



Desert Vettes

Palm Springs Corvette Club

July 2022

PSCC @ Idyllwild July 4th Parade...



In This Issue:

President's Message

PSCC Executive/Charities

Jessup Sponsorship

Diva/Stud Lunch

July 4th Parade

Rainbow Oaks Run

PSCC Member Car Award

GM Teases with Cadillac

Cadillac Hypercar

Expensive Auction Car

Tips on Pumping Gas???

Don't Give up on Gas!!!

Much More.....

Down the Road & More

Test Towing Capacity Electric/Gasoline...



President's Message....

Well summer is here!! As I sit here writing this it is 115 outside. Can't wait until fall is here. With that being said we had a very busy June. There was a run to Rainbow Oaks Restaurant, we had 7 cars, 14 members and friends. We also participated in the Idyllwild 4th of July parade. We had 10 cars and 20 members, a great time for all as Idyllwild loves the Corvettes. According to the Idyllwild Rotary Club parade committee, the parade was a huge success. We are invited to participate again next year, hopefully we can get more cars as several more wanted to go this year.



We have now officially secured a site for the first annual car show. We will be located at the Southwest Church site at Washington and Fred Waring. The date for the show is Sunday October 16th. The show name will be Car Show for the Kids, Cathedral City Boys and Girls Club. If anyone has a better name please let us know soon as we are putting together a flyer. There will be food trucks covered outdoor seating. And hopefully a lot of cars to admire. I have a list of 22 volunteers, if you would like to participate let me know.

Check the calendar on the last page of the Newsletter for other possible events/runs.

On another note, please if you sign up on a list for DNO, Stud Lunch, Diva Lunch or any other special event please be courteous to let the organizer know in advance of your change of plans.

Thanks, Floyd Marcoe

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, 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 500,000th Corvette, a white 1977 Coupe, rolled off the St Louis assembly line at 2:01 P.M. on March 15 1977.

The aftermarket “ Moon Roofs” (glass t-tops for Corvettes) were supposed to be optional equipment in 1977, but the manufacturer had a marketing dispute with Chevrolet so, GM developed their own glass panels for the 1978 model year.

The 1978 model saw the first fastback rear window since 1967.

The '78 Pace Car's distinguishing “Black & Silver” paint was chosen over other alternative colour schemes primarily because it photographed well. Back then magazines were done in Black & White.

Palm Springs Corvette Club Charities We Support ...



Boys & Girls Club
of Cathedral City

ALS
ASSOCIATION

Palm Springs Corvette Club Sponsor....

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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.



Zora Trademarked...

GM has once again filed to trademark the term "Zora" in the United States, *GM Authority* has learned. As many *GM Authority* readers will already know, the Zora name honors the Corvette's first chief engineer Zora Arkus-Duntov, who went to great lengths to produce a mid-engine Corvette during his tenure at the company. The C8 Corvette Zora is expected to be powered by a twin-turbocharged 5.5L V8 LT7 DOHC engine mated to a hybrid-electric drivetrain, with output expected to sit at around 1,000 horsepower and 1,000 pound-feet of torque. All-wheel-drive will be responsible for putting all that power to the pavement, while an aggressive wide body treatment and a plethora of active aero features will further elevate the model's performance.

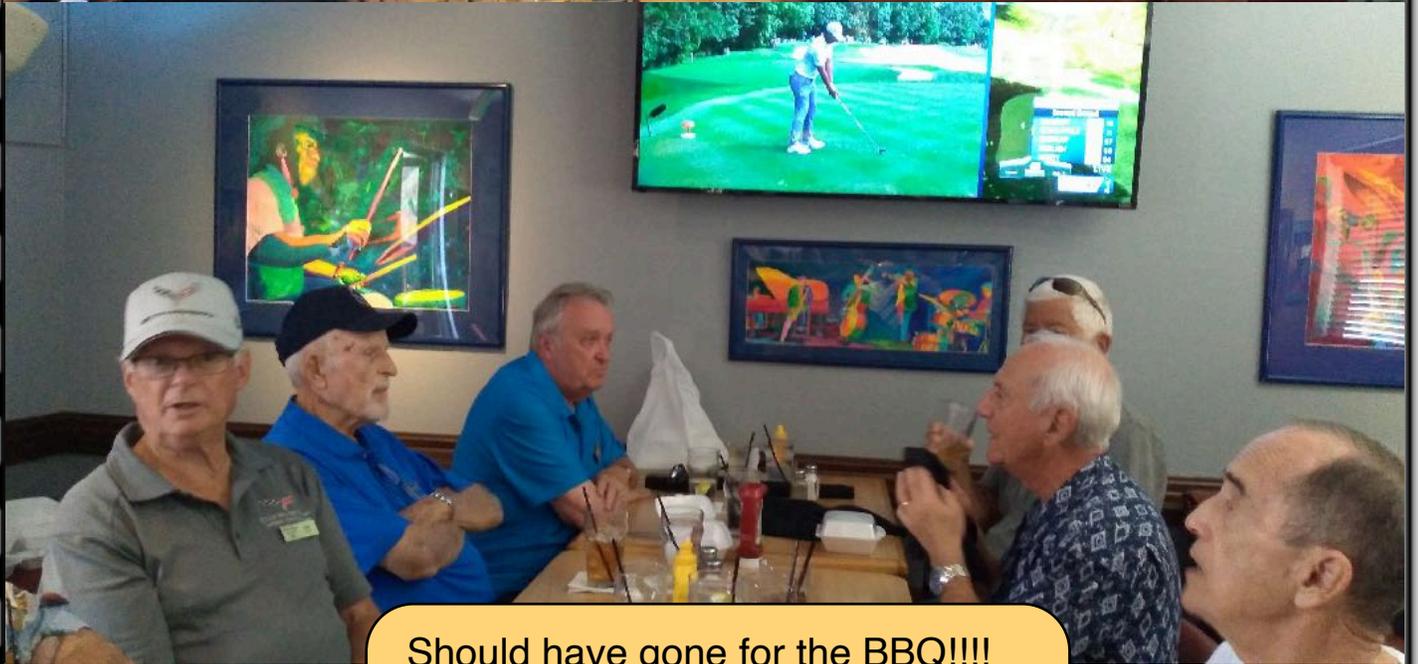


"Would you like us to check the oil, Mr. Duntov?"

The Diva Luncheon had 23 Divas at Il Corso Restaurant in Palm Desert...



13 Studs ventured out alone for lunch and you can see the fun we had...



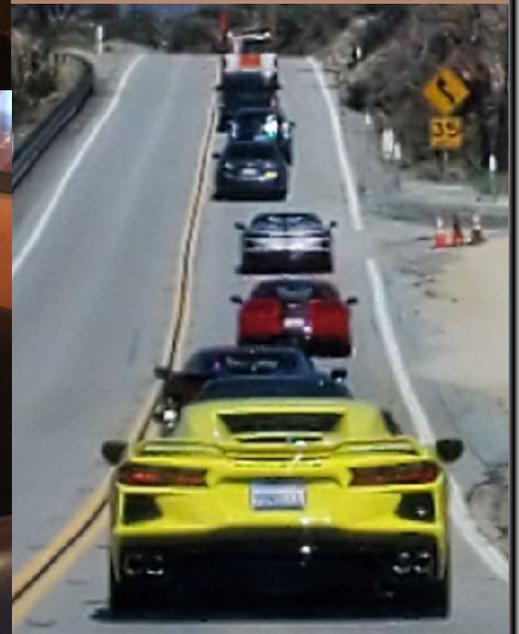
Should have gone for the BBQ!!!!



PSCC @ Idyllwild July 4th Parade...



7 PSCC Cars Got Out of the Hot Desert for Lunch...



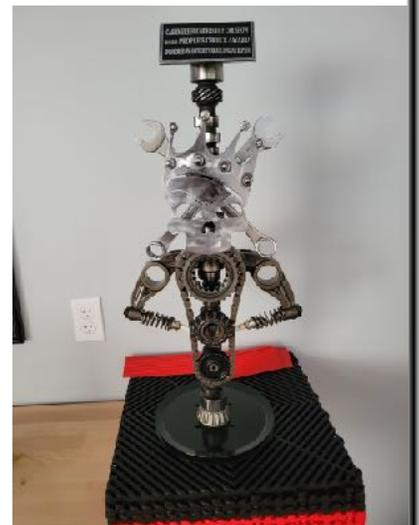
Congrats Dick on People's Choice Award ...



Dick is a member of both the Palm Springs Corvette club and the Wenatchee Washington Corvette club. We live 5 months each year in La Quinta and 7 months in Leavenworth Washington.

I entered a car show of about 150 to 200 cars at the Founders day celebration in Cashmere Washington and got the People's choice award for my 2020 Corvette convertible. Interesting that a Palm Springs club member wins in Washington state.

Dick



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](#).

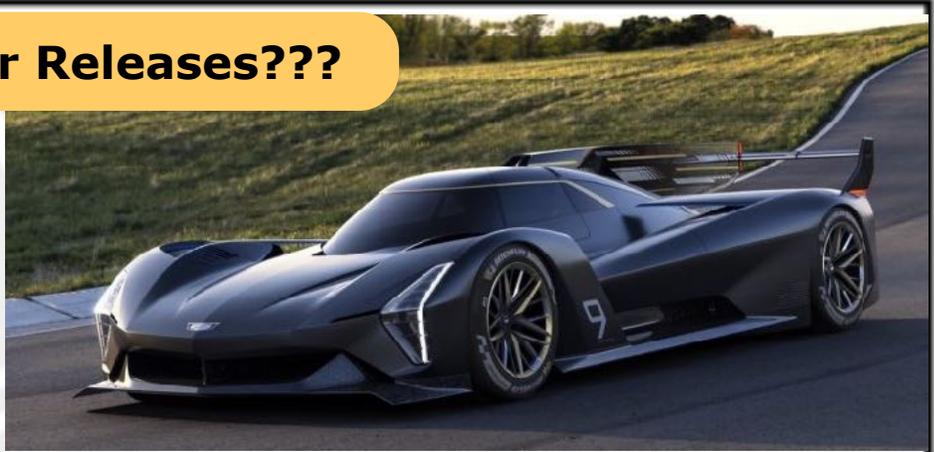
GM can't make enough C8s, and Cadillac has been on a major performance roll as of late with the [CT4-V](#) and [CT5-V Blackwing](#) sedans, not to mention the forthcoming Escalade-V. Perhaps there is a market for a more luxurious version of the mid-engine Corvette, so long as GM nails the styling, which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



Cadillac Hypercar Releases???

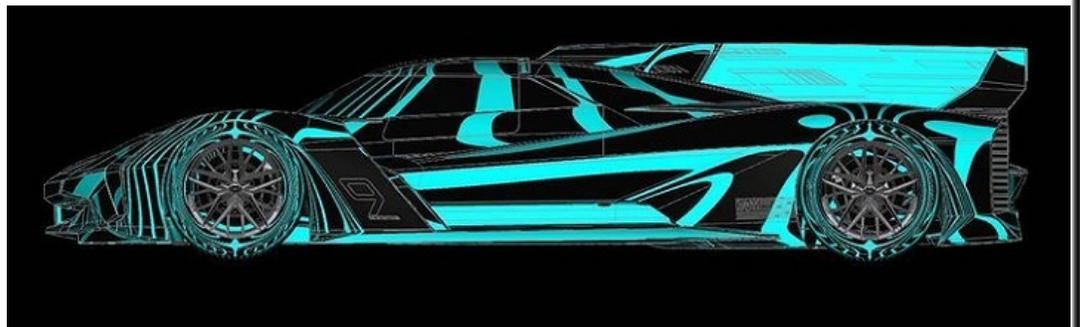
The GM Design Team has released a series of digital sketches of the new [Cadillac Project GTP Hypercar](#) that will compete for the overall win at Le Mans next year.



Despite being a purpose-built racecar that's subject to the engineering team's desires, the [Cadillac](#) Project GTP Hypercar is very style-forward, with GM Sportscar Racing program manager Laura Wontrop-Klauser saying the vehicle is "as Cadillac as we could make it." These sketches, which were shared by the GM Design team on its Instagram page last week, show how the automaker integrated recognizable Cadillac styling elements into the prototype, including vertically-oriented LED lighting elements and floating blades.

Chris Mikalauskas, lead exterior creative designer, said previously that the Project GTP Hypercar "is a unique convergence of form and function and showcases Cadillac's future performance aesthetic." That likely means styling elements of the Project GTP Hypercar serve as a solid indication of what to expect from future Cadillac V-Series or potential V-Series Blackwing production vehicles. So while we commoners will not be able to purchase or drive a Project GTP, some of its influence will carry over into accessible production models.

The Cadillac Project GTP Hypercar, which is based around a carbon fiber chassis manufactured by Italian supplier Dallara, will make its competition debut at the 24 Hours of Daytona next January. More information on the hybridized prototype will be released in the coming months as the automaker begins real-world testing this year.



Most Expensive Car Every Auctioned...

Mercedes-Benz 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.



Mercedes-Benz 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. That price makes it the most expensive car known to ever have been sold, according to Hagerty, a company that tracks collector car values.

Money from the sale will be used to establish the Mercedes-Benz Fund, a global scholarship fund, Mercedes said in an [announcement](#).

The previous record sale price for a car was reportedly \$70 million paid in 2018 for a [1963 Ferrari 250 GTO](#).

The Mercedes that was sold was one of only two 300 SLR Uhlenhaut Coupe prototypes. The 67-year-old cars were named for Mercedes' chief engineer at the time, Rudolf Uhlenhaut, and are claimed to have a top speed of 186 mph. It was sold at a closed invitation-only auction at the Mercedes-Benz Museum in Stuttgart on May 5. The auction was held in cooperation with auto auction company RM Sotheby's.

The other Uhlenhaut Coupe will remain in the Museum's collection, according to a Mercedes-Benz stat

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

This person is a friend and 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 vapours 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.

Test of Towing Capacity Electric vs Gasoline...

That's an exaggeration, of course, but not by much. Because if you want to tow a trailer or a boat, your destination had better be close; otherwise you'll be making frequent stops to recharge your [battery system](#). YouTube publisher Fast Lane Truck did a comparison between an electric and a gas-powered pickup to determine how far each could tow a 3-ton box trailer. The contestants were an electrified Ford F150 pickup vs. a GMC Denali Ultimate Edition with a 6.2-liter V-8 gas engine. Each towed an identical new "toy hauler" trailer about 25 feet in length that, while empty, was large enough to transport an entirely-sheltered automobile.



The vehicles began their test in Longmont, Colorado, heading southbound on Interstate 25 toward Denver, about 33 miles away. The F150 charged up and the GMC filled up before taking to the road. The electric truck's computer estimated 160 miles of range, which included calculating for the size and weight of the trailer. The gas-powered GMC's computer, also taking the trailer into account, estimated 264 miles of range.

Off they went, with the goal of the F150 getting 147 miles down the road to a [fast-charging station](#) in Pueblo, Colorado. But that estimate was optimistic. The electric truck had only traveled 6 miles when the computer recalculated range from 160 to 150 miles, cutting things very close if it was to reach Pueblo. That called for a change of plans — the new charging stop was Colorado Springs, about 45 miles closer.

After going 50 miles, the electric truck recalculated its range to indicate it couldn't even make Colorado Springs. South of Denver, the truck was down to a 20 percent battery charge and, concerned about being stranded with a dead battery, the driver had to turn around and drive the F150 back north to the Denver exurb of Castle Rock to find a fast charger.

Test of Towing Capacity Electric vs Gasoline cont'd...

As a result, the F150 test vehicle and trailer were blocking a major portion of Target's parking lot. "They're probably not going to sponsor us in the future," quipped one of the test participants. The gas truck? Its computer showed 129 miles of remaining range, so that driver had enough range to return to their starting point in Longmont.

Then came an analysis of costs, which favored the electric vehicle. In the end, the GMC, after returning to Longmont, traveled 156 miles and used 17.3 gallons of premium gasoline, costing \$93.79. That comes to 60.1 cents per mile energy costs. And it still had 65 miles of range remaining. At Castle Rock, the electric F150, after 45 minutes, was charged 74 percent; it was not fully charged due to time limits in needing to return the trailer at a point halfway back to Longmont. Cost of the 74 percent charge was \$27. At \$27 for 74 percent of a charge, the electric F150 would have been fully charged at about \$36.49. Subtract its remaining 9 percent charge valued at about \$3.28 and its total energy cost was about \$33.21. As a result, its 86-mile trip cost 38.6 cents per mile. So the electric truck had the energy cost advantage. An argument against electric vehicles is their cost. But in this case, vehicle cost comparisons are difficult to make – the GMC Denali Ultimate Edition is about \$80,000; an electric Ford F150 can range anywhere from \$40,000 to \$90,000. The electric F150 in the Fast Lane Truck video seemed to have a lot of options, indicating it might be a higher-priced model, but test participants didn't say. But the electric truck has a serious problem with range, especially when towing. Its computer was unable to accurately calculate its distance and the driver had to stop for a charge about 85 miles earlier than initially estimated. Indeed, efforts to get a charge became urgent when the battery became hazardously low. There is a place for electric vehicles – high-density urban areas with perhaps lighter loads. But attempting to [electrify](#) a classic brand like a Ford F150 and use it in its traditional duties makes it very out of place. Unrealistic – there's more to practicality than nice-sounding ideas.

With low battery warnings blazing, and power automatically reduced to 90 percent, the electric truck, with 9 percent left on its battery, hobbled into a Target parking lot in Castle Rock. But that caused another problem. Battery chargers tend to be lined in rows on the edge of parking lots. Because they do not provide a drive-through like a traditional gas pump, they cannot accommodate a vehicle with a trailer.

California Lithium Tax would Delay Shipments...

(Reuters) - A proposed flat-rate tax on lithium produced in California's Salton Sea region will delay deliveries of the electric vehicle battery metal to General Motors Co and Stellantis NV and may push some mining companies to exit the state entirely, industry executives told Reuters.

The brewing tension comes as America's largest state is trying to position itself as a leader in the green energy revolution and as supplies of lithium have failed to match surging demand amid the push to phase out gasoline-powered vehicles.

Eric Spomer, chief executive of privately held EnergySource Minerals LLC, told Reuters his company has halted discussions with potential financiers and a major automaker he declined to identify while California's legislature debates the tax. "This tax would stifle our industry before it even begins," he said.

"We're willing to pay and contribute to the local community, but it has to be a rational tax." The tax, which would affect the three Salton Sea-area lithium developers, is tied to a must-pass state budget proposal. A vote may come as soon as Wednesday night and Governor Gavin Newsom, a Democrat, has signaled his support.

Rod Colwell, CEO of Controlled Thermal Resources (CTR) Ltd, which has contracts to supply lithium to GM by 2024 and Stellantis by 2025, said the tax would force the company to miss those delivery deadlines. "Just the mere concept of this type of tax is having a chilling effect on development," Colwell told Reuters.

CTR plans to produce 60,000 tonnes of lithium - enough to make roughly 6 million EVs - by mid-2024 in California, which would make it the largest U.S. lithium producer. Those plans are now in jeopardy, Colwell said. CTR received \$4.5 million in grants from California in 2020 for lithium research.

Mining executives said extracting lithium from the region is already a costly venture due to high concentrations of impurities in geothermal brines, and they may consider moving to other states with large deposits of lithium-rich brines, including Utah and Arkansas.

"If this passes, we will fight it or we will leave," Colwell said.

GM declined to comment and Stellantis could not immediately be reached.

Don't Give Up on the Gas Engine Yet???

The utility companies have thus far had little to say about the alarming cost projections to operate electric vehicles (EVs) or the increased rates that they will be required to charge their customers. It is not just the total amount of electricity required, but the transmission lines and fast charging capacity that must be built at existing filling stations.

Neither wind nor solar can support any of it.

Electric vehicles will never become the mainstream of transportation! so, **DO NOT** sell your gas vehicle yet.

The problems with electric vehicles (EVs), we showed that they were too expensive, too unreliable, rely on materials mined in China and other unfriendly countries, and require more electricity than the nation can afford.

EV Charging Insanity

In order to match the 2,000 cars that a typical filling station can service in a busy 12 hours, an EV charging station would require 600, 50-watt chargers at an estimated cost of \$24 million and a supply of 30 megawatts of power from the grid.

That is enough to power 20,000 homes.

No one likely thinks about the fact that it can take 30 minutes to 8 hours to recharge a vehicle between empty or just topping off.

ICSC-Canada board member New Zealand-based consulting engineer Bryan Leyland describes why installing electric car charging stations in a city is impractical.

“If you've got cars coming into a petrol station, they would stay for an average of five minutes. If you've got cars coming into an electric charging station, they would be at least 30 minutes, possibly an hour, but let's say its 30 minutes. So that's six times the surface area to park the cars while they're being charged. So, multiply every petrol station in a city by six. Where are you going to find the place to put them?”

The government of the United Kingdom is already starting in June 2022, will restrict the time of day you can charge your EV battery. To do this, they will employ smart meters that are programmed to automatically switch off EV charging in peak times (8am - 11am and 4pm - 10pm) to avoid potential blackouts.

Don't Give Up on the Gas Engine Yet???

Imagine charging your car all night only to discover in the morning that your battery is flat since the state took the power back. Better keep your gas-powered car as a reliable and immediately available backup!

Used Car Market: The average age of an American car on the road is 12 years. A 12-year-old EV will be on its second or third battery at a cost of \$10,000 so, there will not be many 12-year-old EVs on the road.

New York City-based Insider magazine reported (December 27, 2021): “The shop told him the faulty battery needed to be replaced, at a cost of about \$22,000. In addition to the hefty fee, the work would need to be authorized by Tesla.”

EVs Per Block In Your Neighborhood: a home charging system for a Tesla requires a 75-amp service. The average house is equipped with 100-amp service. On most suburban streets the electrical infrastructure would be unable to carry more than three houses with a single Tesla.

Our Conclusion

The electric automobile will always be around in a niche market likely never exceeding 10% of the cars on the road. All automobile manufacturers are investing in their output and all will be disappointed in their sales. Perhaps they know this and will manufacture just what they know they can sell.

Dr. Jay Lehr is a Senior Policy Analyst with the International Climate Science Coalition and former Science Director of The Heartland Institute.

Tom Harris is Executive Director of the Ottawa, Canada-based International Climate Science Coalition, and a policy advisor to The Heartland Institute.

You do not need to have an advanced degree in mathematics to understand the term “Overload”! Wind or Solar and any other alternate energy source we use all combined, only provides 7% of today's use demand.

It was from the traditional combustible resource called Hydrocarbons! Then we discover a non-hydrocarbon energy source that is efficient and safe, GET OVER IT....we are committed to Oil & Gas!

Down the Road....

- July 15 Corvette Racing Lime Rock
- July 17 NASCAR New Hampshire
- July 21 Dinner Nite Out - Chef George's
- July 24 NASCAR Pocono
- July 25 Possible Cruise San Juan Capistrano
- July 29 Diva Lunch
- July 29 Stud Lunch The Beer Hunter
- Aug 5-7 Corvette Racing Road America
- Aug 22-26 Central Coast Run
- Aug 26-28 Corvette Racing Virginia International Raceway
- Sept 23-25 Cottonwood Run
- Sept 28-Oct 1 Michelin Raceway Road Atlanta
- Oct 16 PSCC Car Show for Boys & Girls Club at Southwest Church

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



German Milivié Design is offering restored and modernized versions of the original VW Bug for \$600,000. The entire body is replaced with a slicker-looking version that manages to stay more true to the original than VW's. Power comes from a new air-cooled engine that uses the original's rear-mounted 2.3-liter block. Reservations are being accepted, but Milivié Design is limiting production to 22 cars in honor of the nearly 22 million Beetles that were sold during its six-decade run.

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!

