



High Desert Corvette Club

Newsletter October 2023

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**COHD—Chair Person
Harry Bongers**

President's Ponderings Dave Schneider

HDCC President

Greeting Club Members:

Well, fall is here and that means two things. The warm days of driving our Corvettes are almost over and the President Mystery Tour is over. I am saddened by both.

After months of planning the PMT, I am thrilled that most everything went as planned. There were some highs and lows. The lows were the rain and a last-minute detour through Mt Shasta City. The highs were finding the McCloud Hotel and roads that nobody had ever driven on with great views, some with Mt Shasta in the background. My thanks to all who attended for making this a fun trip. Our photographer, John Burgess will be sending out a slide show soon. If you can't wait, you can also check out our Facebook page for some photos.

As the warm days are winding down, the club will not. We have our business meeting coming up on October 11th at Laurie's Grill at 415 NE 3rd Street. The social starts at 6 pm and the business meeting at 7 pm.

And don't forget the Christmas Party on Saturday, December 2nd. We still have some spots open, so come and join the fun. Please sign up with Sande Burgess for those few remaining spots. The cost is \$60.

I would like to welcome our new club members, Daren and Patricia.

Warm regards and see you at the next business meeting.

Dave Schneider

HDCC President

Dave Schneider

HDCC President



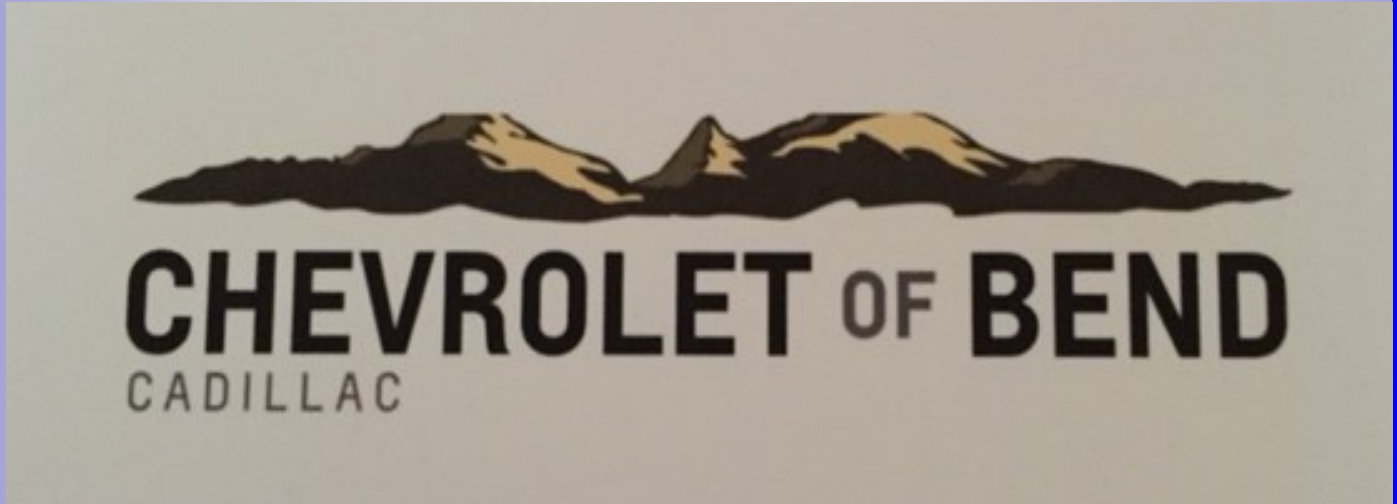


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October Birthdays

- Oct, 2 Reg Crossan
- Oct 2 Dennis Steinbock
- Oct 4 Phill Derr
- Oct 6 Daren Lucas
- Oct 10 Debby Kunzman
- Oct 14 Michelle Kendall
- Oct 18 Barry Larson
- Oct 24 Dave Parman
- Oct 29 Ingrid Bongers
- Oct 31 Dave Marlow

HDCC Events

- Nov. 11th Veterans Day Parade Bend
- Dec. 2nd HDCC Christmas Party

October Anniversaries

- Oct 14 Daren and Patricia Lucas

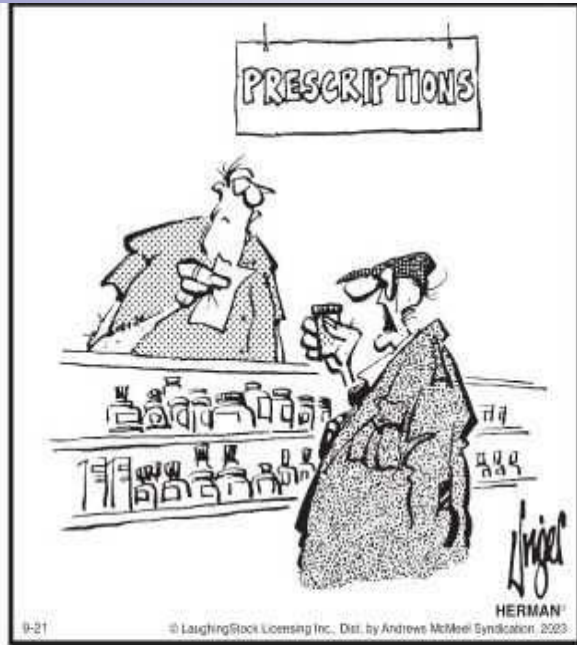


Dave and Lori Schneider won the 50/50 Drawing of \$125.00



Bill Sheaffer is now the most senior member of HDCC **Happy Birthday Bill !!!!!!!**

On the lighter side.



"Are there any side effects to these pills apart from bankruptcy?"

"...and a diet coke please."





My First Corvette by Leslie Cheney



Last year, John graciously asked if I'd provide a "new" member's biography. Somehow, that year flew by--probably because we have been having a terrific time with so many cherished friends we've made through this adventurous club. Literally, the most amazing group of people we have ever met. Now that I'm a not-so-new member, I'm finally able to complete a biography and My First Corvette story.

Here we go...I was born the youngest of six children in Redmond, Oregon. I've heard I am one of the few native Central Oregonians; however, in my early 20s, I enjoyed living in sunny California and in scenic North Carolina. I returned to Oregon in the late 1980s when I noticed my adored nieces and nephews were growing up too quickly.

Scott is the youngest of three boys and was born in Petaluma, California. He has lived in Bend for over 33 years, which is almost considered a native. Although, he says after marrying me, he was grandfathered in.
:D

On the evening of August 11, 1990, our fate was set in motion at The Riverhouse in Bend. (In 1990, The Riverhouse was a popular dance club.) Scott was a meat cutter for Albertson's and his co-workers asked him to join them at The Riverhouse after work.

At the time, I was part owner of an engineering/surveying firm in Bend and attending a friend's bridal shower at The Riverhouse. With 10 ladies at one table, Scott thought his odds were pretty good asking if any of us would like to dance.

From the moment I accepted his invitation to dance, we have been inseparable. A person might say it was love at first sight. Last May, we celebrated our 32nd wedding anniversary. I can't believe he's put up with me this long!

I grew up in a house full of avid hunters—my dad and two older brothers. My mom, my sisters, and I aren't hunters ourselves; however, my dad thought if he taught all six of us kids to look for animals his odds increased in spotting one, when necessary. On the way to the grocery store, or to a sports event, or on our way camping, he would get excited and say, "There's a deer!" "Oh my! Look at that elk!" He'd point out numerous animals standing alongside the road, way before we ever noticed they were there.



I happened to inherit the skill of observing an animal alongside the road, way before most, but, our two sons weren't as fortunate. They grew up hearing, "There's a Corvette!" Or, "Oh, look at that Corvette!" To this day, they may not be able to spot an animal alongside the road, but they can definitely spot a Corvette a mile away! I'm a proud mama! Ha, ha!

When I was in my early 20s and living in North Carolina, I had a new red sporty compact Honda CRX. Since I couldn't afford a Corvette, at the time, I personalized my license plate to read, "MICROVET". (A picture of one of the license plates is attached.) One day, when I was driving home on the freeway, a Corvette driver pulled up next to me. He rolled down his window and said he loved my license plate and gave me a thumbs up! It made my day!

Little did I know, my lifelong dream of owning a Corvette would become a reality. At a very young age, the Chevrolet Corvette became my ultimate dream car. Does anyone happen to remember the 1978 movie "Corvette Summer" with Mark Hamill and Annie Potts? The comical adventurous movie with the crazy-customized Corvette Stingray helped solidify my desire to own a Corvette.

Starting our company, Prestige Hardwood Flooring, Inc., over 23 years ago, allowed me the opportunity to finally begin the hunt for a new C8 Corvette. For approximately seven months, I called various Chevrolet dealerships looking for a new Corvette for sale. Unfortunately, more times than not, I received, "it's pre-sold".

One day in September, I happened to notice an ad from a dealership in Florida. I was hesitant to call the dealership, thinking the vehicle had already been sold. It happened to be a Wednesday afternoon when I finally called. Surprisingly, the vehicle was still available! Surprisingly, they accepted my offer!! Surprisingly, three days later, I was flying to Florida to pick up our new 2021 Corvette Stingray Zeus Bronze—my favorite color of choice!!!

I couldn't believe the impeccable 2021 Corvette had only 6 miles on the odometer. I was so excited to drive my dream car home to Oregon. I happily made the 3,000-mile journey single-handedly. The miles definitely "zoomed by", thanks to the Corvette's powerful engine and smooth ride. I couldn't help but smile during every mile!

Thankfully, Scott shares my enthusiasm for this remarkable sports car. Sometimes, he enjoys it too much and I have to arm wrestle him to see which one of us gets to drive it. He usually wins!

A month later, we joined HDCC, and are forever grateful. We hit the jackpot when we joined HDCC! What a blessing is it to meet and visit with all the amazing individuals that make up this wonderful club. I wished everyone owned a Corvette so they could belong to the same fun-filled group, too! See you all around the "Bend"!



The Bandido Z06

Chevrolet Corvette's latest C8 Z06 model might have met its ultimate expression, thanks to a visionary owner who has pushed the boundaries of customization. Decked out in a luscious black and gold scheme, this Corvette is less a car and more a moving masterpiece. Dubbed the 'Z06 Bandido,' this stunning vehicle pays homage to the iconic 1977 [Pontiac Trans Am](#) featured in "Smokey and The Bandit." What immediately catches your eye is the Bandido's hypnotic paint job—a rich, black canvas accented by intricate gold designs. A magnificent golden eagle commands the hood, radiating a sense of grandeur that is impossible to ignore. The word 'Bandido' is meticulously lettered near the rear wheels, a subtle yet powerful touch that ties together the overall theme.

It's not just about the large, striking elements, though. The Bandido's appeal is also in the minute details that display the owner's obsessive attention to craft. Tiny but tasteful golden highlights grace the taillights, adding an unexpected yet delightful layer to their appearance. The car's headlights, too, are dressed with gold accents, beaming as though winking at admirers.

Would you believe the devotion to detail extends to a golden windshield wiper? Yes, you heard that right. When parked or cruising, this unique element adds a whimsical flair to a car already laden with surprises. In a world of grey and silver cars, the Bandido Z06 is a burst of fall foliage on a crisp morning—vivid, unexpected, and [impossible to overlook](#).

But the Bandido isn't riding solo; it comes with a companion. A custom black trailer, also decked in golden nuances, follows this Corvette like a shadow. Adorned with 'Z06' and 'Bandido' in bold lettering and featuring a majestic golden eagle, this trailer is far from a mere utility vehicle. It's an extension of the Corvette's personality—a rolling statement of opulence and audacity.

Submitted by Christine Larson yahoo.com



All About Gasoline

The following information was taken from the **Corvette Magazine's "Tech Nerd"**. The reader's question was rather lengthy so I have shortened it to save space. The fellow is a snow bird with homes in Wisconsin and Florida. He keeps a C7 in Wisconsin and a 2013 Z06 in Florida. His question concerns octane ratings, Top Tier rated fuel, ethanol verses none-ethanol fuel. The final part of his question had to do with fuel levels when storing his Corvettes.

Answer-

Many people don't realize that gasoline is, for the most part, shared among competing retailer. In other words, each of the various gas retailers around the country is not refining its own gasoline from crude oil. Instead, in most cases, basic refund gasoline is stored in a common container until purchased by a specific retailer, after which it is blended with that retailer's additive package. "Top Tier Detergent Gasoline" is a performance specification and marketing designation that retailers can utilize if their gasoline meets the established standards and they pay a per-retail-location license fee to the Center for Quality Assurance. The CQA is a company that develops, implements and administers licensing programs for OEM – specified fluids, including the Top Tier fuel program. To meet Top Tier requirements, a fuel must pass tests that measure deposits on the intake valves, deposits on fuel injectors, deposits in combustion chambers and intake-valve sticking. As of this writing, there are 49 brands of gasoline that are licensed to use the Top Tier label. **(the reader mentions he is using Sunoco Recreation 90 in Florida)** Sunoco is not listed as a Top Tier Fuel. This only means Sunoco is not participating in the Top Tier licensing program and does not mean that Sunoco gasoline doesn't meet or even exceed, the Top Tier criteria. Based on the experience of many other late-model Corvette owners, your best course of action is probably to use Chevron's premium gas when possible, or to occasionally add Techron Fuel System Plus cleaner to whatever gasoline you use.

As for your use of Sunoco's Re-90, while I do appreciate the benefits of ethanol-free gasoline, I'm concerned about the relatively low octane rating. The lower the octane, the more likely the engine is to knock. I don't think you're going to damage the engine during normal street driving, because the control computer will retard the timing if sensors detect knock, but there is always some risk. Ethanol can damage various fuel-system components, but both of your Corvettes were designed to operate with ethanol in the fuel, so they should not be bothered by it.

Regarding whether to store a model Corvette with more or less fuel in the tank, there are some competing thoughts that have not yet yielded a clear answer. There is a recommendation floating around that owners are better off storing their late-model Corvettes with a quarter tank of less, to avoid potentially damaging a sensor by immersing it in fuel for an extended duration. But this seems illogical to me, because any time the tank is more than one quarter filled which is most of the time, the sensor is submerged. What, then is the difference between keeping more gas in the tank during storage and doing so during regular operation. Either way, the sensor is almost always immersed in fuel. I suppose it's possible that the sensors more likely to get "dirty" from deposits when the fuel is stagnant for several months at a time, so maybe storing the tank with very little fuel is smart. The traditional explanation for why cars should be stored with the tank full is that it less moisture=containing air will be in the tank, and thus less rust-causing water condensate will form. On the other hand, late model Corvettes use plastic tanks and a lot of plastic fuel system parts, so rust is less a of a concern than it used to be.

We all have opinion as to our favorite gasoline and oil we use so this is just another take on the subject. One point that seems consistent is that Chevron seems to be the preferred fuel.



GM Responds to 2020 Corvette Z51 Brake Duct Installs During the PDI Process

(PDI = Pre-delivery Inspection)

Ever since we caught that video from JMC Rides on YouTube showing a 2020 Corvette with [fire and smoke coming out of its wheels](#) after debris was sucked into the lower Z51 brake ducts, we've come to find that many Chevrolet dealerships were performing their Corvette PDIs incorrectly.

In that scary video, the Corvette's owner confirms the lower Z51 brake ducts were installed when he picked up the car.

Back before the first 2020 Corvettes were delivered, we featured this copy of the [official PDI checklist](#) for new Corvettes. Unfortunately, it appears that some service technicians skipped the required reading and were either installing everything that came with the car, or installing none of the pieces as required during the Pre-Delivery Inspection.

Those lower rear Z51 brake ducts are only supposed to be installed for track use, however, the upper rear Z51 brake ducts should be installed during PDI according to a GM spokesperson. The spokesperson was responding to a [request for clarification](#) from our friends at the MidEngineCorvetteForum. John from MECF writes that members were asking questions about the PDI installs of the Z51 brake cooling ducts specifically after learning that not 100% of all dealerships were installing the required ducts correctly.

Thanks to Walt Santos for this information

The Chevy Chevelle is Back

A company called TransAm World Wide is now producing a 2024 Chevy Chevelle. It comes with either automatic or standard transmission. The available engine horsepower ranges from 450 to 1500 horse power. Price range goes from \$156,000.00– to \$200,000.00. Check it out with the YouTube link below

<https://youtu.be/xmy83LH75m0?si=GD8vIZuFsP28xdTc>



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](#)



Pictures from President's Mystery Tour 2023

