



High Desert Corvette Club

Newsletter

January 2021

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

Secretary—Dee Ginter

Treasurer—Suzanne Sawyer

Sgt At Arms—Chris Andersen

Activities—Sande Burgess

Website—Walt Santos

Membership—Roiann Santos

Newsletter—John Burgess

**Photographers—John Burgess
Dee Ginter**

Sunshine—Barbara Bosy

Highway Clean up—Pewee Blackmore

**Publicity—Don Ginter
Tom Gray**

**COHD—Chair Person
Harry Bongers**

"It does not matter how slowly you go as long as you do not stop"

Confucius



Don Ginter

"The G-Man"

HDCC President

HDCC Feature Member – Walter Bailey

Walter was born and raised in the Tri Cities area of Washington State. After high school he joined the Air Force. His work with the Air Force involved nuclear missile security which he did for 20 years. After his discharge he worked for the Department of Defense for 20 years. During those twenty years he worked for the various services, Army, Navy, and Air Force. He has been a widower for 16 years and has two children who live on the east coast. His daughter works for NASA and his son is a computer expert and works for the Army's night vision lab.

Walter has lived in various states and finally settle in Oregon. Several years ago he sold his home in Redmond and drove to the east coast to visit family. Like many of us he missed the life in Oregon and moved back and now lives in Sisters.

In his past he has liked hunting and fishing but has given those up. His main hobby is as a ham radio operator. He also enjoys T.V. sports especially football.

He has had 5 Corvettes in the past, 1963 split window, a 1971 convertible, 1980 also a 2000 which was mechanical night mare. He Currently has a black 2015 convertible.

Welcome to HDCC, we hope you enjoy your time with the club and hope to see more of you once we get back our normal life styles.



Walter and his friend Sarah

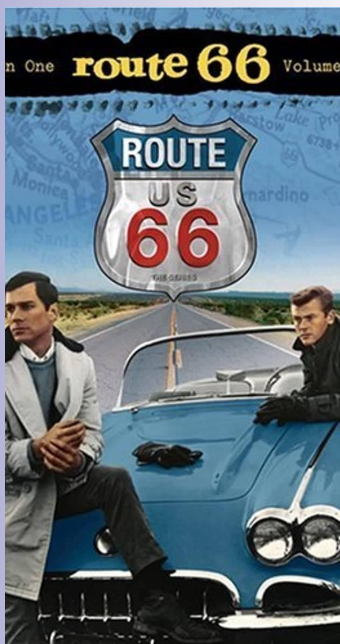


January Birthdays

- 02 Larry Raaf
- 02 Kathy Raaf
- 07 Ken Kaster
- 08 Rick Kerfoot
- 08 Sonja Massey
- 06 Debbie Scherrer
- 12 Janice Silence
- 17 Dee Ginter
- 19 Sam Davis
- 20 Rich Morton
- 24 Jack Moore

January Anniversaries

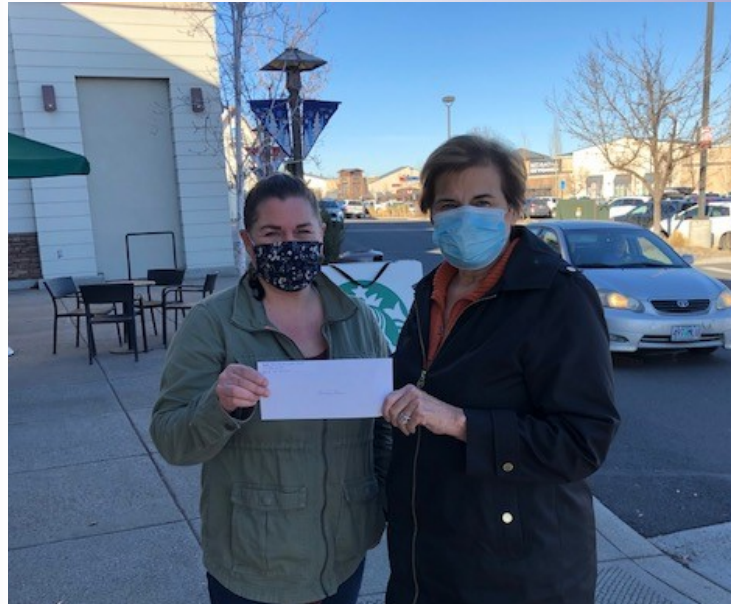
- 17 Tim & Marlene Mangan
- 23 George & Barbara Bosy



ACTIVITIES

HDCC Business Meeting (cyber)

The last 2020 C8 rolled off the line. It was sold to a buyer in New York 20,368 C8s were built in 2020. It was a Sebring Orange convertible



Sande Burgess is shown presenting the 500.00 HDCC donation to Shannon Ries of **Saving Grace**

On the Lighter Side



"WE TESTED AN ELECTRIC VERSION. BUT RECHARGING IT CAUSED POWER GRID BLACKOUTS."

There's nothing scarier than that split second when you lose your balance in the shower and you think "THEY ARE GOING TO FIND ME NAKED."



"Yes, I know, you want a corvette for Christmas. Now get off me, I can't feel my legs."





Featured Members Walt and Roiann Santos

Walt was born in Oakland California and grew up in the Bay Area. After getting his degree in chemistry at SJSU he landed a job in semiconductor manufacturing (ICs, integrated circuits). He moved to Oregon to get away from the insanity in Silicon Valley. He got a job at Tektronix in their Beaverton IC fab as an (micro-photolithography) process engineer. That is where he met Roiann. One of his hobbies is R/C flying which he enjoys at Field of Dreams or flying off Haystack Reservoir.

Roiann is native Oregonian, born in Portland. She married had 3 boys, 2 of which are twins. Later divorced and worked at Intel in Aloha and then Tektronix. At Tektronix she was a Production manager at their IC fab and met Walt. We both worked at Tektronix for about 15 years and then worked at Maxim Integrated Products for another almost 10. We both retired and moved to Central Oregon in 2004.

We have 5 grown-up beautiful granddaughters, who are smart and talented (at least we think so). We enjoy trailer camping, hiking, kayaking and traveling.

We have had performance cars both individually and together. Camaros, Firebird, RX7, 55 Chevy to name a few. We ordered our 2016 Stingray and love to take cruises, often sharing in the driving privileges. Shortly after getting our Corvette we joined the HDCC to share our passion with fellow Corvette owners.





Something For Country Music Fans



The [National Corvette Museum](#) recently announced its latest acquisition – George Jones’ 1978 [Chevy Corvette](#), nicknamed “The Possum.” This is the Museum’s first-ever celebrity-owned car to join the collection as a permanent addition. Jones’ 1978 Chevy Corvette is finished in a special one-off two-tone exterior, mixing Corvette Dark Brown and Corvette Light Beige. According to the National Corvette Museum, this combo was chosen because Jones liked the “Pace Car look.”

The National Corvette Museum attributes the acquisition to Lon and Anne Helton, as well as Timothy and Donna Vincent.

“When Sean first presented this at the board meeting, it seemed like a no brainer,” Lon Helton said. “My whole life has been my two passions – Country music and Corvette – two uniquely American, iconic things. If our name wasn’t on this, I’d get questions from friends and relatives saying ‘Geeze, you’re in the Country music business, and this is a Country music car and someone else’s name is on it?’”

Lon Helton is a host of the radio series Country Countdown USA and Past-Chair of the National Corvette Museum Board of Directors.

“We are glad to have our name on something for years to come that’s tied to our two passions,” Helton added.

Helton also spoke on a past interview he had with the famous country music star, where he asked specifically about the Chevy Corvette. “In 1986 or ’87 when I was doing one of my first interviews with him, I asked him if owning a Corvette affected his decision to cut the song called ‘The Corvette Song’ and he said, ‘Oh, absolutely.’”

Jones sold his unique 1978 Chevy Corvette in 2000, at which time he autographed the dash. After exchanging hands several times, the Vette was eventually acquired by Timothy and Donna Vincent.

In 2012 we loaned the George Jones Corvette to the Museum for a Country Music Stars and Cars exhibit so when we decided to let go of the car, the Museum was the first place we thought might be interested in it,” Timothy Vincent explained. “We were excited to partner with the Helton’s to preserve its history and make the Museum its permanent home where it can be enjoyed by all.” **from GM Authority**



HDCC Christmas Surprises Thanks Don and Dee





Featured Members Mike and Judy McClean

Mike and Judy McClean were both born in Pasadena, California, although they didn't meet until years later at a wine-tasting class through Cal Poly, Pomona, in 1978. They would arrive at the instructor's house early so they could play Frisbee in the cul-de-sac! After 3 months of romantic beach walks, they got married and have been for 42 years. Their first home was in Laguna Hills where the family was avid boogie-boarders, then they moved to Visalia, and finally Paso Robles where they planted Syrah grapes after removing 300 non-producing almond trees that were 150 years old. They started their own wine label called McClean Vineyards. They had fun with their 3 labradors and taking them to frolic in the ocean.

Mike served in the Army in Vietnam from '68-'69. He was in the food service industry working for Kraft for many years, and then became a vintner for the next 12. Since Mike is a fisherman and skier, Bend beckoned, and they moved here 4 years ago. They both enjoy hiking, bicycling, and lunches out on patios! Mike frequently takes off on his Triumph Sprint GT motorcycle

Judy has always been a 3rd grade teacher in San Luis Obispo and Monterey counties until moving to Bend. She loves Ping-Pong, tennis, & Backgammon. She enjoys her Zoom workouts after the Athletic Club of Bend closed temporarily. Her favorite TV show is a nightly dose of Jimmy Fallon!

Mike and Judy's daughter, son-in-law and 2 grandsons, age 6 & 1-1/2, also live in Bend, and they all enjoy getting together for dinners, lawn games, "Hide-and-Go-Seek" and the board game "Sorry". Their daughter, Kelly, is Art Director for "Bend Magazine". They also have a son, Steve, who lives in Long Beach, CA. This is their first Corvette, and they love road trips!



You have probably noticed this medal on Mike & Judy's Corvette license plate. This is the Distinguished Service Cross and is the 2nd highest awarded by the Army. Only the Medal of Honor is higher.



No Problems getting the new C8 Corvette at Ron Fellows Driving School in Pahrump Nevada. The picture was sent from Dave Parmen. Dave and Marna winter in Pahrump.



First High Desert Club C8 Corvette

Bill and Debbie Scherrer received their Torch Red Corvette a few weeks ago just in time for winter.





Found on Facebook: Let's Go Muddin' in this 1976 Corvette 4x4 Yours for Only \$8,500.00

Today's example comes from Facebook Marketplace in the form of a [lifted 1976 4x4 Corvette](#). If you've ever been left behind when your buddies hit the trails because you don't own an off-road vehicle, this C3 will ensure that that unfortunate fate doesn't befall you again.

The body is finished in 1976's most popular hue, Classic white. The ad itself is pretty succinct, but we do get the basic details. Under the hood, you'll find a 400 Ford engine backed by a C6 transmission. Power gets to the 14-26 tires via a 12in drop Tombstone transfer case and a 4-link suspension. Jumbo coil-overs reside on all four corners and support 2.5-ton axles. Don't forget the classy dancing ladies adorning the wheels. The seller does state that the vehicle could use some additional frame boxing and waterproofing.

The asking price for this beast is \$8,500 or best offer plus the seller will entertain trades for a side-by-side or a dune buggy. Looking at the photos, I'd have to admit, this thing looks like it would be a riot to drive. If you're looking for more info on this C3, head on over to [Facebook Marketplace](#).

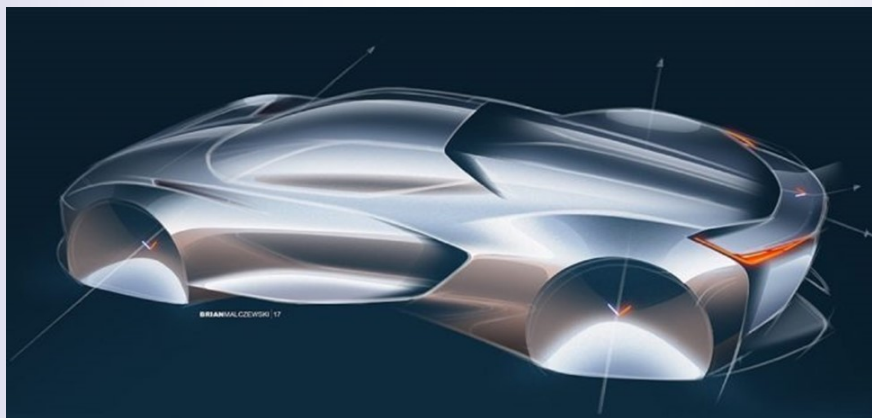


Mid Engine Monthly Update: 2020 C8's Finished & 2021's Being Made (John Elegant)

Despite first the strike and then Covid, over 20,300 C8's were completed. Production of the 2021's continued immediately behind them, without the typical two week model-year-conversation time out. By cutting the traditional two week Christmas/New Year's Bowling Green Assembly vacation short, GM finished over 1,500, 2021's before December Christmas vacation started. Production resumed on January 4th with two shifts.

What we do not know, in fact the top dealers do not even know, is how long the 2021 model year will continue. Rumors abound that the 2021 model year will be shortened, to resume the more traditional end-of-model-year timeframe of the end of August end. However, there are an equal number and strength of rumors that to reduce the massive unmet demand of C8's, that 2021 will again just like 2020, be a very long production year going into at least late fall. With many dealers sold out for all of the 2021 model year (regardless of its length), and some having lists that extend far beyond then, 2021 will end with still tens of thousands of C8 customers waiting for their mid-engine Corvette. As some long term industry observers have noted, they have never seen a new generation of any vehicle that still has so much unmet demand, noting that some are even right now selling for \$20,000 over sticker at some dealerships, and even low mileage used C8's are now going for \$5,000 over their original purchase price. The hottest button topic during this past year was following production of customer C8 Stingrays. One thread at www.MidEngineCorvetteForum.com has 200,000 views, and already the 2021 production tracking thread is moving forward, being intently watched here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/212690-latest-%E2%80%98bga-production-numbers>

But before we move forward, let us look backward at a "GM Motor Design" C8 concept sketch done many years ago, but *just released*. Might it have some unique C8 ZORA elements being forecasted within it?



Moving forward, speculation and anticipation for the Z06 is driving a lot of the future intense focusing on the C8 generation. We know that the C8 Z06 will not be earlier than a 2022 Corvette. And could it even not happen until the 2023 model year? When will it be revealed? That is another unanswered, major speculation focus. A prevalent rumor, though totally without basis at least so far, is that the C8 Z06 would be revealed on the two year anniversary of the C8, specifically on 7.18.21. And then it would go into production starting this next October

. However right now that is water cooler talk, but might there be a kernel of truth to either date??? An interesting poll, when will the 2022 Z06 be revealed? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/214520-poll-c8-z06%E2%80%99s-reveal-date>

What might it look like? Here is a sketch commissioned by GM Authority.



How hot is the C8 Z06 going to be? Two large, totally reputable dealers already have *customer* purchase lists around 200 each, giving us some indication. Once again there will be massive unmet demand for this car. IMO if you have not been on a dealer's list for one for a while, there is a likelihood that you would have to wait until the 2023 model year to get your C8 Z06. Of course, its basic price will be a major factor? Will it have a starting MSRP of \$89,995 or will it start at \$94,995?

A second major unknown is how many Z06's can BGA make its first year? Will it be less than the 10,000 that were made the first year of the C7 Z06? Or more likely, can BGA make over 15,000 units its initial production year? Or even 20,000 that 1st year? One thing for sure is that even if 20,000 could be made, there will be many again waiting for their own Z06 until the second model year because just like so many were shut out of getting a first year C8 Stingray, similarly thousands will be shut out of getting a first year C8 Z06.

Meanwhile we are seeing what many feel are mule sightings of what is believed to be an all wheel drive C8 E-Ray (the hybrid replacement of what heretofore was called the Corvette Grand Sport in previous generations). Here is one sighting. How can one tell it is probably an E-Ray hybrid instead of a Z06? Most believe that whereas the Z06 will have center line exhaust tips (which we saw previously on mule pictures several months ago), the below sighting is of the more traditional outer exhaust tip location, again probably indicative of the e-Ray undergoing testing. This picture is from a video captured by "jcsblownc5."

