



Desert Vettes

Palm Springs Corvette Club

December 2021

'53 Production Corvettes C1...



GT3.R Sells to the Racing Public...



No. 3 C8.R Clinches GTLM Title...



**A VERY MERRY
CHRISTMAS
and Happy New Year!**

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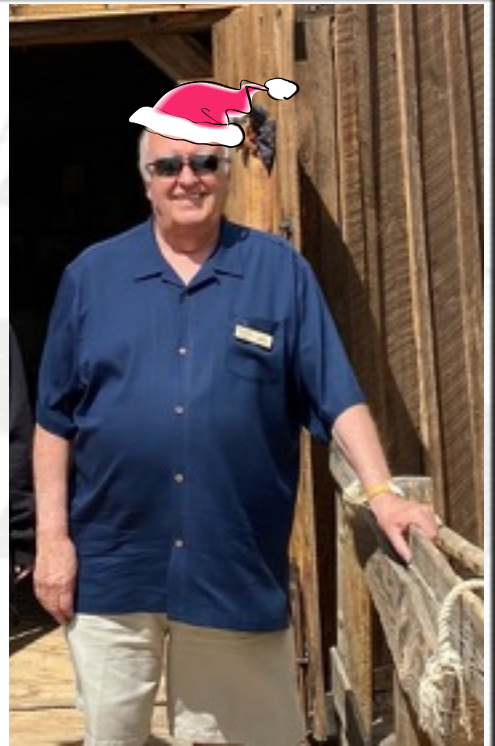
Merry Christmas and Happy New Year ! I hope you all have a great holiday season and are safe. Santa is for sure going to visit you all and your families.

Looking at the 2021 year we have had a very busy time. Traveling to places like Death Valley, racing at Chuckwalla, the lunches and dinners. We are going to again have a very busy 2022, with Dr. George show in February and our AutoCross in March. Along with again runs to some of the locations we did not get to this past year.

In closing I would like to tell each of you it has been my pleasure to serve as President and enjoyed our camaraderie, laughs and the shared experiences on our many travels.

Hope to see you all at the annual Christmas Party December 11th.

Floyd



Happy
Holidays!

**Diva's Year End Xmas Luncheon & Fashion Show at Mitch's
On El Paseo, 12/02/2021... it was a really fun event!**



Diva's Year End Xmas Luncheon & Fashion Show....



Diva's Year End Xmas Luncheon & Fashion Show....



Diva's Announced Charity of Choice 2021....

Calling all Diva's and friends - Just wanted to update all of you with the monies that w have collected for our Charity of Choice.

On recounting all our dollars the Diva's will be giving a grand total of \$1,233.00 to our charity of Choice for this year...Child Help!

Liz and I want to thank all of you for your contributions, friendship, and generally just being a wonderful caring group of women. We are proud to be a part of the Palm Springs Covette Club Diva's.

Fondly, Liz and Joyce

Child Help Indian Wells Chapter has grown these past 11 years, we now plan three fundraising events annually and have implemented our Childhelp "Speak Up Be Safe" educational prevention program in the Coachella Valley. Our Chapter's vision is that of a future where every childhood is free of abuse and neglect and no child is lost at the hands of another.

Stud Xmas Lunch...



**Check out the special of
the Day... 19 Studs at Roc
Firehouse Grill..yummy!!!!**

Another Stud Birthday...



Mike Nicol's Birthday Celebration at Panera



Funnies...Did you ever wonder???

1. Why doesn't Tarzan have a beard when he lives in the jungle without a razor?
2. Why do we press harder on a remote control when we know the batteries are flat?
3. Why do banks charge a fee on 'insufficient funds' when they know there is not enough?
4. Why do Kamikaze pilots wear helmets?
5. Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
6. Whose idea was it to put an 'S' in the word 'lisp'?
7. What is the speed of darkness?
8. Why is it that people say they 'slept like a baby' when babies wake up every two hours?
9. If the temperature is zero outside today and it's going to be twice as cold tomorrow, how cold will it be?
10. How is it that we put a man on the moon before we figured out it would be a good idea to put wheels on luggage?

Cars and Coffee Dec 4th...great turnout!!!!



Palm Springs Corvette Club

Cars and Coffee Dec 4th...great turnout!!!!



Palm Springs Corvette Club

Kindig-it's CF1 Unveils Production '53 Corvette....

It's every car designer's dream to build their own car from the ground up. Dave Kindig, owner and designer at Kindig-it Design, has always loved the 1953 Corvette, but Chevrolet's legendary sports car had some issues in its first year of production. The project started last season on *Bitchin' Rides*, but just in time to celebrate hitting the 100th episode milestone, Dave Kindig achieved his dream of building his first ground-up design car—the Kindig CF1—a carbon-fiber-bodied, V-8-powered homage to the 1953 Corvette.



The Kindig CF1 isn't some one-off (two-off?) piece of unobtainium built for a wealthy private collector, either; the cars you see here are just the first two series production Kindig CF1s to come from Kindig-it Design. That's three milestones in one episode: Dave Kindig's first clean-sheet design, Kindig-it Design's first two turn-key series production cars, and the 100th episode of *Bitchin' Rides*!

The 1953 Chevrolet Corvette was a game-changer in the American car market. In the 1950s, European cars were starting to eat up too much market share for domestic manufacturers' liking and—believe it or not—American motorsport isn't all about straight line acceleration or big banked ovals, and European cars were also dominating on American road courses. Chevrolet's response was to develop a lightweight roadster that integrated European styling cues that could hold its own on the race track against its competitors from across the Atlantic, and the plan worked—sort of.

The 1953 Corvette was a styling success, unless you looked at it from the side, where the bulging front end became very apparent. When viewed side-on, most cars taper from back to front in size (front being smaller), but the first Corvette was opposite. It didn't matter from what angle you looked at a 1953 Corvette, if you were over 5 foot, 5 inches(ish), you couldn't drive it! The cabin of the first-year Corvette is notoriously small.



Kindig-it's CF1 Unveils Production '53 Corvette....

Those were the first two issues Dave Kindig decided to address with the CF1, sectioning 3 inches out of the front end of the car and creating a more proportionate flow down the side. He also stretched the cab of the original Corvette 4 inches—without altering the wheelbase, mind you—and dropped the floor



pan under the seats to be level with the bottom of the chassis rails. Traditionally, Corvette floor pans are on top of the chassis rails, but the CF1 was always intended to be a turn-key production car and Dave wanted people of all heights to be able to fit in it.

Of course, this is Bitchin' Rides, and Kindig-it Design is known for their stance and wheel packages. Again without altering the wheelbase or track width of a 1953 Corvette, Dave increased the wheel opening size and sketched out his concept with huge 22x12-inch rear wheels. Now it was time to actually make a car.

Building a one-off car is easy. OK, maybe not easy, but when custom car builders are creating a piece of automotive art they don't have to take things like repeatability into consideration. The Kindig CF1 was intended to be a production car from the outset and that meant making jigs and molds of every custom part made by Kindig-it Design or an outside vendor, starting with the body.

Everything on the CF1 is a Kindig-it Design original that pays homage to the first Corvette. The '53 Corvette had wire cages over the headlamps, and Dave wanted to integrate that styling into the acrylic covers over the LED headlamps and daytime running lights.

As if realizing his dream of turning a unique design into a turn-key production car wasn't enough, Dave decided to unveil the first two production Kindig CF1s to the world at the largest automotive trade show on Earth, the 2021 SEMA Show, to huge acclaim. The 100th episode of Bitchin' Rides is just the end of the beginning of the Kindig CF1 (it is a production car and they've only made two so far). The birth of the CF1 started last season on Bitchin' Rides and the only place to watch it is on MotorTrend+.

Corvette Z06 GT3.R Sells to the Racing Public...

In a first for Chevrolet, a track-ready GT3.R version of the Corvette Z06 will be sold to the public for the 2024 racing season! Corvette Racing and Chevrolet just announced they will be building and selling turnkey Corvette Z06 GT3.R race cars to privateer racing customers just in time for the 2024 racing season! This is a first for Chevrolet and shows the company's commitment to racers with a package perfect for a wide variety of GT3 championships.



The new Corvette Z06 GT3.R will be the closest link yet between the production Z06 and the racing version for Chevrolet's flagship performance vehicle. The Corvette Z06 GT3.R will share the same aluminum chassis, a production LT6 engine modified for use in the race car, and have similar aerodynamic, silhouette, and dimension features as the mid-engine Corvette Z06 supercar. The Z06 GT3.R is a 5.5-liter, DOHC LT6 V8 engine with the same flat-plane crankshaft architecture that powers the Corvette C8.R. A real-world rolling laboratory, the C8.R laid the groundwork for powertrain and aero strategies that will make the Corvette Z06 GT3.R a worthy competitor in the world of privateer racing. Yep, a factory-built Corvette race car! "It's an exciting time for Corvette—first with the reveal of the production Z06 and now confirming the Corvette Z06 GT3.R for customer racers," said Mark Stielow, Chevrolet Director of Motorsports Competition Engineering. "The availability of the Z06 GT3.R will allow customer race teams the opportunity to campaign a Corvette that has benefited from Corvette Racing's rich history."

The Corvette Z06 GT3.R fits the criteria for GT3 sports car racing, which continues to grow exponentially year over year. Corvette Racing closes its 2021 season with the 10-hour Petit Le Mans on Saturday, November 13.

Additional details such as pricing and support package options will be confirmed at a later date. More information is available at Chevrolet Motorsports.

C8 Z06 Markups...

As usual, the folks at Corvette Forum are fighting C8 Z06 markups by posting who to avoid and who to buy from.

Plenty of dealers have been **marking up C8 Corvettes** since the day they landed on lots, taking advantage of a steep supply and demand curve.

Likewise, plenty of owners have capitalized on that situation by **selling their own cars for a profit**, a phenomenon that doesn't figure to end until GM can produce enough Corvettes to righten the ship. Thus, it's thoroughly unsurprising that C8 Z06 markups are reaching insane levels following **the car's reveal last week**.

As they always do, the members of **Corvette Forum** are working to provide the names of dealers that are executing these C8 Z06 markups, as well as the ones selling them at MSRP. It all started with **peter7777**, who was surprised by a markup at his dealer, which didn't charge one when he purchased his Stingray there early this year. After calling some other Bay Area dealers, he found that C8 Z06 markups there range from \$10,000 to \$25,000 and up. One member has even seen a dealer try to charge a whopping \$50k! Others have seen smaller markups in the \$5-\$10k range, but for the most part, the numbers here are astounding, though, in all fairness, we are talking about a highly desirable car. "I see a lot of flipping with this car, more so than the Stingray," said **RedC8Z06** "I see people not happy but paying the \$10k-\$20k and then flipping it for \$30k-\$50k over sticker."

On the bright side, there are some dealerships out there that are still willing to sell their C8 Z06s at sticker price. According to **elegant**, that includes Criswell, MacMulkin, and Ciocca Chevrolet, as well as Bomnin and Stingray Chevrolet, according to **ViperKiller**. Even though these dealers may be a ways away from prospective buyers, purchasing a car there and having it shipped is still far cheaper than paying most of these crazy markups. There's always the chance that a dealer could change their mind and try to charge a markup closer to delivery or even force customers to purchase profitable extras like protective coatings, but many of these dealers, like **MacMulkin**, have a good reputation in the *Corvette Forum* community. So be sure and check out **this thread**, which could quite literally save you thousands of dollars and is just another great reason to **sign up and become a member today!**



No. 3 Corvette C8.R Clinches GTLM Title...

The No. 3 [Corvette](#) C8.R squad secured a second straight IMSA WeatherTech Sportscar Championship title at Petit Le Mans on Saturday – but the 10-hour endurance race ended early for the team after Jordan Taylor crashed out at the fifth hour.



Taylor crashed on a race restart as he was coming over the hump on the approach to Turn 10 and found a gaggle of GT Daytona cars bunched together. The 30-year-old had nowhere to go and slammed into the back of one of the GT3 cars, destroying the No. 3 Corvette C8.R's front end and forcing the team to retire from the race.

“Definitely a scary moment when you come over the crest in fifth gear and everyone is stopped,” Taylor told [IMSA.com](#). “The stack-up effect is always there in (Turns) 10A and 10B; it was just way more extreme today.” Despite the hard crash, Taylor was happy to wrap up his second straight GTLM title – which, thanks to a rather large points advantage, the No. 3 team earned by simply starting Saturday’s race. The team will move to the newly established [GTD Pro class](#) next year that uses GT3 machinery instead of the higher-downforce GTE machinery that makes up the GTLM class.

“Amazing to get another championship for Antonio and I,” Taylor said. “Two in a row, and it was great to finish off the GTLM era with two championships like that.”

The No. 4 Corvette C8.R, meanwhile, ran strong all day and was in the hunt for a podium as Nick Tandy, Alexander Sims and Tommy Milner battled with the two Porsche 911 RSR entries of WeatherTech Racing. The No. 4 team’s day also came to a premature end, however, after Tandy made contact with the race-winning Mazda RT24-P prototype while running in second with just 15 minutes remaining, sending the British driver spearing off-track and forcing him to retire the car.

Corvette Racing will now turn its attention to its 2022 season, which will see the team [split its duties between IMSA and the FIA WEC](#) for the first time ever.

GM Surveys C8 Owners...Future Electric Corvette...

Would you be OK with the next **Corvette becoming electrified**? That is essentially what GM is asking current C8 owners. It has sent out a survey, or query, about what the future Corvette should be. It is obviously testing the waters for where the **Corvette** should go as the corporation heads into Electrickland.

All automakers are pretty much on the path to eliminating internal combustion-powered vehicles by the mid-2030s. GM has already announced it will have 30 new EVs between now and 2025. One of those could be what it calls an “electric sport vehicle.”

This shouldn't be confused with **the E-Ray**, which is a pending hybrid version of the C8 Corvette. That will use electric motors to power the front wheels, and an LT2 V8 to spin the rears. Prototypes **have already been spotted** in different places, so we should be seeing these by 2023.

The electric sport vehicle could mean an EV with the **Camaro** moniker. However, the likelihood is that it is the next Corvette. In a world led by SUVs and pickups of many stripes, having two sports cars with two doors probably isn't the best business plan.

Some of the questions on the survey relate to subscription services GM could offer. Things like a racetrack checklist, stealth mode, and optimizing track day battery life. This ties into carmakers' ability to update the software by utilizing that function to offer downloadable premiums. It is also an entirely new revenue stream most manufacturers are dying to tap into.

It is interesting that the entire Corvette team leadership was reassigned to EV development over a year ago. Since the Corvette team is now doing EVs, maybe the next Corvette will be guided by a team of EV engineers. In other words, the same people doing the same development wearing different hats. On average, each generation of Corvette spans roughly seven or eight years. **When 2022 arrives** in a few weeks, this will put the current C8 right in the middle of its lifespan. So we're only looking to 2025 or 2026 before we can expect an entirely new C9 Corvette.

GM Surveys C8 Owners...Future Electric Corvette...

With development time taking about three years, all of this comes into better focus. The time is now for the first salvo toward that development. And this also ties into GM's commitment to those 30 new EVs by 2025.

But there is nothing that says **GM must replace the C8** with the next generation of Corvette. The C8 is so popular and is at the peak of GM ICE technology, that it could be produced alongside the C9. Run out the current model until sales don't justify production, then phase it out. That way, everyone that wants a new ICE Corvette can buy one.

But with a compelling C9 EV, and with the world dominated by electric vehicles by that time, GM shouldn't, and probably wouldn't, be afraid to pull the wraps off of a completely electric 'Vette. And running the two together would be great fodder for enthusiasts and marketing peeps alike.

RELATED: Does This Really Mean Chevy Is Doing A Corvette SUV?



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Leaked 2023 Z06 Performance Numbers...

Leaked 2023 Chevrolet Corvette Z06 Performance Numbers Make It Quickest Vette Yet

Chevy is making some bold claims for the new C8 Z06.



Chevrolet has already told us that the new 2023 Chevrolet Corvette Z06 is easily the fastest Corvette the team has ever tested, but it's left the "How fast is it?" question entirely up to our imaginations. Until now. An eagle-eyed CorvetteForum member spotted a display placard for the new Corvette Z06 showing GM's 0-60 mph and quarter-mile claims for its new 670-hp supercar.

According to the official-looking display, Chevy claims that the new Corvette Z06 will zip from 0-60 in just 2.6 seconds and on through the quarter in 10.6 seconds (no trap speed was given). That would make the new Corvette 0.2 second quicker to 60 mph and 0.5 second faster in the quarter mile than the quickest C8 Corvette Stingray Z51 we've tested. It's worth mentioning our long-term 2021 Corvette Z51 is slightly slower, needing 3.1 seconds to hit 60 mph and running the quarter in 11.4 seconds at 120.4 mph. More important, if those claimed numbers hold up, that would make the new Corvette Z06 quicker than the C7 Corvette ZR1; the last ZR1 we tested hit 60 mph in 3.0 seconds and ran the quarter in 10.8 seconds at 133.1 mph.

The 2023 Corvette Z06 is powered by a new mid-mounted 5.5-liter V-8 making 670 hp and 460 lb-ft of torque, which drives the rear wheels through an eight-speed dual-clutch automatic. The roughly \$80,000 supercar is slated to hit dealers in the second quarter of 2022, meaning we should get an opportunity to test those performance claims sometime come spring.

Although the Corvette Z06 ought to be the quickest Corvette on the streets when it goes on sale, its reign likely won't last long. The long-rumored (and commander-in-chief confirmed) electric Corvette E-Ray, plus a hybridized Corvette ZR1, are both expected to hit the streets within the next few years.

Chinese to Mass Produce Flying Cars...

Chinese electric-vehicle startup Xpeng introduced a flying car over the weekend, which the company says it plans to mass produce by 2024.

The Xpeng X2 vehicle is being developed by affiliate HT Aero, a flying car startup, which raised over \$500 million in its latest funding round last week.

The low-altitude flying car has a steering wheel for driving on roads as well as a single lever for flight modes, according to TechCrunch.

According to a Xpeng website post, the X2 features rotors that can be folded away when the car is operating on roads and expanded when the vehicle is flying. It can seat two people. Xpeng is touting the flying car for use in urban settings, like going from the airport to the office. The vehicle has a maximum flight time of 35 minutes.

The NYSE-listed electric-vehicle maker plans to sell the car at a price point below 1 million Chinese yuan (\$157,000), according to Techcrunch, citing CEO He Xiaopeng.

Also known as electric vertical takeoff and landing vehicles, such air taxis are not commercially available yet, but a study released in July by credit broker Pentagon Motor Group estimated the first flying cars would cost more than £535,831 (\$738,000).

Flying cars have captured the attention of vehicle makers and investors, with giants like General Motors, Toyota, and Hyundai among those in the race. But even as more companies turn their attention to flying cars, challenges remain, including battery technology and safety standards, Insider's Eric Adams reported in January.

Xpeng, which is one of Tesla's closest rivals in China, released an electric sedan earlier this year that undercut Tesla's pricing by more than a third. The Chinese company has been recording record growth in China this year: It said it delivered more than 30,00 vehicles in the first half of 2021, a year-over-year increase of 459%.



The Night Before Christmas...Corvette Style!!!

'Twas the night before Christmas and out in the garage,
There wasn't a trace of a Honda, Toyota, or Dodge.
The presents were wrapped and the lights were all lit,
So I figured I'd mess with my classic Corvette for a bit.
I popped the release and lifted the hood,
When a deep voice behind me said "looks pretty good."
Well, as you can imagine, I turned mighty quick,
And there, by the workbench, stood good ol Saint Nick!
We stood there a bit, not too sure what to say,
Then he said "don't suppose that you'd trade for my sleigh?"
"No way, Santa" I said with a grin,
"But if you've got the time we can go for a spin!"
His round little mouth, all tied up like a bow,
Turned into a smile and he said "Sure! Let's go!!"
So as not to disturb all the neighbors' retreat,
We quietly pushed the Vette out to the street,
Then, taking our places to coast down the hill,
I turned on the key and I let the clutch spill.
The sound that erupted took him quite by surprise,
But he liked it a lot, by the look in his eyes.
With tires a' screaming and side pipes aglow,
We headed on out to where the hot rodders go.
And Santa's grin widened, approaching his ears,
With every shift up as I banged through the gears.
Then he yelled "can't recall when I've felt so alive!"
So I backed off the gas and asked Santa if he wanted to drive.
Ol Santa was stunned when I gave him the keys,
When he walked past the headlights he shook at the knees!
The Corvette exploded with side exhaust sound!
And when Santa let out the clutch and the tires shook the ground!
Power shift into second, again into third!
I sat there just watching, at loss for a word,
Then I heard him exclaim as we blasted from sight,
"Merry Christmas to all, it's one heck of a night!!!"



2022 Dr George Charity Car Show...

When: February 12, 2022

Where: Indian Wells Tennis Gardens

The registration process is the same as last year so, you can go to Palm Spring Cruising Association website and click on Dr George Show register or use this link:



Registration is now open! <https://drgeorgeshow2022.eventbrite.com>

Our Palm Springs Corvette Club has supported this great cause for a number of years and I am sending this information notice out to gauge the interest in supporting this great cause again in 2022. Entry is \$55.00 the same as 2019.

Further details will follow but if the Club wants to attend, you will need to register by December 1st, 2021 as there is a limit of 1.000 vehicles.

Email mjsmith3@shaw.ca if you need help registering online.



PSCC 2021 Autocross...put it in your calendars!!!

The Palm Springs Corvette Club Presents the
22nd Annual
Fall Fling
AUTOCROSS
Benefitting the Boys & Girls Club of Cathedral City

Dates: November

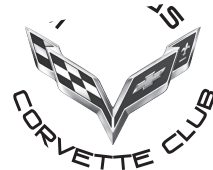
March 11th (Setup 10am - 3pm)
Autocross March 12th & 13th...
Revised Dates Confirmed!!!

No entry fee for cars not in the event

No entry fee for active Military but must pay for autocross runs.

- Valid drivers license and proof of insurance required.
- Helmets are required for all participants.
(Limited number of loaner helmets available)
- Vehicle is limited to one driver with one passenger only.

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For additional information visit: www.palmspringscorvetteclub.com

PSCC has annually for 22 years utilizes the Autocross to support the Boys & Girls Club of Cathedral City. COVID cancelled our plans but we are confirmed and planning for the event to GO March 2022! Therefore, we will need as many members as possible to make this a success so please put these dates in your calendar so we can continue our great support! Thanks Mike Smith.

Down the Road....

Every Saturday Cars & Coffee

Dec 11 PSCC Xmas Dinner and Dance

Dec 25 Merry Christmas

January 1 Happy New Year

January 11 Club Meeting
Jessup's

January 20 Dinner Nite Out

January 28 Diva & Stud
Lunches

Feb 8 Club Meeting Jessup's

Feb 12, 2022 Dr George Car
Show

March 11 (Setup) 12 & 13
PSCC 22nd Annual Autocross
CONFIRMED!

Happy
Holidays!

Check the [National Corvette Museum](#) emails/website for activities and offerings near you!



Collecting for Ronald MacDonal House...

Reminder that we ask PSCC Members to collect toiletries from motels, soaps, shampoos and can pull tabs for the Ronald McDonald House in Loma Linda. This is a great cause and saves you throwing them in the recycle or garbage. Just put them in a bag and bring them to each meeting for Vicki and Mike Nichols. The kids will thank you so much, and Ronald will too!

