



High Desert Corvette Club

Newsletter September 2021

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Activities—Sande Burgess

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Membership—Roiann Santos

Newsletter—John Burgess

**Photographers—John Burgess
Dee Ginter**

Sunshine—Barbara Bosy

Highway Clean up— Ann Lankford

Publicity—Don Ginter

**COHD—Chair Person
Harry Bongers**

President's Ponderings

I think it's official, fall temps have arrived! It seems in our area an earlier than usual arrival. So you know what that means....our corvette driving days for 2021 are numbered! Let's make the most of what is remaining!

I would like to mention on behalf of the club, John and Sande continue to do an outstanding job of activities, and monthly dinner gatherings. This is no easy task to pull off, even when there are no "mandates" to have to work around. And with all the changes with mandates being thrown out there (sometimes weekly) these last couple of years, it's dang near a mission impossible! But yet, on behalf of this remarkable club, they continue to pull it off with flying colors!

~ ~Please let them both know how much their efforts are truly appreciated~~

Casey and Laurile Gibbs have graciously offered to host our Redmond September 14th club meeting at their home. Please note address: 7855 NW Grubstake Way
You will need a code to enter the gate at their development, and this will be sent out with the agenda on Sunday September 12th. Yes, this just might be a test to see who actually reads these communications....I will know by the calls I get asking where, when and how to get there ☺. Since the Gibbs are hosting, it would be courteous to know approximate club attendance numbers, they have asked to please let me know by email if you are planning to attend. Also, as we have done recently when a club member hosts dinner, we ask that each person contributes \$10 towards the meal. *Lasagna, salad, artisan bread, dessert and beverages will be served.
Looking forward to seeing another great turn out! See you all soon!



Tess Morton
President
T— Gal



Anniversaries

9/15 Casey & Laurilea Gibbs

9/2 Greg & Karen Carter

Birthdays

9/7 Marlene Meyers

9/8 Diane Wedeman

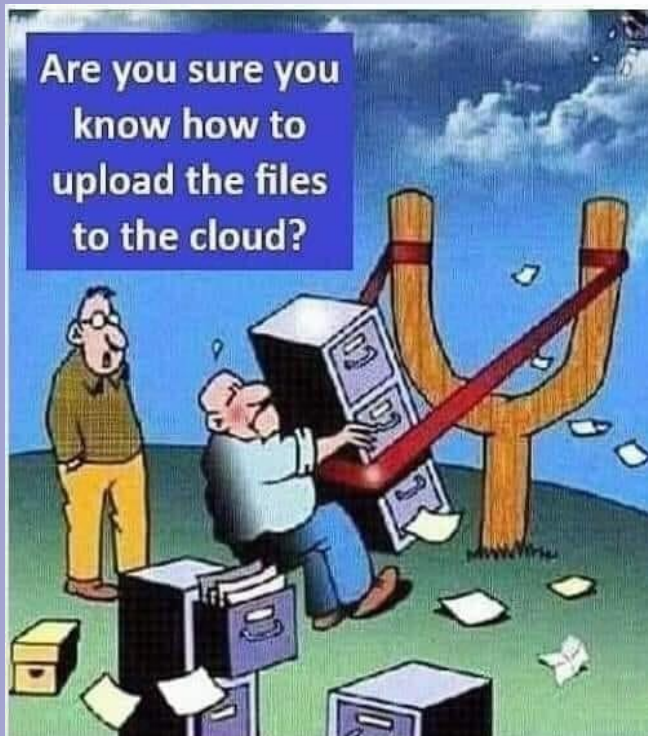
9/18 Steve Fisher

9/21 Butch Duncan

9/23 Marlene Mangan

9/30 Walt Santos

On The Lighter Side



HE ASKED WHY THE HOUSE ISN'T CLEAN SINCE I'M HOME ALL DAY



I ASKED WHY WE AREN'T RICH SINCE HE WORKS ALL DAY



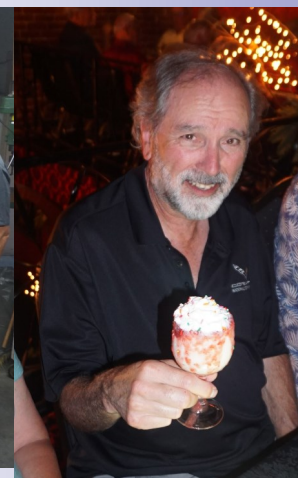
Pendleton - Joseph Trip

The Pendleton, Joseph road trip was filled with activity. Thirteen cars left the Walmart Redmond parking lot Thursday August 26th morning. Traveling up highway 97 with a rest stop, they arrived in Boardman for lunch at the River Lodge Grill. Regardless of a lack of staffing we received a good and timely lunch. From there we traveled to Pendleton with a quick shopping stop at the Pendleton Woolen Mills. Then, check-in at the Pendleton Best Western and some rest and relaxation. We had dinner at Virgil's at Cimmiyotti's in downtown Pendleton, the ambiance was great, (with a little lack of light) and the food and service were great. They even treated Tim Mangan and Dean Cowell to a little birthday dessert surprise.

Friday morning after a leisurely breakfast, we left Pendleton for our trip to Joseph. We arrived just in time for lunch at La Laguna in Joseph. After lunch Rich and Tess lead us on a preview drive of the Joseph area including Wallowa Lake and the Wallowa Lodge. Check in at Eagle's View in Enterprise was fast and easy. All were on their own for dinner.

Saturday morning several gathered at the Wallow Lodge for breakfast. Great historic lodge with great breakfast. Many then dispersed to the downtown car show. There were many fabulous cars on display. At 11:00 a.m. we all gathered at the foot of the tram for a trip to the top of Howard Mountain. The views from the tram and the top of the mountain were spectacular. We had expected to have lunch at the top, but as with many businesses they were closed due to a lack of staffing. After that wonderful breakfast many did not miss having lunch. At 2:00 12 cars arrived at Valley Bronze Foundry for our private tour. Casey of Valley Bronze was a very informative and fun tour guide. Dinner that evening was at Glacier Ridge at Wallowa Lake. Good food and good service.

A lot of laughs and friendships were shared on the weekend. What a great group of people. As always with High Desert Corvette members, we all have fun together. (photo show to follow)



The Average Transaction Price for the C8 Corvette Was \$82,489 in Q2 2021

Don't let that low base price of \$60,995 for a [2021 Corvette Stingray Coupe](#) fool you.

Most buyers can't seem to resist adding lots of options to their new mid-engine sports car, based on recent data from [Cox Automotive](#).

They're reporting the average transaction price (ATP) of a new Corvette in the second quarter was more than \$20,000 higher than that starting point. In fact, it was a whopping \$82,489 – the highest figure ever recorded for the Corvette.

Of course, multiple factors are at play here – not the least of which is that the Stingray has proven to be a gamble that's paying big dividends for Chevrolet. Sales rose 224 percent to 7,971 units in the second quarter, the highest such figure since 2016.

Museum Delivery

Club member Sam Davis received his new C8 red mist 2021 at the museum in Bowling Green. Only the second HDCC member to do the museum deliver. The first was Scott Foot in 2014.





. All About Gasoline

The following information was taken from the Corvette Magazine's "Tech Nerd". The reader's question was rather lengthy so I have shortened it to save space. The is a snow bird with homes in Wisconsin and Florida. He keeps a C7 in Wisconsin and a 2013 Z06 in Florida. His question concerns octane ratings, Top Tier rated fuel, ethanol verses none-ethanol fuel. The final part of his question had to do with fuel levels when storing his Corvettes.

Answer-

Many people don't realize that gasoline is, for the most part, shared among competing retailer. In other words, each of the various gas retailers around the country is not refining its own gasoline from crude oil. Instead, in most cases, basic refund gasoline is stored in a common container until purchased by a specific retailer, after which it is blended with that retailer's additive package. "Top Tier Detergent Gasoline" is a performance specification and marketing designation that retailers can utilize if their gasoline meets the established standards and they pay a per-retail-location license fee to the Center for Quality Assurance. The CQA is a company that develops, implements and administers licensing programs for OEM – specified fluids, including the Top Tier fuel program. To meet Top Tier requirements, a fuel must pass tests that measure deposits on the intake valves, deposits on fuel injectors, deposits in combustion chambers and intake-valve sticking. As of this writing, there are 49 brands of gasoline that are licensed to use the Top Tier label. (the reader mentions he is using Sunoco Recreation 90 in Florida) Sunoco is not listed as a Top Tier Fuel. This only means Sunoco is not participating in the Top Tier licensing program and does not mean that Sunoco gasoline doesn't meet or even exceed, the Top Tier criteria. Based on the experience of many other late-model Corvette owners, your best course of action is probably to use Chevron's premium gas when possible, or to occasionally add Techron Fuel System Plus cleaner to whatever gasoline you use.

As for your use of Sunoco's Re-90, while I do appreciate the benefits of ethanol-free gasoline, I'm concerned about the relatively low octane rating. The lower the octane, the more likely the engine is to knock. I don't think you're going to damage the engine during normal street driving, because the control computer will retard the timing if sensors detect knock, but there is always some risk. Ethanol can damage various fuel-system components, but both of your Corvettes were designed to operate with ethanol in the fuel, so they should not be bothered by it.

Regarding whether to store a model Corvette with more or less fuel in the tank, there are some competing thoughts that have not yet yielded a clear answer. There is a recommendation floating around that owners are better off storing their late-model Corvettes with a quarter tank of less, to avoid potentially damaging a sensor by immersing it in fuel for an extended duration. But this seems illogical to me, because any time the tank is more than one quarter filled which is most of the time, the sensor is submerged. What, then is the difference between keeping more gas in the tank during storage and doing so during regular operation. Either way, the sensor is almost always immersed in fuel. I suppose it's possible that the sensors more likely to get "dirty" from deposits when the fuel is stagnant for several months at a time, so maybe storing the tank with very little fuel is smart. The traditional explanation for why cars should be stored with the tank full is that it less moisture=containing air will be in the tank, and thus less rust-causing water condensate will form. On the other hand, late model Corvettes use plastic tanks and a lot of plastic fuel system parts, so rust is less a of a concern than it used to be.



Wine Tour 2021



Wine tour 2021 was a terrific success. We only had five cars, but they were a big presence. Friday the caravan left from the usual Ray's Parking Lot in Sisters and proceeded by way of highway 126 to Valley River Inn. Once checked in, we promptly left for Pfeiffer Winery outside Junction City to enjoy their Friday night "Burgers and Blues". The wine and music was very good and the weather for the evening was great. The highlight of the evening was a visit from Robin Pfeiffer, high school friend of John Burgess and owner of Pfeiffer Winery. He regaled us with stories of the winery and introduced us to their most recent label, "Toast", a 2020 Pinot Noir. It is made from the grapes that received much smoke from the 2020 fires. To quote the label, "We toast to the resilience of our family, friends and neighbors challenged by a pandemic, wildfires, and isolation. And to this vintage pinot noir that rose above it all." Point of interest, the guys could smell the smoke in the wine and the girls could taste it. This made for an interesting tasting, would recommend trying it when available.

Saturday morning started with breakfast at Elmer's. Then on to Long Timber Brewing from lunch where we enjoyed a variety of their brews. After a hearty lunch, off to more wine tasting. First Stop Walnut Ridge Winery for a nice quiet scenic tasting. Second stop High Pass Winery hidden in the hills outside Junction City. Only drawback was their long gravel road. Plenty of dust, but no rock chips reported. Their wines are very reasonably priced and quite good. Third and last stop of the day was an old favorite of HDCC Five Fourteen Winery. Consensus was their Pinot Gris was the best as well as relaxing with a glass of wine enjoying the scenic view.

Saturday evening we all enjoyed many chuckles and a great seafood dinner at Red Lobster. This was a real treat since Central Oregon does not have a Red Lobster.

Many laughs and memories were had with a small but mighty group.





Who is Mary Barra ?

Mary Barra is the chief executive officer for General Motors. She has been in this position since January of 2014. She is the first female CEO of a “Big Three” automaker. Prior to being named CEO she was executive vice president of global product development. She graduated from the General Motors Institute (now Kettering University) where she received a Bachelor of Science degree in electrical engineering. She received Master’s degree from Stanford University on a GM fellowship.

Barra started working for General Motors in 1980 as a co-op student when she was 18 years old. Her job was checking fender panels and inspecting hoods and she used this job to pay for her college tuition.

During her first year as CEO, General Motors issued 84 safety recalls involving over 30 million cars. The recalls led to the creation of new policies encouraging workers to report problems they encounter in an attempt to change company culture.

In 201 Barra was the highest paid Detroit Three Executives with a total remuneration of \$21.96 million per year. Her net worth is reported to be \$60,000,000.00. She is 59 years young.

She is married to Tony Barra who she met at Kettering University. They have two children and two dogs. She named the Chevrolet Camaro and the Pontiac Firebird as her favorite cars. In 2015 she had a black Z06 convertible built for her. No information as to whether she has a C8. Her daily driver is a Cadillac Escalade .





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Mid Engine Monthly Update: C8 News: (John Elegant)

GM just announced that the Z06 will be revealed on October 26th with teaser pictures and this video but did not yet announce its reveal location; more here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/302444-october-26-2021-z06-reveal-date#post302795>

Excitingly there were six different Z06's which were captured with light camo testing in mid-August on the Nurburgring. There are 15 precise photos shown within the following thread, though another 150 at www.MidEngineCorvetteForum.com (MECF) including showing its greatly-revised front fascia with an additional center heat exchanger, incredibly large front splitter, massively-revised side scoop (even though still partially hidden it looks a lot alike the C8.R's), changed rear fascia with its four center mounted exhausts, and for this Z06/Z07 version its carbon ceramic brakes, carbon fiber wheels, its large "bird" high wing, etc: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/299795-pics-z06-with-light-camo#post299938>



<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/299527-z06-has-4-center-tip-exhaust-setup>

But will we also see at this Oct 26th reveal a hard top convertible version of the Z06 or is that not coming until months later? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/296681-z06-reveal-but-no-htc>

We are expecting both the entry version Z06 and the Z07 version with its high wing at its reveal. Here is a good collection of comparative pictures showing them in thin zebra-vinyl-camo and how they are quite different visual versions, yet are both wide-bodied, have the identical powertrain, and look a fair amount like the C8.R: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/301124-entry-z06-w-blade-spoiler-smaller-splitter-the-ring>



For those who missed it this last month but are Z06 intrigued with GM's official reveal announcement of it coming this fall, GM teaser's video includes its high pitched, perhaps up to 9,000 RPM, wailing flat plane crank motor: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/290427-gm-officially-confirms-with-z06-press-release-and-video>

Want to further hear the incredible DOHC, Z06 motor at speed? If you one watches only one video of the Z06 testing at speed at the Nurburgring, this is the one which will give you chills: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/301960-another-new-z06-ring-video-thanks-to-auto-addiction#post302013>

There are 6 additional Z06 videos at the N'Ring within MECF.

But did GM just give us an equally massive surprise at the Nurburgring and test the E-Ray right along side the Z06 there, e.g., Tadge's preferred program of "we hide things in plain sight?" If you have any doubts, might this link with its internal video erase them; might it convince you that the E-Ray was actually there testing at the Nurburgring too?: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/302936-run-silent-run-deep-e-ray-in-ev-only-mode-shown-here>

Could the E-Ray itself be an additional massive surprise at the Z06's reveal that October 26th evening?

We initially heard the 2022's would start in the end of summer (Sept 27th TPW), then it was revised forward to the week of 9/13 as per below, but now we have confirmed that the first 2022's start down the assembly line as early as during the middle part of the week of September 6th: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/298389-2022-c8's-start-tpw-9-13>

We are just now seeing the new-for-2022 colors on a full sized C8 (rather than just a fender shared with us before). The first one we saw in a complete C8 was Amplify Orange, captured by professional Craig Marcho — who was at NCM getting his new C8 Museum Delivery. Going to be a lot of happy folks choosing Amplify, but please know it is a tint-coat and not a metallic.

Also at Carlisle and at NCM's 27th Anniversary event, GM also showed for the first time both complete Hypersonic Gray Metallic and Caffeine C8's. Pictures and a video of them are at this thread: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/304200-new-hypersonic-amplify-orange-pics-thanks-to-mike-furman-criswell>

When will the E-Ray be coming? In addition to the above possibility, there are a lot of different ideas about that with some believing it will be revealed as a 2024 model year, others saying "no" that the ZR1 will jump ahead of it and that the E-Ray instead become a 2025 model. In either case we have learned the E-Ray's massive tire sizes are: 275/20 & 345/21. Will it have over 600 HP coupled with its all wheel drive and so be even faster 0 to 60 than the Z06? Many think however that after 60 MPH the Z06 will kill it in the quarter mile. More info is here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/302319-might-corvette-e-ray-debut-a-few-months-after-z06>