



High Desert Corvette Club

Newsletter August 2023

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Morton**

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President's Ponderings

Dave Schneider

HDCC President

Greeting Club Members

I cannot believe it is August already. Seems like we wait forever for winter to pass and then summer goes so quickly. I hope you all are getting out and driving your Corvettes. One of our favorite drives is out to Elk Lake for lunch. Lori and I make a 90-mile loop leaving La Pine and returning through Sunriver. Elk Lake serves a great lunch with great lake views. I would recommend the Reuben, or the Elk Burger, and their fries are fantastic. If it is busy, be prepared to pay \$5 for parking.

There was a great turnout for the Redmond 4th of July parade. Lots of beautiful Corvettes were shined up and admired by parade viewers. Also, a fun time was had at the Touchmark car show held with the Porsche Club. Great food, and camaraderie with car junkies. A huge thank you to Charlie for setting up the event. A few of us drove the McKenzie Pass loop after the car show. What a beautiful drive with some fun curves thrown in. We caught a BMW Z4 that had a go at us, but he pulled off.

Our Activities Chairperson is requesting that folks get sign-up for the 2024 annual retreat so she can secure a block of hotel rooms. The club is headed to the Wine Country Inn in Jacksonville on June 21-22, 2024. Sande needs a head count by August 8th. Please contact her ASAP if you plan on going.

For those planning to attend the Christmas party being held at the Riverhouse on December 2nd, we need a head count by August 10th to determine if we need one or two rooms. You won't want to miss the party, so please let Sande know if you plan to attend. The cost will be about \$60 per person.

The Executive Board is reviewing the by-laws and we will bring our recommendations to the membership later in the year.

I would like to express my appreciation to all the Board members and Committee volunteers that give countless hours to make our club fun. Without them, we would not have a club. Be sure to thank them.

Remember, our August Business meeting has been canceled so you can go enjoy the annual Wine Tour. I regret Lori and I will not be attending the wine tour. We have vacation plans with our family.

Warm regards and see you soon.

Dave Schneider

HDCC President



It's Not a Corvette but.....

The latest addition to the Mangan fleet

1940 Packard



The Packard is now a 3 owner car. The previous owner purchased the car from the original owner, located in Calgary, Alberta in 2011. A 5 year complete rebuild was finished in 2016.

Originally a dark red, the person I bought it from changed the color to blue. Drive train is original to the car, a 245 ci, inline 6 with a three speed transmission column shift. Previous to 1940 the shifter was floor mounted.

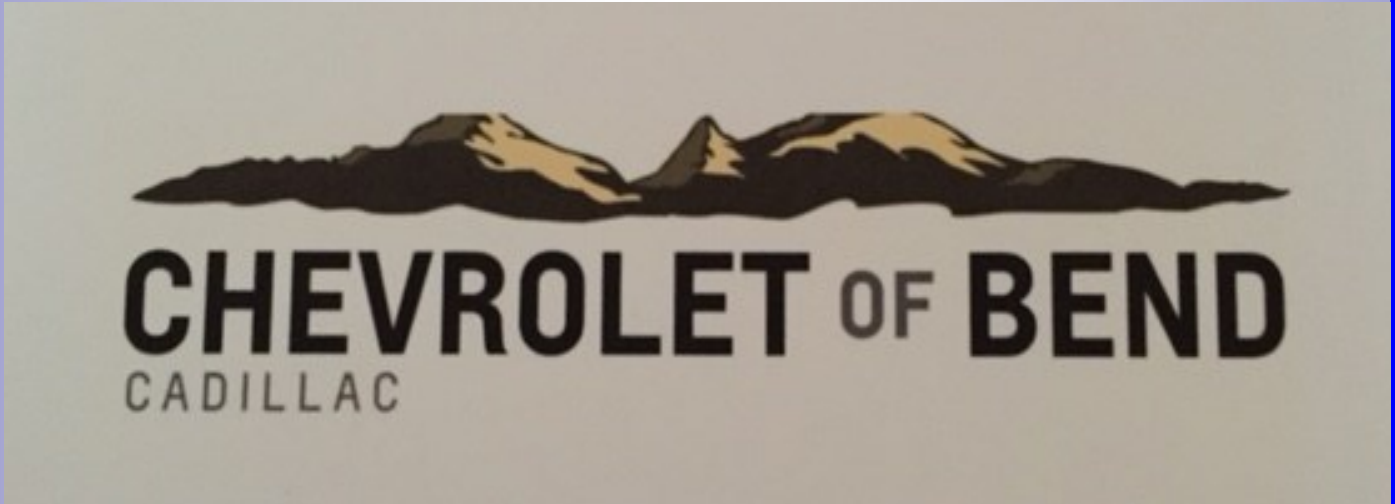
The 110 series Packard was first brought to market in 1940. A lower cost version of the 120 1800 series. Suspension is rear mounted hydraulic shocks and a lever knee action front with coil springs. It is a 6volt electrical system with a 6 volt alternator. The car's engine is very quiet and very little to no vibration, making it difficult to know if the engine has started on the first push of the starter button. If there is any near by noise, I have to watch the ammeter movement to tell if it is in fact running.

The car ran the Great Race in 2018, Buffalo to Halifax, Nova Scotia. Completed the 9 day run with no issues.

It does have a vacuum power convertible top. Packard and I believe Cadillac was one of the first to offer the option. Only power option on the car, steers fairly easy once it is rolling. Brakes are fifteen inch drums with hydraulic assist.



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August Birthdays

8/2 Suzanne Sawyer
8/3 Patti Bagwell
8/5 Jean Krebiel
8/6 Frank Gibson
8/7 Susan Bezek
8/13 Judy McClean
8/14 Bill Scherrer
8/22 Dale Krebiel
8/22 Mike Sawyer
8/23 Karen Reyes
8/27 Tim Mangan
8/29 Dean Cowell

August Anniversaries

8/1 Bob & Jeanette Adams
8/7 Bill & Debbie Scherrer
8/17 Bill & Annie Sheaffer
8/27 Terry Kingsfather & Candy Sheldon

HDCC Events

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

No HDCC Business Meeting for August

August 30 Social Night Donatello's Marion Forks
Leave at 4:30 from Ray's in Sisters

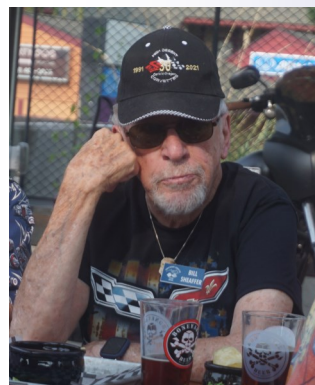
Sept 7-10 Corvettes of Fresno at Reno NV Registration on line

Sept 14-16 Corvettes on the Columbia Registration on line

Sept 27-29 Annual PMT Full at this time. There is a waiting list



Reg Crossan
Won the
\$85.00
50/50 drawing



Bill Sheaffer won
Two \$40.00 gift
cards to the Black
Steer Restaurant

On the lighter side.

Shoutout to everyone who can still remember their childhood phone number but can't remember the password they created yesterday.

© I Might Be Funny

You are my people.

The CDC is now recommending you wear a face mask over your eyes when pumping gas to prevent heart attacks.





History of the Car Radio

Radios aren't that useful in some Citroens like the 2CV, HY Van and Mehari, where engine noise makes the radio volume required for listening so high that you are most likely damaging your hearing. Nevertheless, radios have become ubiquitous in modern vehicles and found their way into many Citroën models (initially as an optional item in the DS and other models in the late 1950s) with the first Citroën model to offer a radio as standard equipment being the SM. You might even think that the car radio was a European invention, but not so. It was created with American ingenuity and the history behind that is quite fascinating. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. Here they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked — He got enough orders to put the radio into production.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio — The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. (In some cases, on 1920s cars, the antenna was often the chicken wire put under the fabric roof insert. Some had it under the wooden running boards.)



History of the Car Radio continued

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio — The Handy-Talkie — for the U.S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! \

AND

[It all started with a woman's suggestion!!](#)



My First Corvette

Bill and Annie Sheaffer

I came to the United States in 1978. While working at my Mom's restaurant, Carey's Seafood, in Mt Holly NC, I saw the first Corvette I had ever seen. It was a yellow C3 convertible.

This guy would come to the restaurant and all the waitresses would run out to see the car. That's when I decided that someday I would have a Corvette.

In 1982 I moved to California where I met Bill. We were married in 1983.

In 1985 Bill bought a Harley-Davidson Ultra Classic Electra Glide. It wasn't a year until Bill bought me a Sportster 883 Hugger.

After riding for ten years or so, we found a red C4 for sale in Tigard.

We bought it! Problem was it had a manual transmission and I couldn't reach the pedals. So maybe that wasn't my first Corvette, because soon after acquiring the C4 we found our Torch Red C5 which I have no trouble driving. That was almost twenty years ago.





General Motors Delivers 9,125 New Corvettes During 2nd Quarter 2023

General Motors released their 2nd Quarter 2023 sales results this morning and we've some [strong sales numbers](#) that Chevrolet is reporting for America's Favorite Sports Car.

For the 2nd Quarter of 2023, Chevrolet delivered 9,125 new Corvettes. This was an increase of 5.37% over the same time period in 2022. For the calendar year to date sales, Chevrolet is running -2.4% behind where they were last year with 17,029 deliveries occurring January through June. Last year we were at 17,441 for the same time period

C8 Corvette: Are Aftermarket Lowering Collars Affecting Your Warranty?

Important news for C8 Corvette owners contemplating aftermarket lowering collars: these modifications may impact your warranty, specifically related to the front lift systems. In a notable case, Corvette enthusiast and YouTuber [NuHorizon C8](#), encountered a malfunctioning front lift system post-installation of lowering collars. Upon inspection, service professionals attributed the failure to these aftermarket modifications, leading to a costly repair of around \$2,000, which included actuator part replacement and realignment.

GM may Break record for single year production of Corvettes

Gm has produced 40,454 Corvettes this year. They have extended production for one week. GM expects to reach 50,000 produced in 2023. The one year record was established in 1979 with 53,708 Corvettes made that year.

Model	Quantity
Regular Stingrays	33,786
70th Anniversary Stingrays	3,593
Regular Z06s	2,572
70th Anniversary Z06s	503



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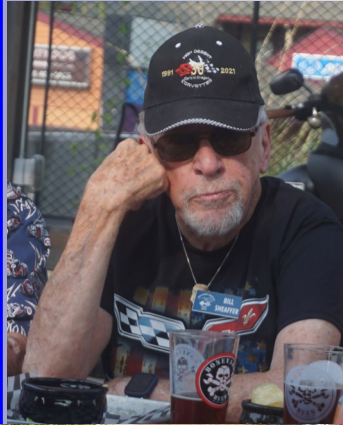
Anyone interested in a CamVette?





Boneyard Pub

Social Night





Corvettes for Sale: 1970 Custom Sport Wagon on eBay

Just in time for Your Family Vacation

Said to have begun life as a 1970 Corvette but now seemingly including an '80-82 front end, this Stingray Sports Wagon Custom – [now up for sale on eBay with 22,000 miles](#) – would be perfect for Shaggy and Scooby.

So far, 31 bids have already been placed, rising to \$10,900, still short of the reserve, but the auction doesn't end until Wednesday afternoon.

We spotted it on [Barn Finds](#), where a lot of onlookers have been absolutely brutal to this car, but we think it's pretty cool in a retro sort of way. You've got to remember the time frame when this car was created, after all.

While admittedly it may require a, shall we say, special taste to appreciate this car, there are a lot of positives – like, for example, a custom working tailgate that allows two people to sleep in it, according to the listing.

And how about that 454 engine under the hood, hooked to a four-speed manual transmission? Creature comforts, meanwhile, include a leather interior with a fold-down back seat covered in button-tuck upholstery, power steering, power windows, and "all new" power brakes.

The ad doesn't offer any details about the history of the car, so a potential new owner might want to scurry over to Palm Desert, California to get an up-close look at it.

Some might not care for the custom paint job in teal, silver, and black and might even have something mean to say about the seller's comment that "front exterior by wheel well has a small blemish"
[From Corvette Blogger](#)

