



High Desert Corvette Club

Newsletter May 2023

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Newsletter—John Burgess

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Dee Ginter**

Sunshine—Debbie Scherrer

Highway Clean up—Mike McClean

Publicity— Tess Birke-Morton

**COHD—Chair Person
Harry Bongers**

President's Ponderings

Greetings Club Members:

Happy Mother's Day to all the moms. Spring has teased us with some sunny and warmer days. Hopefully, you are getting your Vettes out and having some fun. Exciting times! The cars have been undercover for way too long. Lori and I just celebrated our 41st anniversary in our happy place, driving our Vette with the top down. Ok, it was 53 degrees with the heated seats on, and the heater full blast, but the top was down.

With the change in weather, comes many fun club activities. Continue reading the newsletter to learn more about activities or look at our HDCC website for details. If you have not signed up for an activity, please contact our activities chair Sande Burgess, or sign-up at the business meeting. A couple of things to get on your calendar right now are the highway cleanup activity on May 13th and our club car show at Bend Chevrolet, on June 17th. Let's have a great turnout and support our sponsor.

With our first driving outing less than a month away, please review the Caravan Protocols under forms/docs on the HDCC website. Also, consider (voluntarily) filling out the medical form and placing it in your glove box. Safety is always important on our group outings.

Our newsletter publisher, John Burgess, is asking club members to send in stories about their first Corvette with a picture. Please send them directly to John. We look forward to reading some fun stories.

If you are a new member, we are excited you have joined HDCC. Please contact Dee Ginter to get your photo with your Vette on our website.

COHD Chair Harry Bongers and his team are busy looking for venues to host the 2024 Corvettes on the High Desert (COHD) car show. More updates are coming at the next business meeting.

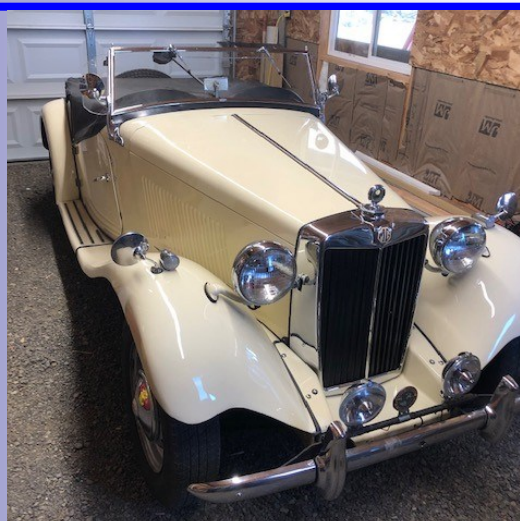
It has been a busy month coming up to speed being President. I have enjoyed working with the Board on some new ideas we are exploring. Our next Board meeting is at the Bend Elks Lodge, on May 10th. Please note the time change. The social will start at 6:00 pm and the business meeting will start at 7:00 pm. I hope to see you there.

Until next month, happy driving.

Dave Schneider

HDCC President





Casey's New Toy

So It's not a Corvette but_____

It's not a Corvette, but just look at those lines! Such classic beauty and style! Sweeping fender curves and a lovely squared off bonnet (hood, for you Americans). She's a 1951 MG TD built April 18, 1951 and imported as a left hand drive car to the US, probably by JS Inskip of New York. The Ivory paint is an original color, though not the original paint.

The MG TD was manufactured from late 1949 to August, 1953 in Abingdon-on-Thames, England. The original MSRP was US \$1975. In some ways it was ahead of its time in that it featured a 12 volt electrical system when almost every other car in the US was 6 volt. The MG TD also featured rack and pinion steering and independent front suspension. This particular car was fitted with a very rare accessory; a marginally effective heater in the passenger footwell... There were a total of 4988 TDs exported to the US in 1951. Of those, this car is one of 292 that were catalogued as 'export LHD' which meant export, left hand drive. The catalogue system was changed in May of 1951, and the balance of exports that year and subsequent were catalogued as 'export NA' for North America and hence have a different numbering system. In all, there were a total of 29,614 TD's built for all markets over the 5 year production run. Not many considering Chevrolet made 26,381 Corvettes last year!

The MG TD is powered by a 1250 cc, 4 cylinder engine boasting 54.4 HP. Fuel is fed to the cylinders via dual up-draft carburetors. A 7 1/4 inch dry clutch and a 4 speed gearbox transfer all that power to the rear end. The original rear end gear ratio was 5.125, though this car has been changed to 4.3, which was the factory rear end ratio for the later MG A model, giving her a higher (and scarier) top speed. The car weighs a little over 2000 pounds. Comfort? A quote from the December 1951 Science and Mechanics magazine test drive says "this is not a family type car, therefore comfort is not stressed". A definite understatement! Acceleration: 0-60 in 23 seconds. Blistering! For racing the windshield folds down. Less drag, you know! Now where are my goggles and leather helmet?

Hydraulic brakes are standard but no power assist. They need a LOT of foot pressure and advance notice! No electric tops here either. (Take note, President Dave...) When it looks like rain you stop, manually raise the top and fasten it to the windshield frame. At least it came equipped with electric windshield wipers! Fuel gauge? A stick marked in gallons that you dip into the tank. However, for those who like to run on the bottom half of the tank there is a red low fuel warning light on the dash which comes on with about 2 gallons left... Radio? Pointless, you couldn't hear it anyway... However, it does feature an adjustable sliding steering column!

This is actually the second MG TD I've owned. The first was a real project car. It was black, and it ran, but it didn't stop very well (ok, not at all). I figured out quickly that would be a problem. However, as with many projects, I just didn't have a lot of spare time/ money to fix that old girl up. So, I decided the solution was to sell the MGB that I'd been driving for years to finance the MG TD. Well, long story short, a guy came to look at the MGB which was garaged next to the MG TD. And he said, "I won't buy the MGB unless you sell me the MG TD as well." Hmmm. Am I ever going to have time to fix up the TD? Probably not, so OK; you can have both.

Submitted by Casey Gibbs



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May Birthdays

5/4 Mary Zumwalt
5/5 Jeannine Crowther
5/17 Laurilea Gibbs
5/18 Lynda Derr
5/18 Tess Morton
5/19 Mike Jeans
5/20 Tom Gray
5/30 Dick Dodson

May Anniversaries

5/3 Brad & Barbie Crement
5/5 Phil & Lynda Derr
5/18 Scott & Leslie Chaney
5/20 Frank & Sue Gibson
5/21 Greg & Cheri McDowell
5/26 Pete & Susan Bezek
5/30 Ken & Lee Ann Kaster

April's 50/50 Jackpot of
\$85.00 was won by Tess
Morton



HDCC Events

May 10 HDCC Business Mtg. Bend Elks **6:00** PM

May 24-25 Trip to Baker City/ Geiser Grand Hotel

May 31 Social Night Black Steer Bend. OR

Memorial Weekend HDCC Campout see T. Morton
for details

Jun 17th Glass on the Grass Willamette Valley Corvettes

June 17th HDCC Car Show at Lithia Chevrolet

June 21-22 Shady Cove Club Retreat

June 30 National Corvette Day Cruise and Lunch

July 15 HDCC Car Show at Touchmark

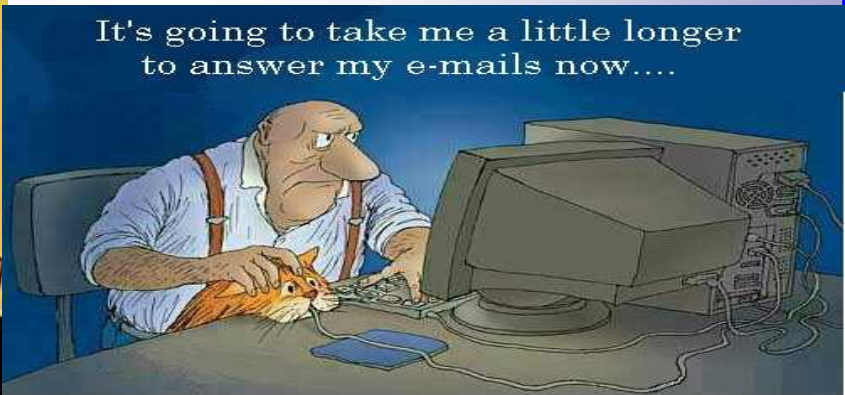
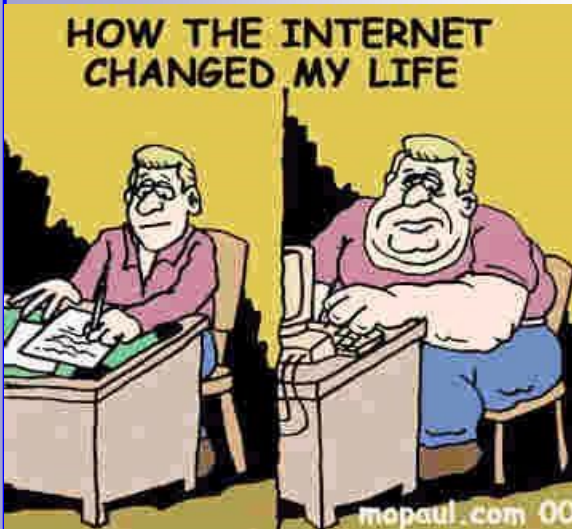
July 19-22 Vette Fest Boise, ID On line registration
available on line (Valley Corvettes)

Aug 8-9 4th Annual wine Tour, Prosser WA

Sept 7-10 Corvettes of Fresno at Reno NV registration on line..

Sept 14-16 Corvettes on the Columbia . Registration on line i.e google Corvettes of the Columbia

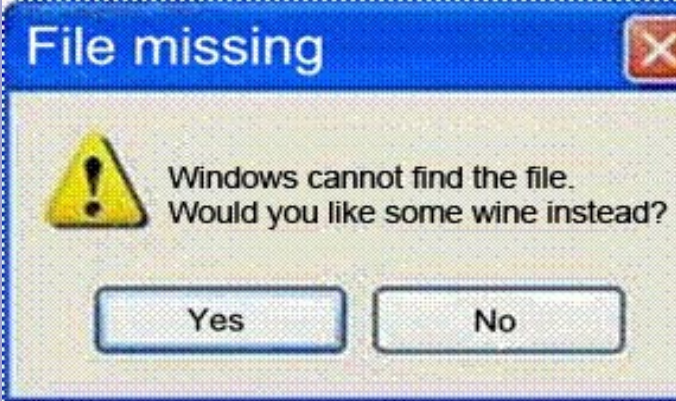
On the lighter side.



Ever notice, the older we get, the more we're like computers ?



We start out with lots of MEMORY and DRIVE then we become outdated, and eventually have to get our parts replaced...:)





This article was written by Jim Garboden for the Cascade Corvette Club Newsletter. I ask Jim for permission to use it in our newsletter as I thought timely since we are about to enter the Corvette driving season. As well, these are good principles to keep in mind for everyday driving. Seems things are getting a little bit crazy on our roadways.

Aggressive Driver-Road Rage

Welcome to the first ever meeting of ADA, Aggressive Drivers Anonymous.

My name is Jim and I'm an aggressive driver. By that I mean I like twisty roads and a stiff suspension. I am also addicted to long, straight desert highways with unrestricted views and 460 available horsepower. I have been known to "nudge" the speed limits from time-to-time.

But what I want to talk with about today is a danger to all of us and it is becoming more prevalent. Road Rage. I read recently that incidents of road rage in Oregon are up dramatically over the last 3 years. The pandemic has a lot to do with that. We live in a very angry society, angry and impatient.

Here are some ways to prevent road rage and remove yourself from the situation if you find yourself involved with an angry, impatient motorist.

Drive polite: Avoid tailgating, cutting off other drivers, or brake-checking.

Slow down: Let aggressive drivers go, get out of their way and let them attract the unwanted attention.

Get away from aggressive drivers: Don't try to outrun them, sometimes that is what they want. Find a way to distance yourself from them. When on the freeway that might mean taking an exit. If they follow you and you feel in danger, now is the time to call 911.

Don't make obscene gestures or yell at other drivers: Okay, I am guilty of yelling at stupid people, but I don't "single finger salute", that is a personal trigger for me, so I don't do it to others.

Don't honk your horn: Unless you are trying to warn others about imminent danger. Honking and flashing high-beams in anger can quickly escalate.

Call a road rage hotline: Many states now have aggressive driver hotlines where you can report dangerous drivers. Instead of confronting an aggressive driver, simply let the authorities know what, where and when.

Avoid making driving a competitive sport: WHAT?? No way am I going to let that Prius pass me! Okay, stop. Take a breath. That Prius is not trying to race you, he's just driving like a dumba**. Don't take the bait.

Apologize if you've done something wrong: If you made some mistake that could be offensive, simply smile and wave (all your fingers).

Have reasonable expectations about your travel time; Give yourself plenty of time and don't set unreasonable expectations for how fast you'll get to your destination.

Call 911 if you're under attack: If another driver attacks you, call 911 immediately and stay on the phone with the dispatcher. If possible, drive to the nearest public location with witnesses. *Do not drive to your home*



My First Corvette

By Charlie Thomson

. It was a 1962 Honduras maroon with a saddle tan interior. It had both tops, 350 hp and four-speed transmission. I purchased it in 1963. It was less than a year old and I traded my 1957 Chevy Belair two-door hardtop for it. I was only out of college for six months when I purchased it. this photograph was taken in Santa Barbara at a friends home.



My First Corvette

I mentioned at the last Corvette Business meeting that I would like to have a section in the newsletter called "My First Corvette". I would like to know about your first Corvette, the year, why you decided to buy a Corvette or what was your inspiration to have a Corvette. Maybe your dad had one or good friend or just something you always wanted. Doesn't have to be too long and if you have a picture that would be great to have. Even if the Corvette you have now is your first one, a little history of why you wanted it etc. Give it a try, it will be fun to hear the stories. JB



Driving Etiquette

We are all getting anxious to do some driving. As well there are several HDCC trips on the schedule for this summer. Just a few things to keep in mind so that your driving experience will go well.

Be sure you have a walkie talkie. This is important so that you can be made aware of turns coming up, possible hazards in the road and also you can let others know if you are experiencing car trouble or otherwise need to stop. As well, with large groups at times it is difficult for the last few to hear the messages from the leader so they have be relayed back by the cars in the middle of group. Another reason to stay close and not lag behind.

If you are leading the group, try to set a speed that is comfortable for all. Generally 5 miles per hour over the posted speed is good. Sometimes on the straight aways we exceed this a little. If we get behind someone who is going slower than we would like, you can pass but keep in mind that all you may be doing is creating a greater distance between the members. Sometimes it is better to wait for passing lanes. In this regard you have to make a decision as to whether we can all pass. If it is not feasible for all to pass it is best to wait it out.

Remember we are not in a hurry, and it is always safety first.

Remember if we are on a two lane road and you tell those behind you it is ok to pass, it is probably better to let the driver make that decision as other cars could have pulled onto the road way so then you have created a hazardous situation. We do not pass cars in our group unless you have an emergency.

Maintain a safe distance between the car in front of you. Generally the length of between two power poles is a good guide but again not a hard fast rule. If you fall too far behind, you will soon be out of the range of the walkie talkies. As well, if the group has to pull off the roadway for you to catch up it creates a hazardous situation.

If you are planning a trip it is good if there is an opportunity to stop once every hour and plan for restroom accommodation. These are fun excursions so don't get anxious or impatient, just sit back, enjoy the ride and the scenery.



My First Corvette

Rich Morton

While growing up in the little town of Seaside the guys I ran around with were always into cars. I got into them when I had the chance to have a 68 Dodge Coronet R/T. From then on spent most of my time working on car engines and taking part in 1/4 mile racing against out of towners. I knew someday I wanted a "Corvette". I test drove a few and tried to have one several times but for one reason or another it didn't go in my favor. Not until I was financially able was when I said come hell or high water I am buying a Corvette. Besides my best buddy at the time had just bought one and I was not happy I didn't have one myself. So after looking for a week I found a C5 Coupe with 13k miles on it in Kfalls. I was driving it home by the next weekend. From then on my car dream has been complete!



First Corvette



2nd Corvette

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5 Reasons C8 is the Greatest Corvette Era ...

We're living through the greatest Corvette era ever and we should enjoy it while it lasts as the window may be closing soon. Folks often look back at the 1960s as the golden age of the Chevrolet Corvette. And for good reason. There were some truly outstanding Corvettes made during that era. Split-windows and big blocks and moon shots. Sting Rays and Z06s and the man we call Zora. It was an amazing, revolutionary time. But I don't think that was the greatest Corvette era. I think we are living through the greatest era right now.

1. **Greatest Corvette Performance of All Time** The SLOWEST new Corvette you can buy today will hit 60 mph in less than 3 seconds and top out just a couple whiskers shy of 200 mph. That is more street performance than any sane person could ask for... in a mid-engine sports car you can use to set lap times at the local track and also daily drive with a set of golf clubs in the back

Not too long back those were hypercar numbers. Numbers that shame most other Corvettes in history. And *then* GM released the Z06 and announced the E-Ray. And GM isn't even done. The even more extreme ZR-1 and Zora models may be around the corner. If you love the Corvette for the performance it offers, you have to give the nod to this being the best Corvette era in 70 years

2. **Best Interior Quality and Technology of All Time** For how many years did people complain about the interior of the Corvette letting the whole car down? Sure, it could maybe outperform a Porsche, but sit in a 911 from 1995 and then in a Corvette from the same year. The difference in quality on the inside is obvious.

The C8 has taken huge strides in that regard. Sit in a C8 and you feel like you are sitting in a high-quality product. In addition, you are surrounded by technology. You get a standard 12-inch configurable digital display, a GPS-assisted front axle lift, a performance data recorder, and a whole lot more. Folks may miss the traditional manual transmission but the dual-clutch 8-speed in the C8 is a nice tradeoff. The current C8 has also proven to be quite safe. Unfortunately, several people have **crashed theirs** to prove the point.

3. **The Best V8 Engines of All Time (And the First Hybrid)** Electric cars are coming. And soon enough they will be coming for the Corvette. The E-Ray is the first step, but at some point, the only Corvette available will likely be a fully electric version. It may take another ten years, but the day seems to be coming.

Right now, we have the best of all worlds. The amazing flat-plane crank LT6 in the Z06. We have the traditional LT2 V8 in the Stingray. And in the E-Ray we have the LT2 combined with an electric motor. Take your pick. At some point, that decision is likely to be taken away from us. I don't mean to hate on EVs. They have their place and have some real performance benefits. But we can't deny that it will be a very different Corvette experience



4. The Last Era Where a Corvette is Only a Sports Car In the future we may see a Corvette lineup that consists of sedans and SUVs. GM is looking to make Corvette its **own brand**. And it may prove to be successful and bring us some high-performance vehicles besides the traditional coupe and convertible. But it could also dilute the Corvette name.

Today if you say you got a new Corvette everyone can picture what you drive. But in the future, it might be an SUV. After 70+ years of sportscars only, seeing a SUV or sedan Corvette is going to be strange. No matter how much performance those machines are capable of. None of us know exactly what the future holds. But if we flash forward ten years it is possible that we have nothing but all-electric Corvette coupes, sedans, and SUVs.

5. The Most Adaptable Corvette of All Time! Do you want a car to dominate track days? Buy a C8. A sporty daily driver? Buy a C8. How about a car that you can take on a long road trip? Buy a C8.

The C8 Corvette is probably the most adaptable Corvette ever. It will do everything better than any Corvette before it. And despite the prodigious performance, a C8 Stingray is rated at 19 mpg combined by the EPA. Not that mpg ratings are typical deciding factors to Corvette shoppers. But it just goes to show how versatile and efficient the current car is. Again, this is a base Stingray. You want more track performance you can go with a Z06. You want quicker acceleration and even better economy you can go with the E-Ray.

In short, for these five reasons and probably a few more, NOW is officially the greatest era for Corvettes ever ([although each generation has some amazing highlights](#)). However, there is one concern with the current crop of Corvettes.

And it is a significant one...All cars have gotten more expensive. And comparing the Corvette to other sports car offerings, it still represents good value. However, there is no denying the Corvette is moving upmarket. The Corvette has long been the attainable American sportscar. They were never inexpensive. But they were not the playthings for only the wealthy either. And the current Corvette era is in jeopardy of pricing out many of its most loyal and traditional customers. But all cars are more expensive today, right? Yes, but the Corvette is still comparatively more expensive than it was back in the day.

That is the other problem with all this. We now have dealer markups to deal with in the current Corvette era. It also leads to flippers. You get these YouTube yahoos that could not care less about a Corvette. But they jump the line and get one of the first Z06 models. Not because they like the car. They just crank out a few videos, so they get views **and then dump the car**. But flippers and more expensive pricing aside. That is not enough to refute the claim that this as the greatest Corvette era in history. The good far outweighs the **bad**. My only advice is to be sure you enjoy it because all good things come to an end. [This article was taken from the Palm Springs Corvette newsletter. Thanks to Steve Madsen former HDCC member](#)



Food For Thought

"I spent an hour in the bank with my dad, as he had to transfer some money. I couldn't resist myself and asked...

"Dad, why don't we activate your internet banking?"

"Why would I do that?" He asked...

"Well, then you won't have to spend an hour here for things like transfer.

You can even do your shopping online. Everything will be so easy!"

I was so excited about initiating him into the world of Net banking.

He asked "If I do that, I won't have to step out of the house?"

"Yes, yes"! I said. I told him how even grocery can be delivered at door now and how amazon delivers everything!

His answer left me tongue-tied.

He said "Since I entered this bank today, I have met four of my friends, I have chatted a while with the staff who know me very well by now.

You know I am alone...this is the company that I need.

I like to get ready and come to the bank. I have enough time, it is the physical touch that I crave.

Two years back I got sick, The store owner from whom I buy fruits, came to see me and sat by my bedside and cried.

When your Mom fell down few years back while on her morning walk. Our local grocer saw her and immediately got his car to rush her home as he knows where I live.

Would I have that 'human' touch if everything became online?

Why would I want everything delivered to me and force me to interact with just my computer?

I like to know the person that I'm dealing with and not just the 'seller'. It creates bonds of Relationships.

Does Amazon deliver all this as well?"

Technology isn't life.



ORIGIN OF THE CORVETTE NAME

Many people know the Corvette as a motorsports icon or the ultimate Muscle/Sports car, but few know the meaning behind the name Corvette. We all know that the marketing team over at Chevy came up with the name Camaro out of thin-air, but the meaning behind the name Corvette is quite a bit deeper. Corvette was the first mass produced post-war American sports car, but when GM introduced the car the name was still up in the air. Hundreds of people submitted ideas, but it would be the submission of Myron E. Scott, a newspaper photographer who would submit the winning name.

Myron thought the name Corvette rolled off the tongue well and thought a tie into the fast strike ships called "Corvette" that gained fame in World War II would appeal to the American men, many who had served in the war. This would go on to form the foundation for the nautical names that would be applied to Corvettes and concepts such as the Mako Shark and Sting Ray (later to be used as Stingray).



The name was revived in World War II, when British naval designer William Reed drafted a plan for a small escort/patrol ship. They saw much success as anti submarine escorts in the Atlantic. Later in the war some Corvettes would be outfitted as minesweepers and saw action in the Pacific. Corvette ships are still used today, mostly has light missile ships or support vessels for fast attack boats.

This is a repeat but since we have new members I thought it was worth a re-do.