



THE VETTE GAZETTE



Color Country Corvette Club

114 MEMBERS STRONG

SPONSORED BY STEPHEN WADE CHEVROLET

ESTABLISHED 2006

JULY 2020



OWNER: RAY & ADELE SNIPES

UPCOMING EVENTS

Fourth of July Parade & Breakfast---St George---July 4

GENERAL MEETING NOTICE

COLOR COUNTRY CORVETTE CLUB
MEETS ON THE 2nd TUESDAY OF
EACH MONTH AT THE

BLACK BEAR DINER

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

JULY MEETING TBD

THE MONTHLY BOARD MEETING WILL
BE HELD THE 2nd MONDAY OF EACH
MONTH AT 1:00 PM

JULY BOARD MEETING TBD

1965 TRIVIA

Side mounted exhaust systems
first appeared in 1965.

The first major tire size change in
Corvette history occurred in 1965.
Tire size changed from 6.70x15 to
7.75x15

While the 427 was developed first,
the 396 went into the Corvette,
Chevrolet, and Chevelle in 1965
due to a GM policy restricting them
to less than 400 cubic inches.

The 1965 396ci 425hp engine
option lasted only one year.

1965 was the first year to have
two separate hoods - the smooth
small block hood and the big block
hood with a "power bulge."

COLOR COUNTRY CORVETTE CLUB 2020 OFFICERS

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

DAVE VAN OTTEN - SECRETARY
dvanotten@yahoo.com

LARRY MARTIN - MEMBERSHIP
larrym5353@gmail.com

DOUG ROSA - TREASURER - NCCC REP
WEBMASTER
c7onlnvet@gmail.com

ANNE ROSA - SUNSHINE
c7onlnvet@gmail.com

RUN INFORMATION

Members wanting to sponsor a
run or an event

please contact Peter Spevak
peteraspevakccccvp@gmail.com

for help organizing and/or distributing
information to members.

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



JULY BIRTHDAYS



UNCLE SAM 4 - LARRY ANDRESEN 7
MARY KAY SANFORD 5 - DENISE OLDFIELD 7
ROBERTA McMULLIN 7 - FRANK MARSH 12
PETER SPEVAK 13 - PAUL ROACH 15
MIKE NARKIEWICZ 20
DICK CRABTREE 21 - RODNEY RHONE 21
PATRICIA PUMPELLY TAYLOR 23
DOUG UTASH 5 - LINDA BUTLER 26

Happy Birthday



CAR OF THE MONTH



Color Country Corvette Club Car of the Month

June 2020

Ray & Adele Snipes



Ray and Adele Snipes 2013 C6 60th Anniversary Coupe

I've been a car nut since I was a little kid in Atlanta. By middle school I was into sports cars specifically. My first car, in 1967 was a 1964 Porsche 356C, back when no one knew what they were, and normal people like me could afford one because they were just another used car at that point. I have pretty much had a sports car ever since. They were mostly European cars, with a few Asians thrown in, until my first Corvette in 1998: an early C5 coupe. That was fun but after a couple of years, I went back to the Europeans, until we got our current Corvette in 2018.

Our car is a 2013, last year of the C6, 2LT Coupe with a manual gearbox. I looked for months because I wanted a base coupe with a manual. Most of the 2012 and '13 cars are GS or Z06, many are automatics, and lots are convertibles, so it was hard to find what I wanted. Our car is silver with black interior, stock except for a cherry shift knob I made to replace the o.e. knob. The car had 11,000 miles and now has 18,000. We both enjoy the car very much, better than the C5 for sure.

We moved to St. George last August from northern California (Sonoma) after living a dozen different places around the country over the past 48 years. Adele is from Salt Lake and her sisters live here, so it's been a homecoming for her. We love it here and part of the fun has been taking the Corvette out into the beautiful wide open spaces in the area. We are looking forward to more fun with the car here and getting to know everyone in the Club as part of it.



2020 RUN CALENDAR



Upcoming

Fourth of July Parade & Breakfast---St George---July 4

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
peteraspevakcccvp@gmail.com



4th OF JULY PARADE INFO

Thanks to Larry Martin for signing-up the club for the 4th of July Parade here in St George. The CCCC has participated in this for many years. For those of you who have never seen this parade, it reminds me of the midwestern small town parades that I experienced as a kid: exuberant, patriotic crowds, "low tech" floats and everyone enjoying celebrating the 4th.

For CCCC participants, it is assembling at the start area around 7:30 AM or so. Most participants have American flags and have decorated their cars (and often themselves) for the occasion. We then drive the parade. In past years, tossing wrapped candy to the thousands of little kids has been a fun feature. We will see if that is OK this year. Many of us then go to lunch after the parade.

As I get the final details of the parade, I will send everyone that information. In my experience this has been a well-attended event by the club members. Everyone has a good time...us and the waving, cheering spectators (especially, the kids). What a great way to celebrate this great nation!

Mark your calendars.

The Board asked me to contact Stephen Wade about several things. Stephen and his wife, Marcia, recently purchased a Corvette split-window resto-mod. Being that he is now a Corvette owner, the Board decided to make the Wades Honorary CCCC members and will feature his car as the August Car of the Month. Further, I asked if he would lead the club in the 4th of July parade. He accepted and said it would be "an honor" for him to lead the club in the parade, to be an Honorary member of CCCC and to be the Car of the Month.

Also, the Bob & LaRee DeVitt, CCCC members, arranged (for all who want to gather after the parade for a brunch) with the Bloomington Country Club to serve breakfast/brunch on the patio, in the shade, overlooking the golf course. They will be able to accommodate "social distancing" and so forth. I attach the menu for you to peruse. A fun, patriotic parade and then a nice get-together meal. What's not to like? (OK, maybe not to like, as of now the "powers that be" say no candy throwing this year).

Here's the latest number of cars participating as of today: 13. In past years, we have usually had around 25 cars. I hope to see you there. Let me know if you decide to participate and if you will be going to brunch (as we need a count for the restaurant).

I will be sending further information about what time we will assemble, where the staging area is and so forth as it becomes available.

If you decide to participate, send me an email RSVP.

Thanks.

Peter S.

St. George City 4th of July Parade

Covid 19 Protocol Plan

• Washington County has been approved, on the COVID – 19 guidelines, to go to Low Risk (yellow) phase. This phase allows for well controlled parades. St. George City Management has advised us to proceed with a parade this year for the 4th of July. With guidelines in place we would like to proceed with the event with the following plans.

- **Parade Distance-** The parade distance will be increased from 1.18 miles to 1.52 miles to allow more space for people to spread out and social distance when watching the parade

- **Parade Announcer Stations-** We will add in 2 more announcer stations on the route and have 6 stations instead of 4. This will also allow more space for people to social distance properly.

- **Float Handouts-** **Floats will not be allowed to hand out candy on the route at anytime** but they will be encouraged to hand out masks with their logos on them as giveaways to the spectators. All float people handing out masks will be required to walk alongside their float and wear gloves to hand these out.


- **Announcer Station Announcements-** Announcers will state being responsible and social distancing appropriately every 2-3 floats on the loudspeaker at each of the 6 announcer stations throughout the entire parade.

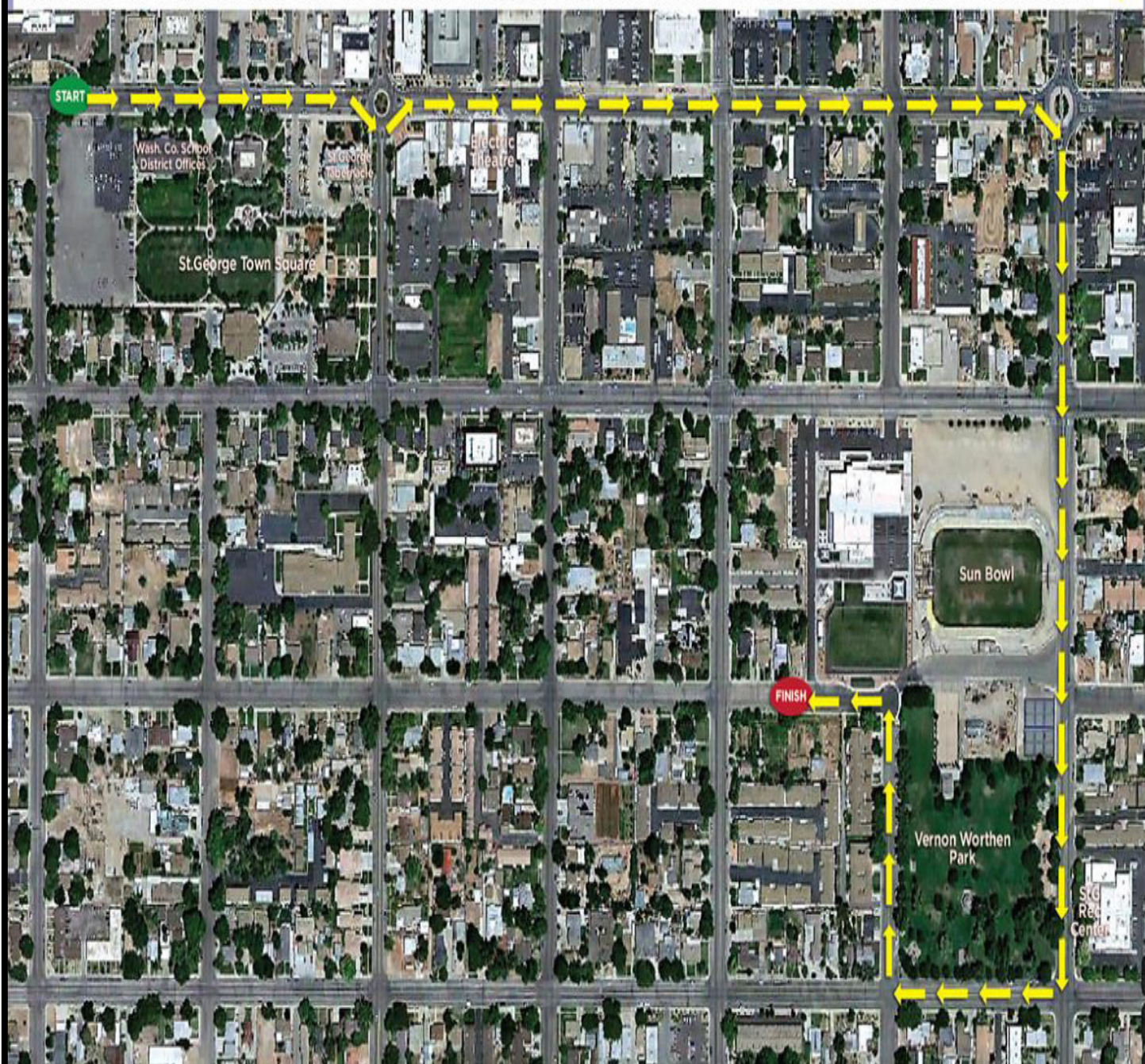
- **Message Boards-** Message boards will be placed on the routes that will re-emphasize being responsible and social distancing the appropriate 6ft.

- **Health Department Rule R392-400-** In accordance with this rule St. George City officials have reviewed the event and have come to the conclusion that based on number 14 “temporary mass gatherings” that our event will not need the extra health department permit as the event will be under an hour and does not meet the over 2 hour requirement needed to secure this extra permit. We did call and confirm this with the health department and get their written approval before moving forward with the event.

ABSOLUTELY NO CANDY IS TO BE THROWN FROM

4th of July 2020 Parade Route CELEBRATION

Parade will start on W. Tabernacle by the Wash. Co. School District Offices and travel east on Tabernacle to 400 East. Then it will go south on 400 E. to 300 South. 



At 300 S. the parade will travel past the Sun Bowl and will turn right at Vernon Worthen Park to 300 East and finished behind Legacy Elementary School.

The City of St. George has approved a longer parade route to provide for social distancing

LUNCH

STARTERS

19TH HOLE NACHOS \$9.45

green chile ground beef, pico de gallo, jalapenos, avocado, topped with sour cream

JUMBO SHRIMP COCKTAIL \$10.95

jumbo shrimp served with house cocktail sauce

SUNRIVER SLIDERS \$9.45

ham and swiss sliders served with crispy onion straws and creamy poppyseed dipping sauce

CHIP-IN DIP \$8.45

house tortilla chips, guacamole and salsa

PAR 3 CHEESE FRIES \$8.45

beer-battered cheese fries topped with bacon or green chile

COCONUT SHRIMP \$11.95

coconut shrimp with pineapple-cilantro chutney

MARGHERITA FLATBREAD \$8.25

fresh basil, buffalo mozzarella, oven roasted tomato, topped with balsamic glaze

FRIED MUSHROOMS \$8.95

hand-breaded mushrooms served with a sweet chili sauce or house ranch dressing

BCC STICKY WINGS \$10.25

choice of honey garlic, bourbon apricot bbq, or bloomington sauce

HOLE-IN-ONION RINGS \$8.45

beer battered onion rings with creamy bloomington sauce

JIMMIE'S SHRIMP COCKTAIL \$11.95

shrimp cocktail served with celery, onions, cucumbers, tomatoes, avocado, cilantro and clamato

SALADS

9TH GREEN SALAD \$10.95

chicken, spinach, berries, feta, candied walnuts, tossed with a fruit vinaigrette

COBB SALAD \$11.95

chicken, avocado, bacon, bleu cheese, tomato, egg, olives, with bleu cheese dressing

THAI CHOP SALAD \$11.95

chicken, cabbage, tomato, edamame, avocado, carrots, peanuts, wonton strips, crispy noodles, tossed with a Thai peanut dressing

SOUTHWEST SALAD \$11.95

choice of chicken or steak, chipotle black beans, red pepper, roasted corn, red onion, tomato and southwest ranch dressing

CAESAR SALAD \$10.95

choice of chicken or shrimp, romaine lettuce, parmesan cheese, house croutons topped with house caesar dressing

CRISPY CHICKEN SALAD \$10.95

crispy chicken, cheddar jack cheese, tomato, bacon bits, dried

BURGERS

BLAIR BURGER \$11.25

pickles, red onion, lettuce, tomato, mayo, thousand island dressing and choice of cheese. add bacon or guacamole \$1

BLOOMINGTON BURGER \$12.45

jalapeno, mayo, onion straws, pepper jack cheese, bloomington sauce

BOGEY BLEU BURGER \$12.95

bacon, bleu cheese, lettuce, tomato, onion straws, roasted garlic aioli

PATTY MELT \$11.45

swiss cheese, caramelized onions, thousand island on marbled rye

MUSHROOM SWISS BURGER \$12.95

sauteed mushrooms, caramelized onions, swiss cheese with roasted garlic aioli

PASTRAMI BURGER \$12.95

pastrami burger topped with sauerkraut, swiss cheese, thousand island dressing

SANDWICHES & WRAPS

COUNTRY CLUB \$11.95

turkey, ham, bacon, cheddar & swiss cheese, lettuce, tomato with tomato aioli on toasted sourdough

TUNA GRILL \$9.95

tuna, dill pickles, provolone on wheat

BCC B.L.T. \$10.45

bacon, lettuce, tomato and mayo on white toast. add avocado \$1

PHILLY \$11.95

roast beef, peppers, onions, cream cheese and provolone on a hoagie roll

GRILLED REUBEN \$11.95

pastrami, sauerkraut, swiss, thousand island on marbled rye or New York style with creamy coleslaw and swiss cheese

PRIME RIB DIP \$13.95

sliced prime rib, caramelized onion, provolone cheese and creamy horseradish served on sourdough with au jus

8 IRON WRAP \$12.45

chicken, avocado, spinach, fresh basil, tomato, red onion, provolone cheese, garlic aioli spread in a tomato basil wrap

CALIFORNIA BIRDIE \$12.45

grilled chicken, swiss, avocado, spinach, bacon, tomato and mayo on a toasted bun

FISH AND CHIPS \$10.45

breaded fish served with house fries

BREAKFAST

CLASSIC BREAKFAST \$10.45

two eggs your way, choice of bacon or sausage, house potatoes and toast

BLOOMINGTON HOTCAKES \$8.95

short stack of pancakes served with bacon or sausage and two eggs your way. add chocolate chips \$1

FRENCH TOAST \$9.25

traditional french toast served with your choice of bacon or sausage

STEAK AND EGGS \$12.95

6 oz. steak, two eggs your way, house potatoes and toast

CHICKEN FRIED STEAK AND EGGS \$12.75

hand battered steak smothered in country gravy

EGGS BENEDICT \$11.25

poached eggs and ham on an English muffin with hollandaise sauce, or California style with spinach, tomato, bacon and avocado for \$1

BISCUITS AND GRAVY \$5.95

two biscuits served with sausage gravy

BREAKFAST BURRITO \$9.75

scrambled eggs, bacon, cheddar cheese, tomatoes, avocado, with burrito sauce and house potatoes

SAMMY \$8.95

croissant, bacon, fried egg, pepperjack cheese, avocado, tomato aioli, sliced tomato and house potatoes

BLOOMINGTON BREAKFAST SANDWICH \$7.95

English muffin, fried egg, choice of bacon, sausage, or ham, american cheese and house potatoes

OATMEAL \$5.95

old-fashioned oats, brown sugar, dried fruit, nuts. add fresh berries \$2

FRUIT PARFAIT \$6.25

yogurt, granola and mixed berries

FRUIT & COTTAGE CHEESE \$6.25

seasonal fruit and cottage cheese

BISCUIT AND GRAVY WITH EGG \$4.95

one biscuit served with sausage gravy and one egg your way

OMELETTE \$10.95

served with house potatoes and toast, omelettes can be made with egg whites for \$1 more. select one of our options below or build your own!

DENVER

peppers, onions, cheese, ham

VEGGIE

spinach, peppers, onions, mushrooms, tomatoes, feta cheese

HAM & CHEESE

ham, cheddar cheese

SIDES

SINGLE EGG \$1.65

2 EGGS \$2.65

BACON \$2.95

SAUSAGE \$2.85

FRUIT \$3.45

COTTAGE CHEESE \$2.45

TOAST \$1.95

HOUSE POTATOES \$2.45

ONE PANCAKE \$2.45

TWO PANCAKES \$3.45

Planning a CCCC Runs

- (1) Be creative. Do what you will enjoy...others will also enjoy it. I believe runs are a vehicle through which to get to know each other better, to experience something new and to enjoy our cars.
- (2) Think “day run” or “multi-day” or think “breakfast, lunch or dinner” (with the “run” merely being driving there as a group). Think scenic drive, tour of a business or scenic park.
- (3) Get a cosponsor (not just your spouse)---ask at meeting or through a mailing (if you need a mailing to all, let me know). That gives someone else an opportunity to help and to learn.
- (4) Don’t worry if the club has gone there before---not everyone goes on all runs. Some of us may have short memories and we forgot where we went at any given time. Also, we have four paved roads out of here. That makes “new” runs a challenge.
- (5) Call PAS to set date(s)...we want things to not be too close together. If they are too close, you’ll likely have fewer participants
- (6) Be familiar with your route

If feasible, pre-drive your run. If not feasible to pre-drive, study route maps.

Have rest/restroom stop(s) planned

Meal(s)--arrange ahead of time. Call restaurant to let them plan for the number of participants. Give the restaurant an approximate arrival time.

- (7) Some good runs in the past?

Anyone have some examples of memorable CCCC runs??

Trish and I sponsored several that we felt were good...among them

(1) Grand Junction/Colorado Wine Country (3 day)

(2) Silver Reef Museum, local BBQ lunch, then, a custard downtown (day run)

(3) North Rim Grand Canyon (day run).

Our first we sponsored was the “Cheesy” run. This included a “tour” of cheese making in Beaver, followed by lunch, then, a drive to see the petroglyphs at Panguich Cut. We called it “cheesy” because as this was our first run it could have been a bust...”cheesy”.

Memorable Recent Runs

Ethel M chocolate/wine tasting/cactus garden and lunch at Cilis at Bali Hai Golf Course in Las Vegas---day run

Mobster Museum & Lunch at Main Street Casino Brew Pub in Las Vegas---day run

Milgrow Greenhouses Tour---Newcastle--- and lunch---day run

**Zion Lodge for Lunch---day run
Marble Valley & Vermillion Cliffs---day run**

Page & Reservoir Boat Tour---2 day run

South Rim Train trip---3 day run

Reagan Library & Nethercutt Car Museum---Los Angeles---3 day run

Peterson Automotive Museum---Los Angeles---2 day run

LVMS 4-Way Drags---Las Vegas---day run

50th Anniversary Fresno Club Poker Run---Reno/Tahoe, NV---4 day run

Mesquite Poker Run/Auction/Banquet---3 day run

(8) Optional things to consider

**Goodie bags (with “goodies”)---water, snacks, ety optional
Map of run**

(9) Other important things

Read the CCCC website/newsletter “Rules of the Road”

For those going on a run...RSVP that you want to go. Call the sponsor, if you for some reason aren't going (as soon as you decide not to go). If the sponsor has to make reservations for a meal, it both embarrasses the CCCC and cause problems for the restaurant and employees if fewer people show-up. The restaurant manager may have asked extra employees to show-up to handle our group. As you can see, just not showing-up causes all sorts of problems.

Take at least 2 radios (front and last car)...if anyone has to pull over, don't leave them behind

Similarly, if anyone needs to make an unscheduled stop for any reason, we can all stop.

If anyone wants to take off early from a run, let the sponsor know so everyone is accounted for

While on the run, if anyone has any difficulty or problem (car or otherwise), let another member know so we can help. Don't be shy...we all sometimes have a difficulty or two.

**Overcoming “run-sponsor” anxiety...remember that those who aren't in the least bit interested won't sign-up to go. Those who do go, realize that the idea is to have fun with our cars and each other. The key is for all to have a good time, to be flexible and to not expect perfection.
Enjoy your selves and enjoy others.**

While driving, try to maintain a reasonable distance between cars so we can minimize the “accordion effect” for those further back. If you feel others are going too fast, eventually move to the rear.

Keep a copy of the CCCC membership list with phone numbers in your glove compartment.

As always, drive safely and enjoy the ride.

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

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

2021 NOMINATIONS NOTICE

Election of Board of Officers

**IT IS ONCE AGAIN TIME TO BEGIN THINKING ABOUT NOMINATIONS
FOR 2021 OFFICERS OF THE CLUB**

**OUR PROCESS IS SELF NOMINATION SO IF YOU HAVE AN INTEREST
IN SERVING PLEASE SUBMIT YOUR NAME TO ANY BOARD MEMBER
WE ARE ACCEPTING NOMINATIONS FOR ALL POSITIONS**

PLEASE CONSIDER SERVING

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

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

HOW TO ORDER CCCC SHIRTS & HATS

As discussed in our short meeting at the BeeHive I will be sending out info on the club shirt and hat promotion in a few days.....

However Power Image is developing an online store for our club which should be ready within a week to 10 days.

You will be able to see the logo on the shirt and the stitching on the sleeve too. It'll allow you to pick the size, colors, car color, pay online... everything.

They will also have XL shirts made up, with logo, if you stop by Power Image to have a hands on feel and check sizes.

If you have any questions call me or email me.

Thank you for patience.

**Regards,
Doug Rosa
435-272-3773**

STEPHEN WADE'S 1963 SPLIT WINDOW COUPE







BEE HIVE COTTAGES - JUNE 10



I'd just like to thank club members who participated in the "parade" and luncheon today. We all seemed to have a great time. Perhaps, more importantly, the residents seemed to really enjoy us and our cars.

Thanks to the 25+ cars (and 50+ members) who made this possible.

This is what the CCCC is all about...having a good time, enjoying our cars, enjoying each other and making people happy.

Thanks, again.

Peter S.







MEMBER ADS



Significant Details

Fine Auto Finishing

Paul McMullin

(435) 632-4412



(435) 319-8399

www.jrwrodsandcustoms.com

**Your First Class
Travel Agency**

Doug Rosa

435-272-3773

www.designtravelrogers.com

doug@designtravelrogers.com

MEMBER AD RATES

12 months - Business Card: free

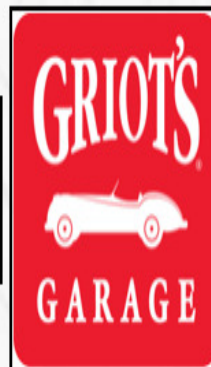
¼ page Ad:\$25/year

½ page Ad:\$50/year

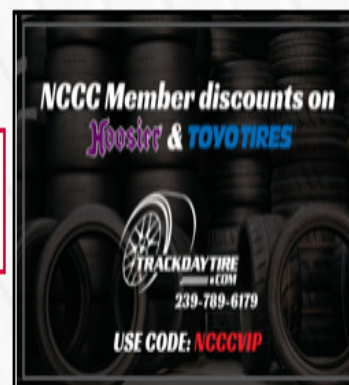
Full page Ad:\$75/year

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!



SPONSOR PAGE



STEPHEN
WADE
CADILLAC



Cadillac

Ken W. Lynch
General Manager
1670 S. Hilton Dr.
Saint George, UT 84770

435.256.2679 Mobile
435.319.4737 Office
435.628.0732 Fax
435.986.7903 Direct

www.stephenwadecadillac.com
kenl@stephenwade.com



STEPHEN
WADE
CADILLAC

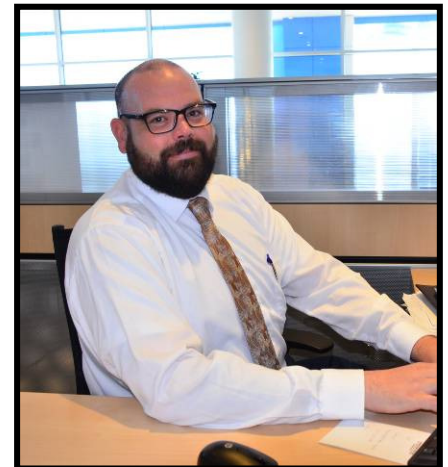


Cadillac

Brian Weld
Sales Consultant
1670 S. Hilton Dr.
Saint George, UT 84770

435.218.6251 Mobile
435.986.7924 Direct
435.319.4737 Office
435.673.7401 Fax

www.stephenwadecadillac.com
brian.weld@stephenwade.com



STEPHEN
WADE
CADILLAC



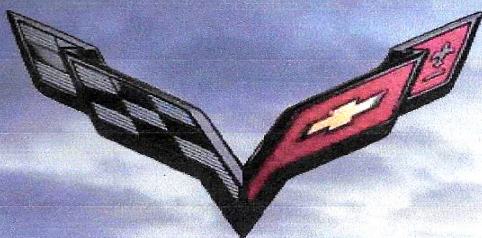
Cadillac

Robert Rashid
Service Manager
1670 S. Hilton Dr.
Saint George, UT 84770

435.319.4737 Office
435.986.7976 Fax
435.986.7951 Direct

www.stephenwadecadillac.com
robertr@stepenwade.com





S T E P H E N
WADE
CHEVROLET | CADILLAC

COLOR COUNTRY CORVETTES

MEMBER BENEFITS

A REDUCED SERVICE DEPARTMENT LABOR RATE
SPECIAL CLUB PRICING ON ALL PRE-OWNED VEHICLES

GM supplier price on Chevrolet vehicles in stock
Does not qualify for limited availability product

Stephen Wade Chevrolet Parts Department

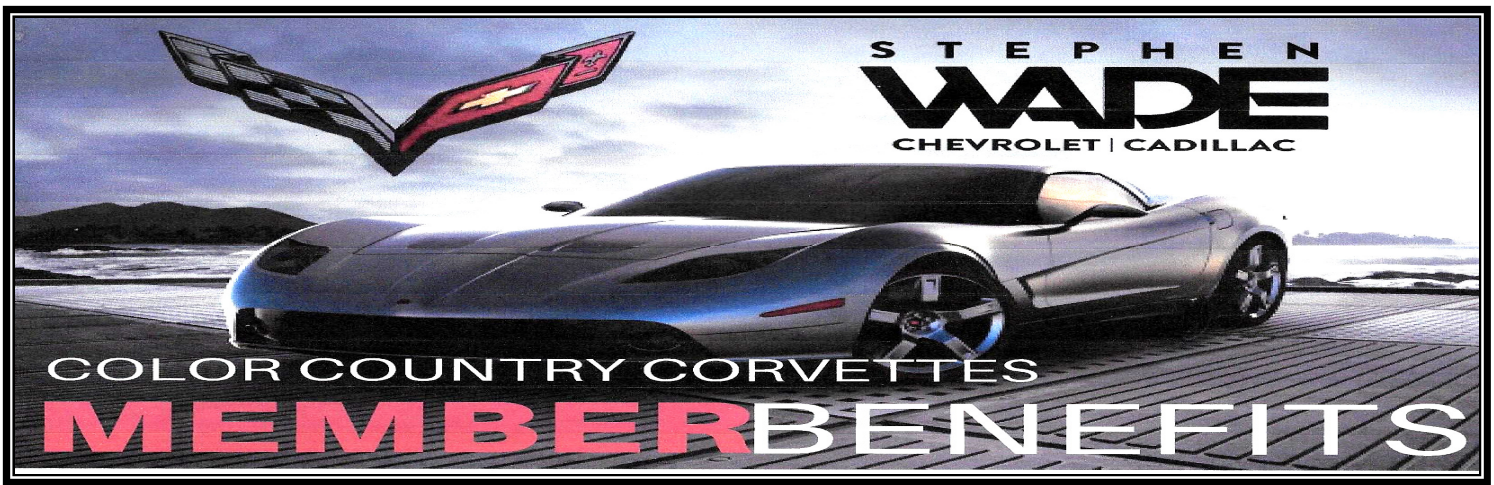
Factory-trained mechanics and access to genuine Chevrolet parts

When your car needs routine maintenance or repair, you want the people working on it to know and understand your vehicle so the job is performed quickly and correctly the first time. Factory-trained mechanics and access to genuine parts go a long way to ensuring that your is vehicle well-cared for and kept in prime operating condition.

Our technicians are up-to-date on the latest service bulletins, recalls, parts changes and service procedures – a claim that other shops simply cannot make. The benefits of timely routine maintenance shouldn't be underestimated. A well-maintained vehicle is more efficient, safer, more valuable and more enjoyable to own. Ignoring important maintenance items might save a little money in the short term, but there's great potential for more expensive repairs in the long term by doing so.

OVER THE COUNTER PARTS AT DISCOUNT PRICES

WE PRICE MATCH ON TIRES



CORVETTE CLUB PRICING OCTOBER 2019

LABOR RATE-\$85.00 HR UNTIL 12/31/19

LABOR RATE-\$95.00 HR EFFECTIVE 1/1/20

PARTS ARE 15% OFF OF MSRP (LIST PRICING)

10% OFF OF MAINTENANCE (INCLUDES OIL AND FILTER CHANGES)

10% OFF OF ALL OTHER MENU TYPE ITEMS (INCLUDES WHEEL ALIGNMENT, BRAKE PADS)

TIRES CAN BE PRICE MATCHED WITH EITHER DISCOUNT TIRE OR COSTCO AND THE LABOR CHARGE FOR CORVETTES IS \$50.00 PER TIRE TO MOUNT AND BALANCE. NON-CORVETTES ARE \$25.00 EACH

WE ARE UNABLE TO COMBINE THIS PRICING WITH OTHER COUPONS FROM GM OR ANYONE ELSE.

SIGN UP FOR REWARDS AT MYCHEVROLETREWARDS.COM

THESE DISCOUNTS ARE AVAILABLE FOR YOUR GM VEHICLES

YOUR COMPLETE SATISFACTION IS OUR ULTIMATE GOAL

ANY CONCERNS OR QUESTIONS PLEASE CONTACT ME:

ROBERT RASHID (435)986-7951 OR ROBERTR@STEPHENWADE.COM

**STEPHEN
WADE
CADILLAC**

Robert Rashid
Service Manager

1670 S. Hilton Dr.
Saint George, UT 84770

www.stephenwadecadillac.com
robertr@stepenwade.com



435.319.4737 Office
435.986.7976 Fax
435.986.7951 Direct



NEW CORVETTES

C8 COMING SOON

PRE OWNED CORVETTES



2014 Z51 STINGRAY COUPE - 3LT
70,089 MILES
\$35,000

ALL PRICES SUBJECT TO CHANGE
AND AVAILABILITY

CAR & VETTE NEWS

20,000 Corvettes for 2020? Here is How We Get There and How They Are Configured

Corvette Product Manager Harlan Charles shared Friday during the National Corvette Museum's Corvette Team Seminar that previously built 2020 Corvettes plus already accepted dealer orders for 2020 Corvettes total 20,181 possible 2020 Corvettes.

Assuming that the report of a November 2nd model year change proves accurate, here is how we get to 20,000 Corvettes produced during the 2020 model year:

- Normal build rate is 11.5 cars per hour. (NOTE: This figure already accounts for downtime. Additional explanation below.)
- For each 8-hour shift, 92 cars can be built.
- Each shift can build 460 cars per week.
- There are 22 weeks between now and November 2.
- In 22 weeks, one shift can build 10,120 cars.
- That leaves 7,000 cars for a second shift to complete, which would require the second shift running for 15 weeks.
-
- The second shift only needs to start by July 20 in order for the 17,000 number to be achieved.

Assuming there are no further COVID-19 related disruptions, including supplier-related disruptions, 20,000 Corvettes built for the 2020 model year definitely seems attainable.

Additional Production Volume Information

During the National Corvette Museum's Ambassador Convention on November 1, 2017, Plant Director, Kai Spande, provided the following production information after the 2017 plant retooling:

- C7 daily production volume prior to retooling: 17.2 units per hour/137 per 8 hour shift
- C7 takt time was approximately 3.5 minutes per station prior to retooling
- C7 daily production volume after retooling: 11.6 units per hour/93 per 8 hour shift
-

Daily production information was also provided during the National Corvette Museum's Birthday Bash on April 26, 2018.

- C7 daily production volume averaged 116 cars during each 10-hour shift (the plant was on a 4 day/10 hours per day work week at the time)
- It was noted that the pre-retooling production rate used to be roughly 17.5 cars per hour and was now 11.5 cars per hour. (11.5 cars per hour referenced at 20:38 in the video)

During the NCM's 25th Anniversary Celebration, the following production information was provided on August 29, 2019.

- The desired takt time is about 4.5 minutes per station.
- 2020 production should start at around 6 minutes takt time.
- The benchmark rate for getting to full speed production is 6 to 7 weeks.

Finally, Kai Spande provided a plant update seminar during the NCM's Virtual Bash on May 28, 2020 and once again stated that takt time is 4.5 minutes per station.

While a target takt time of 4.5 minutes would result in an hourly production volume of 13.33 cars per hour ($60/4.5=13.33$), the 4.5 minute figure is the target so that the desired net production volume can be 11.5 or 11.6 cars per hour. The 11.5 or 11.6 figure accounts for down time and other interruptions. This goal translates to a net takt time of 5.2 minutes per car, providing the desired volume of 11.54 cars per hour.

Based on the information presented Friday, here's how we can anticipate 2020 Corvette production breaking down:

Coupes – 16,750

1LT – 2,680

2LT – 6,700

3LT – 7,370

Convertibles – 3,431

1LT – 275

2LT – 1,235

3LT – 1,921

Chassis

FE1 Non-Z51 – 4,843

FE3 Z51 – 4,440

FE3 Z51+MR – 10,898

Exterior Colors

(note: numbers on the chart equal 101%, so the following numbers add up to 20,383)

Torch Red – 5,045

Arctic White – 3,027

Black – 2,422

Sebring Orange – 1,413

Elkhart Lake Blue – 1,413

Rapid Blue – 1,211

Ceramic Matrix Gray – 1,211

Blade Silver – 1,211

Shadow Gray – 1,211

Long Beach Red – 1,009

Accelerate Yellow – 605

Zeus Bronze – 605

Interior Colors

Jet Black – 5,651

Jet Black w/Red – 2,422

Jet Black w/Yellow – 605

Adrenaline Red – 5,045

Sky Cool Gray – 1,816

Natural – 2,422

Natural Dipped – 1,211

Two-Tone Blue – 807

Morello Red – 202



C8 Corvette Falls Off the Lift at a Chevy Dealership

Because the weight distribution is now 40/60 with the engine behind the driver, you have to have the jack or lift mounted to the chassis locations properly or the unthinkable could happen as the lift is raised.

Unfortunately, this happened late last week as the owner of a new 2020 Corvette Stingray whose claims that techs at a Chevrolet dealership in Jacksonville improperly lifted his car which resulted in the car falling off the lift and landing hard on the shop floor. The impact caused body damage to the car and broke out the windows.

To add insult to injury and unbeknownst to the owner, photos of the wrecked Corvette were shared to Instagram leading the owner to post *“That’s my f@#%ing car, how the hell did this get on Instagram?”* asks Jake Miller, the owner of the Torch Red Stingray. He added that it’s *“not a broken lift; dumb@ss techs that put it on the lift improperly”* is what caused the Corvette to fall off the lift.

We’re feeling pretty bad for Jake and hope that the Chevrolet dealer takes really good care of him. Unfortunately, dealers just don’t have replacement C8 Corvettes on the lot and so while an insurance settlement is most likely in his future, we hope that the dealer will try to make him whole again with an allocation as soon as possible.



Corvette Assembly Plant Will Take One Week Off Instead of Two For Annual Summer Shutdown

General Motors will be keeping most plants open during their traditional summer shutdowns as a way to make up for the loss of production during the two-month COVID-19 pandemic. The report comes from ReliablePlant which said that nine of 11 GM assembly plants will continue operating during the traditional shutdown period from June 28th to July 9th, a decision that will generate up to 56,000 additional vehicles.



“This move will help buyers waiting for high-demand products such as the Buick LaCrosse, Chevrolet Traverse, and GMC Acadia,” said Mark Reuss, president of GM North America. “Our manufacturing teams are taking creative approaches to increase production and reduce the wait times for our dealers and customers.”

As for the Bowling Green Assembly Plant where the 2020 Corvettes are made, we learned that the plant will be closed from June 29th through July 3rd. As July 3rd is a federal holiday as part of the 4th of July weekend, the plant will essentially be missing only four days of production.

Since the plant reopened last week, the general assembly line has been slowed as discussed by plant manager Kai Spande as they resume work with safety and quality being paramount. And while production is slow now, we’ll begin to see a ramp-up in quantities once the strength of the supply line is re-established.

The Corvette Team stated in their seminar last Friday at the Virtual NCM Bash that they had 20,181 orders for the 2020 model year with approximately 2,700 of those already built prior to the shutdown. While many are doubting that such a quantity can be built, we remind you to check out this post from Jeremy Welborn who crunches the math while allowing for downtimes to show how the Corvette Plant can produce that amount of 2020 Corvettes.

Like everything else in 2020, any production dates and quantities are subject to change based on current or future conditions.

Chevrolet Issues New Dates on 2020 C8 Convertibles and Start of 2021 Model Year Production

A new memo was sent out to dealers showing a pushback of dates for the start of 2020 Convertible production as well as the start of the 2021 model year. Those new dates are now listed at August 20th for the Convertible start-up and November 23rd for start of 2021s:

2020 CORVETTE

Production & key launch timing update:

- Bowling Green re-started on May 26th
- 23 all-new Corvette Academy product videos available
- Product catalogs now available
- Welcome Kits arriving at new customer's homes by end of month
- Convertible SORP: August 20th
- MY21 SORP: November 23rd
- MY21 Order guide live July 13th

This is where things start to get weird. After some Chevy dealers posted these new dates to Facebook and the Forums to update their customers and the market, we heard through second-hand sources there was pushback on these dates from some of those within the Corvette Team as being incorrect. To which we say, if they were incorrect, then why were they sent to dealers in the first place?

The Chevrolet PR team gave the following response:

The dates that you have in the attached are the latest we advised to our sales organization. Those dates can change as the Bowling Green plant is still ramping up from the COVID-19 shutdown.

It's a given that production details of America's favorite sports car are subject to change based on supply lines and other factors as manufacturing attempts to recover from the Coronavirus shutdowns, and we have no issues with the new dates if that is what they are. But in this case, it appears that "one hand isn't talking to the other" at GM and that's bad news for Corvette buyers when dealers are unable to issue guidance to their customers based on information supplied by the company.

The flip side to the story though is that Chevrolet doesn't exactly know the production rate for the rest of the year or when individual order projected build dates will happen until the assembly line is back to speed. Within the dealer memo, it says these remaining production questions will be answered in mid-to-late June.



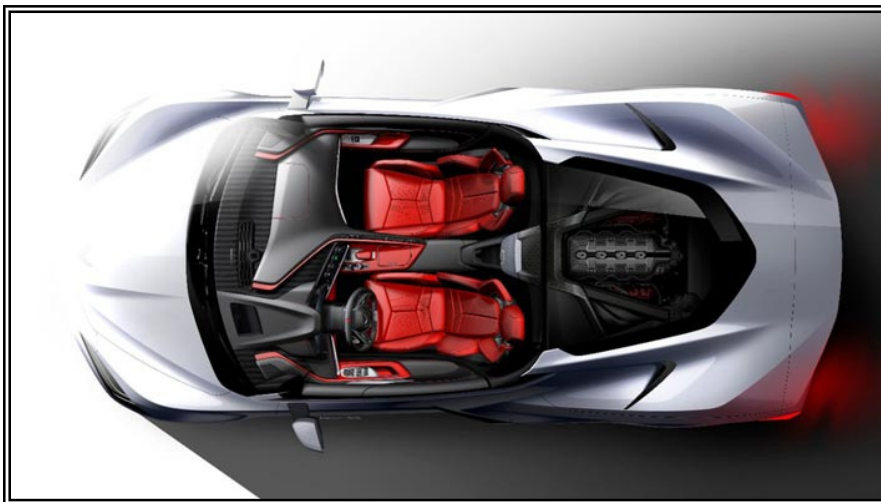
As the Tom Petty song goes, the waiting is the hardest part. For you 2020 Corvette buyers with a status of 3000, you Corvette will most likely be built for the model year. When it will be built is another story.

Active Aero and ‘R-Spec’ Michelins Coming to the 2022 Corvette Z06

Tradition dictates that the next model to be introduced for the C8 generation will be the high performance Z06 version and based on spy photos and leaked documents, we have a pretty good feeling that we’ll see the next level model in 2022.

Already there is a lot we know about the car based on the fact that Corvette Racing is essentially doing the development testing for a new flat-plane crank V8 engine as the C8.R requires homologation. A

leaked document shared by Don Sherman and Hagerty shows the engine will be called the LT6 and its naturally-aspirated 5.5L 32-valve dual overhead cam V8 with a redline as high as 9,000 RPMs would be capable of producing 650-hp and 600 lb-ft of torque.



Our friends at *Muscle Car and Trucks* have some new info on the upcoming Z06 they are sharing from their “network of well-placed sources” and it’s all the things that a potential Z06 owner wants to hear about.

The first piece of news centers around wheel size as well as the high performance tires that Michelin is developing for the new Corvette. The Corvette Z06 will go with a staggered set-up with 20” and 21”s and that an optional carbon fiber wheel will be offered. If you remember, a set of carbon fiber wheels reportedly sized for the C8 Z06 were found on eBay earlier this year.

The wheels will be wrapped in the latest Michelin Pilot Sport Cup 2 R tires, considered to be the road-legal versions of its racing tires. The Z06 tires will be sized 275/30R20 up front and 345/25/R21 in the rear. For an idea how that compares to the C8 Stingray, they are 30 millimeters and 40 millimeters wider front and back.

The second rumor has to do with the aerodynamics of the Corvette Z06. Although there have been reports of a large fixed wing coming to the C8 Z06, we have yet to see one on any of the prototypes that have been spied. Instead, *Muscle Cars and Trucks* says the new sports car will instead utilize active aerodynamics.

Over the course of the last few years, the Corvette team has been issued a number of patents for active aerodynamics and it would be no surprise to see some of these technologies utilized on the Z06. They would include front splitters and rear spoilers that move up or down based on acceleration for increasing or reducing drag while active side rockers and side vents may be integrated for better handling on curves.

All these rumors seem to be centered around the “Z07” performance package that has been an important part of the Z06 legacy over the years. And while all this technology won’t come cheap, you can bet it will take the C8 Corvette to new heights of performance.

2020 Corvette Ends Up in a Rock Pile After Missing Exit

Photos of another wrecked 2020 Corvette are making the rounds after a number of photos were shared to a C8 Corvette Owner’s Group on Facebook this week. The photos show the aftermath with the mid-engine sports car sitting in the proverbial “fork in the road” which, unfortunately, was covered by a large pile of rocks.

Already we are hearing some claim the cause of the crash as related to the C8’s issues with understeer, but we’re not really buying that.



Without too much of analysis, the driver appears to have been going a bit too fast to make the exit off the highway and most likely lost traction in the sand and debris that lined the roads and was ultimately stopped by the rock pile. The original poster of the Facebook appears to back that up with his comment about caused the wreck: *“Story is passing on the right didn’t see the exit hit sand locked them up and in she went.”*

As we always look for a silver lining in these situations, it appears the driver would have been okay and we don’t see that the airbags were deployed. What’s sad is the Arctic White Stingray was equipped with the rare 5VM Visible Carbon Fiber Aero Kit and that front splitter is what took the brunt of the impact. Hopefully, damage to the car is isolated to the front fascia. The 2020 Corvettes carry some large radiators in the corners of the car, but no telling if they were damaged in the incident.



Driving the mid-engine sports car will be a new experience to many former front-engine Corvette owners. We suggest that all new C8 Corvette owners should take advantage of the discount to attend the Ron Fellow’s Performance Driving School at Spring Mountain where you can learn more about the driving characteristics of the 2020 Corvette Stingray.

2020 Corvettes are Now Shipping from the Corvette Assembly Plant (Again!)

The shipping confirmation comes from the Jack Cooper Transport website. Owners can post their VIN into the search box and it returns the shipping manifest.

Yesterday, the National Corvette Museum received four new 2020 Corvettes while another shipping manifest shows 2020 Corvettes with VINs ranging from 2814 to 3354 heading to multiple Chevy dealers in the midwest.

This is great news for customers who have been “patiently” waiting for shipping of the new 2020 C8 Corvettes for the first time since the Corvette Assembly Plant reopened on May 26th after being closed for two months due to the coronavirus.

How to Track Your 2020 Corvette

How to Track the Shipping of your C8 Corvette via Jack Cooper. To find the shipping status of your 2020 Corvette, go to <https://www.palsapp.com/>, then click on the search icon on the top right of the page (looks like a magnifying glass). Enter your VIN and click the search icon to the right of the input field.



Chevrolet Performance Introduces a New LS7 Crate Engine with More Power

Coming to a parts counter near you, under part number 19420191, is an all-new, 427 cubic inch, 570 HP, 540 lb-ft small block called the LS427/570.

To coax an extra 65 horses out of the greatest naturally aspirated mill in their history, GM engineers made multiple meaningful tweaks to the LS7. These started with the tri-Y exhaust manifolds that afforded the 2014-15 Camaro Z/28, the last production application of the largest-ever small block, an extra 11 lb-ft of twist over the C6 Corvette Z06. A new 227/242-degree split duration camshaft with .591/.590 inches of lift is the other power-adding highlight. It was subbed in for the old 211/230, .593/.588 cam and it should sound absolutely menacing.



GM's engine architects also swapped out the LS7's famous dry-sump oiling system for a more traditional wet-sump system that was created by combining the LS3's pump with the pan from the LS1. This should have a two-pronged effect of lowering the engine's price and simplifying installation.

Redline hasn't been shared yet but we see no reason why it would be any lower than its predecessor's still impressive 7,000 RPM mark. Peak power arrives at 6,200 revs and the top of the plateau of torque sits at 4,800. Each example of the LS427/570 comes assembled with the 14-inch Camaro Z/28 168-tooth manual transmission wheel and anyone thinking of adding one of these beasts to their next project should look into part number 19420000, the LS427 engine controller, which is sold separately. Official pricing hasn't been released yet but some early listings on third-party sites have it pegged south of \$13,000, undercutting the old LS7's price by more than \$2 grand!

The Assembly Plant Reaches Pre-Coronavirus Production Levels

More good news coming out of the Bowling Green Assembly Plant!

This week we've already been blessed with the news that new shipments of the 2020 Corvettes are on their way to dealerships and now we received some really great news on production totals.



This morning we learned that the Corvette Assembly Plant had built 94 Corvettes on Tuesday, the most in one day since the resumption of production on May 26th following a two-month layoff due to the Coronavirus. This is even better than the 87 Corvettes that were completed on Monday.

According to a C8 Corvette Facebook Group that is following daily production, the assembly team completed VINs ranging from 3596 to 3690. By dividing the number of cars by the 8-hour shift, we get 11.75 cars per hour which essentially means that full production for the 1st shift has been achieved. Our assumption is that now with “full production” reached for the 1st shift, the Corvette Team will be able to see any cracks in the supply line before we get to July 6th when the 2nd shift is planned to start up.

And speaking of the supply lines, The Detroit Free Press has an article out today on Corvette production and one of the interesting points comes from Michael Kvicala, a marketing specialist with Tremec, the company that builds the C8’s 8-Speed Dual Clutch Transmission. In the article, he says that the Tremec plant in Novi, Michigan “is running the same production rate as the [Corvette Assembly] plant.” *“We’re hitting our quantities that they were requesting,” Kvicala told the Free Press. “We work hand-in-hand with those guys and they know everything we’re doing.”*

The 2020 Corvette Earns a Spot on Wards 10 Best Interiors for 2020

After years of being the Rodney Dangerfield of car interiors, at least in the eyes of some magazine reviewers, the C8 Corvette is finally getting some reverence.

The latest show of respect came this week when Wards named the new mid-engine Corvette to its list of the 10 Best Interiors for 2020.

“A passerby need only look through the window,” Wards gushes, “to recognize the latest Corvette interior takes a monumental leap in styling, quality and materials relative to past efforts.”



They further note that the “groundbreaking achievement” of the 2020 interior is evident to any driver lucky enough to climb behind the wheel, praising its “premium leather-wrapped instrument panel, the tastefully applied carbon-fiber trim, the handsomely configured push-button transmission that saves precious room in the center console, and the microsuede used generously on the instrument panel, center console, door trim, steering wheel, headliner, and pillar trim.”

One juror wrote that despite the use of several materials, the interior was “well done” and “achieved great harmony between the metal, plastic, carbon fiber and microsuede.” Along those lines, another juror praised Chevy for being able to match the shade of the various materials in the Natural Dipped interior, in particular.

They even liked the most controversial part of the interior – the long row of buttons descending on the center console between driver and passenger, pointing out “still, the driver does not feel penned in and all controls are ergonomically accessible” in “the comfiest Corvette yet.” They even said the design seems to wrap the driver in a “high-performance cocoon.”

Chief Engineer Tadge Juechter also earned praise for insisting that no corners be cut in building the new interior, “and for that we thank him,” Wards says.

Lest you think it was just the premium \$11,950 3LT interior that caught the eye of the reviewers, Wards says owners “should be impressed with whichever interior you choose.”

Also earning plaudits was the “remarkably quiet” cabin, even with the 495-hp V8 roaring at high rpm just inches behind the ears of the passengers.

The new powerplant, by the way, earlier earned a spot on Wards 10 Best Engines & Propulsion Systems for 2020 thanks to its “excellent sound management” among several other reasons.

Wards summed up its appraisal of the C8 interior by borrowing a phrase from “Top Gun”: “The sexy, C8 Corvette’s alluring exterior is writing checks this dramatic interior is fully capable of cashing.”

C8 Corvette Ranks 8th on 2020’s Most American Made Cars Index

The mid-engine C8 Corvette’s clean-sheet redesign resulted in just a couple of parts carried over from the C7 generation, but there is enough “baseball and apple pie” in the sports car to keep it in the Top 10 of the 2020 American Made Index as compiled by Cars.com.

Chevrolet landed two vehicles on the 2020 List with the Corvette coming in at a very appropriate 8th place and it was joined by the Colorado that landed in 10th place. They were the only two GM vehicles to make the list.

The American Made Index, or AMI, “is an independent annual list that ranks the new vehicles that contribute most to the U.S. economy based on criteria ranging from U.S. factory jobs and manufacturing plants to parts sourcing.” Manufacturers are required by law to annually report the percentage of US and Canadian parts and that information appears on the window sticker of all new vehicles sold in the USA.



The AMI studied 91 vehicles and the ranking looks at four key factors:

1. Origins of the engine and transmission
2. Origin of parts in the car (as reported by the American Automobile Labeling Act)
3. Final assembly location
4. U.S. manufacturing workforce relative to production footprint

The were some new additions to the list for 2020 with the Ford Ranger leap-frogging the Jeep Cherokee to #1 while Tesla landed three vehicles on the list.

Rank	Make/Model	U.S. Assembly Plant Location(s)
1	Ford Ranger	Wayne, Mich.
2	Jeep Cherokee	Belvidere, Ill.
3	Tesla Model S	Fremont, Calif.
4	Tesla Model 3	Fremont, Calif.
5	Honda Odyssey	Lincoln, Ala.
6	Honda Ridgeline	Lincoln, Ala.
7	Honda Passport	Lincoln, Ala.
8	Chevrolet Corvette	Bowling Green, Ky.
9	Tesla Model X	Fremont, Calif.
10	Chevrolet Colorado	Wentzville, Mo.

Cars.com says that 70% of shoppers consider a car's impact on the US economy a significant or deciding factor in their vehicle choice and the COVID-19 pandemic has increased the desire of Americans to "buy local." The survey found that nearly 40% of consumers report they are more likely to buy an American-made car due to the current health and economic crisis, while just 4% said they were less likely. A whopping 26% said it was "unpatriotic" to buy a non-American-made car, compared to just 18% in 2019.

"This marks the 15th year we have released the American-Made Index, and for the first time, we are ranking a full, comprehensive list of qualifying American-made cars available in the U.S. Of some 350 cars on the market for 2020, 91 models qualified for our index," said Kelsey Mays, Cars.com's senior consumer affairs and vehicle evaluations editor. "The auto industry is highly globalized, but these 91 models bring jobs to America and investments to our local communities — a growing concern for Americans in the current climate."

The C8 Corvette is Loaded with 21st Century Composite Materials

Have you ever stopped to think how smart the people are who have designed the new eight-generation Corvette?

For the techno-nerds out there, a website called Composites World (did you even know there was such a publication?) is currently taking a two-part look at the role composites play in making the 2020 Corvette one of the top supercars in the world, regardless of price.



Naturally, the switch to a mid-engine platform forced Chevy engineers to take a fresh look at all the ways they do things. “At one point,” admits Ed Moss, Corvette body structure engineering group manager, “everything was on the table as we discussed the best way to design and build each system.”

For example, something as simple as the material to be used for the wheelhouses was up for debate. “If we’d kept the C7’s composite wheelhouses,” Moss explains, “we’d have to bond to the hinge pillar (A pillar), which is immediately adjacent to the front wheel in a mid-engine vehicle, leaving very little package space. We went with metal there.”

Believe it or not, the team even considered metal body panels instead of the traditional composite materials used since 1953, but “it would’ve been economically infeasible to create the C8’s styling lines in metallics,” he said.

Feeding air to the powerful LT2 engine, now sitting behind the passengers, was another big concern, according to Chris Basela, body structure lead engineer.

“We tried all kinds of designs that forced air to take really torturous paths, creating eddies and flows we didn’t want,” Basela says. “It took lots of iterative work with the powertrain team to develop the best path for airflow because the car needs to breathe freely with no restriction.”

They also needed access to the air box, had to work around rear trunk space, and had to take heat and engine noise in the passenger compartment into consideration, Basela says, noting that air quality in the cabin was of paramount importance due to changes in European laws about VOCs (volatile organic compounds).

The C8 is the fourth generation of Corvette to use a three-layer, multi-material body structure for the frame, body structure, and body panels. Reports Composite World: “This layered hybrid structure not only provides affordable lightweighting in high production volumes but also permits multiple vehicle variants to be produced at low tooling investment. In fact, for the current C8, GM managed to produce all Class A composite body panels (bonded inners and outers) on both coupe and convertible using just 20 tools.”

Despite having an open roof in both the coupe and convertible, Chevy again managed to make the new C8 stiffer than the previous generation, some 13.79 percent stiffer than the C7, in fact. Helping with that achievement were two composite parts, one directly attached to the frame structure (rear bumper beam) and another attached to the underbody (lower tunnel closeout). The rear bumper beam, by the way, is curved to match the rear styling and is the industry’s first curved pultruded part. Don’t know what that means, but it sounds impressive, doesn’t it? The lower tunnel closeout, meanwhile, is made of three layers of glass fiber preform and contributes more than 10 percent of the C8’s torsional rigidity, acting as a primary load path during a crash and serving as an access door.

It’s obvious that GM is on a mission to bring its manufacturing processes into the 21st century, and we believe that’s one reason they’re able to offer the C8 at such a bargain price. One such process, first developed for the 2016 Corvette, is laser ablation, which replaces hand sanding and cuts labor, time and cost as well as eliminating dust and improving repeatability.

As we pointed out at the beginning of this story, aren't you glad such smart people are collaborating to make our eighth-generation Corvette as great as possible?

Corvette Assembly Plant Working Overtime Ahead of July 4th Break

Corvette Assembly Plant workers are transitioning to a 10-hour shift this week instead of the regular 8-hour shift as the plant continues to produce more and more 2020 Corvettes ahead of next week's July 4th break.

The Corvette Assembly Plant will be closed the week of June 29-July 3rd as part of its annual summer break. With the 4th of July federal holiday falling on Friday, they will be missing only four days of production. When workers return on Monday, July 6th, the assembly plant is expected to start the long-awaited 2nd shift of Corvette production.

On Tuesday, workers completed the assembly of 115 new 2020 Corvettes while knocking out an additional 92 on Monday. To date, over 4,150 new Corvettes have been completed.

And speaking of production, we came across this tidbit that the Tonawanda powertrain facility outside of Buffalo, NY has been steadily cranking out the Stingray's LT2 engines. On Monday and Tuesday, a combined total of 504 LT2 V8s were built.

Finally, sources tell us that a number of shipments are expected to head out this week as the final Quality Control holds since the plant restarted are being lifted.

Since the Corvette Assembly Plant reopened a month ago, we've been crossing our fingers and saying prayers to Zora that workers would be safe and well, and that production wouldn't be interrupted by suppliers issues or other factors. So far we have been rewarded as BGAP has steadily ramped up its production totals and shipping to customers has resumed. And it two weeks, all this activity should really take off as the 2nd shift reports to work.

Katech's Track Attack LT5 Engine Produces a Remarkable 1,159 Horsepower

Manufacturers have had to go to great lengths in order to keep their crate motors appealing during the golden age of factory horsepower we are currently experiencing. This has led to the creation of some phenomenal over-the-counter power plants like GM's new naturally aspirated LS427/570 and Mopar's Deamon-beating Hellephant.

With OEMs pushing this kind of firepower, the high-end tuners have had to go even further down the rabbit hole of insanity to distinguish their products. To that end, Katech, the minds behind our favorite LT1, just unveiled the ultimate version of the Corvette's ultimate engine.



Katech's wizards use the best starting point in the industry, the C7 ZR1's supercharged 376 cubic inch LT5 V8 which, in stock form, produces a face-flattening 755 horsepower. From there they bore it out to 388 cubes and slightly up the compression ratio from 10.1:1 to 10.3:1.

They continue by CNC porting the heads, adding Diamond Pistons hi-po pistons, swapping in competition valves, and giving customers the choice of two different blowers. Option A is the factory unit that Katech does another CNC port job on while Option B comes from Magnuson and displaces an identical 2.65L.

The final numbers are staggering, torque rises from 715 lb-ft all the way to 1,063 and is still eclipsed by the engine's remarkable 1,159 HP. One can only imagine what buyers of this mighty mill could achieve with a simple pulley swap, added boost/compression, or any of the roughly 894,000 LT-specific mods on the market.

Pricing information has yet to be disclosed but Katech's excellence never comes cheap. The, previously mentioned, LT1 427 is about a \$30,000 piece of kit and the "regular" LT5 already MSRPs for just shy of \$19k from GM Performance.

2020 Corvette Convertibles to Start Production the Week of August 3rd

If all goes well in the next few weeks, we should see the first customer-ordered 2020 Corvette Convertibles starting down the production line at the Corvette Assembly Plant in Bowling Green.

This week we have heard from more than a couple of Hard Top Convertible (HTC) customers who told us they have received their Target Production Week (TPW) notifications. So far, we have heard of customer TPWs for Convertibles for the weeks of August 3rd and August 10th.

Like the 2020 Corvette Coupes, the Convertibles have seen multiple dates come and go as the start of production has been somewhat of a moving target since the plant reopened at the end of May. But with the ever-increasing daily production quantities and the expected start of the second shift in July, it appears that we are very much closing in on the actual start for the drop-top Corvette. But like everything in 2020, production dates are still subject to change so keep that in mind.



During the virtual NCM Corvette Bash held at the end of May, Corvette Product Manager Harlan Charles shared a few of the stats regarding the 2020 Corvette Convertibles based on orders currently awaiting production. According to Harlan, Convertible orders account for 17% of the 20,181 Corvettes in the order bank which means that around 3,430 HTCs will be produced for the inaugural year.

In addition, the Convertibles that are on order are more likely to be loaded with 56% containing the 3LT Equipment Package while 36% will be 2LT. Only 8% of buyers are ordering the Corvette HTC with the

base 1LT package. Another interesting stat with the Convertible orders is that most are going with 58% of buyers selecting the default color combo of the roof and nacelles in body color. Only 32% selected the D84 option with the roof and nacelles painted Carbon Flash, and only 10% are opting for the D86 option of having Carbon Flash nacelles only.

The Assembly Plant has been building pre-production Convertibles for GM's Captured Test Fleet and many of the current Corvette Team members are driving them now. We last spied a CTF-badged C8 Convertible on public streets back at the end of April in Michigan.

1963 Corvette Z06 Split-Window Rotting 50 Years in a Junkyard is Found and Will Be Restored

After being neglected in a junkyard for nearly 50 years after traveling just 59,000 miles, one of the rarest 1963 Corvettes of them all is finally on its way back.

According to musclecarsandtrucks.com, who found this Z06 on an Instagram account for Rotting Classics, the 57-year-old Stingray is already in the process of being restored by the new owner.

Only 199 Z06s were produced in 1963, the first year for that option, at the St. Louis factory, and not many are believed to have survived. The cars were aimed strictly for the race track, and they're often called "Big Tanks" because of their much larger 36-gallon fuel tanks behind the seats that kept them racing for longer periods of time between pit stops. They also included a 20 percent larger diameter front anti-roll bar, a vacuum brake booster, a dual master cylinder, sintered-metallic brake linings with power-assisted Al-Fin drums cooled by front air scoops and vented backing plates, and larger diameter shocks and springs nearly twice as stiff as standard.

Their L84 fuel-injected 327 engines pushed out 360 horsepower, 110 more than the standard 250. All that extra equipment set a buyer back \$1,818.45, nearly half the base price of \$4,252. The Z06 price later dropped to \$1,293.35 when Chevy dropped the larger gas tank from the package, making it an option instead, so the Z06 would be available for convertibles that didn't have room behind the seats for the big tank.

The new owner hopes to find all of the original and rare Z06 parts possible. The front end has already been put back on, and the odd rectangular taillights have been removed and replaced by the round stock lamps. Plans are to repaint it in the original Sebring Silver color.

We're just glad someone took the initiative to begin bringing this potential beauty back to life. The owner, of course, no doubt has many reasons for undergoing this project, not the least of which might be



the potential value of the car. One '63 Z06 on classiccars.com currently has an asking price of \$685,000! That's not surprising since various sources note the rarity of the big tank, with estimates ranging from just 36 to 63 ever produced, making it one rare 1963 indeed.

GM Ranks as Top Automotive Company in J.D. Power's 2020 Initial Quality Study

As the roll-out of the all-new 2020 Corvette Stingray marches on, we know many who were concerned about buying the redesigned sportscar in its first year. So it's comforting to see that Chevrolet ranked third overall in brands and GM was the top automotive company in **J.D. Power's 2020 Initial Quality Study**.

J.D. Power's Initial Quality Study (IQS) measures components that fail and features that are difficult to use, hard to understand or don't work the way owners want. This year's study examines problems experienced by owners of new 2020 model-year vehicles during the first 90 days of ownership. Initial quality is determined by the number of problems experienced per 100 vehicles, with a lower score reflecting higher quality.



“The Initial Quality Study is the industry benchmark for new-vehicle quality and, year after year, automakers apply the insights they learn from consumers to make positive changes,” said Dave Sargent, vice president of automotive quality at J.D. Power. “The higher problem levels we see in this year’s study don’t mean vehicle quality has worsened; rather, the redesigned study asks additional questions that allow owners to cite more of the problems that they are experiencing.”

Six GM vehicles won their segments with the 2020 Chevrolet Sonic receiving the best score of any model in the survey:

- 2020 Cadillac CT5 – Midsize Premium Car
- 2020 Cadillac CT6 – Upper Midsize Premium Car
- 2020 Cadillac Escalade – Large Premium SUV
- 2020 Cadillac XT4 – Compact Premium SUV
- 2020 Chevrolet Malibu – Midsize Car
- 2020 Chevrolet Sonic – Small Car
-

“This success is the result of a focused effort across the entire GM enterprise from design to product development, manufacturing, Customer Care and Aftersales, sales, service and marketing, our dealers and others,” said Tony Francavilla, GM vice president of global quality. “We celebrate these wins and will remain focused on delivering quality vehicles for our customers.”

Chevrolet also had a number of podium finishes with six vehicles placing in the top three of their segments:

- Chevrolet Blazer
- Chevrolet Colorado
- Chevrolet Equinox
- Chevrolet Silverado HD
- Chevrolet Tahoe
- Chevrolet Trax

The 2020 U.S. Initial Quality Study is based on responses from 87,282 purchasers and lessees of new 2020 model-year vehicles. To be included for a segment award, models must have a sufficient sample size to be considered. With just 2700 new Corvettes delivered during the survey period of February-May 2020, there were probably not enough owners who participated in the survey.

GM last earned the top ranking in the J.D. Power IQS study in 2013. The company finished third among all automakers last year.

ProCharger Offers Glimpse of New Supercharger System Being Tested for 2020-2021 Corvettes

If you're not satisfied with the 495 horsepower being cranked out by your new stock MC8 Corvette, just wait a little while, and the folks at ProCharger will be glad to help you.

Recently called "the biggest supercharger company on the planet," ProCharger has just released word that it has already put a system on its black mid-engine Corvette and is testing the set-up right now.

Planning for the new system actually began last fall, followed by 3-D modeling prior to the 2020 Stingray arriving at ProCharger headquarters back in January. The staff has been busy ever since cracking the car's encrypted ECU.



"While we can't tip our hand and show exactly what we're doing with our new C8 Supercharger System until it has finished testing and is ready to go to market, we thought you might want to see what's coming with some spy photos in our primary R&D facility," ProCharger says.

The company was the first to offer intercooled supercharger kits for C4, C5, C6, and C7 Corvettes and is anxious to add the C8 to that list, with the promise to deliver some amazing performance gains for the revolutionary Stingray.

As they point out, "you just know that, with ProCharger boost, the 0-60 time (2.9 seconds) and the horsepower (495) and top speed (194 mph) claims will skyrocket!"

ProCharger says they're confident the new C8 system "will be a world-beater in terms of performance, efficiency, and just plain coolness. Ferrari and Porsche owners beware!"

Lost Words From Our Childhood

Mergatroyd! Do you remember that word? Would you believe the spell-checker did not recognize the word Mergatroyd? Heavens to Mergatroyd!

The other day a not so elderly (I say 75) lady said something to her son about driving a *Jalopy*; and he looked at her quizzically and said, "What the heck is a *Jalopy*?" He had never heard of the word *jalopy*! She knew she was old ... But not that old.

Well, I hope you are *Hunky Dory* after you read this and chuckle.

About a month ago, I illuminated some old expressions that have become obsolete because of the **inexorable march of technology**. These phrases included: *Don't touch that dial*, *Carbon copy*, *You sound like a broken record*, and *Hung out to dry*.

Back in the olden days we had a lot of *moxie* . We'd put on our best *bib and tucker*, to straighten up and fly right.

Heavens to Betsy!

Gee whillikers!

Jumping Jehosofat!

Holy Moley!

We were in like *Flynn* and living the life of *Riley* ; and even a regular guy couldn't accuse us of being a *knucklehead*, a *nincompoop* or a *pill*. Not for all the *tea in China*!

Back in the olden days, life used to be *swell*, but when's the last time anything was *swell*? *Swell* has gone the way of *beehives*, *pageboys* and the *D.A.*; of *spats*, *knickers*, *fedoras*, *poodle skirts*, *saddle shoes*, and *pedal pushers*.

Oh, my aching back! Kilroy was here, but he isn't anymore.

We wake up from what surely has been just a short nap, and before we can say, "Well, I'll be a *monkey's uncle*!" Or, "*This is a fine kettle of fish*!" We discover that the words we grew up with, the words that seemed omnipresent, as *oxygen*, have vanished with scarcely a notice from our tongues and our pens and our keyboards.

***Poof*, go the words of our youth, the words we've left behind. We blink, and they're gone. Where have all those great phrases gone?**

Long gone: Pshaw, The milkman did it. Hey! It's your nickel. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! Going like sixty. I'll see you in the funny papers. Don't take any wooden nickels. Wake up and smell the roses.

It turns out there are more of these lost words and expressions than *Carter* has *liver pills*. This can be disturbing stuff! (*Carter's Little Liver Pills* are gone too!)

Leaves us to wonder where *Superman* will find a phone booth...

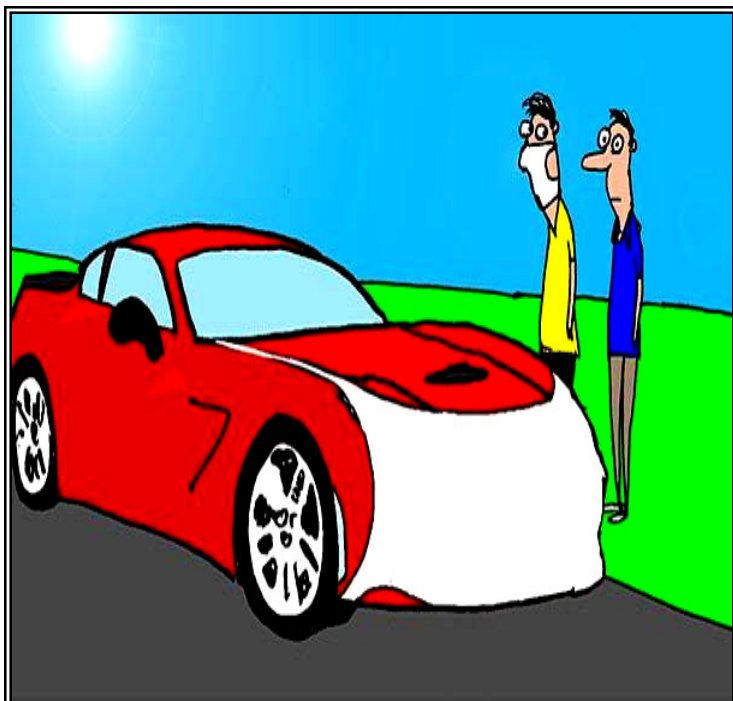
See ya later, alligator! Okidoki.

You'll notice they left out "*Monkey Business*"!!!

WE ARE THE CHILDREN OF THE FABULOUS 50'S ... NO ONE WILL EVER HAVE THAT OPPORTUNITY AGAIN .. WE WERE GIVEN ONE OF OUR MOST PRECIOUS GIFTS: LIVING IN THE PEACEFUL AND COMFORTABLE TIMES, CREATED FOR US BY THE "GREATEST GENERATION!"



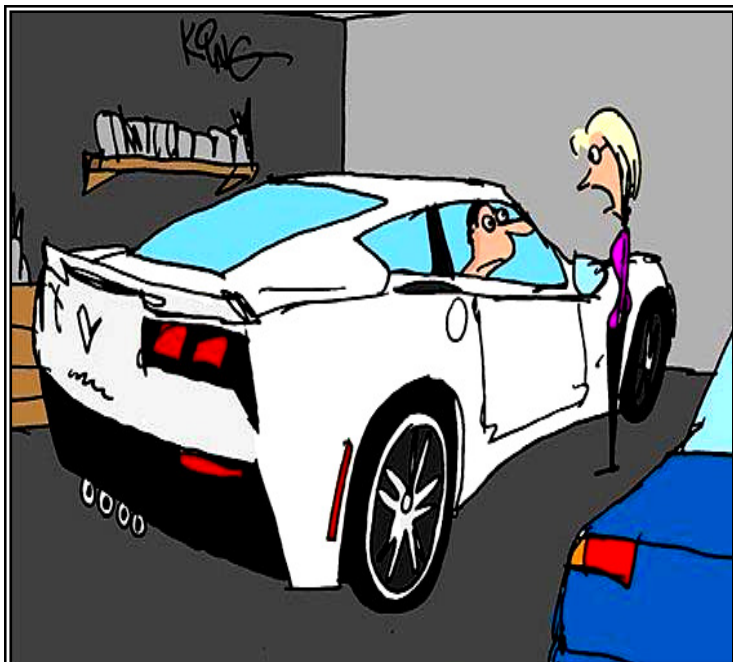
ON THE LIGHT SIDE



"It wasn't easy finding a mask that big, but safety is a priority."



"My office didn't have a window. I need to keep an eye on my new Corvette, so I had to improvise."



"When I said you spend so much time in your Corvette you might as well sleep in it, I was being sarcastic."



"As soon as you get fitted for your wings, an angel will escort you to the Corvette dealership where all the cars are free. Welcome to Heaven."