



High Desert Corvette Club

Newsletter January 2023

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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

Now that the holidays are behind us, I am so ready for warmer weather and corvette activities, like tomorrow!! Yes, this is me being a little impatient here in central Oregon!

Only because I miss all of you and we have so much fun together!

Until then, lets kick off the new year with a terrific turn out at our January club meeting..PLEASE MAKE NOTE OF INFORMATION BELOW, and see you all soon.

Club meeting location and dates for January and February:

I have been researching a “central location” to hold our monthly meeting for months now, only to have several changes continue to arise, due to staffing shortages and rising food costs among other things. Finding two locations to continue rotating between Redmond and Bend, just doubles this challenge. One challenge that has presented itself (thanks to post Covid) is room fees applied in addition to our dinner charges. And if there's no room charge, then they want a minimum headcount to be guaranteed. Which presents us as a club to do pre-sign up every month and possible penalties if someone does not show up. Neither option is a positive experience to deal with. Plus, for the last year I have continued to work on how to increase the attendance of our club meetings, as this participation literally is what moves our club forward!

So here is what I've worked on as a trial plan for our January and February 2023 meetings, to see if this could work favorably for our club! I am hoping for everyone who can possibly attend, to please come and offer feedback on this trial location for our ongoing meeting location. Keeping in mind there is no capacity restrictions, plus this location is pretty central in all directions and great parking too!



(President's Ponderings continued)

Elks Lodge 63120 Boyd Acres Rd. Bend, OR Location and day trial period: Wednesday January 11th and Wednesday February 15th.

The Elks club had only one day available to book every second week of the month, and that was Wednesday. No room charge or minimum headcount, plus their room can hold up to 60 with plenty of space. What is required however, is a \$5.00 per person charge in which you will receive a \$5.00 token towards your drink of your choice. I will have their menu included in the agenda email.

Next, Election time! As discussed at our November meeting, it's that time of year again! I would like to approach this opportunity to encourage more members to consider becoming involved in a fun unique environment. Cars, travel, food and terrific people to share the experience with....isn't this why we all joined? Well, we can only stay as fun and adventurous as our membership cares to participate. This is on all levels, from board members, volunteers, to participation in meetings and activities. Please keep an eye out for an email coming next week that will outline each position with a brief description and see what might be of interest to you this year! Nominations are open now! At the January and February meetings I would love to introduce those who would like to be considered for these positions! Please look for this email coming to you next week, as I am looking forward to a good response from this club!

Let's Keep these wheels moving forward!! See you soon!

Tess Burke-Morton, president
High Desert Corvette Club

Tess Burke -Morton

HDCC President





HDCC Personality Profile

Phil and Lynda Derr

Her Fathers Corvette.

Lynda was born in Palo Alto CA and was raised in Menlo Park, CA. Phil was born in Astoria, OR, and raised in Portland. He later moved to San Mateo where he was on the police force for 30 years. After his retirement from law enforcement, he taught at a community college for ten years and also worked as an investigator for private defender program. Lynda also worked in law enforcement prior to marriage to Phil. Lynda's roommate was dating a policeman who introduced her to Phil. Later Lynda worked in college athletics at Notre Dame Demur in California.

They have four Children. One son now lives in Bend. Their favorite hobby is RV traveling in their motorhome. Lynda states she has always like cars, and it seems to run in the family as her brother has a collection of cars, one being a Ford GT. Phil has a 2009 Porsche.

Lynda's father owned an Oldsmobile dealership in Redwood City CA. A customer wanted to trade in a 65 Silver Pearl Corvette convertible. Her father bought the car and had it for many years driving it only rarely consequently a low milage figure of 61,000 miles. The car was eventually to become her brothers. He had it for awhile and had the engine balanced and added power steering. He didn't want the car any longer and gave it to Lynda.





New HDCC Club Sponsors

Prestige Hardwood Flooring, Inc.

Scott and Leslie Chaney are new HDCC sponsors. Below is a little about their business and service provided.

They have over 33 years of hardwood flooring experience in Central Oregon and launched Prestige Hardwood Flooring, Inc. in Bend at the beginning of the millennium, which is over 23 years ago. We are licensed in both Oregon and Washington and we work in beautiful residential homes and on complex commercial properties. They enjoy providing customers with superior quality, cost competitiveness, and unsurpassed service. No job is too small or too big—we install hardwood flooring for entryways and all the way up to school gymnasiums!

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Check out their website for more information.

<http://prestigehardwoodsite.com/about.html>

As with all of our sponsors, try to support them or refer on to others who may be in need of their services



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OWNERS**



January Birthdays

1/1 Greg Carter
1/2 Mark Richards
1/2 Cathie Raaf
1/2 Larry Raaf
1/7 Ken Kaster
1/8 Mark Thorsell
1/8 Rick Kerfoot
1/11 Debbie Scherrer
1/12 Janice Silence
1/13 Beverly Thorsell
1/15 David Roth
1/17 Dee Ginter
1/20 Rich Morton
1/24 Jack More

January Anniversaries

1/17 Tim & Marlene Mangan
1/23 George & Barbara Bosy

HDCC Events

Jan 11th HDCC Business meeting Bend Elks Club
Please note this is a **WEDNESDAY**

Jan 25th HDCC Social Night TBD

Feb 15th HDCC Business Meeting Bend Elks Club
Please note this is a **WEDNESDAY**

Feb 22nd HDCC Social Night TBD

Jun 17th Glass on the Grass Willamette Valley Corvettes

June 21-22 Shady Cove Club Retreat

July 19-22 Vette Fest Boise, ID Waiting for online info

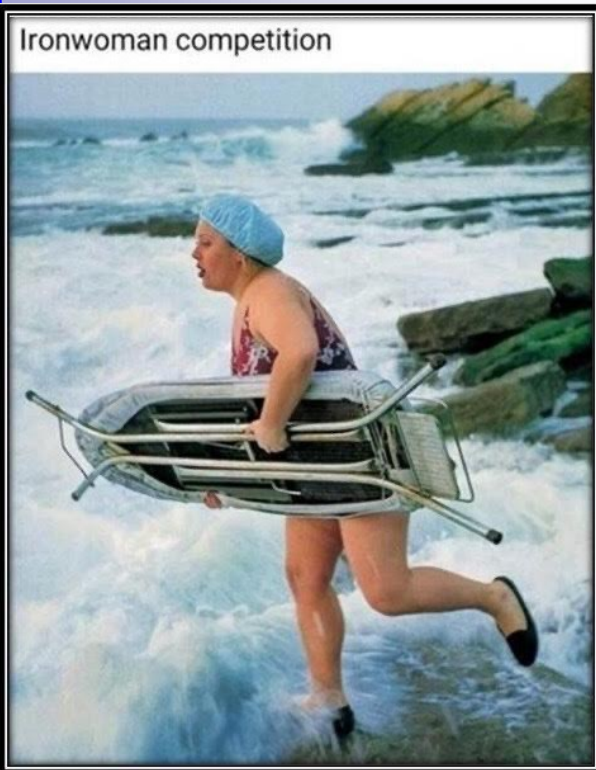
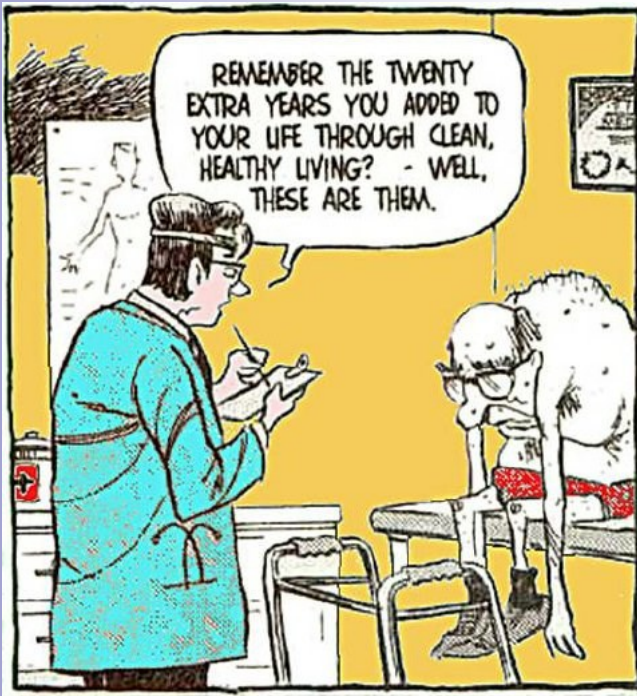
Sept 7-10 Corvettes of Fresno at Reno NV

Election of New Officers

Don't forget to submit your recommendations for club officers.

Send your choices to Don Ginter
d.ginter909@gmail.com

On the lighter side.





One-of-a-kind Chevrolet Corvette surfaces at auction and could be worth over \$3 million

Corvette Stingray ZL-1 convertible is the only one of its kind

The only 1969 [Chevrolet Corvette Stingray](#) ZL-1 convertible ever built is set to be auctioned for the first time in January. The Monaco Orange car is one of just two that were ordered with the high performance ZL-1 option that year, the other being a coupe. The ZL-1 package was built around a version of the legendary L-88 427 cubic-inch V8 engine that was developed for Can-Am racing. The monster motor was officially rated at 430 hp, but was actually far more powerful. Tests indicated that its output was closer to the 560-580 hp range. The ZL-1 also received upgraded brakes and suspension and a positraction rear axle, but sacrificed the radio, air conditioning and heater at the altar of speed. Buyers did not get a discount for the missing equipment, however, as the cost of the option essentially doubled the Corvette's \$4,781 base price, explaining its rarity. The car was purchased new and underwent a few modifications for [drag racing](#), but sold to its current owner in 2007, who had it restored to its original condition in 2014.

The only major component that's not from the factory is the aluminum short block assembly, which had to be replaced under warranty during its first year on the road after the engine blew. The car is scheduled to cross the auction block at [RM Sotheby's Arizona auction](#) on Jan. 26 and has a pre-sale estimate of \$2.6 million to \$3 million. A sale at the high end would make it the third [most expensive Corvette ever sold](#), behind the \$3.85 million and \$3,424,000 paid for a 1967 L88 convertible and coupe, but it is possible this unique car could end up blowing them both away.



From Fox News submitted by Sande Burgess



2023 Corvette Gets Recommended Rating By Consumer Reports

Released for the 2020 model year, the [Chevy Corvette C8](#) is a highly desirable and sought-after performance vehicle. However, this ethos hasn't been shared by all publications alike, as *Consumer Reports* had yet to recommend the purchase of the sports car. Now, this appears to have changed for the [2023 Corvette](#).

For the first time since the C8 arrived for the 2020 model year, [Consumer Reports](#) has given the Vette a "recommended" rating. This new high for the [Corvette](#) comes on the back of a few different scores:

- Owner satisfaction rating - 5/5
- Road test rating - 97/100
- Predicated reliability rating - 3/5
- Overall score - 87

An overall score of 87 ranks the 2023 Corvette first in CR's sports/sporty cars over \$40,000 segment. This places the C8 above the likes of the 2023 Toyota Supra, the 2023 Porsche 718 Boxster, and the BMW 2 series.

From a predicted reliability standpoint, the 2023 Corvette's 3 out of 5 rating is an improvement over the publication's 2/5 score for the 2022 Corvette, although it still points out paint and trim, body hardware and in-car electronics as potential trouble spots.

Consumer Reports' road test review praised the Corvette's performance and handling as well as its interior fit and finish. However, it lamented its light list of active safety features and its overall fuel economy. "We came away from the experience impressed by the C8 Corvette's performance numbers and thrilled with its fun-to-drive nature," the publication commented, adding that the 2LT trim level is the one to choose for its standard feature list.

Overall, Chevy performed well in CR's latest rankings. In addition to the Corvette, the Bow Tie brand has four other 2023 vehicles boasting a recommended rating, including the [Chevy Blazer](#), [Chevy Equinox](#), [Chevy Trailblazer](#), and [Chevy Traverse](#).



More on Catalytic Converter Thefts

Seattle tow truck driver Edgar Plata spent most of a recent Monday as he often does these days, picking up the pieces after a spree of catalytic converter thefts.

By the time he pulled up to my North Seattle home to tow my newly converter-less Honda, Plata, who works for Viking Towing, had already hauled off two vehicles with similarly violated exhaust systems.

"It's out of control," says Plata, 44, of the plague of thefts that now afflicts every community in the Seattle area — a plague that, in his view, can only get worse, given its very attractive economics.

A stolen catalytic converter can fetch hundreds of dollars on the local black market, thanks to the platinum and other rare metals found inside. In just a few days, an experienced thief with a reciprocating saw and a set of cheap car jacks can "make thousands," says Plata, whose own converter was converted into quick cash by a thief a few years ago. "It's a big business," he says. "Supply and demand."

So far this year, some 2,500 catalytic converters have been reported stolen in King, Pierce and Snohomish counties, up from a total of 41 in 2019, when thieves started getting serious about catalytic converters, or "cats," and on pace to surpass 2021.

Such growth isn't surprising, given current prices for the metals used in the catalytic process: Platinum, for example, sells for \$928 an ounce, palladium \$1,884 and rhodium \$14,000. At the street level, that means a stolen cat can fetch \$1,000 or more, depending on the model. Few other stealable goods promise such profit for so little labor or legal risk.

Thieves "have it down to a science," says Gary Ernsdorff, a senior King County prosecutor who heads up cat theft investigations.

"They go shoplift a sawzall from a big box store and can make \$500 in a very, very [short] amount of time with, frankly, pretty low odds of being caught."

Those relatively easy profits have spurred more frequent, more brazen thefts. Where thieves, also known as "cutters" or "boosters," once mainly hit Toyota Priuses, they now case neighborhoods, parking lots and even car dealerships and government fleet yards for everything from Toyota Tundras and Honda Elements to Ford F-250 pickups.

There doesn't seem to be an easy answer to this problem. Not high priority for police departments. Best answer is to park in lighted, populated areas and hope for the best.

From Seattle Times



Chevy Corvette Ranks Third In 2022 Made In America Index

Although the [Chevy C8 Corvette](#) is considered by many as “America’s sports car,” what really quantifies this title? From a production standpoint, not every part used to build the C8 Corvette was manufactured in America, and as a result, the [C8 Stingray](#) ranks third overall in the [2022 Kogod Made In America Index](#).

This index, which ranks vehicles based on the percentage of U.S. and Canadian-made parts they contain, found that 62 percent of the components used to build the 2022 Stingray originated from either the U.S. or Canada. Right behind the Vette in fourth place is the [Chevy Colorado](#), featuring 61 percent U.S./Canadian-made content. The Lincoln Corsair and Corsair Hybrid ranked first with 72 percent U.S. and Canadian-made content, while the Tesla Model 3 ranked second at 65 percent. When compared to the [2021 Kogod Made In America Index](#), the U.S./Canadian content has dropped noticeably. For 2021, the [Chevy C8 Stingray](#) featured 86 percent U.S./Canadian parts, and was ranked second overall. In fact, the Ford Mustang was ranked number one last year, with 88.5 U.S./Canadian parts, but the Mustang has now dropped all the way to 22nd.

From GM Authority

Bill’s Big Brake update #3



> Many of our Club members have shown an interest in the restoration of the BB 58 Corvette project I have been working on this past year so here is a update and the status.

> The October News letter noted that the chassis was completed and just waiting for the body to be repainted a second time. The additional body work and repainting of the body was completed and what a beautiful paint job it turned out to be. Body has since been installed back onto the chassis as noted in the enclosed photo. A complete new wiring harness has been installed along with installations of parking and rear tail lites. Next work segment will include installing a new Dash Pad, Windshield Wiper System, Speedometer Cluster with gages and connect all wiring outlets under dash and new Windshield. Not much of this work will be accomplished in the near future however as I will be leaving this lovely area for another area offering a warm winter. Work will resume in late May so I’ll give you a progress report in John’s July newsletter. Stay safe this winter season.

Bill Scherrer



Miscellaneous Corvette News

Since its introduction for the 2020 model year, the [C8 Corvette Stingray](#) has been rated at 490 horsepower and 465 pound-feet of torque right from the factory, with those output ratings increasing to 495 horsepower and 470 pound-feet of torque with the addition of the optional dual-mode performance exhaust system. Rumor has it that Chevy is planning to increase the HP beyond 500. Not sure when this will happen.

The introduction of the 2022 Chevy Corvette C8 Stingray also prompted revised [fuel economy ratings](#) from the EPA, with city ratings rising 1 mpg to 16 mpg, and highway ratings dropping 3 mpg to 24 mpg. Combined ratings remained static at 19 mpg. According to a company spokesperson, the drop in highway fuel economy ratings is primarily a result of the popularity of the Z51 Performance Package.

Chevrolet Corvette Wins Car And Driver 2023 10 Best Award

Marketed as America's sports car, it really comes as no surprise that the [Chevy C8 Corvette](#) is lauded by the automotive press for its performance capabilities and ease of living. Currently in its third model year, The [2023 Vette](#) has now been named to *Car and Driver's* [2023 10Best list](#).

The 2023 rendition of the 10Best awards marks the sixth year in a row the [Corvette](#) has been named to this prestigious list. In fact, since the C7 launched as a 2014 model, the Vette has made the list every model year except 2016. For 2023, *Car and Driver* praised the C8 lineup for offering something for every type of driver. From a comfortable grand tourer, to a daily grocery-getter, to a fire-breathing track monster, the C8 can fill almost every role a sports car driver could ask for.

Universal Laws

1. Law of Mechanical Repair. Your hands become coated with grease, your nose will begin to itch, and you'll have to pee.
2. Law of Gravity. Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.
3. Law of Probability. The probability of being watched is directly proportional to the stupidity of your act.
4. Law of Biomechanics. The severity of the itch is inversely proportional to the reach.



Mid Engine Monthly Update: C8 News & What Massively Leaked Out (John Elegant)

We have seen some internal GM information get out before, but with the Corvette the visualizer showing the 2024 E-Ray for about an hour, including many of its options in advance of its reveal, was the biggest leak I can remember in terms of the sheer amounts of information it presented. But before getting into the E-Ray knowledge we learned, it also leaked the 2024 new Corvette colors for every model.

New 2024 colors: Hello to Cacti, Riptide Blue Metallic and Sea Wolf Gray Metallic. Good-bye to Ceramic Matrix Gray Metallic, Caffeine Metallic and, Elkhart Lake Blue Metallic. Cacti is a very quiet light green; Riptide as a color is about halfway between Elkhart and Rapid Blue (available to be seen on a 2023 Equinox now); and Sea Wolf Gray is a super-attractive dark gray (like Shadow Gray).

The E-Ray leak on the visualizer was far more than just the 2024 colors, for it confirmed that the E-Ray is that model's name (finally ending whether the initial C8 hybrid model would be called that or a Grand Sport), for we saw its actual logo design -- as shown within the "picture" immediately below. Here is the link to all those 2024 visualizer colors and so much more the E-Ray linked information: bit.ly/3jrN4p6



Riptide Blue
Metallic

That leak produced so much more, including showing us the "starfish" standard E-Ray wheels. We see at the above link every one of the 2024 E-Ray wheels including that it will have both versions of the Z06's carbon fiber wheels — actually also a third carbon fiber wheel with a new, blue perimeter stripe.

Additional surprises include that there is a plug-in-hybrid charging port door, so it now appears that the E-Ray will be a mild hybrid. But please do not let that fool as to its capabilities for we even saw it had a "ZER" performance option showing additional aero and even a wing. Its tires and wheels are Z06 sized



and with its electric motor driving its front wheels, yes “AWD,” a performance number that most often is coming up for the E-Ray is faster to 60 MPH than the Z06, with the E-Ray coming in a 2.5 seconds (some saying faster than that).

As to additional weight, we separately saw a GM document with a target design weight of 3,900 pounds so roughly +200 pounds more than the standard Z06 without the latter’s weight reducing CF wheels and carbon-ceramic brakes.

The E-Ray will also have a “ZER” performance option! [Bit.ly/3vgrgzw](https://bit.ly/3vgrgzw)

The leak confirmed its main engine will be a version of, or perhaps identically to the LT2 — even showing in the first link above, an LT2 clearly through the coupe’s hatch glass. As to its combined electrical power level, many are guessing a combined 550 HP and 600 HP — but those are pure dart-board estimates at this time. Lastly the reveal showed us both having standard all season tires and PS4’s on its ZER performance version.

Which brings us to the E-Ray’s reveal: WHERE and WHEN??? That is unknown at this time. We see predictions from just a month away to the late April Bash, to the middle of or late spring and more. All are purely predictions for that part of the E-Ray future has not been leaked. We have read posts however several noting that it was too long between the Z06’s reveal and the first customer cars being received, so perhaps GM this time will have the E-Ray’s reveal be very close to the start of its first customer cars going down the assembly line? When is that going to be? Again another unknown, but the most common estimate is around August or September. We hope for the E-Ray’s reveal fairly soon to start answering all those still-unknown questions.

Lastly, Christmas Day brought us a present of video of an E-Ray playing in the snow: [*bit.ly/3WpVWtP](https://bit.ly/3WpVWtP)

Less we forget our C8 Stingrays’ rock; the Stingray continues to receive massive praise, e.g. these two recent two (2) Stingray awards/accolades: [* bit.ly/3VplF4i](https://bit.ly/3VplF4i) [* bit.ly/3GdjVXI](https://bit.ly/3GdjVXI)

Z06 news: Meanwhile what is happening on the Z06 front? One new option was just revealed, the body-colored trim one, e.g., option code “EFY” that many chose on their C8 Stingrays and on the C7’s too. That will start with the next Z06 allocation batch. not GM yet formally announced when that would be, but in my talking with quite a few top Corvette dealership specialists and seeing the internal GM schedules, and MECF just breaking new the 2023 GM Consensus calendar, all are coalescing that the next Z06 allocation batch will start on February 22nd (when dealers who are getting one or more allocation are ONLY told that specific amount), and then on Thursday, March 2nd they would be told whether and what are the ordering constraints on their specific orders— with orders formally going that then into the 6 day DOSP process.

What about the continued shortage of Z07’s and Z06 complete carbon fiber aero packages that started in the first, August 18th allocation process? Candidly, it has gotten worse, for the 2nd Z06 allocation batch not only had a 100% constraint on both those complete aero options (TOF and TOG), but added in another 100% constraint on all carbon fiber (both carbon flash and visible carbon fiber) for the splitter and the rockers. That means that not one Dec 1st second-Z06 allocation batch got a single carbon fiber aero component. Even more for it also means that all Z06’s accepted then did not have a single splitter option. Will this continue into February’s third-batch of Z06 allocations? Most believe it will, that it will continue to be a major problem. But might instead of some of those options being completely constrained, might not instead a very small number of orders allow some of the aero options



included? We hear repeated comments from many different sources that GM is working on securing an additional carbon fiber supplier, but as of yet while we think this is occurring, it has not yet officially been announced.

There is probably going to be one major additional Z06 option officially becoming available for the February/March Z06 allocation process, the availability of the Engine Build option, "PBC" (Performance Build Center), for those orders. This would be consistent with BGA Plant Director Kai Spande's Corvette Museum "BGA Update" seminar on September 1st when he announced that starting in the "second quarter of 2023 the build your own engine program would begin." What would be option "PBC's price? It was \$5,000 during the C7 generation but building the LT6, as it is a dual overhead camshaft motor, is taking engine the PBC Engine Assembly Technicians more time to build than either of the supercharged C7 Z06 and ZR1 engines did. So \$6,000 for PBC? Or more? Or still \$5,000? Stay tuned.

What is happening with Z06 production? The good news is that it continues to grow, with just before the Christmas BGA annual holiday vacation shut down (7 work days in total), 18 customer Z06's were made in one day. We now have confirmation that 450 customer Z06's have been completed. While 18/day is a far cry from initial customer production when only one Z06 was being made daily, it is still approximately one-third of the daily 50-55 unit Z06 production daily rate that Kai shared on September 1st as the Z06's post-ramp-up, daily production goal.

How much power is the Z06 really producing? We know GM uses the SAE testing method, their taking five routinely-build LT6's, putting each of them on the dyno, throwing out the highest and the lowest ones, and then averaging the three remaining ones. That process showed that the LT6 produces 670 HP. However, we have seen on dyno testing recently showing repeated 640 REAR wheel HP results and a second one showing 611 REAR wheel HP results. Might GM have slightly underrated the LT6?

ZR1 testing in process: We believe that GM is testing it, i.e., based on GM President Mark Reuss' comments about two Corvette performance models coming in the 2024 model year, it could well be that he was referring to the E-Ray and the ZR1 — the latter as a late 2024 model arrival??

As to the often raised question as to when the 2023 production year would end, we do not have any idea. GM has had for several years as its annual goal to return to its normal production cycle which was starting to produce the next model year's first customer cars in around July/August. However, candidly they have not met that goal the last few. Thus, when will the 2023 model years end and the 2024 model year start???

Meanwhile as you read this, it appears that GM already made 21,000, 2023 Stingrays. Demand remains strong with one major dealer still having literally over 1,000 on his list, and in my conversations with smaller, local to me dealers, many have stopped even adding Stingray's to their ordering lists because as one put it, "even without my not taking any deposits on them, delivery of even the Stingray is so far out, it just would not be fair to my customers to give them even hopes they will get one for years." And if that is how he characterizes his chances of delivering Stingrays, what about Z06 deliveries? And how will adding the E-Ray to the single BGA assembly line during 2024 and perhaps further adding in ZR1's toward even the end of the 2024 model year work? All good questions, but there are no real answers to any of them.

Meanwhile the 2024 Z06 GT3.R is caught testing at Sebring: bit.ly/3GeFfvJ

John Elegant