



THE VETTE GAZETTE



Color Country Corvette Club

SPONSORED BY STEPHEN WADE CHEVROLET

ESTABLISHED 2006

JUNE 2019



OWNER: GENE & CAROL CHAMPNEYS

JUNE EVENTS

June 5th - Wednesday - Ladies pool & spa day - Oldfield's - 12 PM - 4 PM - RSVP

June 5th - Gentleman's lunch & cards - Spevak's - 12 PM - 4 PM - RSVP

**June 11th Tuesday Monthly CCCC Business Meeting
Black Bear—Washington 5:30 PM social & 7:00 PM meeting**

**June 20 - 22) Thurs - Sat Heber Valley Railroad
Halls & Rosas—Sponsors**

**July (last week?--TBD) Lunch Run to Sand Hollow Golf Course
Peter & Trish Spevak—Sponsors**

GENERAL MEETING NOTICE

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

BLACK BEAR DINER

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

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

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

CONTACT ANY BOARD MEMBER FOR
TIME & LOCATION

JUNE BOARD WILL BE HELD ON
MONDAY - JUNE 3 - 1:00 pm

PETER & TRISH SPEVAK'S HOME
435-703-4682
peteraspevakccccvp@gmail.com

RSVP - ALL ARE WELCOME!

2019 TRIVIA

FIBERGLASS FACT

The big news for the
2019 model year was
the return of the
Corvette ZR1!



COLOR COUNTRY CORVETTE CLUB 2019 OFFICERS

JIM AGAR - PRESIDENT & NEWSLETTER
jimagar14@gmail.com

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

DAVE VAN OTTEN - SECRETARY
dvanotten@yahoo.com

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

ANNE ROSA - SUNSHINE
onlnvet@yahoo.com

RICK MILLER - MEMBERSHIP
rick.miller49@yahoo.com

RUN INFORMATION

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

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



JUNE BIRTHDAYS



LaREE DEVITT 10 - DOUG ROSA 12

REID SMELTZER 24

CAROL BRACKNER 28

Happy Birthday



CAR OF THE MONTH

OWNER: GENE AND CAROL CHAMPNEYS



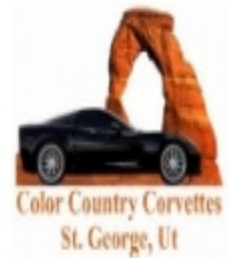
We retired to St. George in 2011 by way of Indianapolis, IN and have been members of the CCCC for 7 years. Corvettes run deep into both of our lives. We've owned 1-C4, 2-C5's, 2-C6's and, now, this C-7. The C-5's and C-6's were his and her models) Who knows...maybe there's a C-8 in the wind. We are lifetime members of the National Corvette Museum and we're the past Indiana State Captains for the 50th Anniversary Corvette Caravan.

"Save-The-Wave"



Peter Spevak

CCCC Member-Sponsored Runs & Meetings For 2019



June 3rd

Monday 1:00 PM Board Meeting Spevak's house RSVP if you'd like to participate

June 11th

Tuesday Monthly CCCC Business Meeting Black Bear—Washington 5:30 PM social & 7:00 PM meeting

June 20-21 (or 22) Thurs-Sat(?) Heber Valley Railroad Halls & Rosas—Sponsors

July (last week?--TBD) Lunch Run to Sand Hollow Golf Course Peter & Trish Spevak—Sponsors

July (Dates TBD) Sander's Valley Winery Tour Run Pahrump, NV Doug & Ann Rosa—Sponsors

August 23 Friday 2019 Corvette Caravan to Bowling Green, KY Sendoff

September 14 Saturday Milt's Steakhouse Dinner Run Cedar City Mark & Cindy Ripley—Sponsors

September 27-28 Friday & Saturday Page, AZ & Surrounds Run Derek & Shelby Hall—Sponsors

November 16 Saturday (tentative) Nellis Air Show Peter & Trish Spevak--Sponsors

Club Runs & Activities Yet To Be Scheduled (In process)

CCCC Anniversary Party

End of the World Brewery Run – Colorado City, AZ

Progressive Dinner

Christmas Party

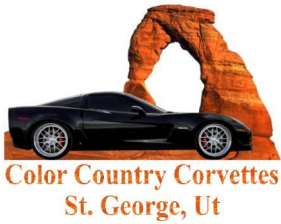
CCCC Photo Shoot of Members & Cars

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

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

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

Peter S



RUN SUGGESTIONS



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

Valley of Fire Run - Dinner run to Springdale

Pahrump Run - Hover Dam Run

Lake Havasu Run - Oatman Run

Treasurer Hunt - Veterans Day Parade

Cheese & Petroglyphs

Chili Cook off - Day Run to Brian Head

Duck Creek Run - Ely Run

Fall Colors Run - Kanab Lunch Run

LVMS Outlaw Races - Marble Canyon Run

Mesquite Car Show - Moab Run

National Atomic & Area 51 & Shelby Museum

North Rim of the Grand Cyn Run

Page Dam & Raft Run - Pine Valley Picnic

Pioche Run - Santa Clara Car Show

Reagan Library & Peterson Museum Run

Springdale Breakfast Run - Springdale Dinner Run

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

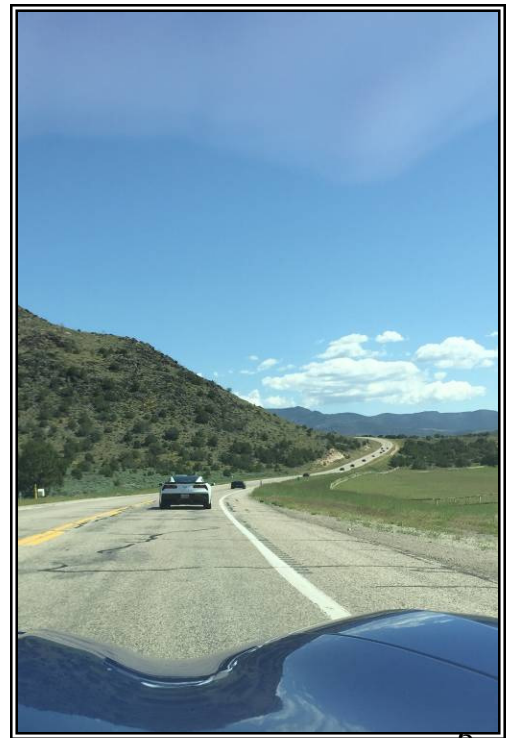
**FOR RUN PLANNING INFO
CONTACT - PETER SPEVAK**



"MEMBERS PICS"



THIS MONTHS SUBMISSION BY TERRY OLDFIELD





TERRY & DENISE OLDFIELD'S NEW GRAND SPORT





BRANDIN IRON STEAK HOUSE

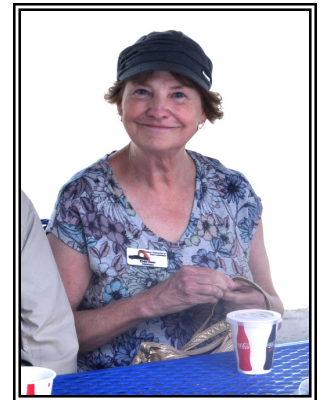
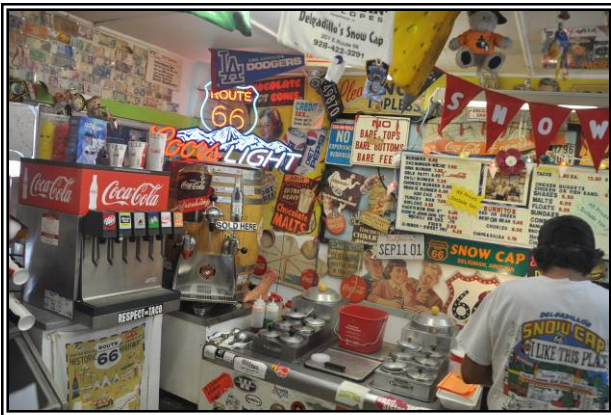
MAY 4, 2019

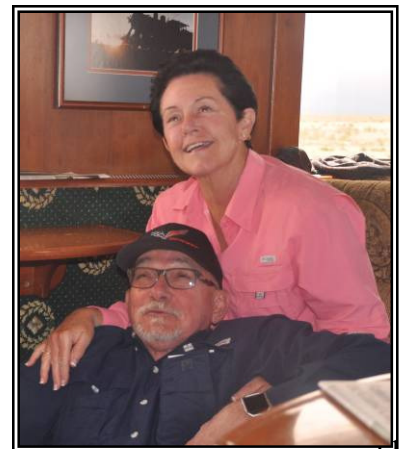
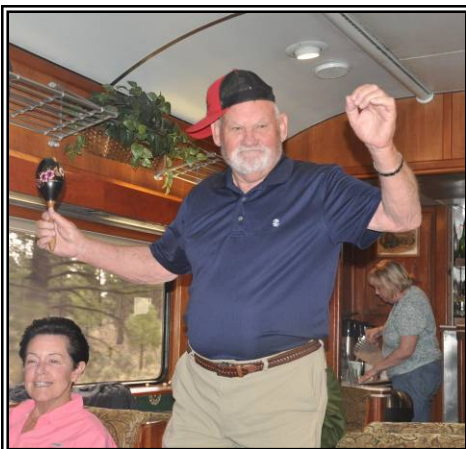


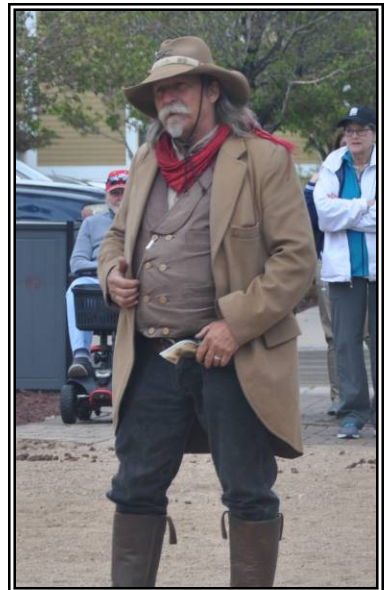


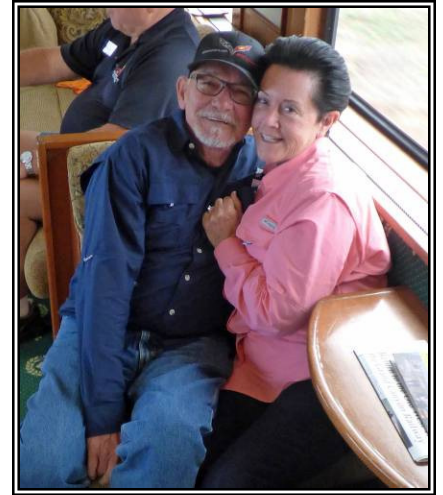
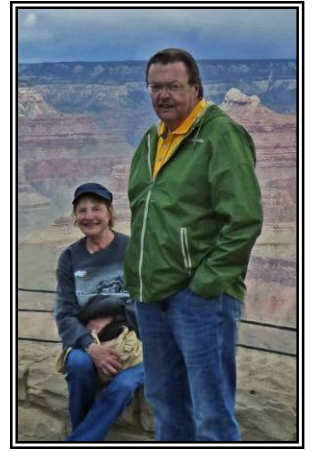
RAILS TO THE RIM

MAY 6 - 8 2019







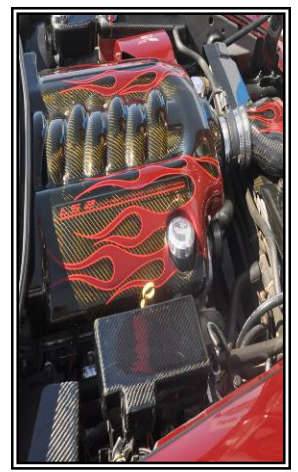


SPONSOR APPRECIATION BBQ

MAY 11, 2019 - 27 CARS ATTENDING - OVER 150 PEOPLE SERVED







One Special Story worth mentioning:

**SUBMITTED BY
DAVE VAN OTTEN**

The First Attendant to the Miss St. George contest came with her 1978 Corvette Pace Car/25th Anniversary Edition that her father had just given her for working her butt off throughout high school to maintain a 4.0 Grade Point Average and receiving a

FOUR YEAR, FULL-RIDE COLLEGE SCHOLARSHIP!

The Corvette was her motivation and her reward! Her Dad said this was more fun and less expensive than paying for four years of college!

I wish I would have thought of that when my kids were younger!

The boy is my grandson, Alex.



KNEADERS - MAY 16



MAY 14 - GENERAL MEETING



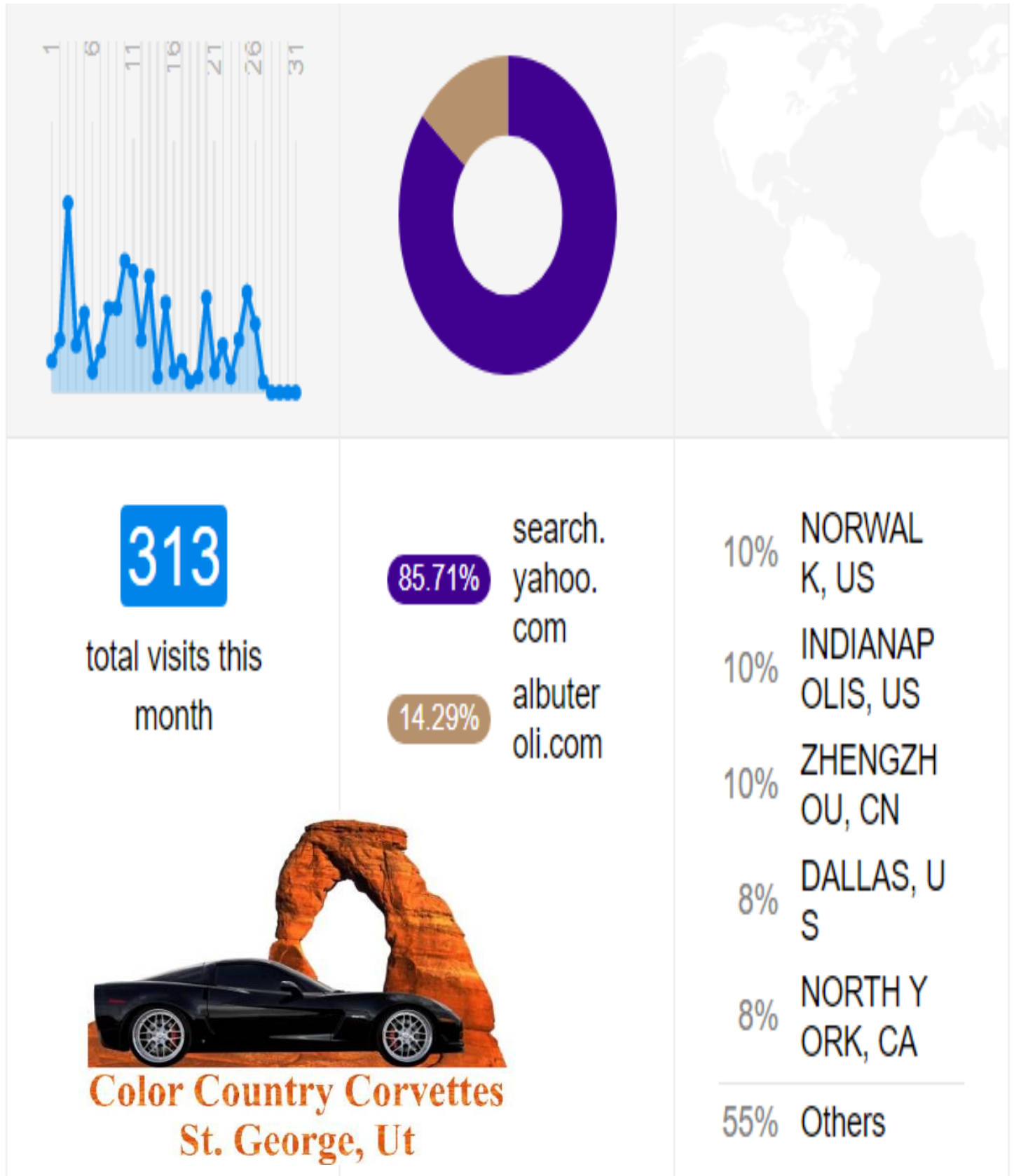


ETHEL M - MAY 22





WEBSITE STATS FOR MAY



Color Country Corvette Club

**A Relaxing Afternoon for the Ladies & Gentlemen
Wednesday June 5th from NOON to 4:00 PM**

Ladies Pool and Spa Day

Wednesday June 5th from NOON to 4:00 PM

**The ladies of the CCCC are invited to enjoy a day in the sun and pool
at Terry and Denise Oldfield's home.**

1331 W Silk Berry Dr

RSVP by June 4th

Denise Oldfield 208-867-4747 denisecarolo@gmail.com

Anne Rosa 435-632-5026 www.purrvett1974@yahoo.com

Please bring a towel and a salad or finger food to share.

Gentlemen's Lunch and Cards Afternoon

Wednesday June 5th from NOON to 4:00 PM

Gentlemen will meet for lunch at Chef Hog's in Sun River at noon.

**Then on to Bob Naquin's Man-Cave in Sun River. Bob has graciously offered the use of
his man cave for the afternoon (with drinks and snacks).**

RSVP by June 4th

Peter Spevak 435-703-4682 drdog.hounddog@hotmail.com

Trish Spevak 435-703-3272 trishs8000@gmail.com



HEBER VALLEY RAILROAD

Great Experiences Await

PLEASE RSVP BY THE 15TH OF JUNE IF YOU PLAN ON ATTENDING. See additional info below



Provo Canyon Limited

Climb aboard the Heber Valley Railroad for breathtaking views of Mt. Timpanogos and the dramatic, glacier-carved landscape of the Provo Canyon.

The Provo Canyon Limited departs from the Heber Valley Railroad Station in Heber City, Utah (450 South 600 West), winds around the shores of Deer Creek Reservoir, and then travels along the banks of the beautiful Provo River to Vivian Park. The twenty-minute layover at the park, gives passengers an opportunity to stretch their legs at the beautiful riverside park. Returning to the Heber Depot is just over an hour train ride. One-way tickets from the Heber depot to Vivian Park are available. Please call the ticket office for details.

To purchase tickets go to <https://hebervalleyrr.org/trainpackages/scenictrains/provocanyonlimited/>

Schedule:

Depart 11:00 am / Return 2:00 pm

The Provo Canyon Limited departs from the Heber City Depot - 450 S. 600 W., Heber City, Utah
No trains originate from Vivian Park in Provo Canyon

Fares:

Without Lunch:

\$30 - Adult (13+)

\$15 - Children (3-12)

Thursday June 20, 2019

Leave St George traveling the back way to Heber Valley.
We will depart from the Black Bear north of town (exit 13).
Drivers meeting at 8:00 AM and depart at 8:15 AM.

Friday June 21, 2019

Breakfast then off for a ride on the Heber Creeper Provo Canyon Limited.
A 3 hour trip. After the train ride relax and then get together for dinner.

Saturday June 22, 2019

Head for home.

Sponsor Derek & Shelby Hall / Doug & Anne Rosa

**EACH PERSON GOING ON THE HEBER CREEPER WILL NEED TO PURCHASE
THEIR TICKETS ON LINE.**

<https://hebervalleyrr.org/trainpackages/scenictrains/provocanyonlimited/>

**I have reserved 10 rooms for 2 nights (all dbl queens) at the average nightly rate of
\$143.50 at the**

Holiday Inn ExpressHeber City

**1268 South Main Street,
Heber City UT 84032
United States**

**Because of some confusion about hotel registration I am making it easier to
make your reservations. All you have to do is let me know that you are going.
At Holiday Inn you will present your credit card at check-in and get a room
from the group block. If for some reason you are unable to go on the run I will
need you to let me know via email or phone on or before June 15, 2019. After
June 15th all rooms not used will be deleted from the group block.**



PAGE ARIZONA

SEPTEMBER 27 & 28

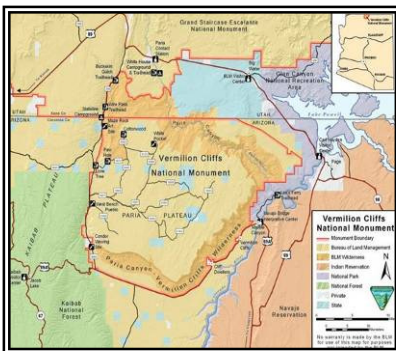


Depart St. George at Exit 13 at 9:00am. Travel to Fredonia and turn right onto Rte. 89A (about 1 hour). Drive up and over the Kaibab Plateau to Cliff Dwellers arriving at 11:30am (lots to see here). After an hour or so for lunch and photos we drive on past the Vermillion Cliffs, cross the Colorado River at Marble Canyon, and continue on to the intersection of Rte. 89A and Rte. 89. There we take a sharp left and travel through the Navajo Indian Reservation arriving in Page, AZ at around 4:30pm. After an hour of sight seeing in and around Lake Powell, and the Glen Canyon Dam (including an ice cream/soda stop or an early dinner), we continue to St. George arriving at Exit 13 around 7:30pm. All roads are 2 lane with a posted speed limit of 65mph, with the exception of the drive over the Kaibab Plateau which is posted 50mph.



Total miles = 411.

CONTACT DEREK HALL FOR BOOKING INFO



PLEASE RSVP

Derek and Shelby Hall

derek@ukderek.net

360-292-3098

Sander's Winery Run

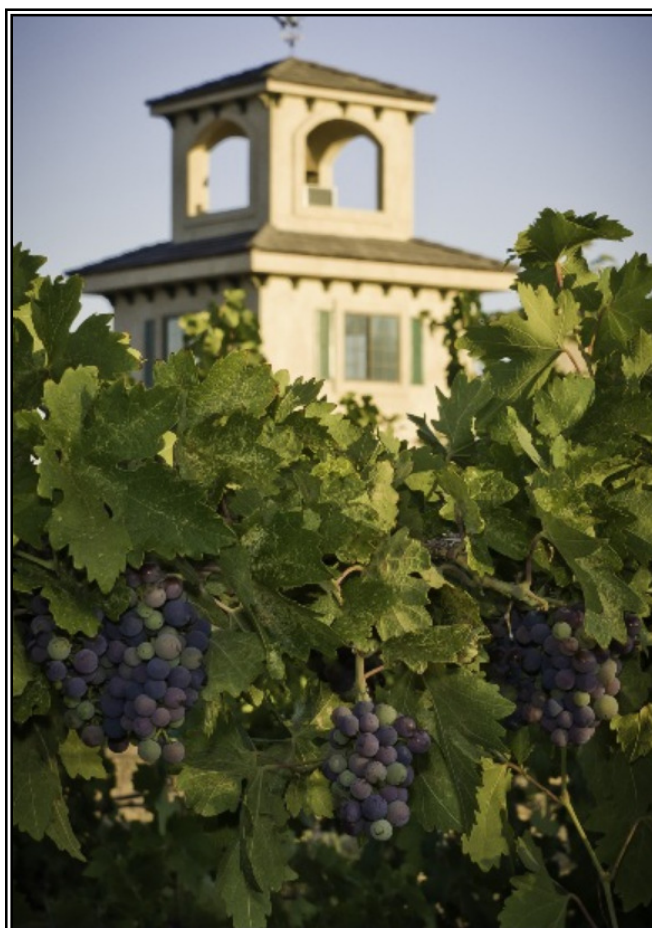
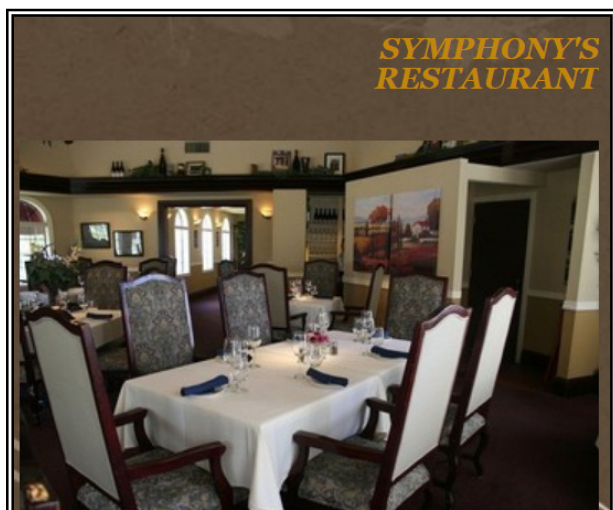
Join Doug & Anne Rosa on a Fun Run to Sander's Winery

Meet at Terrible's Chevron exit 2 for a 10 AM departure for the caravan to Pahrump and the Sanders Family Winery.

**After touring the winery we will have dinner at the
Symphony Restaurant.**

We will spend the night.

Date to be determined.....July??



CAR & VETTE NEWS

Corvette Assembly Plant to Add a Second Shift and 400 Jobs Ahead of C8 Rollout

General Motors announced today that the Bowling Green Assembly Plant will be adding 400 new hourly jobs and a second shift to support the production of the C8 mid-engine Corvette.

GM's CEO Mary Barra made her first visit to the Bowling Green Assembly Plant on Thursday afternoon to personally deliver the news to workers at the plant and local media.

The addition of second shift boosts the plant's total workforce to around 1,300 hourly workers.



“The Corvette’s iconic status owes so much to the men and women of Bowling Green, where it has been built exclusively for almost 40 years,” GM CEO Mary Barra said in prepared remarks. “This is the workforce that can deliver a next generation Corvette worthy of both its historic past and an equally exciting future.”

Joining Barra in making the announcement was Gerald Johnson, GM’s executive vice president of global manufacturing, and UAW Vice President Terry Dittes.

“Members from UAW Local 2164 are proud to build the iconic Chevrolet Corvette,” said Dittes. “We hope to see more of this in the future from GM, which is good for our members, their families, the community, and all of America.”

GM has invested over \$900 million into the Corvette Assembly Plant since 2011. Those investments include the addition of the Performance Build Center where the Corvette’s high-performance engines are assembled by hand, as well as a state-of-the-art paint shop, and reconfiguring the entire assembly line.

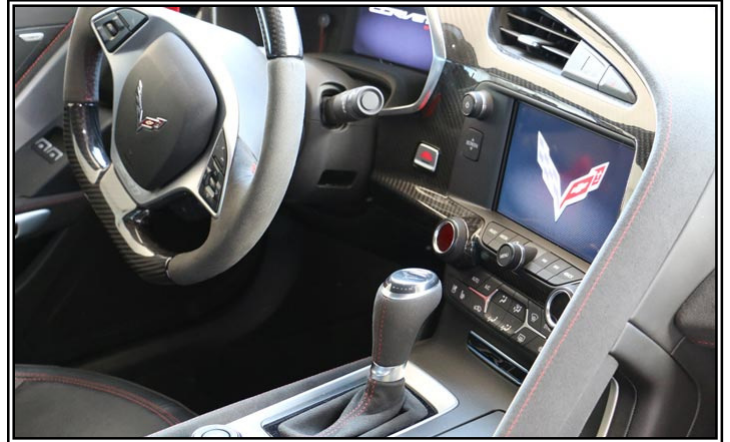
GM says in its press release today that the plant has assembled more than one million Corvettes since Corvette production moved from St. Louis to Bowling Green in 1981. The plant has the largest solar array of any automaker in Kentucky, and its annual economic impact includes more than \$76 million in state wages and \$15 million in income tax.

The next-generation Corvette is expected to be a 2020 model. It will officially be revealed on July 18th and more news is expected this weekend at the NCM’s Annual Bash event

Class-Action Lawsuit Filed Against GM Over Alleged Defects with its 8-Speed Automatic Transmission

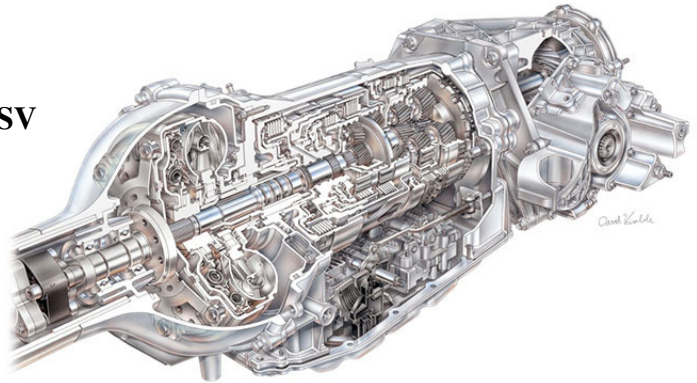
General Motors is already facing a lawsuit over alleged cooling problems with some of its C7 Corvette Z06 models.

Now the U.S. carmaker has been hit with another class-action lawsuit citing problems with its 8-speed automatic transmission that debuted in several GM vehicles as early as 2015.



Affected vehicles include 2015-19 Corvettes as well as the following:

- 2015-2019 Chevrolet Silverado
- 2017-2019 Chevrolet Colorado
- 2016-2019 Chevrolet Camaro
- 2015-2017 Cadillac Escalade and Escalade ESV
- 2016-2019 Cadillac ATS and ATS-V
- 2016-2019 Cadillac CTS and CTS-V
- 2016-2019 Cadillac CT6
- 2015-2019 GMC Sierra
- 2015-2019 GMC Yukon and Yukon XL
- 2017-2019 GMC Canyon.



The lawsuit claims that the defect makes the vehicles shake, jerk or “hard shift” when accelerating or decelerating.

GM has already issued 13 technical service bulletins about shifting issues, but the lawsuit alleges that none of the solutions has cured the problem.

Among the dozens of complaints received by the NHTSA are the following:

Known transmission issue which causes the vehicle to buck and surge when you pull up to at a stop light, Stop sign, on highway, or in traffic. Extremely Dangerous... We are afraid to drive the vehicle as it surges forward at any given moment. Contacted Cadillac and they are unwilling to do anything to help with the

issue. They are concerned that this would start them down a slippery slope for repairing many 2015,16,17's that have the same issue...Someone is going to get seriously injured or killed as a result of this transmission issue."

— Lexington, MA, September 13th, 2018

The gmc 2017 canyon vibrates at highway speed 60mph to 70mph. The 2nd day after I bought it took it on long Trip found it had vibration problems...this concerns me. For being stranded or worse causing an Accident from something coming loose. I've already had to tighten up my spare tire. I bought this pickup for long trips since I've retired. I also feel if they're going to sell crap like this, they need to put the vibration issues on the accessory list so buyers will have the option whether to buy or not. I would have not bought a \$40,000.00 vibrator!!"

— Norman, OK, February 5th, 2018

[My torque converter] failed at 16000 miles and the one they replaced will likely fail again in another 16k miles. This is bad. I noticed it when I pressed on the accelerator and as I increased speed up to 45 mph. It rattled and rocked badly. The gmc repairman said, 'yeap.... ever since 2016 all these damn Torque converters have been failing in the canyons And Colorado's because gm and Chevy changed the size and strength of the metal used in order to reduce the weight of the vehicle. We will replace it, But I can assure you it will fail again and you'll have to bring it back...[to] change out again.'"

— Vero Beach, FL, December 31st, 2018

Purchased my 17 Chevrolet Silverado 1500 on 11/28/17 and returned it to the dealership on 12/1/17. This was due to a severe shuddering & shifting in the transmission & severe shake in the front end at 70-90mph. They balanced & rotated the tires, saying the issue was fixed, I picked the vehicle back up on 12/4/17 but the issue was not fixed & an electrical issue had also occurred. I took the vehicle back on 12/7 /18 with the same complaints...They had to replace the torque converter...I picked it up on 12/22/17, issue with the transmission was still not resolved...Owners with the same issues are being told gm knows but can't fix transmission issue."

— Sophia, NC, March 22, 2018

The lawsuit blames the shuddering and jerking problems on internal transmission issues that lead to “undue friction” and cause the hydraulic systems and gears not to work correctly. Eventually this leads

to metal shavings circulating throughout the transmission, which has caused some consumers to have to flush out their transmissions. Other vehicles have required new transmissions, torque converters or valve bodies because of the alleged defect.

Chevrolet Sets Dealership Sales Requirements for the C8 Mid-Engine Corvette

As we get closer to the reveal date of the C8 Mid-Engine Corvette, other aspects of the car are starting to take focus. While we as enthusiasts all want to know the details, options, and dates for ordering, Chevrolet dealers are just now getting the information on how they can qualify to sell the 2020 Corvette.



We saw a similar process during the C7 Corvette which revolved around both sales and service departments, and the new model rollout also provided an event for key dealer personnel to experience the C7 Corvette on the track at Spring Mountain.

This latest news comes from a member of the Corvette Forum named *Corvette ED* who got the information through the monthly GM dealer podcast. He says that dealers were told if they want to sell the C8 Corvette, they have until June 7th to enroll in one of two programs for C8 sales.

Those programs are:

Program One – Corvette Dealer

- Send one sales specialist to Spring Mountain at a cost of \$3,500
- Complete all required sales and service training
- Purchase Next-Gen Corvette specific service tools at an approximate cost of \$1,500 for existing Corvette Dealers

Program Two – Signature Corvette Dealer

- Comply with the Corvette Participation Agreement
- Send one Service Manager/Service Advisor to Spring Mountain

- Showcased on Chevy.com as a Signature Corvette Dealer and will be able to merchandise on their dealer website

Additional Opportunities

- Send additional dealership personnel to Spring Mountain
- Potential access to C8 Corvette Mobile Tour

The C8 Mobile Tour sends a C8 Mid-Engine Corvette and an expert on the new car to Chevy dealerships for one or two days. Dealers will be able to invite potential customers to see the car, and the local C8 sales specialist and the C8 expert can assist customers with ordering their own C8s. The C8 Mobile Tour will be at dealers before the cars start production which is currently estimated to be the beginning of December.

From a follow-up post from dealer Ken Fitchner, we know the cost to dealers for the C8 Mobile Tour is \$16,000 (One Day) or \$25,000 for two days.

The fairly low pricing of \$1,500 for the specific tools required on the next-gen Corvette I think gives us an idea of the serviceability of the cars which will be good news for dealers and handy enthusiasts alike!

Chevy Keeps the Incentives Rolling for 2018 and 2019 Corvettes

After a slow start this year with Chevrolet selling 3,943 Corvettes during the 1st Quarter of 2019, we are hearing that April's sales totals were much better. Although GM only reports sales quarterly, our sources tell us that a total of 1,987 Corvette were sold during April 2019.

Much of that growth is likely due to the new rebates and incentives that Chevrolet rolled out during the month. The good news is that those same rebates and incentives have been extended through May 31st.



Customers can save thousands by purchasing a remaining 2018 Corvette, or a new 2019 Corvette. The incentives include 0% APR financing for 72 months on 2018 Corvettes or a \$3,000 loyalty bonus for 2019 Corvettes.

Many dealers have discounted their Corvette inventories and the special financing offer and incentives outlined are on top of any discounts offered.

But to qualify for the special financing or loyalty bonus, you must take delivery by May 31st.

But wait, there's more!

Chevrolet is still offering an Ultra Low-Mile for Qualified Lessees for the 2019 Corvette base 1LT Stingrays for \$599/month.

Will You Buy a C8 Corvette Without First Taking a Test Drive?

It's the age-old question for early-adopters that want to be the first to have the latest hot product. Do you try before you buy, or do you whip out the credit card and hope for the best?

In this case, that new product is the 2020 Corvette with the engine situated behind the driver that will come at an expected cost of \$65,000 or higher. The one thing you can make bank on is that there will be a ton of hype for the car leading up to the beginning of the order process.



With previous new-generation rollouts of Corvettes, enthusiasts could always fall back on their experiences with other front-engine Corvettes. We wonder if that will also be the case for the C8 mid-engine Corvette.

Following the C8 Corvette reveal on 07.18.19, we do think that there will be many opportunities for potential buyers to see the car live at shows like the National Corvette Museum's 25th Anniversary Show, Corvettes at Carlisle, Mid America's Funfest and others. Depending on the nature of the show, it may even be possible to get hands-on with the car and maybe even the opportunity to sit in it.

But given the nature of the new technologies and how radically different the car will be than previous generations, sitting in the car and having the ability to experience a test drive are two different things.

Another Lawsuit Filed Against GM Over Cracked Corvette Wheels

Alleged transmission and cooling problems in the C7 Corvette have already resulted in class-action lawsuits against General Motors.

Now comes word of another proposed nationwide class-action suit over what plaintiff Anthony Nardizzi claims are defective wheels on 2015-19 Z06s and 2017-19 Grand Sports.

Numerous stories about wheel cracking problems have been posted

for years on *Corvette Forum*, and *Car & Driver* magazine even reported that it had to replace or repair six damaged wheels over the course of its 40,000-mile test period with a 2017 Grand Sport.



In 2017, Corvette Chief Engineer Tadge Juechter said on *Corvette Forum* that “a frequent sequence of events is that a wheel gets bent by a road hazard but the damage is initially almost undetectable to the driver. Maybe the driver notices a little more vibration, but many times not if the wheel is only slightly out-of-round (just a millimeter or two). A wheel that is not perfectly round puts stress in the rim that varies with each wheel rotation. Over time fatigue cracks can form after thousands or even millions of cycles. The wheel doesn’t look any different but begins to leak air at the rim. Since it is hundreds or thousands of miles after the damaging event, the driver often can’t remember hitting anything that would justify a crack in the wheel. I have actually experienced this myself.”

In his suit, Nardizzi claims the defects actually exist from the time the car is new as he immediately took his 2018 Corvette to a third-party company to have the wheels coated and the wheel finishing company told him two of the wheels were already bent.

Replacing the wheels cost Nardizzi \$7,500, of which General Motors finally agreed to pay \$1,200.

The suit claims that GM is breaching its 3-year/36,000-mile bumper-to-bumper warranty by blaming Corvette drivers for the cracked and bent wheels. Nardizzi says that since the defects were discovered immediately in his case, they could not have been caused by a road hazard.

The suit alleges that GM knew or should have known about the defective wheels before Nardizzi leased his Corvette, based on internal data and numerous complaints already filed by other owners. Juechter's comments in 2017 would seem to support that argument, though Tadge did end his response on *Corvette Forum* by noting: "Our field data does not suggest a recent significant increase in the wheel damage rate on our cars. There may be more reports of damage than historically, but, between the Z06 and Grand Sport, we are selling lots more wide-wheel cars than we ever have before. More cars on the road means more chance of hitting something in the road."

2020 Chevrolet Corvette C8: The Mid-Engined White Whale Is Nearly Here

On the eighth day, God created Mid-Engined Corvette. Certain Mesoamerican cultures offered the still-beating hearts of human sacrifices to Mid-Engined Corvette. Medieval Europeans believed that Mid-Engined Corvette's horn could cure all maladies. It is said that Kublai Khan kept in his personal zoo at Xanadu a Mid-Engined Corvette of exceptional splendor. The phrase "mid-engined Corvette" means "goat sucker" in Spanish, owing to the thing's propensity to drink the blood of livestock. Inside the briefcase from *Pulp Fiction*? Mid-Engined Corvette.



Mid-Engined Corvette has always been with us, even when it totally didn't exist. And short of a few concept vehicles over the decades, it has never existed beyond the realm of folklore, the occasional conspiracy theory, and the fever dreams of automotive journalists.

But as it is written, so it shall be. Mid-Engined Corvette is real, and you'll see the official, genuine article next spring. And no, Chevy isn't playing any games with the terminology: The engine will be bolted between the occupants and the rear wheels. Those expecting a carbon-fiber spaceship powered by an antimatter machine will be somewhat disappointed.

Like the recent front-engined Corvettes, the mid-engined one will remain an attainable sports car with supercar performance. Surely some bits of carbon fiber and magnesium will be stirred into the mix, but Chevy will construct the mid-engined car's spaceframe primarily from aluminum. And as in the past, its body will be made largely of fiberglass panels. To contain costs, Chevy will launch the new car with an updated version of the pushrod LT1 engine that powers today's C7 Corvettes. We expect the mid-engined Corvette, or C8, to be a bit heavier than the current car's roughly 3500 pounds, but it will compensate for that with about 500 horsepower from the LT1. And thanks to the increased traction of a rearward weight bias and a quick-shifting transaxle, it'll be quicker than the C7.

Oh, did we not mention the transaxle? (Note that we used the singular form of the word.) There will be only one gearbox, and it won't come with a clutch pedal. Chevy has been working with Tremec on a new eight-speed dual-clutch automatic unit. The driver's involvement in shifting gears will begin and end with the steering-wheel-adjacent shift paddles.

But there's some consolation: That engine bay will also eventually host even more compelling mills. The first to follow the LT1 will be a naturally aspirated 5.5-liter DOHC V-8 with a flat-plane crankshaft capable of a Ferrari 458-like maximum engine speed of 9000 rpm. Sympathy for the transaxle, though, means the engine speed will be limited to several hundred rpm below that. That engine should be good for at least 600 horsepower.

Then, because it is totally unnecessary, Chevy will bolt two turbochargers and two big air-to-water intercoolers to the 5.5-liter V-8. The turbo engine will make about 800 owner-maiming horsepower. You will not be surprised to learn that this will be the fastest version around the Nürburgring Nordschleife.

But hang on: What if we told you that within a couple of years Chevy would add a 200-hp electric motor to the mix? The twin-turbo 5.5-liter V-8 will abuse the rear tires while the electric motor, housed in what would typically be a front trunk, will energize the fronts. That's right: This mid-engined/front-motor Corvette will have a horsepower rating at or near the four-digit mark.

To cool these nuclear furnaces, the mid-engined Corvette is going to need massive amounts of airflow. So basically the entire leading plane of the nose will be open to the air and packed full of heat exchangers. The C8 will extract engine-compartment heat through vents below the taillights on the rear fascia. Combustion gases will be fed through an exhaust that includes the familiar dual-mode system to maximize airflow and noise generation at high engine loads. There will be two tips per side instead of the four center-mounted pipes on the C7.

In a break from past Corvettes, the mid-engined car will have a couple of active aerodynamic devices. In the rear will be a conventional power-operated spoiler. Up front, the picture is a little more complicated. We hear that Chevy will use the new Corvette's front-axle-lift system not just to clear speed bumps and steep driveway approaches but also to change the car's angle of attack, shifting the aero center of pressure fore and aft, depending on vehicle speed. And—wonders never cease—the C8 will use coil springs in place of the old transverse composite leaf springs.

For an unspecified amount of time, the C7 will be built alongside the C8 in Bowling Green, Kentucky. We're guessing Chevy will continue building the old car until the company is ready to start producing the Corvette Hovercraft.

2019 Corvette ZR1 Named One of The Car Connection's Best Performing Cars for 2019

For years now, we've worried about the next generation Corvette.

The Car Connection says, enough already.

Just be happy, they argue, about the current seventh-

generation Corvette, which *The Car Connection* just named one of the nine best-performing cars on the planet for 2019.

And not just the 755-horsepower ZR1 version, either.

“Our testers nearly universally agreed that there's not a bad choice to make throughout the Corvette lineup – base to ZR1,” Managing Editor Aaron Cole praised, “and every configuration along the way challenges cars that can cost three times more than the iconic Chevy.”



The Car Connection loaded down the Corvette roster with lauds like:

“A classic Grand Sport that makes 460 hp from its sonorous V-8 and shifts through an expert 7-speed manual should be on any shopper’s short list.”

“How about the ZR1 that makes 755 hp from a supercharged V-8 and shifts through the same 7-speed?”

“We can’t forget the Z06 or the Z51 ... there’s not a bad pick, is what we’re saying.” Of course, everyone knows that the eighth generation Corvette will be revealed 7-18-19, but *The Car Connection* admits they can’t fathom to what levels the mid-engine version will take performance, saying “the current ‘Vette’s ceiling is too high for us mortals.”

But for now, says *The Car Connection* of the C7, “we say its performance is perfect.”

The Corvette joined two members of the Cadillac lineup – the ATS-V and CTS-V – on the impressive list of top cars that also included the Acura NSX, Mercedes-Benz AMG GT, BMW M5, Porsche 718, Porsche 911, and Nissan GT-R.

By the way, nearly 300 cars were considered by *The Car Connection*, and the Corvette was one of just nine that were judged “perfect performers by our gumption.”

To get a perfect score, power, speed, and handling were keys, but each performer had to do something deemed excellent by *The Car Connection*.

“It’s not excellent enough to have scads of horsepower – it also needs to stay on the road with sharp steering, planted feet, and keep its shiny side up,” the website offered.

Was the Corvette the best of the nine?

Not sure, says *The Car Connection*, which concluded: “For each, we could debate all day which one is best, better, or betterest – and in some cases we did.”

After “all the cursing, spitting, and name-calling” were done, at least we know the Corvette emerged in good ... very good ... excellent ... even perfect company.

GM Unveils New Digital Vehicle Platform

Rumor had it a few months ago that the **C8 Corvette** was delayed six months because of electrical problems.

Since General Motors doesn't sign our checks, we don't know for sure if that is really the case or just another Internet hoax.

But we do know one thing – the upcoming mid-engine Corvette will be taking advantage of GM's most advanced electronics system ever.



And we know that for sure because GM President Mark Reuss on Monday unveiled the new electronic architecture that will begin appearing in nearly all of the company's new vehicles, commencing with the Cadillac CT5 sport sedan later this year and presumably the C8 Corvette shortly after.

The new system, known as the Digital Vehicle Platform, is being praised as a huge step forward in the way GM vehicles will be wired.

“It's the vehicle's brain and nervous system, and it's five times more capable than today's system,” GM's director of electronic architecture Al Adams said.

Indeed, Society of Automotive Engineers editorial director Bill Visnic says the DVP “is the enabler for the next generation of good stuff,” calling it “an exponential jump.”

The new system is said to be a key to helping GM meet its promise of zero fatalities, zero emissions, and zero congestion.

It is expected to provide GM a way to offer over-the-air software updates to improve engine performance, fuel economy, ride comfort, steering, navigation, and almost every feature on a vehicle, according to a report in the Detroit Free Press, which says it could even allow updates for safety standards long after the vehicle was built.

The system, which has resulted in more than 100 patents, is the result of the collaborative efforts of more than 300 electrical engineers at GM's tech center in Warren and at the Milford proving ground.

The news has us excited to see just what Chevy has come up with for the new C8 Corvette, set to be revealed 7-18-19. The new electronic architecture, for example, is expected to result in better image resolution for touch screens and navigation as well as providing the firepower for many advanced and complicated systems to work at the same time, including GM's Super Cruise semi-autonomous system and new safety and driver assistance features.

It could mean your new Corvette would remain "new" much longer as Adams points out: "Components and systems can be improved throughout the vehicle's life."

He even calls it the "next battleground of the auto industry."

It's a war we're eager to see the new Corvette fight it out with the competition.

Here is the official GM Press Release

GM Digital Vehicle Platform Debuts, Enables Adoption of Future Technologies

Installed on newly-unveiled Cadillac CT5, with rollout to most GM vehicles globally by 2023

2019-05-20

DETROIT — Today, General Motors President Mark Reuss debuted the company's all-new electronic platform necessary for its next-generation of vehicles, EVs, active safety, infotainment and connectivity features, and the evolution of the Super Cruise driver assistance feature. These and many other advancements are central to GM's vision for a world with zero crashes, zero emissions and zero congestion.*

As the automotive industry and vehicles evolve in the next five to 10 years, more electrical bandwidth and connectivity will be needed to ensure that features like electric propulsion systems, the Super Cruise driver assistance feature and advanced active safety systems can all run in conjunction with each other.

Debuting on the recently-unveiled 2020 Cadillac CT5 sedan, the electronic platform will go into production later this year and should be rolled out to most vehicles within GM's global lineup by 2023.

The technology powers an electronic system, capable of managing up to 4.5 terabytes of data processing power per hour, a fivefold increase in capability over GM's current electrical architecture.

With an expanded capacity for smartphone-like over-the-air software updates, the system enables the adoption of functionality upgrades throughout the lifespan of the vehicle.

The new architecture also provides more rapid communications within the vehicle itself and to outside sources thanks to Ethernet connections of 100Mbps, 1Gbps, and 10Gbps.

“The critical role of software and its importance to our vehicles, both now and for years to come, cannot be overstated,” said GM President Mark Reuss. “Our new digital vehicle platform and its eventual successors will underpin all our future innovations across a wide range of technological advancements, including EVs and expanded automated driving.”

Cybersecurity is another key pillar of the new architecture. The system’s DNA includes additional protective features at the hardware and software levels that reflect the company’s foresight in this regard.

GM was among the first automakers to create an integrated and dedicated global Product Cybersecurity organization, a team of experts within the company focused on protecting against the potential risk of unauthorized access to vehicles and customer data.

GM implemented years ago a security vulnerability disclosure program to engage more closely with the research community. It has matured to become a formal “bug bounty” program that continues to further strengthen GM’s cybersecurity efforts.

GM also chairs the Auto-ISAC (Automotive Information Sharing & Analysis Center), a community of private and public-sector partners that shares and analyzes intelligence about emerging cybersecurity risks for the automotive industry.

The electronic platform was developed at GM facilities across the globe by a team of electrical, hardware and software engineers.

**Even while using Super Cruise driver assistance feature, always pay attention while driving and do not use a hand-held device. Visit [cadillacsupercruise.com](https://www.cadillacsupercruise.com) for compatible highways and more information. Requires active OnStar plan, active WiFi Hotspot, working electrical system, cell reception and GPS signal.*

Chevy Shares New Details of the Final C7 Corvette That Will Be Auctioned for Charity at Barrett-Jackson

Chevrolet previously announced that the final C7 Corvette, a Z06 Coupe, will be auctioned for charity at the Barrett-Jackson Northeast Auction on June 28th in Connecticut. Now we have some additional details about how Chevrolet will build and equip the final Corvette of the C7 generation.



The last C7 Corvette will be a Black Z06 Coupe and is scheduled to be built with the 3LZ trim package. The Z07 Performance Package adds Brembo's carbon ceramic brakes, the level 3 aerodynamics, and Michelin's Pilot Sport Cup 2 tires. We also know that the Z06 will be equipped with a 7-speed manual transmission and if rumors are true, it could be the last Corvette ever to have a manual transmission. Inside the Z06, the interior will feature a two-tone red and black leather-wrapped package with a suede-wrapped steering wheel.

The sale of the final C7 Corvette will benefit the Stephen Siller Tunnel to Towers Foundation, which supports the nation's first responders and catastrophically injured service members. The Stephen Siller Tunnel to Towers Foundation was established in 2002 to honor the memory of Stephen Tiller, a New York City firefighter who lost his life on 9/11. The goal of the Foundation is to continue Stephen's legacy through its programs that support our nation's first responders and catastrophically injured military service members.

"We're honored that General Motors chose our Northeast Auction to sell this historic Corvette in support of the vitally important Stephen Siller Tunnel to Towers Foundation," said Craig Jackson, chairman and CEO of Barrett-Jackson. "Where one chapter ends, another begins. The sale of this final production C7 Corvette Z06 will be the opportunity of a lifetime to own a piece of automotive history. While it marks the end of an era, it also ushers in the beginning of the next generation of America's favorite sports car."

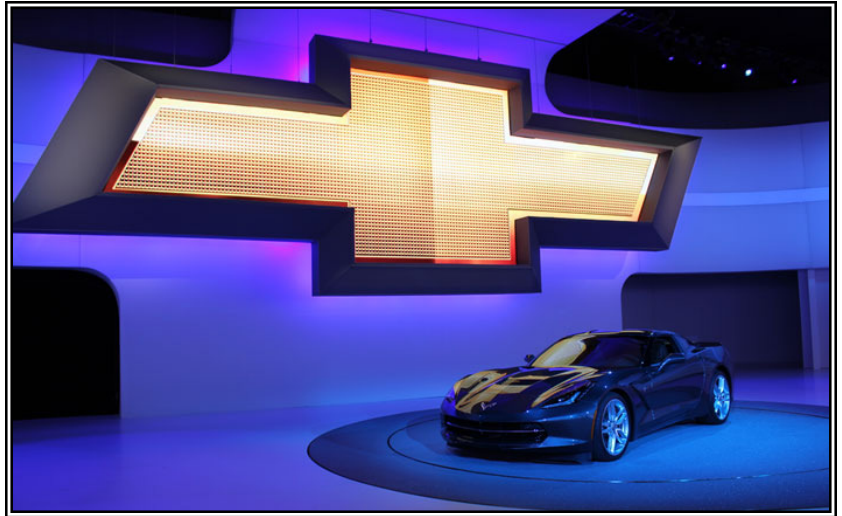
The Black Corvette Z06 that is shown here in pictures and that will be on the Barrett-Jackson auction block is only a representation of the final Corvette that will be built at a later time. We estimate that C7 Corvette production could run through September and so far the Corvette Team has been tight-lipped

about its plans for winding down the 7th generation as it prepares to start production of the C8 Corvettes perhaps by the end of the year.

“General Motors and Chevrolet are proud to honor and support the brave men and women of our Armed Forces,” said Steve Hill, GM vice president of U.S. sales and service. “With the proceeds from the auction of this Corvette, we’ll offer additional financial support for our most severely wounded veterans through the Building For America’s Bravest program.”

Guess the Color of the C8 Mid-Engine Corvette at the 7.18.19 Reveal

Looking at the calendar we see that the reveal of the next generation Corvette is just 2 months away now. With that, the speculation of where in Orange County the reveal will take place continues to grow. Along with that comes the expectation of new high-tech options and gadgetry. But what color will the car be?



Prior to the C7 launch we ran a similar poll with Torch Red coming away as the run-away winner. Low and behold, Torch Red was shown on January 13th, 2013 alongside a Cyber Gray Stingray. The following year we first saw the Z06 in Velocity Yellow and Shark Gray. The Grand Sport was also Gray when it made its Geneva debut in 2016. Finally, the big dog ZR1 showed up in Sebring Orange when it was unwrapped in Dubai in late 2017.

Looking back at the C6 reveals we see a similar pattern. The base coupe was first shown in red followed by the Z06 in yellow. The ZR1 made its debut in LeMans Blue.

If we believe that the leaked C8 Order Guide photos are accurate, we see the 2020 Corvette will come in 12 colors. Nine of the current colors, including Torch Red and Shadow Gray, will carry over into 2020. The three new colors will be Accelerate Yellow Metallic, Rapid Blue, and Zeus Bronze.

So, of the 12 choices, which color will we see when the 2020 Corvette is revealed on July 18th in southern California? Speculation around our Detroit Bureau office is that we’ll see a Torch Red car again. We think there’s also a good choice we’ll see a second car as well like we did in 2013. Since the C8 will be a major departure from previous Corvettes why not show that second car in Zeus Bronze – a color that’s a major departure from “traditional” Corvette colors?



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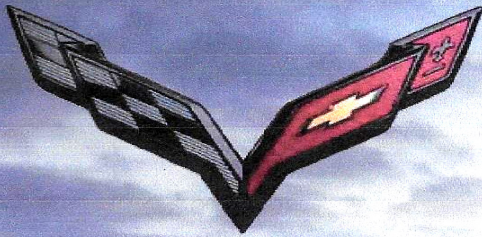
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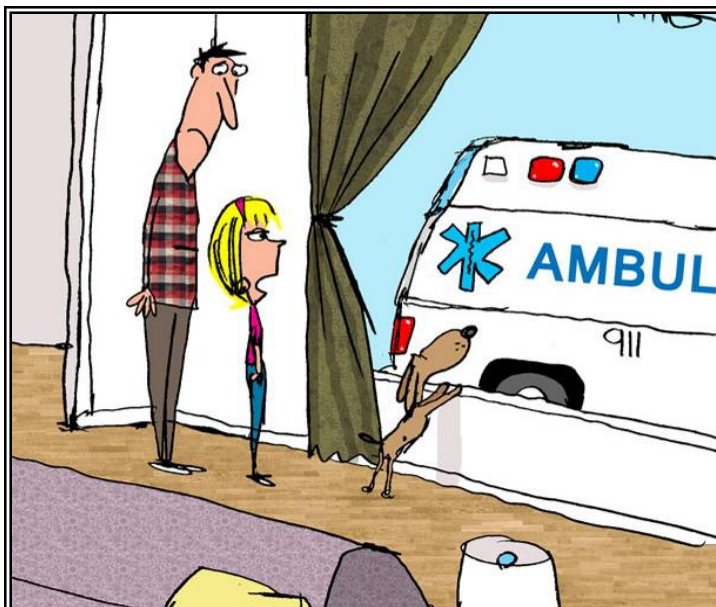
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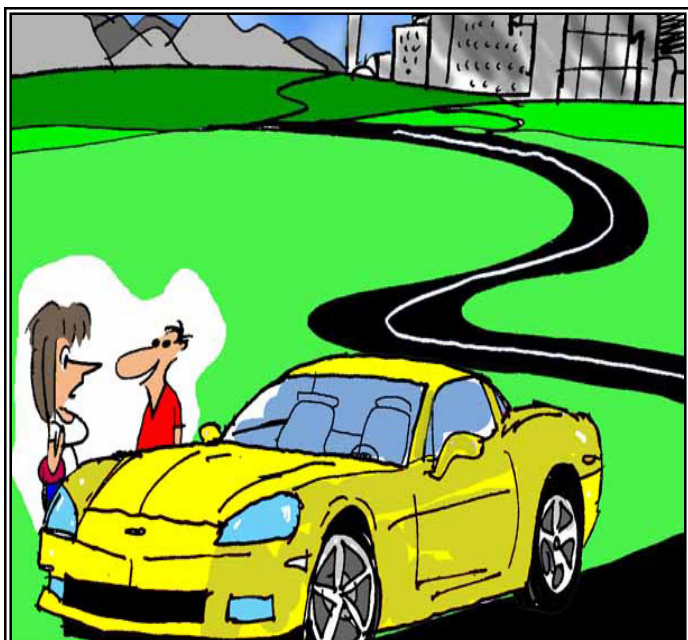
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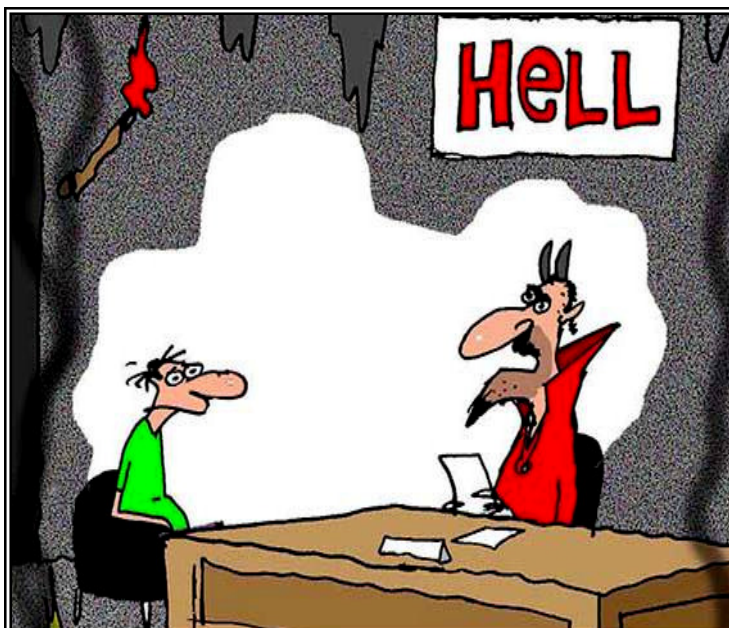
"You need to exercise, and my Corvette needs waxed. If it worked for the Karate Kid, then it can work for you."



"You didn't talk about your Corvette today, so I assumed you were sick. So I called an ambulance."



"I realize you don't want cars parking too close to your precious Corvette, but I'm not walking the 10 miles back to the store."



"Did you really think you were going to get away with slamming your door into that Corvette in that parking lot 60 years ago?"