

# Southern Oregon Corvette Association

January 2023  
Newsletter



## JANUARY 2023 NEWSLETTER

### Next Club Social

The next club Social is on January 21, 2023. For more information, see the “Events” section (page 5) for details.

### Upcoming Meetings

**General Membership Meeting**, Wednesday, February 1, 2023, **6:30 p.m.** at the Rogue River Community Center, 132 Broadway Street, Rogue River.

**Visitors are always welcome!**

### Why Join SOCA?

- Promote *esprit de corps* among Corvette enthusiasts.
- Create interest in the Corvette as a true dual-purpose sports car.
- Provide a means of technical information and service to members.
- Encourage dealer and manufacturer cooperation.
- Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interest.
- Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

#### SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass  
(541) 479-1001



### Elected Officers

**President:** Ron Howard  
**Vice-President:** Wayne Shelford  
**Secretary:** TBD  
**Treasurer:** Carol Misner  
**Sgt-at-Arms:** Larry Weiner  
**Membership:** Robin Miranda  
**President (2022):** Cathy Cardoza

### Appointed Positions

**Sunshine:** Sandee Anderson  
**Activities:** Kim Moore  
**Communications:** Gar Stevens  
**Internet Site:** Sharon Hook-Martino, Elaine Ellis  
**Parade Coord:** Kerry Razza  
**Natl Corvette Museum:** Len Atlas  
**Facebook::** Tammi Moore  
**Newsletter:** Rob Hill



### **February Bithdays**

<b>Karen Calver</b>	<b>Jack Luce</b>
<b>Tamera Wells</b>	<b>Ken Axling</b>
<b>Riley Siddon</b>	<b>Juanita Gillaspey</b>
<b>James Mason</b>	<b>Tony Herrera</b>
<b>Bob Reed</b>	<b>Phillip Sherman</b>
<b>Renate Cherry</b>	<b>Joyce Landis</b>
<b>Fran Van Wye</b>	

### **February Anniversaries**

**David & Julie Allen**  
**Robert & Frances Phillips**  
**Scott & Lisa Tannehill**  
**Bob & Chris Meneley**



## 2023 Southern Oregon Corvette Association (SOCA) Events

	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>
Club meeting (Wed.)	4	1	1	5	3	7	5	2	6	4	1	6

*All dates below are Saturdays, except as noted ... The dates shown are tentative and subject to change or cancellation.*

### JANUARY:

**Social:**      **21** Miguel's Mexican Cuisine, 10510 Highway 62, Eagle Point, OR, 97524, at 6:00 p.m.  
Please RSVP for accurate headcount by Jan 14, 2023 to ronpat85@gmail.com

### FEBRUARY:

TBD

For additional events, information, and links ... see the SOCA website "Events Page:" <https://www.sovette.com/events>



Recent addition to the SOCA collection:  
2023 Silver Flare Metallic C8 Convertible owned by Rob & Blanca Hill



Remember to take photos at SOCA events, send them to Sharon Hook,  
and selected photos will appear here on the sovette.com website!

**PHOTO GALLERY**







## Techin & Toolin

### **Mid Engine Monthly Update: C8 News & What Massively Leaked Out** (John Elegant)

We have seen some internal GM information get out before, but with the Corvette the visualizer showing the 2024 E-Ray for about an hour, including many of its options in advance of its reveal, was the biggest leak I can remember in terms of the sheer amounts of information it presented. But before getting into the E-Ray knowledge we learned, it also leaked the 2024 new Corvette colors for every model.

New 2024 colors: Hello to Cacti, Riptide Blue Metallic and Sea Wolf Gray Metallic. Good-bye to Ceramic Matrix Gray Metallic, Caffeine Metallic and, Elkhart Lake Blue Metallic. Cacti is a very quiet light green; Riptide as a color is about halfway between Elkhart and Rapid Blue (available to be seen on a 2023 Equinox now); and Sea Wolf Gray is a super-attractive dark gray (like Shadow Gray).

The E-Ray leak on the visualizer was far more than just the 2024 colors, for it confirmed that the E-Ray is that model's name (finally ending whether the initial C8 hybrid model would be called that or a Grand Sport), for we saw its actual logo design -- as shown within the "picture" immediately below.



## Techin & Toolin







## Techin & Toolin

That leak produced so much more, including showing us the “starfish” standard E-Ray wheels. We see at the above link every one of the 2024 E-Ray wheels including that it will have both versions of the Z06’s carbon fiber wheels — actually also a third carbon fiber wheel with a new, blue perimeter stripe.

Additional surprises include that there is has plug-in-hybrid charging port door, so it now appears that the E-Ray will be a mild hybrid. But please do not let that fool as to its capabilities for we even saw it had a “ZER” performance option showing additional aero and even a wing. Its tires and wheels are Z06 sized, and with its electric motor driving its front wheels, yes “AWD,” a performance number that most often is coming up for the E-Ray is faster to 60 MPH than the Z06, with the E-Ray coming in a 2.5 seconds (some saying faster than that).

As to additional weight, we separately saw a GM document with a target design weight of 3,900 pounds so roughly +200 pounds more than the standard Z06 without the latter’s weight reducing CF wheels and carbon-ceramic brakes.

The E-Ray will also have a “ZER” performance option!



## Techin & Toolin

The leak confirmed its main engine will be a version of, or perhaps identically to the LT2 — even showing in the first link above, an LT2 clearly through the coupe's hatch glass. As to its combined electrical power level, many are guessing a combined 550 HP and 600 HP — but those are pure dart-board estimates at this time. Lastly the reveal showed us both having standard all season tires and PS4's on its ZER performance version.

Which brings us to the E-Ray's reveal: WHERE and WHEN??? That is unknown at this time. We see predictions from just a month away to the late April Bash, to the middle of or late spring and more. All are purely predictions for that part of the E-Ray future has not been leaked. We have read posts however several noting that it was too long between the Z06's reveal and the first customer cars being received, so perhaps GM this time will have the E-Ray's reveal be very close to the start of its first customer cars going down the assembly line? When it that going to be? Again another unknown, but the most common estimate is around August or September. We hope for the E-Ray's reveal fairly soon to start answering all those still-unknown questions.



## Techin & Toolin

Less we forget our C8 Stingrays' rock; the Stingray continues to receive massive praise, e.g. these two recent two (2) Stingray awards/accolades:

Z06 news: Meanwhile what is happening on the Z06 front? One new option was just revealed, the body-colored trim one, e.g., option code "EFY" that many chose on their C8 Stingrays and on the C7's too. That will start with the next Z06 allocation batch. not GM yet formally announced when that would be, but in my talking with quite a few top Corvette dealership specialists and seeing the internal GM schedules, and MECF just breaking new the 2023 GM Consensus calendar, all are coalescing that the next Z06 allocation batch will start on February 22nd (when dealers who are getting one or more allocation are ONLY told that specific amount), and then on Thursday, March 2nd they would be told whether and what are the ordering constraints on their specific orders—with orders formally going that then into the 6 day DOSP process.



## Techin & Toolin

What about the continued shortage of Z07's and Z06 complete carbon fiber aero packages that started in the first, August 18th allocation process? Candidly, it has gotten worse, for the 2nd Z06 allocation batch not only had a 100% constraint on both those complete aero options (TOF and TOG), but added in another 100% constraint on all carbon fiber (both carbon flash and visible carbon fiber) for the splitter and the rockers. That means that not one Dec 1st second-Z06 allocation batch got a single carbon fiber aero component. Even more for it also means that all Z06's accepted then did not have a single splitter option. Will this continue into February's third-batch of Z06 allocations? Most believe it will, that it will continue to be a major problem. But might instead of some of those options being completely constrained, might not instead a very small number of orders allow some of the aero options included? We hear repeated comments from many different sources that GM is working on securing an additional carbon fiber supplier, but as of yet while we think this is occurring, it has not yet officially been announced.



## Techin & Toolin

There is probably going to be one major additional Z06 option officially becoming available for the February/March Z06 allocation process, the availability of the Engine Build option, “PBC” (Performance Build Center), for those orders. This would be consistent with BGA Plant Director Kai Spande’s Corvette Museum “BGA Update” seminar on September 1st when he announced that starting in the “second quarter of 2023 the build your own engine program would begin.” What would be option “PBC’s price? It was \$5,000 during the C7 generation but building the LT6, as it is a dual overhead camshaft motor, is taking engine the PBC Engine Assembly Technicians more time to build than either of the supercharged C7 Z06 and ZR1 engines did. So \$6,000 for PBC? Or more? Or still \$5,000? Stay tuned.

What is happening with Z06 production? The good news is that it continues to grow, with just before the Christmas BGA annual holiday vacation shut down (7 work days in total ), 18 customer Z06’s were made in one day. We now have confirmation that 450 customer Z06’s have been completed. While 18/day is a far cry from initial customer production when only one Z06 was being made daily, it is still approximately one-third of the daily 50-55 unit Z06 production daily rate that Kai shared on September 1st as the Z06’s post-ramp-up, daily production goal.



## Techin & Toolin

How much power is the Z06 really producing? We know GM uses the SAE testing method, their taking five routinely-build LT6's, putting each of them on the dyno, throwing out the highest and the lowest ones, and then averaging the three remaining ones. That process showed that the LT6 produces 670 HP. However, we have seen on dyno testing recently showing repeated 640 REAR wheel HP results and a second one showing 611 REAR wheel HP results. Might GM have slightly underrated the LT6?

ZR1 testing in process: We believe that GM is testing it, i.e., based on GM President Mark Reuss' comments about two Corvette performance models coming in the 2024 model year, it could well be that he was referring to the E-Ray and the ZR1 — the latter as a late 2024 model arrival??

As to the often raised question as to when the 2023 production year would end, we do not have any idea. GM has had for several years as its annual goal to return to its normal production cycle which was starting to produce the next model year's first customer cars in around July/August. However, candidly they have not met that goal the last few. Thus, when will the 2023 model years end and the 2024 model year start???





## Techin & Toolin

Meanwhile as you read this, it appears that GM already made 21, 000, 2023 Stingrays. Demand remains strong with one major dealer still having literally over 1,000 on his list, and in my conversations with smaller, local to me dealers, many have stopped even adding Stingray's to their ordering lists because as one put it, "even without my not taking any deposits on them, delivery of even the Stingray is so far out, it just would not be fair to my customers to give them even hopes they will get one for years." And if that is how he characterizes his chances of delivering Stingrays, what about Z06 deliveries? And how will adding the E-Ray to the single BGA assembly line during 2024 and perhaps further adding in ZR1's toward even the end of the 2024 model year work? All good questions, but there are no real answers to any of them.

Meanwhile the 2024 Z06 GT3.R is caught testing at Sebring:



## Techin & Toolin

Here is what this purchase-able version will closely look like (at least for the twenty race teams able to buy it).



As many are now fighting cold and snow and ice, it is painful but mega thousands of our Corvettes are now in winter hibernation. To those who are weather -wise able to still drive at this time of the year, please put on extra miles on yours to compensate for ours being asleep. May 2023 bring you'll great Corvette dreams AND experiences!!! John