



Desert Vettes

Palm Springs Corvette Club

PSCC Team Run to Prescott AZ...

July 2021



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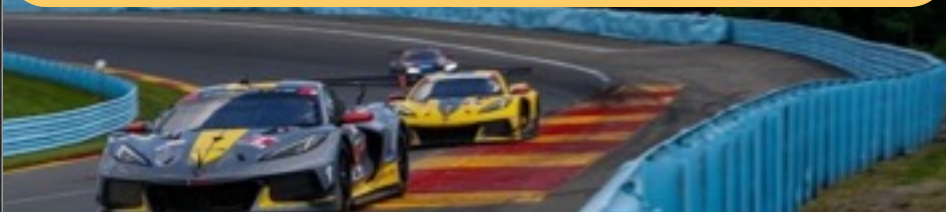
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President's Message....

I hope that everyone is surviving the summer heat.

We are able to have our Stud Lunch, Diva Lunch and DNO with good attendance.

The July run is not finalized as of yet but should be by the Monthly Meeting July 13th.

August's run plans are to go to John Babashoff's house in Big Bear for a Barbecue on August 21st.

Some future plans for runs are:

7/24 Frankie Valle Tribute Show

8/21 John Babashoff's BBQ Big Bear

10/26 Death Valley Run 3 days 2 nights

Unfortunately we had to cancel our participation in the July 3rd Fourth of July parade in Idyllwild due to late coming information and low participation. Next year we should get information on a more timely basis for our members to plan.

Once again we are able to have our meeting indoors at Jessup.

Look forward to seeing you there. Stay safe and cool.

Keep them wound up!!!

Floyd



Palm Springs Corvette Club Sponsors....



Jessup Auto Plaza was established in 1938. It is the premier family-owned and operated dealership in Cathedral City. We've served the Palm Springs, Indio and La Quinta CA Buick, Chevrolet, Corvette, Cadillac drivers for 80 years with new and used vehicles, service and financing. Make it a point to have a look at our inventory online at <https://www.jessupautoplaza.com>. or visit us at 68-111 E Palm Canyon Drive Cathedral City CA.



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NEWSLETTER SUBMISSIONS: Articles, letters, jokes, photos, event ads and classified ads are encouraged from the membership. Please send to Mike Smith via mjsmith3@shaw.ca by the deadline of the first of each month.

Corvette Facts...Did You Know....

in 1968, all Big block manifolds were redesigned to actually sink into the lifter valley as the hood clearance was less than the '67 and earlier models. As such, a 1965 to 1967 big block intake manifold won't fit in a 1968 or newer Corvette with a stock hood and air cleaner.

The exception to this was, L-88. It retained the high rise manifold and also received a special hood, which was externally different to the regular big block hood.

Palm Springs Corvette Club Charities We Support ...



**Boys & Girls Club
of Cathedral City**

ALS
ASSOCIATION

**Golden West
Chapter**

Diva Lunch was held LOS ARCOS in La Quinta with 22 Diva's attending!

Stud Lunch was held at the Yard House but there was so much chatter they forgot photos!

Joyce Sosebee's House July 4th...Amazing!!!



PSCC Run to Prescott AZ...



Palm Springs Corvette Club

PSCC Run to Prescott AZ...



PSCC Run to Prescott AZ...



Corvette Racing Wins 6 Hours of the Glen...

The No. 3 [Corvette](#) C8.R of Antonio Garcia and Jordan Taylor won Sunday's running of the Sahlen's Six Hours of The Glen, giving the American team its first win at Watkins Glen International since 2014.



Garcia started the race for the No. 3 team, leading the GTLM field to green from pole position and working with the No. 4 Corvette C8.R sister car to maintain the team's lead over the No. 25 and No. 24 BMW entries – the only other cars competing in the GTLM class.

The race was turned on its head early into the sixth hour when a caution came out for the crashed No. 8 LMP2 car of Gabriel Aubry. The yellow flag bunched the five-class grid together on the tight 3.4-mile road course, setting up a frenetic sprint to the finish that forced Garcia to defend hard against the No. 24 BMW M8 GTLM of John Edwards. The Corvette and M8 sliced through slower traffic and dodged fast-moving DPis as they raced to the chequered flag, with the [Chevy](#) beating the BMW to the line by just 0.845s. "It was a flat-out fight," Garcia told [IMSA.com](#) post-race. "All the classes got together with two laps to go. Fortunately, there were no crashes, no yellows and (I) managed to stay ahead and bring Corvette another victory here. It's been a long time since the last one."

"It's bitterly disappointing," said Tandy. "We put ourselves in position as a team to have what looked like a pretty comfortable 1-2. Up to the point, the way the guys managed the race – the pit stops, how the engineers set the car up for the race – had us absolutely flying. A few laps before the last yellow, I felt something strange on the car and we'll have to investigate what happened. We're disappointed, but there are a lot of positives to go into next week with."

IMSA will remain in the paddock at Watkins Glen this week ahead of Friday night's Watkins Glen International 240 sprint race, which will go green at 6:05 p.m. [Click here](#) for full results from the Sahlen's Six Hours of The Glen.

GM Shakes Lithium with Geothermal Project...

General Motors Co is investing in a U.S. lithium project that could become the country's largest by 2024, making the automaker one of the first to develop its own source of a battery metal crucial for the electrification of cars and trucks. The deal, announced on Friday, comes as automakers around the world scramble for access to lithium and other electric vehicle (EV) metals as internal combustion engines are phased out.



Detroit-based GM said it will make a “multimillion-dollar investment” in and help develop Controlled Thermal Resources (CTR) Ltd's Hell's Kitchen geothermal brine project near California's Salton Sea, roughly 160 miles (258 km) southeast of Los Angeles. “This will supply a sizeable amount of our lithium needs,” said Tim Grewe, GM's director of electrification strategy.

The company declined to be more specific on its investment amount, but said the project's lithium will be used to build EVs in the United States and that GM engineers and scientists will visit the site once pandemic-related travel restrictions end.

While other automakers, including China's Great Wall Motor Co and BYD, have invested in lithium producers before, none appear to have taken such an aggressive step to be part of the production process, as GM is taking with CTR. The move could spark other automakers to follow suit with similar partnerships, especially as demand for the metal is expected to outstrip supply by 20% within four years, according to industry consultant Benchmark Mineral Intelligence.

The Hell's Kitchen project could be producing 60,000 tonnes of lithium - enough to make roughly 6 million EVs, depending on design - by mid-2024 if all goes as planned, said Rod Colwell, CTR's chief executive. The company expects to obtain federal environmental permits by the end of next year. That output would make CTR's Hell's Kitchen the largest U.S. producer of the white metal, with production roughly twice as much planned by a rival Nevada project from Lithium Americas Corp. “There's a great window of opportunity here to develop more lithium in the United States,” Colwell said.

The announcement comes two weeks after GM boosted its electric and autonomous vehicles budget by 75% to \$35 billion.

Warren Buffett's Berkshire Hathaway Inc operates geothermal power plants at the Salton Sea and has in the past studied ways to produce lithium there. The Salton area is estimated to contain more than 15 million tonnes of lithium, according to the U.S. Geological Survey.

GM Announces 2022 Special Edition C8's...



Chevrolet will only release 1,000 of these special edition Corvettes, which resemble the No. 3 and No. 4 Corvette C8.R race cars. They were designed to celebrate the mid-engine Corvette's C8.R's inaugural 2020 season, when Corvette Racing swept the IMSA's sports car championship series with six wins and seven pole positions.

The 2022 Corvette Stingray IMSA GTLM Championship Edition, based on the 3LT trim with Z51 performance package, includes Corvette Racing-themed graphics packages.

GM Not Accepting Anymore 2021 C8 Orders...

According to a letter to dealerships, Chevrolet has cut allocation and will not be accepting any more orders for the 2021 model year C8. The letter states "General Motors has had to make an adjustment in the number of Corvette Stingrays available for the 2021 model year."

With all the production stoppages during the 2021 C8 build, GM had only two options, 1) stick with the original end date for the 2021 model year, or 2) push the start date for the 2022 out and keep building the 2021 model. Closing order books and limiting production of the C8 to only orders that are already booked with an accepted status.

Customers with an unaccepted order at their Chevrolet dealership for a 2021 will need to change their order to a 2022 model year Vette. The 2022 Corvette will start at \$62,195, including the destination charge (\$1,200 increase over the 2021). The 2022 C8 also gets a new "enhanced" Active Fuel Management system, but the power stays the same.

C8 - C7 Comparison...

In *GM Authority's* latest side by side design comparison, we're looking at two vehicles which share the same nameplate but represent (very) different generations – a [2021 Chevy Corvette C8](#)



Stingray and one of its immediate predecessors, a 2019 [Corvette](#) Grand Sport. For the sake of simplicity, the C8 pictured here is the car with the Accelerate Yellow Metallic paint, while the C7 is the one painted white.

Although they are both low-slung high-performance coupes, the designs of the C8 and C7 differ in many ways. There are two major reasons for this. One is that the C8 is the first [mid-engine Chevy Corvette](#). The mechanical parts are of course hidden from view, but the very different location of the engine compared with the C7 has an inevitable influence on the exterior design.

The other is that auto design in general evolved in the six years between the introductions of the two models. As we will see, the [Chevy Corvette C8](#) has styling elements which might have looked fussy back in 2014, but are more familiar today.

This is immediately obvious even from a restricted, road-level view of the two Corvettes' front ends, as shown above. The C7 has a single air intake of an almost quadrilateral shape, though in fact a tweak at each lower corner means that it is in fact six-sided. By comparison, the C8 has three lower grilles covering a much larger area. The largest of these, in the center of the fascia, is separated from those on each side by diagonal lines which move inward and upward from the bottom to the top.

The C7's hood has a pronounced bulge in it to clear the top of the V8 engine, translating to very pronounced levels of surface development. This is not necessary – and was not retained even for styling purposes – on the C8, whose engine resides several feet behind its location in the C7.

C8 - C7 Comparison...

The driving lights on the C7 predominantly run along the lower edge of the headlight units, but kick up as they head toward the sides of the car, creating a hockey stick pattern.



Meanwhile, each headlight on the C8 has two sets of driving lights / daytime running lights, one running along the top inner edge and another that takes a much shorter and almost vertical route on the outer edge. Also notable is the contrast in size of the Corvette logos on the two cars – large on the C7, considerably smaller on the C8.

From a side view, the changes that Chevrolet was obliged to make to the [Chevy Corvette](#) design due to the different mechanical layout become very obvious. In the C7, the passengers sit very far back, due to the position of the engine up front and nothing of comparable size behind it. The car, therefore, has a very long hood and “cab-rearward” proportions in comparison with the C8, which has what was once called a ‘cab forward’ look because in this case the engine effectively pushes the passenger compartment toward the front. Whereas the two C7 occupants sit almost near the rear wheels, their counterparts in the C8 sit roughly in the middle of the car.

For obvious reasons, the air intakes/outlets are entirely different between the two models. The C7 has an air outlet / extractor behind the front wheels, from which heat and turbulent under hood air is expelled from. It is followed by a small intake behind the doors, just ahead of the rear wheels. There is no corresponding front outlet in the C8, because it doesn't need one, but a very large intake that sends air into the engine compartment can be seen at the rear.

In each case, the roofline is at its highest above the passengers' heads. Since the passengers in the C8 sit so much further forward, this gives it an advantage, since the roof has far more space to complete its slow descent to the rear of the car, and leads into a flatter panel behind the engine compartment. It is also very likely that the C8, therefore, has an aerodynamic advantage over the C7, at least at the rear.

C8 - C7 Comparison...

The layout of the C7 made it obviously challenging for Chevrolet designers to provide enough window space for good rear visibility. This should not have been much of a



problem on the C8, but it seems that Chevrolet turned down the opportunity and made that rear-side visibility worse than it was on the C7. Partly to blame are the latest automotive styling trends, which seem to prioritize more aggressive design over outward visibility. Clearly, this [has not impacted](#) C8 [Corvette sales](#) in the slightest.

The rear fascia design of the C8 is far more complex than that of the C7. This may also be partly due to fashion, though the C8 also requires more space for the two air outlets / extractors, which the C7 also has, albeit in a smaller size. The rear license plate on the C8 is mounted much higher, which has made it impossible to include the Corvette cross flags logo. Seemingly to make up for that, the Corvette lettering is larger on the C8 than on the C7.

As discussed in a [previous GM Authority article](#), both Corvettes demonstrate a rear lighting design philosophy of combining horizontal and vertical elements. The details vary considerably among Chevrolet models, but the basic principle is the same throughout the range. In the C7, it is seen in one pair of hockey stick shapes on each side of the car. In the C8, the shape is more complex, with a horizontal element which changes direction twice at the side of the vehicle through two slightly obtuse angles. This makes the lighting almost turn back on itself, and produce an arrow effect.

And yet despite the multitude of differences between the design of the C7 and C8, both sports cars are clearly and instantly recognized as Corvettes, which speaks to the ability C8's designers to bring the Corvette into the 2020s while maintaining its unique styling identity.

Tom Peter's RestoMod...

"Everybody remembers their first ride in a Corvette," says Tom Peters. "For me, it was a 1968... that I caught a ride in on the way home from work one day as a teenager."

Peters was caddying at a Minnetonka, Minnesota, country club and says that, while brief, the quick encounter left a lasting impression. "It was only about a mile or so in that car," he says. "But the way I sat down in that interior, looking out over the long nose and arching front fenders—it all just burned into my brain. It was inspiring."

Peters also established the final theme for the landmark, mid-engine Corvette Indy concept that debuted in 1986 and featured a GM Lotus-Ilmor 32-valve racing engine. GM and Lotus would, of course, later partner on the development of the '90 Corvette ZR-1, which featured a 32-valve, DOHC 5.7-liter V-8 of its own.

Starting with a contemporary Chevy Performance ZL1 aluminum cylinder block, Rinke's shop scratch-built a period-perfect "Rat" engine with forged internals and Edelbrock aluminum heads, then topped it with an Inglese individual-runner EFI system. Aesthetics being everything to a designer, Peters had the system fitted with classic-looking Kinsler velocity stacks that were individually trimmed to ensure they were not only perfectly even, but protruded from the L88-style hood with just the right presence.

It's a very easy car to drive, and the power comes on instantly," says Tom. "I love that it feeds the senses—the look, sound and feel. It's everything. And with the top off, you hear the stacks drawing air when you put your foot down. It's just what was simmering in my mind over the years."

It's that vision thing. We can all be glad Tom Peters nourished it for so many years in the studio—and, with this '69 roadster, in his personal garage.



Largest Corvette Dealer Kerbeck Sells Out....



Kerbeck Corvette, the world's largest [Corvette](#) franchise, has been sold to Pennsylvania-based dealer group Ciocca Dealerships.

Located in Atlantic City, New Jersey, Kerbeck Corvette has been the largest dedicated Corvette dealership for the past 27 years. Ciocca Dealerships purchased the storefront this week, along with the adjacent Kerbeck Chevrolet Buick GMC and Kerbeck Cadillac storefronts that sit on the same plot of land on Atlantic City's south side.

According to data compiled by *Corvette Blogger*, Kerbeck Corvette sold 866 examples of the [Chevy](#) Corvette in 2020 – making it the largest Corvette dealer by sales volume on the planet. Mac Mulkin Chevrolet Cadillac in Nashua, New Hampshire was second at 778 units, followed by Les Stanford Chevrolet Cadillac in Dearborn, Michigan at 321 units.

Redneck Book of Tips....

- Never take a beer to a job interview.
- Always identify people in your yard before shooting at them.
- If you have to vacuum the bed, it is time to change the sheets.
- Even if you're certain that you are included in the will, it is still considered tacky to drive a U-Haul to the funeral home.
- Do not allow the dog to eat at the table no matter how good his manners are.

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



BOYS & GIRLS CLUBS
CATHEDRAL CITY

EVENT OPEN TO
ALL VEHICLES

regardless of make

Dates: **November 13 & 14, 2021**

Place: **Riverside County Fairgrounds**

Located at Hwy 111 and Arabia in Indio
(Enter on Dr. Carreon at back entrance of fairgrounds)

Time: **9:00 am – 4:00 pm**

Prices: **\$20 entry fee** per day, per car
Entry fee includes one free run on autocross course.

\$8 per run or 3 runs for \$20

For additional runs in autocross.

SUPER VALUE PACK!*

A total of 18 Runs! A \$144 Value for only **\$100!**

*Includes use of special VIP staging lanes!

Parking: **\$5** 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.
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PSCC has annually for 22 years utilizes the Autocross to support the Boys & Girls Club of Cathedral City. The March event last year was cancelled and again this March due to COVID. We are presently booked for November 12th, 13th and 14th assuming COVID is eradicated. I am planning for the event to GO! 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....

July 13 PSCC Club Meeting
July 16 Corvette Racing Lime Rock
July 17 Cars & Coffee
July 15 Dinner Nite Out
July 30 Diva & Stud Lunches
Aug 10 PSCC Club Meeting
Aug 19 Dinner Nite Out
Aug 27 Diva & Stud Lunches
Oct 26-28 Run to Death Valley
Oct 30 Palm Springs Air Museum
Charity Car Show
Nov 12,13 & 14 PSCC 22 Annual
Autocross
Dec 11 PSCC Xmas Dinner and
Dance
Feb 12, 2022 Dr George Car Show

Check the National Corvette Museum emails/website for activities and offerings near you!

Memory Question & Answer.....

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

A- The Mustang



Collecting for Ronald MacDonald 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!

