



High Desert Corvette Club

Newsletter May 2022

Officers and Volunteers

President—Tess Morton

Vice Pres.—Don Ginter

Secretary—Dee Ginter

Treasurer—Suzanne Sawyer

Sgt At Arms—Laurilea Gibbs

Activities—Sande Burgess

Website—Walt Santos

**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

Well at least for the moment. I am getting so very excited for this season to get underway, and I bet I'm not alone on this note!! Just a couple of reminders to everyone, that our activity directors, John/Sande Burgess send out the activities list after each meeting. One way to get on the activity of your choosing before it's full, is to come to a meeting and sign up early. However, if you are unable to make that meeting be sure to check you email for the activity schedule and contact "them" to be added!

Secondly, our members coordinator, Roiann Santos will be emailing out an updated club members list shortly. This includes how to contact all the members. Please keep this handy for your ongoing reference, and it's easy to print off this PDF to keep on hand as well!

I know it might sound a bit early in the year, however, this years Christmas party plans are in full swing ! You are going to want to save the date now; Wednesday December 14th! No one will want to miss this years "Christmas Gala new venue".

More will be announced at our meeting, Tuesday May 10th at the Deschutes Junction Pizza Grill and Taphouse 2940 N HWY 97 Bend. Social-dinner 5-6:00 and business meeting 6-7:00. So much to share, I hope to see you all there!

Beep Beep

Tess Burke-Morton

HDCC President





HDCC Events 2022

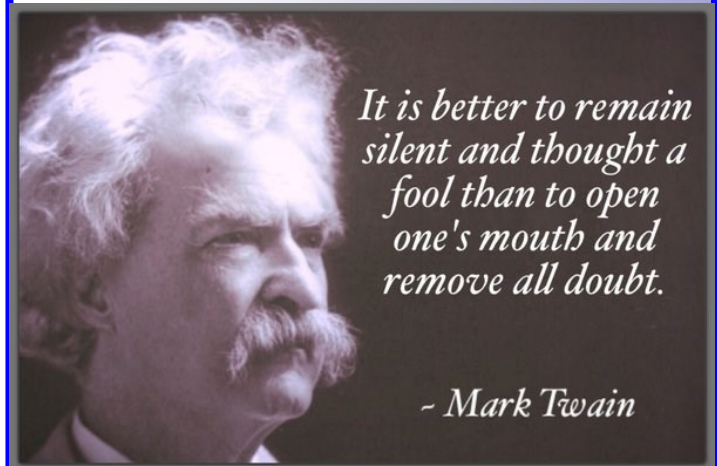
- 5/10 HDCC Business Meeting Deschutes Junction Taphouse Bend
- 5/26-31 Seven Feathers RV Resort. Full but is a waiting list
- 5/28-30 Big Sky Corvette Meet, Whitefish MT.
- 6/10-11 Creswell, Trap/Skeet Shooting event
- 6/22-23 Trout Lake Trip
- 7/23 HDCC Corvette Show & Shine, Lithia Chevrolet
- 8/10-12 3rd Annual Wine Tour & Adventure (filled)
- 9/9-19 Corvettes on the Columbia
- 9/24 Sisters Glory Daze Car Show
- TBD President's Mystery Tour

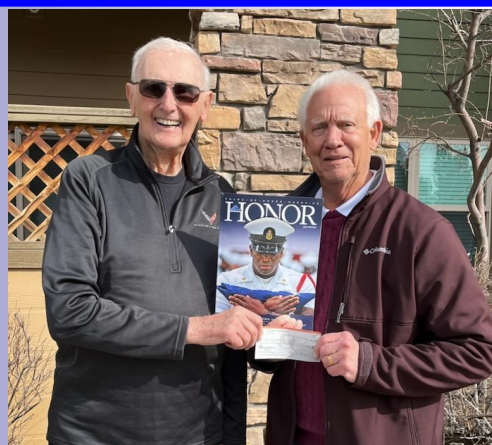
May Birthdays

- 5/5 Jeannine Crowther
- 5/9 Mark White
- 5/17 Laurilea Gibbs
- 5/18 Lynda Derr
- 5/18 Tess Morton
- 5/20 Tom Gray

May Anniversaries

- 5/3 Brad & Barbie Crement
- 5/5 Phill & Lynda Derr
- 5/16 Malcom & Marlene Meyers
- 5/18 Scott & Leslie Cheney
- 5/18 Rich & Tess Morton
- 5/20 Frank & Sue Gibson
- 5/30 Ken & LeaAnn Kaster





Charlie Tomson presents a \$500.00 check to Scott Loring representing the Folds of Honor

Custom Barrister Corvette Set to Cross the Block at Mecum Glendale

Time to grab your powder blue leisure suit, your best white leather loafers, and hit the town. Mecum's Glendale auction takes place this week and this truly unique custom Corvette is on the docket. This Barrister is purportedly one of just seven built by legendary customizer George Barris inside his famous Hollywood shop in the late '70s and early '80s. The more you look at it, the more you can easily see Barris' influence throughout. The Barristers were [sought after by celebrities](#) as *Motor Trend* reported in an article a few years back that Bo Derek, Sammy Davis Jr, and others had an interest in them. They go on to talk about a black and gold example once owned by Liberace which sold for \$51,000 in 2019.

- Neo-classic roadster built and designed by George Barris
- 1 of approximately 7 produced, this example is no. 2
- Built for Barris' close family friend Frank Monteleone
- 350 CI OHV Corvette V-8 engine
- 4-speed 700R4 automatic transmission
- 4-wheel independent suspension
- 4-wheel hydraulic ventilated disc brakes
- Crafted from a 1979 Corvette
- Several car show and cruises





History of First generation (C1; 1953–1962)

The first generation of Corvette was introduced late in the 1953 [model year](#). It first appeared as a show car for the 1953 General Motors Motorama, held January 17–23 at New York's [Waldorf-Astoria Hotel](#).^[9] At the time, Chevrolet general manager Thomas H. Keating said it was six months to a year away from production readiness.^[10] The car generated enough interest to induce GM to make a production version to sell to the public. Production began on June 30, 1953.^{[11][12][13]}

This generation was often referred to as the "solid-axle" models (the [independent rear suspension](#) was not introduced until the second generation).^[14] Three hundred hand-built Corvette [convertibles](#) were produced, all Polo White, for the 1953 model year.^[15]

The 1954 model year vehicles could be ordered in Pennant Blue, Sportsman Red, Black, or Polo White; 3,640 were built, and sold slowly.

The 1953, 1954, and 1955 model years were the only Corvettes equipped with a 235 cu in (3.9 L) version of the second-generation Blue Flame inline-six rated at 150 hp (112 kW; 152 PS).

The 1955 model offered a 265 cu in (4.34 L) [V8 engine](#) as an option. Despite the poor sales of the Corvette at the time, the brand new V-8 was an overwhelmingly popular option. Only 6 of the 1955 models were produced with the inline-six. With a large inventory of unsold 1954 models, GM limited production to 700 for 1955. With the new V8, the 0–60 mph time improved by 1.5 seconds,^[13] and saw three new competitors called the [Ford Thunderbird](#) and the [Studebaker Speedster](#) introduced that same year, and the larger [Chrysler C-300](#).

A new body was introduced for the 1956 model featuring a new "face" and side coves; the taillamp fins were also gone.^[16] An optional "Ramjet" [fuel injection](#) system was made available in the middle of the 1957 model year. It was one of the first American mass-produced engines in history to reach 1 bhp (0.75 kW) per cubic inch (16.4 cubic cm) and Chevrolet's advertising agency used a "one hp per cubic inch" slogan for advertising the 283 bhp (211 kW) 283 cu in (4.64 L) [Small-Block engine](#).^[17] Other options included power windows (1956), [hydraulically](#) operated power [convertible](#) top (1956), heavy duty brakes and suspension (1957), and four speed manual [transmission](#) (late 1957).^[17] Delco Radio transistorized signal-seeking "hybrid" car radio, which used both vacuum tubes and transistors in its radio's circuitry (1956 option).^{[18][19]}

The 1958 Corvette received a body and interior freshening which included a longer front end with quad headlamps, bumper exiting exhaust tips, a new steering wheel, and a dashboard with all gauges mounted directly in front of the driver.^[20] Exclusive to the 1958 model were hood louvers and twin trunk spears.^[20] The 1959–60 model years had few changes except a decreased amount of body chrome and more powerful engine offerings.^[21]

In 1961, the rear of the car was completely redesigned with the addition of a "duck tail" with four round lights. The light treatment would continue for all following model year Corvettes until 2014.^[22] In 1962, the Chevrolet 283 cu in (4.64 L) [Small-Block](#) was enlarged to 327 cu in (5.36 L). In standard form it produced 250 bhp (190 kW). For an extra 12% over list price, the fuel-injected version produced 360 bhp (270 kW),^[23] making it the fastest of the C1 generation. 1962 was also the last year for the wrap around windshield, solid rear axle, and convertible-only body style.^[24] The trunk lid and exposed headlamps did not reappear for many decades.^[25]

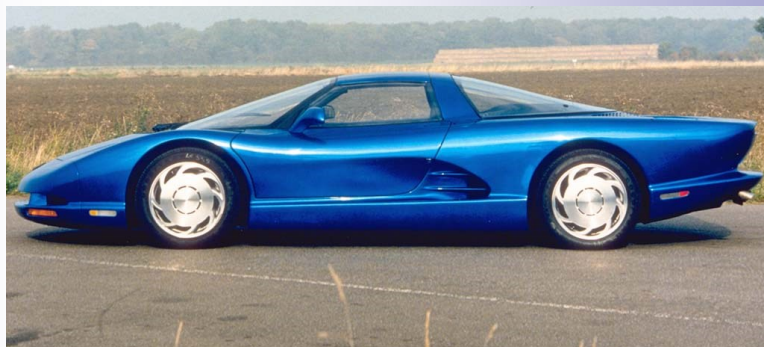
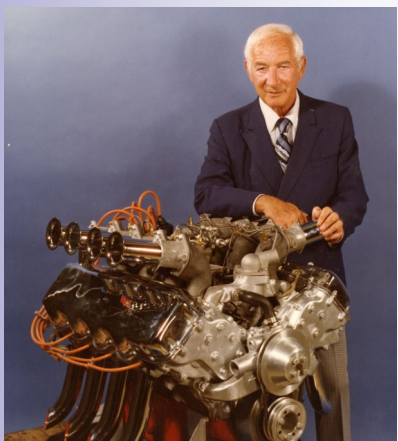


Who is Zora Arkus-Duntov

Zora Arkus-Duntov was Belgian Born American engineer whose work on the Chevrolet Corvette earned him the nickname "Father of the Corvette". He is sometimes referred to as the inventor of the Corvette, but that title belongs to Harley Earl. In 1934 Duntov graduated from the Charlottenburg Technological University. Arkus-Duntov joined General Motors in 1953 after seeing the Motorama Corvette on display in New York City. He found the car visually superb but was disappointed with what was underneath. He wrote Chevrolet chief engineer Ed Cole that it would be pleasure to work on such a beautiful car, he also included a technical paper which proposed an analytical method of determining a car's top speed. In 1953 he was hired at Chevrolet as a staff engineer.

In 1957 Duntov became Director of High-Performance Vehicles at Chevrolet. After helping to introduce the small-block V8 engine to the Corvette in 1955, providing the car with much needed power, he set about highlighting the engine by ascending Pike's Peak in 1956 Bel Air 4 door hardtop 1956 pre-production car setting a stock car record. The first sports Corvette was designed and constructed by Duntov in 1956 with the approval of Harley Earl.

Duntov's contribution to the success of the Corvette are too many to list. He retired from Chevrolet in 1975. Despite Duntov's work on the CERV I and CERV II and many mid-engine design studies, the idea of a mid-engine Corvette was not approved by GM management until 2019 with the announcement of the release of the eighth generation C8 Corvette. It was rumored that the new C8 would be named the "Zora" but that did not happen. Duntov died in 1996, his ashes were entombed at the National Corvette Museum.



Corvette Cerve



FEATURES OF THE BRAIN OF AN ELDERLY PERSON.

1. The neurons of the brain do not die off, as everyone around them says. Connections between them simply disappear if a person does not engage in mental work.
2. Absent-mindedness and forgetfulness appear due to an overabundance of information. Therefore, you do not need to focus your whole life on unnecessary trifles.
3. Beginning at the age of 60, a person, when making decisions, uses not one hemisphere at the same time, like young people, but both.
4. Conclusion: if a person leads a healthy lifestyle, moves, has a feasible physical activity and has full mental activity, intellectual abilities DO NOT decrease with age, but only GROW, reaching a peak by the age of 80-90 years

So don't be afraid of old age. Strive to develop intellectually. Learn new crafts, make music, learn to play musical instruments, paint pictures! Dance! Take an interest in life, meet and communicate with friends, make plans for the future, travel as best you can. Don't forget to go to shops, cafes, concerts. Do not lock yourself alone - it is destructive for any person. Live with the thought: all the good things are still ahead of me!

New England Journal of Medicine

Corvette Extends Production for One Week

GM was forced to stop production of the 2022 for one week due to parts –related shortages. They have now decided to extend production for one week to make up for lost production. Typically the plant is able to produce 184 corvettes per day or 920 for the week.. It is estimated that the total production for the 2022 Corvette will be [between 25,000 and 25,500](#).

Highest Production Years

1976	45,558
1978	46,776
1977	49,213
1979	53,807

Lowest Production years

1953	300
1955	700
2018	9,686
1997	9752

The 1983 year was canceled and the 43 produced were serialized ed as 1984

Corvette Blogger and Wikipedia



Corvette Gains 16 Percent Market Share to Lead the Premium Sports Car Segment

With the release of the [1st Quarter 2022 sales figures](#) from GM, we can now take a closer look at how they compare with the competition in the Premium Sports Car segment.

Chevrolet sales for the 1st quarter 2022 increased 33.3% to 8,811 units over the same time period in 2021. What's really impressive is that the Chevrolet sold 4,000 more Corvettes than all the other competitors in the segment combined! Chevrolet now has a 68% share of the Premium Sports Car Sales which was an increase of 5% over the 63% market share the Corvette had at the end of 2021 and it's up a whopping 16% year over year!

Porsche's 911 was second in the segment with sales of 2,123 for the quarter while sales of the 4th place Porsche 718 came in with a 6% market share and 782 cars delivered. Combining both models for Porsche results in the German automaker holding a 23% market share with 2,905 total sales. In third place was the Mercedes Benz AMG GT with 942 cars delivered during the time period. Sales of the AMG GT are down 22.3% over last year. The Audi R8 rounds out the top five with a 1% market share on 68 cars sold during the quarter. Sales year over year of the R8 are down 54%.

Rick Hendrick Buys the First Retail 2023 Corvette Z06 Convertible for \$1 Million



Chevrolet has a long history of donating VIN 001 Corvettes and other special vehicles for charity and they were at it again on Saturday at Barrett-Jackson Palm Beach with the first retail [2023 Corvette Z06 Convertible](#) offered for the Thurgood Marshall College Fund. Not surprising anyone, the winning bid came from NASCAR team owner and Chevrolet dealer Rick Hendrick. Rick Hendrick is a very generous fellow.

The above two articles are from Corvette Blogger



20240 Reed Lane, Bend OR
Barry and Christine Larson –Owners

Special recognition to Superior Shield who donated a \$450.00 coupon for the raffle at the year--end banquet

www.superiorshieldor.net

SUPERIOR SHIELD 

AUTOMOTIVE PAINT PROTECTION & WINDOW TINTING

Automotive, RV, Motorcycle
OVER 18 YEARS EXPERIENCE

Dave Cheney *Brad Cheney*
541.815.3100 541.977.0721
825 SE Glenwood Dr. Suite B1, Bend, OR 97702



Mid Engine Monthly Update: Latest Corvette News

Between driving from the West Coast to Bowling Green, Kentucky to attend the annual National Corvette Museum Bash, sorry but this newsletter is different from past ones. Instead since it is being sent half-way through the Bash event, only the following new C8 mid engine Stingray and Z06 models is yet available as follows.

If you missed last week's news, Bowling Green was again shut down (April 25th-29th) due to supply chain issues; it is currently, per a GM spokesperson, is currently scheduled to reopen on Monday, May 2nd — but no promises were made for that date. Also interesting to note was that the worldwide computer chip shortages was NOT the cause of this latest BGA time out. Specific here: <https://www.detroitnews.com/story/business/autos/general-motors/2022/04/22/gm-halting-corvette-production-temporary-parts-shortage/7411307001/>

Highly probable as a result, the start of 2023 Stingrays has consequently been pushed back to Monday, May 23rd. We await confirmation of it and are also waiting for the GM 2023 Stingray “Build & Price” system to be available.

Of course separately we await a ton of Z06 information for nothing is yet GM official as to a a single, precise Z06 date (none were provided during the National Corvette Museum Bash), and thus we do not yet know the Z06's MSRP, nor anything about Z06 timing, allocations, SORP (start of regular production), nor delivery. All that we have today is two things about Z06 timing that are official GM statements:

Z06 ordering will start in late spring; I have interpreted that as it is perhaps likely as the last Thursday in spring is June 16th, that that is the day for the first batch of Z06 ordered to go in — then in the next six days to be “GM accepted for production. More as to why June 16th is the expected date: <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/368977-65-days-until-1st-z06-dosp-ordering-day>

“Available Summer 2022” for the C8 Z06 was stated by Tadge at the Z06's October 26, 2021 reveal. That predictive date was on the official GM C8 Z06 web that morning. As of when I typed this the last days of April, it still says “Available Summer 2022.” We wish for lots more from GM soonest including of course most critical is pricing and its official GM Order Guide.

At the National Corvette Museum, Bash the first captured test fleet 70th Anniversary Stingrays, of course were there, both the White Perl Metallic version and the other color 70th option being “Carbon Flash.”



Here is the thread with the most precise Z06 and 70th Anniversary information/pictures we yet have. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/372762-ncm-bash-master-thread>

It was a fun event, attended by over 1,000 Corvette lovers with over 40 Corvette team staff from both Michigan and also the BGA plant present. Key Corvette team staff here (again this article is being typed on just day 1 of the 3 day event), Josh Holder (Chief Corvette Engineer) Harlan Charles (Corvette and Camaro Chevrolet Corvette & Camaro Product Marketing Manager), Kelly Bellore (Program Manager), Kirk Bennion (Corvette Chief Designer), Phil Zak (Executive Design Director), Ed Moss (Body & Structures Engineering Group Manager), Mike Hurley (Vehicle Performance Engineer), Ryan Vaughan (Design Director), Katelyn Crane (Chassis Group Leader), Jeff Strausser (Brand Quality Manager) — and from the LT6 “motoring side” there was Jordan Lee, Worldwide Small Block Chief Engineer. Separately Mike Kociba, a major project Engineer on the LT2, conducted a separate seminar exclusively on the Stingray’s motor.

Jordan Lee’s LT6 Seminar: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/373203-lt6-seminar-lead-by-jordan-lee>

Mike Kociba’s LT2 Seminar: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/373167-lt2-seminar-by-mike-kociba-small-block-assistant-chief-engineer>

The Bowling Green Assembly Plant had about 25 of their staff there, lead by Assistant Plant Director, Nora Roper. Nora gave an excellent Bowling Green Assembly Plant status presentation — including many details on building a LT6: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/373363-building-a-lt6-within-the-powertrain-build-center>

There were also two very important upcoming seminars; first the Mobil 1 Tech Talk lead by Cameron Bower, and then the Lee Willard let Michelin Tire Tech Talk covering “C8 Z06/Z07 Tires and CorvetteRacing.” Each was also highly attended.

