROWHEAD	PEORIA AZ	30
88	RICK HENDRICK CHEVROLET	CHARLESTON SC	30
89	MIDWAY CHEVROLET	PHOENIX AZ	29
90	SCHUMACHER CHEVROLET-BUICK-GMC	LAKE PARK FL	29
91	AUTONATION CHEVROLET WEST AUSTIN	AUSTIN TX	29
92	WALKER CHEVROLET	FRANKLIN TN	29
93	AUTONATION CHEVROLET DORAL	MIAMI FL	28
94	ALLEN GWYNN CHEVROLET	GLENDALE CA	28
95	WESTSIDE CHEVROLET, INC.	KATY TX	28
96	AUTONATION CHEVROLET GULF FREEWAY	HOUSTON TX	28
97	RIVERSIDE CHEVROLET	RIVERSIDE CA	27
98	CABLE-DAHMER CHEVROLET	INDEPENDENCE MO	27
99	WATSON CHEVROLET	TUCSON AZ	27
100	DIMMITT CHEVROLET	CLEARWATER FL	27
101	TIM LALLY CHEVROLET	WARRENSVILLE HEIGHTS OH	27
102	SPORT CHEVROLET	SILVER SPRING MD	27

## Corvette Ranks as One of the Sports Cars People Keep the Longest

The average American keeps their new car for seven years, and that number continues to rise, perhaps because of the increased reliability – and price – of vehicles over the years.

However, there are some cars, like the Corvette, that owners are more likely to keep for longer. But which cars are most likely to remain one-owner cars for double that seven-year average?

To find out, [iSeeCars.com](https://www.iseecars.com) analyzed more than 350,000 used cars from model years 1981-2004 sold in 2019.

The Corvette ended up sixth in their Ranking of Sports Cars Kept for 15 Years or Longer. (We wonder if that ranking will go down next year if a lot of current Corvette owners traded up for a C8.)

The survey found that 6.8% (or 1.2x compared to sports car average) of 15+ year old Corvettes were still owned by their original buyers, while another Chevy product, the Camaro, also did well, ranking third at 7.1%, 1.3x. Others in the top 9 were:

Ranking of Sports Cars Kept for 15 Years or Longer			
Rank	Car	% 15+ Year Old Cars Kept by Original Owners	Compared to Sports Car Average
1	Audi S4	7.9%	1.4x
2	Mazda MX-5 Miata	7.7%	1.4x
3	Chevrolet Camaro	7.1%	1.3x
4	BMW Z4	7.0%	1.2x
5	BMW M5	6.9%	1.2x
6	Chevrolet Corvette	6.8%	1.2x
7	Porsche 911 (Coupe)	6.1%	1.1x
8	Porsche 911 (Convertible)	5.9%	1x
9	Audi TT	5.8%	1x
Sports Car Average		5.7%	-

For each model, the percentage of cars sold by the original owner was mathematically modeled (“original owner” cars were bought as new by the owner). The models were then ranked by the original-owner percentage, excluding models with low sample size, heavy-duty trucks and work vans, and models no longer in production as of the 2019 or 2020 model year.

Overall key findings included:

- The top 15 are exclusively Japanese models, with Toyota dominating the list with 10 models and Honda with 4.
- While SUVs have the most vehicles on the list with 7, the list includes a mix of vehicle types, including pickups, sedans, minivans, and a hybrid.
- In the study’s brand analysis, Toyota took the top spot, followed by Subaru in second and Honda in third.

iSeeCars.com is a car search engine that strives to help shoppers find the best car deals by providing key insights and valuable resources, like the iSeeCars VIN check reports. The company claims to have saved users more than \$206 million so far by applying big data analytics powered by more than 25 billion (and growing) data points and using proprietary algorithms to objectively analyze, score, and rank millions of new cars and used cars.

### **The C8 Corvette Needs a ‘Paint to Sample’ Program**

One of the most significant goals that the Corvette Team had when they set out to create the first ever mid-engine version of America’s Sports Car was to appeal to a clientele that used to look down on the Corvette as “not premium enough” while also silencing those pesky automotive journalist types who bemoan the ‘Vette’s interior at every turn (deserved or not).



While the layout of the eighth-gen Corvette’s cockpit has had some critics, the materials and fit and finish inside of the mid-engine marvel have been met with universal acclaim.



**We believe that the best way to continue this high-end focus with a shift to the exterior would be to finally offer Corvette customers the opportunity to choose their own paint colors from outside of the mainstream color palate.**

**The majority of manufacturers that the Corvette will be pitted up against in the minds of these discerning new customers already offer varying levels of paint customization on their cars. The big one is Porsche's Paint to Sample or PTS but there is also Audi Exclusive, BMW Individual, and Aston Martin Q, to name a few. Even the 'Vette's former domestic rival, the SRT/Dodge Viper, offered a 1 of 1 program that allowed buyers to choose from 8,000 paint colors (along with 24,000 hand-painted stripes, 10 different wheel options, and a bevy of interior combinations and standalone options). Each of these Snakes also came with a peace of mind guarantee that they wouldn't build one identical to yours, no matter how much money your unimaginative neighbor tried to throw at them.**

**To truly make the jump into the exotic realm, General Motors needs to introduce a similar program for their new halo car.**

### **Benefits for GM**

**The added prestige of implementing an option for limitless paint selections should be enough of a selling point on its own but it is also a no-brainer for General Motor's all-important bottom line. You have likely heard GMC's Denali trim referred to as a money-printing machine for its parent company; a PTS system could be the exact same thing for the General. Porsche charges customers around \$12,000 for the privilege of selecting a special hue for their new 911, and people pay it! Dodge reported a \$20,000 increase in average Viper transaction prices after they introduced their 1 of 1 program halfway through the fifth gen's life cycle.**

**On top of uncompromising performance, America's Sports Car has long been about added value over its competitors. Because of this, GM will, more than likely, have to offer a good deal in comparison to the Porsche model but even at something around \$7,000 a pop, the fiercely loyal fan base would likely be lining up to get their C8 color matched to their unique midyear or C3 'Vette. Such a system would bring in piles of cash while also making it even more difficult for customers to resist the option sheet in an attempt to build a bare-bones order that would, reportedly, lose money for GM.**

### **Benefits for Buyers**

Obviously getting your new mid-engine baby in any color your heart desires is the biggest selling point of a PTS-type system. Even on cars like 911s or Vipers that are produced in far fewer numbers than the Corvette, making it extremely unlikely that owners in the majority of the country will even see another example on the road, let alone one that has been painted the exact same color, buyers saw tremendous value in being able to create their own, beautiful unicorn. This added individuality isn't the only perk either. If you fork over \$7ish thousand dollars up front to get premium pigmentation for your car, you could see even more than that when the time comes for you to move on to your next ride. As long as your chosen paint isn't offensive to the retinæ of the average layperson, the second owner will more than likely pay more for a unique car than they would for another Black/Arctic White/Torch Red model. A quick Cars.com search for the most desirable of recent 911s, the manual 991.2 GT3, reveals 53 available pre-owned cars. Those 53 cars can be broken down as follows: 31 in normal colors, 13 PTS cars, 8 cars that we excluded because of incomplete listings (no pictures, listed price, etc.), and one IMSA GT3 Cup car that we also didn't count in our calculations. The average asking price for a "normal" GT3 comes out to a healthy \$171,517. The average price of the same car that has been Painted to match a Sample? \$187,052.

Of course, we know that there are other factors at play in these prices and these are just asking prices, but the primary reason for this price disparity is the easiest one to see, the paint. With a difference of over 15,000 resale dollars, wouldn't you happily pony up an extra \$5-10k up front?

### Will GM Actually Implement a PTS-Style Option for the Corvette?

It is anyone's guess at this point but it doesn't seem to currently be in the cards. Two excellent opportunities to introduce such a program have recently passed us by. When the Assembly Plant received its new \$439 million paint shop, many were expecting an announcement about further customization options to follow, but one never came. That was in the middle of an existing Corvette generation though, so it wasn't surprising that they didn't want to implement such a major change to production at that point.

7.18.19, when all eyes were on the reveal of the mid-engine C8 in Tustin, CA, Chevrolet had another golden opportunity to tout a multitude of new paint options. Instead, they stuck to their old exterior color playbook.

One idea that gives us some hope is a slow roll-out of the program as a Z06 (or similar) exclusive option that could trickle down to other Corvettes once the processes are perfected.

Time will tell if GM has any Customized Corvette Paint options up their collective sleeves but until anything becomes official, all we can do is continue reminding them that there is demand for such a program and experiment with different color wraps like *Corvette Forum* member, “Mookster” did with his C7 ZR1. How could the good folks at GM see creations like this and not want to profit from making more unique ‘Vettes of their own?

## **Corvette Assembly Plant Promotes Temporary Workers and Gears Up for 2nd Shift**

The new eighth-generation Corvette has already earned numerous awards before the first production car for a paying customer even hits the street.

Now some of the workers who will be producing the mid-engine 2020 Stingray starting next month are already reaping rewards, too.



In fact, 57 temporary workers at the Bowling Green Corvette Assembly Plant in Kentucky will be changing to full-time positions that will pay them more and offer better benefits, a move that had been promised in the four-year contract reached between United Auto Workers and General Motors after a nationwide 40-day strike.

“This is basically what we went on strike for,” UAW Local 2164 President Jack Bowers said. “Some of them (temporary workers) have been here three or four years. This is definitely a big improvement for them.”“

The workers will see their hourly pay rise to \$21 to \$24, up from the current \$17, and better benefits such as health care, according to a report in the Detroit Free Press. They’ll also be eligible now to eventually hit the top pay of \$32.32 per hour by the time the contract expires in 2023.

“Many of these workers had been here for a number of years,” said Nora Roper, assistant plant manager. “We’re excited for them and their families. This is good for our employees and good for Bowling Green.”

Nationwide, more than 1,300 other temporary workers at 13 U.S. facilities will also transition to full-time by the end of March.



The Corvette plant has seen its overall number of hourly and salaried workers grow to 1,300 from 900 after the company decided to add a second shift at the facility to meet the overwhelming demand for the new C8 that recently won the North American Car of the Year award and has been widely praised by the media for its high performance at a low price.

GM has been seeking additional temporary workers at the Bowling Green facility, where they will start out at \$16.67 an hour but with the new contract will have legitimate hopes of going full-time and perhaps doubling their wages.

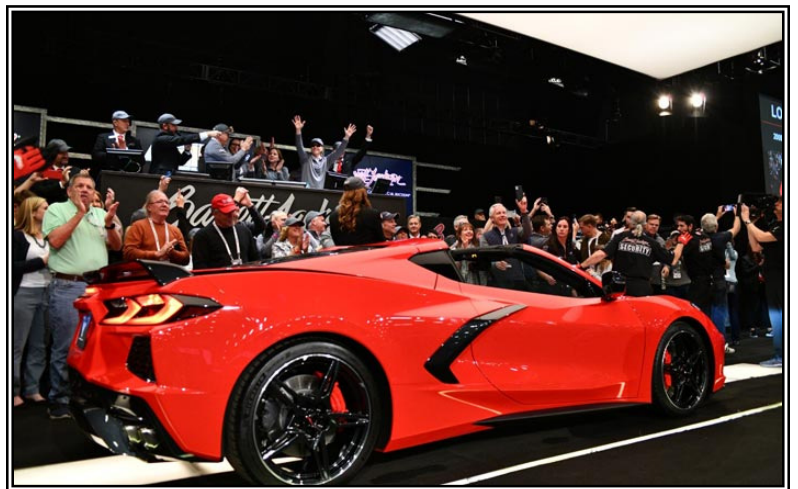
“As time goes on, they’ll be hiring more temporary workers,” Bowers said. “But we won’t have people working five to seven years as temporaries anymore. We have language in the contract that says they’ll become full time after three years.”

While GM was trying to recover from its bankruptcy a decade ago, the company stressed the importance of being able to hire temporary workers to allow flexibility in adjusting to changing market conditions. Now it believes with its improved financial picture, those temporary workers deserve to be changed to full-time.

“Our employees are essential to meeting the needs of our customers, so providing these team members with an improved career path forward has numerous benefits,” GM Executive Vice President of Global Manufacturing Gerald Johnson said in a news release. “From health and safety to building high-quality products for our customers, it takes all of us working together to build a stronger future.”

### **2020 Corvette Stingray VIN 001 Sells for \$3 Million at Barrett-Jackson**

GM CEO Mary Barra rode onto the auction block at Barrett-Jackson Scottsdale in a Torch Red 2020 Corvette Stingray that represents the first retail VIN 001 mid-engined Corvette to be produced. Mary headed up to the auction stage where she gave due credit to the team at Chevrolet for taking the Corvette to the next level. After a few brief remarks, she introduced a representative from the Detroit Children’s Fund, the charity that is the beneficiary of the VIN 001 Corvette auction.



Once the bidding started on the Stingray, it was fast and furious as the bidding quickly broke the \$1 million mark, and within seconds it would hit \$2m million. As the figure kept climbing, Steve Jackson would take the opportunity to remind those that this was the very first retail mid-engine Corvette Stingray that was being offered. Finally, the bidding topped out and the Corvette was hammered sold for an amazing \$3 million.

Purchasing the Corvette Stingray was Chevrolet dealer and NASCAR team owner Rick Hendrick who was in attendance to make the purchase. The Corvette will be right at home in his collection of VIN 001 Corvettes that includes the first C7 Corvette Stingray, Z06 and ZR1. The purchase represents the highest price paid at auction for a new Corvette and the money paid goes directly to the Detroit Children's Fund charity. *"Reaction to the mid-engine Corvette has been extraordinary," said Mary Barra, GM Chairman and CEO. "It's both humbling and exciting to harness that success and provide the proceeds to the Detroit Children's Fund."*

*I am the number one Corvette junkie in the world," said Hendrick. "Thanks to Chevrolet and Barrett-Jackson, because they always pick charities that are so good and help so many people."*

*"All children deserve great schools," said Jack Elsey, Detroit Children's Fund executive director. "The proceeds from this auction will help improve public education in Detroit and, as a result, give thousands of young Detroiters a brighter future. We cannot thank General Motors enough for their commitment to DCF and the children of Detroit."*

### **GM May Target Dealers Charging Over MSRP for the 2020 Corvette with Reduced Allocations**

There's been quite a bit of discussion about dealer allocations for the 2020 Corvette and where we currently stand right now as retail production of the new mid-engined sports car is slated to being in just a couple of weeks.

When Chevrolet first gave the allocation targets to dealers last year for the 2020 Corvette, the factory was planning to start retail production in early December with 2020 Corvettes being produced for roughly nine months before the model year changeover in September 2020 to the 2021 models. Dealers were given a hard number for their first three months of production, followed by an estimate for the final six months for the model year.



But unplanned circumstances, namely last year's UAW strike against the automaker, has changed those allocation estimates after Chevrolet was forced to move production back by two months. We are now hearing from some dealers that they are estimating a 15-20% reduction in those original 2020 estimates.

Our friend Mike Davenport, aka YouTube's Chevy Dude, put out an interesting video late last week that raises some of these concerns regarding dealer allocations for the 2020 Corvette and what that means for potential customers.

The first is that Mike is very correct in laying out the facts that from its initial reveal to the first dealer deliveries, the C8 Corvette will be here faster than it took the C7 Corvette – and that's still true despite the 6-week UAW strike that delayed production.

Mike suggests that GM is looking to see how many sold orders (with status code of 1100) are in the system before deciding on allocations for the remainder of the year. Mike says he is making a push to get all his customer's orders into the GM Workbench order system so that Chevrolet will see that these are real customers with order numbers. He also shares his opinion that GM is going all out to make sure that it can fulfill its sold customer orders first and that the top national dealers will probably be able to take care of their customers in this regard. What we find newsworthy in the conversation is that instead of the automaker reducing allocations across the board, Mike thinks that GM might disproportionately take away allocations from dealerships who (1) have charged over MSRP, (2) those that have unsold allocation, or (3) dealers who are attempting to submit stock orders.

We've heard this before that GM might try to make an example of certain dealers who are charging over MSRP for the new Corvette. We would be okay with any reductions in allocation targeted first at those dealers who are selling the Corvettes for more than MSRP as it does end up protecting those enthusiasts from huge markups and the associated games that go with it, like selling your sold order to someone else because they were willing to pay more for it.

I think that Mike's idea to get his customers into the Workbench order system is probably a good thing overall. But there is no guarantee that just because you have an order at 1100 status that it will be picked up and fulfilled by GM during the current model year. With all the demand for the car prior to production, late orders may end up being 2021 models. That brings up a whole other set of questions regarding 2021 pricing as well as any new options or colors that may become available during the C8 Corvette's second model year. Unfortunately, we just don't have those answers yet.



For those of you without a current 2020 order or dealer deposit on a new 2020, I think the time has passed where you can still order the C8 Corvette for the inaugural model year. Most likely all new orders will end up being pushed to 2021 models. But the good news is that you may still get the car in 2020.

Our friends at Chevrolet are pretty smart when it comes to the massive planning and scaling up the workforce to produce as many new C8 Corvettes that can be sold, and they aren't trying to make the C8 rollout any more difficult than it should be. With so many moving parts and so many varying opinions, it can be difficult to watch this process play out. These next few months will be the hardest for those with a new Corvette on order. Corvette buyers need to be extremely patient during this time and eventually, you'll see your Corvette dreams fulfilled.

## **The Price of a C8 Corvette in Australia May Be Lower Than Expected**

Be thankful you live in the United States if you're a fan of the new C8 Corvette Stingray.

While GM has made no secret that it hopes to sell a lot more mid-engine Stingrays overseas than ever before, that privilege won't come cheap off American soil.



A source has told whichcar.com that the upcoming 2020 mid-engine Corvette – being offered for the first time in Australia, or anywhere for that matter, with right-hand drive – may not cost as much as once feared there.

Of course, General Motors hasn't confirmed any of the following, but whichcar.com says a “senior source in the know” has told them the price in Australia will be “considerably less” than the rumored \$170,000.

In fact, the 2020 Corvette could even be priced below \$150,000 “which would make the Corvette extremely strong value,” the website points out.

Considering that the new Stingray comes in at just \$59,995 in the United States, that still sounds awfully high to us, until you consider the price of the competition and what they deliver in the Land Down Under.

For example, Australians will pay \$178,680 for the new Porsche Cayman GTS, a direct competitor of the C8, and for those big bucks they will get only 395 horsepower/310 ft-lb of torque, compared to the Corvette's much higher 495 horsepower/470 ft-lb of torque.

Whichcar.com believes that GM may be using the same strategy as Toyota, which floated a price of \$40,000 before launching its 86 and then delivering it at a much lower \$29,990.

That website also has been told by its "senior source" that GM's VP of Global Design Mike Simcoe will drive the first right-hand-drive Corvette ever produced by the factory before it's shipped to Australia. Wonder what that one will sell for to a collector, based on the \$3 million that VIN 001 brought at Barrett-Jackson on Saturday?

### **First Customer Deliveries of the 2020 Corvette Slated For End of February**

Following the sale of the 2020 Corvette VIN 001 at Barrett-Jackson's Scottsdale auction with \$3 million going to charity, Chevrolet's PR department issued a press release about the event and there is one line that should have all C8 Corvette buyers very excited!

On the very last line of the press release is this sentence:



*Corvette coupe production will begin at GM's Bowling Green Assembly Plant in Kentucky in early February, with customer deliveries slated to begin before the end of February.*

That is good news indeed and it's obvious they are talking multiple customer deliveries and not just the delivery of the VIN 001 Corvette Stingray to Rick Hendrick.

There are 29 days in February and Corvette production is expected to start on February 3rd. With 20 workdays during the month (Monday-Friday), we estimate that after 2-3 days of production time and processing, and maybe another couple of days for travel, that still leaves about three weeks for any quality control hold before releasing the cars so they can be delivered by the end of the month.

As the C7 Corvette generation was beginning its initial roll-out, the quality control hold on those first Corvettes took around five weeks with the cars being held at a location in Nashville. The fact that GM is publically stating customer deliveries of the 2020 Corvettes will happen within weeks after being production starts must mean that the launch team at the Corvette Assembly Plant is pleased with the quality of builds they are seeing on the captured test fleet cars that are currently being built.

## **The Engineers Arrested for Speeding in the 2020 Corvettes No Longer Work for GM**

We are sad to report that the two engineers that were arrested on January 8th for excessive speeding in two new 2020 Corvettes no longer work for General Motors.



The two engineers, Alexander Thim (27) and Mark Derkatz (30) were arrested on Lovers

Lane in Bowling Green, Kentucky for exceeding the posted 45 MPH speed limit by over 26 MPH which then requires a court date. Thim was clocked by a Kentucky State Trooper driving 120 MPH while Derkatz was cited for 100 MPH. Both would spend the night at the Warren County Regional Jail and were released on a \$1,000 bond the next day.

Carscoops.com says that a review of the two engineer's resumes on LinkedIn show that both are no longer working for General Motors. Thim's profile states that he "previously worked at General Motors launching the new 2020 Corvette as the chassis/powertrain issue resolution team" while Derkatz profile shows his employment with GM ended in January

At the time of their arrest, the 2020 Corvettes were towed to lot and they were collected by GM representatives the following day.

*"We have completed our investigation of the incident and taken appropriate action. Out of respect for the privacy of the individuals, we will not be making further comment."*

We've all been guilty of "doing something stupid" at one point or another and it's unfortunate that these two had to pay the price. But after the huge amount of negative publicity, I think it was but a given that GM would let them go for violating company policies, as it also sends a message to other employees driving the new Corvettes or other pre-production vehicles to "govern themselves accordingly" as a legal scholar once reminded us.



## **Rick Hendrick Paid \$3 Million for the First C8 Corvette, Says He'll Never Drive It**

None of those crazy burnouts leaving the dealership that some new Corvette owners preserve on video to show the world.

No sir, that's not the style for legendary Corvette enthusiast/collector **Rick Hendrick**.



“I’ll go to the plant and watch it come off the line,” he told the Detroit Free Press this week. “They have an unbelievable Corvette museum there in Bowling Green, and I’ll put it in there for a few days and then bring it home.”

In case you missed the news, Hendrick is referring to the very first C8 mid-engine 2020 Corvette, for which **he outbid everyone at the Barrett-Jackson Auction on Saturday in Scottsdale, Arizona.**

Known for his collection of classic Corvettes that already included several milestone VINs, Hendrick had lost out over the summer in his attempt to secure the last C7 ever produced when a collector named Daniel Snyder outbid him at \$2.7 million at Barrett-Jackson’s Northeast Auction. (Hendrick does own the first C7, a 2014 model that cost him \$1 million.)

This time, Hendrick was not to be denied in his quest for the first C8, though he did tell the Free Press that he was getting “close to my limit” when the auctioneer finally hollered “Sold” at the \$3 million mark over the enthusiastic screams of the crowd.

To the surprise of absolutely no enthusiast, Hendrick says he’ll never drive his very historic Corvette.

Instead, after the stint at the NCM, the CEO of Hendrick Automotive Group and chairman of Hendrick Motor Sports will eventually take VIN #1 home to Concord, N.C., where it will take a prime spot in his Heritage Center, a 58,000-square-foot building with

**nearly 210 of the rarest cars in the world inside, including 120 Corvettes, including the first built for 1955, 1956, 1957, and 2014, as well as the first C4 ZR1 to roll off the line.**

**And no, you can't buy a ticket to see the cars; admission to this hallowed ground – which includes the first car built by Hendrick and his dad, a 1931 Chevrolet, and a racing trailer used by his son, Ricky, who died in a plane crash in 2004 – is by invitation only.**

**“I won't ever drive it,” Hendrick said of his latest catch, noting that he'll use his black GMC Tahoe SUV to get around instead. “I'll put it away.”**

**He won't put away the memories of last Saturday, however.**

**“I've been going to those auctions for 25 to 30 years, and I've bought a lot of No. 1s at auction for charity,” Hendrick says. “But nothing like this car. This had bidders from all over the world. It was so much drama. When you have the CEO of General Motors on the stage, that's a big deal.”**

**Indeed, CEO Mary Barra, along with Corvette Chief Engineer Tadge Juechter, attended the auction.**

**Hendrick said the new mid-engine Corvette “is a car many people had their eye on.”**

**“I was hoping I could get it and it didn't get out of my price range,” he said.**

**The Torch Red coupe that crossed the auction block last weekend was just a pre-production model, standing in for Hendrick's actual car that will be built in Bowling Green in February – a top-of-the-line 3LT model with the Z51 package.**

**Hendrick, 70, says GM President Mark Reuss let him drive a pre-production example, which he described as “super special” and a “halo car” for dealers like himself. Hendrick sold his first Corvette, a '63 roadster which he drove on his first date with his wife, to help buy his first car dealership in South Carolina. He has since bought back that car, which sits proudly in his Heritage Center, and now owns 94 dealerships, including 15 Chevrolet stores, across the nation.**

## Corvette Museum to Close Three Exhibit Areas From February 1st-8th for Renovations

Like the car it immortalizes, the National Corvette Museum is always improving.

With those improvements, however, will have to come a few temporary inconveniences while work is being done.

Three areas in particular – the Performance Gallery, Design & Engineering, and Enthusiast areas – will be closed to the public from

Saturday, Feb. 1 through Saturday, Feb. 8 while crews remove carpet and apply epoxy floors. Officials say that will provide ample time for contractors to apply the new floor surface and allow it to dry and cure.



The Museum will remain open during the construction, but the flow of the tour route will be changed. To make up for the inconvenience, a discounted admission rate will be in effect.

In other NCM news, the Corvette Store will be closed for inventory on Wednesday, Jan. 22.

“We appreciate everyone’s patience while we make upgrades to your Museum!” an official said.

## What Do You Want to Power the Next Corvette Z06?

It was a great week for those of us who are constantly wondering what is next for America’s Sports Car. First, we got to hear what we are expecting to be the C8 Corvette Z06 for the first time, all but confirming our suspicions of the newest road car using a version of the C8.R’s flat-plane-crank V8. Just two days later, the same car was spotted again, and this time it had a friend. Chevrolet engineers were benchmarking their next mid-engine marvel against the most potent 911 in history, the 991.2 generation GT2 RS.



Up to this point, there have been two schools of thought about what form the Z06’s engine would take. One group is hoping for the Z’s return to its lightweight, naturally



aspirated roots with a high revving V8 as similar to the C8.R's as Chevrolet can give them. The other faction is hungry for power. They are pulling for twin turbos to be bolted to the FPC V8. This split isn't just between Corvette enthusiasts either, this one goes all the way to the top and is being fueled by Car and Driver who is predicting that the Z06 engine will be free breathing while MotorTrend is on team turbo. Let's take a look at the thought processes behind each Z theory:

#### **The NA Purists:**

This group is all about the "feel" of a car. Their ideal benchmark vehicle is the last pre-turbo mid-engine V8 Ferrari, the 458.

**Pros of Natural Aspiration:** Higher revving, better sound, instant throttle response, would be unique in the 2021+ vehicle market, more desirable in the long term because there will always be a faster/more powerful car, the NA V8's time seems to be limited.

**Cons of Natural Aspiration:** Less power and torque, higher revs make some people concerned about engine longevity.

**Reasons to believe this is the way the team behind the Z06 will go:** The Ferrari 458 was mentioned at the C8 reveal as the "best sports car in history," the sound clip of a Z drive-by didn't sound turbocharged, a 600ish HP car slots above the Stingray and leaves room for a twin-turbo ZR1 a lot better than a boosted 750+ HP Z would, a twin-turbo car is almost certainly in the pipeline and an NA Z06 adds differentiation to the Corvette portfolio that has been missing since 2013, 600 HP is plenty for the new layout based on how fast the Stingray is with "just" 495 ponies.

#### **Twin Snails Please:**

Those who subscribe to MT's Z06 forecasts just want the fastest possible car. The McLaren 720S is their dream blueprint for the next version of the 'Vette.

#### **Pros of Twin Turbos: POWER!!!**

**Cons of Twin Turbos:** Even the best modern turbos still lag, a TT V8 would make the Z06 "just another" mid-engine sports car these days, added weight.

**Reasons to believe Tadge and Co. will turn to turbos for the Z06:** Running with a GT2 RS instead of a GT3 or GT3 RS is pretty telling about the kind of power they are expecting, the new Z06 making less

power than the old one doesn't seem right, the most believable leaked information showed a twin-turbo powerplant.

### **The 2020 Corvette Stingray's EPA Fuel Rating is 15/27 MPG**

It was officially revealed by Corvette Chief Engineer Ed Piatek that the 2020 Corvette Stingray will have an EPA fuel rating of 15 city and 27 highway MPG.

This is an improvement over the outgoing LT1 in the 2019 Corvette Stingray which was rated at 16/25 MPG with the 7-speed manual transmission and 15/25 MPG with the 8-speed auto.



So the LT2 in the 2020 Corvette Stingray offers more horsepower and better fuel economy? Sign us up!

### **Houston Warehouse Explosion Traps \$1 Million Worth of Corvettes Under Collapsed Buildings**

A million dollars worth of Corvettes were among the victims of a deadly warehouse explosion in Houston early Friday morning.

The Corvettes were inside Houston Corvette Service, described on its website as “a premier service and restoration facility for Corvettes, in particular, and General Motors cars and trucks, generally.”



The explosion happened across the street from the Corvette restoration shop at Watson Grinding and Manufacturing, a plastics manufacturing warehouse where two employees lost their lives.

**The owner of Houston Corvette Service, Gordon Andrus, described on the business website as “a confirmed Corvette nut,” told UPI two of his four buildings were flattened by the blast.**

**“It’s sitting there with about \$1 million in cars right now,” Andrus said. “We restore old Corvettes, and it’s full of what used to be really nice cars.”**

**Fortunately, because the blast happened at 4:24 a.m., no one was working inside the Corvette facility, Andrus said.**

**While John Watson, owner of Watson Grinding and Manufacturing, blamed the blast on a propylene tank, Houston Fire Chief Samuel Pena said it may take investigators up to two months to determine the official cause. The family-owned company makes and services parts for everything from the oil and gas to aerospace industries.**

**Andrus is having to wait to get inside his buildings to see what condition the cars are in, but he told CNN that about 15 cars worth a total of about \$1 million were inside.**

**“The charge blasted across the street, right over our buildings and then on into the neighborhoods where you’ve heard about all the houses that have been damaged,” he said. “The rest of the street had very minor damage, but my two buildings are flattened.”**

**Andrus holds out hope that the cars won’t be total losses. “I don’t think they’re [the cars] destroyed, but the buildings will have to be torn down,” he said. “So the question is, what do I have to do to shore the building up enough to get them cars out of there, and what’s it going to take to repair the cars?”**

**His business, which opened in 1994, was housed in four buildings, with two further down the street, used for paint and bodywork, escaping damage.**

**He told CNN he hopes to recover his computer, account records, and payroll information but hasn’t been able to access the office while investigators are busy in the area.**

**“Then I can pay my guys, start getting things organized,” he said. “As soon as I get in there, we’re gonna move the operations to my paint shop.”**

**Andrus, who owned some of the affected cars himself, has been in touch with all the other owners and says every vehicle “is insured and we’re in the business of repairing and restoring cars.”**



**“We will make it right one way or another,” he said.**

**Andrus says the business will be “up and running” Monday.**

**On Saturday, volunteers targeted the area within the boundaries of Gessner Road, Clay Road, Shadowdale Drive, and Bridgeland Lane, where 200 structures suffered moderate to significant damage, with about 25 homes determined to be uninhabitable. The blast knocked houses off foundations, blew doors off frames, shattered windows, cracked sheetrock, and woke up residents as far away as 14 miles.**

## **The Second Shift at the Corvette Assembly Plant Started this Week**

**Ah, the sound of the production line humming in Bowling Green, KY. can only mean one thing...it’s Corvette season!!**

**Last year, GM CEO Mary Barra made the trip to Bowling Green to announce the addition of 400 new jobs and a second shift that would be added to the Corvette assembly plant to handle all those new C8 Corvette orders. With one week to go before the start of production for customer cars, the plant’s second shift officially started up this past Monday.**



**The Corvette assembly plant has been building an estimated 500 or so Captured Test Fleet vehicles since December and our understanding is that those will be completed sometime this week. It’s also possible that if those cars are finished early, then the start of production for customer cars could even start this week.**

**When up to full speed, the Corvette assembly plant will be running two 8-hour shifts Monday through Friday and the anticipated line speed will allow the production of 11.6 new Corvettes per hour. As they were building CTFs, we don’t believe they are yet operating at that 11.6 cars per hour goal.**

Members of the Corvette Team have confirmed that the goal is to begin customer deliveries in late February but as Corvette Production and Marketing Manager Harlan Charles told us at the Corvette Corral, they only have one opportunity to make a good impression, and so the quality control processes will be reviewing everything before those first customer cars are delivered.

## **Customer Ordered 2020 C8 Corvette Production Already Began... Has Begun...Will Begin Soon!**

With photos of 2020 Corvettes covered in white transport covers sitting in the Bowling Green Assembly Plant's shipping lot, as well as photos of 2020 Corvettes being shipped via car haulers, the following question has been asked on social media more times than I can count: did production of the 2020 C8 Corvette already begin? The technical answer to this question can be found in a previous *CorvetteBlogger* article



that explains the various pre-production cars that are built before regular production begins. All of the 2020 Corvettes we've seen in photos so far are pre-production cars.

What myself and thousands of others with 2020 Corvette orders want to know is this: has regular production of the 2020 Corvette begun? The answer is both “yes” and “no.” Before you think I’ve lost my mind due to the extended wait time for my 2020 Corvette to finally become reality, let me explain the production process in detail.

When a Corvette order has been accepted by GM, it moves to Event Code 2000 (Accepted by GM) and, not long after, to Event Code 3000 (Accepted by Production Control). Before the strike, my order moved to Event Code 3000 at the end of September with a TPW (Target Production Week) of December 2. The week of December 2 was also originally scheduled to be the Start of Regular Production (SORP). We all know that the strike created a significant delay in the 2020 Corvette's production, but eventually it became clear that the new SORP would be February 3, 2020. Now, take a look at the original time frame from when my order was accepted by production control (Event Code 3000) and my initial TPW (December 2). For discussion purposes, let's consider this as a two-month production window.

The Bowling Green Assembly Plant (BGA) is exactly what the name indicates. It's the place where all of the parts required to make a Corvette are assembled. But where do the various parts come from? Of course, we know they come from a host of suppliers. Shortly after a Corvette order moves to Event Code 3000, the many parts that will be required in order to assemble that particular Corvette are ordered from the various suppliers. The plant sends orders to the suppliers for the body panels, seats, carpet, electrical

components, wheels, etc., and the suppliers begin to fulfill these orders. In the purest sense, the production of a new Corvette begins when the suppliers begin to produce the requested parts and components. As such, production of customer ordered 2020 Corvettes began months ago.

Reports surfaced yesterday that regular 2020 Corvette production had begun yesterday because known customer ordered cars were now at some stage on the assembly line. This was and is exciting news! However, significant production elements take place inside the Bowling Green Assembly Plant well before that which happens on the General Assembly line (GA). Based on information shared by plant management during various Bowling Green Assembly Update Seminars over the last two years, we know that body panels are painted approximately one to two weeks prior to assembly. In addition, the aluminum frame for each Corvette is assembled in the BGA's Body Shop. At that time, the cockpit for each Corvette is assembled on the Cockpit Subassembly Line, and then installed in the frame assembly. This all takes place prior to General Assembly on the General Assembly line (GA). If we think of production as what takes place at the plant, then the production of customer ordered 2020 Corvettes began sometime last week.

The process of customer ordered Corvettes being assembled on the GA is the basis for some stating that regular 2020 Corvette production has begun. Personally, I think this is the most exciting part of the production process! I've been on three C7 Corvette Buyer's Tours to watch the entire General Assembly portion of a new Corvette build and, if the program was ready for 2020 Corvette production, I'd be headed to Bowling Green to watch the assembly of my 2020 Corvette. In a nutshell, the frame with cockpit assembly moves through Trim, then on to Chassis I where the marriage of the frame and chassis takes place. The Engine Dress line feeds into the Chassis Subassembly where the chassis is assembled and then mated with the frame as it passes by. Chassis II is next, followed by Skillet I and Skillet II where the body panels are installed. The Corvette then moves through Chassis III where wheels are installed and fluid reservoirs are filled. Wheels touch down for the first time in the Final Line before it is started and driven off the line. From here, the new Corvette goes through Alignment, DVT (Dynamic Vehicle Test), a Water Intrusion Test, and final Quality Control Inspection.

That leads us to a final question about when production actually begins. Namely, at what point does GM consider regular production of the 2020 Corvette to have begun? GM refers to this as SORP, or Start of Regular Production, and it takes place when the first regular production 2020 Corvette rolls off the assembly line, allowing GM to move that particular Corvette order to Event Code 3800 (Produced).

When will the first customer ordered 2020 Corvette come off the assembly line, signaling the start of regular production? While some customer ordered cars are reportedly at some point along the General Assembly line, keep in mind that the build rate is likely still under initial ramp up and not at full speed quite yet. The plant's number one priority is quality control, and a slow start up allows for the assembly process to be highly scrutinized. Personally, I'm glad they are taking their time to make sure that each new 2020 Corvette that comes off the line is the best Corvette the plant has ever assembled. That said, we



**I'm not sure I've answered the question about regular production and when it began...or will begin. So here's my final answer: yes, regular production began months ago, but it also began last week, then it began yesterday on the General Assembly line, and finally, an equivocal no, it will begin when the first regular production 2020 Corvette rolls off the assembly line. Whatever the answer, one thing is certain...those who have a 2020 Corvette on order are one day closer to realizing their dream of owning Corvette's Grand Slam Mid-Engine Masterpiece!**



## Iconic ‘Zora Head’ Logo Found on the 2020 Corvette

When the C8 Corvette prototype made its now-famous drive through New York City with Chief Engineer Tadge Juechter and GM CEO Mary Barra last April, it was discovered that the team had placed small photos of the Corvette’s first chief engineer Zora Arkus-Duntov all around the car.

We further learned that these “Zora Head” stickers were used by the Corvette Team members in Detroit to restrict access to the mid-engine cars as they were undergoing development. But following the reveal of the car in July, we’ve been hard-pressed to find a Zora Head anywhere until now.



At last weekend’s Rolex 24 at Daytona, Chevy had five C8 Corvettes parked in front of the Chevrolet Experience Center and two of the cars were opened to allow people to have a seat. I remember seeing the sticker with the Corvette logo when the driver’s door was opened and quickly shot a photo of it before it was shut again. That area inside the door is rather large as it’s the beginning of the side-scoop. And that’s where you’ll find Zora Arkus-Duntov.



Zora appears on the “American Made” origin sticker featuring “Bowling Green Assembly – Local 2164” and four logos are displayed in each corner with the ‘Zora Head’ logo at the bottom right. With his profile appearing here on the sticker, it means that his likeness will appear on every single C8 Corvette to be produced and sold worldwide! While it’s not the special edition we had in mind, it is a great first tribute to the first chief engineer who always believed in a mid-engined Corvette.

We’d like to think that Zora would be as excited to bring this to the people as the current legion of Corvette engineers and designers are. They stayed true to his vision of a sports car for everyone and we think that there will be more tributes to come.

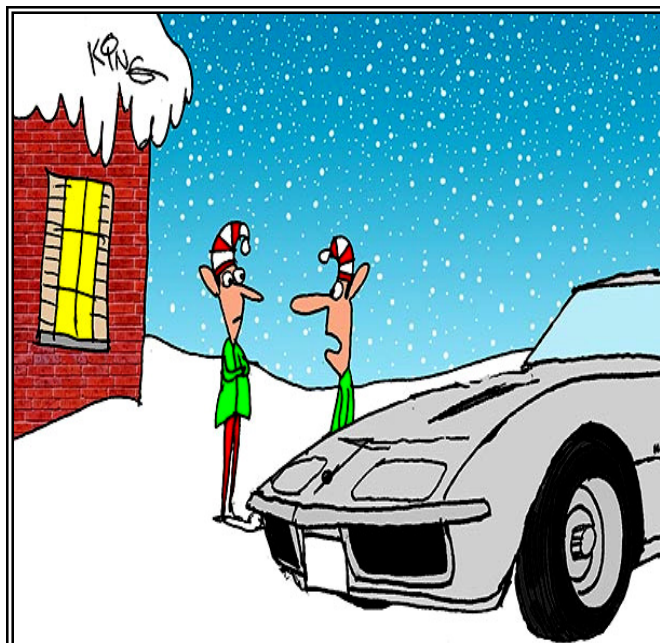




# ON THE LIGHT SIDE



"Where do you keep the keys to your Corvette...just in case you don't make it down the mountain alive?"



"Santa is making me clean up reindeer manure until next Christmas. I'll never take his Corvette for a joyride again."



"I can't keep coming out here every 10 minutes to show you how to use the technology in your Corvette, dad. From now on I'll be charging a fee."



"Apparently, he doesn't want me going for a drive in my new Corvette. I think someone is jealous."