



Desert Vettes

Palm Springs Corvette Club

June 2022

**On this day June 30, 1953
The First Corvette**



Rolled Off the Assembly Line

Electric Corvette...Dream Baby..



Kimi VTD KIDS

HAGERTY | Media



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President's Message....

During the summer months our actives are somewhat abbreviated due to overall travel expenses and availability of destinations. We have a day run to Rainbow Oaks Restaurant in June. As of now is scheduled for July other than the 4th of July Parade in Idyllwild. Any ideas for a July run will be welcomed.

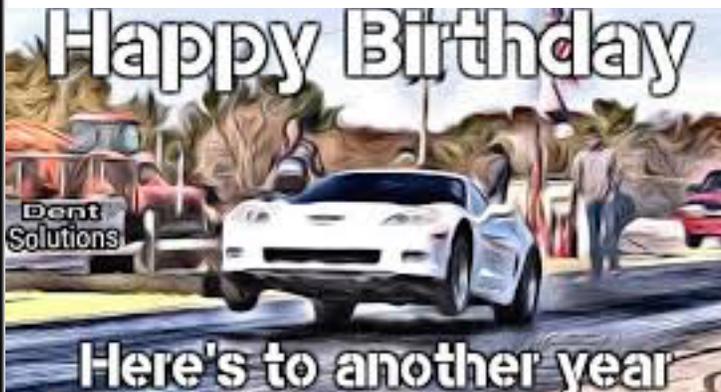
In August there is a run to Cambria, Solvang and Simi Valley visiting several museums along with the Regan Library.

We are planning a car show in October and now have secured a location at the Southwest Church at the corner of Washington and Fred Waring. We will be looking for volunteers to help with the event. I will be discussing in greater detail at the June 14th meeting.

What ever your plans are for the summer be safe and keep those Corvettes running down the road.

Happy Father's Day!

Floyd



Palm Springs Corvette Club Executive....

President... Floyd Marcoe

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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....

The convertible was discontinued after the 1975 model year and would not reappear until 1986. GM cited declining sales for convertibles (only 4629 units in '75) and safety concerns as reasons for killing the ragtops.

1976 Corvette used the same steering wheel as a Chevrolet Vega for the "Sport Steering Wheel" Option!

Due to stricter emissions standards, California Corvette buyers could not opt for the L82 engine in 1976.

1977 was the last year for the notch back roof line.

Palm Springs Corvette Club Charities We Support ...



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On this day June 30, 1953
The First Corvette



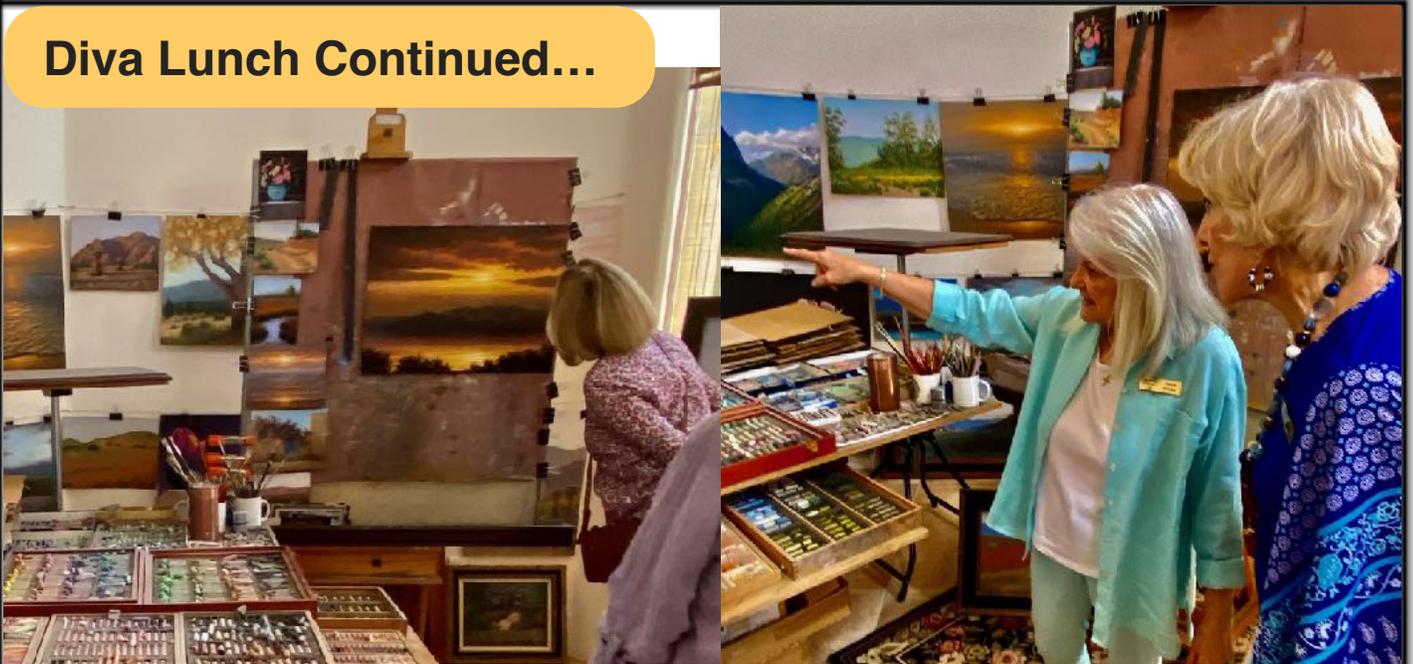
Rolled Off the Assembly Line



May's Diva Luncheon had 19 Divas and started with a great lunch at the Citrus Club in LaQuinta followed by dessert and "Art" by Gwen Novak at her home/studio ...



Diva Lunch Continued...



Stud Lunch at J's Deli (Old Manhattan Deli) was Great too!!!



Happy 69th Birthday Corvette



PSCC Run to Mountain Center...



HAPPY BIRTHDAY



CORVETTE

Happy 69th Birthday Corvette



GM's C8 Track Alignment Burns Tires Faster/Unevenly...

General Motors smartly designed the C8 Corvette to be easy to set up for **track duty** in a number of ways, as it obviously understood that's precisely where the car truly shines.



Many owners are taking advantage of this, particularly the latest Corvette's **track alignment** settings, which are provided via the owner's manual. As any reasonable person might imagine, these settings are optimized for the track (hence the name) and that's clearly stated in the manual. But what would actually happen if you leave your C8 Corvette in track alignment and then drive it on the street? Well, we're curious to know, and luckily, *MotorTrend* did it for us.

MT notes right off the bat that leaving the C8 Corvette in track alignment will cause its tires to wear faster and unevenly, so it's obviously not something that you'd really want to do, unless you work for or invest in a tire company. In this case, the long-term tester was put in track alignment with 1,979 miles on the clock, and once *MT* hit 11,589 miles, it says the car's Michelin Pilot Sport 4S tires were "down to the cords."

For a nearly \$2k set of tires that's warranted for 15k-20k miles, that's not particularly great, as leaving the car in track alignment quite literally shred 30-60 percent of the rubber's life span. But the excessive negative camber called for in the track settings also ensured that the insides of the tires were severely worn, reaching an unsafe state that's difficult to even see given how low the **C8** sits to the ground.

Of course, this may all seem quite obvious, but we wouldn't blame someone for wanting to leave their C8 in track alignment for a while, particularly if they hit the track on the weekend and drive sparingly during the week. After all, paying a shop to do an alignment costs money, but then again, so do tires, so perhaps it's best to change these settings back when the car is going to be driven on the street for any lengthy period.

Electric C8 Corvette Spotted???

Earlier in the week, GM dropped a new [teaser video](#) showing the upcoming [Corvette E-Ray](#) accelerating hard on snow, giving us a peek at the onboard all-wheel drive system in action. Critically, GM President [Mark Reuss](#) confirmed that The General would offer a “fully electric, Ultium-based Corvette in the future.” Unfortunately, this simply raises more questions – what form will this new electric Corvette take? And when can we expect to see it?



As *GM Authority* has covered previously, a fully electric powertrain was not part of the initial product plan for the [C8 Corvette](#). As such, an electric Corvette C8 is highly unlikely, unless of course GM changed its mind. If that’s the case, engineers must now figure out a way to stuff [Ultium batteries](#) [Ultium drive motors](#) into the C8 architecture, a project that would be both complex and costly.

Moreover, GM’s Ultium batteries and motors were never designed to be shoehorned into an existing platform. Rather, GM’s overarching approach to vehicle electrification has been in the creation of new EV-dedicated platforms, such as [BEV3](#), which underpins models like the [Cadillac Lyriq](#), and [BT1](#), which underpins models like the [GMC Hummer EV](#). These new EV-centric architectures enable GM to turn a profit on electric vehicles, as they were developed and planned from the ground up to do exactly that.

By contrast, the full electrification of the C8 platform would entail stuffing the engine bay with batteries, which is less than ideal. Alternatively, batteries could be mounted up front and in the rear. However, the battery pack would *not* be mounted the passenger cell. All of this would be difficult to engineer without impacting the Corvette C8’s ride and handling.

There’s even more to throw against this idea. The Corvette C8 is produced exclusively at the [GM Bowling Green plant](#) in Kentucky, a facility that already requires adaptation to fit hybrid components for the upcoming E-Ray and Zora variants, while a fully electric Corvette C8 would require *further* retooling. And that’s a lot of work for a relatively small plant that’s already [struggling to fulfill demand](#).

In our humble opinion, a fully electric Corvette C8 is the least likely scenario here.

C9 Next-Gen???

Well, take a look at this baby.....

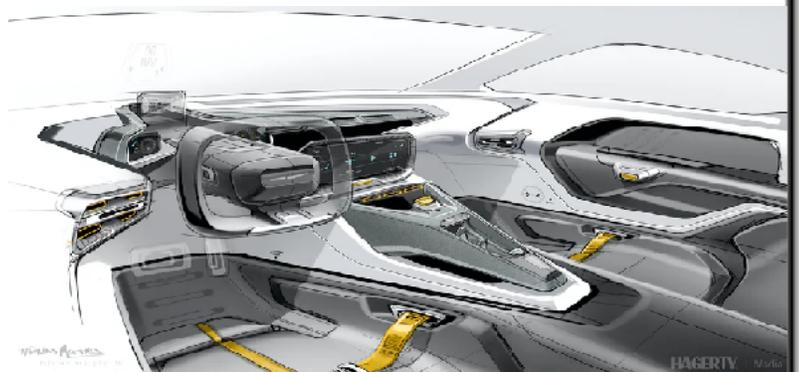


Another possibility is the introduction of a fully electric Corvette for the [next-gen C9](#), which is still several years away. Nevertheless, a model like this would be fully engineered to incorporate Ultium components right from the get-go. Incidentally, GM has said that an electric Corvette “would follow,” the E-Ray, but declined to specify a timeframe. As such, a new C9 model could possibly offer both electric and ICE powertrains, although we’re just speculating at this point.

During a comprehensive overhaul of its product development group, most of the Corvette engineering team was reassigned to GM’s Autonomous and Electric Vehicles organization. Chevy recently began polling C8 owners about their interest in an “electric sport vehicle.”

What follows is our informed speculation about the next-generation Corvette—the C9—that promises pure-electric battery power. Yes, it’s a ways off, but we’re betting that some of our dream will come true by the time the clock strikes 2030. By then, today’s GM bosses—Corvette’s global chief engineer Tadge Juechter, GM President Mark Reuss, and Barra—will be retired and sipping umbrella potions.

Our thinking here is perhaps optimistic—lofty even, in certain ways—but it is rooted in both tradition and real-world expertise. We’ve gathered the work of three veteran designers to assume the weighty responsibility of pondering what the Corvette of the future might look like. At the very least, these drawings illustrate how Corvette design language might marry with the distinct costs and benefits of an electric powertrain. If we were in the big seat at the Ren Cen, certainly, the final product would look a little something like the collective visions of these three brilliant minds.



C9 Design: Interior

C9 Next-Gen???

Ultium Drive electric motors

Last fall GM unveiled three AC propulsion motors it plans on producing for its Ultium BEV platforms. They are scalable designs with the flexibility to handle wide ranging electric vehicle needs.

(For the record, GM's electric motor expertise dates to 1912 when it introduced a Cadillac with Delco electric starting, a world first.)

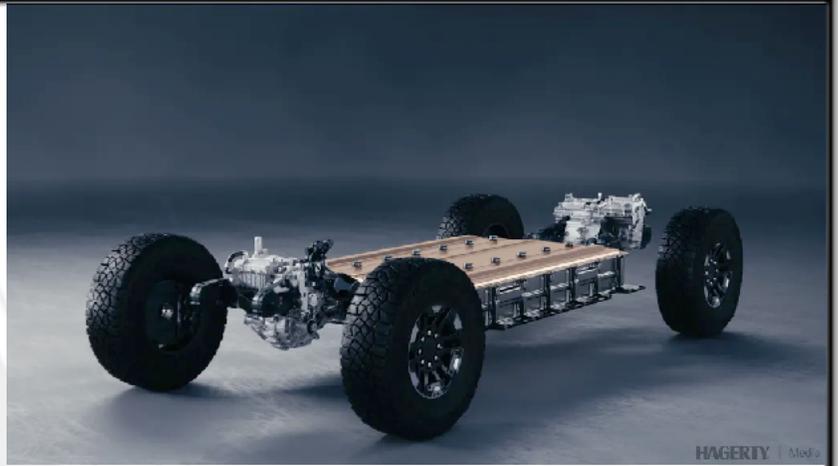
Stay of execution:

In the event Corvette fans don't enthusiastically embrace GM's move to an electric future, there is a means of continuing today's combustion-powered sports car. GM's Bowling Green, Kentucky, manufacturing plant is a sprawling facility with enough space to allow C8 and C9 generations to overlap for a while.

There is a third scenario that would take a page out of the Ford playbook, specifically what the Blue Oval brand did with the Mustang in creating the [Mach-E](#). Rumors of [a fully electric Corvette crossover](#) have been swirling for a while now, as has the rumor that GM is working on [a family of Corvette products](#). That said, creation of a new electric Corvette crossover to rival the Mustang Mach-E sounds like a bad idea, given the Corvette is marketed as a more upscale and costly vehicle than the Mustang. Instead, the [Chevy Camaro](#) would be the better match to morph into a Mustang Mach-E competitor, at least logically.

Still, we could see an electric Corvette crossover to rival the current crop of luxury brand, performance-oriented utility vehicles, such as the Lamborghini Urus and Aston Martin DBX, something which would ride on BEV3 and incorporate all the usual GM Ultium technology expected.

Dream on baby.....



Early Corvette Prototype Not Seen Since 1954...

Stamped "S.O. 2151," on a plate under the hood, this was the "Proposal Car" for the 1955 Corvette. S.O. stands for "Shop Order," and in early 1954, Harley Earl's famous "Art & Colour Section" saw the pale yellow body of Motorama show car EX-129 mounted to a 1954 chassis with engine and running gear.



EX-129 was one of the one-piece, pre-production bodies, and it was common practice back then to use one body for multiple jobs. Their mission was to create the Proposal Car for management to view what the 1955 model should look like, the first Corvette with a V-8.

Revisions started with new "Corvette" lettering, highlighted by a gold superscript "V" on the doors to denote the new V-8 engine. Harley Earl's shop also modified the grille of a Bel Air to fit the opening of the Corvette, added custom side-vents to each front fender (one with polished stainless-steel inserts, and one painted, to pick from), a non-functional chrome-plated hood scoop, a larger, stylized rear deck lid, "bullet-style" dual exhausts exiting through the rear bumpers, and a dashboard painted Sand beige. Chevrolet upgraded the engine to a 265 cubic-inch V-8 for 1955, but management turned down the styling changes, probably due to slow sales. The bullet-style exhaust eventually did appear on the '56 Corvette, and similar side vents were incorporated into the 1969 Stingray design.

People who look at this car can see and feel the history, thanks to what could be described as a forensic restoration by Billy Jay. Maybe one day we'll find out how S.O. 2151 escaped General Motors. Maybe those parts that Harley Earl's shop made will also turn up. The good news is we have found S.O. 2151, and the body of EX-129, and the Corvette hobby is all the richer for that. Thanks to George Campbell for buying and saving the car in 1975, and to Billy Jay Espich, a Ford man from Indiana, who devoted almost five years and 1,800 shop hours to resurrect an early piece of Corvette history.

GM Teases Corvette Cadillac...

GM has gone this route before with little success with XLR, but there's reason to believe in a new C8 Corvette Cadillac model. Robin Krieg, the lead exterior designer at



Cadillac, as we can see from this very interesting sketch of a C8 Corvette Cadillac that was recently posted by the official [GM Design Instagram page](#).

GM can't make enough C8s, and Cadillac has been on a major performance roll as of late with the [CT4-V](#) and [CT5-V Blackwing](#) sedans, not to mention the forthcoming Escalade-V. Perhaps there is a market for a more luxurious version of the mid-engine Corvette, so long as GM nails the styling, which we think they did here.

This particular sketch looks like Krieg took a new Caddy sedan and stepped on it, as it's lower and far wider than anything currently in the lineup. It certainly looks the business, with a menacing stance, broad shoulders, a massive front lip, vented hood, and lots of additional vents up front to welcome in air. Perhaps it will come to fruition as some sort of road-going homologation for the upcoming mid-engine Cadillac GTP racer, but then again, that's just pure speculation on our part.



C8 Owner Denied Warranty???

As this Corvette Forum member found out, a set of lowering collars caused a dealer to deny warranty work for a faulty front end lift.



New vehicle warranties give us a little peace of mind for what is usually a considerable amount of time after making one of the larger purchases in our lives. That's obviously a good thing, but as many enthusiasts would remind you, **modifying a new vehicle** can also quickly **void that warranty**, leaving you to foot the bill if and when something does go wrong. Case in point – *Corvette Forum* member **fairorth**, who **was recently denied warranty repair coverage** because his C8 has a lowered suspension.

“I have a 2021 C8 with Z51, mag ride, and front lift.” he said. “Ten months ago I got a lowering kit and had it professionally installed. Everything worked perfectly, my lift engages in my driveway so I probably used it 100 times since I installed the kit. About 4 weeks ago I started to get warning message to service the lift and also messages that the lift was inoperable. I took it into my Chevy dealership and, after a long waiting period, I was told this morning that lowering the car voided the suspension warranty and they would not do anything on the lift unless I restored the car back to its stock height. I am wondering if anyone else is having any issues with the lift system either with a stock height or a lowered car, and also does anyone have any other experiences with Chevy and warranty issues for lowered cars?”

This notion is confirmed by other members that actually work at dealerships, so it seems as if that might just be the OP's best choice at this point. However, it is also still possible that the dealer was telling the truth, as **RKCRLR** pointed out. “I agree the problem isn't because dealers don't like warranty work. However, for the dealer to get reimbursed for warranty work, the repair has to be approved by GM. It is quite possible that the tech contacted the tech line for support and the subject came up the the car was lowered. At that point GM could have put the kibosh on warranty coverage.”

Tips on Pumping Gas to Save \$\$\$...

This person provides his knowledge as his line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every gallon!!!

At the Kinder Morgan Pipeline where I work in San Jose , CA we deliver about 4 million gallons in a 24-hour period thru the pipeline.. One day is diesel the next day is jet fuel, and gasoline, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons.

1 Only buy or fill up your car or truck in the **early morning** when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the gasoline, when it gets warmer gasoline expands, so buying in the afternoon or in the evening....your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the gasoline, diesel and jet fuel, ethanol and other petroleum products plays an important role.

2 A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

3 When you're filling up **do not squeeze the trigger of the nozzle to a fast mode** If you look you will see that the trigger has three (3) stages: low, middle, and high. You should be pumping on low mode, thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less worth for your money.

4 One of the most important tips is to fill up when your gas tank is **HALF FULL**. The reason for this is the more gas you have in your tank the less air occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

5 Another reminder, if there is a gasoline truck pumping into the storage tanks when you stop to buy gas, **DO NOT fill up**; most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

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National Corvette Museum's Artifact of the Month ...

For car designers, inspiration can come from anywhere. The 1961 Mako Shark was inspired by a mako shark. Other Corvettes have been inspired by military aircraft. This Artifact of the Month is a scale model inspired by the movie ALIENS, from retired Director of Design, Tom Peters.



Mercedes Confirms...Most Expensive Auctioned Car

Mercedes-confirmed on Thursday that it recently sold the world's most expensive car. A very rare 1955



Mercedes-Benz

SLR coupe that had been kept in the German automaker's collection was sold to a private owner for €135 million, the equivalent of \$142 million.

Down the Road....

- June 16 PSCC Dinner Nite Out
- June 24 Diva & Stud Lunches
- June 23-26 Corvette Racing Watkins Glen
- June 26 NASCAR Ally 400
- July 1-3 Corvette Racing CTC Motorsport
- July 3 NASCAR Road America
- July 10 NASCAR Quaker State
- July 12 PSCC Club Meeting Jessups
- July 15 Corvette Racing Lime Rock
- July 17 NASCAR New Hampshire
- July 21 Dinner Nite Out
- July 22 Diva & Stud Lunches
- Aug 5-7 Corvette Racing Road America
- Aug 26-28 Virginia International Raceway
- Sept 28-Oct 1 Michelin Raceway Road Atlanta

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



I've never tried to outrun a police car. But, if this shows up behind me, yeah, I'm taking my chances.



Collecting for Ronald McDonald 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!

