

Cargo Area(s) & Spoiler Protector C8/C7/C6 Vettes



Compared to the C7's GM Quoted 15 CF of rear storage space, the C8 has 12.6 CF. That's 16% less, which doesn't sound bad BUT: 1) That is NOT an accurate Apples to Apples comparison as GM changed the way to measure, 2) What is there is split into two parts a 5 CF Frunk and a 7.6 CF Trunk.

Looking at GM's measurement methods provides the first significant difference. It actually goes back prior to the C7 where GM changed their method of measuring storage area. Not just for the Corvette but other cars and SUV's where they were being criticized as many others used the SAE (Society of Automotive Engineers) standard J1100. For closed luggage areas like a Trunk the SAE method simulates packing with boxes. The boxes specified represent differently size luggage pieces, a shoebox and even a solid equivalent of a golf bag. For the C6 and prior cars GM was measuring using a cubic inch volume method similar to how many ping pong balls could be stored!

Hard to compare but one I recall when I got my C7 and realized it was NOT as bad as the GM numbers at first appeared. It wasn't (C6 22 cu ft – C7 15 cu ft) / C7 15 cu ft = 47% more storage in a C6 versus the C7!

In fact, my wife had a CTS Caddy I recall with no change on the actual trunk space the 2012 CTS was quoted as 13.6 cu ft while the 2014 CTS with the same truck space GM listed as 10.5 cu ft! The difference depends on how those SAE defined boxes fit!

Utility-Compartment	2020 Corvette LT2	
	cu ft	l
Luggage Capacity RRC (SAE)	9.1	257
Usable Luggage Capacity RRC (V1)	12.6	357

Corvette Model	GM Method of Measure	SAE Method
C6 Corvette	22 cubic feet	?
C7 Corvette	?	15 cubic feet
C8 Corvette	12.6 cubic feet* * May Not Be The C6 Method	9.1 cubic feet

In the pic left, the upper data is from a GM booklet given to reps at the first Carlisle PA even after the C8 was released. Note the SAE value is given BUT all GM literature only quotes 12.6 cu ft that is a larger number.

IMO, from experience packing "stuff" in my C8 it's also not a fair comparison to say (C7 SAE 15 cu ft – C8 SAE 9.1 cu ft) / C8 SAE 9.1 cu ft = 65% more storage in a C7 than a C8!

All 6 of my Vette Coupes have been DD's. That was two C4s, a C6, two C7s and now the C8. The C8 does not have as large a storage area but it's fine for my needs. Can't carry the 8 foot 2X4s as I did in my C4 when we were building our current house using a towel over the rear and a bungee cord to hold the hatch down BUT also no need! At the time wife had a Jaguar XJ6 sedan that could not transport the 2X4s BUT now has an SUV! LOL

However, the C8 Truck and Frunk shapes do not make them easily usable. For example, how do you "Avoid Spilled Milk?" Or another question raised is "Where Do I put a Pizza picked up at Pizza Hut? Good questions and the options point out the shape issue. Although the rear Trunk holds a lot, like the two golf bags GM advertises that it can one on top of the other, Milk and a Pizza are challenges. Had the same possible spilled milk (etc.) issue with my C7s and used a similar solution I used for them for the C8!

Pizza & Milk etc. Solutions

Although the rear area is over twice as large best you could fit is a 12 inch pizza *IF* you had a platform to put in on as the bottom is somewhat less than 12 inches. The latch in the center protrudes into the width space so the pizza would have to be stored on the side. The Frunk can hold a larger pizza, but it definitely needs some type of platform. Not a simple fabrication but could be made as a DIY!



Assume the aftermarket will come up with something!

But even in the C7 larger Trunk, needed something to keep special packages from moving around and spilling. The C7 inexpensive solution (left) used a ballistic nylon carrier that folded flat when not in use. But won't fit the C8 as have somewhat less than 12 inches wide at the bottom. Found a narrow 11 inch wide carrier BUT it was too high as the rear sloped contour was too narrow.

My solution: I modify the collapsible wood "Egg Crate" pieces that were used in the C7 carrier. The pieces can fit flat in the C8 Truck Mesh Storage Holder until needed-then quickly assembled.

Following is a Picture Overview of the Truck "Egg Crate" Fabrication as Well as a Spoiler Protector

Photo Sequence



Had a plastic Styrofoam “doggy bag” placed in the truck after eating at a restaurant spill as it slid to the depression on the ends! Needed a solution.

The wood “Egg Crate” that fit in the foldable ballistic nylon storage carrier used in my C7 Vettes might work even though the carrier itself was far too wide.

However, it did not fit as although it was only about 7 inches high, the rear top was hitting. Easily resolved by trimming.

But needed another cross brace to make a compartment that could hold product like milk cartons, windshield washer fluid etc so they didn't tip and possibly spill.

The trunk ends sections have depressed areas. That is where the stored container of extra food from a restaurant slide into that recess. It tilted and some spilled. Fortunately the plastic container was in a plastic bag so was not a lot to clean bit could be worse. Caused me to modify the “Egg Crate” used in my C7 to fit the C8 Trunk!



This is a pic of the finished “Egg Crate” parts in the rear mesh Trunk Storage Holder. Took pic before the 2nd cross brace was stained so it was easier to see.

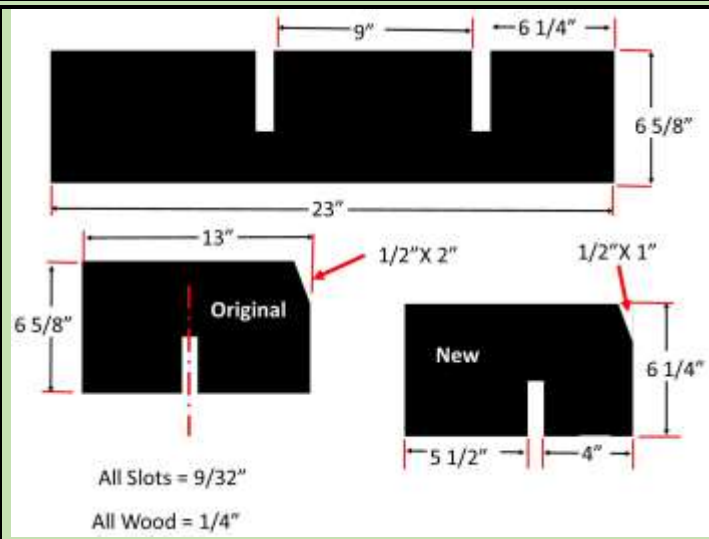
Storing in the mesh holder will prevent the 3 pieces from moving around with my more normal aggressive driving when there is nothing in the Trunk! Have to drive more smoothly and slowly when bringing home groceries etc.!

The use of the Corvette Logo fender cover is covered below.

The material used is $\frac{1}{4}$ inch plywood. All cuts were made with a “saber saw” and the slots make smooth and uniform with a file.

Quarter round wood molding was placed on the side of each slot to keep the cross brace from tilting excessively. They were attached with 3 screws from the other side. The screw holes were countersunk so the heads were flush.

Easier to see the molding in the inset pic before the 2nd cross brace and cuts on the other 2 pieces were stained.



These are the dimensions of the cross braces and the original 23 inch long center piece.

You obviously can fabricate how you might like to fit your needs.

This pic shows what was used for our C7 Vettes to protect the spoiler when lifting something heavy into the rear. It's an inexpensive fender cover that has a high friction inner surface, so it stays in place.

Found it very useful and in the C7. It laid flat in the hatch. In the C8 it is easily folded in half and fits on the bottom of the Trunk.



GM offers a rear deck protector option for the C7 that helps avoid damaging the rear deck and spoiler when lifting heavy items, like a golf club bag, into the cargo area. It is the same one purchased for my C6. It was initially used for golf clubs, for example, until I was willing to take the risk without it, because it was a PIA to unfold and use!! It connected to the inside bottom of the cargo area and rolled-up with Velcro straps when not in use. Frankly I often took the risk of damage rather than go through the trouble!

The C7 spoiler was higher than the C6, so the risk was greater.



A product that performed very well in the C6 and was brought over to the C7 is a very inexpensive fold-up carrier purchased from Bed Bath & Beyond. This foldable carrier, (red arrows) is very functional. My wife has 3 in her SUV!

GM provides a new device for the C7, a forward cloth divider that clips into rings on the sides and bottom of the floor (yellow arrows.) It stops products stored in the cargo area from being propelled forward into the passenger compartment in a rapid stop. It also blocks the contents from prying eyes!



This picture shows the two wooden pieces slipped together in matching slots forming 4 partitions, two smaller and two large. These are used to hold bottles, cans etc. This has been very useful and is easily assembled and disassembled so is used often.

“56” C8, 2017 Grand Sport & 2014 Z51 Stingray Mods, Info Available As PDFs:



56 PDFs discuss improvements or info about a C8, 2017 Grand Sport, 2014 Z51 Stingray function and/or esthetics. Some are minor and others, like the installing “Low Dust Brake Pads” on C8 & C7s, have detailed information.

Below are the PDF's available. Click on picture or Blue PDF link or copy and paste the PDF link (Blue type) into your browser. Or email me at GUtrachi@aol.com and state the title desired, shown in Yellow:

C8 Install High Wing

How To Remove Rear Bumper- Install Wing
http://netwelding.com/C8_High_Wing.pdf



C8, C7 eLSD vs Positraction

eLSD is a Modern Dif; Positraction is from 1960s
http://netwelding.com/eLSD_VS_Pos.pdf



C8 FWD Hybrid

WFWD Hybrid Provides More Power & MPG
http://netwelding.com/C8_FWD_Hybrid.pdf



C8 Edge Red Engine Cover

Engine Cover Matches Valve Covers
http://netwelding.com/Engine_Cover.pdf



C8 Engine Compartment Lights

Multicolor Lights Remote operated
http://netwelding.com/Engine_Lights.pdf



C8 Side Skirts & Splitter

Install C7 Carbon side skirts & splitter on C8
http://netwelding.com/Side_Skirts.pdf



C8 Z51, GS/C7 Z51 Ceramic Brake Pads

Performance Vettes have dusty brakes. These help!
http://netwelding.com/Ceramic_Pads.pdf



C8 Low Restriction Air Intake

Low Restriction Air Filter Why & How To

http://netwelding.com/C8_Air_Intake.pdf



C8 & C7 Splitter & C8 Condenser Mesh

Mesh Protects AC Condenser & Splitter Install

http://netwelding.com/CF_Splitter.pdf



C8 NAV SD Card Removed Error

Error When SD Card and Reader Are Fine

http://netwelding.com/NAV_SD_Card.pdf



C8/GS/C7 Splash Guards

GM splash guards. ACS Best Front Guards for GS.

http://netwelding.com/Splash_Guard.pdf



Jacking a C8/GS/C7 Vette

Safely jacking either front only or back & front

http://netwelding.com/Jacking_A_C7.pdf



C8 & C7 Plates & Frame;

Must Meet South Carolina Law

http://netwelding.com/License_Plate_Frame.pdf



Change GS/C7 Oil

WHY change your own oil and C7 Lifting Methods

http://netwelding.com/Changing_Oil.pdf



C8/GS/C7 Mirror Proximity Alarm

Limit switch alarm warns when close to door frame

http://netwelding.com/Mirror_Proximity_Alarm.pdf



Jacking Pads for C8/GS/C7

Manual says Jacking Pads 2 1/2-inch max OD..

http://netwelding.com/Jacking_pads.pdf



C8/GS/C7 Radar Power

For C7 tapped rear fuse panel. For GS tapped mirror

http://netwelding.com/Radar_Detector_Power.pdf



C8 & C7 Wheel Chatter/Hop

Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.

http://netwelding.com/Wheel_Chatter.pdf



C8/GS/C7 Wheel Locks

Wheel locks, help protect your expensive wheels.

http://netwelding.com/Wheel_Locks.pdf



Deer Whistle Installed on C8/GS/C7

Do they work? Plus Install Info

http://netwelding.com/Deer_Whistle.pdf



C8 & C7 Splitter Protector

Scrape Armor Protection for Splitter

http://netwelding.com/Splitter_Protectors.pdf



C8 & C7 Cargo Area

Rear cargo area storage device and rear protector
http://netwelding.com/Rear_Cargo_Area.pdf



C8 Coilover Tower Covers

Prevent water from filling Cast aluminum cavities
http://netwelding.com/Tower_Covers.pdf



C8.R Info & GS Rear Diffuser (Fits Any C7)

Rear Carbon Flash Composite Diffuser
http://netwelding.com/Rear_Diffuser.pdf



GS/C7 Belt Rattle

Passenger seat belt rattles against the seat back.
http://netwelding.com/Eliminate_Rattle.pdf



Aluminum C7 Chassis and Weld Repair

The C7 aluminum chassis. Includes weld repair info.
http://netwelding.com/Aluminum_Chassis.pdf



Manage GS/C7 Spilled Gas & Door Lock

Protect when filling gas. Preventing door lock failure.
http://netwelding.com/Manage_Spilled_Gas.pdf



GS/C7 License Plate & Cargo Lights

LED license plate light & cargo area bulbs
http://netwelding.com/License_Plate_Light.pdf



GS/C7 Door Panel Protector

Black plastic protector prevents scuffing of door
http://netwelding.com/Door_Panel_Protector.pdf



GS/C7 Improved Cup Holder

A solution to the cup holder spilling
http://netwelding.com/Improved_cup_Holder.pdf



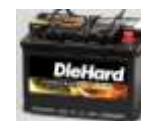
C7 Carbon Fiber Grille Bar

Install genuine carbon fiber grille bar overlay
http://netwelding.com/CF_Grille_Bar.pdf



Replacing C7 Battery

Tricks for installing battery!
http://netwelding.com/Battery_Issues.pdf



GS/C7 Window Valet

Lower Windows With FOB Helps Latch Hatch
http://netwelding.com/Hatch_Latch.pdf



GS/C7 Blind Spot Mirror

Smaller rear and side windows cause C7 blind spots. Small "blind spot mirrors" help
http://netwelding.com/Blind_Spot.pdf



GS/C7 Skid Pad Protector

After the air dam, the aluminum "skid pad" hits
http://netwelding.com/Skid_Pad_Protector.pdf



GS/C7 OnStar Lights

Rear view mirror OnStar LED's, at a quick glance,
look like a police car flashing light! This is a fix.
http://netwelding.com/OnStar_Lights.pdf



GS/C7 Skip Shift Eliminator

Skip Shift Eliminator install with suggestions on
jacking a C7.
http://netwelding.com/Skip_shift_Eliminator.pdf



GS/C7 Catch Can & Clean Oil Separator

What is Coking and how to reduce the potential
http://netwelding.com/Catch_Can.pdf



GS MGW Flat Stick Shifter

The MGW shifter shortens throw and is more precise
http://netwelding.com/MGW_Shifter.pdf



GS/C7 Round Shift Knob

A round shift knob shortens throw on OEM shifter
http://netwelding.com/Shift_Knob.pdf



GS/C7 Stingray Sill Plate

Stingray sill plate replaces original.
http://netwelding.com/Sill_Plate.pdf



GS/C7 Nylon Bra

Nylon Bra Stops Bugs. Fits with Stage 3 Winglets
http://netwelding.com/Nylon_Bra.pdf



GS/C7 Clutch Fluid Change

Clutch fluid after 3000 miles gets dirty
http://netwelding.com/Clutch_Fluid.pdf



C7 Carbon Fiber Hood Vent

Replaces Plastic Hood Vent
http://netwelding.com/Hood_Vent.pdf



GS/C7 Cold Air Intake

Low Restriction Air Filter & Duct
http://netwelding.com/Cold_Air_Intake.pdf



GS/C7 Soler Modified Throttle Body

For Improved Throttle Response
http://netwelding.com/Soler_Mod_TB.pdf



Garmin GPS for GS Cubby











Garmin Mounts in GS Cubby & Apple CARPLAY
http://netwelding.com/GPS_In_Cubby.pdf



GS Splitter Stage 3 Winglet

Stage 3 Winglets Integrate with Spats
http://netwelding.com/Stage_3_Winglets.pdf



<p>C7 Removing GM Plastic Film <i>How To Remove The Rocker Panel Film</i> http://netwelding.com/Rocker_Panel_Film.pdf</p>	
<p>GS 2LT to 2.5 LT <i>Red Upper Dash Pad Like 3LT</i> http://netwelding.com/Red_Dash_Pad.pdf</p>	
<p>Jake Emblem/Decals for GS <i>Jake Symbols Support GS Racing Image</i> http://netwelding.com/Jake_Emblems.pdf</p>	
<p>Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf</p>	
<p>GS Engine Compartment Mods <i>Cosmetic Additions in Engine Compartment</i> http://netwelding.com/Engine_Compartment.pdf</p>	
<p>GS Vitesse Throttle Controller: Fits All C7s <i>Adjustable Throttle-by-Wire Control</i> http://netwelding.com/Throttle_Control.pdf</p>	
<p>Boomy Bass Solution <i>Use Presets to Adjust Bass etc. Tone/Balance</i> http://netwelding.com/Boomy_Bass</p>	
<p>GS/C7 Air Dam, Functions <i>Why Missing from Z51, Some GS & Z06</i> http://netwelding.com/Air_Dam.pdf</p>	
<p>Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf</p>	
<p>Engineering a ProStreet Rod <i>How Our '34 ProStreet Rod Was Designed and Built</i> http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf</p>	
<p>Motorsports Welding Article <i>Wrote a 5 Page Article for AWS March 2018 Journal Covers NHRA and NASCAR Chassis Design</i> http://netwelding.com/Motorsports_Welding_2018.pdf</p>	