



High Desert Corvettes Newsletter

September

2018

MONTHLY NEWS- LETTER for September PRESIDENT'S PON- DERING II

Cough, hack, cough, hack, repeat. Isn't the air quality horrible. I hope everyone is staying in or protecting themselves from all the smoke we've had lately.

Looking forward to another fun month of activities – Elk Lake picnic and music, 14 cars so far, the Rogue Valley Fall Classic Corvette show, the PMT, and the Wild Ride for our monthly social. This will be a new experience with a selection of food trucks along with some mighty fine brews. Please check out our website for all planned activities and come out and join us.

Signed,
G-Man, President

“You only live once, but if you do it right, once is enough.” – May West

**High Desert Cor-
vette Club** makes
record donation to
The Kids Center in
the amount of
\$18,000.00. This sur-
passes all previous do-
nations by the club.

Don Ginter President



Sept. Anniversaries

- 7 Raul & Deanne
Fraga
- 12 Rich & Jan Carkhuff
- 19 David & Merre
Friend

Sept Birthdays

- 23 Marlene Mangan
- 23 Rich Carkhuff
- 27 Bob Jackson
- 29 Melinda Linss
- 30 Walt Santos

Activities

September 2018

- Sept President's Mystery Tour
Sept 5,6 & 7
- Sept 11 HDCC Meeting Pappy
Pizza Redmond, Dinner 6:00
Meeting 7:00 PM
- Sept 9 Rogue Valley Fall
Classic
- Sept 14-16 Ladies Weekend
McKenzie River
(canceled)
- Sept 26 Social Night at Wild
Ride in Redmond

October 2018

- Oct 9 Club Meeting Pappy's
Pizza Bend. Dinner 6:00
Meeting 7:00 PM
- Oct 15 Fall Leaf Tour. Meet
9:00 AM Ray's Market
Leave 9:15 Return 2:00
- Oct. 30 **Tuesday** Social
Night The Backyard
Bend. 6:30. 633130
Lancaster S.E. Suite 160

Lancaster S.E. Suite 160



The first ever **HDCC Golf Tournament** was held at Juniper Ridge Golf Course. From all reports it was a great time and one will be planned for next year. Thanks to Rick Schladenhauffen for organizing the event.



HDCC Officer and Chair Positions

- President – Don Ginter
- Vice President – Tom Gray
- Secretary – Dee Ginter
- Treasurer – Sande Burgess
- Sgt. at Arms – Rick Schladenhauffen
- Activities – Marian Schrank
- Membership – Terry Schladenhauffen
- Newsletter – John Burgess
- Photographers – D. Ginter & J. Burgess
- Publicity – Bob Jackson
- Website— John Burgess
- Sunshine – Barbara Bosy.
- Highway Clean up - Peewee Blackmore
- COHD Chair—Harry Bongers



Five Rare and Special Corvettes you have probably never heard of

1965 Corvette Racing SR-2



Before the Corvette SS. Before the Sting Ray Racer. Before fuel injection became a factory option in 1957, there was the SR-2. Created for road racer Jerry Earl, son of GM's design chief Harley Earl who was racing a Ferrari at the time, the blue SR-2 was the first purpose-built Corvette race car. It was constructed from a production Corvette in the spring of 1956 with a longer nose, cove scoops, and a unique longitudinally-mounted low rear fin that extended out past its rear bumpers.

Both SR-2 race cars survive today, however, neither is part of the GM Heritage Collection. SR2 #1 was sold on eBay in 2015 for \$6,885,000.

1958 Corvette XP-700



Fuel injected and topped with a clear hardtop with a European double-bubble shape, the XP-700 rode on wire wheels and had side exhaust. Its periscope rearview mirror was radical, even for Mitchell, who also scooped its quarter panels and added slots behind its front tires, a prediction of the design used in the mid-1960s. Elements of the car's grille were also used on the production 1961 Corvette as was the XP-700's rear end design, a shape that would last through 1967.

1968-71 Baldwin—Motion Corvettes



In 1967, Joel Rosen's Motion Performance in Baldwin, Long Island, New York, partnered with local Baldwin Chevrolet and started swapping 427-cubic-inch big-blocks in Chevy's new Camaro. By 1968 Baldwin-Motion machines, which also included Chevilles and other Chevy models, had earned a reputation as some of the baddest street and track cars in the nation. Rosen had also tuned some mid-year Corvettes, as well as a 427 Cobra, with great success, and quickly laid his hands on one of the first redesigned 1968 Corvettes to hit Baldwin's inventory, building a dyno-tuned SS-427 model from a tri-power International Blue convertible.

(five rare Corvettes continue)



1967-69 Corvette L89

In the late 1960s, with free love in the air and youthful rebellion in the streets, you could walk into a Chevy dealer and buy an L-88 427 Corvette with 12.5:1 compression, a solid-lifter cam, aluminum heads, and a Holley carburetor that drank like a sailor on leave. Chevy fooled nobody with the big-block's 430-hp rating. It was the ultimate, everyone knew it, and today they are some of the most valuable Corvettes on the planet. But the L-88 wasn't the only Corvette available from 1967-69 with aluminum heads. Savvy and well-funded buyers could check the L89 option and add aluminum heads to their L71 435-hp triple-carbureted 427. The expensive option cost \$947.90 in 1967, but the price dropped to \$805.75 in 1968 and \$832.05 in '69.

The get wasn't additional power, as the aluminum heads were identical to the standard iron units. Compression remained 11:1. But the change in material shaved about 75 pounds from the engine making the big-block much closer to the weight of a small-block, which improved the Corvette's power-to-weight ratio, balance, and handling. In 1967, Chevy built just 16 Corvettes with the L89 option, but production jumped in 1968 to 624 cars and 390 in 1969. Beginning in 1970 every big-block, now 454 cubic inches, used cast iron cylinder heads, except for the LS6 offered only in 1971.



1971 Corvette ZR-1 & ZR2

Chevy is reusing the name ZR1 for its new ultimate Corvette, a 755-hp monster introduced for the 2019 model year. It's the second ZR1 to get a supercharged engine, the first being sold from 2009-13 and the second to use the name without a hyphen. In 1990, Chevy introduced the Corvette ZR-1 with a 32-valve, 5.7-liter V-8, and the limited-edition model is still the only Corvette ever sold with a double-overhead-cam engine. But the first ZR-1 was offered in 1970.

That year Chevy offered the Corvette with two special racing packages, ZR-1 with the 330-hp LT-1 small-block and ZR-2 with a 425-hp LS6 454 big-block, both with a Muncie M-22 rock-crusher four-speed. The packages added the stiffer F41 suspension, the J56 heavy duty brake package, and unshrouded aluminum radiators. These cars could not be ordered with power accessories or a radio. Remember, they were supposed to go racing.

These were expensive packages, adding option code RPO ZR-1 to a Corvette cost \$1,010, and the ZR-2 package was \$1,747. Only 25 ZR-1s were sold in 1970, while eight were sold in 1971 and 20 in 1972. The ZR-2 was a one year only deal with Chevy selling 12 including 2 convertibles. Today surviving cars are worth high six figures and rarely change hands.

Some information was abbreviated due to space. Go on line to Hagerty Insurance for full article.



25 Facts every Corvette enthusiast should know

First Corvette with V-8 Power - Although the first production Corvette hit the streets in 1953 the first V-8 powered Vette didn't arrive until 1955

First Corvette Coupe – The C2 Corvette debuted in 1963 with two models, coupe and convertible.

First Corvette with independent rear suspension – 1963

First Corvette with fuel injection- In 1957 Chevy enlarged the small block from 265 Cubic inches to 283. Three versions were available, including the top of the range “Fuelie” with the Ramjet mechanical fuel injection system.

First Corvette with disc brakes – 1965

First big-block Corvette -Chevy also gave us the first big block in 1965. The L78 396 Cubic inch had an iron block and heads, an aluminum intake manifold, solid lifters and big Holley carburetor. With 425 hp it was the most powerful up to this time.

First Corvette with triple carburation – Was the very first Corvette in 1953

First Corvette with dual quads – 1956

First Corvette with T-Tops – 1968

First Corvette Stingray – Sting Ray (two words) was first used on the 1963 Corvette and remained through the C2 generation. The C3 debuted in 1968 without the Sting Ray name but it reappeared on the fenders of 1969 fender as one word, Stingray and would remain until 1976.

First Corvette with an aluminum engine block – 1969 Z11

First Corvette with a functional hood scoop – 1967 with the L88 427 HP engine.

First Corvette without a trunk – 1963-1982 there was no trunk but a small area behind the seat.

First Corvette with a transaxle – 1997

First Corvette with 17 in wheels and tires – 1988

[Continued next page](#)



(25 Corvette facts you should know continued)

First Corvette with DOHC – There has been only one production Corvette with DOHC and that was the ZRI produced from 1990- 1995.

First Corvette with over 700 Hp. - 2019 ZRI

First Corvette over \$20,000.00 – 1982

First Corvette with Rally Wheels – 1967 C2

First Corvette with four-speed transmission – 1957

First Corvette with aluminum wheels – aluminum knock off wheels appeared in the promotions for the 1963 Vette but was not in production until 1964.

First Corvette with hideaway headlights – 1963

First supercharged Corvette – Superchargers have been used on the Corvette since the 2009 ZRI

First Corvette Indy 500 pace car – 1978

First Corvette to race at Le Mans - 1960

(Information of Hagerty Insurance Newsletter)

Corvette Magazine Questions and Answer by the “TECH NURD”

Question: Intermittent mal function of key fob.

Answer; The logical place to begin our diagnosis is with the battery in your fob.. When this battery grows weak, the fob will work intermittently and then stop working altogether. Another easily solvable cause of your problem is a weak car battery. Many of the electronics in late model Corvettes are hyper-sensitive to voltage changes, and as a result a weak battery can be your problem. Do a load test of the battery and if shows weakness replace it. One more thing to try is reprogramming the fobs. There is a defined procedure for this in your owners manual. If both batteries are in good condition the problem lies elsewhere. One test is to insert the fob into the glovebox receiver. If the car recognizes the fob, then problem is likely a bad battery in the fob. Or interference from something such as a cell phone. If the car doesn't recognize the fob, and the battery in the fob and the car are in top shape the problem is likely with the control module or something related to it.



Tech Nurd cont.

Question: 1997-2000 Vette C5 EBCM (Electronic Body Control Module) has had no source of repair or replacement.

Answer: There is now a company AutomotiveModules.com that claims can fix the EBCMs. The company does not offer its services to private individuals so have to have your problem diagnosed by a qualified repair shop. The shop then can deal with AutomotiveModules.com directly. The Tech Nurd has not dealt with this firm so has no opinion of their work.

For Sale



For Sale

2013 Corvette Grand Sport Coupe

60th Anniversary Edition, LS /6.2 (420 HP) Auto
Cyber Gray/ Ebony interior **16000 miles**
Two Tops, Solid and tinted New Michelin Pilots under warranty, Corsa Exhaust (sport) with "H" pipe
Rear S/S Exhaust filler panel
K & N air Intake System, Curb alert (front) Front flip
License plate, Clear Film paint protection



New AC/Delco Battery
New Cover

\$40,000.00 OBO

Contact Don Ginter
d.ginter909@ gmail.com
Mobile: 909-994-7500
Message only 888-863-0930

Latest Renderings of the 2020 C8 Mid Engine Corvette

Courtesy of John Elegant.





Proposed Changes in the High Desert Corvette Club By-Laws

As noted in the High Desert Corvette Club by-laws, all proposed changes in Club by-laws must be published in the club newsletter prior to the vote.

To express your opinion (vote) you must be present at the September Club meeting. All proposed changes are noted in the August meeting minutes.

1. Increase the club dues for a couple from \$40.00 per year to \$60.00 per year, for a single \$30.00 per person to \$35.00 per person.
2. Allow for Voting by electronic ballot (email) for the next club election and for future elections



Raul and Deanne Fraga



Social Night At The Sandbagger Saloon





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