



Desert Vettes

Palm Springs Corvette Club

May 2022

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President's Message....

What a month April was with all the activities!!! May is looking good as well.

We are planning a cruise to mountain center for lunch on May 25th, I hope many of you can make this as the restaurant has a great outdoor venue.

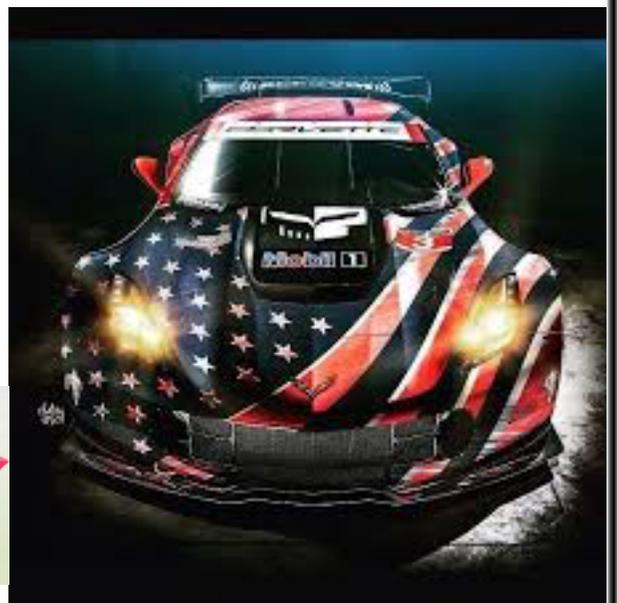
After lunch some of us will be taking a side trip to Anza for a stop at Dairy Queen, I know Garry Dean and Gayle will be there!

I know I talked on last news letter about the Monterey run. For those of you that could not make it, we are working on a run to Cambria this summer when the desert is in full summer heat. We are considering sometime in August. More information to come soon.

Now for the rest of the month we still have DNO, Diva lunch and Stud lunch. As always if anyone has ideas for other activities we would enjoy let us know.

Happy Mother's Day to all the ladies.

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....

In 1974 rear “rubber” bumper was made in 2 pieces due to short comings in the manufacturing process. Th process was improved the following year, thus the 1975-1982 models used one piece unit.

The FE7 Gymkhana Suspension package was first introduced in the 1974 Corvette.

1974 was the last the Corvette would be produced to run on “leaded” gasoline.

1975 was the first year for the a HEI distributor.

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PSCC and Childhelp Visit....



There were 20 PSCC Members and their Corvettes that attend the show for abused children at the camp they attend for 9 months to try and get some structure in their lives. The folks that run the program do marvelous work in helping to get the kids adjusted to a better life. During the show we let the kids get into the cars to sit, take pictures and the thing they seem to like the best, honk the horn.

We then proceed into the gym where we have lunch with the kids and tour the facilities. Overall a very enjoyable and rewarding day to participate.

PSCC and Childhelp Visit....



Palm Springs Corvette Club

1st Production '54 Corvette

First rolling off the line late in the 1953 model year, the [Chevy Corvette](#) has undergone a vast array of changes and updates over the course of its eight generations. Now, we're going back to the original generation with a look at the very first production 1954 Corvette, as driven by Jay Leno.



Once again coming to us from the *Jay Leno's Garage* YouTube channel, the 30-minute video goes in-depth on this meticulously restored 1954 Corvette, providing a thorough walkaround, loads of specs, and some history. The video concludes with a driving experience, giving us a taste of what it's like to climb behind the wheel of this incredible machine.

This 1954 Corvette belongs to master restorer Michael McCloskey, who also did a few other Vettes for Leno. However, McCloskey's '54 is on a whole other level in terms of attention to detail and accuracy, collecting some of the highest honors available in the Corvette community. That includes the approval of the National Corvette Restorers Society, which, as Leno points out, is "about as nit-picky as you can get."

However, it's been a long journey to get this Corvette to where it is today. McCloskey originally found the car in a fellow enthusiast's backyard, where it had been sitting for about 35 years. Once McCloskey has acquired it, the master got to work restoring it exactly how it was the day it rolled off the production line, a process that took him about three years to complete.

When we say "exactly," that's no hyperbole – McCloskey paid attention to every little thing in making this 1954 Corvette as close as possible to original. That includes things like the suspension and stance, which looks a bit low in back to give it the appearance that it was "taking off," as was the thinking back in the day. Or the minor imperfections in the Polo White paint finish. Even the wiring in the engine bay is the original color, down to individual wires. This video is definitely a must-watch:

<https://gmauthority.com/blog/2022/04/jay-leno-drives-the-first-production-1954-corvette-video/>

Corvette Third at Long Beach but 1st in GTD Pro...

Corvette Racing fought back from a drive-through penalty to take the last spot on the podium, and an important championship points haul, in Sunday's IMSA Acura Grand Prix of Long Beach.



Jordan Taylor started Sunday's race from pole position in GTD Pro, building a sizable gap to the field of GT cars behind him and running a mistake-free stint before coming into the pits with 61 minutes left in the one hour and 40-minute long sprint race. The team then executed what was thought to be a perfect pit stop for fuel and tires, with Taylor also handing driving duties over to Antonio Garcia at this time, however this is where [Chevy's](#) bid for victory came undone.

While the team was changing tires on the No. 3 [Corvette](#) C8.R, a strange (and so far unclear) turn of events involving Corvette Racing's wheel gun turned the wheel nut into a projectile. A video uploaded to Instagram by fellow GTD Pro team Pfaff Motorsports shows the Corvette's wheel nut flying into the frame, bouncing off the roof of their 911 GT3 R and landing in the exit for the front-mounted radiator. While this impact looked innocent enough, it actually punctured the Porsche's radiator and forced Pfaff to retire the car – netting Corvette Racing a penalty for uncontrolled equipment and forcing Garcia to take a mid-race drive-through penalty.

Luckily for Corvette Racing, a caution came out just two laps later to repair a damaged section of the Long Beach street course's curbing, allowing Garcia to get back on the lead lap and re-enter the fight with the race-leading Aston Martin and Lexus. Garcia was unable to work his way around either of his rivals, though, and settled for third in GTD Pro and fourth among the GT entries. While the result moved Corvette Racing into the GTD Pro points lead, Garcia and Taylor lamented their bad luck in the puts post-race.

“Knowing that you had the pace and everything ran really smooth, I think we should have won,” the Spaniard said. “But I do agree that it was fair that we had a drive-through. It's a bit of a shame. We worked very hard.”

“All things considered, it was a pretty good save for a points day,” added Taylor. “Unfortunately because we had such a strong car and I think we had a winning car, it's tough to swallow to not maximize the points.”

Beached C8...

Driving a C8 Corvette into deep sand is a bad idea, but the way this one got extracted is even worse.

For whatever reason, the owner of the beached **C8 Corvette** depicted in the video decided that it was capable of driving out onto the sand, and predictably, quickly found out that this was a huge mistake. What follows is a few short minutes showing a handful of people trying to save the poor C8 Corvette in a truly painful-looking effort.



Seconds later, the owner finds himself stuck and unable to move, so he just sits there while another stuck vehicle is pushed out of the sand by a couple of people. Heck, there's even a Ford F-150 in front of it that has sand up to the wheel's center caps, which makes one wonder why these folks didn't avoid parking in that sand altogether. Hindsight is 20/20, however, and at this point, it's all about getting the stuck C8 unstuck.

That process begins with one guy trying to smooth the sand in front of the car out with his feet, as well as push it backward. When those feeble attempts fail, the same good samaritans that freed the other car show up and somebody gets the bright idea to hook a tow strap to the front wheel and try to pull it out. A flatbed diesel finally manages to drag the poor Corvette out, but the whole thing just makes us cringe.

Of course, while it's painful to watch, this recovery effort is also quite hilarious, too. We hate seeing a C8 get abused like this, but at the same time, it's also a reminder that not everyone that can afford one is an enthusiast, either.



Closer Look at Z07 Package...

One of the more exciting aspects of the new [2023 Corvette Z06](#) is the available Z07 Performance Package, which significantly elevates the vehicle's braking and handling performance by adding a list of motorsports-inspired components.



While many *GM Authority* readers will be very familiar with the Z07 Performance Package and what it contains, others may not, so let's take a closer look at what equipment GM includes in the bundle and what it's for. First, let's check out what the Z07 Performance Package actually adds to the 2023 [Corvette Z06](#):

- Carbon fiber aero package with larger front splitter, front-corner dive planes, a rear wing and underbody strakes
- Unique FE7 suspension with specific [Magnetic Ride Control 4.0](#) calibrations
- Michelin Sport Cup 2 R ZP tires developed specifically for the Z06
- Available carbon fiber wheels that deliver a 41-pound reduction in unsprung mass
- Brembo carbon ceramic brake system featuring larger, 15.7-inch-diameter front rotors and 15.4-inch-diameter rear rotors.

The carbon fiber aero package is the most important part of the kit, in our opinion, as it will enable much higher cornering speeds in the vehicle and shorter braking distances. The aero kit produces up to 734 pounds of downforce at 186 mph and will help deliver sharper turn-in thanks to its front splitter and front corner dive planes. The rear wing and underbody strakes, meanwhile, really help to pile on the downforce and also work to keep the vehicle stable in high-speed corners. Of almost equal importance are the Michelin Sport Cup 2 R ZP tires, which are much stickier than the Michelin Pilot Sport 4S ZP tires that come standard on the 2023 Corvette Z06 and were developed in conjunction with Michelin specifically for this application.

Closer Look at Z07 Package...

The FE7 suspension refers to revised spring and anti-roll bar rates for the [C8 Corvette Z06](#)'s suspension, along with specific calibration for the Magnetic Ride Control 4.0 dampers. This tailors the vehicle's suspension more to performance and track



driving than road use, which will be ideal for owners who wish to take their Z06 to track days on a frequent basis.

The Brembo carbon-ceramic brake system will also be appreciated by track drivers, reducing unsprung mass and helping to address brake fade from heat during long track sessions. Lastly, there's the available carbon fiber wheels, which were developed by GM supplier [Carbon Revolution](#). These lightweight, ultra-stiff wheels will further reduce unsprung mass by 41 pounds, although customers will have to pay extra on top of the cost of the Z07 Performance Package to equip them.

According to the online 3D visualizer tool for the 2023 Corvette Z06, buyers will be able to equip both the [70th Anniversary Package](#) and the Z07 Performance Package on their 2023 Corvette Z06 – although the 70th Anniversary package is only offered on the range-topping 3LZ trim. That said, true track enthusiasts will likely want to order their 2023 Corvette Z06 in the 1LT trim level and with the Z07 Performance Package, as the base trim is the lightest and therefore best suited to performance driving.

The 2023 Corvette Z06 will enter production at the [GM Bowling Green Assembly](#) plant later this year. Pricing has yet to be divulged.



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Cadillac 1-2 at Long Beach...

Cadillac, meanwhile, went 1-2 in the DPi class with the No. 01 entry of Chip Ganassi Racing taking the overall victory and the No. 02 car finishing in the runner-up spot. The Cadillacs also swept the podium with JDC Miller Motorsports after the No. 31 [Cadillac DPi-V.R](#) of Pipo Derani made contact with the No. 60 Acura ARX-05 of Tom Blomqvist in the final hairpin, gifting the final podium spot to former GM factory driver Richard Westbrook.



18 Pace Cars Worth \$1.7M

Dr. Richard Foster is an [Indy 500](#) fan through and through. The 80-year-old retired Indiana physician has attended the Greatest Spectacle in Racing 20 times over the years.



Among the vehicles are a replica of the first Corvette pace car from 1978 and one of the six actual pace cars used in the 2006 race.

He also has a [pace car replica from 2020](#), which was the first time the new eighth-generation mid-engine Corvette led the field across the yard of bricks, and is throwing in a 2022 replica that he has on order, but hasn't yet been built.

Down the Road....

- May 10 PSCC Club Meeting Jessups
- May 13-15 Corvette Racing Mid-Ohio
- May 15 NASCAR Kansas
- May 19 Dinner Nite Out
Giuseppe's Pizza
- May 22 NASCAR All-Star
- May 27 Diva & Stud Lunches
- May 29 NASCAR Coca-Cola 500
- June 3-4 Corvette Racing Belle Isle
- June 5 NASCAR at WWTR
- June 12 Toyota/Save Mart 350
- June 14 PSCC Club Meeting Jessups
- June 16 PSCC Dinner Nite Out
- June 23-26 Corvette Racing Watkins Glen
- June 26 NASCAR Ally 400
- June 24 Diva & Stud Lunches
- July 3 NASCAR Road America

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



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!

