



High Desert Corvette Club

Newsletter October 2021

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Vice Pres.—Don Ginter

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Treasurer—Suzanne Sawyer

Sgt At Arms—Chris Andersen
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

!As we enter this time of year, I'm sure we all are a little saddened that most of our babies are snugly tucked away for the winter, well except for a few lucky ones that drove south for the winter! And yet the beautiful fall colors and crisp fall air has replaced the warmer days of summer, I'm reminded once again the beauty of our state!

I bet there are so many of us who share in the appreciation of all the good times we are fortunate to share. And when life throws us those occasional unplanned mishaps of the human body, we remind ourselves "we all will get our turn" so, be patient and this too will pass. I try to keep in mind, always make time to play on the good days!

We are quickly wrapping up 2021, can you believe it? The club marched on this year with so many terrific meetings, drives and events even though the powers to be, tried to complicate our attempts to get out and enjoy life....we prevailed!

So let's send out 2021 with another record breaking bang, at our Clubs Annual Holiday dinner December 8th at the beautiful Aspen Lakes Golf Course, Brand 33 restaurant.

I will be sending out a club email blast announcing all the fun and merriment information. PLEASE NOTE : This event is by RSVP and prepaid dinner only. We are so very fortunate that this restaurant (managed by wonderful Kelly) is willing to host our club with full seasonal decor and an amazing menu. With, that however, I will need an exact head count by December 1st. So don't delay, contact our activities director Sande Burgess and get on the list, I promise a wonderful holiday experience!

Finally, our last club meeting for this year will be held on WEDNESDAY, November 10th, at Aspen Lakes Brand 33 bar area. Dinner is \$16 per person and includes meal/beverage and desert, plus bar will be open for your favorite libation. We have lots to discuss and plan for next year, plus the enjoyment of visiting with club members old and new, so let's all get together for our last 2021 members meeting!



Tess Morton
President
T— Gal





HDCC Events 2021

December 8th - HDCC Annual Christmas Party Aspen Lakes, Sisters

Date TBA Clay Pigeon Shoot Creswell OR.

Date TBA R.V. Retreat

November Birthdays

- 11/4 Sande Burgess
- 11/6 Ginger Foote
- 11/13 David Schneider
- 11/19 Carolyn Davis
- 11/19 Kemi Broadley
- 11/20 Christine Larson
- 11/20 Ron Wedeman
- 11/21 Karen Carter
- 11/25 Jere Smith
- 11/26 John Shaw
- 11/27 Chris Andersen
- 11/29 Barbra Addressio

Nov. Anniversaries

- 11/3 Dean & Sani Cowell
- 11/5 Gary & Janis Silence
- 11/7 Dale & Jean Krehbiel
- 11/10 Ron & Sonya Massey
- 11/18 Steve & Barbara Fisher
- 11/20 Don & Dee Ginter
- 11/28 Mike & Suzanne Sawyer
- 11/30 Greg & Karen Carter

Debbie Scherrer won the hidden phrase contest. Remote controlled car was the prize!!!!!!!!!!!!



Mike McClean won the October 50/50 drawing for \$61.00. Mike gave \$20.00 to the club. Thanks Mike!!!!!!!!!!!!



HAPPY HALLOWEEN

Saturday, October 30, HDCC celebrated it's second annual Halloween Party at the Meadow House. There was a great turn out of over 40 members, most dressed in great costumes to conform to the 50's theme. Thanks to everyone who contributed great appetizers and desserts. After refreshments, The Not So Newly Wed Game was enjoyed by all as well a competitive round of toss the ring on the Witches hat. The Meadow House was dressed in fine Halloween decorations thanks to Rich and Tess Morton. To add to the festivities, Marlene Mangan went home with \$85 from the 50/50 drawing.



President's Mystery Tour 2021

President Tess Morton and her "First Man" Rich, organized an excellent president's mystery tour. We left the Walmart parking lot but not before we enjoyed fresh cinnamon rolls and coffee. We headed north to The Dalles and stopped for lunch at the Bargeway Pub. Then on to Leavenworth WA.

We were greeted at the Hotel Pension Anna by the owners. Then on to dinner. The next day we traveled to the Salish Lodge & Spa at Snoqualmie Falls. That evening we enjoyed another excellent dinner. On the return trip some stopped at the Cooper Spur for lunch. A great trip and lots of driving. Thanks Tess and Rich for a enjoyable two days.







Fourteen HDCC members attended the CPR Training held October 19th at the Ginter Plantation. Thank you Don and Dee for organizing the event and the excellent refreshments.





HDCC Featured Members Casey and Laurilea Gibbs

Casey hails from outside a little town in western Colorado, Ouray, known as the “Switzerland of America”. Laurilea hails from outside the small Oregon coastal town of Coquille.

When Laurilea was young her family moved around following her father’s job as a logger. Her mother told them to start knocking on doors and invite the other kids to play. She still does that! Her mother also taught her how to cook, can, sew, do yard/ garden work, and gather firewood. With no boys in the family she and her sisters had to do it all.

Casey’s mother was a math teacher at the same small high school he attended. You would think he would have gotten extra help with his homework, but mom didn’t want to give him an advantage over the other kids, so nope! His graduating class had seven kids. (He did say small school!)

After graduation he attended the University of Colorado intending to be an electrical engineer. He soon figured out that wasn’t for him and switched to a business degree. He joined Navy ROTC which was an interesting experience during the anti-Vietnam war protests at that very liberal university. Upon graduation he was commissioned an Ensign in the Naval Reserve. He entered flight training in Pensacola, FL, received his NFO wings, and chose the A-6 Intruder as his aircraft. He was stationed at Whidbey Island, WA and on the USS Kitty Hawk.

Laurilea raised two boys before she and Casey met. She has gathered up a lot more kids through the years. Between them they claim 8 kids, 10 grand kids, and 3 great-grand kids.

Leaving the U S Navy, Casey spent a year living in Mexico before getting his flight instructor rating in El Paso, TX. He subsequently taught flying before going to work running a charter company. When the charter company was sold, he went to work for Alaska Airlines flying the B-727, MD-80, and the B-737.

Early retirement due to the financial crisis of 2008 found he and Laurilea on a sailboat crossing the Atlantic Ocean from France. They spent the next six years sailing between the East Coast and the Caribbean Islands before setting the anchor in Redmond, OR.

Laurilea loves quilting and has won awards at the Deschutes County Fair for her outstanding work. She estimates she has probably made 30 quilts, with no end in sight. She sure doesn’t miss sailing! Keeping up with the yard work at home occupies her spare time. She is an avid reader. It’s a good thing Kindles were invented or the sailboat would have sunk under the weight of the books she read!

They bought their 2019 Corvette Grand Sport, Long Beach Red color, in June of 2020 and promptly joined the Corvette Club. They really enjoy the activities and the comradery of the special people who love Corvettes.





Chevrolet Average Transaction Price Tops \$50K In September

According to an analysis from *Kelley Blue Book*, ATPs for Chevrolet increased 7.1 percent between August and September, rising from **\$47,095** to \$50,451. This was up 23.3 percent from September of 2020, when the COVID-19 pandemic still showed lasting effects on U.S. vehicle sales.

Just as in August, Chevrolet's ATPs surpassed the industry average for the month, which stood at \$45,031. Seeing such high ATPs from Chevrolet is somewhat surprising, as it serves as GM's budget-friendly, mass-market brand. Like most other vehicle brands, though, the high ATPs are being driven by the rising popularity of mid-size and full-size SUVs, along with pickup trucks. Chevy also has the hot-selling C8 Corvette in its stable, which transacted for an average of **\$89,788** in September 2021.

Corvettes for Sale: Spooktacular 1971 Corvette Widebody on Craigslist

For sale in Huntsville, Alabama for **\$18,000.00**



1977 Corvette For Sale in Finland Offers A Unique Take on the '70s Pimp-Mobile Fad

For only **\$23,188.00**





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Mid Engine Monthly Update: Z06 Revealed & More (John Elegant)

Lots is happening in the C8 world starting of course with the debut of the 2023 C8 Z06. GM officially revealed it yesterday (October 26th) to the public. I was fortunate to be there at the Pedersen Automotive Museum. For those who saw the earlier, Sept 27th GM prematurely-released picture of it and were not convinced, when you see the Z06 in person it will be a treat. It is a *massively-powerful yet beautiful beast when you stand next to it yet compared to the Stingray for it is 3.6" wider and 2.3" longer* (or optionally 3.6" longer with the Z07 package) and with more sharply definite features. Also it has that one massive front center, additional heat exchanger that alone results in 50% more air flow through the car than in the Stingray.



There are now nine major new Z06 threads at MidEngineCorvetteForum should you want to delve into the Z06's details — and to see/read all of the official GM pictures, press release, its LS6 engine details, videos and more. To make it easiest, here are links for them and more.

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323332-z06-official-press-release>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323312-official-gm-z06-reveal-pictures>

*: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323587-2023-z06-reveal-photos>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323515-1st-z06-walk-around-video-thanks-to-jeremy-welborn>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323365-z06-street-legal-race-car>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323370-impressions-standing-next-to-a-z06>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323812-2023-z06-z07-tons-of-carbon-fiber-70th-anniversary-embossed-glass>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323368-key-z06-components-yet-still-unanswered-questions>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323536-2023-z06-1t6-interview-cutaway-walk-around-detailed-presentation>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323924-30-minutes-tech-talk-with-gm-engineers-by-speed-phenom>

Before we get to the its component details, three major questions I heard going into to the reveal event were: 1) When will the visualizer allow me to build mine? Answer: RIGHT NOW! 2) When dowe get GM's Z06St. Helens "Build and Price" program? About the end of winter. 3) When will orders first go in? About early May. And lastly, 4) When will customer production start and the first ones arrive at dealerships. About Labor Day.



The Z06's summary details are: (though again please notice the Official GM press release is linked above). MSRP= Not announced but informative guessing = \$88,000-\$90,000; LS6's redline is 8,600 RPM, HP= 670 and TQ = 460. While that is 175 HP more than Stingray, it is 10 ft/pounds less torque. The redline is 8,600 RPM. Not one major performance variable was shared yet by GM except 0-to-60 for the Z07 version of in 2.6 seconds. The entry Z06 is even more a track-oriented car than was the C7 Z06/Z07. Watching even the entry C8 Z06 version running hot laps at the Nurburgring confirmed that even it is track-focused sports car. Still the entry Z06 one can be comfortable driving hundreds of miles in a day if you like a firm ride; and, you can use it as your daily driver; but it is more tailored to be driving at least at 8/10's. Keeping it snarling at between 7,000 and 8,600 RPM will be a gut-check, emotional experience. This is true of even the standard, no-option Z06. To summarize, in temperament it is far from the Stingray's calm and relaxed manner while running errands. In talking with a Corvette Z06 development engineer, driving the Z06 is a far more visceral and passionate thrill ride compared to even when the Stingray is going 9/10's. Every potential buyer needs to decide if the Z06 with its torque being where it is the rev band is your cup of tea? In order words are you a mostly-relaxed-style driver, or do you mostly drive close to your Corvette's limit?

Impressions from standing next to the Z06 are that both the standard and the Z07 version are ONE MEAN MACHINE" — though their visual differences are crystal clear from 25 yards. For those who want more "understated" one, of course the standard version without its optional aero package is what you are wanting. Even without one piece of optional aero, when one stands next to it is POWERFULLY IMPOSING. Its extra width, clearly race-inspired front fascia, its massive, standard 275/R20 fronts and 345/R21 rears (rears wider even than on the 755 HP 2019 ZR1), and many more of its components scream, "I am superbly capable; try me out." Factoid: The C8 Z06 is the same width as the C8.R.

Underscoring that is has bigger brakes, even in the standard version they are 14.7" fronts and 15.0" rear ones. Want even more? Go option carbon ceramic brakes (CCB's) which are standard in the Z07 and of 15.7" (f) and 15.4" (r) sizes. [Note: the reverse, the larger comparative F/R brake size is reversed on the CCB's.]. Of course every Z06 front brake regardless of size, is six-pistons, and of dual-block construction. Rears are all mono-blocks.





Nice that the Corvette team again listened to us Corvette customers, for now with the C8 Z06 unlike the C7 Z06, you can optionally from the factory get a full complement of its Z07 aero features but if you choose not have the Z07's stiffer shocks, springs and suspension bushing, nor needing to get the Z07's mandatory Cup 2 R tires; instead on the standard/entry version you are getting the same PS4's that come on the C8 Stingray — though of course all Z's tires are bespoke and specifically tailored for the Z06's unique handling and performance characteristics. The Z07 comes standard with optional carbon fiber wheels that reduce unsprung mass by 41 pounds — yet you can add them into your standard version should you wish. And more, even if you go the entry Z06 version, its optional aero package you will get not only the much bigger (more front protruding) splitter, dive planes (canards), supplemental underbody aero strakes, and the Z07' high wing. Even the entry, no-option Z06 comes with a beautiful, body-colored-painted tasteful, low standard splitter and an adjustable for track use, rear-deck-mounted spoiler wickerbill (removable should you choose).

Z06 visual interior changes include the option of a fully dipped Adrenaline Red one, plus an optional visible, package # 2, carbon fiber steering wheel with "Z06" on it, PLUS 10 more pieces of visible carbon fiber should you choose (those more pieces are just on the inside).

Now let's talk about the C8 Stingray and the upcoming, probably-2024-model-year E-Ray for both have been making their own news. The Stingray's sales continues to be beyond superb — month after month being one of the top two fastest selling vehicles of every kind in America with last month the average amount of time a Corvette went unsold was just 8.6 days. Even though Bowling Green Assembly just completed a 22nd week in a row without a down day, and its production daily averages have been extremely strong, dealer after dealer is reporting that no matter how many C8 Stingrays they have DELIVERED in the last month, that their customer Stingray PURCHASING lists are still growing (yes in spite of many signing up on those dealers who have separate customer lists for both the Z06 and the E-Ray). The 1,000 unit C8.R Special Edition Stingrays are now completely sold out; sorry but many were unable to get one for themselves. The average sales price for the Stingray climbed to an all-time high during last month at \$92,366 (plus taxes), thought shamefully dealer markup has continued to boost that average amount and additionally the average customer is choosing more and more expensive options for their custom Stingrays. HTC's now account for 46% of 2022 Stingray orders. Meanwhile E-Ray sightings both at the Nurburgring and in the United States continue to grow.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/319503-e-ray-spotted>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/318802-e-ray-nurburg>

The E-Ray will be different from the Stingray. While the E-Ray will be wide bodied like the Z06, and the E-Ray will have the same Stingray corner exhaust tips, they instead will differ in that they will be larger and flattened at their top compared to the Stingrays. The E-Ray front also looks a lot alike the Z06's with the additional center mounted heat exchanger. Most believe that the E-Ray will have its own unique wheels so from the side it is recognizable at a distance. When will the E-Ray be revealed? That is a major unknown, with some thinking it will be for the first time in Corvette history, a second major model reveal in one year, while others are sticking to the historical, predictable-time-projection that it would be a 2024 model. The answer to that question might be strongly hinted at when the E-Ray is first revealed — with many suggesting that reveal will be around the end of this coming winter, yet some others who have been historically way more right than wrong say, "no, the E-Ray will not be revealed until the end of late next summer."



The Z06 quintessence Corvette track car will be available as a HTC right from the get go, e.g., confirmed by Tadge at the reveal. Oh BTW, missed the virtual reveal, watch it here: <https://youtu.be/T2NK-9aFeE0>.

Thanks for reading. As always it matters not what Corvette you have, instead that we are lucky to each have one (or soon get it). Thanks for reading and here's to your, your family's and your friends' safety.
John

Pictures From The Past

Do you remember where and when??

