



High Desert Corvette Club

Newsletter November 2022

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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

Welcome November! Ready or not here comes winter. I bet we are all hoping for one more corvette event this month with the Veterans Day parade! So, stay tuned, Sande Burgess will keep us up to date on the parade information. After that event, most of all our beautiful cars will find themselves all tucked in, until it's safe to come out and play again in 2023!

Speaking of wrapping up this year with one last BIG FUN -JOYFUL EVENT, if you haven't already signed up for our annual Christmas Gala December 14 at the RIVERHOUSE in Bend, it's that time!! Remember, if weather and driving after the party is of concern, we've got you covered with a nice (club discount) room at the venue! Keep an eye out for the Christmas Party email coming next week, with "all you need to know"!

Sign up by contacting Sande Burgess and get on the list! It's shaping up to be a fun, festive and very tasty event this year!

We have our last club meeting for 2022 to mark on your calendar, Tuesday November 8th, held at Madeline's Mexican Grill in Redmond

Lastly, as your club president, I want to extend a very special "Thank You" to everyone for a spectacular year of wonderful experiences, shared with thoughtful, caring and fun loving club members I have the honor of calling "dear friends". I am at a loss for words in expressing what each and everyone of you mean to me. Where else can you find a large group of individuals that share a passionate love of cars, travel, and shared experiences like our club has! It has truly been a pleasure to be a part of this amazing group! And I am equally sure, next year will bring more wonderful times to look forward to.

I hope to see you all very soon, and if not, have wonderful holiday's and see you in 2023!

Tess

Tess Burke –
Morton

HDCC President



Life's A Beach Until Your Stuck On One Like This Zeus Bronze C8 in Brazil

A Zeus Bronze C8 Corvette Stingray Coupe stuck on a beach in Brazil has gone viral as four ladies in bikinis attempt to push the car out of the sand.

(Tough way to meet girls)



I bet they didn't even wipe their hand prints off after getting the car out !! Can you believe it!!!!!!



Source - Corvette Blogger

This guy has retirement all figured out; a Tiffin Diesel and a C8 Corvette.



Rich Morton won the 50/50 drawing at the business mtg.

\$87.00





Another Successful Highway Clean Up

Only Five people showed for the highway clean up but they got it done!!!!

Thanks for your efforts!!



Rich and Tess Morton won the Judge's Choice trophy in the C7 Category at the Corvette car show in Prescott, Arizona. There were 300 Corvettes and 75 C7's .
Pretty amazing considering the number of C7 Corvettes present.

Submitted by Jeff Moore, former HDCC president





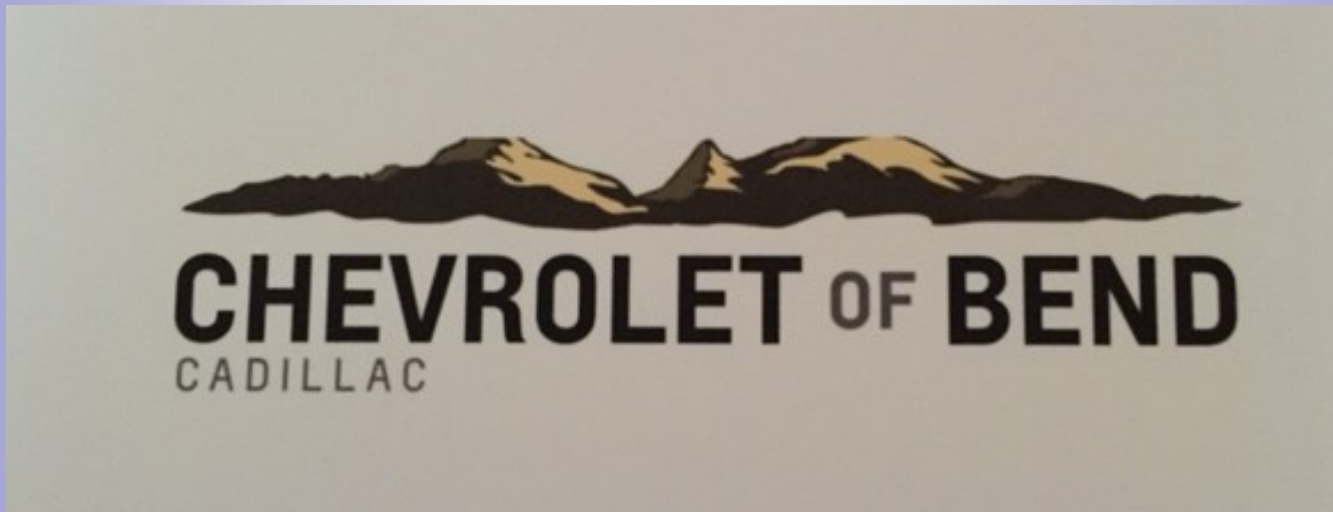
Miscellaneous Corvette News:

1. Chevy reduced the penalty period from one year to 6 month to prevent owners from flipping their new Z06. As well the warranty be canceled. The offer was further incentivized by giving the owner 500,000 My Chevy Reward Points valued at \$5,000.00.
2. Owners of both the Stingray and Z06 are required to pay \$300.00 for ONSTAR that includes remote start, on line diagnostics and some other features.
3. Z06 Economy Ratings - The ratings for the Z06 and Z06 with the Z07 aero package to be 12mpg for city and between 19 & 21 mpg highway. The Gas Guzzler tax for the Z06 is \$2,600 and for the Z06 with the Z07 is \$3,000.00.
4. What is included in the Z06 Z07 package. This includes (1) Michelin Sport Cup 2 R3P tires. (2) Carbon Fiber wheels. (weight reduction of 41 lbs.) (3) Carbon Ceramic brakes (4) Larger front splitter (5) Dive planes (6)Rear Wings (7) Underbody rubber strakes
5. Corvette Z06 has reached the 3400 status (this means that parts are being pulled for your order) Status 3000 means your order has been accepted and 3300 means it has been scheduled for production.
6. Chevy has issued an LPO for C8 Tech Bronze wheels. LPO means limited production option. This is a 20 spoke wheel that will add \$3,100 to your order.
7. The Edge Red Calipers have been changed to Bright Red Finish. This is because of the constraints on the Edge Red Calipers.
8. How much does it cost to insure a C8 Z06. A base Z06 with purchase price of \$106,395. would be \$1,586.00 and a Z06 with a price of \$158,730.00 would be \$2,152.00. **These are just averages and prices vary from state to state as well vary for each driver.**

Information taken from ACS monthly summary of Corvette News for Sept.



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

"Somewhere there's a stranger who remembers you because you were kind."

Words of wisdom from Dee Ginter



Dry-Sump Oiling Systems

Engines with dry-sump oiling systems have been either optional or standard on Corvettes since 2006.

When a dry-sump engine is running, only a small amount of oil is in its oil pan, or “sump”, with a majority of the oil supply in a tank separate from the engine. One or more “scavenge” pumps suck oil from the sump and pump it to the oil tank. A “pressure pump” draws oil from the tank and pumps it through the filter and oil cooler to engine parts which are pressure lubricated.

Key advantages of dry-sump oiling are: 1) more consistent oil pressure when the engine is at high rpm and the car is maneuvering with high lateral acceleration and 2) far less oil aeration or “windage” caused by the spinning crankshaft and violent air movement between the cylinder block’s “bays” rapidly reciprocating piston movement.

Important– Checking the oil

Dry sump engines require a special oil level checking procedure because when the engine is not running, oil in the supply tank drains back into the oil pan. When that happens, the indicated oil level will be inaccurate. How quickly drain back occurs depends on whether the engine is in a C6/C7 or a C8. Rather than somewhere on the engine block, the dipstick for a dry-sump engine is in the oil tank, adjacent to the oil fill cap.

Before oil level checking, oil temperature needs to be about 175°F. The best bet is to drive the car until the oil temperature reaches that range. The oil may reach that temperature with the engine just idling, but it takes longer.

With 2020 and up Corvettes, the oil check procedure is even more unusual because it’s done with the engine running at idle. The oil temperature needs to be about 175°F. Park on level ground. Leave the engine running. Pull the dipstick, wipe it with a clean rag, re-insert the stick, then pull it a second time. The very bottom of the crosshatched section is the one-quart low mark. Add a quart of oil when the oil level is at or below that. (Refer to owners manual for additional instructions) [Corvette Magazine](#)



Former HDCC Members Larry & Billie Gettle are selling their 1982 Corvette

77K original Miles, New A/C unit.,

Owned since 1988

Price \$16,500.00

Call Larry at 541-410-1541



Winterizing Your Corvette

Many of us put our Vettes away during the ice and snowy months. Lots of varied opinions on what to do to winterize your car. Here are a few ideas floating around. Not hard fast rules but just suggestions, you can pick out what works for you.

- .1 Install a battery tender to maintain a charge. Remember not all battery tenders are created equal. Spend a little more and get one that stops charging once the battery up to appropriate level. A continuous charging can reduce your batteries life.
- .2 In the past we have been told to fill your tank to prevent condensation. Now there is a recommendation that you have a quarter of a tank to avoid immersing the fuel sensor for long periods of time. The “tech nurd” for Corvette Magazine doubts the validity of this approach because a tank one fourth full still immerses the fuel sensor. Do your own research and do what you think is meaningful. You may want to consider using a fuel stabilizer. You may want to run your motor for awhile to circulate the stabilizer through the fuel system
4. Some place carpet or special foam pads under the tires to prevent flat spots. Others just turn the car around so that the car is resting on a different spot on the tire. It is not recommended to jack your car up as this can stress the suspension and the shocks. Another approach is to inflate your tires to 45– 50 PSI for the winter to avoid flat spots but to be sure to change when start driving.
5. If possible, start the car every week or so and get it up to temperature.
6. Starting in 2014 the Z51 Stingray, Grand Sport, Z06 & ZRI came standard with racing tires. It is recommended not to let the temperature of your storage area fall below freezing as it will damage the tires.
7. Finally if you drop some of your insurance remember to reinstate the insurance.

Son of General Colin Powell Gets Rematch Race with Biden and His 1967 Cor • vette on Leno's Garage



Back during [Season 2 of the Jay Leno Show](#), Jay met with Vice President Joe Biden at the Secret Service Agency's training ground which is about the only place the agents would allow the Vice President to drive his own car, a 1967 Corvette Sting Ray Convertible. It was during the taping of that show when retired 4-Star General Colin Powell showed up in his new 2015 Corvette Stingray, and a race between the two Corvette enthusiasts broke out.

On Wednesday, Jay Leno once again met President Biden and his [Green 1967 Corvette Convertible](#) at the Secret Service training facility for some driving action when Colin Powell's son Michael joined them in the late general's C7 Stingray. General Powell passed away last year, and his son Michael was back to force a rematch.

With the two men in each of their respective vehicles, the tale of the tape shows us Powell's C7 Stingray with 455 horsepower and auto transmission was sided up against Biden's small block rated at 350 horsepower and a manual 4-speed transmission. Jay does the countdown, and the two Corvettes are off!

Powell's C7 Stingray immediately jumps out in front and there is an overlay reportedly showing the MPH of each car. The description and edited video of the race show that Biden's '67 Corvette hit 118 MPH during the sprint while the C7 squeaked out the win at 121 mph. But we are highly skeptical those speeds were actually attained, given the short length of the skidpad and our experience of driving a small block mid-year Corvette. But hey, it makes for some decent TV, regardless of political leanings.

Taken from Corvette Blogger



Mid Engine Monthly Update: What Is Stingray, Z06 and E-Ray New? (John Elgant)

The C8 Stingray continues to get deserved rave reviews from auto media, including from other countries too. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/420096-c8-z06-review-thanks-to-autocar-uk>
<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/418715-car-driver-reviews-the-70th-anniversary-htc>

C8 Stingray owners who want more power, now have a supercharged Lingenfelter-Magnuson 700 HP option. Such a package also produces 675 foot pounds of torque. It is now available for both the coupe and the HTC. Press release and more here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/415682-lingenfelter-announced-700-hp-supercharger-pricing>

The Z06 has started its customer production roll out. It is however at the same slow pace as GM told it would be (first letting us know that in January at Barrett Jackson). So far, depending on when you are reading this, about 40 customer Z06's have been made. Nicely November we will see greater ramp up production levels. Corvette historians remember that the C8 Stingray's ramp up was similarly slow, e.g., taking 2 1/2 months to get it to full production levels.. More specifically, it is believed that the 495 Z06 customer allocations already awarded on August 18th would be finished roughly by mid-February, so that when the next batch of Z06 allocations expected on January 19th are awarded and staged for the production line, that the first of the January awarded allocations is just a few cars behind the last of the first-batch-competed 495 of them.



The Z06 Build and Price is out to play on. Rumors are that for those wishing for one in their garage, that just like Ruffles potato chips, you cannot build just one Z06. GUILTY Here's where to start:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/420436-c8-z06-build-price-works>



The long-awaited independent third party auto media Z06 reviews are in. They are in one place, containing at the link the over 20 media videos of the C8 Z06 based on both street time and track time at the Pittsburg Race track. To say that they are very strongly positive would be an understatement! <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/416041-complete-c8-z06-media-reviews-results>. Also at the link are reviews by the biggest car magazines. IF you have time for only one review, the most complete, best quality in terms of educational informational content, sound, and video quality is by “savagegeese” here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/418764-c8-z06-review-shout-out-for-savagegeese%E2%80%99s-1-video-commentary>

The MidEngineCorvetteForum was granted an exclusive interview with Speed Phenom after his testing both the standard and the Z07 version both on country roads around the track and on the track itself. The following thread is about his Z06 driving experiences at the Pitt Track event, containing not just his thoughts and impressions but also three different videos he created as a result:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/417185-interview-with-speed-phenom-re-z06%E2%80%99s-pitt-track>

In addition to releasing the Z06 Build and Price program linked above, GM simultaneously put out a bunch of new interior and exterior Z06 pictures. Here are just two of them; remainder of about 20 at the links: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/421387-latest-gm-z06-exterior-pictures>

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/420629-super-new-gm-interior-z06-pictures>





At the time I wrote this (end of October), we had just one major Z06 test specification review article, e.g., by Car and Driver, it called the C8 Z06 the “**BEST. CORVETTE. EVER.**” With the non-Z07 version, they achieved even with the big wing aero package, 0 to 60 in 2.7 seconds, and the quarter mile with the big wing but without the Cup2 R tires in 10.7 seconds at 129 MPH. More here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/422296-tested-specs-by-car-and-driver-their-calling-it-%E2%80%9Cbest-corvette-ever%E2%80%9D#post422315>

The C8 Z07 was separately tested in **100 degree weather**, running the quarter mile at 10.51 @ 130.11 MPH, however for that testing being with that version’s standard its Cup2 R tires. The video and these results are shown in this Emelia Hartford video: <https://youtu.be/Reyl1WbF5zQ>

Interesting time I had while visiting Rennlist, Porsche’s far biggest forum. While no one would dispute that Porsche’s are greatly engineered sports cars, yet there are quite a few Porsche folks who are turning away from their great sports cars and planning to get a C8 Z06. Here’s a thread I wrote showing re a thread I found on Rennlist; in it, its posters by a very clear margin noted that they were moving to buy a C8 Z06. To be fair and clear, not all said they were selling their Porsche’s, but some were that they were going to buy a Z06 and others commenting about the Z06 being an excellent car they are admiring. Fun; FUN! <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/417636-porsche-rennlist-posters-%E2%80%9Cget-a-z06%E2%80%9D>

What have we learned about the E-Ray this past month? AutoLine just video reported that the noted inside car industry model analysis company, Auto Forecast Solutions in their internal members-only files stated that the Corvette EV is 1) not coming until the 2026 model year (production starting in May 2025) and that it will not be built at BGA. Were they however referring not to a hybrid C8 with both its LT2 and a hybrid electrification addition, perhaps to an all-electric SUV, or? More to learn starting here: <https://www.midenginecorvetteforum.com/forum/general-forums/wheeled-transportation-section/422245-the-ever-changing-corvette-ev-news>

Thanks for reading. I hope you are still weekly enjoying your miles of Corvette driving smiles. John Elegant