



Desert Vettes

Palm Springs Corvette Club

October 2022

PSCC's & Palm Springs Homecoming Parade...



Prescott/Cottonwood/More Trip



In This Issue:

President's Message

PSCC Executive/Charities

Jessup Sponsorship

PSCC Dinner Nite Out

Homecoming Parade

Boys & Girls Car Show

Halloween Cruise

Rock the Ride Car Show

L88 Sells for \$631.000

2023 Z06 Orders Closed

23 Z06 Does Impossible

C7 Crack Wheel Update

Much More.....

Down the Road & More

President's Message....

We have a lot of activities for October. A Car Show for Kids is on October 16th at the Southwest church. Car arrivals start at 7:00am to 9:00am. Show starts at 9:00am to 3:00 pm. As of this writing we have signed up 63 cars with an estimate of 100 total maybe more. If you signed up to help with the show you will be contacted this coming week to confirm you will still be able to help.



We have a run to Joshua Tree park with about 13 cars from the Monterey club and with our club about a total of 30 cars. We will be traveling to Joshua tree park and end up going to lunch at Pappy and Harriet's. The run date is October 28th.

Next on the activities line up is the Palm Springs Air Museum cars and chili cook off on October 29th. Any questions please call Stan Moreno for further details.

As we near the end of the year be aware that nominations for board members will be taken at the November meeting.

Have a safe and happy Halloween.

Floyd Marcoe
President PSCC



Palm Springs Corvette Club Executive....

President... Floyd Marcoe

VP ...Stan Moreno

Treasurer...Hazel Stearns

Membership... Ron Singer

Editor/Media Russell DeLong

Marketing....Garry Dean

Governor...Tom Pinard

Secretary ...Ron Singer

Officer at Large.. Joyce Sosebee and Liz Brannon

Newsletter Editor..Mike Smith

NEWSLETTER SUBMISSIONS: Articles etc are encouraged from the membership. Send to Mike Smith via mjsmith3@shaw.ca by the deadline of the first of each month.

In 1982, console mounter clocks were quartz units and had the word "QUARTZ" printed on the face, while the 80-81 years did not.

In 1982 fuel injection reappeared in the Corvette after a 17-year hiatus.

For the first time since 1954, in 1982 you could not order a Corvette with a manual transmission.

While never offered to the public, a total of 43 - 1983 model Corvettes were built due to so many quality problems GM halted production until they could be corrected. By the time the problems were [corrected.it](#) was so late in that model year that the car was brought out as 1984. The only known 1983 Corvette to exist is on display at the National Corvette Museum.

Palm Springs Corvette Club Charities We Support ...



Boys & Girls Club
of Cathedral City

ALS
ASSOCIATION

Palm Springs Corvette Club Sponsor....

JESSUP
EST. 1938
AUTO PLAZA



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.



Mark Your Calendar's for Barrett Jackson...

Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

HOUSTON | OCTOBER 20-22

PSCC's September Dinner Nite Out at Vicky's...



"Another great DNO, even with the photographer working on 3 cylinders."

You guys need a new PSCC Hat!!!



PSCC's September Dinner Nite Out at Vicky's...

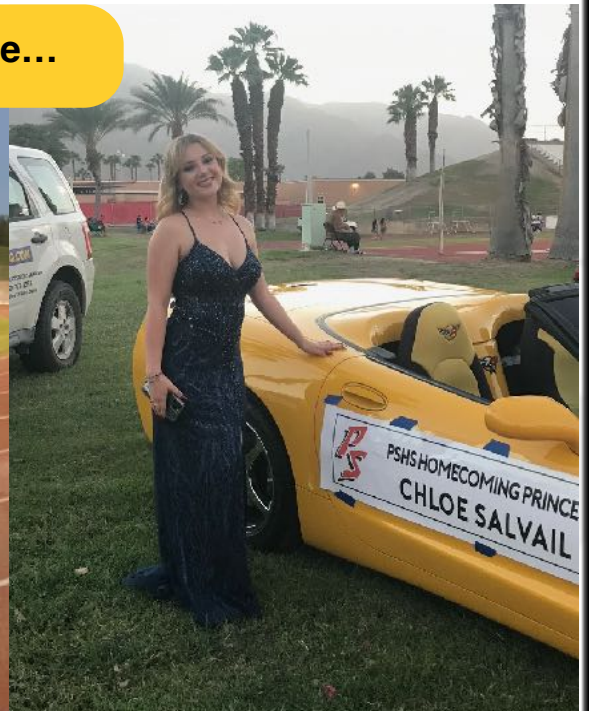


PSCC's & Palm Springs Homecoming Parade...



Palm Springs Corvette Club

PSCC's & Palm Springs Homecoming Parade...



Prescott/Cottonwood/Verde Canyon Railroad Trip...



Prescott/Cottonwood/Verde Canyon Railroad Trip...



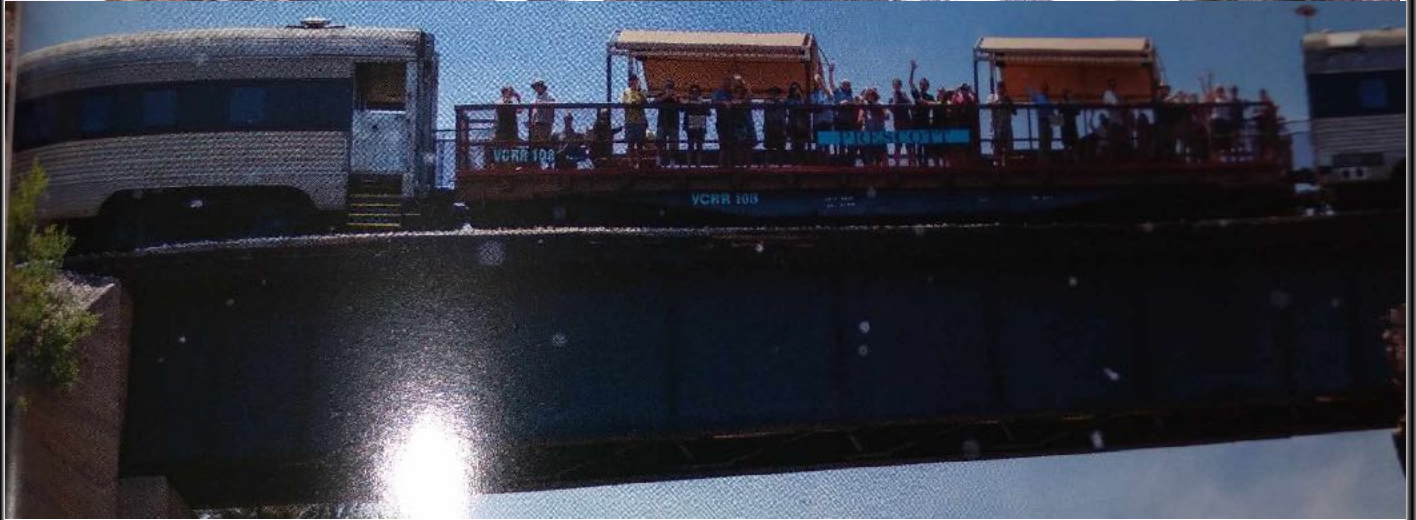
Prescott/Cottonwood/Verde Canyon Railroad Trip...



At the Blazin' M Ranch with the Corvette Club for dinner and a show in Cottonwood AZ

Prescott/Cottonwood/Verde Canyon Railroad Trip...

How many times do I have to tell you...Watch your speed!!!



Prescott/Cottonwood/Verde Canyon Railroad Trip...



PSCC's Boys & Girls Car Show for Kids...

A Car Show for Kids

Sunday, October 16th, 9 til 3



Join us at Washington & Fred Waring -- Indian Wells

SOUTHWEST CHURCH

- ★ Parking on the Grass for 300 cars
- ★ Awards at 3:30
- ★ Food Trucks
- ★ Music
- ★ Drawings through the day
- ★ \$35.00 Entry Fee, go to: <https://www.eventbrite.com/e/388210707677>

Open to Rods, Customs, Sports Cars, Classics, Trucks

NCCC Sanction: WC-348-001M9



Benefiting our local **Boys' and Girls' Club of Cathedral City**

PSCC's Boys & Girls Car Show for Kids...

A Car Show for Kids

On line Registration prior to event (see below), or register at event:

Driver's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: Cell: (____) _____ E-Mail: _____

Make/Model: _____

Vehicle Year: _____ Color: _____ License Plate: _____

Club Affiliation: _____ NCCC# _____

Use this link to Register via Eventbrite

<https://www.eventbrite.com/e/388210707677>

Liability Waiver: In consideration of the acceptance of the right to participate, entrants, participants and spectators release and discharge the Palm Springs Corvette Club and Southwest Church from any known or unknown causes whatsoever that may be suffered by any entrant or participant to his or her person or property. Event management reserves the right to restrict entrants or their guests to behavior deemed acceptable during any and all activities for this event, including the right of eviction from the premises, if necessary. Participants wishing to leave their properties on the premises, understand that they do so at their own risk. No exhibition of speed will be allowed. The undersigned entrant acknowledges, by his or her signature as having read and understood.

The "A Car Show for Kids" will be limited to the first 300 vehicles. The undersigned accept the above liability statement and waives all claims as car owners, guests, children and general public agree to permit Palm Springs Corvette Club to use magazines, newspaper, radio and television before, during and after the event and hereby relinquish any rights to the materials whatsoever. All advertising and publicity rights are reserved by Palm Springs Corvette Club. Liability to include passengers. Non NCCC entrants not covered by NCCC insurance.

Signature of Driver: _____ Date: _____

Signature of Passenger: _____ Date: _____

(Signatures of both driver and passenger (if applicable) are required or registration will not be valid.)

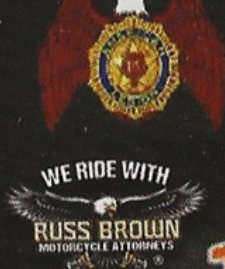
Registration is now open. Show participants holding confirmed entry tickets should begin arriving at 7:00 am. Participant parking is on grass. Trophies will be awarded at 3:30 pm.

Sunday, October 16th 9 til 3 - No leaving early

American Legion Post in Indio Halloween Cruise...

MONDAY OCTOBER 17th, 2022

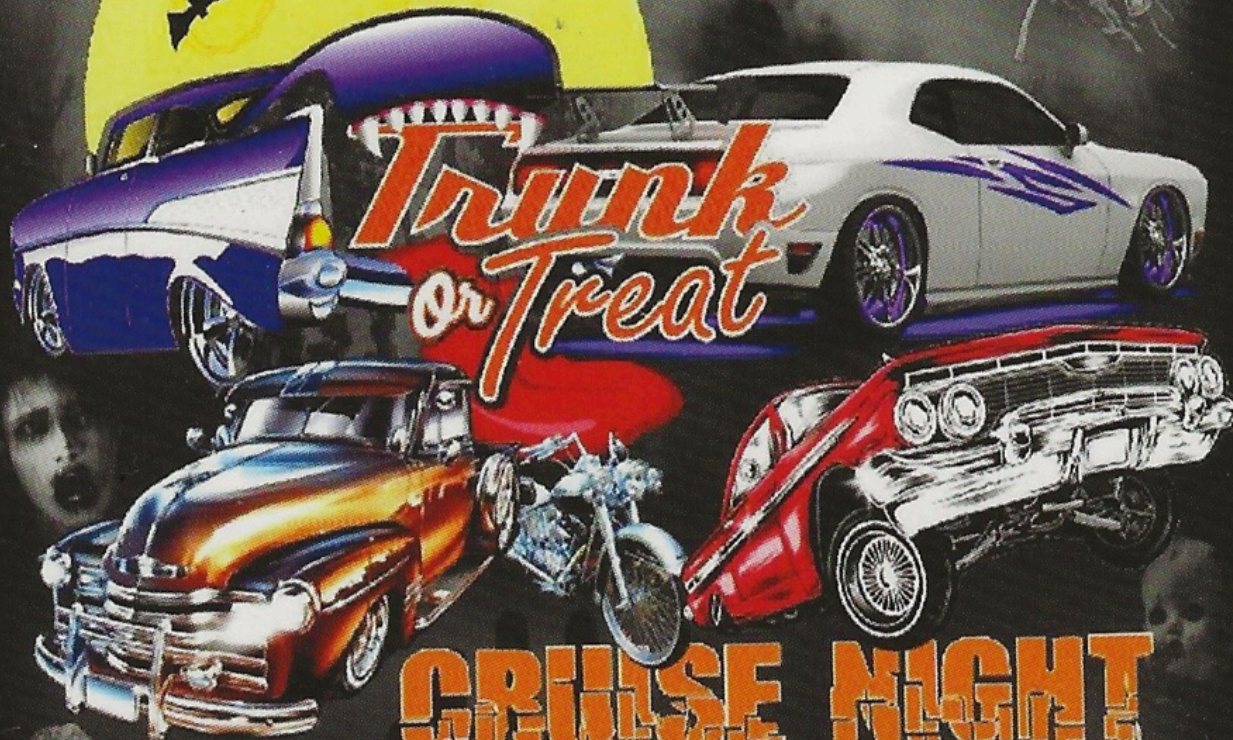
5PM - 9PM



ALR POST 739

44-299 SUN GOLD ST. INDIR CA 92201

1st Annual



**Trunk
or
Treat**

CRUISE NIGHT

**COSTUME & DANCE CONTEST
FOR KIDS AND ADULTS**

**TROPHIES FOR BEST
DECORATED CAR & TRUCK
CLUB WITH MOST DECORATED CARS**

**FOOD ~ RAFFLES
50/50 RAFFLE**



**ENTRY FEE
2 BAGS OF CANDY**

**SPECIAL KIDS RAFFLE
GAME TRUCK FOR THE KIDS**

FOR MORE INFO CONTACT CHARLES HOLLAND 760-485-6705



**SAVE
THE DATE!**



ROCK THE RIDE

CAR SHOW

WITH PALM SPRINGS CRUISIN' ASSOCIATION

SUNDAY · NOVEMBER 6 · 2022

9AM - 2PM ON THE 18TH FAIRWAY

LIVE MUSIC · CLASSIC CARS & BIKES

BENEFITTING DESERT CANCER FOUNDATION

BIG ROCK GOLF & PUB · 79-940 WESTWARD HO DRIVE · INDIO



Last Chevy Corvette L88 Ever Built Sells For \$631k

The Chevy Corvette L88 was another thinly veiled attempt to get a competition-caliber factory car into the hands of drag and road racers. The L88 package consisted of a cast-iron 427 cubic-inch engine block with four-bolt mains, forged pistons and rods, a performance solid-lifter cam, 12.5-to-one compression, transistorized ignition, and a Holley 850 CFM carburetor sitting on an aluminum intake. To avoid undue attention from insurers, the engine package was wildly underrated at 430 horsepower, five fewer than the L71. In fact, output of 550-600 horsepower was easily accomplished with a set of headers and a bit of tuning.



When ordering the Chevy Corvette with the L88, other mandatory equipment accompanied it. The Muncie M22 “Rock Crusher” close-ratio four-speed transmission was mandatory (at least it was for 1967; the Turbo-Hydramatic three-speed auto could be paired with the L88 beginning in 1968), a Positraction rear differential, J56 Special Heavy Duty Power Disc Brakes, and the F41 Special Front and Rear Suspension all came along with the L88. Conversely, the L88 could not be had with power steering, air conditioning, a radio, or electric windows. The L88 option was only built for three model years, with 20 units in 1967, 80 in 1968, and 116 in 1969, making it one of the rarest and most desirable production Chevy Corvettes ever.

The sale of this Chevy Corvette L88 included massive documentation, delivery documents, window sticker, tank sticker, [Protect-O-Plate](#), removed racing parts, historical photos, and AHRA racing certificates. It sold on [collector car auction website Bring a Trailer](#) on September 11th, 2022, for \$631,000 plus \$5,000 bidder’s fee.

2023 Corvette Z06 No Longer Available To Order...

Supplier setbacks have deteriorated further and GM no longer be taking new sold orders for the mid-engine supercar.



Production of the 2023 Corvette Z06 is set to begin this month at the [GM Bowling Green plant](#) in Kentucky. It's unknown at this time how many orders GM is accepting for the 2023 model year, nor is it known how many units the automaker will end up building.

GM has decided to [allocate](#) new units of the 2023 [Chevy](#) Corvette Z06 to dealers using a Historic Sales Volume model based on 2020, 2021, and [2022 Corvette](#) C8 Stingray 3LT sales volume, as we reported previously.

In addition to production being heavily constrained, certain options and features are also hard to come by for the 2023 Corvette Z06 at the moment. There is currently order constraints [on the Z07 Carbon Fiber Aero Package](#), as well as [the limited-run 70th Anniversary Edition package](#).

Update on GM Restrictions:

We have reported previously that GM is attempting to dissuade C8 Z06 buyers from flipping their cars for profit. To do so GM said it will offer 500,000 My Chevrolet Rewards points worth up to \$5,000 provided they keep the car for at least 12 months. They were also limiting warranty transfers for people who sold their Z06 before 12 months. However, it seems GM is backing down from those requirements.

GM Authority is reporting that the **ownership period has been reduced** to just 6 months in order to keep the warranty and earn the 500,000 My Chevrolet Rewards points. There is no information on why GM decided to reduce the ownership requirement to just 6 months. Perhaps they figure that with all the supply issues that most Z06 buyers will already have to wait years before their car is built so demanding they keep it for at least 12 months after that was unnecessary.

2023 Corvette Z06 Does Impossible...

The new Corvette is doing something even its engineers thought was impossible. Tadge Juechter has spent nearly 30 years perfecting every generation of the Corvette. With the Z06, the latest Corvette to roll off the assembly line in Kentucky, he and his team of engineers are breaking new ground. The sports car's naturally-aspirated, flat-plane crankshaft V8 engine produces 670 horses, a feat neither Juechter nor his team believed was possible.



"Every design element centered around maximizing horsepower and track performance," Juechter, Corvette's executive chief engineer, told ABC News from Pittsburgh International Raceway, where journalists were test driving the car. The Z06 races from 0-60 mph in 2.7 seconds. With the Z07 performance package, the time drops to 2.6 seconds.

"This car is more powerful than the last generation," he went on. "When we started the project it was a bit of a gut check. We weren't sure we could match the output of the supercharged small block [engine]. We pushed as much as we could."

Enthusiasts and gearheads have been anxiously awaiting the Z06's arrival. The track-focused sports car, with an 8,600-rpm redline and top speed of 195 mph, is the sole General Motors vehicle to be built with the all-new 5.5L LT6 engine.

It will also likely be the last. In April, Chevrolet posted a teaser clip of an electrified Corvette in camouflage, drifting and dancing on an ice track.

GM President Mark Reuss confirmed in a [LinkedIn post](#) that the Detroit automaker was currently developing a hybrid version of its storied sports car. A fully electric Corvette was in the works too, Reuss said.

Corvette Cracked Wheel Plaintiff Sent To Arbitration

A class action lawsuit against General Motors over cracked and deformed C7 [Chevy Corvette](#) wheels continues to progress, with the latest development resulting in the claims of one plaintiff going to arbitration.



According to a recent report from [Car Complaints](#), GM argued that the claims of plaintiff Derrol Turner should be sent to arbitration, as the plaintiff agreed to arbitration when he purchased his Chevy Corvette Grand Sport at Crews [Chevrolet](#) in South Carolina back in 2016. GM told Judge Bernard A. Friedman that the contract contains an arbitration provision which covers claims regarding the “purchase, lease, or condition of the vehicle.”

Meanwhile, the plaintiff argued that the agreement was with the GM dealer, rather than General Motors, and thus GM could not compel arbitration. However, although GM admits it is not a signatory to the purchase agreement and arbitration provision, the automaker stated that it is entitled to enforce the agreement under the principle of equitable estoppel, as the plaintiff would not hold claims against GM had he not entered into the agreement to buy his new Corvette. GM also argued that the purchase agreement delegates questions over the enforceability and scope of the arbitration to the arbitrator, which means the judge could not resolve the question regarding arbitration.

Judge Friedman subsequently ruled that GM’s motion to compel arbitration for Turner’s claims would be granted.

As *GM Authority* covered previously, GM is currently facing [a class action lawsuit](#) in which plaintiffs claim that units of the 2015- through 2019-model-year Chevy Corvette Z06 and 2017- through 2019-model-year Chevy Corvette Grand Sport are equipped with wheels that can crack and lose strength, thus making the wheels more prone to failure. Plaintiffs claim that GM allegedly concealed the defects in the associated Corvette wheels and systematically denied warranty coverage, thus forcing plaintiffs to pay thousands of dollars in repairs, or purchase replacement OEM wheels with the same defects as the original units.

When is a Corvette a Sting Ray and not a Stingray??

Quick—is the 1968 Corvette a Sting Ray or a Stingray? If you're a Corvette enthusiast, you probably know the difference, right? Plenty of Vette fans, even those that aren't owners, will be quick to correct you if you happen to use the incorrect phrase while debating the finer points of America's Sports Car. May Zora Arkus-Duntov help you if you make that mistake on the wrong forum.



The “Sting Ray” moniker, two words, was first used on a production Corvette in 1963 for the second-generation cars, which featured a major front-end restyling compared to the first, along with a major chassis redesign and an independent rear suspension. 1963 also marked the first time a hardtop coupe was available in the Corvette lineup. The aquatic name had been previously applied to the XP-87 development car, which was dubbed the Stingray Racer. Its design would influence the XP-755 Mako Shark concept and, eventually, the production 1963 Sting Ray.

The third-generation Corvette debuted in 1968, with lines that evolved from the Mako Shark II concept from 1965 and [Pontiac's XP-833 from 1966](#). When the 1969 Corvette rolled out, it wore a few structural changes and only a few minor functional updates, including a new door-handle mechanism. It also wore script “Stingray” emblems on each fender—this time, one word. A Stingray badge would remain on Corvettes through 1976. In 1977, the Stingray name was gone, both from the car and from brochures, not to return until [the seventh-generation Corvette in 2014](#).

The fact that Corvette wasn't labeled with Stingray in 1968 has led many Vette fans to assume that '68 models aren't Stingrays, and they're right. However, they are Sting Rays, as 1968 sales brochures show. Photo captions call the '68 Corvette a “Sting Ray” just like the earlier second-gen cars, as does the body text. Of course, this muddies the waters a bit, as many fans accept Sting Ray as referring to second-generation Corvettes, but car nomenclature is full of one-year-only oddities and trivia like this. If these sorts of idiosyncrasies didn't exist, we'd have to find other very important things to argue about, like which cars count as muscle cars or why Pontiac Trans Ams are cooler than Camaros.

Cars You "Won't" see on the Road...



Car from 1950-1960 that were never seen on the roads. These two are the 1959 GM Firebird III and 1955 Lincoln Futura.



Koenigsegg Founder Calls C8 Corvette a Bargain!!!

Christian von Koenigsegg builds some of the fastest cars on earth, but he's still blown away by the C8 Corvette.



Most of us are well aware of the fact that the Corvette has always been a **value play in the world of sports cars**. Sure, there are **fancier, faster, and arguably better looking ones out there**, but the Corvette has always offered up handsome looks with impressive performance **for a reasonable price**. The C8 Corvette is perhaps the best at all of those things when compared to the prior seven generations, routinely beating up on cars that **are far more expensive** while also giving off a truly exotic vibe. As it turns out, even Koenigsegg founder Christian von Koenigsegg is impressed by what GM was able to do with the C8 Corvette, as he revealed during an interview with **The Drive** at Monterey Car Week.

There, Koenigsegg replied “what a bang for the buck,” when asked about the C8 Corvette. “That GM can do that for that kind of money, with that kind of level of performance is mind-blowing,” he said. “And good for them, and good for their customers.” Of course, the Swede also reminded us that his cars can “still outrun it,” but that’s to be expected for hand-built hypercars that cost well in excess of a million dollars, of course. In fact, the cheapest vehicle that Koenigsegg currently sells is the Gemera, which costs a whopping \$1.7 million.



Corvette Racing Drivers Sample '23 Z06...

Corvette Racing drivers Jordan Taylor and Antonio Garcia recently had the opportunity to get behind the wheel of the [2023 Corvette Z06](#) during the IMSA race weekend at Road America, allowing the two racers to sample [Chevy's](#) latest track-bred supercar and see how it stacks up to their [Corvette C8.R](#) racecar.



The 2023 Corvette Z06 is essentially a road-legal version of the Corvette C8.R that Taylor and Garcia race in the IMSA WeatherTech Series. The road car features the same [5.5L LT6 V8](#) engine as the C8.R and is offered with a race-bred aero package that includes front dive planes, underbody strakes, a massive rear wing, and other components that are typically found on GT race cars. That means Taylor and Garcia felt right at home as they hopped behind the wheel at Road America, even though it was one of the first times they had driven the car.

“Taylor said of the new Z06; “The power is impressive, the handling is impressive, the brakes...I mean, yeah I’ve got a huge smile on my face. I’m going to be leaving here and planning to negotiate to get my own one back at home.” “You can surely feel everything we actually feel in the race car,” added Garcia. “Power, grip, everywhere.”

As a reminder, this engine produces 670 horsepower and 460 pound-feet of torque in the mid-engine supercar, with power sent to the rear wheels through an [upgraded version](#) of GM’s dual-clutch eight-speed automatic transmission. The automaker claims the Z06 can hustle from zero to 60 mph in roughly 2.6 seconds.

The 2023 Corvette Z06 will enter production at the [GM Bowling Green Assembly](#) plant this year. Pricing for the Coupe body style in the entry-level 1LZ trim starts at \$106,395, including the mandatory destination freight charge, while pricing for the Convertible in this same base trim starts at \$113,895.

GM Benchmarks Ferrari SF90 Stradale to C8...

The [Chevy Corvette C8](#) is already a game changer, offering world-class mid-engine performance to take on [some of the most potent speed machines](#) on the market. That said, GM is far from done with the C8, with plans to release the [Corvette Zora](#) as the forthcoming range-topper of the lineup. Now, *GM Authority* spy photographers have caught The General benchmarking the new Ferrari SF90 Stradale as a rival to the upcoming [C8 Corvette Zora](#).



The Ferrari SF90 Stradale you see here is draped in Nero black paint and was seen on the North / South straight at the [GM Milford Proving Grounds](#) in Michigan. For those readers who may be unaware, the Ferrari SF90 is the Italian automaker's new mid-engine coupe, mating a twin-turbocharged, 32-valve, 769-horsepower 4.0L V8 with a plug-in hybrid electric system and three electric motors. Two of those electric motors are mounted in front and operate independently, while the third motor is located between the engine and gearbox.

The end result is all-wheel drive grip and a combined output of 986 horsepower and 590 pound-feet of torque, enough to propel the Ferrari SF90 from a standstill to 60 mph in the low-2-second range, with top speed estimated at 211 mph.

Impressive stuff, no doubt. However, all that Italian-bred performance will have to face GM's take on the mid-engine hybrid supercar segment, namely the upcoming C8 [Corvette Zora](#).

As *GM Authority* has covered extensively in the past, the C8 Corvette Zora will catapult the latest eight-generation Vette to all-new levels thanks to the twin-turbocharged [5.5L V8 LT7](#) gasoline engine and complimentary hybrid system. The C8 Zora will also be the second Corvette to feature an electrically assisted all-wheel drive system after the upcoming [C8 E-Ray](#). However, the C8 Zora will offer the highest levels of performance of any Corvette, with total system output approaching, if not surpassing, 1,000 horsepower and 1,000 pound-feet of torque.

Hagerty's - Our Two Cents: The best Corvette generation!

Welcome to *Our Two Cents*, a new feature where the team here at Hagerty Media answers the most pressing questions in the automotive world. Our thoughts will inform, enrich, and possibly even enlighten you on a bi-weekly basis. **S a t i s f a c t i o n** guaranteed! Or perhaps not, because today we're discussing



our favorite generations of the Corvette, which is sure to rock the boat! Let's see which apples fall from the tree.

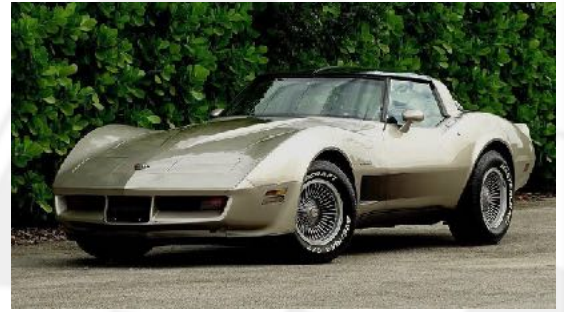
The C2 (aka mid-year) paved the way for GM's future successes with the Corvette brand.C2.

Obvious answer. Set the course for what the model would become—big engine, light car. Also, best-looking and most desirable, on average, among vintage Vettes. – Cameron Neveu, Managing Editor, Motorsports

I'm with Cam on C2. Designed by the legendary Larry Shinoda and Pete Brock—with oversight from Bill Mitchell—and Zora Arkus-Duntov (another legend) as chief engineer, C2 made possible all the generations of Corvette that followed. With fuel injection, fully independent suspension, and disc brakes starting in '65, C2 took Corvette from American boulevardier to legitimate sports car contender. The Z06 option in '63 made it track-ready with the tick of an options box. The coupe is arguably one of the most beautiful cars ever. Quite simply, there would not be any Corvettes today without C2. – Kirk Seaman, Senior Editor.

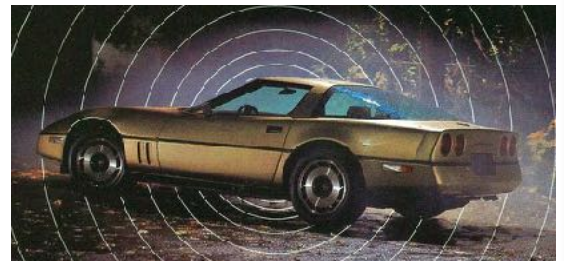
Hagerty's - Our Two Cents: The best Corvette generation!

Now what about the Corvette that survived and thrived in the **turbulent climate** all automakers had to weather in the 1970s? How many British sports cars died in the Malaise Era? Remember when Porsche was planning to replace the 911 with the **928**? Granted, the latter didn't happen. And Chevrolet always stayed true to the Corvette's mission, even if the final C3 was **radically different** than the 1968 original. I know there are much, much better iterations, but to me, the seminal Corvette is the late C3, 1980–82. All the plastic, all the fantastic. Those front and rear spoilers made all the difference. As a small boy, I had no idea how they actually performed, but even parked they looked like 200-mph cars. – Stefan Lombard, Managing Editor, HDC Magazine



The spoilers he mentioned dropped the coefficient of drag from 0.503 to 0.443. That's not chump change, and as with many vehicles from this era, lighter-weight materials silently trickled into the final product. Take RPO V54, the T-top carrier option that made of plastic materials with a reinforced casting that wouldn't look out of place in a modern car designed with modern computers.

The C4 is a tale of benchmarks made and then demolished to the point you'd think GM was on the warpath. Yes, the **C2 humiliated the Cobra** at Nassau Speed Week, but the C4 thoroughly spanked multiple competitors across the pricing spectrum, forcing the SCCA to place it **in a league of its own**. The C4's freshman effort was, admittedly, cruder than the minimalist styling and elegant clamshell hood suggested, but it put down 0.90 g on a skidpad, rocketed to 140 mph, braked as hard as a supercar, and did so with luxuries (Bose audio, multi-adjustable seats, power everything, electronic gauges) now deemed mandatory for any premium vehicle. The C4's subsequent improvements became dynamic, moving goal posts for its competition, no matter if it was a cheap Porsche 944 or a pricey Ferrari.



Watch next month's Newsletter for the final "two cents or more...!"

Buick Wildcat Dreaming of the Future...

At Buick, we're dreaming of a future that's even more harmonized with your life. In fact, an exciting transformation has already begun.

In North America, Buick's first electric vehicle is expected to be available in 2024, with plans for an

all-electric lineup in the U.S. and Canada by the end of the decade. This shift to electric will also reintroduce a name into the family, as all Buick EVs will carry the name Electra. We're dreaming of a future designed and crafted around you. Join us for a journey to an all-electric and all-inspiring tomorrow.

Our vision of what the future holds debuts with the Buick Wildcat EV concept. It is a leap forward that builds on our legacy of innovation, as well as expressing a vision of Buick's new design direction and pointing to its all-electric future. With its poised, ready-to-pounce stance plus its design for advanced artificial intelligence and biometric technology, the Wildcat EV concept is efficiency and innovation in a head-turning package. Which is to say, it's electric in every way possible.

Our smart, connected SUVs offer advanced features to help make every day a little bit better. Select Buick vehicles offer innovative available technologies such as voice-activated Amazon Alexa Built-In,[†] the clarity of a Head-Up Display and the intelligent convenience of Automatic Parking Assist.[†]



New Mustang All-Wheel/Hybrid Variants Dead...

Perhaps the rumors were too good to be true? We had been intrigued, maybe even excited, about the various reports, leaks, and hints that the upcoming 2024 Ford Mustang (known internally as the S650-generation) would diversify its powertrain offerings. While we expected the 5.0-liter V-8 to return, it wasn't clear if it might sport a hybrid system—according to one LinkedIn profile, that was a possibility. Same goes for the 2.3-liter EcoBoost turbocharged I-4. And we haven't even gotten to the all-wheel-drive rumors yet. Now, it seems, these unconventional (for a Mustang) configurations may be dead on arrival.



The latest twist comes to us from Automotive News, which cites sources familiar with the company's plans. According to the report, these powertrain and driveline variants were indeed in the works, but they've been scrapped as Ford seeks, it seems, to maximize its return on the profitable vehicle.

As AN points out, the S650 is fairly conventional anyways, building heavily off the Mustang of today—the S550. Keeping it rear-drive and conventionally powered reduces cost and complexity, and also simplifies marketing messaging. AN also notes that Ford wants to stretch the S650's lifecycle to a full eight years, up from the normal six.

Keeping the Mustang conventional, and on sale for longer, gives Ford some breathing room to determine how to take the original pony car version of what is now a Mustang sub-brand (that includes the Mustang Mach-E electric crossover) into the next era. After all, an eight-year product cycle would put the next-next-generation Mustang well into the timeframe where most automakers will be transforming their lineups to fully embrace electrification.

It's not clear at this point if an internal combustion engine will survive in the post-S650 world, but it seems unlikely. That could make the S650 the last gas-powered Ford Mustang. At least it'll be very familiar to shoppers.



Oh my gosh...Challenger pulls ahead Mustang....

Challenger pulls ahead of Mustang and Camaro in American pony car sales race. The Mustang had a slim 562 car lead through the first half of the year, but the Challenger stepped on the gas in the third quarter with 16,412 sales to



the Mustang's 10,354. The Chevrolet Camaro remains a distant third with 7,922 sales from July through September and 19,177 so far this year, which also trails the two-seat Corvette's 25,380. The Challenger's sales spike comes as Dodge announced that it and the Charger sedan will be discontinued at the end of 2023, which will mark the end of V8-powered muscle cars for Dodge.

They will be succeeded by a production version of the electric Charger Daytona SRT concept that was revealed in August. Charger sales were also strong for the quarter at 24,201, bringing its 2022 total to 62,660. The Challenger dethroned the Mustang as the [best-selling pony car last year](#). The Ford had held the title since 2015, when the then-new sixth-generation car was launched and outsold the Camaro for the first time since 2010.

[Ford is set to replace the Mustang](#) with the all-new seventh generation car that was revealed at the Detroit Auto Show in September and is scheduled to go on sale next summer with the choice of a V8 engine or turbocharged four-cylinder engine.



Tesla Updates...Semi-Truck and Comment...

Tesla quietly added new photos of the Semi to their [website](#) recently. It appears to show the production version of the all-electric semi truck.

Five years after the concept was originally announced, Elon Musk said that deliveries of the production model should start at the end of this year. Let's have a quick look of what we should expect once the Semi hits the road:

- 0-60 in 20 seconds (impressive for a semi!)
- < 2kWh/mile energy consumption
- 500 mile range on a full charge

These numbers are based on a fully loaded tractor trailer @ 82k pounds gross combined weight!!!



Musk: 'We need to use oil and gas'

By [Jessy Bains](#), Editor at LinkedIn News

Updated 18 minutes ago

Elon Musk says the transition to sustainable energy will take decades, so for now the world needs oil and gas "otherwise civilization will crumble." The Tesla CEO was answering reporter questions in Norway and says more exploration for fossil fuels in the country is warranted. He says oil and gas output needs to be increased immediately to deal with the Russia shortfall. Musk says wind power in the North Sea combined with batteries could be a sustainable source of energy. He also says nuclear power plant use should continue.

Down the Road....

Oct 11 PSCC Club Meeting

Oct 12 Revised Date for Homecoming Parade

Oct 16 NASCAR Playoffs Rd 8-Las Vegas

Oct 20 Dinner Nite Out

Oct 21 Diva & Stud Lunches

Oct 23 NASCAR Playoffs Rd 8-Homestead

Oct 28 Monterey Club Lunch Run

Oct 29 PS Air Museum Car Show

Oct 30 NASCAR Playoffs Rd 8-Martinsville

Nov 6 Rock & Ride Car Show

Nov 6 NASCAR Playoffs Championship

Nov 11 PSCC Veteran Days Parade
-details to follow

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

Comparing Tesla 0-60 times to real performance cars is like comparing a microwave to a bbq grill. It may cook faster, but nobody ever wished for a microwaved burger

Membership Renewal

Reminder Annual PSCC Dues are due October 1st and no later than October 31st. Mail cheque and application to Palm Springs Corvette Club 78-365 Highway 111 Box 312 La Quinta CA 92253

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!

