



High Desert Corvette Club

Newsletter

February 2021

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

Secretary—Dee Ginter

Treasurer—Suzanne Sawyer

Sgt At Arms—Chris Anderson

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**

.February 2021 Monthly Newsletter President's Pondering II

There isn't much new to share as we all are still on lockdown or semi-lock down, depending on if you have been stepping out. Be safe and practice social distancing and we'll all get thru this. We will all be stronger for it, too.

Just a friendly reminder, we'll conduct the February meeting via Zoom, again. If you missed participating in the January meeting, come join us for the next one. An email with the link will be sent in a separate notification.

Just another reminder that it is nomination time for board members. If you're interested in a position let us know. Also, if you would want to try a volunteer position speak up and be heard at the meeting. Everyone is welcome.

Well, we finally got some snow and really needed it. Thinking on the positive side for this year it's looking like we have some great events planned. I hope everyone is saving up their energy for 2021 outings because our Activities couple are spot on.

While our cars are in the garage sleeping it might be a good time to start them up and move them forward & back to circulate the fluids. I might even have to put another coat of wax on. Happy Valentine's Day!



Don Ginter
"The G-Man"
HDCC President
"Life is trying things to see if they work."



February Anniversaries

- 02 Scott & Ginger Foote
- 05 Fred & Jeannine Crowther

February Birthdays

- 01 Bob Welch
- 08 Ramona Hidalgo
- 12 Annie Scheaffer
- 22 George Bosy

February National Days -

- 2 Tater Tot Day
- 5 Shower with a friend Day
- 6 Play outside Day
- 8 Kite flying Day
- 10 Cream Cheese Brownies
- 15 Wisconsin a special day
For the Schrank's
- 18 Drink Wine Day –Isn't
every day?
- 22 Margarita Day—the drink
not the person
- 24 Tortilla Chip Day
- 27 Polar Bear Day
- 28 tooth Fairy Day

Submitted by Dee Ginter

ACTIVITIES

None planned to date but stay tuned.

Sonja Massey presenting \$500.00 to Bright Side Animal Shelter



Don Ginter presents \$500.00 check to Heart'n Home Hospice director Diana Hergenrader



On The Lighter Side



"THEN WE DECIDED TO PUT THE ENGINE IN BACK!"

Generation Gap! 😂



When you sneeze too hard...



WHEN YOUR INSURANCE WONT COVER YOUR AMBULANCE RIDE BUT YOU HAVE AAA!!



Have you noticed that all the scientific instruments looking for intelligent life are pointing away from the earth?



POET • THINKER PILCHARD • TAKER OF NAPS
TALK TO US - email: pilchardthecat@protonmail.com



HDCC Featured Members

Ann Lankford

Tom Gray

“The Grayfords”

Ann

Hello everyone. I was born and raised in Rochester NY. My family consisted of mom, dad, and an older brother. My brother and I were 5 years apart. I always worshiped my ‘older’ brother, however that was one sided as he didn’t care. With this difference in our ages, I was so happy to have had 1 year of junior high school with him as a senior. When I look back on these memories, I realized he didn’t share these same thoughts. While growing up, my mom used to say that I would start our brother/sister disagreements then he would finish them by a ‘punch on the shoulder’ routine. We both grew out of all this behavior.

I had several years of college education while discovering that it was more fun to live and work in a college town and not go to schools. My education consisted of being a telephone operator while going to college. I finally moved from my parents’ home in Santa Barbara to San Luis Obispo, California finding employment at a bank in SLO. After about 2 years, I realized that the old theory of banks not paying much is true. I changed my employment to a medical clinic as a Credit Manager. This was an ok job, but again the income wasn’t much. From there I went to work for the State of California as a clerk. I made many job changes ultimately settling on being a tax collector. The income structure was very different as it was based on step increases until you reached the maximum for that position. After about 30 years of working for the State, I decided to retire.

I have always loved cars starting with a 1965 Mustang. It was a very basic model as cars were in those days. The only thing I could change on my Mustang was adding a radio and wire wheel covers. This was my first love! Several years later my desire to have a sports car became stronger. In 2002 I purchased a 6 month old used corvette. From that beginning I made many changes. I settled on moving to Oregon and brought along my new 2003 Electron Blue coupe that was called Annie’s Baby. During this time, I discovered Corvette Clubs in Cameron Park California. Once arriving in Oregon in 2004, I joined the High Desert Corvette Club.

After about 2 years, the C-6s came along. In May of 2005, I took delivery of a beautiful LeMans Blue convertible called Baby #2. All the corvettes are beautiful no matter what year they might be. Annie

Continued on page 9



Senior Citizen Buys 2021 C8 For 90th Birthday

.S. Air Force veteran Chuck Cook turned 90 this year, and celebrated his ninth decade of life in a rather exciting way: buying himself a brand new [2021 Corvette Stingray](#). Cook, a resident of Leesburg, Florida, purchased his Torch Red [Corvette](#) from Cecil Clark [Chevrolet](#). The dealership went the extra mile for Cook, holding a celebration complete with refreshments and decorations and inviting his Corvette club along to celebrate with him. "This is my birthday present to myself," Cook told the [Leesburg Daily Commercial](#). "I've owned corvettes since 1981 when I bought my first one. This makes my fourth one in my lifetime. I can't wait until the pandemic is over so I can get this to all the car shows." Cook's love affair with the Corvette started when his former next-door neighbor in General Motors' home state of Michigan introduced him to the car. His first Corvette was a 1981 model-year C3, which he later replaced with a 2001 model-year C5. He then upgraded to the C7 Corvette when it first launched in 2014.

The 90-year old is a die-hard GM fan and also has a [Chevrolet Equinox](#) in his garage for running his daily errands.

"I've been driving corvettes for 40 years," Cook told the *Daily Commercial*. "It's my fun car. I have a 2018 Equinox as my grocery getter as I call it." Cook seems to have a penchant for performance, as he ordered his 2021 Corvette with the optional Z51 Performance Package.

Bottom line = You never out grow your love for Corvettes!!!!

Factoid

The median annual household income of a Chevy [Corvette C8](#) buyer is \$76,000 higher than the equivalent figure for customers who bought the Corvette C7. This information was revealed by Steve Hill, North America Vice President, General Motors, during a call with the media attended by [GM Authority](#).



The "Grayfords" continued

Tom

I was born in Texas, but raised in the Midwest and Seattle area. Dad was in the hotel and restaurant business, so I was a bellman or line cook during my teen years. I enlisted in the Navy and trained in electronics, as a Reactor Operator on a Nuke Submarine. I worked in the Power Industry turning Uranium into electricity, and then turning water into electricity here in Oregon. I've pedaled a bicycle thousands of miles touring the northwest. About 15 years ago, bought my first Corvette; a beautiful white over red C4 roadster. Joined the Corvette club in 2007 and met Annie about then. Our lives merged. I sold my C4, and my '39 Pontiac hotrod...too many toys. I'm a five decade motorcycle rider, and four decade private pilot...my true passions. I have three kids and they have kids as well. Tom





Introduced at the 1954 General Motors Motorama in New York City, the Chevrolet Corvette [Nomad](#) concept was a sleek interpretation of what the family wagon could be. Adding a streamlined station wagon rear end to the back of a 1954 Corvette front produced a sexy American shooting brake. Though the car never came to fruition, it gave the public a look at what GM Styling could do.

The impression was so strong that fifty years later specialty builders Advanced Automotive Technologies would attempt to repeat the build with this 2004 [Chevy Corvette](#) coupe, for sale at [Streetside Classics](#). The result is in the eye of the beholder.

Without a doubt, this is a polarizing build. The grille, done to ape the 1954 Corvette, misses the mark more than a little. The thirteen chrome teeth stick out too far from the grille opening, giving the appearance of a horse-toothed kid with braces. The arched front fenders try to blend the styling of the '54 with the lines of the 2004 Chevy Corvette, with the end result being a front end that looks too long. Other styling cues like the partial front bumpers elicit the correct memories, but just. There is proper-looking side trim fitted.





Vauxhall Concept Car

Visitors to the Geneva Motor Show in March 1966 must have been astonished by the radical-looking two-seat sports coupe on display at the Vauxhall stand. The U.K. brand, which had been part of General Motors since 1925 and [would remain so until 2017](#), had produced the Vauxhall XVR Concept, which bore no visible resemblance to any of its production vehicles.

This was the first of three cars known as Vauxhall XVR Concept – the letters standing for eXperimental Vauxhall Research – of which the only survivor, the third that had ever been built, is part of Vauxhall's magnificent 60-car [Heritage Collection](#).

It was designed by an international five-man team working at the Vauxhall Design & Engineering Centre in Luton. Leo Pruneau had been sent over from Detroit to work with Australian-born stylist John Taylor, and they were joined by three more Americans: Wayne Cherry, who went on to move from Vauxhall to Opel before returning to the U.S. and becoming GM's Vice President of Design, interior specialist Pat Fury and project engineer Judd Holcombe.

With all this American influence, it perhaps wasn't surprising that the Vauxhall XVR Concept bore some resemblance to the Mako Shark II concept car that made its public debut at the 1965 New York Auto Show. Incidentally, [the Mako Shark II went on to heavily influence the design direction of the Corvette C3](#).

The Vauxhall revealed at Geneva a year later was based on a tubular and box cross-section chassis with a reinforced central backbone. It had a steel body with a front-hinged clam-shell hood that contained electrically controlled pop-up headlights and a one-piece rear-hinged tail.

The door design was particularly unusual, with each door containing a long, curved glass section which combined half the windshield with what would normally have been a side window. The Vauxhall XVR Concept was 160 inches long, 64.5 inches wide and 40 inches tall. Due to its lack of height, interior space was naturally very limited, and the seats were fixed in place. Exceptionally for a mid 1960s car, however, the steering wheel was adjustable for height and reach, and the pedal unit could be moved fore and aft, so that it could be driven by people of different statures.



A Corvette Sting Ray Four-Seater?

Corvette prototypes have taken countless forms over the years. Here's a furtive attempt at a 1963 Sting Ray four-seater from GM Styling. The Chevrolet Corvette story, which now spans eight decades, features a number of fascinating twists and turns along the way. Here's one that, fortunately for the Corvette legacy—in our opinion, anyway—never got the green light for production: a four-seat version of the 1963 Corvette Sting Ray.

In Corvette lore, the executive responsible for the 2+2 Sting Ray (internal code name XP-796) was GM's powerful car and truck boss, Ed Cole, who looked on in envy as the four-place Ford Thunderbird continued to rack up impressive sales figures year after year. Of course, the notion of a Corvette with a rear seat was not entirely original and in the Motor City, the traditional rule of thumb is that a two-seater is a niche product by definition, while a four-seat package has real volume potential. The '63 Sting Ray redesign was an expensive and ambitious undertaking for Chevrolet, so we can understand Cole's instinct for covering his bets.

The one-off prototype was shown to the company brass in around January of 1962 in the GM styling studios, parked next to a new Thunderbird to provide the obvious competitive benchmark. It was there, as the story goes, that GM president John F. Gordon was trying out the rear seat when a front seat latch jammed, trapping him inside. And although he was quickly rescued, that, they say, was pretty much the end of the four-seat Sting Ray project



What's Happening In C8 Mid-Engine Developments? [\(John Elegant\)](#)

The rumors about future models keep heating up. Including the blockbuster one that there *could* be a Corvette C8 Crossover. Of course lots of negative feelings about that possibility by Corvette diehards, but we saw that same ballistic negativism when Porsche started with their SUV's yet this last week we saw that now that Porsche SUV's are outselling all their Boxsters, Caymans and 911's alike. Can we live with a Corvette SUV if there is one?

How about C8 Z06 rumors? When will it become a model, e.g., 2022 or 2023? I am guessing and going with sentimentality, thus thinking the Z06 will be revealed on 7.18.21 and production would start the first week of this October. But as of yet of course, GM has yet to even acknowledge such a model, let alone timing hints.

Also heating up for some is the question as to whether there would get an AWD, hybrid powered E-Ray Corvette, partially powered by our 6.2L LT2, OR, will they choose a Z06 with its likely 5.5L flat plane crank super high-Erving DOHC? The Z06 vs E-Ray will sure have two complete personalities. Want to read the most probable component attributes and differences? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224392-z06-vs-e-ray-components>

It is amazing to me that there are already two dealers whose C8 Z06 customer lists are not just over 100 each, but according to customers who say they know because their dealer has told them, one of those dealer's list is over 200 customers already. From talking to some dealers, they say "no way" that they can get a customer who called them now a 2022 Z06. How does this Z06 rendering (thanks "BuzzArt") strike you?



And speaking of "striking" lots of polarized opinions here about the probable Z06 rear wing — at least on its Z07 version. There is a collection of high wing photos here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/230417-collection-of-z06-spoiler-pic>





Two GM, C8 videos were released in the last month. The word spellbinding to describe them both would be an understatement. Here is part one on the elements of C8 design:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224687-revolution-the-c8-%E2%80%9Ccorvette-engineering-documentary%E2%80%9D>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/220764-from-gm-media-just-released-c8-“revolution”-1st-part>

However even more fascinating to me was the second one which focused on its engineering, with almost all of it being shot at the Nurburgring ring:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224687-revolution-the-c8-“corvette-engineering-documentary”?fbclid=IwAR1czf4nx0yzqIe5Y6CwNwqDeIbzD8yHDLIwBdk9-gWeBnzL1lCqrGSrQrY>

How about the last line in the second video, if that doesn't get your revved up, especially as our entry C8 Stingray does under 3.0 second to sixty, faster than both the Shelby GT Mustang 500 (by more than a half second), and a touch faster than a \$1M McLaren, so that last line in the second video is that the entry C8 Stingray is *“just the tip of the iceberg!”*

We finally are seeing many superb pictures of customer Silver Flare and Red Mist. For many more pictures:

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/229336-silver-flare-chameleon-color>

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/226836-red-mist-is-explosively-beautiful-in-the-sunshine>



What about Stingray deliveries? They are proceeding very nicely. GM produced just 1,472, 2021's even before Christmas, with January production since been humming. Similar to the above on Z06 deliveries, many dealers are now saying to customers who are now first contacting them at this time, “sorry, there is no way I can get you a 2021 Stingray” (at least that is what most honest dealers say). Of course that refers to dealers who are charging MSRP, and there are still opportunities as some “market adjustment” overage dealers who will be able to get you a 2021 — but is that worth between \$10,000-\$25,000 OVER sticker to you? I know of one dealer who told me that he sold a loaded 2020, coupe for \$147,500. Insanity! And one 2020 recently at Mecum, the seller refused to sell it at \$140,000. Crazy and greed!